

VISION 2050

LONG RANGE TRANSPORTATION PLAN





--- CONTENTS D

Introduction	2
Context	6
Public Participation	12
Goals, Objectives, and Performance	16
System Performance and Targets	22
Transportation Planning Process	24
Multimodal Needs	26
Financial Resources	51
Cost Feasible Plan	55
Implementation Plan	134

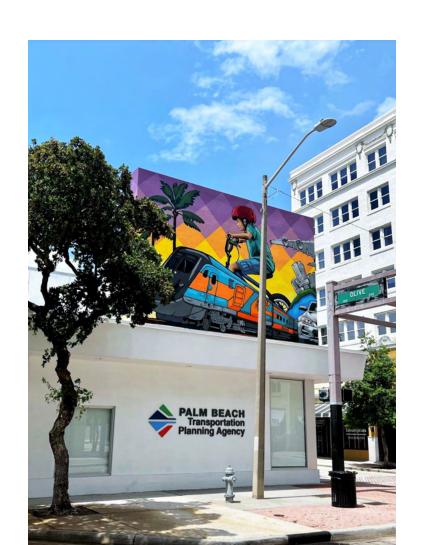
Appendices:

- **A. Existing Conditions**
- **B. Public Involvement**
 - **PIP**
 - Survey and Involvement Summary
- C. Goals and Objectives, Performance Measures, and Targets
- D. Multimodal Needs Development
- E. Call for Projects and Universe of Projects
- F. Financial Resources
- **G. Project Summary Sheets**
 - **▶ Cost Feasible Projects**
 - **▶ Illustrative Projects**
 - Local Desires
 - Archived Project Records

INTRODUCTION

The Palm Beach Transportation Planning Agency (TPA) is the designated Metropolitan Planning Organization (MPO) serving all of Palm Beach County, Florida. An MPO is a federally mandated agency led by a Governing Board of elected officials, which provide a collaborative and unified local voice for setting current and future federally and state-funded transportation investments.

This **Long Range Transportation Plan (LRTP)** provides a 25-year planning outlook that leads investment and decision-making today to accomplish the TPA's vision tomorrow. It is a cooperative planning process between partner agencies to create a collective vision with prioritized projects to meet the current and future mobility needs of Palm Beach County and the region.





regional transportation planning for all travel modes. This 25-year horizon long range plan identifies the most significant transportation investments needed to meet growing travel

demands of the tri-county region.

To learn more about the TPA, visit PalmBeachTPA.org/About.

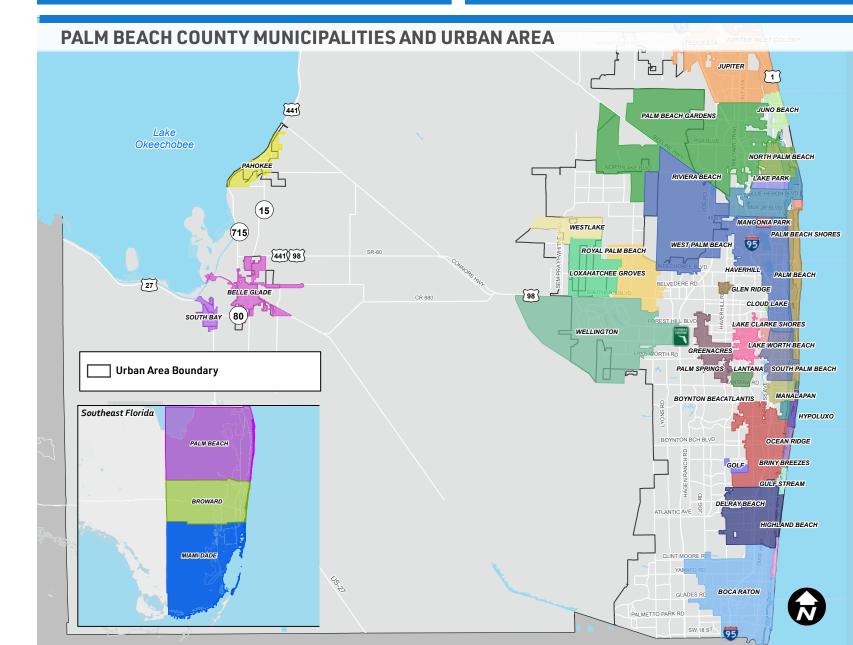




fund the transportation system.

VISION

A safe, efficient and connected multimodal transportation system.





What is the Vision 2050 Long Range Transportation Plan?

For urbanized areas to be eligible for federal and state funds, MPOs must maintain an LRTP covering at least 20 years that is updated every five (5) years. The purpose of the LRTP is to encourage and promote the safe and efficient management, operation, and development of a surface transportation system that serves the mobility needs of people and freight, fosters economic growth and development and takes into consideration resiliency needs while minimizing transportation-related fuel consumption and air pollution (23 U.S.C. 134).

A Shared Transportation Vision

The Plan is a collaborative process that brings together the ideas, studies, plans, strategies, and actions identified by transportation providers and communities within the region. The Plan integrates all modes of transportation, prioritizing investments spanning from today into the year 2050.

A Fiscally Constrained Plan

The Plan must demonstrate fiscal constraint, which means the plan provides a balanced budget of project implementation and operating costs against available revenue sources. The Plan focuses on approval of federal and state funding sources, but also includes local funding sources for reference.

The Plan programs federal and state funding directly prioritized by the TPA, but also includes additional federal and state funded projects for TPA consistency approval.



Introduction and Context

Describes the purpose of the plan, partnering agencies, and the current and future transportation system.

Public Participation

Describes stakeholder and public outreach of the transportation planning process and summarizes current needs and desires of Palm Beach County residents.

System Performance and Targets

Evaluates the state of the transportation system, focusing on federal performance requirements. This also includes goals, objectives, and strategies to reach the Vision.

Multimodal Needs and Priorities

Analyzes and identifies needs and trends of all transportation modes, including non-motorized and emerging technology. Also includes a call for projects for state and local agencies. Projects are evaluated and prioritized based on achieving the Goals and Objectives of the LRTP.

Financial Resources and Cost Feasible Plan

Federal and state funding is programmed to identified programs and projects. The Plan must present a balanced budget.

Implementation Plan

The Plan identifies strategies to accomplish the projects within the Cost Feasible Plan, but also other projects that are "Illustrative." The Illustrative projects are supported by the TPA but may not have funding available.





The Transportation System

ROADWAYS

3,919 Total Centerline Miles

1,286 miles of PALM BEACH COUNTY owned roads

432 miles of FDOT

45 miles of Florida Turnpike

2,156 miles of LOCALLY OWNED roads

TRAFFIC SIGNALS

PALM BEACH COUNTY

1,070+ signals

450+ miles of fiber optic cable

CITY OF BOCA RATON

138 signals

TOWN OF PALM BEACH

22 signals

LOCAL TRANSIT



31 routes

2,920 stops

24%

RIDERSHIP GROWTH from 2022 to 2023

nearly 100% recovered from COVID-19

> 28,500 DAILY RIDERS

across 31 ROUTES & 2,920 STOPS

PARATRANSIT

600+ **EMPLOYEES**

400+

contract **PARATRANSIT EMPLOYEES**

PASSENGER RAIL



Tri-Rail Commuter Rail

73.5

mile **SERVICE AREA**

> 19 **STATIONS** 6 in PBC



PUBLIC INTERCITY RAIL

at Tri-Rail stations, including West Palm Beach & Delray Beach



brightline

PRIVATE INTERCITY RAIL

19

LOTS

2 stations in PBC

total from Orlando to Miami

MONTHLY RIDERSHIP (April 2024)

RAIL CORRIDORS

C Florida East Coast





AIRPORTS

Palm Beach County General Aviation Airport (F45)

PALM BEACH COUNTY GLADES AIRPORT (PHK)

Belle Glade State

Park Airport (LNA)

Palm Beach County

Boca Raton Airport

Palm Beach International (PBI) Airport

8 million

between May 2023-May 2024

daily **NON-STOP ARRIVALS**

200+

Domestic/International

PORT OF PALM BEACH



Lth

in the US

412,000+

80%

60% Bahamas

Today

Palm Beach County is part of the Miami Metropolitan area in South Florida, and represents the fourth most populous county in the state. A destination known for its beaches, culture, and outdoor recreation, it continues to grow and diversify, attracting people from the US and countries around the world. Like any metropolitan county, Palm Beach County faces challenges that are only exacerbated by its ongoing growth. Although COVID-19 sparked a growth in work from home, and many work full-time or partly from home, congestion continues to be an issue that limits efficiency and traffic flow on roads throughout the county. Roadways designed primarily for vehicles pose a hazard for multimodal users, especially those that are most vulnerable: pedestrians and bicyclists.

FATAL CRASHES 2019-2023 ▲ Fatalities Glades Inset (15) 27

For more info, visit the FDOT Source Book at FDOTSourcebook.com and the TPA's dashboard at PalmBeachTPA.org/PM.

51,056

TRAFFIC CRASHES

197

FATALITIES

882 SERIOUS INJURIES

PEDESTRIAN & BICYCLE FATALITIES

Annually since last LRTP adoption (2019-2023)

Signal4Analytics

Percent of household income spent on:

37% HOUSING

23% **TRANSPORTATION**

No more than 30%

No more than 15% consider affordable consider affordable

Housing and Transportation Affordability Index, 2022 update, Regional Typical

60%

OF INCOME IS SPENT ON A **COMBINATION OF HOUSING AND TRANSPORTATION**

when no more than

45%

OF COMBINED HOUSING AND TRANSPORTATION COSTS is considered affordable

As the population ages, the transit-dependent age group grows, and they will require mobility options. This is especially important for citizens susceptible to social isolation. Finally, as housing costs continue to increase, the county struggles to keep up with demand. The LRTP offers an opportunity to look into the future and address some of these needs related to roadways, bicycle and pedestrian facilities, transit, railways, and more.

Transit Ridership

In 2023, Palm Tran provided 7.4 M TRIPS to customers, 858 K PARATRANSIT TRIPS, and 121K GO GLADES TRIPS Similarly, Tri-Rail has surpassed pre-Covid-19 ridership levels and carries OVER 15K PASSENGERS DAILY. 10% of all Tri-Rail riders in Palm Beach County are using a scooter or bicycle on their trip

Mode Split

DROVE ALONE

70.3%

CARPOOL

9.2%

PUBLIC TRANSPORTATION

1.2%

WALKED

1.2%

BICYCLE

0.5%

TAXI, MOTORCYCLE, OTHER MEANS

American Community Survey (ACS) 1-Year

2.5%

WORKED FROM HOME

15.1%

Mileage of Facilities

15.1%

10-FT+ SHARED USE PATHS

85 mi

8 TO 9-FT PATH

292 mi

SEPARATED BIKE LANES

1.3 miles

BUFFERED BIKE LANES

12 miles

DESIGNATED BIKE LANES

249 miles

SIDEWALKS

1,169 miles

1.518 million

RESIDENTS (2022)

758,113

9.48 million

VISITORS

47.7%

26%

FOREIGN BORN

AGE 65+ AGE 65+

25% who live alone

13%

persons with a disability

6% of households are without a vehicle

33.8%

other than English

Speak a language

Speak English less than "very well"

22.4 million

DAILY VEHICLE MILES

traveled in 2022

26.9 minutes

AVERAGE TRAVEL TIME to work

8.1%

PEAK HOUR HEAVILY CONGESTED ROADS

on the National Highway System

INDIANTOWN RD

POPULATION GROWTH 2020-2050

Tomorrow

As the population continues to grow at roughly 12,000 people a year, communities will need to plan ahead to support additional housing and transportation options. Rapidly evolving technologies have the potential to impact future transportation and improve safety as traffic volumes increase and the need for expanded high-capacity transportation options arises. These technologies can provide solutions that address the challenges of congestion and enhance the overall experience. transportation Intelligent Transportation Systems (ITS) can provide real time information to drivers and transportation agencies which will optimize traffic flow, reduce congestion, and enhance safety. Similarly, autonomous vehicles can communicate with each other and share

data on traffic conditions, accidents, and hazards. They also use Artificial Intelligence (AI) to make split second decisions, reducing likelihood of human error and accidents. The support for electric vehicles (EVs) continues to grow, which will help to significantly reduce emissions and improve air quality. They can benefit from improved battery technology, allowing further driving ranges and faster charging times, which helps support their adoption. Implementation of these technologies will require collaboration, and potential challenges like cybersecurity and infrastructure adaptation will need to be considered. The Palm Beach TPA is at the forefront of embracing these technologies into the future for the benefit of our transportation network.

.801 people by 2050



169 days

compared to 84 days (1976-2005) National Integrated Heat Health Information System

by 2040 **SEALEVELIS PROJECTED TO RISE**

10 to 17 inches above the 2000 mean sea level.

Vehicle Miles Traveled

PALM BEACH COUNTY

9 33,000,000

TRI-COUNTY REGION 124,000,000 **PALM BEACH COUNTY**

42,000,000

TRI-COUNTY REGION 157,000,000 PALM BEACH COUNTY 27%

27%

TRI-COUNTY REGION

Vehicle Hours Traveled

PALM BEACH COUNTY

9 900,000

TRI-COUNTY REGION 3,600,000

PALM BEACH COUNTY 1,300,000

02 TRI-COUNTY REGION

6,900,000

PALM BEACH COUNTY

44%

TRI-COUNTY REGION

92%

Congested Speed (VMT/VHT) TRI-COUNTY

PALM BEACH COUNTY **REGION** 37 34

EXISTING

PALM BEACH TRI-COUNTY REGION COUNTY

32 23

PALM BEACH **TRI-COUNTY** COUNTY

-34%

1 Dot = 250 Persons (15) [441] 98 [27]

Ridership Transit

UNLINKED PASSENGER TRIPS (UTP)*

> **EXISTING PALM BEACH**

COUNTY

38,000

TRI-COUNTY REGION

403,000

2050 **PALM BEACH** COUNTY

70,000

TRI-COUNTY REGION

415,000

% Change **PALM BEACH** COUNTY

84%

TRI-COUNTY REGION

48%

*The number of passengers who board public transportation vehicles. Passengers are counted each time they board vehicles no matter how many vehicles they use to travel from their origin to their destination. Can be found in: F-10, S-10, FFA-10, Declarations, MR-20

transit.dot.gov/ntd/national-transitdatabase-ntd-glossary



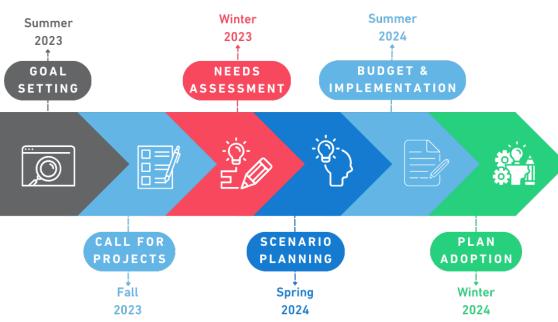
PUBLIC PARTICIPATION

Public participation helps shape the development of the LRTP. Through a diverse array of outreach tools, the TPA gathered feedback on what the public would like to see regarding transportation in Palm Beach County now and into the future. This included listening to communities from Jupiter to Boca Raton and from West Palm Beach to the Glades. The TPA focused citizen outreach efforts on surveys and online mapping of needs while stakeholder efforts focused on project solicitation and review of the transportation projects.

Public participation started with outreach regarding goal setting. The public was asked: What is important to them now and what may be important 25 years into the future?

After municipalities and other transportation partners shared input during the Call for Projects, the general public along with other community stakeholders reviewed submitted projects to voice their support or provide feedback on additional needs that were missing.

The public then had the opportunity to review the draft LRTP document and share input on the plan as a whole.



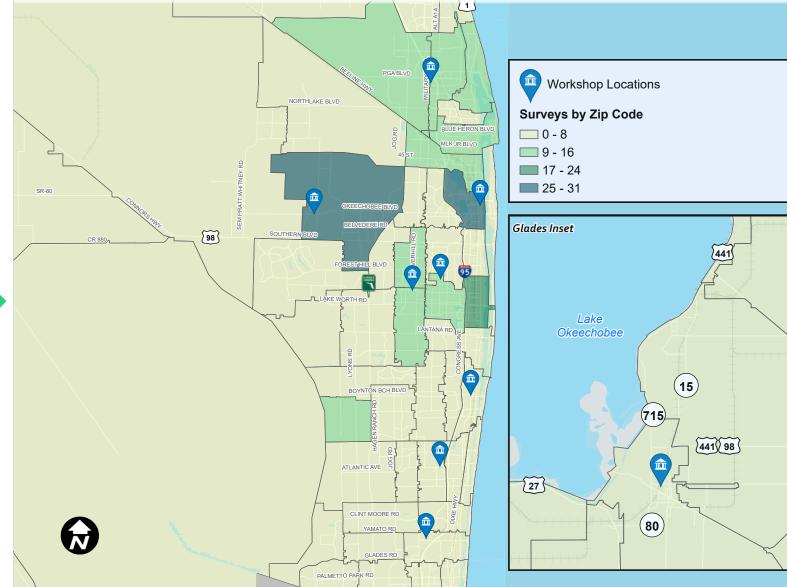
Outreach Tools

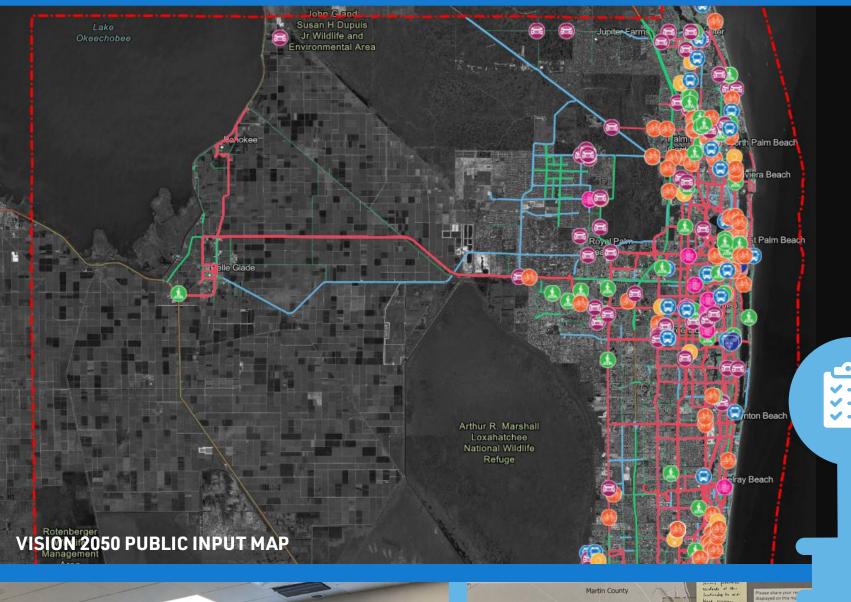
The TPA used many tools to reach as many individuals, communities, stakeholders and interest groups as possible during the LRTP process. This included:

- Social media
 - ▶ Facebook (includes boosted and promoted content)
 - **▶** Instagram
 - **▶** X (formerly Twitter)
 - **▶** LinkedIn
- ▶ PalmBeachTPA.org
- Printed materials
- ▶ Transportation Tuesday biweekly newsletter

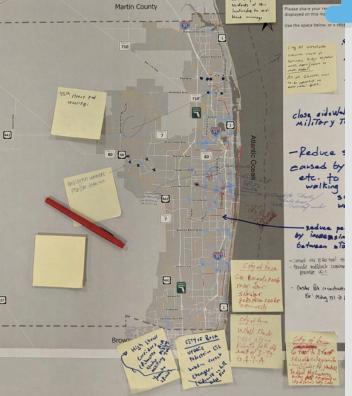
- ▶ Press release shared with local news media
- Virtual and in-person workshops
- Presentations to community groups, TPA advisory committees and Governing Board
- ▶ Statistically significant, random-sample Community preference survey of Palm **Beach County voters**
- ▶ Community preference survey on the **TPA's website**
- ▶ Comment and Public Input Map

VISION 2050 WORKSHOP LOCATIONS AND SURVEY RESPONSES BY ZIPCODE









Public Participation and Community Priorities

The TPA completed a public opinion survey of 502 randomly-selected registered voters in Palm Beach County to gauge countywide citizen priorities and transportation needs. The purpose of the random survey was to understand preferences and priorities for the average citizen who may not directly engage with the Palm Beach TPA. After completion, a similar survey was posted to the TPA website to gain additional insight, with 186 participants.

The survey included questions regarding the satisfaction with the quality of life in Palm Beach County, highest priorities for county leaders, satisfaction with the transportation system, and highest priorities for the transportation system within Palm Beach County.

Opinion Survey Key Findings

TOP PRIORITIES AVERAGE CITIZEN

26% WANT MORE HOUSING THAT IS AFFORDABLE

11% WANT TO MANAGE THE COUNTY'S GROWTH AND DEVELOPMENT

TOP PRIORITIES TPA WEBSITE VISITORS

24% WANT MORE HOUSING THAT IS AFFORDABLE IN THE ONLINE SURVEY

28% WANT TO MANAGE THE COUNTY'S GROWTH

HIGHEST TRANSPORTATION PRIORITIES





3 IMPROVING TRAFFIC SAFETY

FUTURE PLANS AND SERVICES DESIRED BY THE PUBLIC

Overall, the public top priorities were to:

- Invest in emerging technology to reduce the impact that transportation has on the environment and improve air and water quality
- Make improvements to streets and roads, so they are safer and more enjoyable for pedestrians and bicyclists



GOALS, OBJECTIVES, **AND PERFORMANCE**

Goals and Objectives give direction to the planning and prioritization decisions to reach the Vision. Performance-Based Planning, including the use of federally required Performance Measures, allows the TPA to track the progress towards achieving the Vision with the limited financial resources available in the LRTP.

The Goals below include an overview, the specific objectives to achieve, and notable federal performance measures the TPA is required to set targets for.





SAFE

Since 2018, the TPA has committed to Vision Zero, with the principle that any death or serious injury on a roadway is unacceptable. In 2019, the TPA formally adopted a Vision Zero Action Plan to make measurable steps towards reducing and ultimately eliminating these types of crashes. Fourteen municipalities have also committed to Vision Zero.

Objective S.1: Eliminate transportation-related serious injuries and fatalities.

Objective S.2: Support regional adoption of safety policies and plans.

Objective S.3: Support emergency management functions including evacuation, response, and post-disaster recovery.

Objective S.4: Enhance the safety and security of transit, rail, and other multimodal facilities.

FEDERAL PERFORMANCE MEASURES

- Fatalities
- ▶ Fatal Crash Rate
- Serious Injuries
- Serious Injury Rate
- Non-motorized Fatalities and Serious Injuries
- Palm Tran Fixed Route and Paratransit Safety

TPA INDICATORS

Rail Fatalities



EFFICIENT

Efficiency measures the reliability and productivity of the transportation system. Traditionally, the efficiency of the system was measured by vehicle travel time and the congestion of a roadway. The TPA has shifted to a more people-focused objective, integrating efficiency of modes and non-motorized users.

Objective E.1: Provide more efficient use and operation of the transportation system.

Objective E.2: Address capacity constraints of the existing transportation system.

Objective E.3: Improve public transit, micromobility, and transportation service reliability, efficiency, and convenience.

Objective E.4: Address the economic barrier of automobile ownership and dependence with transportation options.

Objective E.5: Incentivize reduced travel demand during peak periods.

FEDERAL PERFORMANCE MEASURES

- % of reliable person-miles traveled on the Interstate system
- % of reliable person-miles traveled on the Non-Interstate NHS
- ▶ Truck Travel Time reliability on the Interstate system

TPA INDICATORS

- ▶ Palm Tran On-Time Performance (new)
- Households (or Population) served by High-frequency transit (new)
- Transit vs. Car Average Commute Time
- ▶ Tri-Rail and Palm Tran Passenger Trips per Revenue Hour



CONNECTED

This goal strives to build the infrastructure to allow citizens to safely, efficiently, and comfortably connect to the places they live, work, play, and learn. The TPA's Complete Streets Design Guidelines encourage separated bicycle facilities and wider sidewalks whenever possible to promote safe connections for non-motorized users of all ages and abilities.

Objective C.1: Provide a range of interconnected transportation options to improve mobility for all residents, workers, and visitors.

Objective C.2: Fill gaps in multimodal transportation facilities.

Objective C.3: Deploy connected technology to enhance traffic operations.

Objective C.4: Increase availability of transportation information to support trip decision-making.

Objective C.5: Improve intermodal links that support freight and tourism.

TPA INDICATORS

- Tier 1 network completeness index
- > % complete of **Connector Corridors** on the 561 Network and NHS (new)
- ▶ Total mileage on the Federal Aid network that is Tier 1 and Tier 2 Level of Traffic Stress (LOS) for ped and bike.
- Centerline mileage of federal aid eligible roadways that include:
 - Sidewalks
- ▶ Percentage of federal aid eligible mileage with:
 - ▶ Bike Facilities within 3 mi. of a Transit Hub or School
 - Pedestrian Facilities within 1 mi. of a Transit Hub or School
- ▶ Pedestrian Facilities within 1/4 mile of Traditionally Underserved Communities



MULTIMODAL

The TPA aims to provide low-stress transportation options to help reduce reliance on single occupancy vehicle trips, thereby reducing congestion, preserving the environment, and promoting community health. The TPA also supports economic vitality through freight and goods movement. Improving connectivity between major trucking and freight routes, rail, ports, and distribution centers will increase the ability to provide goods and products inside and outside the region. Making it easier for residents and visitors to walk, bike or take transit to their destinations can help stimulate the local economy by creating savings on transportation costs and promoting more foot traffic to support local businesses.

Objective M.1: Develop a transportation system that improves regional accessibility and mobility for all users, including the movement of goods.

Objective M.2: Accommodate low-stress travel by sustainable modes.

Objective M.3: Enhance multimodal options in urban centers with persistent congestion.

TPA INDICATORS

- Total % of commuter mode split that is not drive-alone
- Annual tonnage of freight for:
 - Port of Palm Beach
 - Palm Beach International



RESILIENT

The preservation of Palm Beach County's infrastructure, environment, and quality of life is integrated into the entirety of the planning process. Both US DOT and FDOT also prioritize the preservation of our current transportation system and environment. FDOT and TPA are required to set performance targets for the current pavement and bridges while Palm Tran and SFRTA are required to set preservation targets for transit assets.

The consequences associated with sea level rise include direct physical impacts such as coastal inundation of inland areas, increased frequency of flooding in vulnerable coastal areas, and increased flooding in interior areas due to impairment of the region's stormwater infrastructure. Without significant planning and investments to mitigate our current impact on climate change and be able to adapt to a changing climate, the transportation system will be less secure, poorer quality, and become more costly.

Objective R.1: Protect critical infrastructure from future disruptions due to climate impacts.

Objective R.2: Promote compact, walkable, mixeduse development and redevelopment opportunities that encourage a range of transportation options and improved public health.

Objective R.3: Ensure equity is factored into programming, planning and design.

Objective R.4: Reduce the carbon footprint of the transportation system.

TPA INDICATORS

- At-threat facilities improved (new)
- Alternative fuel (including EV charge) corridor coverage (new)
- Daily fuel use per person
- Daily Vehicle Miles Traveled per Person
- % Electric Vehicles in Rubber-Tire Transit Fleet

FEDERAL PERFORMANCE MEASURES

- ▶ Bridges in Good Condition
- ▶ Bridges in Poor Condition
- Interstate Pavements in **Good Condition**
- Interstate Pavements in Poor Condition
- Non-Interstate NHS pavements in Good Condition
- Non-Interstate NHS pavements in Poor Condition
- Palm Tran 60ft **Articulated Buses** Exceeding Useful Life
- Palm Tran 40ft Buses Exceeding Useful Life
- ▶ Palm Tran Cutaway Buses Exceeding Useful Life
- ▶ Palm Tran Maintenance Vehicles and Facilities Exceeding Useful Life
- ▶ Tri-Rail Rolling Stock Exceeding Useful Life
- ▶ Tri-Rail Other Vehicles Less than 2.5 on 5-point scale
- ▶ Tri-Rail Rail track restrictions (slow orders)
- ▶ Tri-Rail maintenance and Support Vehicles > 8 years old



Guidance and Plans

The transportation planning process is guided by federal and state laws and plans. The LRTP also integrates plans from regional and local partners, creating a continuing, cooperative, and comprehensive planning process. The LRTP is required to be consistent with the federal, state, and local planning processes to the maximum extent feasible.

Federal

- Infrastructure Investment and Jobs Act (IIJA), 2021
- Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Planning Emphasis Areas, 2021

State

- ▶ FDOT Planning Emphasis Areas, 2021
- ▶ Florida Transportation Plan (FTP)
- ▶ Strategic Intermodal System (SIS) Policy Plan
- Strategic Highway Safety Plan (SHSP)
- ▶ Highway Safety Improvement Program (HSIP)
- Transportation Asset Management Plan, 2022

Regional

- ▶ 2045 Southeast Florida Regional Transportation Plan (RTP)
- Southeast Florida Regional Climate Change Compact Action Plan
- Tri-Rail Transit Asset Management Plan

Local

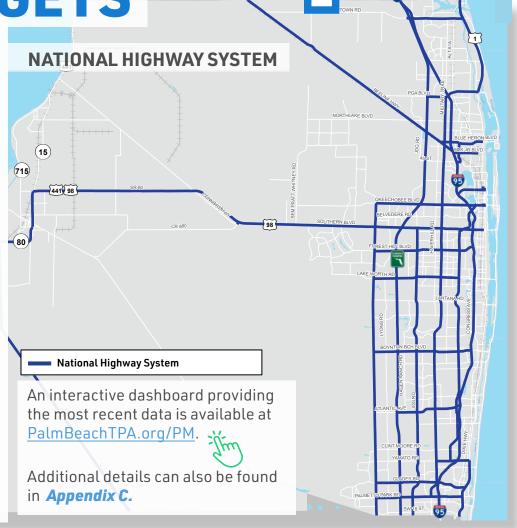
- Palm Beach County and local municipalities Comprehensive Plans
- ▶ Palm Tran Transit Development Plan (TDP)
- ▶ Palm Tran Public Transportation Agency Safety Plan
- Palm Tran Transit Asset Management Plan

23

SYSTEM PERFORMANCE **AND TARGETS**

Federal transportation law requires state DOTs and MPOs to implement Transportation Performance Management (TPM), a strategic approach to making investment and policy decisions to achieve performance goals. TPM uses past performance levels and forecasted conditions to measure progress toward strategic goals as a means to guide investments.

The TPA is required to coordinate and set targets after the adoption of FDOT's targets, and the targets set by the public transportation providers. Targets are set on either one, two, or four-year cycles, and are incorporated in the transportation planning process of the TPA.



All Roads Safety (PM1) Performance Targets

	Target Year 2024
Fatalities	0
Serious Injuries	0
Rate of Serious Injuries per 100M vehicle miles travelled (VMT)	0
Rate of Fatalities per 100M VMT	0
Nonmotorized Fatalities and Serious Injuries	0

System Performance and Freight (PM3) Performance Targets

	Target Year 2025
Person-miles on the interstate highway system that are reliable	75%
Person-miles on the non-interstate national highway system that are reliable	60%
Truck travel time reliability index on the interstate highway system	2.00

Pavement and Bridge Condition (PM2) Performance Targets

	Target Year 2025
Percent of NHS bridges classified as in Good Condition by deck area	50 %
Percent of NHS bridges classified as in Poor Condition by deck area	5 %
Percent of Interstate pavements in Good Condition	60 %
Percent of Interstate pavements in Poor Condition	5 %
Percent of non-Interstate NHS pavements in Good Condition	40 %
Percent of non-Interstate NHS pavements in Poor Condition	5 %

Transit Asset Performance Measures Targets

Percentage of assets that meet or exceeds useful life for	2022 Target
Palm Tran	
Vehicles - Articulated Bus	≤10%
Vehicles - Fixed Route Bus	≤10%
Vehicles - Paratransit Bus	≤10%
Vehicles - Paratransit Van	≤0%
Equipment - Automobiles	≤20%
Equipment - Trucks	≤20%
Facilities	≤0%
South Florida Regional Transportation Authority	
Rolling Stock - locomotives, coach cars, self-propelled cars (> 39 years old)	≤25%
Rolling Stock -cutaway buses (>10 years old)	≤25%
Equipment - Support & Maintenance Vehicles (> 8 years old)	≤56%
Equipment -Other Vehicles (<2.5 on 1-5 scale)	≤56%
Passenger Terminals (<2.5 on 1-5 scale)	≤5%
Maintenance Facilities (<2.5 on 1-5 scale)	≤5%
Administrative Offices (<2.5 on 1-5 scale)	≤5%
Rail fixed-guideway track with performance restrictions	≤3.5%

Transit Safety Performance Measures and Targets

	Target Year 2025		Target Year 2025
Fixed Route Bus		Paratransit (Palm Tran Connection)	
Number of Fatalities	0	Number of Fatalities	0
Fatality Rate per 100k VRM	0	Fatality Rate per 100k VRM	0
Number of Injuries	63	Number of Injuries	34
Injury Rate per 100k VRM	0.9	Injury Rate per 100k VRM	0.4
Number of Safety Events	43	Number of Safety Events	32
Safety Event Rate per 100k VRM	0.6	Safety Event Rate per 100k VRM	0.3
Mean distance between mechanical failures	14,000	Mean distance between mechanical failures	7,700

TRANSPORTATION PLANNING PROCESS

The LRTP coordinates local and regional transportation priorities by prioritizing funding for projects. The LRTP creates the fiscally constrained gameplan to implement projects from 2025 out to 2050. The following steps outline the LRTP planning process for how a project moves through idea generation to planning and programming.

1. Identify a Current or Future Need (Multimodal Needs)

The multimodal needs originate from a variety of sources, including: LRTP Needs Analysis; Citizen/ Stakeholder Ideas; Mobility or Safety Studies; Local Capital Improvement Plans; and Walk Bike Safety Audits.

As needs are identified, consideration is given to:

- Alignment with goals and objectives
- ▶ Transportation facility owner
- Community support
- Competing needs
- ▶ High-level social and environmental impacts

2. Study Options and Finding a Solution

Once needs are established, studies are undertaken to find solutions. This typically occurs as a Feasibility Study, or sometimes in greater detail through a Project Development & Environment Study (PD&E). Many of the needs in the LRTP have funding identified for a Study. Other projects may have already undergone a Feasibility Study and are ready for programming the design and construction of the project.

Studies can answer the following questions:

- Are there social and environmental impacts?
- Is right-of-way acquisition required an impact to utilities?
- What is the cost?
- ▶ Who will construct the project?
- Is there community support?
- Is there facility owner support?
- ▶ Who will maintain the operations and maintenance after completion?

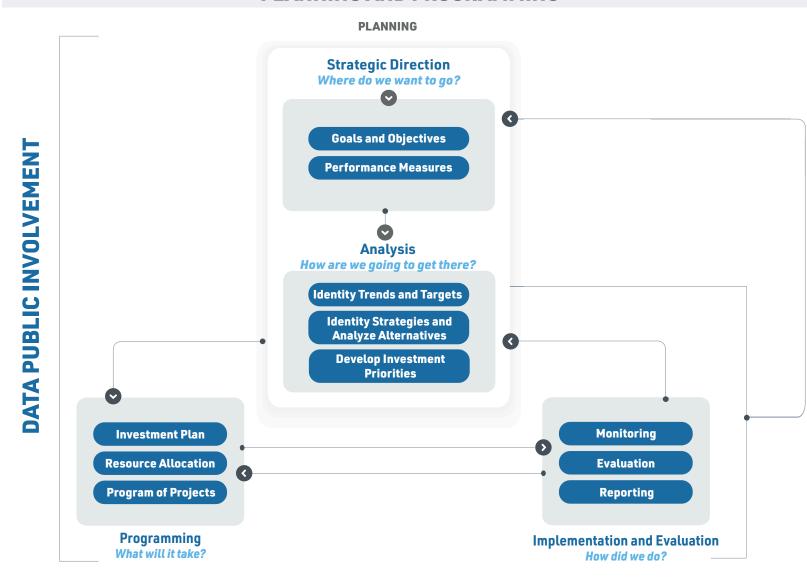
3. TPA Support and Determining a Funding Source (Cost Feasible and Unfunded Needs)

Once the proposed solution is established, the TPA can support the project and determine eligible federal and state funding, either through direct TPA prioritization of funding or through TPA support of pursuing available discretionary grants. If a need or project does not align with the TPA's vision or if a project scope is not well defined, the TPA may keep the project in the LRTP as a "Local Desire", which means the TPA does not support the Project's pursuit of federal or state funding.

4. Programming Projects in the **Transportation Improvement Program (TIP)**

The TIP is the current five-year programming of federal and state funds. Project phases that are supported by the TPA (adopted into the LRTP) begin to be programmed into the TIP annually. Programming depends on available funding and the production schedule of the project.

FRAMEWORK FOR PERFORMANCE BASED PLANNING AND PROGRAMMING



MULTIMODAL NEEDS -

The transportation system is responsible for moving people, goods and services across a variety of modes. The transportation system in Palm Beach County has been predominantly developed for the motor vehicle. However, the system must account for all users and how they engage with the system, whether it be through retrieving their goods through delivery services, providing safe routes to school, or by creating a business environment for all to succeed.

As part of the development of the LRTP, an assessment of the multimodal needs within the County was conducted to help guide future decision making. Needs are established from a variety of ways, including analysis conducted in the LRTP process, through studies completed by the TPA or partner agencies, or through general public and partner agency ideas.

The following outlines existing conditions, how the system is currently being used, and what projects will be needed moving forward to achieve its transportation goals by 2050. The detailed Multimodal Needs Report and the methodology used to identify projects by type can be found in **Appendix D.**

The Multimodal Needs of the Vision 2050 Plan include:

- Active Transportation
- **▶** Transit
- ▶ Road Capacity
- ▶ Freight
- ▶ Electric and Alternative Fuel

- ▶ Emerging Technology and Intelligent Transportation
- Operations and Maintenance
- Resilience



Active Transportation

Active Transportation is the use of the transportation system by any mode where the user transports by their own power. Historically, this has been by walking, using a bicycle, or a similar wheeled device. As technology advances, methods of Active Transportation grow. The increase of micromobility devices, such as electrified conventional mobility devices like bikes, scooters, skateboards, and others yet to be thought of have begun to transform the affordability and utility of active transportation. Now, people can travel further on these devices with limited exertion, without previous barriers users faced. Micromobility devices have also increased the complexity of public right-ofways as they have quickly entered the same environments used by people walking and bicycling without much deference to design.

Palm Beach County's active transportation network is limited and needs to be improved to be future ready for new devices and technologies when they arrive. Access to destinations and residences by safe, comfortable, and convenient active transportation modes encourages more people to travel by means other than driving by themselves.

Low-stress networks of complete streets are the foundation of an active transportation system. Providing people with the ability to walk, bike, scooter, or otherwise transport themselves by their own power or via an electrified device provides new choices for people to consider in their transportation choices. Network redundancy and comfort offers options for various skills. Complete Streets are streets with facilities that are designed and operated to enable safe access for users of all ages and abilities, including pedestrians, bicyclists, transit riders, and motorists. Complete streets are context sensitive and respond to adjacent land uses.

Low-Stress: a place where the intended design user is able to comfortably and conveniently access destinations, regardless of skill, ability, or demographic background

Active Transportation relies on the thoughtful, complete implementation of complete networks of Complete Streets. These streets must be low-stress for vulnerable road users, comfortable enough for even the young and elderly to use without concern from friends and family.

Projects identified in the Vision 2050 plan must be low-stress facilities to accommodate a wide range of users. Additional attention should be directed to intersections, traffic control, clear path, and reduced conflict points from non-active transportation.

Several needs were identified related to active transportation (specifically pedestrian and bicycle) by evaluating the FDOT VRU assessment, the tiered Pedestrian Network developed by the TPA, level of traffic stress, the SUN Trails Network, and the East Coast Greenway.

Level of Traffic Stress

Low-stress bicycle and pedestrian streets are designed with adaptability in mind, making them future-ready for evolving forms of micromobility. By prioritizing safety, accessibility, and efficiency, these streets offer a versatile infrastructure that can accommodate a range of existing and future transportation devices. Features such as protected bike lanes, wide sidewalks, traffic calming measures, reduced or low risk conflict zones, and clearly defined space for different speed users make it easy for people to move through urban environments on bicycles, scooters, skateboards, and other devices. As the variety of personal transportation modes continues to expand, these streets can seamlessly integrate new options without major redesigns, fostering a flexible and inclusive urban area.

One of the key reasons low-stress streets are future-ready is their emphasis on shared spaces and multimodal infrastructure. They are built to accommodate different speeds and types of vehicles, making it easier to incorporate new micromobility devices as they emerge. Whether it's electric scooters, e-bikes, or even devices that have yet to be invented, low-stress streets ensure safe and efficient movement by reducing conflict points between different modes of transportation. This adaptability makes them an essential component of cities that want to stay ahead of transportation trends, allowing for the integration of technology and innovation without sacrificing safety or usability.

Looking forward 25 years, it's clear that urban mobility will continue to evolve, with new devices and technologies reshaping how people move. Low-stress bicycle and pedestrian streets are designed to accommodate not just today's devices but also those of the future. The incorporation of smart technologies, such as sensors and dynamic traffic control, can enhance these streets' ability to manage diverse traffic efficiently. As cities adapt to electric-powered micromobility, autonomous personal vehicles, and even hybrid forms of transportation, low-stress streets will remain a foundation for future-proof urban design, promoting sustainable, safe, and accessible transportation for all users.

The tables represent Level of Traffic Stress (LTS) scoring based on roadway separation from vehicles, traffic volumes, number of lanes, and speed limits. In general, a lower LTS score indicates higher comfortability and safety for pedestrians and bicyclists than a higher score. Roadways scored as LTS 1 typically include roadways with further separation from vehicles, lower traffic volumes, less lanes, and lower speed limits. Facilities scored as LTS 4 include roadways with less separation from vehicles, higher traffic volumes, more lanes, and higher speed limits. Those classified as 2 or 3 fall somewhere in the middle.

	Pedestrian Facility and Posted Speed Limit												
	Both Sides of the Street					One Side of the Street				No Dedicated Walkway			
Number of Travel Lanes	Vehicle Volumes	≤ 25 mph	30 mph	35 mph	≥ 40 mph	≤ 25 mph	30 mph	≥ 35 mph	≥ 40 mph	≤ 25 mph	30 mph	≥ 35 mph	≥ 40 mph
	≤ 3k	1	1.5	2	2	1.5	2	2.5	3	2.5	3	3.5	3.5
2-3 Lanes	3k - 10k	1.5	2	2	2.5	2	2.5	2.5	3	3	3.5	3.5	4
	≥15k	2	2	2.5	2.5	2.5	2.5	3	3	3.5	3.5	4	4
	≤ 15k	2.5	2.5	3	3	3	3.5	3.5	3.5	4	4	4	4
4-5 Lanes	15k-25k	2.5	3	3	3.5	3.5	3.5	4	4	4	4	4	4
	≥25k	3	3	3.5	3.5	4	4	4	4	4	4	4	4
6+ Lanes	All AADTs	3	3.5	3.5	4	4	4	4	4	4	4	4	4

			Bicycle Facility and Posted Speed Limit												
			No Bicycle Facility (Mixed Traffic Streets)				Street with Designed Bike Lanes (4-5 ft.)			Street with Buffered Bike Lanes (6-8 ft.)			Street with Seperated Bike Lanes		
Number of Travel Lanes	Vehicle Volumes	≤ 25 mph	30 mph	35 mph	≥ 40 mph	≤ 30 mph	35 mph	≥ 40 mph	≤ 30 mph	35 mph	≥ 40 mph	≤ 30 mph	35 mph	≥ 40 mph	
	≤ 3k	1.5	2	2.5	3	1.5	2	2.5	1	1.5	2	1	1	1	
2-3 Lanes	3k - 10k	2	2.5	3	3.5	2	2.5	3	1	1.5	2	1	1	1	
	≥15k	2.5	3	3.5	4	2.5	3	3.5	1.5	2	2.5	1	1	1.5	
	≤ 15k	3	3.5	4	4	2.5	3	3.5	2	2.5	3	1	1	1.5	
4-5 Lanes	15k-25k	3.5	4	4	4	3	3.5	4	2.5	3	3.5	1	1.5	2	
	≥25k	4	4	4	4	3.5	4	4	3	3.5	4	1.5	2	2	
6+ Lanes	All AADTs	4	4	4	4	3.5	4	4	3.5	4	4	2	2	2	





Micromobility

Micromobility is defined by the FHWA as any small, low-speed, human or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances. Micromobility has grown rapidly across many cities nationwide, proving to be a desirable and beneficial form of transportation for many users as it can reduce competition for roadway capacity, create more comfortable travel environments for the surrounding community, and improve public health. Leveraging these benefits is dependent on providing a safe transportation environment with a complete and connected network of dedicated facilities.

The North American Bikeshare and Scootershare Association (NABSA) 2022 State of the Industry Report illustrated a rise in shared micromobility ridership across North America equal to prepandemic levels. In addition, more cities across North America with existing systems recorded shared micromobility ridership than ever before. The report shows that 74 million pounds of carbon dioxide emissions were offset by shared micromobility that replaced car trips. Surveys conducted by NABSA show that 37% of shared micromobility trips replace a car trip, and findings from the American Micromobility Panel report indicate 10% of users were influenced to delay purchase of a household vehicle due to bikeshare access, while 3% of users surveyed sold or got rid of their vehicle due to their use of bikeshare.

Designing bicycle and micromobility improvements requires a holistic approach that considers ADA accessibility, level of traffic stress, Vision Zero/High Injury Network (HIN) principles, and Complete Streets Design Guidelines. This approach ensures that improvements are made for users of all ages and abilities, while determining and prioritizing the safety needs of active transportation users.





Places for People to Walk

At the foundation of the transportation system is the person who walks either by choice or because they lack the means to move by other modes. People in Palm Beach County want to feel safe while walking in the area they live, work, and play, while also being comfortable on their journey. People need to be able to walk to access other modes of the transportation system, combining trips as part of a non-drive alone strategy.

Places for people to walk are derived from the context of the surrounding area and need the following to seriously consider walking as an option for the public:

- Direct path without substantial detour
- ▶ Frequent low-stress crossing locations to access spontaneous destinations
- Reduced number of conflict points
- Pedestrian scaled lighting
- ▶ Shade and rest areas
- Access to other modes to complete trips

The TPA's planning area is comprised of

1,548 miles

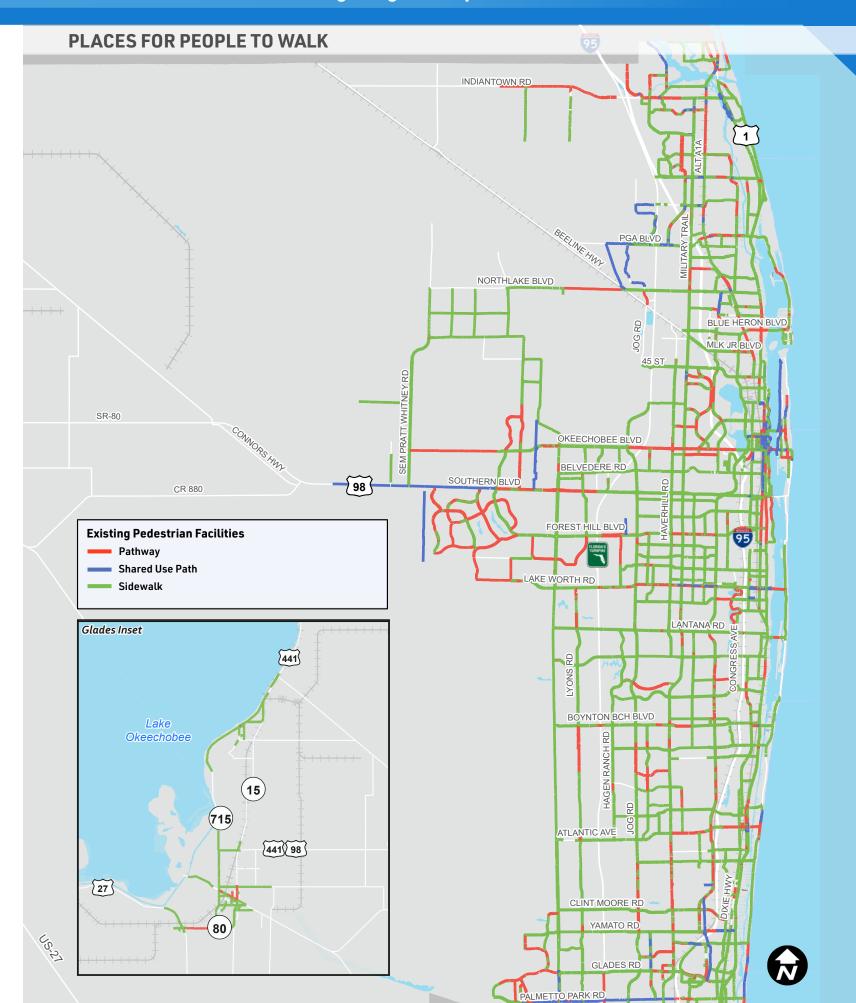
OF SIDEWALKS, PATHS, TRAILS, OR **SHARED PATHS.**

THE FEDERAL AID ELIGIBLE **NETWORK (FAEN)**

is the only location where the TPA can attribute major capital dollars to projects.

NON-FAEN ROADS are eligible for Transportation Alternatives Project funding but the program is not funded well enough to meet all the non-FAEN needs.





The Transit of Today

Public transit helps move people more efficiently than cars, especially during rush hours when the roads are most crowded. Transit can include various types of services, such as buses on regular roads or buses and trains running on special, dedicated routes. As roads get more congested, using transit in these dedicated lanes allows more people to travel efficiently.

Transit also provides an affordable option for those who cannot afford a car or are unable to drive.

Today's transit services lay the groundwork for a future transit network that is even more efficient and accessible. Ridership grows when different services work together to create a system that's simple and reliable. Plus, having a strong transit network helps the county qualify for grants that can improve services and reduce the number of people driving alone.

In recent years, transit services have expanded beyond just fixed bus routes and services for people with disabilities (paratransit). There are now multiple ways to get around, creating a "transportation toolbox" that includes:

Transportation

Network Company (TNC) Zones: In designated areas, people can access discounted fares for ride-hailing services like Uber and Lyft, through vouchers provided by the county.

On-Demand Ride Zones: Palm Tran and other local agencies offer ride-hailing services within limited areas, usually around 6 square miles.

Paratransit: A shared-ride service for residents with special needs, available countywide. This service, traditionally provided by small buses, now also includes ride-hailing options to reduce costs.

Fixed Route Bus and Train: Long-established bus and train services now offer more frequent trips, with buses and trains arriving every 15 to 20 minutes, making transit a more reliable option.

Express Services: These connect key hubs or areas with heavy traffic. For example, Palm Tran runs an express bus between Port St. Lucie and Palm Beach County, and the South Florida Regional Transportation Authority (SFRTA) runs an express Tri-Rail train from West Palm Beach to Miami.

First Mile / Last Mile Solutions: To make transit convenient, it's important for people to have easy ways to get to and from bus or train stops. This might include bike or scooter rentals in areas where it's safe and practical to use them.

To turn this vision into reality, the county needs to commit to long-term funding for operations, maintenance, and the major projects that make transit improvements possible. Broward and Miami-Dade counties have already made significant investments in their transit systems through a transportation sales tax. Palm Beach County's Transit Development Plan identifies future opportunities, but new services cannot be developed until matching funds are secured.

Additional infrastructure investments in transit signal priority, queue jumps, and dedicated space for transit operations will vastly improve transit service and create more opportunities to ride transit in Palm Beach County.

How to Improve Transit

Enhancing Transit for the Future in Palm Beach County

Palm Beach County has the potential to move thousands of current and future residents, visitors, and employees by public transportation instead of having them drive in single-passenger cars causing congestion.

1. Increase Frequency to Meet Rider Expectations

For public transit to be reliable, buses and trains need to run more often. No one wants to rely on a bus that only comes every 30 minutes, especially if transfers between different routes are needed. To attract more riders, transit should aim for a service frequency of 15 minutes or less, making it a more convenient option.

2. Improve Safety and Off-Bus Amenities

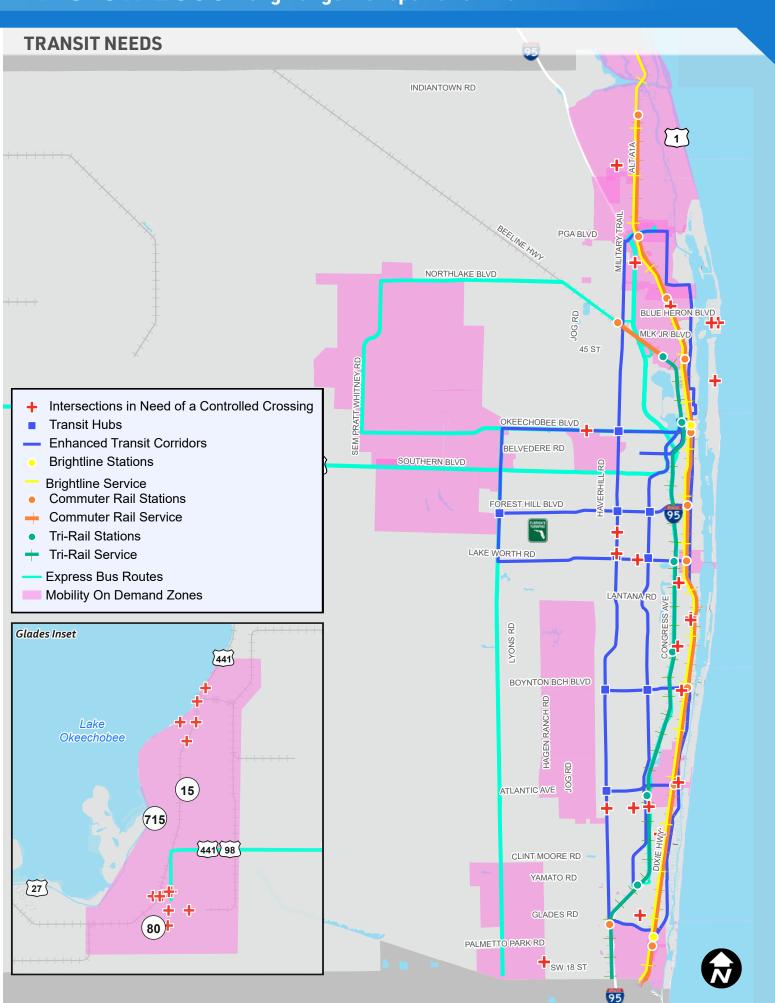
People need safe, well-designed streets and easy access to transit stops for the system to work. Without safe places to cross busy streets, many won't use public transit. Adding more shelters at bus stops is also essential, as the county currently has far fewer shelters than needed for its number of stops. While Palm Beach County buses are equipped with advanced technology, the streets need to support riders before they even board the bus. Enhancing the rider experience will encourage more people to use transit, which in turn will justify further improvements.

3. Prioritize Spending on Transit Enhancements

Traffic signals and intersections need to be upgraded to help buses move more efficiently through congested areas. For example, bus priority at traffic signals and creating dedicated lanes or "queue jumps" at intersections would reduce delays. The county already has some funds set aside for these types of improvements but needs to focus on putting them to use.

4. Stay Flexible with New Technologies

New technologies are changing public transit around the world, and Palm Beach County should be ready to adapt. This could include new types of vehicles like rubber-tired or hybrid light rail, autonomous buses, or vehicles powered by alternative fuels, all of which can reduce costs and improve service. Staying open to these innovations will help the county build a future-ready transit system that benefits everyone.





Roadway Capacity

Roadway widenings and reconstructions develop out of the long-range planning documents of FDOT and Palm Beach County. Substantial consideration of project need and expanding low-stress multimodal capacity must be included in every project for the TPA to support a roadway widening or extension project. Roadway widenings and extensions are complex and may include large right-of-way and environmental impacts. These regionally significant projects typically require detailed Project Development and Environmental (PDE) to ensure the project is developed with consideration of current engineering standards, project costs, and minimization of social and environmental impacts, while involving the public throughout the entire study process.

The Congestion Management Process defined in CFR 450.322 (d)(4) (i.-v.) requires that additional roadway capacity through widening projects be pursued after a series of other considerations including demand management, traffic operations, public transportation, and ITS infrastructure. Thus, other multimodal solutions and strategies must be contemplated prior to widening roads. Furthermore, many of the roadways are already constrained by existing rightof-way limits or geographic constraints, exhausting the ability to expand single occupancy vehicle capacity.

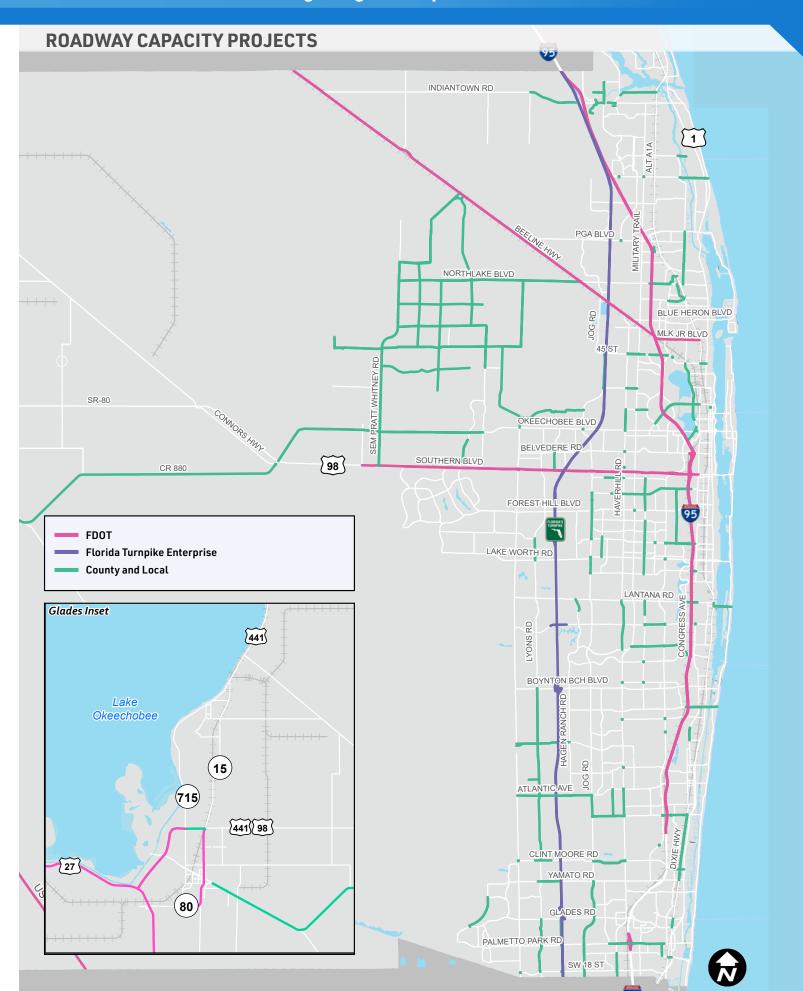
The other sections of the LRTP needs analysis focus on these strategies, including signal technology, inclusion of other modes of transportation to reduce single occupant vehicles (SOV), and other operational improvements. The remaining available capacity projects identified within this plan should seek to provide a complete capture of needs, with specific emphasis on active transportation and complete streets, emerging technology, and resilience.

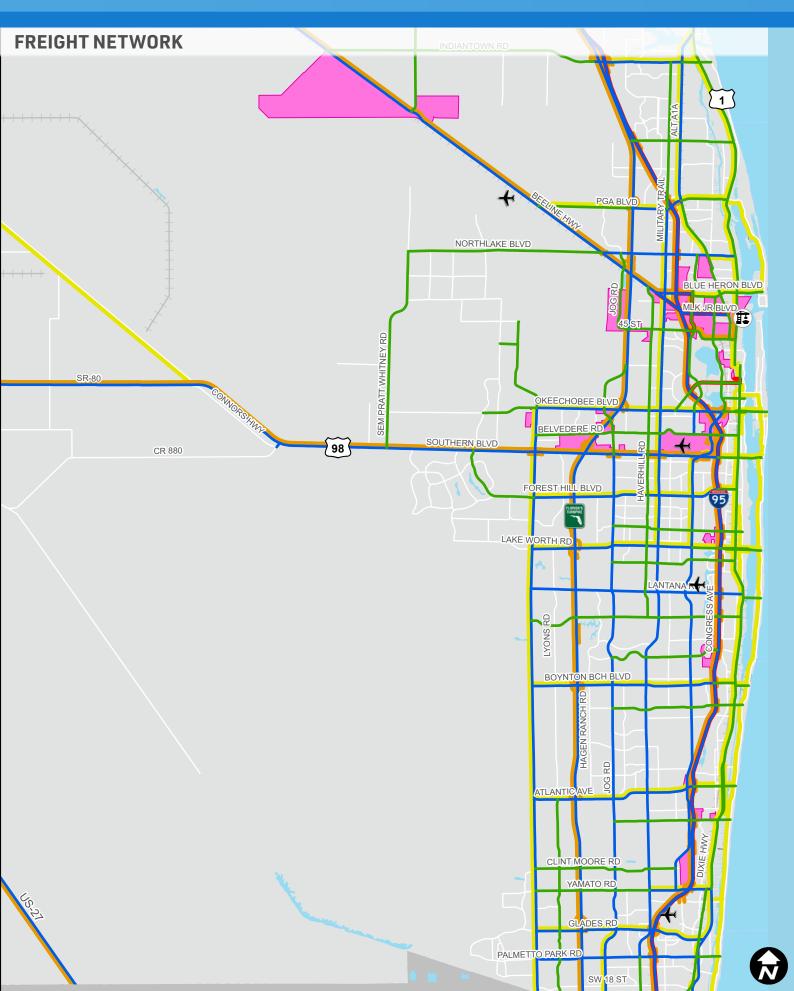
There are two substantial agencies working on this type of project Countywide and in the Region.

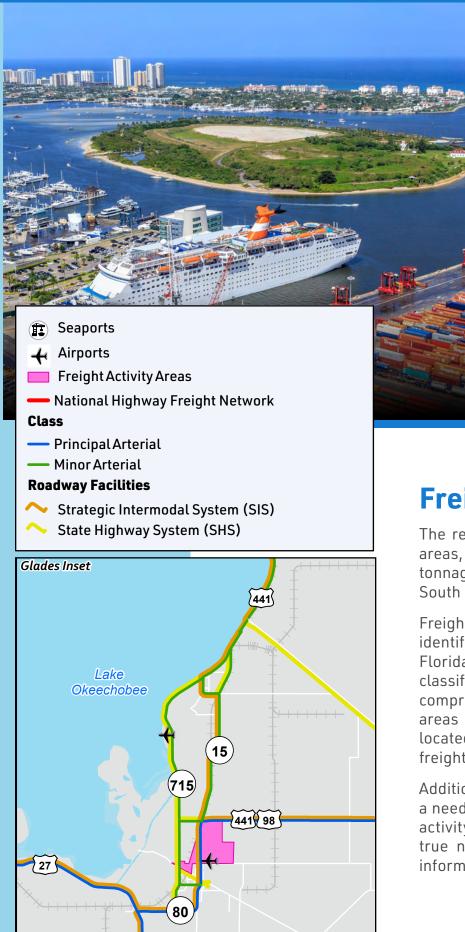
FDOT's focuses on building out the capacity of the Strategic Intermodal System (SIS) - Florida's high priority important to the state's economy and mobility. The projects are programmed into the statewide SIS Cost Feasible Plan that ultimately makes its way into the statewide MPOs' Cost Feasible Plans, such as the TPA's Vision 2050.

Palm Beach County focuses on building out the capacity of the Throughfare Rightof-Way Identification Map adopted in the County's Comprehensive Plan. The map only indicates the ultimate right-of-way widths and future corridor needs, it does not include the number of travel lanes. Many projects submitted by Palm Beach County add travel lanes, with the intent to meet the County's Roadway Typical Sections, based on available right-of-way.

Palm Beach County Roadway projects identified in the TPA's Vision 2050 LRTP were submitted by the County for inclusion as needs but may not necessarily be constructed in the 2050 timeframe. Many of the lane addition projects are included in the "Desires" list and are not formally supported by the TPA for pursuing federal and state funding for their construction.







Freight

The regional roadway network and freight activity areas, or distribution areas, supports most freight tonnage within the region to support commerce in South Florida.

Freight Network Designations include those identified in the National Highway Freight Network, Florida's SIS, State Roads, and specified functional classification roadways, and local designations in comprehensive plans. Additionally, freight activity areas are common distribution hubs generally located within industrial districts or otherwise freight intensive land uses.

Additional study of the freight network and areas is a need in Palm Beach County to identify routes and activity areas, and conduct more analysis to identify true network needs to support the region. More information and data is located in *Appendix D*.

Electric and Alternative Fuel

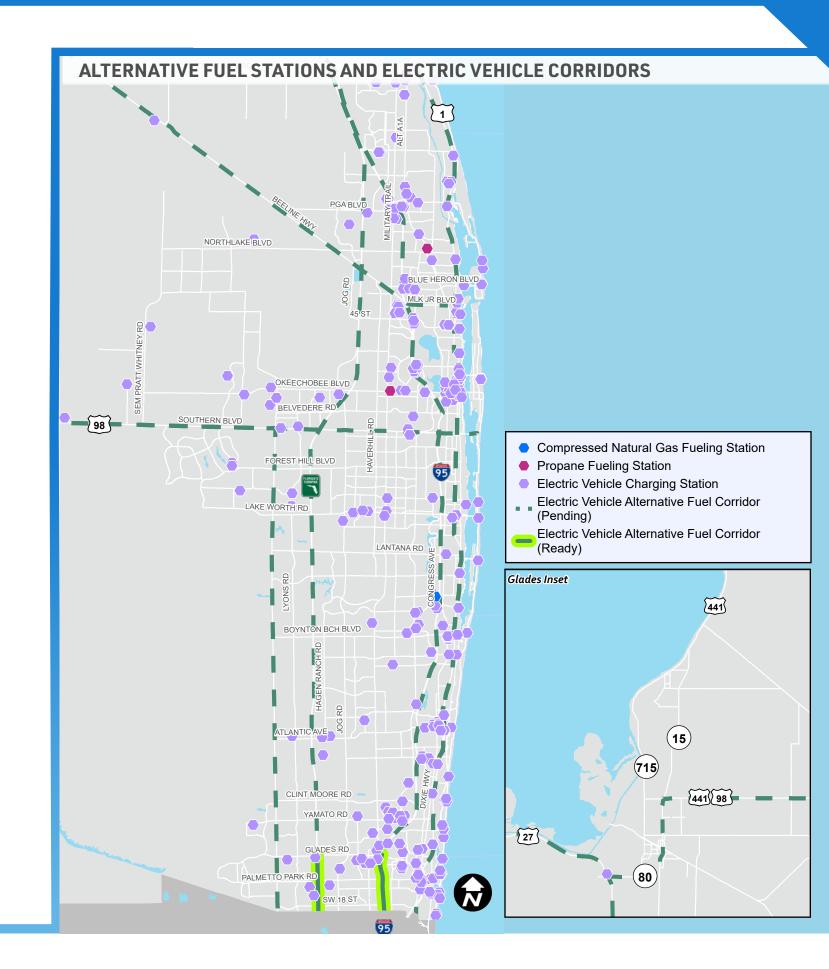
The 2050 LRTP resiliency goals include protecting critical infrastructure from climate impacts and reducing the carbon footprint of transportation projects.

The U.S. Department of Transportation Federal Highway Administration (FHWA) designates a national network of alternative fuel corridors (AFCs). These AFCs then become eligible for grants to fund the construction of alternative fuel stations. The national networks apply to several alternative fuel sources including electric vehicles (EVs), hydrogen, propane, and natural gas.

Each fuel type has specific requirements to designate an AFC as pending or ready. A designation of 'pending' indicates that the corridor does not meet the minimum criteria for alternative fuel spacing, siting, and capacity. A 'ready' designation indicates corridors have met the minimum fuel station requirements and are either no longer eligible for grant funds or have a lower priority for additional grant-funded fueling infrastructure.

This table provides a summary of AFC designations in PBC:

Alternative Fuel	Pending Status	Ready Status	Ready Criteria	Notes
EV	 I-95 Florida Turnpike/ SR91 US1 SR710 SR80 US441 	N/A	Public DC Fast Charging, no greater than 50 miles between one station and the next on the corridor, and no greater than 5 miles off the highway. Additionally, each DC Fast Charging site should have both J1772 combo (CCS) and CHAdeMO connectors. Because Tesla stations are proprietary, we are unable to include them.	There are 285 public EV charging stations in Palm Beach County. There are no stations that meet the EV AFC Ready Criteria.
Compressed Natural Gas (CNG)	I-95Florida Turnpike/SR91	N/A	Public, fast fill, 3,600 psi CNG stations no greater than 150 miles between one station and the next on the corridor, and no greater than 5 miles off the highway.	There are no public CNG stations in Palm Beach County.
Propane	US1	I-95	Public, primary propane stations no greater than 150 miles between one station and the next on the corridor, and no greater than 5 miles off the highway.	There are two public propane fueling stations in Palm Beach County
Liquid Natural Gas	SR710	Florida Turnpike/ SR91	Public LNG stations no greater than 200 miles between one station and the next on the corridor, and no greater than 5 miles off the highway.	There are no LNG AFCs in Palm Beach County. There are no public LNG stations in Palm Beach County. There are two in Florida – one in Ocala and one in Jacksonville.
Hydrogen	SR80	N/A	Public, hydrogen stations no greater than 100 miles between one station and the next on the corridor, and no greater than 5 miles off the highway.	There are no hydrogen designated AFCs in Palm Beach County. Currently, the only hydrogen AFCs in Florida are in the Jacksonville area. There are no public hydrogen fueling stations in Florida



ITS TSM&O PRIORITY CORRIDOR RANKING $\{1\}$ NORTHLAKE BLVD BLUE HER MLK JR BL OKEECHOBEE BLVD BELVEDERE RD SOUTHERN BLVD 98 FOREST HILL BLVD FLORIDA'S TURNPIKE LAKE WORTH RD High - 7 Low - 1 Glades Inset BOYNTON BCH BLVD [441] Lake Okeechobee ATLANTIC AVE (15) (715) CLINT MOORE RD 441 98 YAMATO RD [27] PALMETTO PARK RD (80) SW 18 ST

Emerging Technology and ITS

Technology is playing an increasing role in enhancing how traditional modes of travel are used, as well as creating new ways to connect people, goods, and places. This type of technology is often referred to as Transportation Systems Management and Operations, or TSM&O. New and emerging technologies are expanding beyond traditional TSM&O goals to create new ways to connect and travel.

A technology matrix was developed to assess TSM&O strategies as well as emerging technologies in Palm Beach County, since many of these applications have overlapping goals, funding, and operational responsibility. To determine if technologies should receive public funding, it is important to think about whether they address or connect more than one mode of travel, enhance regional connectivity, enhance travel safety, or focus on policy and regulatory support.

Several needs were identified related to emerging technology and ITS by evaluating key regional routes that can be improved through monitoring and connected technologies and TSM&O deployment.

Intelligent Transportation Systems technologies can provide real-time information about traffic conditions, weather conditions, and potential hazards, all of which contribute to increased safety, reduced congestion, and increased efficiency and mobility.

The Palm Beach County ITS Group is responsible for the design, operations, and maintenance of the County's ITS infrastructure, which includes CCTV cameras, fiber optic communications network, travel time detectors, arterial dynamic messaging signs, and video vehicle detection systems. The TSM&O software program is responsible for developing systems that ensure a seamless network of ITS functions along Florida's major transportation corridors. The Code of Federal Regulations includes ITS technologies related to regional ITS architecture as an effective strategy within the Congestion Management Process. In turn, the ITS Group is working on incorporating future technological enhancements, including transit signal priority for priority networks, to support current efforts from the County to improve traffic efficiency.

A priority score was calculated for each segment as the sum of its traffic, safety, and transit scores. Segments with the highest combined needs for traffic, safety, and transit improvements received the highest priority.



Maintenance responsibility for roadways and bridges resides with the facility owner. Funding is first set aside to meet maintenance responsibilities before the programming of new capacity projects.

Federal and state maintenance policies are focused on performance based decision making. Because statewide transportation system needs exceed available funding, investment and project programming decisions are strategic, focusing on meeting performance measure criteria.

The State and TPA are federally required to adopt performance targets for road and bridge assets on the National Highway System (NHS), with FDOT's Asset Management Plan guiding the process.

Roads

FDOT routinely collects data for all state owned and non-state NHS roadways. The state is federally required to utilize standardized national criteria for assessing pavement condition. Other non-state owned roadways are maintained by roadway owner which may adhere to a specific roadway resurfacing lifecycle schedule.

Owner	All Public Roads	Federal-aid eligible	NHS
FDOT	477	476	321
County	1,286	530	73
Local/Other	2,156	236	1
Total	3,919	1,242	395

Bridges

Although maintenance responsibility remains with the facility owner, inspection and ratings of bridges is performed by FDOT consultants following the Structures Inspection Program. This program identifies critical bridge safety deficiencies and other non-critical deficiencies. By correcting non-critical deficiencies, the structure's service life is lengthened, total maintenance costs are reduced, and the public receives a better return on their investment.

Owner	All Bridges	Federal-aid eligible	NHS
FDOT and Other State Agencies	273	261	186
County	221	186	34
Local/Other	92	30	0
Total	586	474	220





Resilience

The 2050 LRTP includes resiliency related goals to help guide future project priorities and funding decisions with potential impacts related to a changing climate in mind. Resiliency regarding transportation is the capacity of the system to withstand damages from climate impacts, be incorporated during development and redevelopment, and reduce the carbon footprint of transportation projects. All previously discussed needs and future projects need to consider potential future climate impacts and how that can affect the transportation system in Palm Beach County.

Sea level rise, shoreline erosion, storm surge, flooding, and fire are increasingly challenging the integrity of the transportation system.

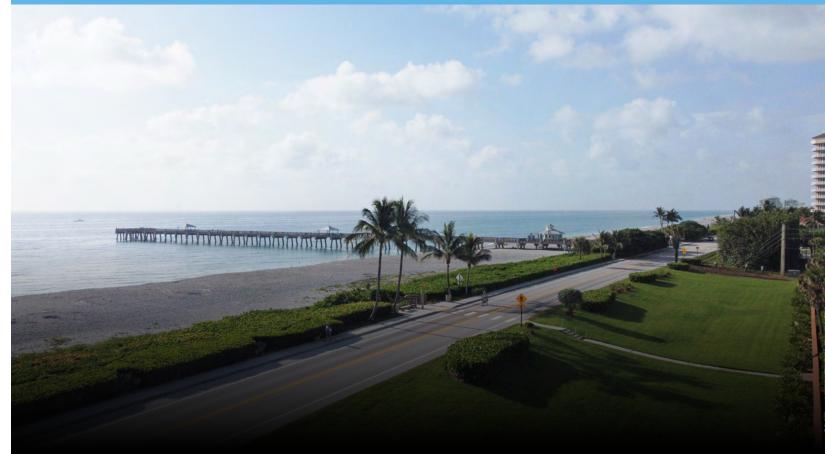
The FDOT's Resiliency Action Plan assessed the impact of flooding, storms, and sea level rise on transportation facilities in Florida based on current and future conditions. Future studies are needed to identify whether the risk poses a threat to the infrastructure.

Palm Beach County Office of Resilience offers multiple ways to combat these climate challenges. Property Assessed Clean Energy (PACE) financing is available to property owners to help fund energy efficiency and renewable energy projects on their property. The Coastal Resilience Partnership (CRP) of Southeast Palm Beach County was formed in 2019 to work on completing a joint climate change vulnerability assessment. The County also has permitted 887 separate solar installations community-wide and is recognized as a SolSmart Gold community.

The Southeast Florida Climate Compact aims to reduce regional greenhouse gas emissions and build climate resistance. Their RCA Plan 3.0 recommends ensuring equitable distribution of benefits of transit-oriented developments and supporting first and last mile pedestrian and bicycle connections.

To achieve the resiliency related goals, the LRTP also discusses the use of alternative fuel corridors, EV infrastructure, and operations and maintenance of existing infrastructure.





Call for Projects

In addition to the identified needs that came out of the multimodal needs plan, the TPA conducted a "Call for Projects" to allow local partners to submit projects for consideration in the LRTP. These are included in the preliminary projects list. The list includes a variety of projects that range from those which are early in the planning process with little committed funding to those that may be partially funded and have passed through some phases of the typical project phases including feasibility study, PD&E, or design.

Project categories include:

- Candidate Project: Project with strong alignment to Goals and Objectives that will be considered for TPA support and inclusion in Vision 2050
- Illustrative Project: TPA supported projects that cannot be funded by available revenues. Projects with this status currently reflect rural transportation needs of regional nature that will be included for future state or county implementation.
- Committed Project: Existing plans and funding programs with established TPA support that will be maintained in Vision 2050.
- Local Desire: Project requests that: Lack strong alignment to Goals and Objectives; May not address regional transportation needs. Individual projects may be reevaluated for the TPA's support, based on clarification of the proposed transportation improvement.

The Palm Beach TPA uses a performance-based approach to identify candidates. It is crucial to consider mutually supportive outcomes that align with Goals, Objectives, and Performance Measures, while also incorporating a systematic approach to safety, leveraging technology, and regional emphasis.

FINANCIAL RESOURCES

Introduction

Federal and state law require the LRTP to include a financial plan that indicates how projects will be built using reasonably expected available revenues. The following section provides a breakdown of how revenues are generated from various sources out to the year 2050.

The federal and state revenue projections are consistent with FDOT's 2050 Revenue Forecast Handbook. Local funding sources are also included for informational purposes to provide greater transparency on total funding invested towards transportation within Palm Beach County.

Detailed information regarding specific program details and funding eligibility can be found in the FDOT's 2050 Revenue Forecast Handbook and will be cited as appropriate in this document.

Funding Sources

Federal Funding

Federal funds are dependent on legislation related to transportation that is passed by Congress and signed by the President into law. The federal legislation appropriates funding based on needs, by formula (population), and also through competitive discretionary programs. The federal funding projections provided in the LRTP to establish fiscal constraint tends to be formula-based. As of 2021, the Infrastructure Investment and Jobs Act Funding (IIJA) is estimated to allocate approximately \$13.5 billion to the State of Florida over the five-year period from FY 2022 through FY 2026. As part of this revenue forecast for the Palm Beach TPA 2050 LRTP, the following federal funding sources were considered and incorporated:











- Federal Transit Administration (FTA)
- Mass transit development and maintenance
- Federal Highway Administration (FHWA)
- Highway capacity and maintenance









- TRUST FUND
- Palm Beach TPA Priorities
- Strategic Intermodal System (SIS) Projects Local Roadways Operation and Maintenance
- State Road Operations and Maintenance











LOCAL FUNDS

- Local Priorities
- Transit Operations and Maintenance

State Funding

The following revenue sources are typically considered in the development of the revenue forecast as they contribute to the State Transportation Trust Fund (STTF).

State Highway Motor Fuel Taxes

- Motor Vehicle License Related Fees
- ▶ Tourism-Based Taxes (Rental Car Surcharges) ▶ Documentary Stamp Taxes

The majority of state funded revenue typically comes from the fuel tax according to the FDOT, at approximately 55% in FY 2022. As the state transitions to alternative fuel sources and EVs in the future, the revenue gained from this source will likely diminish.

Local Funding

Local funding sources evaluated for the local revenue forecasts include the following:

• Gas Taxes

General Fund

Impact Fees

Projection Methodology

Federal and State Funds

For each LRTP update, FDOT provides Palm Beach TPA with an estimate regarding state and federal funds combined. This estimate is available in the Florida Department of Transportation 2050 Revenue Forecast Handbook. Revenues for federal and state funding sources were grouped into the following categories to provide a clearer picture of allocation and responsible agencies:

▶ TPA Program Estimates

Discretionary Programs (Informational)

▶ FDOT Program Estimates

▶ FDOT Operations and Maintenance

SIS Funds

The projected SIS revenues are based on the specific projects in two FDOT Plans:

- ▶ SIS Second Five Year Plan, FY 2028/29 through FY 2032/33
- ▶ Strategic Intermodal System Long Range Cost Feasible Plan, FY 2035 to 2050

Turnpike Funds

The projected Turnpike funds are based on specific projects in the Florida Turnpike Enterprise's Palm Beach County Major Project List.

Local Funds

Local funds were projected based on historic trends and documents obtained from local governments and agencies related to budgeting, impact fees, and other local taxes.

Funding Projections

A full breakdown of funding projections for each section is provided in **Appendix F**, the 2050 Financial Resources Report.

Federal and State Funds

TPA Program Estimates

The TPA has more direct programming responsibility over these sources. Funding sources included in the estimates include Surface Transportation Block Grant - Urbanized Areas (SU), Transportation Alternatives -Urbanized (TALU), Estimated Transportation Alternatives - Any Area (TALT) - Districtwide amount available to Palm Beach County, Carbon Reduction - Urbanized (CARU), State Highway System (non-SIS), and State Highway System (non-SIS) SHS Product Support.

FDOT Program Estimates

Projections for FDOT Program Estimates include those projects that FDOT leads when allocating funding. These projections include those related to Non-SIS Transit Discretionary. Multiple grant sources have been used as the basis for estimates.

Discretionary Programs

Several federal, state, and local funding programs are classified as "discretionary" and only include those reoccurring programs administered regionally at the state level. The purpose of this section is to note that these funding sources are relevant but can vary throughout planning. Projections for other roads (Non-SIS, Non-SHS), Product Support for other roads (Non-SIS, Non-SHS), TRIP, State New Starts, SUN Trail, and Highway Safety Improvement Program (HSIP) are included.

FDOT Operations and Maintenance

Consistent with Metropolitan Planning Organization Advisory Council (MPOAC) Guidelines, FDOT and FHWA agreed that each 2050 LRTP will meet FHWA expectations if it contains planned FDOT expenditures to operate and maintain SHS facilities at the FDOT District level. For the district estimates, FDOT identified federal and state funds allocated to the resurfacing, bridge, and operations and maintenance programs.

SIS Expenditures

District Four will be providing information on SIS projects (descriptions, phases, costs) to the Palm Beach TPA for the cost feasible plan in its 2050 Metropolitan Transportation Plan in these time bands: 2025, 2026-2030, 2031-2035, 2036-2040, and 2041-2050. FDOT's expected SIS project expenditures within Palm Beach County was projected at nine I-95 interchanges, SR 710 from Blue Heron Blvd to Congress Ave, four segments along SR 80, and two segments along US 27.

Florida's Turnpike **Enterprise Expenditures**

These estimates are based on the Turnpike's Major Project List for Palm Beach County and include widening North of Atlantic Ave/SR 806 to North of L-30 Canal, widening North of L-30 Canal to North of Boynton Beach Blvd/SR 804, and interchange improvement at Glades Road/ SR808.

ding Group	2030	2031-2035	2036-2040	2041-2050	Total
Program Estimates (in millions)					
Surface Transportation Block Grant - Urbanized Area (SU)	18.86	92.21	92.21	184.41	387.6
Transportation Alternatives - Urbanized (TALU)	3.36	16.84	16.84	33.69	70.7
Transportation Alternatives - Any Area (TALT) - Districtwide	6.1	30.75	30.75	61.5	129.
Palm Beach County Estimated Allocation*	2.23	11.24	11.24	22.47	47.18
Carbon Reduction - Urbanized (CARU)	2.8	13.99	13.99	27.97	58.7
State Highway System (Non-SIS)	9.6	58.19	60.49	123.14	251.42
State Highway System (Non-SIS) SHS Product Support	2.11	12.8	13.31	27.09	55.31
Total	38.96	205.27	208.08	418.77	871.08
e and Regional Disctretionary Programs (in millions)					
Other Roads (Non-SIS, Non-SHS)	3.65	28.93	30.1	61.28	123.90
Other Roads (Non-SIS, Non-SHS) Product Support	0.8	6.37	6.62	13.48	27.27
TRIP (Districtwide)	8.47	46.12	48.22	98.36	201.17
Palm Beach County Estimated Allocation*	3.09	16.85	17.62	35.94	73.50
State New Starts (Statewide)	53.54	287.56	300.6	613.21	1254.9
SUN Trail (Statewide)	25.00	125.00	125.00	250.00	525.00
Local Highway Safety Program (HSIP) (Districtwide)	18.98	91.03	91.03	182.05	383.09
Palm Beach County Estimated Allocation*	6.93	33.26	33.26	66.52	139.9
Total	93.01	497.97	513.20	1,040.43	2,144.6
T Operations and Maintenance (in millions)					
District SHS Resurfacing, Bridge, and O&M (Districtwide)	329.14	1483.4	1537.82	3125.74	6476.
Palm Beach County Estimated Allocation*	120.26	542	561.88	1142.06	2,366.20
Total	120.26	542	561.88	1,142.06	2,366.20
Turnpike	9.61	681.12	1308.86	621.5	2,621.09

^{*}Projected funding that may be available to Palm Beach County is based on the proportion of the County's population to the total population within FDOT District 4 according to 2020 Census Bureau population estimates (37%). This is for reference and does not indicate that the funding is committed to Palm Beach County.

COST FEASIBLE PLAN

Vision 2050 is required to include a financial plan that establishes "Cost Feasible" transportation priorities, or those projects that can reasonably be expected to be completed based on available revenues through the horizon year of 2050. This Cost Feasible Plan reflects the TPA's priorities for expenditures of Federal and State funds in Palm Beach County.

Additional transportation priorities that are supported by the TPA but cannot be completed based on available financial resources may be included for "Illustrative" purposes. These projects may require additional planning by local partners or the TPA to become eligible for funding. Those that are fully planned and supported may require discretionary funding to advance to implementation.

Although the LRTP is primarily focused on the planning and prioritization of federal and state dollars, the financial section also documents local government investments, to the degree that information is made available to the TPA. Reporting of these to provide the full cost of transportation within Palm Beach County, including local government investments.

Programming Time Bands

The Cost Feasible Plan programs available funding over the following programming time bands:

- ▶ FY 25-29 (the TPA's currently adopted Transportation Improvement Program (TIP)
- FY 30
- FY 31-35
- FY 36-40
- FY 41-50
- Unfunded

The first five years of the LRTP are consistent with the TPA's Transportation Improvement Program (TIP). Projects in the TIP are moving through implementation and may experience more refined project cost estimates. Changes to phases and costs are periodically updated in the LRTP.

Projects are sorted into time bands based on TPA priority, funding availability, and feasibility. However, priorities and production schedules are continuously shifting, and it is not uncommon for project phases to shift year to year. These changes will be captured in amendments or modifications to the tables.

Programming Phases

- Project Development & Environment (PDE) - environmental and engineering review process to determine a preferred design. For the purposes of the Cost Feasible Plan, funding may show under the PDE phase although it may just be a high-level planning study.
- Preliminary Engineering (PE) detailed design of a project

- Right-of-Way (ROW) the acquisition of property, if required
- Construction (CST) full construction of a project, or for the purchase of capital (i.e. transit vehicles)
- Operations (OPS) the required annual commitment to operations. This is for informational purposes to provide an understanding of ongoing operations costs.

Fiscally Constrained Plan

The Fiscally Constrained Plan is categorized into the following sections:

TPA Supported Projects – supported by the TPA for federal and state funding

TPA Priorities - projects directly prioritized using TPA attributable federal and state funding.

Strategic Intermodal System (SIS) - TPA support projects prioritized by FDOT and Florida Turnpike using federal, state, and Turnpike funding. These are capacity projects on Florida's Strategic Intermodal System.

Illustrative Projects - TPA supported projects that are not "Cost Feasible." These are projects that align with TPA Goals and Objectives but may not have cost estimates, may not have available funding for implementation, and may not have funding for ongoing operations and maintenance. These projects have the support of the TPA to pursue federal and state discretionary grants.

Seaport and Airport Projects - specific projects carried out by Seaport and Airport partner agencies. Projects may or may not have a full cost estimate. These projects have the support of the TPA to pursue federal and state discretionary grants.

Maintenance Projects - this list includes a generalized total cost for ongoing operations and maintenance of the transportation system with federal and state funds, but also includes specific line items for larger-scale maintenance projects. These projects have the support of the TPA to pursue federal and state discretionary grants.

Other Local Desires - projects submitted through partner agencies or identified in other plans that are provided for reference but are not formally supported by the TPA for federal and state funding. However, these projects may be administered and funded with local funding.

If a local project seeks federal/state funding, the project will need to be amended into one of the TPA Support Projects lists.



57

COST FEASIBLE TPA TABLE SUMMARY (IN THOUSANDS)

	FY 25	FY 26-30	FY 31-35	FY 36-40	FY 41-50	Total	Unfunded
TPA Revenues			\$205,270	\$208,080	\$418,770	\$832,120	
TPA Prioritized Expenditures	\$89,690	\$365,983	\$173,659	\$165,865	\$301,891	\$1,097,087	
TA Set- Aside			\$28,080	\$28,080	\$56,160	\$112,320	
Unprioritized Revenues			\$3,531	\$14,135	\$60,719		

COST FEASIBLE SIS TABLE SUMMARY (IN THOUSANDS)

	FY 25	FY 26-30	FY 31-35	FY 36-40	FY 41-50	Total	Unfunded
FDOT Expenditures	\$1,618	\$397,041	\$126,860	\$287,994	\$2,843,996	\$3,657,509	\$6,252,531
Turnpike Expenditures	\$419,052	\$865,695	\$115,402	\$174,907	\$-	\$1,575,056	\$1,815,108

Project Name LRTP# FM# LOPP# Description PDE PE ROW CST Total 0.8M Previous FY25 FY26-30 FY31-35 FY36-40 FY 25 FY26-30 FY31-35 FY36-40 FY 25 FY36-40 FY 25 FY36-40 FY 25 FY36-40 FY 31-35 FY 31-35	\$7,038 \$12,296 \$40,668 \$1,441 \$85 \$2,096	\$63,87 \$87
25th St Complete Street from Australian Ave to Poinsettia Ave in West Palm Beach LI-17-1, LI-17-5 Atlantic Ave (SR 806) Lane Addition from SR 7 to Lyons Rd LI-17-1, August August Ave in Single walks Sy,036 Sy,	\$12,296 \$40,668 \$1,441 \$85 \$2,096	·
West Palm Beach LI-17-15 4413701 LI-17-5 separated pedestrian bridge Atlantic Ave (SR 806) Lane Addition from Cumberland Dr to Jog Rd 2045-TPA002.D 4405755 MP-16-1c Road Capacity - Lane Addition: 4L to 6L \$2,451 \$94 \$40,574 Atlantic Ave (SR 806) Lane Addition from SR 7 to Lyons Rd 2045-TPA001 2296584 MP-14-3 Road Capacity - Lane Addition: 2L to 4L \$2,500 \$4,313 \$5,000 \$21,564 \$33,377 \$40,412 \$69 \$1,372	\$40,668 \$1,441 \$85 \$2,096	·
Atlantic Ave (SR 806) Lane Addition from SR 7 to Lyons Rd 2045-TPA001 2296584 MP-14-3 Road Capacity - Lane Addition: 2L to 4L \$2,500 \$4,313 \$5,000 \$21,564 \$33,377 \$40,412 \$69 \$1,372	\$1,441 \$85 \$2,096	·
	\$85	·
Avenue A Complete Streets from 4th Ave to Main St BEL0001 Complete Streets - Complete street \$83	\$2,096	¢97
		¢97
Barwick Rd from Lake Ida Rd to Sabal Lakes Rd (N) LI-22-5 4507931 LI-22-5 Complete Streets - Shared use path, sidewalk \$2,531 \$2,531 \$2,531	A== 404	
Boynton Beach Blvd (SR 804) Complete Street from Congress Ave to E of I 95 MP-21-5 4358041 MP-21-5 Complete Streets - Widen sidewalks, buffered bicycle lanes \$55,132 \$55,132	\$55,131	\$
Brant Bridge connector from Lindell Blvd to Brant Bridge LI-17-7 4415861 LI-17-7 Complete Streets - Sidewalks, separated bicycle lane \$2,540 \$2,540	\$2,540	
Burns Rd from Military Trl to Alt A1A TA-21-1 4490051 TA-21-1 Complete Streets - Separated bicycle track	\$1,400	
C-2 Canal from Greenview Shores Blvd to Bent Creek Rd LI-20-5 4483061 LI-20-5 Complete Streets - Shared use path	\$554	\$12
C-8 Canal from Forest Hill Blvd to Stribling Way TA-21-4 4490061 TA-21-4 Complete Streets - Shared use path	\$734	
Camino Real from Spanish River Rd to South Ocean Blvd TA-23-2 TBD TA-23-2 Complete Streets - Buffered bicycle lanes, sidewalk	\$1,367	
Cresthaven Blvd from S Jog Rd to S Military Trl LI-19-2 4460861 LI-19-2 Complete Streets - Buffered bicycle lane, intersection modifications \$4,603 \$4,603	\$4,602	\$
El Rio Trail from Glades Rd to Yamato Rd TA-21-2 4489991 TA-21-2 Safety - Lighting	\$1,269	
Gardens Pkwy Complete Street from Alt A1A to Prosperity Farms Rd LI-22-3 Complete Streets - Pathway, bicycle lanes \$105 \$4,103 \$4,840 \$5 \$4,620 \$5 \$4,620	\$4,625	\$43
Grapeview Blvd from Key Lime Blvd to 60th St and Key Lime Blvd from Hall to M-1 Canal TA-21-3 4490021 TA-21-3 Complete Streets - Shared use path, pathway	\$1,658	
Greenbriar Blvd from Aero Club Drive to Greenview Shored Blvd. LI-20-4 4482991 LI-20-4 Complete Streets - Bicycle lanes \$2,453 \$2,453	\$2,426	\$5
Greenview Shores Blvd from Binks Forest Dr to Wellington Tr LI-19-6 4460821 LI-19-6 Complete Streets - Bicycle lanes \$1,258 \$1,258	\$1,258	
ITID Pathways along 140th Ave N from Orange St to 61st St N and 61st St N from 140th Ave N to the M-1 Canal TA-23-5 TBD TA-23-5 Complete Streets - Pathway	\$531	
Lilac St from North Military Trl to Plant Dr TA-23-4 TBD TA-23-4 Complete Streets - Shared use path, pathway, crosswalk	\$1,149	
NW 6th Way from South of NW 38th Drive/Circle to Spanish River Blvd TA-23-1 TBD TA-23-1 Complete Streets - Shared use path, intersection modifications	\$974	
Okeechobee Blvd (SR 704) (Palm Tran Routes 40/43) Enhanced Transit from SR 7 to US 1 and SR 7 from Forest Hill Blvd to Okeechobee Blvd MP-18-1c 4513801 MP-18-1c Fransit - Corridor study \$2,000 \$2,000 \$2,000	\$2,000	
Okeechobee Blvd (SR 704) (Palm Tran Routes 40/43) Transit Shelters from SR 7 to US-1; SR 7 Transit Shelters from Forest Hill Blvd to Okeechobee Blvd MP-18-1b MP-18-1	\$8,137	
Prosperity Farms from 800' N of Northlake Blvd to Donald Ross Rd LI-21-2 4498471 LI-21-2 Complete Streets - Bicycle Lanes \$7,700 \$7,700 \$5 \$5,975 \$5,975	\$5,980	\$3,44
South East Coast St and S. H Street LI-20-3 4483541 LI-20-3 Complete Streets - Traffic operations, bicycle lanes \$7,889 \$7,889 \$7,889	\$7,889	

TIAT MONTES					Proce	nt Day Coe	ts (FY24) Li	in thousands	1			Cost Feacib	ble Plan (in thousands)			
Project Name	LRTP#	FM#	LOPP#	Description	Prese	PE PE	ROW	CST	Total	0&M Previous			FY 31-35 FY 36-40	FY 41-50	Total	Unfunded
Southern Blvd (SR 80) from SR 15 to CR 880	MP-18-2	4417562	MP-18-2	Lighting - Lighting				\$27,927	\$27,927	\$16,331	\$496	6 \$11,100			\$11,596	\$32,662
Spruce Ave from 36th St to 40th St	TA-23-3	TBD	TA-23-3	Complete Streets - Bicycle lanes, sidewalks, ADA, crosswalks, safety, lighting							\$5	\$1,578			\$1,583	
Temple Blvd, Hall Blvd, 140th Ave Speed Tables	LI-22-7	4507951	LI-22-7	Complete Streets - Seminole Speed Tables				\$627	\$627		\$5	5 \$526			\$531	\$192
US 1 (Palm Tran Route 1) - Enhanced transit shelters from Palmetto Park Rd to Northlake Blvd	MP-17-1b	4464431	MP-17-1b	Transit - Construct 14 enhanced transit shelters within existing ROW.				\$7,430	\$7,430		\$1,513	\$5,917			\$7,430	
US 1 Complete Street from 59th St to Northlake Blvd	2045-TPA021.B	4383862	MP-17-1e	Complete Streets - Reconstruct as 4 lanes with multimodal improvements						\$2,307	\$12,380	1			\$12,380	
US 1 Reconstruction from 25th St to 45th St in West Palm Beach	MP-17-1d	4383866	MP-17-1d	Complete Streets - Reconstruct roadway to include pedestrian and bicycle facilities and safety				\$15,592	\$15,592		\$658	1	\$20,737		\$21,395	\$29,868
Various Locations - Residential Roads	LI-20-6	4483051	LI-20-6	Complete Streets - Construct ADA Improvements - Sidewalks and Curb Ramps				\$671	\$671		\$5	\$666			\$671	
49th St complete street from Greenwood Ave to North Flagler Drive	TA-22-3	4508621	TA-22-3	Complete Streets - ADA curb ramps, sidewalks, traffic calming, sharrows								\$565			\$565	
Atlantic Ave (SR 806) Lane Addition from Turnpike to Cumberland Rd	2045-TPA002.C	4405754	MP-16-1b	Road Capacity - Lane Addition: 4L to 6L	\$13	\$1,691	\$12,000	\$45,000	\$58,704	\$1,854		\$47,049			\$47,049	\$23,310
Congress Ave (SR 807) Safety and Transit Improvements from Lake Worth Rd to Forest Hill Blvd	MP-21-2	4498791	MP-21-2	Complete Streets - Lighting, crosswalks, intersection, transit stops				\$2,966	\$2,966			\$2,966			\$2,966	
Fairchild Ave from Fairchild Gardens Ave to Campus Dr	TA-22-2	4508291	TA-22-2	Complete Streets - Buffered bicycle lane, pathway								\$1,408			\$1,408	
FEC Railway Passenger Service from Broward County Line to Jupiter	TPA0001	4170317	MP-14-1	Transit - Commuter rail passenger service	\$13,407	\$80,442		\$446,900	\$540,749	\$40,500		\$1,350			\$1,350	\$1,078,798
Federal Hwy @ Spanish River Blvd	MP-20-1	4482641	MP-20-1	Complete Streets - Intersection modification, bicycle lane, traffic signal hardening				\$1,715	\$1,715			\$300	\$2,281		\$2,581	\$2,830
Forest Hill Blvd (SR 882) Safety and Transt Improvements from W of Jog Rd to Military Trl	MP-21-1	4498771	MP-21-1	Signals - Lighting, transit operations, crosswalks, bicycle lanes, intersections				\$2,616	\$2,616			\$2,616			\$2,616	
Glades Rd (SR 808) at Town Center Blvd; I 95 NB off ramp at W Palmetto Park Rd; I 95 SB off ramp at Palmetto Park Rd; US-1 at Royal Palm Way; US-1 at Hidden Valley Blvd	MP-20-3.A	4480641	MP-20-3	Signals - Traffic signal hardening		\$479		\$2,847	\$3,326			\$3,326			\$3,326	
Hamlin Blvd from Hall Blvd to Grapeview Blvd; Grapeview Blvd from Hamlin Blvd to Citrus Grove Blvd; Citrus Grove Blvd from Hall Blvd to Avocado Blvd	TA-22-1	4507871	TA-22-1	Complete Streets - Shared use path, pathway								\$1,300			\$1,300	
Indiantown Rd (SR 706) Intersection Improvements at Central Blvd	MP-21-6	4499351	MP-21-6	Road Capacity - Congestion management				\$1,010	\$1,010			\$1,010			\$1,010	\$2,020
Lake Worth Rd (SR 802) ITS from SR 7 to US 1 and SR 7 from Lake Worth Rd to Forest Hill Blvd	MP-19-1a	TBD	MP-19-1a	Signals - TSM0				\$1,000	\$1,000			\$1,000			\$1,000	
Palm Tran Countywide Bus Stop Improvements	LI-22-6	4507971	LI-22-6	Transit - Transit: Bus Stops				\$5,000	\$5,000			\$5,000			\$5,000	
Palm Tran Electric Buses and Palm Tran Maintenance Facility (Electronics Way) charging stations	LI-22-4	4507981	LI-22-4	Transit - Purchase 4 electric buses and install electric charging at maintenance facility				\$5,000	\$5,000			\$5,000			\$5,000	
SFRTA - Passenger Rail Cars	LI-20-2	4481031	LI-20-2	Transit - Purchase passenger rail cars				\$15,000	\$15,000			\$15,000			\$15,000	
SR 7 from Glades Rd to Bridgebrook Dr	MP-21-4	4476701	MP-21-4	Complete Streets - Resurfacing, bicycle lanes				\$11,749	\$11,749			\$11,749			\$11,749	
SR 7 Lane Addition from Okeechobee Blvd to 60th St	2045-TPA013	2296647	MP-04-2	Road Capacity - Lane Addition: 2L to 4L						\$477,402		\$37,881			\$37,881	
SR 7 Road Extension from 60th St to Northlake Blvd	FDOT0016	2296643, 2296645, 2296646	MP-04-1	Road Capacity - Road construction, side path, intersections				\$93,989	\$93,989	\$8,563		\$85,638			\$85,638	\$16,702
SR 715 from Hatcher Rd to Paul Rardin Park, SR 715 from Airport Rd to SW 14th St	MP-20-5	4479451	MP-20-5	Complete Streets - Sidewalk				\$2,030	\$2,030			\$378			\$378	\$3,304
SR 80 Bypass from SR 80/US 27 to SR 715	FDOT0083	4417571	MP-18-3	Road Capacity - 2 Freight Lane Additions	\$3,500	\$6,000	\$4,900	\$50,200	\$64,600			\$3,955			\$3,955	\$122,200

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Project Name	LRTP#	FM#	LOPP#	Description	Pre PDE	esent Day Co PE	ROW	[in thousan	ds] Total	0&M	Previous	FY 25	Cost Feasib			FY 41-50	Total	Unfunded
SR A1A at Spanish River Blvd and Camino Real (include w/ FM 4476611); US-1 at Jeffery St, NE 32nd St, NE 20th St, Fire Station #1, NE Mizner Blvd, SE Mizner Blvd, and Camino Real; Yamato Rd at NW 2nd Ave (include w/ FM 447657.1); Glades Rd at NW 2nd Ave and Pinehurst Ln; I 95 NB Ramp at Peninsula Corp Dr; I 95 SB Ramp at Peninsula Corp Dr	MP-21-3	4498751		Signals - Traffic Signal Modification				\$5,090					\$820	\$6,770			\$7,590	\$8,54
SW 18th St from Military Trl to Addison Ave	TA-22-5	TBD	TA-22-5	Complete Streets - Shared use path, sidewalks, crosswalks									\$1,565				\$1,565	
Γoney Penna Dr Complete Street from Military Trl to Central Blvd	JPT0001		TBD	Signals - Intersection, buffered bicycle lane, crosswalks	\$500	\$300		\$6,347	\$7,147				\$565	\$8,841			\$9,406	
Traffic Signal resilience improvements: Atlantic Ave @ Military Trl; Belvedere @ Military Trl; Forest Hill Blvd @ I 95	MP-20-2-4.A	4479441	MP-20-2, MP-20-4	Signals - Traffic signal hardening		\$166		\$1,491	\$1,657				\$1,657				\$1,657	
JS 1 at Glades Rd, NE 15th Ter, and NE 24th Ter	MP-20-3.B	4481351	MP-20-3	Signals - Replace span wire traffic signals with mast arms and upgrade supporting infrastructure		\$354		\$2,147	\$2,501				\$2,501				\$2,501	
JS 1 at SE 1st St, 7th Ave N, 10th Ave N, 13th Ave N; Boynton Beach Blvd at US-1, Congress Ave, Seacrest Blvd, Miltary Trl, Hagen Ranch Rd; Congress Ave at Dolan Rd; Atlantic Ave at Hamlet Dr; Lake Ave at SR A1A (include w/ FM 4476631)	MP-20-2-4.C	4481071	MP-20-2, MP-20-6	Signals - Traffic Signal Modification		\$637		\$5,725	\$6,362				\$6,362				\$6,362	
JS 1 at Silver Beach Rd, Military at Investment Ln, Okeechobee at Quadrille Blvd, Lakeview Ave at Quadrille Blvd	MP-20-2-4.B	4480731	MP-20-2, MP-20-5	Signals - Traffic Signal Modification		\$287		\$2,769	\$3,056				\$3,077				\$3,077	\$42
JS 1 from Camino Real Rd to NE 8th St/Mizner Blvd	2045-TPA022.B	4383865	MP-17-1c	Complete Streets - Lane repurposing from 6L to 4L & associated multimodal improvements.							\$814		\$7,143				\$7,143	
JS 1 from Northlake Blvd to Parker Bridge in North Palm Beach	MP-17-1f	4383867	MP-17-1f	Complete Streets - Lane repurposing from 6L to 4L with shared-use paths, bicycle lanes, landscaping and furnishing zone				\$8,672	\$8,672				\$920	\$11,534			\$12,454	\$15,504
/arious Locations - Local Roads	TA-22-4	4508241	TA-22-4	Complete Streets - Install pedestrian and bicycle network wayfinding signage									\$874				\$874	
7th St complete street from Australian Ave to Tamarind Blvd	LI-23-4	TBD	LI-23-4	Complete Streets - Buffered bicycle lanes, sidewalk widening				\$1,848	\$1,848					\$2,458			\$2,458	
A1A (N Ocean Dr) Resilient Reconstruction from Pine Roint Rd to John D MacArthur State Park	RB0002		TBD	Resilience - Elevate roadway, bicycle lanes, sidewalks, ADA	\$889	\$5,332		\$34,656	\$40,876					\$1,182			\$1,182	\$79,975
Alt A1A Complete Street from Lighthouse Dr to Donald Ross Rd	PBG0001		TBD	Complete Streets - Grade separated pedestrian bridge at 2 locations, sidewalk, trail	\$274	\$1,643		\$10,680	\$12,597					\$364			\$364	\$24,640
Atlantic Ave (SR 806) Complete Street from NW 12th Ave to NW 2nd Ave	DEL0011		TBD	Complete Streets - Complete streets design / beautification	\$42	\$253		\$1,647	\$1,942					\$56			\$56	\$3,800
Atlantic Ave (SR 806) Intersection Improvements @ Congress Ave	DEL0009		TBD	Complete Streets - Pedestrian, bicycle, accessibility, safety	\$56	\$336		\$2,184	\$2,576					\$74	\$4,058		\$4,132	
Blue Heron Blvd (SR 708) Complete Street from I 95 to ICWW	RB0001		TBD	Complete Streets - Corridor study	\$1,000				\$1,000					\$1,330			\$1,330	
Boca Raton Traffic Signals	LI-23-3	TBD	LI-23-3	Signals - TSM0				\$2,683	\$2,683					\$3,568			\$3,568	
Congress Ave (SR 807) Complete Street from City of Boca Raton to City of Boynton Beach	DEL0012		TBD	Complete Streets - Sidewalk, bicycle lane, ADA, safety	\$231	\$1,388		\$9,021	\$10,640					\$308			\$308	\$20,817
Dolan St Complete Street from Sylvia Ln to Congress Ave	PS0004		TBD	Complete Streets - Sidewalk, bicycle Lane	\$8	\$48		\$314	\$370					\$11			\$11	\$724
Federal Hwy Intersection Improvements @ 20th Street	B0C0024		TBD	Complete Streets - Safety, traffic signals	\$67	\$400		\$2,599	\$3,065					\$620	\$4,184		\$4,804	
Flagler Dr Complete Street from Gregory Place to 59th Street	WPB0051		TBD	Complete Streets - Roadway modification, landscaping, bicycle lanes, sidewalks, safety	\$569	\$3,416		\$22,203	\$26,189					\$5,300	\$35,747		\$41,048	
Greenbrier Dr Complete Street from Davis Rd to Congress Ave	PS0002		TBD	Complete Streets - Sidewalk, bicycle lanes	\$36	\$217		\$1,411	\$1,665					\$48			\$48	\$3,25
Hood Rd Complete Street from Jog Rd to Alt A1A	PBG0009		TBD	Complete Streets - Shared use path, bicycle lanes, sidewalk	\$200	\$1,202		\$7,816	\$9,219					\$267			\$267	\$18,03
Hookey Hwy (SR 812) from SR 715 to US 441	2045-TPA012	TBD		Road Capacity - Lane Addition: 2L to 4L	\$661	\$2,643	\$3,964	\$13,213	\$20,480					\$9,665		\$26,425	\$36,090	

							4-1-1-1										
Project Name	LRTP#	FM#	LOPP#	Description	Pre PDE	sent Day Co PE	ROW	(in thousand	is] Total	0&M	Previous		ble Plan (in t FY 31-35	<u>`</u>	FY 41-50	Total	Unfunded
ITID Pathways along 140th Ave N, Temple Blvd, and Hall Blvd	LI-23-1	TBD	LI-23-1	Complete Streets - Shared use path, pathway				\$5,369	\$5,369				\$7,141			\$7,141	
Lake Worth Rd (Palm Tran Route 62) - Bus Stop Improvements	PLMT0170		TBD	Transit - Transit: Bus Stops	\$812	\$4,874		\$31,682	\$37,368				\$2,000			\$2,000	\$70,736
Lake Worth Rd (Palm Tran Route 62) - TSMO Improvements	PAL0207			Signals - Traffic Signals, TSM0		\$3,420		\$22,230	\$25,650				\$4,549		\$44,460	\$49,009	
Lake Worth Rd Enhanced Transit from SR 7 to US 1 and SR 7 from Lake Worth Rd to Forest Hill Blvd	TPA0008	TBD		Transit - Enhanced transit & associated multimodal improvements	\$3,960	\$23,760		\$132,000	\$159,720				\$2,000			\$2,000	\$315,440
Linton Blvd Intersection Improvements @ S Congress Ave	DEL0010		TBD	Complete Streets - Pedestrian, bicycle, accessibility, safety	\$56	\$336		\$2,184	\$2,576				\$3,427			\$3,427	
Mercer Ave Complete Street from Belvedere Rd to Australian Ave	WPB0060		TBD	Complete Streets - Maintenance, curb relocation, drainage, landscaping, ADA	\$3,735	\$22,409		\$145,658	\$171,802				\$4,967			\$4,967	\$336,135
Military Trl (SR 809) Shared Use Path from Town Center Mall to Spanish River Park	B0C0039			Complete Streets - Shared use path	\$250				\$250				\$333			\$333	
Military Trl (SR 809) (Palm Tran Route 3) - Enhanced Transit from Glades Rd to PGA Blvd	TPA0005			Transit - Transit: Fixed Guideway	\$12,240	\$73,440		\$408,000	\$493,680				\$2,000			\$2,000	\$983,360
Northlake Blvd Complete Street from PBG City limits to Congress Ave	PBG0016		TBD	Complete Streets - Sidewalk widening, shared use path, crosswalks	\$107	\$639		\$4,155	\$4,900				\$142			\$142	\$9,587
Okeechobee Blvd (Palm Tran Route 40/43) - Bus Stop Improvements	PLMT0158		TBD	Transit - Transit: Bus Stops	\$720	\$4,322		\$28,095	\$33,138				\$2,000			\$2,000	\$62,275
Okeechobee Blvd (Palm Tran Route 40/43) - TSMO Improvements	PAL0195			Signals - Traffic Signals, TSM0		\$4,950		\$32,175	\$37,125				\$6,584	\$51,802		\$58,385	
Old Dixie Hwy Complete Street from Linton Blvd to SE 10th St	DEL0004		TBD	Complete Streets - Corridor Study	\$34	\$205		\$1,333	\$1,572				\$318	\$2,146		\$2,464	
Palm Tran Rolling Stock Coaches for Express Routes	PLMT0104		TBD	Transit - Transit: Rolling Stock	\$15	\$89		\$580	\$3,200				\$20			\$20	\$1,340
Palm Tran Rolling Stock Low Floor Buses	PLMT0103		TBD	Transit - Transit: Rolling Stock	\$465	\$2,791		\$18,140	\$100,000				\$619			\$619	\$41,860
Palm Tran Route 94 - Bus Stop Improvements	PLMT0184		TBD	Transit - Transit: Bus Stops	\$284	\$1,701		\$11,059	\$13,044				\$1,000			\$1,000	\$24,087
Palmetto Park Road Complete Street from SW 3rd Ave to A1A	B0C0030		TBD	Complete Streets - Corridor study	\$89	\$535		\$3,479	\$4,104				\$119			\$119	\$8,029
Quadrille Blvd Complete Street from Okeechobee Blvd to N Dixie Hwy	WPB0044		TBD	Complete Streets - Roadway, landscaping, sidewalk, bicycle lanes, safety, ADA, resilience	\$65	\$389		\$2,530	\$2,984				\$86			\$86	\$5,839
SFRTA - Passenger Rail Cars	LI-23-5	TBD	LI-23-5	Transit - Transit: Rail Rolling Stock				\$5,000	\$5,000				\$6,650			\$6,650	
SR 7 Complete Street from PBC Line to SR 80 (Southern Blvd)	FD0T0125		TBD	Complete Streets - Corridor study	\$300				\$300				\$399			\$399	
Traffic Signal Upgrades	MP-23-3	TBD	MP-23-3	Signals - Traffic Signals				\$4,109	\$4,109				\$5,465			\$5,465	
Traffic Signal Upgrades	LI-23-6	TBD	LI-23-6	Signals - Traffic Signals				\$6,813	\$6,813				\$9,061			\$9,061	
Traffic Signals - Flashing Yellow Arrows	MP-23-2	TBD	MP-23-2	Signals - Traffic Signals				\$2,103	\$2,103				\$2,797			\$2,797	
Traffic Signals - Flashing Yellow Arrows	LI-23-8	TBD	LI-23-8	Signals - Traffic Signals				\$4,693	\$4,693				\$6,242			\$6,242	
Tri-Rail on CSX/SFRC from Mangonia Park Station (45th St) to VA Hospital (Blue Heron Blvd)	SFRTA0008			Transit - Transit: Commuter Rail	\$2,000			\$111,000	\$113,000	\$4,937			\$2,660			\$2,660	\$222,000
US 1 (Palm Tran Route 1) - Bus Stop Improvements	PLMT0147		TBD	Transit - Bus Stops	\$29	\$172		\$1,118	\$1,318				\$38			\$38	\$2,580
US 1 (Palm Tran Route 1) - ITS/TSM0 Improvements	PAL0184			Signals - Traffic Signals, TSM0		\$1,143		\$7,430	\$8,573				\$1,520	\$11,961		\$13,482	

IPA PRIURITIES							. /=>/	F1										
Project Name	LRTP#	FM#	LOPP#	Description	Pre PDE	esent Day Co PE	ROW	[in thousand	is] Total	0&M	Previous	FY 25	FY 26-30	le Plan (in t FY 31-35		FY 41-50	Total	Unfunded
US 1 from Universe Blvd to Indiantown Road	MP-23-1	TBD	MP-23-1	- Complete Street: Multimodal Accommodation				\$10,700	\$10,700					\$14,231			\$14,231	
US 1 Lane Repurpising from Dixie/Federal Junction to Gregory Rd in Lake Worth Beach	MP-17-1g	TBD	MP-17-1g	Complete Streets - Lane Repurposing from 4L to 3L; associated multimodal facilities				\$5,674	\$5,674					\$7,546			\$7,546	
Village Blvd Complete Street from Palm Beach Lakes Blvd to 45th St	WPB0002		TBD	Complete Streets - Complete Street: Multimodal Accommodation	\$270	\$1,619		\$10,522	\$12,410					\$359			\$359	\$24,281
Wellington Trace from east of Draft Horse Ln to Greenview Shores Blvd	LI-23-7	TBD	LI-23-7	Complete Streets - Complete Street: Multimodal Accommodation				\$2,988	\$2,988					\$3,974			\$3,974	
Atlantic Ave (Palm Tran Route 81) - Enhanced Transit from Military Trl to US 1	TPA0010			Transit - Enhanced transit & associated multimodal improvements	\$1,260	\$7,560		\$42,000	\$50,820						\$2,000		\$2,000	\$97,640
Boca Traffic Signal Improvements at Various Locations	BOC0053		TBD	Signals - Traffic Signal		\$191		\$1,243	\$1,435						\$2,310		\$2,310	
Boynton Beach Blvd (Palm Tran Route 73) - Bus Stop Improvements	PLMT0176		TBD	Transit - Transit Stops	\$60	\$359		\$2,331	\$2,750						\$2,000		\$2,000	\$1,499
Boynton Beach Blvd (Palm Tran Route 73) - Enhanced Transit from Military Trl to US 1	TPA0009			Transit - Transit Capacity & Service Enhancements	\$1,440	\$8,640		\$48,000	\$58,080						\$2,000		\$2,000	\$112,160
Congress Ave (Palm Tran Route 2) - Bus Stop Improvements	PLMT0148		TBD	Transit - Transit: Bus Stops	\$17	\$101		\$658	\$776						\$27		\$27	\$1,517
Congress Ave (Palm Tran Route 2) - TSMO Improvements	PAL0185			Signals - Traffic Signals, TSM0		\$6,210		\$40,365	\$46,575						\$9,998	\$80,730	\$90,728	
Congress Ave (Palm Tran Route 2) Enhanced Transit from Yamato Rd to Okeechobee Blvd	TPA0004			Transit - Enhanced transit & associated multimodal improvements	\$8,532	\$51,192		\$284,400	\$344,124						\$2,000		\$2,000	\$684,248
Forest Hill Blvd (Palm Tran Route 46) - Bus Stop Improvements	PLMT0163		TBD	Transit - Transit: Bus Stops	\$667	\$4,000		\$26,003	\$30,670						\$2,000		\$2,000	\$57,340
Forest Hill Blvd (Palm Tran Route 46) - TSMO Improvements	PAL0200			Signals - TSM0		\$2,250		\$14,625	\$16,875						\$3,623	\$29,250	\$32,873	
Forest Hill Blvd (Palm Tran Route 46) Enhanced Transit from SR 7 to US 1	TPA0007			Transit - Enhanced transit & associated multimodal improvements	\$3,312	\$19,872		\$110,400	\$133,584						\$2,000		\$2,000	\$263,168
Glades Rd (Palm Tran Route 91) Enhanced Transit from Butts Rd to US 1	TPA0011			Transit - Enhanced transit & associated multimodal improvements	\$2,730	\$16,380		\$91,000	\$110,110						\$2,000		\$2,000	\$216,220
Holly Dr Complete Street from N. Military Trail to Lighthouse Dr	PBG0015		TBD	Complete Streets - Widen sidewalk, crosswalks, grade separated pedestrian bridge	\$37	\$221		\$1,435	\$1,692						\$59		\$59	\$3,311
Kyoto Gardens Dr Complete Street from N Military Trail to Fairchild Gardens Ave	PBG0002		TBD	Complete Streets - Intersection reconstruction, roundabout, shared use path, bicycle lanes, lane narrowing	\$73	\$440		\$2,860	\$3,373						\$118		\$118	\$6,600
Lake Ave Complete Street from Belvedere Rd and Southern Blvd	WPB0056		TBD	Complete Streets - Lane narrowing, landscaping, bicycle lanes, safety	\$67	\$404		\$2,629	\$3,101						\$109		\$109	\$6,067
Lake Ida Rd Intersection Improvements @ N Congress Ave	DEL0008		TBD	Complete Streets - Pedestrian, bicycle, accessibility, safety	\$56	\$336		\$2,184	\$2,576						\$4,148		\$4,148	
Military Trl (SR 809) Complete Street from C-17 Canal to Donald Ross Rd	PBG0018		TBD	Complete Streets - Widen sidewalks, shared use paths, crosswalks, sidewalk, ADA, bicycle boulevard	\$258	\$1,546		\$10,048	\$11,852						\$415		\$415	\$23,189
Military Trl (SR 809) (Palm Tran Route 3) - Bus Stop Improvements	PLMT0149		TBD	Transit - Transit: Bus Stops	\$24	\$143		\$933	\$1,100						\$38		\$38	\$2,152
Military Trl (SR 809) (Palm Tran Route 3) - TSMO Improvements	PAL0186			Signals - Traffic Signals, TSM0		\$7,470		\$48,555	\$56,025						\$12,027	\$97,110	\$109,137	
Mizner Blvd Complete Street from S Federal Hwy to N Federal Hwy	B0C0034		TBD	Complete Streets - Complete Streets: Multimodal Accommodations	\$66	\$398		\$2,589	\$3,054						\$107		\$107	\$5,976
N Dixie Hwy Complete Street from Okeechobee to Banyan Blvd	WPB0010		TBD	Road Capacity - Corridor Study	\$113	\$677		\$4,400	\$5,190						\$182		\$182	\$10,154
NW 2nd Ave Complete Street from E Palmetto Park Rd to NW 67th St	B0C0038		TBD	Complete Streets - Protected bicycle lanes	\$281	\$1,685		\$10,951	\$12,917						\$452		\$452	\$25,272
Olive Ave Complete Street from Okeechobee to Quadrille Blvd	WPB0011		TBD	Road Capacity - Corridor Study	\$365	\$2,189		\$14,228	\$16,782						\$587		\$587	\$32,834

					Present Day Costs (FY24) [in thousands]													
Project Name	LRTP#	FM#	LOPP#	Description	PDE	PE	ROW	CST	Total	0&M	Previous	FY 25	FY 26-30	FY 31-35	FY 36-40	FY 41-50	Total	Unfunded
Palm Beach Lakes Complete Street from Okeechobee Blvd 7th Street	WPB0055		TBD	Complete Streets - Roadway, landscaping, sidewalk, bicycle lanes, safety, ADA, resilience	\$141	\$843		\$5,481	\$6,464						\$226		\$226	\$12,648
Palm Tran Route 81 - Bus Stop Improvements	PLMT0179		TBD	Transit - Transit: Bus Stops	\$713	\$4,276		\$27,796	\$32,785						\$2,000		\$2,000	\$61,570
Palm Tran Route 81 - TSMO Improvements	PLMT0138		TBD	Signals - TSM0		\$297		\$1,931	\$2,228						\$478	\$3,861	\$4,339	
Palm Tran Route 94 - TSMO Improvements	PAL0221			Signals - Traffic Signals, TSM0		\$1,530		\$9,945	\$11,475						\$2,463	\$19,890	\$22,353	
Parker Ave Complete Street from Belvedere Rd to Okechobee Blvd	WPB0062		TBD	Complete Streets - Roadway, landscaping, sidewalk, bicycle lanes, safety, ADA, resilience	\$71	\$428		\$2,783	\$3,283						\$115		\$115	\$6,423
PGA Blvd (SR 876) Complete Street from Beeline Hwy to Prosperity Farms Rd $$	PBG0013		TBD	Complete Streets - Shared use path, buffered bicycle lane, widen sidewalk, crosswalks	\$852	\$5,110		\$33,213	\$39,175						\$1,371		\$1,371	\$76,646
Summit Blvd Complete Street from Jog Rd to Parker Ave	WPB0048		TBD	Complete Streets - Corridor study	\$658	\$3,945		\$25,645	\$30,248						\$1,059		\$1,059	\$59,181
SW 10th Ave Complete Street from Linton Blvd to SW 10th St	DEL0007		TBD	Complete Streets - Corridor study	\$34	\$205		\$1,333	\$1,572						\$55		\$55	\$3,076
Okeechobee Blvd (Palm Tran Route 43) - ITS/TSMO Improvements	PLMT0119		TBD	Signals - TSM0		\$315		\$2,048	\$2,363									\$4,725
Old Okeechobee Rd Complete Street from Mercer Ave to Parker Ave	WPB0061		TBD	Complete Streets - Maintenance, roadway, sidewalks, ADA, protected bicycle lanes, crosswalks	\$33	\$196		\$1,272	\$1,500							\$65	\$65	\$2,936
Shenondoah Rd Complete Street from Military Trl to Village Blvd	WPB0053		TBD	Complete Streets - Roadway, landscaping, sidewalk, bicycle lanes, safety, ADA, resilience	\$50	\$298		\$1,934	\$2,281							\$99	\$99	\$4,463

STATE PRIORITIES/STRATEGIC INTERMODAL SYSTEM

Project Name	LRTP#	FM#	LOPP# Description	Pres	ent Day Cos PE	ts (FY24) [ROW	in thousand CST	s] Total	0&M	Previous		Cost Feasib FY 26-30			FY 41-50	Total	Unfunded
I 95 Interchange Modification @ Linton Blvd	2045-SIS014	4353842	Road Capacity - Interchange Reconstruction		\$618		\$17,669	\$18,287			\$618					\$618	\$35,338
Beeline Hwy (SR 710) Lane Addition from Blue Heron Blvd to Northlake Blvd	2045-SIS002	4192511	Road Capacity - Lane Addition: 4L to 6L		\$2,022	\$1,445	\$119,775	\$123,242		\$166,387	\$1,000					\$1,000	\$244,484
I 95 Interchange Modification @ 45th St	2045-SIS004	4365191	Road Capacity - Interchange Reconstruction: Tight Diamond	\$1,846	\$2,355	\$2,488		\$6,689		\$5,573		\$20,455				\$20,455	\$27,532
I 95 Interchange Modification @ 6th Ave South	2045-SIS005	4369631	Road Capacity - Interchange Reconstruction: Lane Addition	\$5	\$30	\$5,761	\$11,251	\$17,047		\$2,569		\$1,823				\$1,823	\$30,448
I 95 Interchange Modification @ Central Blvd	2045-SIS008	4132651	Road Capacity - Interchange Reconstruction: Tight Diamond	\$1,743	\$4,475	\$9,081	\$63,038	\$78,337		\$10,821		\$8,279	\$78,471			\$86,750	\$16,826
I 95 Interchange Modification @ Gateway Blvd	2045-SIS009	2319321	Road Capacity - Interchange Modification: Lane Addition	\$430	\$6,946	\$4,000	\$112,143	\$19,132		\$15,550		\$129,431				\$129,431	\$220,598
I 95 Interchange Modification @ Hypoluxo Rd	2045-SIS010	4132571	Road Capacity - Interchange Reconstruction: Diverging Diamond							\$8,448		\$108,094				\$108,094	
I 95 Interchange Modification @ Lantana Rd	2045-SIS012	4132581	Road Capacity - Interchange Reconstruction: Diverging Diamond									\$6,495	\$19,786			\$26,281	
I 95 Interchange Modification @ Linton Blvd	2045-SIS013	4353841	Road Capacity - Interchange Modification: Lane Additions							\$3,410		\$354				\$354	
l 95 Interchange Modification @ Northlake Blvd	2045-SIS015	4358031	Road Capacity - Interchange Modification: Ramps							\$6,731		\$51,532				\$51,532	
I 95 Interchange Modification @ Palm Beach Lakes Blvd	2045-SIS017	4132601	Road Capacity - Interchange Modification							\$2,068		\$11,198				\$11,198	
I 95 Interchange Modification @ Southern Blvd (SR 80)	2045-SIS019	4355161	Road Capacity - Interchange Modification: Lane Addition									\$17,396				\$17,396	
I 95 Interchange Modification @ Woolbright Rd	2045-SIS020	4372791	Road Capacity - Interchange Modification							\$3,909		\$28,379				\$28,379	
I 95 Managed Lanes from Indiantown Rd to Martin County Line	FD0T0101	4132522	Road Capacity - Lane Addition: 6L to 8L with Managed Lanes	\$1,125	\$4,412		\$49,501	\$55,038		\$550		\$1,275				\$1,275	\$107,527
Southern Blvd (SR 80) Intersection Improvements @ Jog Rd	2045-SIS039	4512241	Road Capacity - Interchange Modification: Lane Addition - Left Turn Lane		\$38	\$10	\$2,315	\$2,362		\$491		\$2,362				\$2,362	
Southern Blvd (SR 80) Intersection Improvements @ SR 7	2045-SIS028	4378681	Road Capacity - Interchange Modification: Lane Addition - Turn Lanes		\$5	\$408	\$9,555	\$9,968		\$1,507		\$9,968				\$9,968	
Beeline Hwy (SR 710) ITS from Blue Heron Blvd to Congress Ave	2045-SIS001	TBD	Signals - Intersection & TSMO Improvements		\$1,295		\$13,014	\$14,309					\$1,722	\$20,953		\$22,675	
I 95 Interchange Modification @ 10th Ave North	2045-SIS003	4127331	Road Capacity - Interchange Reconstruction: Diverging Diamond	\$1,467	\$2,650	\$6,246	\$23,142	\$33,505		\$2,474			\$11,514			\$11,514	\$43,981
I 95 Interchange Modification @ Belvedere Road	FD0T0099	4427841	Road Capacity - Interchange Modification		\$3,630	\$6,348	\$40,726	\$50,704					\$13,270	\$65,569		\$78,840	
Southern Blvd (SR 80) ITS from US 27 to I 95	FDOT0105	4480121	Signals - TSM0		\$1,576		\$17,687	\$19,263					\$2,097		\$35,374	\$37,471	
Turnpike Lane Addition from North of PGA Blvd to Indiantown Rd	TPKE0010	4157484	Road Capacity - Lane Addition: 4L to 8 L				\$398,323	\$398,323									\$796,646
Turnpike Lane Addition from North of Boynton Beach Blvd to Southern Blvd	TPKE0006	4061435	Road Capacity - Lane Addition: 4L to 8L w/ Managed Lanes				\$280,995	\$280,995		\$306,917		\$4,300				\$4,300	\$553,390
I 95 Managed Lanes from 6th Ave S to North of Okeechobee Blvd	FDOT0100	4442022	Road Capacity - Lane Addition: 4L Managed		\$83,956	\$2,484	\$941,988	\$1,028,428		\$3,519				\$135,169	\$1,888,944	\$2,024,113	
I 95 Managed Lanes from North of Okeechobee Blvd to South of Indiantown Rd	FD0T0102	4442023	Road Capacity - Lane Addition: 4L Managed	\$3,000	\$36,225		\$406,449	\$445,674						\$4,830		\$4,830	\$885,348
I 95 Managed Lanes from South of Linton Blvd to 6th Ave S	FD0T0103	4442021	Road Capacity - Lane Addition: Managed Lanes		\$33,646		\$377,508	\$411,154						\$54,170	\$755,016	\$809,186	

STATE PRIORITIES/STRATEGIC INTERMODAL SYSTEM

				Pre	sent Day Cos	ts (FY24) [in	n thousand	s]				Cost Feasib	le Plan (in t	thousands)			Hadam da d
Project Name	LRTP#	FM#	LOPP# Description	PDE	PE	ROW	CST	Total	0&M	Previous	FY 25	FY 26-30	FY 31-35	FY 36-40	FY 41-50	Total	Unfunded
Turnpike Lane Addition from North of L-30 Canal to North of Boynton Beach Blvd	TPKE0005	4371694	Road Capacity - Lane Addition: 6L to 10L w/ Managed Lanes		\$2,979		\$108,638	\$111,617				\$2,979		\$174,907		\$177,886	\$217,276
Southern Blvd (SR 80) Lane Addition from West of Binks Forest Drive to West of Royal Palm Beach Blvd	FD0T0104	4427831	Road Capacity - Lane Addition: 6L to 8L	\$1,500	\$2,587		\$37,377	\$41,464						\$2,415	\$79,927	\$82,342	
Turnpike Lane Addition from Southern Blvd to Okeechobee Blvd	TPKE0007	4061438	Road Capacity - Lane Addition: 4L to 8 L				\$267,127	\$267,127		\$438	\$299,145					\$299,145	\$64,036
Turnpike Lane Addition from North of Glades Rd to North of L-38 Canal	TPKE0002	4171321	Road Capacity - Lane Addition: 6L to 10L w/ Managed Lanes				\$272,932	\$272,932			\$8,000	\$292,600				\$300,600	\$55,336
US 27 ITS from Broward County Line to Hendry County Line	FDOT0108	TBD	Signals - TSM0		\$2,217		\$25,612	\$27,829						\$3,570	\$51,224	\$54,794	
US 27 ITS from Broward County Line to South of SW 2nd St (South Bay)	FD0T0107	4462341	Signals - TSM0		\$819		\$9,456	\$10,274						\$1,318	\$18,911	\$20,229	
Turnpike Lane Addition from North of L-38 Canal to North of Atlantic Ave	TPKE0003	4171324	Road Capacity - Lane Addition: 6L to 10 L w/ Managed Lanes				\$132,538	\$132,538				\$148,600				\$148,600	\$32,124
Beeline Hwy (SR 710) ITS from Congress Ave to Martin County Line	SIS0004		Signals - TSM0		\$2,300			\$2,300							\$4,600	\$4,600	
Southern Blvd (SR 80) from West of Royal Palm Beach Blvd to I 95 lane addition	FD0T0106	4451991	Road Capacity - Lane Addition	\$3,000	\$162,000	\$98,677 \$	\$1,817,642	\$2,081,319							\$6,000	\$6,000	\$4,156,639
Turnpike Lane Addition from Beeline Hwy to PGA Blvd	TPKE0009	4157481	Road Capacity - Lane Addition: 4L to 8L w/ Managed Lanes				\$237,491	\$237,491			\$600	\$250,600				\$251,200	\$27,418
Turnpike Lane Addition from North of Atlantic Ave to North of L-30 Canal	TPKE0004	4371691	Road Capacity - Lane Addition: 6L to 10 L w/ Managed Lanes				\$113,329	\$113,329		\$9,965		\$10,485	\$115,402			\$125,887	\$25,116
Turnpike Lane Addition from Broward County Line to north of Glades Rd	TPKE0001	4182145	Road Capacity - Lane Addition: Auxiliary Lanes				\$97,042	\$97,042			\$106,700					\$106,700	\$19,316
US 27 Truck Lanes from Broward County Line to Hendry County Line	2045-SIS034	TBD	Road Capacity - Freight: Add 2L	\$2,000	\$39,341		\$202,564	\$243,905							\$4,000	\$4,000	\$483,810
Turnpike Lane Addition from North of Okeechobee Blvd to Beeline Hwy	TPKE0008	4061436	Road Capacity - Lane Addition: 4L to 8L w/ Managed Lanes				\$148,513	\$148,513		\$10,162	\$600	\$156,131				\$156,731	\$16,436
Turnpike Lane Addition from Indiantown Rd to Martin County Line	TPKE0013	4462181	Road Capacity - Lane Addition: 4L to 8L w/ Managed Lanes				\$2,007	\$2,007			\$2,007					\$2,007	\$4,014
Turnpike Interchange Consruction @ Hypoluxo Rd	TPKE0015	TBD	Road Capacity - Interchange Construction: New				\$2,000	\$2,000			\$2,000					\$2,000	\$4,000

					Droc	ont Day Co	ete (EV24)	in thousand	cl				Cost Foreil	ble Plan (in	thousandel			
Project Name	LRTP#	FM#	LOPP#	Description	PDE	PE PE	ROW	CST	Total	0&M	Previous	FY 25		FY 31-35		FY 41-50	Total	Unfunded
A1A SUN Trail from Camino Real to Beach Club Way	SUN-2023.B	TBD	SUN-2023.B	Complete Streets - Feasibility Study, design, pedestrian Bridge	\$3,000				\$3,000									\$6,000
Boca Brightline Station Area Pedestrian and Bicycle Acccess Improvements	B0C0007			Complete Streets - Area Study	\$268	\$1,608		\$10,454	\$12,331									\$24,662
Boca Street Light Design	B0C0047			Complete Streets - Lighting	\$19	\$112		\$730	\$861									\$1,722
C-8 Canal Trail from Stribling Way to Lake Worth Rd	WEL0001			Complete Streets - Shared use path				\$790	\$790									\$1,579
Central Blvd Complete Street from 117th Ct N to Donald Ross Rd	PBG0017			Complete Streets - Sidewalk widening														
Clearlake Multipurpose Path	WPB0057			Complete Streets - Shared use path														
Delray Downtown Bicycle Boulevards	DEL0002		TBD	Complete Streets - Bicycle Route, sharrows, bicycle boulevard														
Downtown Walkability Study Implementation	B0C0027			Complete Streets - Area study	\$1,404	\$8,423		\$54,751	\$64,579									\$129,157
El Rio Trail South Extension	B0C0020			Complete Streets - Shared use path														
Fern St Road Extension from Australian Ave to Tamarind Ave	WPB0005			Complete Streets - Street extension, new RR crosswalks, separated bicycle lanes, trail crosswalks	\$6,262	\$37,573		\$244,227	\$288,063									\$576,126
M Canal Trail from Jog Rd to downtown West Palm Beach	R0Y0003			Complete Streets - Shared use path														
Okeechobee Gateway from West of Australian Ave to the ICWW	TPA0014		TBD	Complete Streets - Corridor Study														
Old Dixie Hwy from NE 5th Ave to City of Boynton Beach	DEL0005			Complete Streets - Complete Streets Study				\$10,000	\$10,000									\$20,000
RCA Blvd Complete Street from Design Center Dr to Prosperity Farms Rd	PBG0005			Complete Streets - Road capacity, median, turn lanes, side paths, trails, bicycle lanes	\$118	\$708		\$4,600	\$5,426									\$10,851
South Shore Blvd Trail from Lake Worth Rd to 50th Street	WEL0002			Complete Streets - Shared use path				\$990	\$990									\$1,979
SUN Trail along SR 80	TPA0013			Complete Streets - Shared use path														
SUN Trail North-South along Atlantic Coast	TPA0012			Complete Streets - Shared use path														
Tamarind Ave from Banyan Blvd to N Sapodilla Rail to Trail	WPB0006			Complete Streets - Shared use path				\$270	\$270									\$540
US 1 SUN Trail from Indiantown Rd to Loxahatchee River	SUN-2023.A	TBD	SUN-2023.A	Complete Streets - Shared use path	\$7,147				\$7,147									\$14,294
West Palm Beach Greenway Project South	WPB0047			Complete Streets - Shared use path				\$5,000	\$5,000									\$10,000
Congress Ave & Peninsula Corporate Drive Truck Parking	FD0T0015	4520681		Freight - Freight: Truck Parking		\$566		\$3,375	\$3,941									\$7,881
South Bay Intermodal Logistics Center	FD0T0035			Freight - Intermodal Teminal (SIS)				\$100,000	\$100,000									\$200,000
Boca Brightline Station Pedestrian Overpass to Mizner Park	B0C0003			Grade Separation - Grade Separation: Ped/Bike	\$285	\$1,710		\$11,115	\$13,110									\$26,220
El Rio Trail Bridge between Glades Road and 20th Street	B0C0041			Grade Separation - Grade separated pedestrian bridge														
El Rio Trail Grade Separation at Spanish River Boulevard	B0C0001			Grade Separation - Grade separated pedestrian bridge	\$150	\$900		\$5,850	\$6,900									\$13,800

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LRTP#	FM#	LOPP#	Description	PDE			s] Total 0&M	Previous	FY 25					Total	Unfunded
FD0T0130		TBD	Grade Separation - Grade Separation: Railroad	\$9,180	\$55,080	\$306,000	\$370,260								\$740,520
B0C0021			Grade Separation - Grade Separation: Ped/Bike												
FD0T0131		TBD	Grade Separation - Grade Separation: Railroad	\$10,200	\$61,200	\$340,000	\$411,400							 	\$822,800
SFRTA0014			Resilience - EV Charging Stations			\$945	\$945								\$1,890
SFRTA0012			Resilience - EV Charging Stations			\$945	\$945								\$1,890
SFRTA0013			Resilience - EV Charging Stations			\$945	\$945								\$1,890
SFRTA0011			Resilience - EV Charging Stations			\$945	\$945								\$1,890
SFRTA0009			Resilience - EV Charging Stations			\$945	\$945								\$1,890
SFRTA0010			Resilience - EV Charging Stations			\$945	\$945								\$1,890
PBG0004			Road Capacity - 2L Road, sidewalks, bicycle lanes												
WEL0012			Road Capacity - Corridor intersection analysis, roundabouts												
SIS0001			Road Capacity - Corridor Master Plan												
FD0T0073			Road Capacity - Interchange: New			\$105,410	\$105,410								\$210,820
FD0T0033			Road Capacity - Interchange Modification			\$2,000	\$2,000								\$4,000
B0C0013			Road Capacity - 2L Road, RR crossing	\$52	\$314	\$1,742	\$2,108								\$4,217
2045-SIS029	TBD		Road Capacity - Interchange Modification	\$1,443	\$2,886	\$28,863	\$33,192								\$66,384
FD0T0079			Road Capacity - 4 Managed Lanes			\$28,397	\$28,397								\$56,794
FD0T0080			Road Capacity - Managed Lanes			\$1,158,059	\$1,158,059								\$2,316,118
FD0T0081			Road Capacity - Intersection Improvement			\$41,534	\$41,534								\$83,068
SIS0003			Road Capacity - Roadway capacity, TSM0												
FD0T0092			Road Capacity - 2 Freight Lane Additions			\$65,618	\$65,618								\$131,236
FD0T0094			Road Capacity - Freight Lane Additions			\$78,317	\$78,317								\$156,634
FD0T0095			Road Capacity - 2 Freight Lane Additions			\$58,629	\$58,629								\$117,258
FD0T0109			Signals - TSM0		\$437	\$2,840	\$3,277								\$6,555
FD0T0110			Signals - TSM0		\$318	\$2,068	\$2,386								\$4,773
PAL0216			Signals - Traffic signals, TSM0		\$2,970	\$19,305	\$22,275								\$44,550
FD0T0111			Signals - Traffic Signals, TSM0		\$232	\$1,508	\$1,741								\$3,481
	FDOT0130 B0C0021 FDOT0131 SFRTA0014 SFRTA0012 SFRTA0013 SFRTA0011 SFRTA0009 SFRTA0010 PBG0004 WEL0012 SIS0001 FDOT0073 FDOT0033 B0C0013 2045-SIS029 FDOT0079 FDOT0080 FDOT0081 SIS0003 FDOT0092 FDOT0094 FDOT0095 FDOT0109 FDOT0110 PAL0216	### FDOT0130 ### BOC0021 ### FDOT0131 ### SFRTA0014 ### SFRTA0012 ### SFRTA0013 ### SFRTA0010 ### PBG0004 ### WEL0012 ### SIS0001 ### FDOT0073 ### FDOT0073 ### FDOT0079 ### FDOT0080 ### FDOT0081 ### SIS0003 ### FDOT0092 ### FDOT0094 ### FDOT0095 ### FDOT0109 ### FDOT0110 ### PAL0216	### FDOT0130 TBD ### BOC0021 FDOT0131 TBD ### SFRTA0014 FDOT0131 FDOT0073 FDOT0079 FDOT0091 FDOT0092 FDOT0095 FDOT0110 FDOT0110 FDOT0110 FDOT0075 FDOT0092 FDOT0110 FDOT0110	FD070130 TBD Grade Separation - Grade Separation: Railroad	Resilience - EV Charging Stations FRANCOLD FREIght Lane Additions FRANCOLD FRANCOL	LRTP	TRUE	PODTION TROID Oracle Separation - Grade Separation - Bailtoned SY180 SY8,800 SY8,000 SY8,000	FROTOTOTO TOTAL COMPAN COMPAN	Professional Prof	March Marc		March Marc	Part	Mathematical Math

				Pro	esent Day Cost	s (FY24) [in the	usands	1			Cost Feasi	ble Plan (in	thousands)			A STATE OF THE PARTY OF THE PAR
LRTP#	FM#	LOPP#	Description	PDE				Total 0&M	Previous	FY 25					Total	Unfunded
FD0T0112			Signals - TSM0		\$182	\$1	1,186	\$1,369								\$2,737
FD0T0113			Signals - Traffic Signals, TSM0		\$457	\$7	2,971	\$3,428								\$6,856
BOC0056			Signals - Facilities Development, TSMO	\$54	\$327	\$7	2,123	\$2,504								\$5,009
PAL0213			Signals w- Traffic Signals, TSM0		\$2,610	\$16	6,965	\$19,575							 	\$39,150
FD0T0114			Signals - Traffic Signals, TSM0		\$3,616	\$25	3,506	\$27,122								\$54,244
FDOT0115			Signals - Traffic Signals, TSM0		\$815	\$!	5,297	\$6,112								\$12,225
FDOT0116			Signals - Traffic Signals, TSM0		\$726	\$/	4,721	\$5,447								\$10,894
FDOT0117			Signals - Traffic Signals, TSM0		\$1,561	\$11	0,147	\$11,708								\$23,417
FDOT0118			Signals - TSMO		\$72		\$471	\$543								\$1,086
FDOT0119			Signals - Traffic Signals, TSMO		\$2,026	\$15	3,167	\$15,192								\$30,385
FDOT0120			Signals - Traffic Signals, TSMO		\$577	\$1	3,754	\$4,331								\$8,662
FD0T0121			Signals - Traffic Signals, TSMO	1	\$412	\$7	2,677	\$3,089							 	\$6,178
FDOT0124			Signals - Traffic Signals, TSMO				\$300	\$300								\$600
FD0T0082			Signals - Traffic Signals, TSMO		\$3,184	\$3	7,136	\$40,320								\$80,640
FD0T0122			Signals - Traffic Signals, TSM0		\$763	\$/	4,960	\$5,723								\$11,445
FD0T0123			Signals - Traffic Signals, TSMO		\$2,032	\$17	3,208	\$15,240								\$30,480
FD0T0072			Transit - Transit: Fixed Guideway			\$386	6,460	\$386,460								\$772,920
BOC0049			Transit - Transit: Rolling Stock													
FDOT0056			Transit - Intermodal Center			\$27	3,700	\$23,700								\$47,400
PBG0003			Transit - Transit: Passenger Rail Station	\$1,000	\$1,000	\$4,000 \$14	4,965	\$20,965								\$41,930
FD0T0023			Transit - Intercity Passenger Service			\$4!	5,000	\$45,000								\$90,000
FD0T0132			Transit - 44 RR Crossings													
FD0T0085			Transit - Transit: Fixed Guideway			\$190	0,000	\$190,000								\$380,000
TPA0006	See FD0T0070	MP-18-1	Transit - Enhanced transit & associated multimodal improvements	\$56,990	\$341,938	\$1,50	0,727	\$1,899,655								\$3,799,310
FD0T0036			Transit - Fixed Guideway Transit			\$3/	4,200	\$34,200								\$68,400
B0C0035			Transit - Shared use path													
	FDOT0112 FDOT0113 BOC0056 PAL0213 FDOT0114 FDOT0115 FDOT0116 FDOT0117 FDOT0118 FDOT0119 FDOT0120 FDOT0121 FDOT0124 FDOT0122 FDOT0122 FDOT0123 FDOT0123 FDOT0072 BOC0049 FDOT0056 PBG0003 FDOT0023 FDOT0023 FDOT0023 FDOT0023 FDOT0023 FDOT0036	FDOT0112 FDOT0113 B0C0056 PAL0213 FDOT0114 FDOT0115 FDOT0116 FDOT0117 FDOT0118 FDOT0119 FDOT0120 FDOT0121 FDOT0124 FDOT0082 FDOT0122 FDOT0123 FDOT0123 FDOT0072 B0C0049 FDOT0056 PBG0003 FDOT0032 FDOT0036 FDOT0036	FDOT0112 FDOT0113 BOC0056 PAL0213 FDOT0114 FDOT0115 FDOT0116 FDOT0117 FDOT0118 FDOT0119 FDOT0120 FDOT0121 FDOT0124 FDOT0122 FDOT0122 FDOT0123 FDOT0123 FDOT0072 BOC0049 FDOT0056 PBG0003 FDOT0056 PBG0003 FDOT0032 FDOT0036 FDOT0036	FD070112	FD070112 Signals - Traffic Signals, TSM0 Signals - Traffic Signals,	LOPP	Description	Description	FIDITOT12 Signats - TSMO	DOTRITI2 Signale - Traffic Signale, TSMO	Part Part Corp Signate - Transit Signate, TSMO Size S		DET Prof Description PRE DESCRIPTION STATE STATE	Company Comp	Part Company Part Company Part P	Professionary Professionar

					Pre	esent Day Co	sts (FY24) [in thousand	s]				Cost Feasi	ble Plan (in	thousands)			Unforded
Project Name	LRTP#	FM#	LOPP#	Description	PDE	PE	ROW CST	Total	0&M	Previous	FY 25				FY 41-50	Total	Unfunded
SFRC Fiber Communication	SFRTA0001			Transit - Rail, Utilities			\$16,000	\$16,000									\$32,000
SFRC Grade Crossings and Signals - Signal Safety Improvements	SFRTA0002			Transit - Rail, Utilities			\$17,000	\$17,000									\$34,000
SFRC System Control Points Replacement in Palm Beach County	SFRTA0007			Transit - Rail, Control signals			\$24,000	\$24,000									\$48,000
SFRC Wood Tie Conversion to Concrete	SFRTA0004			Transit - Rail, Maintenance			\$25,000	\$25,000									\$50,000
SR 7 from Golden Glades Multimodal Center to SR 80 (Southern Blvd) Transitway	FD0T0096			Transit - Fixed Guideway Transit			\$1,692,900	\$1,692,900									\$3,385,800
SR 80 (Southern Blvd) Intermodal Center at US 441 / SR 7	FD0T0078			Transit - Transit: Station			\$11,400	\$11,400									\$22,800
SR 80 (Southern Blvd) Intermodal Centers at US 27 and US 1	FD0T0076			Transit - Transit: Station			\$22,800	\$22,800									\$45,600
SR 80 (Southern Blvd) Urban Fixed Guideway from US 27 to US 1	FD0T0077			Transit - Transit: Fixed Guideway			\$970,000	\$970,000									\$1,940,000
Tri-Rail Boca Raton Glades Rd - New Station	FDOT0067			Transit - Transit: Station			\$4,850	\$4,850									\$9,700
Tri-Rail Boca Raton Station - Upgrades	FD0T0057			Transit - Passenger Terminal			\$10,573	\$10,573									\$21,146
Tri-Rail Boynton Beach Station - Upgrades	FD0T0058			Transit - Transit: Rail Station Upgrades			\$3,200	\$3,200									\$6,400
Tri-Rail Mangonia Park Station - Upgrades	FD0T0061			Transit - Transit: Rail Station Upgrades			\$14,550	\$14,550									\$29,100
Tri-Rail New Automated Fare Collection System (AFCS)	SFRTA0003			Transit - Transit: Regional Farebox System			\$12,000	\$12,000									\$24,000
Tri-Rail Palm Beach International Airport - New Station	FDOT0068			Transit - Transit: Station			\$14,550	\$14,550									\$29,100
Tri-Rail Positive Train Control (PTC)	SFRTA0005			Transit - Transit: Rail Control System			\$20,000	\$20,000									\$40,000
Tri-Rail Rolling Stock Remaining Vehicle Replacement and Service Expansion	SFRTA0006			Transit - Transit: Rail Rolling Stock			\$52,400	\$52,400									\$104,800
Tri-Rail West Palm Beach Station Transit Hub	FD0T0098			Transit - Upgrade Passenger Terminal			\$8,150	\$8,150									\$16,300
US 1 (Palm Tran Route 1) Enhanced Transit from Camino Real to Indiantown Rd	TPA0003	TBD	MP-17-1	Transit - Transit: Fixed Guideway	\$4,893	\$29,358	\$163,098	\$197,349									\$394,697
US 27 from Broward County Line to Hendry County Line Rail Line	FD0T0091			Transit - Freight: New Rail Line			\$1,320,840	\$1,320,840									\$2,641,680
West Palm Beach Blue Trolley Route ITS/TSMO improvements	WPB0065		TBD	Transit - TSM0													
West Palm Beach Blue Trolley Route Transit stop improvements	WPB0064		TBD	Transit - Transit: Bus Stops													
West Palm Beach Intermodal SIS Connector from PBIA to WPB Intermodal Center	FD0T0097			Transit - Transit: Fixed Guideway	\$600	\$3,602	\$20,010	\$24,212									\$48,424
West Palm Beach Transit Fleet replacement	WPB0046			Transit - Transit: Rolling Stock	\$420	\$2,520	\$16,380	\$19,320									\$38,640

MAINTENANCE

Project Name	LRTP#	FM#	LOPP#	Description	Pre PDE	sent Day Co PE	osts (FY24) [ROW	[in thousand CST		0&M Previous		ole Plan (in thousand FY 31-35 FY 36-4	Total	Unfunded
Barwick Rd over LWDD L-30 Canal bridge repairs	PAL0165	2022801		Bridge Reconstruction - Replace bridge				\$2,000	\$2,000					\$4,000
Belvedere Rd over LWDD E-3 Canal bridge repairs	PAL0166	2018801		Bridge Reconstruction - Bridge Replacement, 5 L w/ buffered bike lanes & dedicated right turn lane.				\$3,000	\$3,000					\$6,000
Congress Ave over L-2 Canal bridge repairs	PAL0167	2019802		Bridge Reconstruction - Replace bridge with culvert				\$1,500	\$1,500					\$3,000
Congress Ave over SFRTA Rail bridge repairs	PAL0161	2021610		Bridge Reconstruction - Bridge repairs				\$500	\$500					\$1,000
Coral Drive over Subdivision Canal Bridge Replacement	FD0T0001			Bridge Reconstruction - Bridge Reconstruction				\$800	\$800					\$1,600
CR 880 (Sam Senter Rd) over SFWMD Ocean Canal bridge repairs	PAL0170	2019803		Bridge Reconstruction - Bridge Reconstruction				\$9,300	\$9,300					\$18,600
CR-707/Beach Road over ICWW Bridge Replacement	FDOT0003			Bridge Reconstruction - Bridge Reconstruction (#930026)				\$59,600	\$59,600					\$119,200
CR-880 over C-51 Canal Bridge Replacement	FD0T0004			Bridge Reconstruction - Bridge Reconstruction (#930940)				\$7,000	\$7,000					\$14,000
Duda Rd over L-14 Canal bridge repairs	PAL0171	2023801		Bridge Reconstruction - Replace to a 3 span bridge				\$4,250	\$4,250					\$8,500
E Ocean Ave over Hypoluxo Island bridge repairs	PAL0172	2023800		Bridge Reconstruction - Replace bridge				\$600	\$600					\$1,200
E. Camino Real over ICWW Bridge Replacement	FD0T0005			Bridge Reconstruction - Bridge Reconstruction (#934408)				\$22,500	\$22,500					\$45,000
Florida Mango Rd over L-2 Canal bridge repairs	PAL0173	2017512		Bridge Reconstruction - Replace existing Bridge with twin RCP pipes				\$817	\$817					\$1,634
Florida Mango Rd over L-5 Canal bridge replacement	PAL0179	2015523		Bridge Reconstruction - Replace existing bridge with concrete box culvert				\$1,300	\$1,300					\$2,600
G Bush Blvd (NE 8th) over ICWW bridge replacement	PAL0174	2022506		Bridge Reconstruction - Reconstruct existing bascule bridge				\$70,000	\$70,000					\$140,000
Jupiter Beach Rd over Branch of ICWW bridge replacement	PAL0175	2021803		Bridge Reconstruction - Replace Bridge and reconstruct approaches				\$2,300	\$2,300					\$4,600
Kirk Rd over L-11 Canal culvert replacement	PAL0183	2023502		Bridge Reconstruction - Replace existing 60" CMP culvert.				\$1,750	\$1,750					\$3,500
Lake Osborne Dr over Lake Bass Canal bridge replacement	PAL0180	2017801		Bridge Reconstruction - IST project requested by R&B to replace existing Bridge. Project includes ILA with Municipal of Lake Worth for utility relocation				\$810	\$810					\$1,620
Lighthouse Dr over North Plam Beach Waterway Bridge Replacement	FD0T0007			Bridge Reconstruction - Bridge Reconstruction (#934408)				\$4,500	\$4,500					\$9,000
Palm Beach Lakes Blvd over FEC Railroad bridge repairs	PAL0163	2017800		Bridge Reconstruction - Widen and rehab bridge to add shoulders, barrier, & sidewalks				\$20,000	\$20,000					\$40,000
Palmetto Park Rd over ICWW bridge repairs	PAL0162	2013607		Bridge Reconstruction - Bascule Bridge rehabilitation, painting and fender system repairs				\$4,200	\$4,200					\$8,400
Prosperity Farms Rd over C-17 Canal bridge replacement	PAL0176	2018800		Bridge Reconstruction - Replace and widen existing bridge				\$8,400	\$8,400					\$16,800
Smith Sundy Rd over L-33 Canal bridge replacement	PAL0177	2017514		Bridge Reconstruction - Replace bridge				\$2,100	\$2,100					\$4,200
Spanish River Blvd over ICWW Bridge Replacement (WB & EB)	FD0T0013			Bridge Reconstruction - Bridge Reconstruction (#930154 & 930226)				\$91,800	\$91,800					\$183,600
SR 806 (Atlantic Ave) over ICWW Bridge Replacement	FD0T0008			Bridge Reconstruction - Bridge Reconstruction (#930026)				\$32,800	\$32,800					\$65,600
SR 811 (Alt. A1A) over Loxahatchee River Bridge Replacement	FD0T0009			Bridge Reconstruction - Bridge Reconstruction (#930339)				\$121,000	\$121,000					\$242,000

MAINTENANCE

					Pre	esent Day Co	sts (FY24) [in the	ousands	s]				Cost Feasi	ble Plan (in	thousands))		Unfunded
Project Name	LRTP#	FM#	LOPP#	Description	PDE	PE	ROW CS	ST	Total	0&M	Previous	FY 25	FY 26-30	FY 31-35	FY 36-40	FY 41-50	Total	Unrunaea
SR 876 (PGA Blvd) Bridge Replacement over ICWW	FD0T0012			Bridge Reconstruction - Bridge Reconstruction (#930106 & 930349)			\$	96,000	\$96,000									\$192,000
SR A1A over Boca Inlet Bridge Replacement	FD0T0010			Bridge Reconstruction - Bridge Reconstruction (#930060)			\$	55,500	\$55,500									\$111,000
Summit Blvd from west of C-51 Canal Crossing to I 95 lane addition	PAL0042			Bridge Reconstruction - Replace bridge, add walls and railroad crossing improvement				\$3,105	\$3,105									\$6,210
Summit Blvd over C-51 bridge replacement	PAL0178	2022803		Bridge Reconstruction - Replace bridge			\$	11,000	\$11,000									\$22,000
Torry Island Swing Bridge repairs	PAL0164	2020602		Bridge Reconstruction - Study to repair the aging bridge superstructure.			:	\$2,000	\$2,000									\$4,000
US 1 (Parker Blvd) over ICWW Bridge Replacement	FD0T0011			Bridge Reconstruction - Bridge Reconstruction (#930004)			\$	76,800	\$76,800									\$153,600
Woolbright Rd over ICWW Bridge Replacement	FD0T0014			Bridge Reconstruction - Bridge Reconstruction (#930214)			\$	42,600	\$42,600									\$85,200
Woolbright Rd over SE 15th Ave bascule bridge repairs	PAL0181	2023501		Bridge Reconstruction - Bridge Reconstruction				\$200	\$200									\$400

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Project Name	LRTP#	FM#	LOPP#	Description	PDE	PE PE	ROW CST		0&M Previous	FY 25		(m anousanus)	Total	Unfunded
Lantana Airport - Storm drainage & pavement	PORT0036			Airport - Install storm drainage and pavement to areas currently without, port wide			\$5,000	\$5,000			\$5,000		\$5,000	
Lantana Airport - Airfield Pavement Maintenance	LNA0003			Airport - Airfield Pavement Maintenance			\$1,500	\$1,500			\$1,500		\$1,500	
Lantana Airport - Automated Weather Observing System (AWOS) Replacement	LNA0001			Airport - Automated Weather Observing System (AWOS) Replacement			\$300	\$300		\$300			\$300	
Lantana Airport - Runway 16-34 Rehabilitation	LNA0004			Airport - Lantana Airport - Runway 16-34 Rehabilitation			\$7,000	\$7,000			\$7,000		\$7,000	
Lantana Airport - Southside Redevelopment	LNA0002			Airport - Southside Redevelopment			\$6,500	\$6,500			\$6,500		\$6,500	
North Palm Beach County Airport - Air Traffic Control Tower	F450002			Airport - Air Traffic Control Tower			\$13,000	\$13,000			\$13,000		\$13,000	
North Palm Beach County Airport - Airport Pavement Maintenance & Rehabilitation	F450006			Airport - Pavement Maintenance			\$4,000	\$4,000			\$4,000		\$4,000	
North Palm Beach County Airport - Apron Rehab/ Expansion	F450004			Airport - Apron Rehab/Expansion			\$5,500	\$5,500			\$5,500		\$5,500	
North Palm Beach County Airport - Automated Weather Observing System (AWOS) Replacement	F450003			Airport - AWOS Replacement			\$300	\$300		\$300			\$300	
North Palm Beach County Airport - Runway 14-32	F450001			Airport - Beach County Airport - Runway 14-32			\$32,000	\$32,000			\$32,000		\$32,000	
North Palm Beach County Airport - Runway 9R-27L	F450005			Airport - Airport - Runway 9R-27L			\$1,000	\$1,000		\$1,000			\$1,000	
Palm Beach County Airports - Airfield Maintenance & Repairs	DOA0001			Airport - Airfield Maintenance & Repairs			\$12,500	\$12,500			\$12,500		\$12,500	
Palm Beach County Airports - Capital Projects Permits & Fees	DOA0004			Airport - Capital Projects Permits & Fees			\$2,000	\$2,000			\$2,000		\$2,000	
Palm Beach County Airports - Consultant Services	DOA0002			Airport - Consultant Services			\$15,000	\$15,000			\$15,000		\$15,000	
Palm Beach County Airports - Terminal Improvements	DOA0003			Airport - Terminal Improvements			\$5,000	\$5,000			\$5,000		\$5,000	
Palm Beach International Airport - Access Control System Replacement	PBI0008			Airport - Access Control System Replacement			\$3,000	\$3,000		\$3,000			\$3,000	
Palm Beach International Airport - ADA Accessibility Improvements	PBI0017			Airport - ADA Accessibility Improvements			\$3,000	\$3,000			\$3,000		\$3,000	
Palm Beach International Airport - Air Cargo Building 1475 Landside PCC Repairs	PBI0021			Airport - Cargo Building Repairs			\$4,000	\$4,000			\$4,000		\$4,000	
Palm Beach International Airport - Air Handler Unit	PBI0015			Airport - Air Handler Unit			\$4,654	\$4,654			\$4,654		\$4,654	
Palm Beach International Airport - Airfield Electrical Vault Improvements	PBI0019			Airport - Airfield Electrical Vault Improvements			\$5,000	\$5,000			\$5,000		\$5,000	
Palm Beach International Airport - Airport Layout Plan & Narrative Report	PBI0014			Airport - Layout Plan			\$250	\$250		\$250			\$250	
Palm Beach International Airport - ARFF Building Replacement	PBI0003			Airport - ARFF Building Replacement			\$27,500	\$27,500		\$27,500			\$27,500	
Palm Beach International Airport - Aviation Workers Security Screening	PBI0012			Airport - Aviation Workers Security Screening			\$250	\$250		\$250			\$250	
Palm Beach International Airport - Bond Project Contingency	PBI0007			Airport - Bond Project Contingency			\$5,000	\$5,000		\$5,000			\$5,000	
Palm Beach International Airport - Campus-Wide Bird Netting and Piping Replacement	PBI0022			Airport - Bird Netting and Piping Replacement			\$1,000	\$1,000			\$1,000		\$1,000	

			Pi	resent Day Co	sts (FY24) I	n thousand	1			Cost Feas	ble Plan (i	n thousands		
LRTP#	FM# LOPP#	Description	PDE	PE	ROW	CST		0&M	Previous FY		- tail	Janua	Total	Unfunded
PBI0024		Airport - Ceiling Mount Flight Information System				\$1,500	\$1,500			\$1,500			\$1,	500
PBI0023		Airport - Common Use Ticket Counter and Backwall Improvements				\$3,500	\$3,500			\$3,500			\$3	500
PBI0001		Airport - Concourse B				\$94,000	\$94,000		\$9	4,000			\$94,	100
PBI0027		Airport - B, & C Re-Roofing				\$24,000	\$24,000			\$24,000			\$24	100
PBI0032		Airport - Economy Parking Lot Rehabilitation				\$5,000	\$5,000			\$5,000			\$5,	100
PBI0031		Airport - EMAS Replacement				\$5,000	\$5,000			\$5,000			\$5	100
PBI0009		Airport - Feature Signage, Wayfinding Signage, & Landscaping Improvements				\$2,250	\$2,250			\$2,250			\$2	?50
PBI0018		Airport - High Mast Lighting Renovation				\$3,500	\$3,500			\$3,500			\$3	500
PBI0030		Airport - Park and Ride Booth Replacements				\$2,000	\$2,000			\$2,000			\$2,	100
PBI0020		Airport - Parking Toll Plaza Canopy Structure Replacement				\$3,000	\$3,000			\$3,000			\$3	100
PBI0006		Airport - PC Air				\$3,269	\$3,269		\$	3,269			\$3,	?69
PBI0028		Airport - Perimeter Fiber Loop				\$2,500	\$2,500			\$2,500			\$2,	500
PBI0026		Airport - Perimeter Road and VSR Pavement Rehabilitation				\$10,000	\$10,000			\$10,000			\$10,	100
PHK0001		Airport - Rehabilitation of Airport Entrance Roadway				\$500	\$500			\$500				500
PHK0002		Airport - Rehabilitation of Airport Parking Lot				\$1,000	\$1,000			\$1,000			\$1,	100
PBI0025		Airport - Replace 14 Passenger Boarding Bridges				\$35,000	\$35,000			\$35,000			\$35,	100
PBI0029		Airport - Replace Terminal Canopies				\$2,500	\$2,500			\$2,500			\$2,	500
PBI0005		Airport - Revenue Control Building Replacement				\$11,000	\$11,000		\$1	1,000			\$11,	100
PBI0016		Airport - Rotating Beacon Replacement				\$500	\$500			\$500			ç	500
PBI0013		Airport - Runway 10R/28L				\$50,500	\$50,500			\$50,500			\$50,	500
PBI0010		Airport - Switchgear				\$22,500	\$22,500			\$22,500			\$22,	500
PBI0004		Airport - Taxiway Rehabilitation				\$34,600	\$34,600			\$34,600			\$34,	500
PBI0011		Airport - Terminal & Concourse Modernization				\$40,000	\$40,000			\$40,000			\$40,	100
FD0T0086		Airport - Terminal Connections				\$13,000	\$13,000							\$26,000
PBI0033		Airport - Terminal FIS Improvements				\$20,000	\$20,000			\$20,000			\$20,	100
PBI0002		Airport - Terminal Elevator Rehabilitation				\$17,100	\$17,100		\$1	7,100			\$17,	100
	PBI0024 PBI0023 PBI0001 PBI00027 PBI0032 PBI0031 PBI0009 PBI0018 PBI0020 PBI0020 PBI0026 PHK0001 PHK0002 PBI0025 PBI0025 PBI0029 PBI0005 PBI0010 PBI0011 PBI0011 PBI0011 PBI0011 PBI0004 PBI0033	PBI0023 PBI0001 PBI0027 PBI0032 PBI0031 PBI0009 PBI0018 PBI0020 PBI0026 PBI0028 PBI0025 PBI0025 PBI0029 PBI0005 PBI0013 PBI0013 PBI0010 PBI0004 PBI0004 PBI0033	PBI0022 Airport - Ceilling Mount Flight Information System PBI0023 Airport - Common Use Ticket Counter and Backwall Improvements Airport - Concourse B PBI0027 Airport - Economy Parking Lot Rehabilitation PBI0032 Airport - EMAS Replacement Airport - EMAS Replacement Airport - High Mast Lighting Renovation Airport - Park and Ride Booth Replacements PBI0030 Airport - Park and Ride Booth Replacements Airport - Parking Toll Plaza Canopy Structure Replacement Airport - Perimeter Fiber Loop PBI0020 Airport - Perimeter Fiber Loop PBI0020 Airport - Perimeter Road and VSR Pavement Rehabilitation Airport - Rehabilitation of Airport Entrance Roadway PHK0001 Airport - Rehabilitation of Airport Parking Lot PBI0025 Airport - Replace 14 Passenger Boarding Bridges PBI0026 Airport - Replace 1 Ferminal Canopies Airport - Revenue Control Building Replacement Airport - Rotating Beacon Replacement Airport - Runway 108/28L PBI0010 Airport - Taxiway Rehabilitation PBI0011 Airport - Taxiway Rehabilitation PBI0004 Airport - Taxiway Rehabilitation Airport - Terminal & Concourse Modernization Airport - Terminal Connections Airport - Terminal Connections Airport - Terminal FIS Improvements	PBI00224 Airport - Ceiling Mount Flight Information System Airport - Common Use Ticket Counter and Backwall Improvements Airport - Concourse B PBI00027 Airport - Exonomy Parking Lot Rehabilitation Airport - Exonomy Parking Lot Rehabilitation Airport - Exonomy Parking Lot Rehabilitation Airport - Exonomy Parking Signage, & Landscaping Improvements Airport - Exonomy Parking Signage, & Landscaping Improvements Airport - Feature Signage, Wayfinding Signage, & Landscaping Improvements Airport - Feature Signage, Wayfinding Signage, & Landscaping Improvements Airport - Feature Signage, Wayfinding Signage, & Landscaping Improvements Airport - Feature Signage, Wayfinding Signage, & Landscaping Improvements Airport - Feature Signage, Wayfinding Signage, & Landscaping Improvements Airport - Feature Signage, Wayfinding Signage, & Landscaping Improvements Airport - Park and Ride Booth Replacements Airport - Park and Ride Booth Replacements Airport - Perimeter Fiber Loop Airport - Perimeter Fiber Loop Airport - Perimeter Fiber Loop Airport - Perimeter Road and VSR Pavement Rehabilitation PHK0001 Airport - Rehabilitation of Airport Entrance Roadway Airport - Rehabilitation of Airport Entrance Roadway Airport - Replace 14 Passenger Boarding Bridges Airport - Replace 14 Passenger Boar	PBI0024 Alrport - Ceiling Mount Flight Information System	P810021	PRINCIPAL PRINCIPAL	P880020	Marport - Performance Replacement Marport - Performance Replac	DEFP Description PRI	Description Property	March Profession Professi	PRINCE PRINCE PRINCE College (College (C	

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Project Name	LRTP#	FM# LOPP#	Description	n	PDE	resent Day Co PE	ROW	CST CST	Total	0&M	Previous F	Y 25	<u></u>	manousand	3)	Total	Unfunded
Mill and Repave Tropical Main Marginal along Berths #8 & #9	PORT0031		Seaport					\$1,500	\$1,500				\$1,500			\$1,500	
Port of Palm Beach - Abandon or Replace the old watermain along Avenue E between Port Road and Middle Road	PORT0025		Seaport					\$1,500	\$1,500				\$1,500			\$1,500	
Port of Palm Beach - Add additional lighting East to West	PORT0014		Seaport					\$450	\$450			\$450				\$450	
Port of Palm Beach - Berth 18	PORT0010		Seaport - Berth 18					\$12,000	\$12,000				\$12,000			\$12,000	
Port of Palm Beach - Cathodic protection installation on seal walls port wide	PORT0019		Seaport					\$2,000	\$2,000			\$2,000				\$2,000	
Port of Palm Beach - Cross reference utilities & site survey with field GIS survey	PORT0013		Seaport					\$25	\$25			\$25				\$25	
Port of Palm Beach - Cruise and Port Administration Parking Structure	PORT0002		Seaport					\$52,000	\$52,000				\$52,000			\$52,000	
Port of Palm Beach - General Cargo Warehouse Relocation	PORT0007		Seaport - General Cargo Warehouse Relocation					\$18,000	\$18,000				\$18,000			\$18,000	
Port of Palm Beach - Install inner ring seals to the damaged 66" RCP under the main port entrance road	PORT0018		Seaport					\$500	\$500			\$500				\$500	
Port of Palm Beach - Install new drainage system to west middle road and RR tracks	PORT0035		Seaport					\$1,500	\$1,500				\$1,500			\$1,500	
Port of Palm Beach - Install storm drainage to all screening areas of the port	PORT0032		Seaport					\$5,000	\$5,000				\$5,000			\$5,000	
Port of Palm Beach - Mill and Repace Tropical Main Marginal along Berths #8 & 9	PORT0020		Seaport					\$1,100	\$1,100			\$1,100				\$1,100	
Port of Palm Beach - New Acquired Property Development (Clearing, Grading, Pavement, and Utilities)	PORT0001		Seaport					\$15,000	\$15,000				\$15,000			\$15,000	
Port of Palm Beach - New Rail Yard Storage Tracks	PORT0008		Seaport - New Rail Yard Storage Tracks					\$10,000	\$10,000				\$10,000			\$10,000	
Port of Palm Beach - Pave and Drain Mullins property	PORT0023		Seaport - Pave and Drain Mullins property					\$350	\$350			\$350				\$350	
Port of Palm Beach - Perform Site Survey to get up-to- date Site Plan	PORT0012		Seaport					\$50	\$50			\$50				\$50	
Port of Palm Beach - PIDP Internal Roadway Improvements	PORT0005		Seaport - PIDP Internal Roadway Improvements					\$6,000	\$6,000				\$6,000			\$6,000	
Port of Palm Beach - PIDP Main Gate Improvements	PORT0004		Seaport - PIDP Main Gate Improvements					\$8,000	\$8,000				\$8,000			\$8,000	
Port of Palm Beach - PIDP Rail Yard Improvements	PORT0003		Seaport - PIDP Rail Yard Improvements					\$11,000	\$11,000				\$11,000			\$11,000	
Port of Palm Beach - Rail Yard Working Track Expansion	PORT0009		Seaport - Rail Yard Working Track Expansion					\$6,000	\$6,000						\$6,000	\$6,000	
Port of Palm Beach - Relocate High-mast #26 to the East	PORT0015		Seaport - Beach - Relocate High-mast #26 to the E.	ast				\$120	\$120			\$120				\$120	
Port of Palm Beach - Repair edges of the SOG deck of Berth #14	PORT0028		Seaport					\$250	\$250				\$250			\$250	
Port of Palm Beach - Repair of the RC pile cap between Berths #7 & 8	PORT0022		Seaport					\$250	\$250				\$250			\$250	
Port of Palm Beach - Repair the damanged pavement around all settled manholes	PORT0021		Seaport					\$500	\$500			\$500				\$500	
Port of Palm Beach - Repave Slip 3 pavement area	PORT0034		Seaport - Repave Slip 3 pavement area					\$2,000	\$2,000				\$2,000			\$2,000	
Port of Palm Beach - Replace and/or Repair failing water system within Tropical Main Marginal	PORT0026		Seaport					\$1,100	\$1,100				\$1,100			\$1,100	
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					Pr	esent Day Co	sts (FY24)	[in thousan	ds]				Cost Feasible Plan	in thousands)		Unfunded
Project Name	LRTP#	FM#	LOPP#	Description	PDE	PE	ROW	CST	Total	0&M	Previous	FY 25	FY 26-30		Total	Onrunaea
Port of Palm Beach - Replace or Recondition bad valves of the water mains port wide	PORT0016		Sea	eaport				\$3,300	\$3,300				\$3,300		\$3,300	
Port of Palm Beach - Replace the asphalt pavement of Tropical Main Marginal with RCC	PORT0033		Sea	eaport				\$4,500	\$4,500				\$4,500		\$4,500	
"Port of Palm Beach - Replace the overhead lines located within the footprint of PIDP project underground and extend power services to new PID buildings"	PORT0029		Sea	eaport				\$2,500	\$2,500				\$2,500		\$2,500	
Port of Palm Beach - Replace the overhead lines north of CEMEX with underground power cables	PORT0030		Sea	eaport				\$1,500	\$1,500				\$1,500		\$1,500	
Port of Palm Beach - Retrofit all High-mast & Low-mast with LED fixtures-mast (18 reamining)	PORT0024		Sea	eaport				\$50	\$50				\$50		\$50	
Port of Palm Beach - Secondary Gate Circulation Improvements	PORT0006		Sea	eaport - Secondary Gate Circulation Improvements				\$200	\$200				\$200		\$200	
Port of Palm Beach - Slip 2 Widening	PORT0011		Sea	eaport - Slip 2 Widening				\$24,000	\$24,000				\$24,000		\$24,000	
Port of Palm Beach - Survey the catch basins and storm sewers within the PIDP limits	PORT0017		Sea	eaport				\$50	\$50			\$50			\$50	
Port of Palm Beach - Survey the locations of water and fire valves	PORT0027		Sea	eaport				\$50	\$50				\$50		\$50	

					Present Day	nsts (FV24) [in thousands]					Cost-Food	ible Plan (in t	housands) —			
Project Name	LRTP#	FM#	LOPP# Description	PDE	PE PE	ROW	CST	Total	0&M	Previous	FY 25		FY 31-35	FY 36-40	FY 41-50	Total	Unfunded
Ardmore Road from Dock Street to S Dixie Highway Bike Blvd	WPB0036		Complete Streets - Repave road, Bike Boulevard, High Emphasis Crosswalks				\$103	\$103									\$206
Boca Downtown Area Transportation Improvements	B0C0066		Complete Streets - Study Multimodal Connectivity (Intersections, Pedestrian, Bicycle, Transit)	\$935	\$5,609		\$36,461	\$43,005									\$86,011
Boca Midtown Area Transportation Improvements	B0C0064		Complete Streets - Multimodal connectivity, including intersection reconstruction, ped/bike facilities, and transit	\$1,431	\$8,589		\$55,826	\$65,846									\$131,691
Boca Raton Mobility Improvements Between the Mall and Downtown	B0C0043		Complete Streets - Provide intermodal (pedestrian, bicycle, and shuttle) connections from the Mall area to the Downtown (Brightline area), Hospital, and other attractor areas.														
Boca Regional Hospital Area Transportation Improvements	B0C0062		Complete Streets - Multimodal connectivity, including intersection reconstruction, ped/bike facilities, and transit														
Boca Town Center Mall Area Transportation Improvements	B0C0065		Complete Streets - Multimodal connectivity, including intersection reconstruction, ped/bike facilities, and transit														
Boca University Commons Shopping Plaza Area Transportation Improvements	B0C0063		Complete Streets - Multimodal connectivity, including intersection reconstruction, ped/bike facilities, and transit	\$995	\$5,972		\$38,816	\$45,783									\$91,566
Brandywine Rd from Village Blvd to Village Blvd Complete Streets	WPB0054		Complete Streets - Complete streets including ped, bike, landscaping, & drainage														
Burns Rd from Alt A1A to Prosperity Farms Rd multimodal improvements	PBG0014		Complete Streets - Reduce travel lanes, add 4' bike lanes with green pavement markings														
Campus Dr from RCA Blvd to PGA Blvd multimodal improvements	PBG0019		"Complete Streets - 2-way 10' protected bicycle lane with a 2' raised separator on East side of the Road Transit Circulator from Fairchild Avenue to PGA Blvd"														
Datura Street from Tamarind Avenue to Quadrille Plaza Drive Complete Streets	WPB0049		Complete Streets - Complete Streets														
Douglas Ave one way to two way conversion from 2nd St to 10th St	WPB0007		Complete Streets - One-way to two-way conversion with streetscape improvements, preserve on-street parking where possible				\$6,800	\$6,800									\$13,600
Fairchild Gardens Ave from RCA Blvd to Gardens Parkway multimodal improvements	PBG0022		"Complete Streets - Widen existing sidewalks to 10 - 12' on west side Reduce travel lanes, add bike lanes with green pavement markings"														
FAU Area Transportation Improvements	B0C0061		Complete Streets - Multimodal connectivity, including intersection reconstruction, ped/bike facilities, and transit														
Flagler Dr Complete Street from Banyan Blvd to Okeechobee Blvd	WPB0012		Complete Streets - Further study required; coordinate with shore to core project; short-term - convert one side of median to public space for people walking and biking; long-term - re-design Flagler by preserving one travel lane in each direction with genous public spaces and dedicated bikeway, consider shared street design	\$48	\$285		\$1,856	\$2,189									\$4,377
Flagler Dr from 23rd Street to Palm Beach Lakes Blvd Lane Elimination	WPB0016		Complete Streets - Further study required; convert outside northbound travel lane to a two-way separated bikeway; enhance street with streetscape and shade improvements				\$5,000	\$5,000									\$10,000
Flagler Dr from Banyan Blvd to Palm Beach Lakes Dr Lane Elimination	WPB0014		Complete Streets - Further study required; convert outside northbound travel lane to a two-way separated bikeway; enhance street with streetscape and shade improvements				\$4,700	\$4,700									\$9,400
Flagler Dr from Okeechobee Blvd to Avila Rd Lane Elimination	WPB0013		Complete Streets - Further study required; convert outside northbound travel lane to a two-way separated bikeway; enhance street with streetscape and shade improvements				\$8,800	\$8,800									\$17,600
Flagler Dr Separated Bike Lanes from Arkona Ct to Belmonte Rd	WPB0028		Complete Streets - Repave, Zicla, high emphasis crosswalks				\$78	\$78									\$156
Iris Street pedestrian improvements	WPB0017		Complete Streets - Further study required; balance access to Kravis Center with needs for on-street parking and enhanced space for people walking				\$500	\$500									\$1,000
Lake Worth Rd (SR 802) multimodal improvements	PS0005		Complete Streets - Provide infrastructure for services for a multi-modal connector, such as light rail, which utilizes Lake Worth Road thoroughfare for a central connector connecting communities along Lake Worth Road, including Palm Springs and Greenacres, with the beach to the east and Wellington to the west.														
Mercer Ave from Centrepark Blvd to Belvedere Rd Shared Use Path	WPB0021		Complete Streets - Repave, including sidewalk maintenance, sidewalk construction and shared infrastructure, install curbs and drainage or open swale system, high emphasis crosswalks				\$1,400	\$1,400									\$2,800
Mercer Ave from Old Okeechobee Rd to Whitney Street Separated Bike Lane	WPB0019		Complete Streets - Repave, including sidewalk maintenance, and install separated bike infrastructure, install sidewalks where they do not exist, ADA compliance, high emphasis crosswalks				\$850	\$850									\$1,700

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Project Name	LRTP#	FM#	LOPP# Description	PDE	Present Day C	Costs (FY24) [in t ROW		Total 0&	M Previous	FY 25		sible Plan (in th FY 31-35		FY 41-50	Total	Unfunded
Mercer Ave from S Australian Ave to Old Okeechobee Rd Bike Sidepaths	WPB0018		Complete Streets - Repave, relocate curbs, relocate drainage structures, canopy trees, native landscape, ADA compliance				\$1,320	\$1,320								\$2,640
Mercer Ave from Whitney St to Centrepark Blvd Bike Lanes	WPB0020		Complete Streets - Repave, including sidewalk maintenance and install bike lanes, high emphasis crosswalks				\$320	\$320								\$640
N Sapodilla Ave one way to two way conversion from 2nd Street to 10th Street	WPB0008		Complete Streets - One-way to two-way conversion with streetscape improvements, preserve on-street parking where possible				\$3,800	\$3,800								\$7,600
North Flagler Drive Complete Streets (Phase II)	WPB0043		Complete Streets - Complete Street project focused on providing enhanced bicycle and pedestrian facilities, to offer safer, efficient and affordable modes of transportation for work and recreation purposes.				\$7,000	\$7,000								\$14,000
Pinewood Ave from 25th St to 59th St Complete Streets	WPB0003		Complete Streets - Repurpose travel lanes to provide for enhanced bicycle and pedestrian facilities, to offer safer, efficient and affordable modes of transportation for work and recreation purposes.				\$6,500	\$6,500								\$13,000
S Sapodilla Ave from Okeechobee Blvd to Banyon Blvd Shared Street	WPB0009		Complete Streets - Shared street with focus on people walking and biking; bike boulevard treatments including wayfinding and traffic calming				\$4,000	\$4,000								\$8,000
Victoria Falls Blvd from Central Blvd to Alternate A1A multimodal improvements	PBG0010		Complete Streets - Widen existing sidewalk to 12' trail on south side of road													
Wilkins Ave Bike Blvd from Elizabeth Ave. to Whitney St.	WPB0024		Complete Streets - Repave, install sidewalks, drainage, landscaped island at Clare Street. high emphasis crosswalks				\$220	\$220								\$440
Worthington Rd from Florida Mango Ave to Australian Ave Separated Bike Lanes	WPB0038		Complete Streets - Repave road, construct sidewalks, high emphasis crosswalks, ADA compliance				\$269	\$269								\$538
Caroline Ave Pedestrian Bridge Crossing & Traffic Signal	WPB0045		Grade Separation - Construct Pedestrian bridge to facilitate pedestrian movement at the railroad crossing				\$1,500	\$1,500								\$3,000
Access Improvements surrounding Boca Public and Private Schools	B0C0002		Ped/Bike - Identify missing active transportation facilities serving all local public and private schools within a 0.25-mile buffer zone.													
Alabama Avenue Bike Blvd	WPB0027		Ped/Bike - Repave, install bike blvd markings and high emphasis crosswalks				\$55	\$55								\$110
Barcelona Road from S Olive Ave to S Flagler Drive Bike Blvd	WPB0035		Ped/Bike - Repave, Bike Blvd markings and high emphasis crosswalks				\$62	\$62								\$124
Boca A1A Pedestrian and Bicycle Safety Improvements	B0C0052		Ped/Bike - Installation of Rectangular Rapid Flashing Beacons along A-1-A and other high pedestrian concentrated areas.													
Boca Canal Shared Use Pathways	B0C0014		"Ped/Bike - Install shared use pathways along the canals. Where possible, install street trees.													
Boca Raton Canal Pedestrian Bridge from Town Bay Dr and Town Center Rd	B0C0042		Ped/Bike - Provide a connection from Town Center Mall to residences to the south by a pedestrian trail/bridge over the canal between Town Center Road and Town Bay Drive													
Boca Raton utility relocations within ped/bike facilities	B0C0004		Ped/Bike - Identify and relocate utility conflicts within sidewalks and shared use pathways													
Boca Shared Use Pathway Improvements	B0C0012		Ped/Bike - Identify gaps in the use pathway network throughout the City.													
Boca Trailhead Parks	B0C0032		Ped/Bike - Install pocket parks that connect shared use pathways throughout the Municipal.													
Boyd Street from Whitney St to Ridgeway Ave Bike Blvd	WPB0034		Ped/Bike - Repave, Bike Blvd markings and high emphasis crosswalks				\$42	\$42								\$84
Caroline St from Elizabeth Ave to Parker Ave Complete Streets	WPB0040		Ped/Bike - Repave, including sidewalk maintenance and construction, ADA compliance, parking protected bike lanes, high emphasis crosswalks				\$125	\$125								\$250
Centrepark Blvd from S Australian Ave to Mercer Ave landscaped separated bike lanes	WPB0039		Ped/Bike - Repave, ADA compliance, high emphasis crosswalks, landscaped separated bike lanes				\$1,264	\$1,264								\$2,528
Delray SW Neighborhood Improvements	DEL0006		Ped/Bike - Pedestrian, bicycle & accessibility improvements, rehabilitation of underground utilities and drainage, traffic calming, and pavement rehabilitation				\$80,000	\$80,000								\$160,000
El Rio Trail Enhancements	B0C0048		Ped/Bike - El Rio Trail Enhancements (shown in the 2023-2024 CIP document)													
El Rio Trail extension- DeHoernle to Sugar Sand Park	B0C0079		Ped/Bike - El Rio trail system expansion from DeHoernle Park to Sugar Sand Park													
El Rio Trail Neighborhood Connectors	B0C0031		Ped/Bike - Study appropriate locations and construct East-west shared use pathway/green corridors connecting along El Rio Trail.													

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Project Name	LRTP#	FM#	LOPP# Description	P	Present Day (Costs (FY24) [in tho ROW C	ousands] CST	Total 0&M	Previous	FY25	 le Plan (in thousa FY 31-35 FY	 50 To	Unfunded
Elm Ave from Hood Rd to Pacifico Ct multimodal improvements	PBG0011		Ped/Bike - Widen existing sidewalk to 12' trail on west si	ide of road									
Flamingo Dr from S Dixie to S Olive Ave Bike Blvd	WPB0033		Ped/Bike - Repave, Bike Blvd markings and high emphas	sis crosswalks			\$81	\$81					\$162
Frederick St End (West) to Okeechobee Rd Bike Blvd	WPB0029		Ped/Bike - Repave, Bike Blvd markings and high emphas	sis crosswalks			\$58	\$58					\$116
Frederick St from Australian Trail to Old Okeechobee Blvd multimodal improvements	WPB0015		Ped/Bike - Further study required; create trail and bike between propose lake trail/Australian and Old Okeechob industrial needs of district with enhance walking and bik warehouse district	pee; focus on balancing			\$3,000	\$3,000					\$6,000
Gardens East Dr from Lighthouse Dr to RCA Blvd multimodal improvements	PBG0023		Ped/Bike - Widen existing sidewalk to 10' path on west s	ide									
Granada Rd from S Dixie Hwy to S Flagler Dr Bike Boulevard	WPB0037		Ped/Bike - Repave, Bike Blvd markings and high emphas	sis crosswalks			\$62	\$62					\$124
Grandiflora Rd from Buccaneer Way to N Military Trail multimodal improvements	PBG0008		"Ped/Bike - Widen existing sidewalk to 12' trail on north Create bicycle Boulevard"	side of road									
I 95 Pedestrian Bridge connecting Peninsula Corporate Center and Federal Highway	B0C0040		Ped/Bike - Provide for a pedestrian and bicycle connecti Corporate Center to the east across I 95 to North Federal	on between Peninsula I Hwy									
Lake Ave from N Street to Park Place Bike Boulevard	WPB0026		Ped/Bike - Repave, install bike blvd markings and high e	mphasis crosswalks			\$271	\$271					\$542
Lake Victoria Gardens Ave from Alt A1A to Kyoto Gardens Dr multimodal improvements	PBG0021		Ped/Bike - Widen existing sidewalk to 12' trail on east si	de									
Military Trl Pedestrian Bridge at Spanish River Blvd	BOC0080		Ped/Bike - Pedestrian bridge										
N Street from Florida Ave to Alabama Ave Bike Blvd	WPB0030		Ped/Bike - Repave, Bike Blvd markings and high emphas	sis crosswalks			\$28	\$28					\$56
NW 1st Avenue and NE 2nd Street Walkability Enhancements	BOC0058		Ped/Bike - Walkability Enhancements		\$280 \$1,679		\$10,911	\$12,870					\$25,739
Old Okeechobee Rd from James St to Mercer Ave separated bike lanes	WPB0023		Ped/Bike - Repave, including sidewalk maintenance, AD bike lanes, high emphasis crosswalks	A compliance, separated			\$700	\$700					\$1,400
Old Okeechobee Rd from Parker Ave to James St protected bike lanes	WPB0022		Ped/Bike - Repave, including sidewalk maintenance, AD, protected bike lanes, high emphasis crosswalks	A compliance, parking			\$215	\$215					\$430
Palm Street from Lake Ave to S Dixie Highway Bike Boulevard	WPB0031		Ped/Bike - Repave, Bike Blvd markings and high emphas	sis crosswalks			\$52	\$52					\$104
RCA Center Dr from Kyoto Gardens Dr to RCA Blvd multimodal improvements	PBG0020		Ped/Bike - Replace sidewalk with 12' trail on east side for Station	or Tri-Rail Coastal Link									
SR 704 (Okeechobee Blvd) Access Management at Mariott Hotel	WPB0050		Ped/Bike				\$500	\$500					\$10,450
SR 794 (Yamato Rd) at Congress Avenue Intersection Safety Improvements	B0C0023		Ped/Bike										
SW9th to SW 8th Ter Pedestrian Connector	B0C0082		Ped/Bike - Non-vehicular access only for ped bike conneneighborhood.	ection through									
Victoria Drive from S Dlxie Highway to Olive Drive Bike Blvd	WPB0032		Ped/Bike - Repave, Bike Blvd markings and high emphas	sis crosswalks			\$29	\$29					\$58
Wellington Bicycle Lane network improvements	WEL0011		"Ped/Bike - Add green pavement markings to the existin	g bike lane network."			\$5,000	\$5,000					\$10,000
Wellington Multiuse Pathways safety enhancements	WEL0010		"Ped/Bike - Add additional signage, marking, and safety existing multimodal pathway network."	enhancements to the			\$3,000	\$3,000					\$6,000
Whitney Street Bike Blvd from Mercer Ave to Wilkins Ave Bike Blvd	WPB0041		Ped/Bike - Repave road, add bike boulevard markings ar crosswalks	nd high emphasis			\$28	\$28					\$56
A1A Drainage Improvements in Manalapan and Lantana	FD0T0019		Resilience - Drainage improvements		\$4,000			\$4,000					\$8,000
A1A Ocean Ridge Drainage Improvements	FD0T0017		Resilience - Drainage improvements		\$750			\$750					\$1,500

LUCAL DESIRES											
Project Name	LRTP#	FM#	LOPP# Description	Present Day C	Costs (FY24) [in thousands] ROW CST	Total 0&M	Previous	FY 25	Cost Feasible Plan (in th	 41-50 T	Total Unfunded
A1A Ocean Ridge Pond Conversion	FD0T0018		Resilience - Drainage improvements - pond conversion on north side of Ocean Ave	\$350		\$350					\$700
CR 880 road maintenance from Martin Luther King Jr Blvd to south of SR 80	PAL0052		Resilience - Reconstruct existing 2L, add shoulders and guardrail ,Improvement Segment in Miles = 18		\$168,000	\$168,000					\$336,000
El Rio Trail Landscaping	BOC0033		Resilience - Install shade trees along the El Rio Trail to improve usage of the El Rio Trail.								
10th Ave N @ Barnett Dr intersection improvements	PAL0124	2019101	Road Capacity - WB RTL		\$325	\$325					\$650
10th Ave N from Congress Ave to I 95 lane addition	PAL0018		Road Capacity - Widen 5L to 6L		\$17,078	\$17,078					\$34,155
120th Ave @ Lake Worth Road roundabout	WEL0003		Road Capacity - Construct a 2x1 Roundabout		\$3,000	\$3,000					\$6,000
190th St N Road Extension from 60th St N to Hamlin Blvd	PAL0043		Road Capacity - New Road 4 lanes		\$23,288	\$23,288					
45th St @ Haverhill Rd intersection improvements	PAL0126	2020105	Road Capacity - Addition of NB to EB continuous RTL.		\$1,900	\$1,900					\$3,800
45th St @ Military Trl intersection improvements	PAL0159	2016501	Road Capacity - Addition of WB RTL. WB through lane, extend EB RTL. Signals (0.6 mi., 6 L)		\$2,760	\$2,760					\$5,520
45th St and I 95 to Port of Palm Beach	FD0T0021		Road Capacity - Modify Connector of I-95, 45th St, and Port of Palm Beach		\$13,610	\$13,610					\$27,220
45th St from Greenwood Ave to Broadway Ave lane addition	PAL0023		Road Capacity - Widen 3L to 5L		\$3,105	\$3,105					\$6,210
4th Ave from Camino Real to Palmetto Park Rd	B0C0016		Road Capacity - Widen roadway and incorporate multimodal Improvements								
60th St North Lane Addition from Avocado Blvd to E of 120 Ave N	PAL0048		Road Capacity - Widen 3L to 5L		\$13,973	\$13,973					\$27,945
60th St North Lane Addition from M-Canal to Seminole Pratt Whitney Rd	PAL0045		Road Capacity - Widen 2L to 4L		\$8,539	\$8,539					\$17,078
60th St North Lane Addition from W of 140th St N to Avocado Blvd	PAL0047		Road Capacity - Widen 3L to 5L		\$3,105	\$3,105					\$6,210
60th St North Road Extension from 190th St N to M-Canal	PAL0044		Road Capacity - New 4L		\$4,658	\$4,658					\$9,315
60th St North Road Extension from Seminole Pratt Whitney Rd to 140th Ln	PAL0046		Road Capacity - New 4L		\$13,196	\$13,196					\$26,393
6th Ave S from I 95 to South A St lane addition	PAL0079		Road Capacity - R/W EBT and WBT		\$4,658	\$4,658					\$9,315
Australian Ave from 15th St to 25th St lane addition	PAL0027	2021827	Road Capacity - Widen 4L to 6L		\$3,105	\$3,105					\$6,210
Australian Ave lane from 25th St to 45th St lane addition	PAL0028		Road Capacity - Widen 4L to 6L		\$6,210	\$6,210					\$12,420
Australian Ave lane from Banyan Blvd to 25th St lane addition	PAL0025		Road Capacity - Widen 4L to 6L		\$3,881	\$3,881					\$7,763
Australian Ave lane from Mercer Ave to Okeechobee Blvd lane addition	PAL0127	2019102	Road Capacity - Widening of Australian Ave to provide an additional southbound through lane. Redesign of the existing eastbound Okeechobee Blvd to SB Australian Ave entrance ramp to extend the available merge distance on Australian Ave. south of Mercer Drive.		\$2,500	\$2,500					\$5,000
Australian Ave lane from Palm Beach Lakes Blvd to 15th St lane addition	PAL0026	2021827	Road Capacity - Widen 4L to 6L		\$1,087	\$1,087					\$2,174
Benoist Farms Rd from SR 80 to Belvedere Rd lane addition	PAL0049	2015509	Road Capacity - Widen 2L to 3L		\$8,073	\$8,073					\$16,146
Boca Rio Rd lane addition from Palmetto Park Rd to Glades Rd	PAL0092		Road Capacity - Widen from 2/3L to 5L		\$6,210	\$6,210					\$12,420
Camino Real from Old Dixie Hwy to US 1 lane addition	PAL0093		Road Capacity - Widen 4 to 6 lanes within landscaped median		\$776	\$776					\$1,553

LOCAL DESIRES										
Project Name	LRTP#	FM#	LOPP# Description	Present Day Costs (FY24) [in thousands] PDE PE ROW CST	Total 0&M Previ	vious FY25	Cost Feasible Plan (in thousands) FY 26-30 FY 31-35 FY 36-40	FY 41-50	Total	Unfunded
Center St from Loxahatchee River Rd to Alt A1A lane addition	PAL0001	"20239901	Center St from Loxahatchee River Rd to Alt A1A lane addition	\$5,589	\$5,589					\$11,178
Central Blvd from Indiantown Rd to Church St lane addition	PAL0128	2023504	Road Capacity - Improve Central Blvd north of Indiantown Rd to lengthen EB dual lefts and provide 2 NB thru lanes , add exclusive NB RT lane, extend SB lanes to increase storage.	\$1,000	\$1,000					\$2,000
Central Blvd from Indiantown Rd to Roebuck Rd lane addition	PAL0002	4378781	Road Capacity - Widen 2/3L to 5L with new bridge over C-18	\$7,763	\$7,763					\$15,525
Clint Moore Rd @ Military Trl intersection improvements	PAL0129	2018102	Road Capacity - Triple SB and NB left turn lanes. Add a third lane in both the northbound left turn lanes and southbound left turn lanes for ultimate triple lefts on both approaches.	\$2,100	\$2,100					\$4,200
Clint Moore Rd @ SR 7 intersection improvements	PAL0130	2021100	Road Capacity - Expand WB to SB LT Lane. Realign Park Drive.	\$500	\$500					\$1,000
Clint Moore Rd from Jog Rd to Military Tr lane addition	PAL0094		Road Capacity - Widen 4L to 6L	\$7,763	\$7,763					\$15,525
Clint Moore Rd from W of Lyons Rd to E of Lyons Rd	2045-PBC023	2017516	Road Capacity - Widen 4L to 6L							
Coconut Blvd from Orange Blvd to S of Temple Blvd lane addition	PAL0050	2018506	Road Capacity - Widen 2L to 5L	\$6,900	\$6,900					\$13,800
Coconut Blvd from S of Temple Blvd to S of Northlake Blvd lane addition	PAL0051	20239903	Road Capacity - Widen 2L to 5L							
Community Dr from Military Tr to Village Blvd lane addition	PAL0029		Road Capacity - Widening 2/3 lanes to 5	\$3,105	\$3,105					\$6,210
Congress Ave Intersection Improvements @ Palm Beach Lakes Blvd	PAL0131	2013520	Road Capacity - Adding WB through lane, NB RTL and traffic signals. Final utility coordination meeting pending.	\$5,600	\$5,600					\$11,200
Congress Ave Road Extension from Avocado Ln to Alt A1A road extension	PAL0005		Road Capacity - New 2/3L ,Improvement Segment	\$7,763	\$7,763					\$15,525
Congress Ave Road Extension from Northlake Blvd to Avocado Ln	PAL0004	4330641	Road Capacity - New 3L	\$2,800	\$2,800					\$5,600
Coral Ridge Dr from Glades Rd to Burt Aaronson Park Dr lane addition	PAL0095		Road Capacity - New 2L	\$8,073	\$8,073					\$16,146
Countywide Intersection Improvements	2045-PBC001	 	Road Capacity - Intersection improvements							
Crestwood Blvd lane addition from Folsom Rd to Sparrow Rd	PAL0053		Road Capacity - Widening to the median	\$5,589	\$5,589					\$11,178
Donald Ross Rd @ Ellison Wilson Rd intersection improvements	PAL0134	2019502	Road Capacity - Add 2nd NB left turn lane.	\$2,300	\$2,300					\$4,600
Donald Ross Rd @ Heights Blvd intersection improvements	PAL0132	2022507	Road Capacity - Fix the eastbound left turn lane from Donald Ross Rd. to Heights Blvd.	\$600	\$600					\$1,200
Donald Ross Rd @ US 1 intersection improvements	PAL0157	2023507	Road Capacity - Add 3rd EB left turn lane; add dual SB RT lanes; convert NB RTL at the NE quadrant to a thru lane, to receive 3 lanes from the EB to NB triple LTS; extend the new 3rd NB thru lane as a drop right onto Erikson Way.	\$2,900	\$2,900					\$5,800
Donald Ross Rd lane addition from Ellison-Wilson Rd to US-1	PAL0008		Road Capacity - Widening to the median	\$3,105	\$3,105					\$6,210
Donald Ross Rd lane addition from US-1 to A1A	PAL0006		Road Capacity - Widen 3L to 5L	\$1,553	\$1,553					\$3,105
Donald Ross Rd. @ Military Trl. Intersection Improvements	PAL0133	2021102	Road Capacity - Addition NB LTL. Adjust intersection and new signal.	\$2,300	\$2,300					\$4,600
Flavor Pict Rd lane addition from SR 7 to Lyons Rd	PAL0096	2013526	Road Capacity - Addition of two WBT on north half of R/W (Drainage) ,Improvement Segment in Miles = 1	t \$4,658	\$4,658					\$9,315
Flavor Pict Rd road extension from Lyons Rd to Hagen Ranch Rd	PAL0097	2023500	Road Capacity - Includes New Bridge over Florida's Turnpike ,Improvement Segment in Miles = 1.5	\$15,525	\$15,525					\$31,050
Florida Mango Rd from 10th Ave N to Forest Hill Blvd lane addition	PAL0031	2016500 & 2015520	Road Capacity - Widen 3L to 5L	\$7,452	\$7,452					\$14,904
Florida Mango Rd from Forest Hill Blvd to Summit Blvd lane addition	PAL0032	2017517 &2014511	Road Capacity - Widen 3L to 5L	\$5,123	\$5,123					\$10,247

March Marc	-				- Decembra	Costs (EV2/)	in thousands.					Continue	iblo Dlen /int	boucando)—			
March Marc	Project Name	LRTP#	FM#	LOPP# Description				Total	0&M	Previous	FY 25				FY 41-50	Total	Unfunded
Part	Frederick Small Rd Rd from Palmwood Rd to W of Tidal Point Blvd Extension	PAL0009		Road Capacity - New 4/6L, including bridge over ICWW			\$46,575	\$46,575									\$93,150
Part	Gateway Blvd @ Lawrence Rd intersection improvements	PAL0135	2019105	Road Capacity - Addition WB RTL.			\$450	\$450									\$900
Service Discuss Educate Mark Numerical Services (Services (Services Services (Services Services (Services Services Services (Services Services Services Services Services Services Services Services Services Services (Services Services Ser	Greenbriar Rd @ Wellington Trace roundabout	WEL0008		Road Capacity - Construct a 1x1 Roundabout			\$2,000	\$2,000									\$4,000
Part	Greenview Shores Blvd @ Foresteria Ave roundabout	WEL0006		Road Capacity - Construct a 1x1 Roundabout			\$1,500	\$1,500									\$3,000
Comparison Com	Greenview Shores Blvd @ Meadow Ave roundabout	WEL0007		Road Capacity - Construct a 1x1 Roundabout			\$2,000	\$2,000									\$4,000
Process Proc	Greenview Shores Blvd @ Paddock Drive roundabout	WEL0005		Road Capacity - Construct a 1x1 Roundabout			\$3,000	\$3,000									\$6,000
September Sept	Gun Club Rd lane addition from Forest Estates Drive to Haverhill Rd	PAL0030	2018501	Road Capacity - Widen 2L to 3L			\$3,633	\$3,633									\$7,266
Interest 201	Hagen Ranch Rd @ Atlantic Ave intersection improvements	PAL0136	2017104	Road Capacity - North approach right turn lane. Traffic separator remove FDPs.			\$1,500	\$1,500									\$3,000
Part	Hagen Ranch Rd lane addition from Smith Farm Blvd to Lantana Rd	PAL0137	2019603	Road Capacity - Left & Right Turn Lane Extensions			\$3,000	\$3,000									\$6,000
PALE 13 2021 10 2021	Happy Hallow Rd from Smith Sundy Rd to Lyons Blvd	2045-PBC040	20209910	Road Capacity - New 2L													
PALD 18 2021 10 10 10 10 10 10	Haverhill Rd @ Belvedere Rd	2045-PBC042															
Read Capacity - Widen St. to 61. St. 523 St. 743 St. 744	Haverhill Rd @ Ceceile Ave intersection improvements	PAL0138	2020100	the northeast corner of the Haverhill Rd and Ceciele Ave intersection, Four-foot traffic separator from Ceciele Avenue to Century Blvd; southbound to northbound U-turn at Ceciele Ave and a northbound to southbound U-turn at Century Blvd. wil	ı		\$1,200	\$1,200									\$2,400
Segment in Miles = 1.2 Road Capacity - Miden SLto 6.1 Road Capacity - Intersection improvements JPT0002 Road Capacity - Intersection improvements JPT0002 Road Capacity - Town lane additions at both north and south approaches Road Capacity - Town lane additions at both north and south approaches Road Capacity - New 3.1 Road Capacity - New 3.1 Road Capacity - New 3.1 Road Capacity - Intersection improvements JR deform Lawrence Road to Commerce to PALL0011 Road Capacity - New 3.1 Road Capacity - Intersection improvements JR deform Intersection Internation JR deform Intersection Internation	Haverhill Rd lane addition from Hypoluxo Rd to Lantana Rd	PAL0081	2021501	Road Capacity - Widening from 2L to 4L			\$7,763	\$7,763									\$15,525
### PALLOSS PA	Haverhill Rd lane addition from Le Chalet Blvd to Hypoluxo Rd	PAL0080					\$7,763	\$7,763									\$15,525
ghridge Rd @ Hypoluxo Rd intersection improvements PALI0139 2022101 Road Capacity - Add Northbound Right turn lane at the intersection of Hypoluxo Rd you want indiantown Rd intersection improvements S S1,000 S1,000 S1,000 S1,000 S2,000 S2,0	Haverhill Rd lane addition from Okeechobee Blvd to Community Dr	PAL0033		Road Capacity - Widen 5L to 6L			\$13,973	\$13,973									\$27,945
and High Ridge Rd. 93,000 31,0	High Ridge Rd lane addition from Gateway Blvd to Miner Rd	PAL0082		Road Capacity - Widen 2L to 5L			\$6,210	\$6,210									\$12,420
Road Capacity - Turn lane additions at both north and south approaches Road Capacity - Turn lane additions at both north and south approaches Road Capacity - New 3L Road Capacity - New 3L Road Capacity - New 3L Road Capacity - Intersection Improvements Road Capacity - Intersection Improvements Road Capacity - Widen 4L to 6L Sa, 105 Sa	Highridge Rd @ Hypoluxo Rd intersection improvements	PAL0139	2022101		i		\$1,000	\$1,000									\$2,000
Iditions April Apr	Hypoluxo Rd from Lawrence Rd to Congress Ave	2045-PBC045		Road Capacity - Intersection Improvements													
g Rd from 10th Ave N to Summit Blvd 2045-PBC051 Road Capacity - Intersection Improvements Sq. 40 Sq. 2045-PBC051 Road Capacity - Widen 4L to 6L Sq. 2045-PBC049 Road Capacity - Intersection Improvements Sq. 2045-PBC049 Road Capacity - Widen 4L to 6L Sq. 2045-PBC049 Sq. 2045-PBC049 Sq. 2045-PBC049 Road Capacity - Widen 4L to 6L Sq. 2045-PBC049 Sq. 2045-PBC04	Island Way and Indiantown Rd intersection turn lane additions	JPT0002		Road Capacity - Turn lane additions at both north and south approaches													
g Rd from Glades Rd to Potomac Rd lane addition PAL0098 2021505 Road Capacity - Widen 4L to 6L \$3,105 \$3,105 \$ g Rd from Linton Blvd to Atlantic Ave 2045-PBC049 Road Capacity - Intersection Improvements 9 g Rd from Potomac Rd to Yamato Rd lane addition PAL0099 2021505 Road Capacity - Widen 4L to 6L \$6,210 \$ \$12,420	Island Way Rd from Jupiter Park of Commerce to Indiantown Rd extension	PAL0011		Road Capacity - New 3L			\$9,548	\$9,548									\$19,096
g Rd from Linton Blvd to Atlantic Ave 2045-PBC049 Road Capacity - Intersection Improvements Sq. 40 Space Sq.	Jog Rd from 10th Ave N to Summit Blvd	2045-PBC051		Road Capacity - Intersection Improvements													
g Rd from Potomac Rd to Yamato Rd lane addition PAL0099 2021505 Road Capacity - Widen 4L to 6L \$12,420	Jog Rd from Glades Rd to Potomac Rd lane addition	PAL0098	2021505	Road Capacity - Widen 4L to 6L			\$3,105	\$3,105									\$6,210
	Jog Rd from Linton Blvd to Atlantic Ave	2045-PBC049		Road Capacity - Intersection Improvements													
g Rd from Roebuck Rd to 45th St lane addition PAL0055 Road Capacity - New 4/6L, including bridge over M canal \$93,150	Jog Rd from Potomac Rd to Yamato Rd lane addition	PAL0099	2021505	Road Capacity - Widen 4L to 6L			\$6,210	\$6,210									\$12,420
	Jog Rd from Roebuck Rd to 45th St lane addition	PAL0055		Road Capacity - New 4/6L, including bridge over M canal			\$46,575	\$46,575									\$93,150

EGOAL DEGINES									//		
Project Name	LRTP#	FM#	LOPP# Description	Present Day C	Costs (FY24) [in thousands] ROW CST	Total 0&M	Previous	 Cost Feasible Pla FY 26-30 FY 3		 Total	Unfunded
Kirk Rd @ Lakewood Rd intersection improvements	PS0001		Road Capacity - Conversion of signalized intersection to a roundabout.		\$920	\$920					\$1,840
Kirk Rd from 10th Ave N to Purdy Ln lane addition	PAL0035		Road Capacity - Widen from 2L to 3/5L		\$7,763	\$7,763					\$15,525
Kirk Rd from L-7 Canal to Summit Blvd lane addition	PAL0036	2018505	Road Capacity - Widen from 2L to 3/5L		\$5,123	\$5,123					\$10,247
Kirk Rd from Lake Worth Rd to 10th Ave N lane addition	PAL0034		Road Capacity - Widen from 2L to 3/5L		\$6,210	\$6,210					\$12,420
Kirk Rd from Melaleuca Ln to Lake Worth Rd lane addition	PAL0083		Road Capacity - Widen from 2L to 3/5L		\$6,210	\$6,210					\$12,420
Kirk Rd from Summit Blvd to Gun Club Rd lane addition	PAL0037	"20229918, 20239901	Road Capacity - Widen from 2L to 3/5L		\$6,288	\$6,288					\$12,575
Lantana Rd from High Ridge Rd to I 95 lane addition	PAL0084		Road Capacity - Add RTL Costco - Open 3rd WBT		\$3,105	\$3,105					\$6,210
Lantana Rd from I 95 to Andrew Redding Rd lane addition	PAL0085		Road Capacity - 3rd. Thru Lane Add/Pick-up at I 95 NB On/Off. Need R/W		\$4,658	\$4,658					\$9,315
Lawrence Rd from S of Ponza Place to Lantana Rd lane addition	PAL0086	2014506	Road Capacity - Widen 2L to 3L		\$4,037	\$4,037					\$8,073
Linton Blvd @ Military Trl intersection improvements	PAL0158	2013500	Road Capacity - Construct two right turn lanes, one for the north approach and none for the south approach. Addressing issues with FPL for R/W and tree clearing outside of R/W.		\$3,600	\$3,600					\$7,200
Linton Blvd @ Old Dixie Hwy intersection improvements	PAL0140	2019110	Road Capacity - Maximize the storage length of the eastbound left turn at Linton Blvd and Old Dixie Hwy; Construct "bulb out" at the median side, east of the intersection. West approach, increase median. Replace through lane with RTL.		\$300	\$300					\$600
Linton Blvd from Jog Rd to Sims Rd lane addition	PAL0100		Road Capacity - Widen 4L to 6L		\$4,658	\$4,658					\$9,315
Linton Blvd from Sims Rd to Military Tr lane addition	PAL0102		Road Capacity - Widen 5L to 6L		\$1,553	\$1,553					\$3,105
Lowson Blvd @ Homewood Blvd Roundabout	DEL0001		Road Capacity - Construct a new roundabout		\$1,000	\$1,000					\$2,000
Lyons Rd @ Boynton Beach Blvd intersection improvements	PAL0141	2020110	Road Capacity - Intersection improvements in conjunction with Lyons Road widening project 201803		\$500	\$500					\$1,000
Lyons Rd from Atlantic Ave to Flavor Pict Rd lane addition	PAL0107	2021500	Road Capacity - Widen 2L to 4L		\$15,525	\$15,525					\$31,050
Lyons Rd from Flavor Pict Rd to Boynton Beach Blvd lane addition	PAL0108	2018503	Road Capacity - Widen 2L to 4L		\$12,420	\$12,420					\$24,840
Lyons Rd from N of Lake Worth Rd to Stribling Way road extension	PAL0054		Road Capacity - New 2L		\$3,105	\$3,105					\$6,210
Lyons Rd from Palmetto Park Rd to Glades Rd lane additoin	PAL0104		Road Capacity - Widen 4L to 6L		\$6,210	\$6,210					\$12,420
Lyons Rd from SW 18th St to Palmetto Park Rd lane addition	PAL0103		Road Capacity - Widen from 4L to 6L		\$6,210	\$6,210					\$12,420
Maplewood Dr @ Center St Cross Access	JPT0003		Road Capacity - Provide a direct access between two major traffic generators, Home Depot and Walmart Supercenter, to relieve traffic congestion from Indiantown Rd								
Melaleuca Ln @ Jog Rd intersection improvements	PAL0142	2019501	Road Capacity - Add turn lane, drainage improvements		\$2,300	\$2,300					\$4,600
Miner Rd @ Congress Ave intersection improvements	PAL0145	2019112	Road Capacity - Provide exclusive EB to SB and WB to NB right turn lanes at the intersection of Miner Rd. and Congress Ave. 65% Plans to be sent to Municipal of Boynton Beach Fire Station for RW dedication review and coordination. (0.8 mi.)		\$1,000	\$1,000					\$2,000
Miner Rd from Congress Ave to High Ridge Rd lane addition	PAL0088		Road Capacity - Widen 2 lane to 3 lane		\$3,105	\$3,105					\$6,210
Miner Rd from Military Tr to Lawrence Rd lane addition	PAL0087	2019503	Road Capacity - New 3 lane Road		\$4,658	\$4,658					\$9,315
Northlake Blvd from Coconut Blvd to SR 7 lane addition (Const. by Avenir)	PAL0058		Road Capacity		\$9,315	\$9,315					\$18,630

LUCAL DESIRES								 	
Project Name	LRTP#	FM#	LOPP# Description	Present Day Costs (FY2		Total 0&M	Previous FY25	 an (in thousands) 1-35 FY 36-40 FY 41-50	Total Unfunded
Northlake Blvd from Hall Blvd to Coconut Blvd	2045-PBC070	20035032	Road Capacity - Widen 2L to 4L						
Northlake Blvd from I 95 to Congress Ave lane addition	PAL0012		Road Capacity - Lane addition		\$4,658	\$4,658			\$9,315
Northlake Blvd from Seminole Pratt Whitney Rd to 140th Ave N lane addition	PAL0056		Road Capacity - Widen 4L to 6L		\$12,420	\$12,420			\$24,840
Northlake Blvd from SR 7 to SR 710 (Beeline Hwy) lane addition	PAL0059		Road Capacity - Widen 4L to 6L		\$4,658	\$4,658			\$9,315
Northlake Blvd lane from 140th Ave N to Coconut Blvd lane addition	PAL0057		Road Capacity - Widen 4L to 6L		\$10,868	\$10,868			\$21,735
NW 4th Avenue @ NW 2nd Avenue roundabout	B0C0037		Road Capacity - Roundabout feasibility study, design, and construction						
NW 4th Avenue @ NW 4th Diagonal roundabout	BOC0036		Road Capacity - Diagonal roundabout						
Ocean Ave/Lantana Rd from US-1 to ICWW lane addition	PAL0089		Road Capacity - An additional two lane ICWW Crossing parallel to the existing 2 lanes		\$46,575	\$46,575			\$93,150
Okeechobee Blvd from 140th Ave N to Crestwood Blvd lane addition $$	PAL0063		Road Capacity - Widen 2L to 4L		\$7,763	\$7,763			\$15,525
Okeechobee Blvd from Cheetham Hill Blvd to Seminole Pratt Whitney Rd lane addition	PAL0061		Road Capacity - Widen 2L to 4L		\$3,105	\$3,105			\$6,210
Okeechobee Blvd from Crestwood Blvd to Royal Palm Beach Blvd lane addition	PAL0064		Road Capacity - Widen 4L to 6L		\$4,658	\$4,658			\$9,315
Okeechobee Blvd from Seminole Pratt Whitney Rd to 140th Ave N lane addition	PAL0062		Road Capacity - Widen 2 to 4 lanes between Okeechobee Blvd from Seminole Pratty Whitney Rd to Crestwood Blvd, Okeechobee Blvd from Seminole Pratt Whitney Rd to 140th Ave N		\$13,973	\$13,973			\$27,945
Okeechobee Blvd from SR 80 to Cheetham Hill Blvd road extension	PAL0060		Road Capacity - New 2L		\$27,945	\$27,945			\$55,890
Old Boynton Rd @ Lawrence Rd intersection improvements	PAL0148	2019115	Road Capacity - Addition of WB RTL.		\$441	\$441			\$882
Old Dixie Hwy from Glades Rd to NE 20th St lane addition	PAL0111		Road Capacity - Widen 5L to 6L		\$15,525	\$15,525			\$31,050
Old Dixie Hwy from Park Ave to Northlake Blvd lane addition	PAL0013		Road Capacity - Widen 3L to 5L		\$4,658	\$4,658			\$9,315
Old Dixie Hwy from Yamato Rd to Linton Blvd lane addition	PAL0112	2014500	Road Capacity - Widen 3L to 5L-80 ft. R/W will require extensive acquisition including buildings and businesses. ,Improvement Segment in Miles = 3		\$77,625	\$77,625			\$155,250
Orange Blvd from 140th Ave N to Coconut Blvd lane addition	PAL0066		Road Capacity - Widen 2L to 3L		\$6,210	\$6,210			\$12,420
Orange Blvd from Coconut Blvd to Royal Palm Beach Blvd lane addition	PAL0067	2018506	Road Capacity - Widen 2L to 5L		\$4,658	\$4,658			\$9,315
Orange Blvd from Seminole Pratt Whitney Rd to 140th Ave N lane addition	PAL0065		Road Capacity - Widen 2L to 3L		\$8,539	\$8,539			\$17,078
Palm Beach Lakes Blvd @ N Robbins Drive intersection improvements	PAL0149	2016504	Road Capacity - ON HOLD (Add a 12' wide thru lane northeast bound along Palm Beach Lakes Blvd. southwest of Robbins Dr. for a distance of 550'.) FDOT now has project		\$500	\$500			\$1,000
Palm Beach Lakes Blvd from Australian Ave to Tamarind Ave lane addition	PAL0039		Road Capacity - Widen 5L to 6L		\$12,420	\$12,420			\$24,840
Palm Beach Lakes Blvd from Village Blvd to Australian Ave lane addition	PAL0038		Road Capacity - Add 4th NB/EB Thru Lane		\$13,289	\$13,289			\$26,579
Palmetto Park Rd @ Lyons Rd intersection improvements	PAL0150	2018107	Road Capacity - Add WB RTL. Extending SB LTL. Adding SB lanes.		\$3,600	\$3,600			\$7,200
Palmetto Park Rd @ Powerline Rd intersection improvements	PAL0151	2021104	Road Capacity - Add NB LT with upgraded traffic signal.		\$500	\$500			\$1,000
Palmetto Park Rd from 12th St to SW 3rd Ave (Crawford Blvd) lane addition	PAL0116	2013531	Road Capacity - Requires R/W Acquisition. 6 lane Bridge Under Const. ,Improvement Segment in Miles = 1.2		\$6,210	\$6,210			\$12,420

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Project Name	LRTP#	FM#	LOPP# Description	Present Day C	Costs (FY24) [in thousands] ROW CST	Total 0&M	Previous	FY 25		FY 31-35		41-50 Tota	tal	Jnfunded
Palmetto Park Rd from I 95 to 12th St lane addition	PAL0115		Road Capacity - Widening 6 to 8 lanes ,Improvement Segment in Miles = 0.5		\$2,329	\$2,329								\$4,658
Palmetto Park Rd from St Andrews Blvd to Military Tr lane addition	PAL0113		Road Capacity - 8 lanes includes reconstruction of bridge over E-3 Canal		\$3,881	\$3,881								\$7,763
Park Ave West from Congress Ave to Old Dixie Hwy extension	PAL0014		Road Capacity - New 2L road		\$4,658	\$4,658								\$9,315
Persimmon Blvd from Seminole Pratt Whitney to Coconut Blvd	R0Y0004		Road Capacity - Roadway extension											
Prosperity Farms Rd from Burns Rd to PGA Blvd lane addition	PAL0017		Road Capacity - Intersection Improvements		\$4,176	\$4,176								\$8,352
Prosperity Farms Rd from Lighthouse Dr to Burns Rd lane addition	PAL0016		Road Capacity - Widen 3 to 5 lanes		\$5,434	\$5,434								\$10,868
Prosperity Farms Rd from Northlake Blvd to Lighthouse Dr lane addition	PAL0015		Road Capacity - Widen 3 to 5 lanes		\$3,881	\$3,881								\$7,763
Railroad Ave to Quadrille Connection	WPB0058		Road Capacity - Study to increase connectivity and capacity for all modes											
Railroad Ave to Quadrille Connection	WPB0058		Road Capacity - Study to increase connectivity and capacity for all modes											
Riverside Dr from Northcorp Parkway to Burns Rd lane addition	PBG0006		Road Capacity - Add southbound right turn lane at intersection with Burns Road Bicycle Boulevard											
Roebuck Rd from Haverhill Rd to Military Trl lane addition	PAL0040		Road Capacity - New 4/6 L		\$4,658	\$4,658								\$9,315
Roebuck Rd from SR 7 to Jog Rd extension	PAL0068		Road Capacity - Widen 2L to 5L		\$69,863	\$69,863			\$100				\$100	\$139,525
Royal Palm Beach Blvd from N of 60th St to Orange Blvd lane addition	PAL0070	2014501	Road Capacity - Widen 2L to 5L		\$9,315	\$9,315								\$18,630
Royal Palm Beach Blvd from N of Persimmon Blvd to N of 60th St lane addition	PAL0069	2018502, 20239904	Road Capacity - Widen 2L to 5L		\$10,091	\$10,091								\$20,183
Seacrest Blvd from Gulfstream Blvd to SE 28th lane addition	PAL0121		Road Capacity - Widen to 5L		\$3,105	\$3,105								\$6,210
Seminole Pratt Whitney Rd from 100th Lane North to Avenir lane addition	PAL0077		Road Capacity - New 4L		\$12,420	\$12,420								\$24,840
Seminole Pratt Whitney Rd from 60th St N to Orange Blvd lane addition	PAL0074		Road Capacity - Widen 4L to 6L		\$6,521	\$6,521								\$13,041
Seminole Pratt Whitney Rd from Avenir to SR 710/Beeline Hwy extension	PAL0078		Road Capacity - New 4L		\$46,575	\$46,575								\$93,150
Seminole Pratt Whitney Rd from Northlake Blvd to 100th Ln N lane addition	PAL0076		Road Capacity - Widen 2L to 4L		\$12,420	\$12,420								\$24,840
Seminole Pratt Whitney Rd from Okeechobee Blvd to Sycamore Dr E lane addition	PAL0072		Road Capacity - Widen 4L to 6L		\$9,781	\$9,781								\$19,562
Seminole Pratt Whitney Rd from Orange Bl to Northlake Blvd lane addition	PAL0075		Road Capacity - 4L in present Road Program, Future Add 2 lanes from 4 to 6		\$10,247	\$10,247								\$20,493
Seminole Pratt Whitney Rd from SR 80 to Okeechobee Blvd lane addition	PAL0071		Road Capacity - Widen 4L to 6L		\$7,763	\$7,763								\$15,525
Seminole Pratt Whitney Rd from Sycamore Dr E to 60th St N lane addition	PAL0073		Road Capacity - Widen 4L to 6L		\$8,849	\$8,849								\$17,699
Sherwood Forest Blvd from Lake Worth Rd to north of 10th Ave N lane addition	PAL0041		Road Capacity		\$3,500	\$3,500								\$7,000
Sims Rd Road Extension from Lakes of Delray Blvd to Atlantic Ave	PAL0122	2021504	Road Capacity		\$6,210	\$6,210								\$12,420
South Shore Blvd @ Pierson Rd intersection improvements	WEL0004		Road Capacity		\$7,500	\$7,500								\$15,000
														

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Project Name	LRTP#	FM#	LOPP# Description	Present Day (PDE PE	Costs (FY24) [in thousands] ROW CST	Total 0&M	Previous	 Feasible Plan (in t -30 FY 31-35	 Total	Unfunded
SR 704 (Okeechobee Blvd) Intersection Improvements @ Haverhill Rd	PAL0146	2018104	Road Capacity		\$846	\$846				\$1,692
SR 704 (Okeechobee Blvd) Intersection Improvements @ Jog Rd intersection improvements	PAL0147	2016509C	Road Capacity		\$1,900	\$1,900				\$3,800
SR 706 (Indiantown Rd) Indiantown Rd from Jupiter Farms Rd to Florida Turnpike lane addition	PAL0010		Road Capacity		\$11,644	\$11,644				\$23,288
SR 710 (Beeline Hwy) @ Northlake Blvd Grade-Separation Study	FDOT0126		Road Capacity - Feasibility study to re-evaluate intersection concepts, including grade separation.		\$200	\$200				\$400
SR 710 (Beeline Hwy) @ Northlake Blvd Interchange	FD0T0074		Road Capacity - New Interchange		\$45,961	\$45,961				\$91,922
SR 710 (Beeline Hwy) from Northlake Blvd to Martin County widening	FD0T0075		Road Capacity - Widen 4 to 6 lanes		\$61,294	\$61,294				\$122,588
SR 794 (Yamato Rd) from west of Lyons Rd to west of FL Turnpike lane addition	PAL0123	2017518	Road Capacity		\$6,117	\$6,117				\$12,234
SR 80 (Southern Blvd) @ Seminole Pratt Whitney Rd intersection improvements	PAL0153	2023509	Road Capacity		\$800	\$800				\$1,600
SR 809 (Military Trl) Intersection Improvements @ Golf Rd	PAL0143	2021103	Road Capacity - SB to EB LTL along Military Trail, addition of a dedicated WB to NB RTL along Golf Rd., as well as extension of WB to SB LTL along Golf Road.		\$500	\$500				\$1,000
SR 809 (Military Trl) Intersection Improvements @ Old Boynton Rd	PAL0144	2019111	Road Capacity - NB to EB by widening of the existing pavement towards the median. ROW impacts will be minimized by reducing the median width on the NB approach to the intersection.	1.	\$740	\$740				\$1,480
SR 809 (Military Trl) Intersection Improvements from Linton Blvd to Lake Ida Rd	2045-PBC065		Road Capacity - Intersection Improvements							
SR 809 (Military Trl) Lane Addition from Broward County Line to SW 18th St	PAL0109		Road Capacity - Exist 3 NB lanes and 2 SB lanes with 3rd. Ln Striped Out ,Improvement Segment in Miles = 0.3		\$776	\$776				\$1,553
SR 809 (Military Trl) Lane Addition from SW 18th St to Camino Real	PAL0110		Road Capacity - Exist 4 lane divided, widen to 6 lane divided ,Improvement Segment in Miles = 0.8	t	\$7,763	\$7,763				\$15,525
SR 845 (Powerline Rd) Lane Addition from Broward County Line to SW 18th St	PAL0117		Road Capacity		\$2,329	\$2,329				\$4,658
SR 845 (Powerline Rd) Lane Addition from Camino Real to Palmetto Park Rd	PAL0119		Road Capacity		\$3,105	\$3,105				\$6,210
SR 845 (Powerline Rd) Lane Addition from Palmetto Park Rd to Sunstream Blvd	PAL0101		Road Capacity							
SR 845 (Powerline Rd) Lane Addition from Sunstream Blvd to Glades Rd	PAL0120		Road Capacity		\$7,763	\$7,763				\$15,525
SR 845 (Powerline Rd) Lane Addition from SW 18th St to Camino Real	PAL0118		Road Capacity		\$4,658	\$4,658				\$9,315
SR 876 (PGA Blvd) Intersection Improvements @ Central Blvd	PAL0152	2014504	Road Capacity		\$1,315	\$1,315				\$2,630
SR 882 (Forest Hill Blvd) Intersection Improvements @ Military Trl	2045-PBC020	2012504	Road Capacity - Intersection improvements							
Summit Blvd from E of Florida Mango Rd to W of I 95	2045-PBC113		Road Capacity - Widen 4L to 5L							
SW 18th St @ Boca Rio Rd intersection improvements	PAL0154	2018105	Road Capacity		\$3,447	\$3,447				\$6,894
SW 18th St @ SR 7 intersection improvements	PAL0155	2020108	Road Capacity		\$95	\$95				\$190
Wallis Rd @ Haverhill Rd intersection improvements	PAL0160	2019022	Road Capacity - Realign intersection to meet current standards.		\$960	\$960				\$1,920
Woolbright Rd @ Seacrest Blvd intersection improvements	PAL0156	2018106	Road Capacity - Provide an EB to SB RTL by re-alignment the through lanes to the north.		\$1,400	\$1,400				\$2,800
Woolbright Rd lane addition from I 95 to US-1	PAL0090		Road Capacity - Widen from 5L to 6L divided.		\$31,050	\$31,050				\$62,100
										

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Project Name	LRTP#	FM#	LOPP# Description	Present Day C	Costs (FY24) [in thousands] ROW CST	Total 0&M	Previous		ost Feasible Plan (in t 26-30 FY 31-35	 Total	Unfunded
Woolbright Rd lane addition from US-1 to Ocean Blvd	PAL0091		Road Capacity - Additional two lane ICWW Crossing parallel to the existing 2 lanes		\$46,575	\$46,575					\$93,150
Port of Palm Beach - Annex Property Improvements	FD0T0039		Seaport - Seaport Capacity Project		\$1,000	\$1,000					\$2,000
Port of Palm Beach - Bulk Facility Containment Wall	FDOT0040		Seaport - Intermodal		\$2,000	\$2,000					\$4,000
Port of Palm Beach - Cargo Laydown - Phase 2	FD0T0041		Seaport - Intermodal Container Terminal		\$2,500	\$2,500					\$5,000
Port of Palm Beach - Cemex Demo & Land Improvements	FDOT0042		Seaport - Seaport Capacity Project		\$5,500	\$5,500					\$11,000
Port of Palm Beach - Container Yard / Bulk Improvements	FDOT0043		Seaport - Intermodal Container Terminal		\$5,000	\$5,000					\$10,000
Port of Palm Beach - Container Yard Crane Pad Improvements	FDOT0037		Seaport - Seaport Capacity Project		\$2,000	\$2,000					\$4,000
Port of Palm Beach - Demo of Cold Storage Facility & Land Improvements	FDOT0044		Seaport - Seaport Capacity Project		\$1,300	\$1,300					\$2,600
Port of Palm Beach - Harbor & Channel Improvements (USACE Inlet Exp)	FDOT0045		Seaport - Dredge Harbor		\$35,000	\$35,000					\$70,000
Port of Palm Beach - Intermodal Cargo Transfer Facility	FDOT0046		Seaport - Intermodal Container Terminal		\$25,000	\$25,000					\$50,000
Port of Palm Beach - On Dock Rail Expansion & Rail Bridge	FDOT0047		Seaport - Internal Rail		\$6,000	\$6,000					\$12,000
Port of Palm Beach - On Port Rail Facility Expansion Project	FDOT0048		Seaport - Internal Rail		\$7,275	\$7,275					\$14,550
Port of Palm Beach - Slip No. 1 Redevelopment & Enhancement	FDOT0049		Seaport - Seaport Capacity Project		\$2,500	\$2,500					\$5,000
Port of Palm Beach - Slip No. 2 Redevelopment & Enhancement	FDOT0050		Seaport - Seaport Capacity Project		\$30,000	\$30,000					\$60,000
Port of Palm Beach - SouthGate Expansion & Cold Storage Conversion	FD0T0051		Seaport - Seaport Capacity Project		\$6,000	\$6,000					\$12,000
Port of Palm Beach - Tropical Western Cargo Bldgs. Demo & Land Impv	FD0T0052		Seaport - Seaport Capacity Project		\$2,000	\$2,000					\$4,000
Port of Palm Beach - Waterside Cargo Terminal Redevelopment	FDOT0038		Seaport - Intermodal Container Terminal		\$4,000	\$4,000					\$8,000
Port of Palm Beach/Blue Heron Blvd SIS Connector - I 95 - Port of Palm Beach at US 1	FDOT0053		Seaport - Modify Connector		\$23,500	\$23,500					\$47,000
10th St @ Dixie Hwy Traffic Signal	WPB0042		Signals - Construct new traffic signal to encourage drivers to use 10th street to make left turn on Dixie		\$500	\$500					\$1,000
Davis Rd @ Lake Worth Rd intersection improvements	PS0003		Signals - Construction of a traffic signal including pedestrian signals and crosswalks.		\$980	\$980					\$1,960
PalmTran Route 105x - Traffic Signal Upgrades and Maintenance	PAL0224		Signals - Traffic Signal Modifications supporting PLMT0146	\$1,710	\$11,115	\$12,825					\$25,650
PalmTran Route 95x - Traffic Signal Upgrades and Maintenance	PAL0222		Signals - Traffic Signal Modifications supporting PLMT0144	\$180	\$1,170	\$1,350					\$2,700
PalmTran Route 10 - ITS/TSM0 Improvements	PLMT0111		Signals - Intelligent Transportation System	\$261	\$1,697	\$1,958					\$3,915
PalmTran Route 100x - ITS/TSM0 Improvements	PLMT0145		Signals - Intelligent Transportation System	\$108	\$702	\$810					\$1,620
PalmTran Route 105x - ITS/TSM0 Improvements	PLMT0146		Signals - Intelligent Transportation System	\$171	\$1,112	\$1,283					\$2,565
PalmTran Route 11 - ITS/TSM0 Improvements	PLMT0112		Signals - Intelligent Transportation System	\$171	\$1,112	\$1,283					\$2,565
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Project Name	LRTP# FM#	LOPP# Description	Present Day Costs (FY24) PDE PE ROW	[in thousands] CST	Total 0&M	Previous	FY 25	Plan (in thousand FY31-35 FY36-	Total	Unfunded
PalmTran Route 20 - ITS/TSM0 Improvements	PLMT0113	Signals - Intelligent Transportation System	\$342	\$2,223	\$2,565					\$5,13
PalmTran Route 30 - ITS/TSMO Improvements	PLMT0114	Signals - Intelligent Transportation System	\$153	\$995	\$1,148					\$2,29
PalmTran Route 31 - ITS/TSMO Improvements	PLMT0115	Signals - Intelligent Transportation System	\$198	\$1,287	\$1,485					\$2,97
PalmTran Route 31 - Traffic Signal Upgrades and Maintenance	PAL0193	Signals - Traffic Signal Modifications supporting PLMT0115	\$1,980	\$12,870	\$14,850					\$29,70
PalmTran Route 33 - ITS/TSMO Improvements	PLMT0116	Signals - Intelligent Transportation System	\$369	\$2,399	\$2,768					\$5,53
PalmTran Route 4 - ITS/TSM0 Improvements	PLMT0109	Signals - Intelligent Transportation System	\$252	\$1,638	\$1,890					\$3,78
PalmTran Route 41 - ITS/TSM0 Improvements	PLMT0118	Signals - Intelligent Transportation System	\$333	\$2,165	\$2,498					\$4,99
PalmTran Route 44 - ITS/TSMO Improvements	PLMT0120	Signals - Intelligent Transportation System	\$225	\$1,463	\$1,688					\$3,37
PalmTran Route 44 - Traffic Signal Upgrades and Maintenance	PAL0198	Signals - Traffic Signal Modifications supporting PLMT0120	\$2,250	\$14,625	\$16,875					\$33,75
PalmTran Route 45 - ITS/TSMO Improvements	PLMT0121	Signals - Intelligent Transportation System	\$234	\$1,521	\$1,755					\$3,51
PalmTran Route 45 - Traffic Signal Upgrades and Maintenance	PAL0199	Signals - Traffic Signal Modifications supporting PLMT0121	\$2,340	\$15,210	\$17,550					\$35,10
PalmTran Route 47 - ITS/TSMO Improvements	PLMT0123	Signals - Intelligent Transportation System	\$198	\$1,287	\$1,485					\$2,97
PalmTran Route 49 - ITS/TSMO Improvements	PLMT0124	Signals - Intelligent Transportation System	\$135	\$878	\$1,013					\$2,02
PalmTran Route 5 - ITS/TSM0 Improvements	PLMT0110	Signals - Intelligent Transportation System	\$675	\$4,388	\$5,063					\$10,12
PalmTran Route 50 - ITS/TSMO Improvements	PLMT0125	Signals - Intelligent Transportation System	\$171	\$1,112	\$1,283					\$2,56
PalmTran Route 59 - ITS/TSMO Improvements	PLMT0126	Signals - Intelligent Transportation System	\$198	\$1,287	\$1,485					\$2,97
PalmTran Route 60 - ITS/TSMO Improvements	PLMT0127	Signals - Intelligent Transportation System	\$207	\$1,346	\$1,553					\$3,10
PalmTran Route 60 - Traffic Signal Upgrades and Maintenance	PAL0205	Signals - Traffic Signal Modifications supporting PLMT0127	\$2,070	\$13,455	\$15,525					\$31,05
PalmTran Route 61 - ITS/TSMO Improvements	PLMT0128	Signals - Intelligent Transportation System	\$252	\$1,638	\$1,890					\$3,78
PalmTran Route 61 - Traffic Signal Upgrades and Maintenance	PAL0206	Signals - Traffic Signal Modifications supporting PLMT0128	\$2,520	\$16,380	\$18,900					\$37,80
PalmTran Route 63 - ITS/TSMO Improvements	PLMT0130	Signals - Intelligent Transportation System	\$351	\$2,282	\$2,633					\$5,26
PalmTran Route 64 - ITS/TSMO Improvements	PLMT0131	Signals - Intelligent Transportation System	\$180	\$1,170	\$1,350					\$2,70
PalmTran Route 65 - ITS/TSMO Improvements	PLMT0133	Signals - Intelligent Transportation System	\$153	\$995	\$1,148					\$2,29
PalmTran Route 65 - Traffic Signal Upgrades and Maintenance	PAL0211	Signals - Traffic Signal Modifications supporting PLMT0133	\$1,530	\$9,945	\$11,475					\$22,95
PalmTran Route 70 - ITS/TSM0 Improvements	PLMT0132	Signals - Intelligent Transportation System	\$279	\$1,814	\$2,093					\$4,18
PalmTran Route 71 - ITS/TSMO Improvements	PLMT0134	Signals - Intelligent Transportation System	\$180	\$1,170	\$1,350					\$2,70
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LRTP#	FM#	LOPP# Description	PDE PE			Total	0&M F	Previous	FY 25				FY 41-50	Total	Unfunded
PAL0212		Signals - Traffic Signal Modifications supporting PLMT0134	\$1,800	\$1	ا 11,700	\$13,500									\$27,000
PLMT0136		Signals - Intelligent Transportation System	\$207	\$	\$1,346	\$1,553		<u> </u>							\$3,105
PAL0214		Signals - Traffic Signal Modifications supporting PLMT0136	\$2,070	\$1	ر 13,455	\$15,525									\$31,050
PLMT0137		Signals - Intelligent Transportation System	\$144		\$936	\$1,080		<u> </u>							\$2,160
PAL0215		Signals - Traffic Signal Modifications supporting PLMT0137	\$1,440	\$	\$9,360 \$	\$10,800									\$21,600
PLMT0139		Signals - Intelligent Transportation System	\$243	\$	\$1,580	\$1,823		I							\$3,645
PAL0217		Signals - Traffic Signal Modifications supporting PLMT0139	\$2,430	\$1	\$15,795	\$18,225									\$36,450
PLMT0140		Signals - Intelligent Transportation System	\$162	\$	\$1,053	\$1,215		1							\$2,430
PAL0218		Signals - Traffic Signal Modifications supporting PLMT0140	\$1,620	\$1	\$10,530 /	\$12,150									\$24,300
PLMT0141		Signals - Intelligent Transportation System	\$495	\$	\$3,218	\$3,713									\$7,425
PAL0219		Signals - Traffic Signal Modifications supporting PLMT0141	\$4,950	\$3	\$32,175	\$37,125									\$74,250
PLMT0142		Signals - Intelligent Transportation System	\$333	\$	\$2,165	\$2,498									\$4,995
PAL0220		Signals - Traffic Signal Modifications supporting PLMT0142	\$3,330	\$2	\$21,645	\$24,975									\$49,950
PLMT0144		Signals - Intelligent Transportation System	\$18		\$117	\$135									\$270
WPB0001		Signals - Upgrade traffic signals, ADA and relocate/improve existing underground and/or existing overhead utilities		\$	\$6,500	\$6,500									\$13,000
B0C0019		Transit - Install high quality bus transit system that travels along A1A, throughout the County.													
PLMT0069		Transit - Operations & Maintenance for Transit Service					\$206								
PLMT0070		Transit - Operations & Maintenance for Transit Service					\$338								
PLMT0068		Transit - Operations & Maintenance for Transit Service		\$	\$1,600	\$1,600	\$967								\$3,200
B0C0068		Transit - Operations & Maintenance for Transit Service						1							
B0C0029		Transit - Study of the most appropriate Bus Rapid Transit corridors throughout the City and the South Florida region.			47	47									
B0C0011		Transit - Identify all bus transfer stops located within the City to identify needed improvements for improved pedestrian and bicycle access, comfort and safety.													
B0C0018		Transit - Identify East-West corridors, and prioritize certain corridors to implement systems including shuttle systems or light rail transit			47	47									
B0C0071		Transit - Operations & Maintenance for Transit Service													
B0C0067		Transit - Operations & Maintenance for Transit Service			47	47									
B0C0075		Transit - Operations & Maintenance for Transit Service													
	PAL0212 PLMT0136 PAL0214 PLMT0137 PAL0215 PLMT0139 PAL0217 PLMT0140 PAL0218 PLMT0141 PAL0219 PLMT0142 PAL0220 PLMT0144 WPB0001 B0C0019 PLMT0069 PLMT0068 B0C0029 B0C0011 B0C0011 B0C0018 B0C0067	PAL0212 PLMT0136 PAL0214 PLMT0137 PAL0215 PLMT0139 PAL0217 PLMT0140 PAL0218 PLMT0141 PAL0219 PLMT0142 PAL0220 PLMT0144 WPB0001 B0C0019 PLMT0069 PLMT0069 PLMT0068 B0C0029 B0C0011 B0C0011 B0C0018 B0C0071	PAL0212 Signals - Traffic Signal Modifications supporting PLMT0134 PLMT0136 Signals - Intelligent Transportation System PAL0214 Signals - Intelligent Transportation System PAL0215 Signals - Intelligent Transportation System PAL0215 Signals - Intelligent Transportation System PAL0216 Signals - Traffic Signal Modifications supporting PLMT0137 PLMT0139 Signals - Intelligent Transportation System PAL0217 Signals - Intelligent Transportation System PAL0218 Signals - Intelligent Transportation System PAL0218 Signals - Intelligent Transportation System PAL0218 Signals - Intelligent Transportation System PAL0219 Signals - Intelligent Transportation System PAL0219 Signals - Intelligent Transportation System PAL0219 Signals - Intelligent Transportation System PAL0220 Signals - Intelligent Transportation System System System System System System System System System Suckident System Syste	PALD212 Signats - Traffic Signal Modifications supporting PLMT0134 \$1,800	PALO212 Signals - Traffic Signal Modifications supporting PLMT0134 Signals - Traffic Signal Modifications supporting PLMT0134 Signals - Traffic Signal Modifications supporting PLMT0136 Signals - Traffic Signal Modifications supporting PLMT0136 Signals - Traffic Signal Modifications supporting PLMT0136 Signals - Traffic Signal Modifications supporting PLMT0137 Signals - Traffic Signal Modifications supporting PLMT0139 Signals - Traffic Signal Modifications supporting PLMT0140 Signals - Traffic Signal Modifications supporting PLMT0141 Signals - Traffic Signal Modifications supporting PLMT0141 Signals - Traffic Signal Modifications supporting PLMT0141 Signals - Traffic Signal Modifications supporting PLMT0142 Signals - Traffic Sig	PAL0212 Signals - Traffic Signal Modifications supporting PLMT0136 \$1,000 \$1	PALOZIZE Signals - Traffic Signal Modifications supporting PLMT0136 \$1,800 \$11,700 \$13,500 \$11,700 \$13,500 \$11,700 \$13,500 \$11,700 \$13,500 \$11,700 \$13,500 \$11,700 \$13,500 \$11,700 \$13,500 \$11,700 \$13,500 \$11,700 \$13,500 \$11,700 \$13,500 \$11,700 \$13,500 \$11,700 \$13,500 \$13	Mail Mail	Marco 1009	PALCO 1	March Marc	March Marc	Marche	Part Part	Marcha M

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Project Name	LRTP#	FM#	LOPP# Description	Present Day C	Costs (FY24) [ir ROW	in thousands] CST	Total	0&M	Previous	FY 25		ble Plan (in th FY 31-35		FY 41-50	Total	Unfunded
Boca Raton - South Inlet Park to Downtown Mobility Service Point	B0C0076		Transit - Operations & Maintenance for Transit Service													
Boca Raton - Spanish River Library to Downtown Mobility Service Point	BOC0070		Transit - Operations & Maintenance for Transit Service													
Boca Raton - Sugar Sand Park to Downtown Mobility Service Point	B0C0077		Transit - Operations & Maintenance for Transit Service													
Boca Raton - Town Center Transit Station to Downtown Mobility Service Point	B0C0072		Transit - Operations & Maintenance for Transit Service													
Boca Raton - Transit Circulators	B0C0015		Transit - Evaluate and identify high usage corridors within the Municipal to provide a circulator system, in addition to a Brightline circulator.													
Boca Raton - Transit Service Between Tri-Rail Station and Brightline	B0C0028		Transit - Study and implement a shuttle or another connector system between the Tri-Rail system and Brightline.													
Boca Raton - Tri-Rail Station to Downtown Mobility Service Point	B0C0069		Transit - Operations & Maintenance for Transit Service													
Boynton Beach Blvd (Palm Tran Route 73) - Saturday service frequency	PLMT0063		Transit - Operations & Maintenance for Transit Service					\$220								
Boynton Beach Blvd (Palm Tran Route 73) - Sunday service frequency	PLMT0064		Transit - Operations & Maintenance for Transit Service					\$203								
Boynton Beach Blvd (Palm Tran Route 73) - Weekday service frequency	PLMT0062		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$1,179								\$3,200
Congress Ave (Palm Tran Route 2) - Saturday service frequency	PLMT0005		Transit - Operations & Maintenance for Transit Service					\$701								
Congress Ave (Palm Tran Route 2) - Sunday service frequency	PLMT0006		Transit - Operations & Maintenance for Transit Service					\$897								
Congress Ave (Palm Tran Route 2) - Weekday service frequency	PLMT0004		Transit - Increase Weekday frequency from every 30 minutes to every 15 minutes, Additional Vehicles Needed = 9, Source = TDP/561 Core Network			\$7,200	\$7,200	\$3,800								
Delray Beach - On-Demand Tansit Service	DEL0016		Transit - Operations & Maintenance for Transit Service													
Forest Hill Blvd (Palm Tran Route 46) - Saturday service frequency	PLMT0040		Transit - Operations & Maintenance for Transit Service					\$237								
Forest Hill Blvd (Palm Tran Route 46) - Sunday service frequency	PLMT0041		Transit - Operations & Maintenance for Transit Service					\$276								
Forest Hill Blvd (Palm Tran Route 46) - Weekday service frequency	PLMT0039		Transit - Operations & Maintenance for Transit Service			\$3,200	\$3,200	\$1,613								\$6,400
Gumbo Limbo Nature Center to Downtown Mobility Service Point	B0C0073		Transit - Operations & Maintenance for Transit Service													
Lake Worth Rd (Palm Tran Route 62) - Saturday service frequency	PLMT0053		Transit - Operations & Maintenance for Transit Service					\$236								
Lake Worth Rd (Palm Tran Route 62) - Sunday service frequency	PLMT0054		Transit - Operations & Maintenance for Transit Service					\$236								
Lake Worth Rd (Palm Tran Route 62) - Weekday service frequency	PLMT0052		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$1,527								\$3,200
Militray Trl (Palm Tran Route 3) - Saturday service frequency	PLMT0008		Transit - Operations & Maintenance for Transit Service					\$401								
Militray Trl (Palm Tran Route 3) - Sunday service frequency	PLMT0009		Transit - Operations & Maintenance for Transit Service					\$946								
Militray Trl (Palm Tran Route 3) - Weekday service frequency	PLMT0007		Transit - Operations & Maintenance for Transit Service			\$8,000	\$8,000	\$5,333								\$16,000
MOD Zone - Aberdeen	PLMT0095		Transit - Operations & Maintenance for Transit Service					\$1,136								
MOD Zone - Jupiter	PLMT0086		Transit - Operations & Maintenance for Transit Service					\$1,441								
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						in thousands]						ble Plan (in t				Unfunded
Project Name MOD Zone - Lake Worth Beach Zone 1	LRTP#	FM#	LOPP# Description Transit - Operations & Maintenance for Transit Service	PDE PE	ROW	CST	Total	0&M	Previous	FY 25	FY 26-30	FY31-35	FY36-40	FY 41-50	Total	
MOD Zone - Lake Worth Beach Zone 2	LKW0002		Transit - Operations & Maintenance for Transit Service													
MOD Zone - Palm Beach Gardens North	PLMT0087		Transit - Operations & Maintenance for Transit Service					\$1,136								
MOD Zone - Palm Beach Gardens South/Lake Park	PLMT0088		Transit - Operations & Maintenance for Transit Service					\$830								
MOD Zone - Rivera Beach	PLMT0089		Transit - Operations & Maintenance for Transit Service					\$917								
MOD Zone - Royal Palm Beach	PLMT0090		Transit - Operations & Maintenance for Transit Service					\$1,223								
MOD Zone - Wellington	PLMT0091		Transit - Operations & Maintenance for Transit Service					\$1,136								
MOD Zone - West Belvedere	PLMT0092		Transit - Operations & Maintenance for Transit Service					\$612								
MOD Zone - West Boca	PLMT0096		Transit - Operations & Maintenance for Transit Service					\$1,660								
MOD Zone - West Boynton	PLMT0094		Transit - Operations & Maintenance for Transit Service					\$612								
MOD Zone - West Delray	PLMT0093		Transit - Operations & Maintenance for Transit Service					\$1,136								
Palm Beach Gardens Mobility Hub - Alton District	PBG0024		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - Burns Road Rec Center	PBG0031		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - District Park	PBG0029		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - Donald Ross	PBG0026		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - East Northlake	PBG0036		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - Frenchman's Crossing	PBG0027		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - Mirasol	PBG0028		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - Multimodal Mobility District (MMD)	PBG0025		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - PBG Medical Center	PBG0032		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - PGA Blvd East	PBG0030		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - PGA National Park	PBG0034		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - Promenade Plaza	PBG0033		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hub - West Northlake	PBG0035		Transit - Operations & Maintenance for Transit Service													
Palm Beach Gardens Mobility Hubs	PBG0007		Transit - Operations & Maintenance for Transit Service													
Palm Tran - Route 100x - Traffic Signal Upgrades	PAL0223		Transit - Traffic Signal Modifications supporting PLMT0145	\$1,080		\$7,020	\$8,100									\$16,200

ProjectName	\$39,150 \$1,600 \$3,200 \$3,200 \$25,650
Palm Tran - Route 10 - Traffic Signal Upgrades PAL0189 Transit - Traffic Signal Modifications supporting PLMT0111 S2,410 S16,945 S19,575 S19,575 S19,575 S20,000 S10,000	\$1,600 \$3,200 \$3,200
Palm Tran - Route 100x - 1 (TIR) Additional Buses Required Plant Tran - Route 100x - 1 (TIR) Additional Buses Required Plant Tran - Route 100x - 1 (TIR) Additional Buses Plant Tran - Route 100x - 1 (TIR) Additional Buses Plant Tran - Route 100x - 1 (TIR) Additional Buses Plant Tran - Route 100x - 1 (TIR) Additional Buses Plant Tran - Route 100x - 1 (TIR) Additional Buses Plant Tran - Route 100x - Route 10	\$1,600 \$3,200 \$3,200
Required Palm Tran - Route 100x - New Express route between Gardens Mall and WPB Intermodal Plant Toan - Route 105x - 2 (OTR) Additional Buses Required Plant Toan - Route 105x - 2 (OTR) Additional Buses Required Plant Toan - Route 105x - 2 (OTR) Additional Buses Plant Toan - Route 105x - 2 (OTR) Additional Buses Plant Toan - Route 105x - 2 (OTR) Additional Buses Plant Toan - Route 105x - 105	\$3,200
Gardens Mall and WPB Intermodal Palm Tran - Route 105x - 2 (OTR) Additional Buses PLMT0222 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 105x - New Express route between Gardens Mall and Boca Ration Tri-Rail Palm Tran - Route 11 - New Route between Gardens Mall and Jupiter. Daily and Jupiter Palm Tran - Route 11 - Traffic Signal Upgrades PLMT0013 Transit - Traffic Signal Upgrades to support CV emerging technology & signal priority Transit - Operations & Maintenance for Transit Service S1,600 S1,	\$3,200
Required Palm Tran - Route 105x - New Express route between Gardens Mall and Doca Ration Tri-Rail Palm Tran - Route 11 - New Route between Gardens Mall and Jupiter. Daily and Jupiter Palm Tran - Route 11 - Traffic Signal Upgrades Palm Tran - Route 11 - Traffic Signal Upgrades Palm Tran - Route 20 - Saturday service frequency Palm Tran - Route 20 - Traffic Signal Upgrades Palm Tran - Route 20 - Traffic Signal Upgrades Palm Tran - Route 20 - Weekday service frequency Palm Tra	\$3,200
Gardens Mall and Boca Raton Tri-Rail PLM 1005 ITansit - Operations & Maintenance for Transit Service Palm Tran - Route 11 - New Route between Gardens Mall PLM 1003 Palm Tran - Route 11 - New Route between Gardens Mall PLM 1003 Palm Tran - Route 11 - New Route between Gardens Mall PLM 1003 Palm Tran - Route 11 - Traffic Signal Upgrades PAL0190 Palm Tran - Route 20 - Saturday service frequency PLM 10015 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 20 - Sunday service frequency PLM 10016 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 20 - Traffic Signal Upgrades PAL0191 Transit - Traffic Signal Upgrades to support CV emerging technology & signal Plan Tran - Route 20 - Traffic Signal Upgrades PAL0191 Transit - Traffic Signal Upgrades to support CV emerging technology & signal Provinty Palm Tran - Route 20 - Weekday service frequency PLM 10014 Transit - Operations & Maintenance for Transit Service S800 S800 S800 S800 S800 S489	
and Jupiter Palm Tran - Route 11 - Traffic Signal Upgrades PAL0190 Transit - Traffic Signal upgrades to support CV emerging technology & signal priority Palm Tran - Route 20 - Saturday service frequency PLMT0015 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 20 - Traffic Signal Upgrades PAL0191 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 20 - Traffic Signal Upgrades PAL0191 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 20 - Traffic Signal Upgrades PAL0191 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 20 - Weekday service frequency PLMT0014 Transit - Operations & Maintenance for Transit Service \$3,420 \$22,230 \$25,650 Palm Tran - Route 20 - Weekday service frequency PLMT0014 Transit - Operations & Maintenance for Transit Service \$800 \$800 \$489	
Palm Tran - Route 20 - Saturday service frequency PLMT0015 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 20 - Sunday service frequency PLMT0016 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 20 - Traffic Signal Upgrades PAL0191 Palm Tran - Route 20 - Traffic Signal Upgrades PAL0191 Palm Tran - Route 20 - Weekday service frequency PLMT0014 Transit - Operations & Maintenance for Transit Service \$3,420 \$22,230 \$25,650 Palm Tran - Route 20 - Weekday service frequency PLMT0014 Transit - Operations & Maintenance for Transit Service \$800 \$800 \$489	\$25,650
Palm Tran - Route 20 - Sunday service frequency PLMT0016 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 20 - Traffic Signal Upgrades PAL0191 Palm Tran - Route 20 - Weekday service frequency PLMT0014 Transit - Operations & Maintenance for Transit Service \$3,420 \$22,230 \$25,650 Palm Tran - Route 20 - Weekday service frequency PLMT0014 Transit - Operations & Maintenance for Transit Service \$800 \$489	
Palm Tran - Route 20 - Traffic Signal Upgrades PAL0191 Transit - Traffic Signal upgrades to support CV emerging technology & signal priority Palm Tran - Route 20 - Weekday service frequency PLMT0014 Transit - Operations & Maintenance for Transit Service \$800 \$489	
Palm Tran - Route 20 - Weekday service frequency Palm Tran - Route 20 - Weekday service frequency Palm Tran - Route 20 - Weekday service frequency Palm Transit - Operations & Maintenance for Transit Service \$800 \$800 \$489	
	\$51,300
Palm Tran - Route 30 - Saturday service frequency PLMT0018 Transit - Operations & Maintenance for Transit Service \$73	\$1,600
Palm Tran - Route 30 - Sunday service frequency PLMT0019 Transit - Operations & Maintenance for Transit Service	
Palm Tran - Route 30 - Traffic Signal Upgrades PAL0192 Transit - Traffic Signal upgrades to support CV emerging technology & signal \$1,530 \$9,945 \$11,475	\$22,950
Palm Tran - Route 30 - Weekday service frequency PLMT0017 Transit - Operations & Maintenance for Transit Service \$800 \$368	\$1,600
Palm Tran - Route 31 - Saturday service frequency PLMT0021 Transit - Operations & Maintenance for Transit Service	
Palm Tran - Route 31 - Sunday service frequency PLMT0022 Transit - Operations & Maintenance for Transit Service \$203	
Palm Tran - Route 31 - Weekday service frequency PLMT0020 Transit - Operations & Maintenance for Transit Service \$1,600 \$1,600 \$833	\$3,200
Palm Tran - Route 33 - Saturday service frequency PLMT0024 Transit - Operations & Maintenance for Transit Service \$285	
Palm Tran - Route 33 - Sunday service frequency PLMT0025 Transit - Operations & Maintenance for Transit Service	
Palm Tran - Route 33 - Traffic Signal Upgrades PAL0194 Transit - Traffic Signal upgrades to support CV emerging technology & signal priority \$3,690 \$23,985	\$55,350
Palm Tran - Route 33 - Weekday service frequency PLMT0023 Transit - Operations & Maintenance for Transit Service \$3,200 \$1,880	\$6,400
Palm Tran - Route 4 - Sunday service hours PLMT0010 Transit - Operations & Maintenance for Transit Service	
Palm Tran - Route 4 - Traffic Signal Upgrades PAL0187 Transit - Traffic Signal upgrades to support CV emerging technology & signal priority \$2,520 \$16,380 \$18,900	\$37,800
Palm Tran - Route 40 - Saturday service frequency PLMT0027 Transit - Operations & Maintenance for Transit Service	

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Project Name	LRTP#	FM#	LOPP# Description	Present Day C	ROW	[in thousands] CST	Total	0&M Previous	FY 25		ible Plan (in th FY 31-35		Total	Unfunded
Palm Tran - Route 40 - Sunday service frequency	PLMT0028		Transit - Operations & Maintenance for Transit Service					\$207						
Palm Tran - Route 40 - Weekday peak hour frequency	PLMT0026		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$431						\$3,200
Palm Tran - Route 41 - New Saturday Midday service and service frequency	PLMT0030		Transit - Operations & Maintenance for Transit Service					\$118						
Palm Tran - Route 41 - New Sunday service	PLMT0031		Transit - Operations & Maintenance for Transit Service					\$120						
Palm Tran - Route 41 - New Weekday Midday service and service frequency	PLMT0029		Transit - Operations & Maintenance for Transit Service			\$800	\$800	\$371						\$1,600
Palm Tran - Route 41 - Traffic Signal Upgrades	PAL0196		Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$3,330	1	\$21,645	\$24,975							\$49,950
Palm Tran - Route 43 - Saturday service frequency	PLMT0033		Transit - Operations & Maintenance for Transit Service					\$329						
Palm Tran - Route 43 - Sunday service frequency	PLMT0034		Transit - Operations & Maintenance for Transit Service					\$194						
Palm Tran - Route 43 - Weekday service frequency	PLMT0032		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$1,390						\$3,200
Palm Tran - Route 44 - Saturday service frequency	PLMT0036		Transit - Operations & Maintenance for Transit Service					\$198						
Palm Tran - Route 44 - Sunday service frequency	PLMT0037		Transit - Operations & Maintenance for Transit Service					\$251						
Palm Tran - Route 44 - Weekday service frequency	PLMT0035		Transit - Operations & Maintenance for Transit Service			\$3,200	\$3,200	\$1,880						\$6,400
Palm Tran - Route 45 - New Local Route	PLMT0038		Transit - Operations & Maintenance for Transit Service			\$2,400	\$2,400	\$1,510						\$4,800
Palm Tran - Route 47 - Saturday service frequency	PLMT0042		Transit - Operations & Maintenance for Transit Service					\$144						
Palm Tran - Route 47 - Sunday service frequency	PLMT0043		Transit - Operations & Maintenance for Transit Service					\$127						
Palm Tran - Route 47 - Traffic Signal Upgrades	PAL0201		Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$1,980	1	\$12,870	\$14,850							\$29,700
Palm Tran - Route 49 - New Local Route (Cherry Rd)	PLMT0044		Transit - Operations & Maintenance for Transit Service			\$2,400	\$2,400	\$897						\$4,800
Palm Tran - Route 49 - Traffic Signal Upgrades	PAL0202		Transit - Traffic Signal Modifications supporting PLMT0124	\$1,350	1	\$8,775	\$10,125							\$20,250
Palm Tran - Route 5 - New Local Service (Jog Rd)	PLMT0011		Transit - Operations & Maintenance for Transit Service			\$5,600	\$5,600	\$4,334						\$11,200
Palm Tran - Route 5 - Traffic Signal Upgrades	PAL0188		Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$6,750	1	\$43,875	\$50,625							\$101,250
Palm Tran - Route 50 - New Local Route (Kirk Rd/Gun Club/Australian Ave)	PLMT0045		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$1,000						\$3,200
Palm Tran - Route 50 - Traffic Signal Upgrades	PAL0203		Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$1,710	1	\$11,115	\$12,825							\$25,650
Palm Tran - Route 52 - MOD Conversion	PLMT0105		Transit - Operations & Maintenance for Transit Service											
Palm Tran - Route 59 - New Local Route (Summit Blvd/ Lake Ave)	PLMT0046		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$1,076						\$3,200
Palm Tran - Route 59 - Traffic Signal Upgrades	PAL0204		Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$1,980		\$12,870	\$14,850							\$29,700
Palm Tran - Route 60 - New Sunday Service	PLMT0048		Transit - Operations & Maintenance for Transit Service					\$137						
		1									<u> </u>			

April Apri					Present Day C	insts (FV24) [in thousands)					Cost Fee	sible Plan (in t	housands)			
	Project Name	LRTP#	FM#	LOPP# Description					0&M	Previous	FY 25				FY 41-50	Total	Unfunded
	Palm Tran - Route 60 - Weekday service frequency	PLMT0047		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$809								\$3,200
Company Comp	Palm Tran - Route 61 - Saturday service frequency	PLMT0050		Transit - Operations & Maintenance for Transit Service					\$228	3							
Name Teach Continue Part Pa	Palm Tran - Route 61 - Sunday service frequency	PLMT0051		Transit - Operations & Maintenance for Transit Service					\$135								
Control Floration Florat	Palm Tran - Route 61 - Weekday service frequency	PLMT0049		Transit - Operations & Maintenance for Transit Service			\$3,200	\$3,200	\$1,570	\							\$6,400
Part	Palm Tran - Route 63 - Saturday service frequency	PLMT0056		Transit - Operations & Maintenance for Transit Service					\$232								
PART	Palm Tran - Route 63 - Sunday service frequency	PLMT0057		Transit - Operations & Maintenance for Transit Service					\$215	;							
No. Trans. Fulf 6 System 1900	Palm Tran - Route 63 - Traffic Signal Upgrades	PAL0208			\$3,510		\$22,815	\$26,325									\$52,650
PARTITION FOUND 44/TH File Sunds 4/TH File Sunds 5 Finals Concession & Homesance for Transit Sunds 4 Finals Concession & Homesance for Transit Sunds 5 Finals 6 Finals 6 Finals Concession & Homesance for Transit Sunds	Palm Tran - Route 63 - Weekday service frequency	PLMT0055		Transit - Operations & Maintenance for Transit Service			\$3,200	\$3,200	\$1,855	;							\$6,400
Institute	Palm Tran - Route 64 - Traffic Signal Upgrades	PAL0209		Transit - Traffic Signal Modifications supporting PLMT0131	\$1,800		\$11,700	\$13,500									\$27,000
Part Trans Foundation F	Palm Tran - Route 64/70 - New Sunday service and frequency	PLMT0059		Transit - Operations & Maintenance for Transit Service					\$213	1							
PAID Pain Tran - Route 70 - Traffic Signal Upgrades PAID	Palm Tran - Route 64/70 - Weekday service frequency	PLMT0058		Transit - Operations & Maintenance for Transit Service			\$3,200	\$3,200	\$2,242								\$6,400
Pubm Tran - Route 81 - New Sunday service Pubm Pub	Palm Tran - Route 65 - New Local Route (Hypoluxo Rd)	PLMT0060		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$1,629	,							\$3,200
Part Tran - Route 75 - New Local Route (Woodbright Natural) Put Transit - Operations & Maintenance for Transit Service Transit - Operations	Palm Tran - Route 70 - Traffic Signal Upgrades	PAL0210			\$2,790		\$18,135	\$20,925									\$41,850
Palm Tran - Route 80 - Sunday service frequency Pl.MT0067 Pranti - Operations & Maintenance for Transit Service Signo Si	Palm Tran - Route 71 - New Sunday Service	PLMT0061		Transit - Operations & Maintenance for Transit Service					\$110	1							
Palm Tran - Route 80 - Weekday service frequency PLMT0072 Transit - Operations & Maintenance for Transit Service S1,600 S800 S800 S800 S800 S800 S800 S800 S	Palm Tran - Route 75 - New Local Route (Woolbright Road)	PLMT0065		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$1,044								\$3,200
Palm Tran - Route 88 - Sunday service frequency PLMT0071 Transit - Operations & Maintenance for Transit Service S1,600 S1,600 S5,200 Palm Tran - Route 88 - Weekday service frequency PLMT0071 Transit - Operations & Maintenance for Transit Service S3,200 S5,200 S5,200 S874 S5,200 S8,200 S	Palm Tran - Route 80 - Sunday service hours	PLMT0067		Transit - Operations & Maintenance for Transit Service					\$32	,							
Palm Tran - Route 88 - Weekday service frequency Palm Tran - Route 89 - New Local Route (Clint Moore Rd) Palm Tran - Route 99 - New Local Route (Clint Moore Rd) Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Saturday frequency Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Saturday frequency Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Saturday frequency Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Saturday frequency Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Saturday frequency Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Weekday frequency Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Weekday frequency Palm Tran - Route 92 - Add Sunday Service Philm Too? Palm Tran - Route 92 - Add Sunday Service Philm Too? Palm Tran - Route 92 - Saturday frequency from every 60 Increase Weekday frequency fro	Palm Tran - Route 80 - Weekday service frequency	PLMT0066		Transit - Operations & Maintenance for Transit Service			\$800	\$800	\$558								\$1,600
Palm Tran - Route 97 - Extend to Camino Real/Downtown PLMT0075 Transit - Operations & Maintenance for Transit Service Standard Frequency PlmTon-Route 91 - Extend to Camino Real/Downtown PLMT0075 Transit - Operations & Maintenance for Transit Service Standard Frequency PlmTon-Route 91 - Extend to Camino Real/Downtown PLMT0076 Transit - Operations & Maintenance for Transit Service PlmTon-Route 91 - Extend to Camino Real/Downtown PLMT0076 Transit - Operations & Maintenance for Transit Service Standard Frequency PlmTon-Route 91 - Extend to Camino Real/Downtown PLMT0076 Transit - Operations & Maintenance for Transit Service Standard Frequency PlmTon-Route 92 - Add Sunday Service PlmTon-Route 92 - Add Sunday Service PlmTon-Route 92 - Saturday frequency from every 60 PlmTon-Route 92 - Saturday frequency from every 60 PlmTon-Route 92 - Weekday frequency from every 60 PlmTon-Route 92 - Weekda	Palm Tran - Route 88 - Sunday service frequency	PLMT0072		Transit - Operations & Maintenance for Transit Service					\$73	,							
Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 92 - Add Sunday Service Palm Tran - Route 92 - Add Sunday Service Palm Tran - Route 92 - Saturday frequency from every 60 Palm Tran - Route 92 - Saturday frequency from every 60 Palm Tran - Route 92 - Weekday frequency from e	Palm Tran - Route 88 - Weekday service frequency	PLMT0071		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$952								\$3,200
Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Saturday frequency Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 91 - Extend to Camino Real/Downtown Palm Tran - Route 92 - Add Sunday frequency Palm Tran - Route 92 - Add Sunday Service Palm Tran - Route 92 - Add Sunday Service PLMT0079 Transit - Operations & Maintenance for Transit Service \$239 Palm Tran - Route 92 - Saturday frequency from every 60 Palm Tran - Route 92 - Saturday frequency from every 60 Palm Tran - Route 92 - Saturday frequency from every 60 Palm Tran - Route 92 - Weekday frequency from every 60 Palm	Palm Tran - Route 89 - New Local Route (Clint Moore Rd)	PLMT0073		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$874	\							\$3,200
Palm Tran - Route 92 - Add Sunday Service Palm Tran - Route 92 - Add Sunday Service Palm Tran - Route 92 - Saturday frequency from every 60 minutes to every 30 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Palm Tran - Route 92 - Weekday frequency from every 60 minutes for Pa	Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Saturday frequency	PLMT0075		Transit - Operations & Maintenance for Transit Service					\$523								
Boca. Increase Weekday frequency PLM 10074 Iransit - Operations & Maintenance for Transit Service Palm Tran - Route 92 - Add Sunday Service PLM 10079 Transit - Operations & Maintenance for Transit Service Palm Tran - Route 92 - Saturday frequency from every 60 minutes Palm Tran - Route 92 - Saturday frequency from every 60 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes	Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Saturday frequency	PLMT0076		Transit - Operations & Maintenance for Transit Service					\$457	,							
Palm Tran - Route 92 - Saturday frequency from every 60 minutes to every 30 minutes Palm Tran - Route 92 - Saturday frequency from every 60 minutes to every 30 minutes Palm Tran - Route 92 - Weekday frequency from every 60 minutes Palm Tran - Route 92	Palm Tran - Route 91 - Extend to Camino Real/Downtown Boca. Increase Weekday frequency	PLMT0074		Transit - Operations & Maintenance for Transit Service			\$3,200	\$3,200	\$2,039								\$6,400
minutes to every 30 minutes PLMT0076 PLMT0077 PLMT0077 PLMT0077 Transit - Operations & Maintenance for Transit Service \$2.200 \$	Palm Tran - Route 92 - Add Sunday Service	PLMT0079		Transit - Operations & Maintenance for Transit Service					\$239								
	Palm Tran - Route 92 - Saturday frequency from every 60 minutes to every 30 minutes	PLMT0078		Transit - Operations & Maintenance for Transit Service					\$262								
immunes to every so immunes	Palm Tran - Route 92 - Weekday frequency from every 60 minutes to every 30 minutes	PLMT0077		Transit - Operations & Maintenance for Transit Service			\$1,600	\$1,600	\$1,309								\$3,200

LOCAL DESINES				Present Day	Costs (FY24) [ii	n thousandsl			 ost Feasible Plan (n thou <u>sands)</u>			
Project Name	LRTP#	FM#	LOPP# Description	PDE PE	ROW	CST	Total	0&M Previous	26-30 FY31-3		FY 41-50	Total	Unfunded
Palm Tran - Route 94 - Saturday frequency	PLMT0081		Transit - Operations & Maintenance for Transit Service					\$83					
Palm Tran - Route 94 - Sunday frequency	PLMT0082		Transit - Operations & Maintenance for Transit Service					\$112					
Palm Tran - Route 94 - Weekday service frequency	PLMT0080		Transit - Operations & Maintenance for Transit Service			\$2,400	\$2,400	\$707					\$4,800
Palm Tran - Route 95x- Add 60 minute daily service	PLMT0083		Transit - Operations & Maintenance for Transit Service					\$1,580					
Palm Tran Route 10 - Bus Stop Improvements	PLMT0152		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 100x - Bus Stop Improvements	PLMT0186		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 105x - Bus Stop Improvements	PLMT0187		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 11 - Bus Stop Improvements	PLMT0153		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 20 - Bus Stop Improvements	PLMT0154		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 30 - Bus Stop Improvements	PLMT0155		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 31 - Bus Stop Improvements	PLMT0156		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 33 - Bus Stop Improvements	PLMT0157		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 4 - Bus Stop Improvements	PLMT0150		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 41 - Bus Stop Improvements	PLMT0159		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 44- Bus Stop Improvements	PLMT0161		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 45 - Bus Stop Improvements	PLMT0162		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 47 - Bus Stop Improvements	PLMT0164		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 49 - Bus Stop Improvements	PLMT0165		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 5 - Bus Stop Improvements	PLMT0151		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 50 - Bus Stop Improvements	PLMT0166		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 59 - Bus Stop Improvements	PLMT0167		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 60 - Bus Stop Improvements	PLMT0168		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 61 - Bus Stop Improvements	PLMT0169		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 63 - Bus Stop Improvements	PLMT0171		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 64 - Bus Stop Improvements	PLMT0172		Transit - Transit: Bus Stop Improvements										
Palm Tran Route 65 - Bus Stop Improvements	PLMT0174		Transit - Transit: Bus Stop Improvements										
	<u> </u>	<u> </u>	<u> </u>						 				

					Pro	esent Day C	osts (FY24) [in thousands]					Cost Feasi	ble Plan (in th	iousands)			Unfunded
Project Name	LRTP#	FM#	LOPP#	Description	PDE	PE	ROW	CST	Total	0&M	Previous	FY 25	FY 26-30	FY31-35	FY36-40	FY 41-50	Total	Offfullueu
Palm Tran Route 70 - Bus Stop Improvements	PLMT0173		Т	Γransit - Transit: Bus Stop Improvements														
Palm Tran Route 71 - Bus Stop Improvements	PLMT0175		Т	Transit - Transit: Bus Stop Improvements														
Palm Tran Route 75 - Bus Stop Improvements	PLMT0177		Т	Transit - Transit: Bus Stop Improvements														
Palm Tran Route 80 - Bus Stop Improvements	PLMT0178		Т	Transit - Transit: Bus Stop Improvements														
Palm Tran Route 88 - Bus Stop Improvements	PLMT0180		Т	Transit - Transit: Bus Stop Improvements														
Palm Tran Route 89 - Bus Stop Improvements	PLMT0181		Т	Transit - Transit: Bus Stop Improvements														
Palm Tran Route 91 - Bus Stop Improvements	PLMT0182		Т	Fransit - Transit: Bus Stop Improvements														
Palm Tran Route 92 - Bus Stop Improvements	PLMT0183		Т	Fransit - Transit: Bus Stop Improvements														
Palm Tran Route 95x - Bus Stop Improvements	PLMT0185		Т	Fransit - Transit: Bus Stop Improvements	\$77	\$460		\$2,989	\$3,525									\$7,051
Patch Reef Park to Downtown Mobility Service Point	B0C0078		Т	Fransit - Operations & Maintenance for Transit Service														
Red Reef Park to Downtown Mobility Service Point	B0C0074		Т	Fransit - Operations & Maintenance for Transit Service														
SR 808 (Glades Rd) Transit Hubs at SR 7 and US 1	FD0T0084		Т	Transit - Passenger Terminal				\$22,800	\$22,800									\$45,600
TNC Voucher - Tequesta	PLMT0098		Т	Fransit - Operations & Maintenance for Transit Service						\$150								
TNC Voucher - Westlake/Acreage	PLMT0097		Т	Fransit - Operations & Maintenance for Transit Service						\$150								
US 1 (Palm Tran Route 1) - Saturday service frequency	PLMT0002		Т	Fransit - Operations & Maintenance for Transit Service						\$765								
US 1 (Palm Tran Route 1) - Sunday service frequency	PLMT0003		Т	Fransit - Operations & Maintenance for Transit Service						\$770								
US 1 (Palm Tran Route 1) - Weekday service frequency	PLMT0001		Т	Transit - Increase Weekday frequency from 20 min to 15 min, add 7 buses				\$5,600	\$5,600	\$4,387								\$11,200
West Palm Beach - Blue Trolley Route	WPB0063		Т	Fransit - Operations & Maintenance for Transit Service														

IMPLEMENTATION PLAN

Implementing Transportation in the Future

Implementing transportation projects through 2050 must focus on creating adaptable, multimodal systems that enhance safety for non-motorists while providing flexible options for all travelers. The rapid growth of micromobility, such as e-scooters and e-bikes, alongside more traditional non-motorist travel like walking and bicycling, calls for an infrastructure that prioritizes safety over any other priority. Protected bike lanes, pedestrianfocused street design, and smart intersections are crucial to reducing conflicts between motorists and vulnerable road users. As new technologies emerge, transportation systems must be nimble enough to incorporate features like real-time data for traffic management and autonomous vehicle technology to enhance safety and reduce the risk of crashes, especially for those who share the road with cars.

The future of transportation also hinges on coordinated efforts to provide a range of travel options that can reduce congestion while maintaining personal choice. As the Palm Beaches grows, simply expanding roadways is not a sustainable solution to congestion; instead, robust public transit systems must evolve to offer viable alternatives. This includes highfrequency bus routes, light rail, and innovative solutions like autonomous shuttles and smart transit systems that dynamically adjust to rider demand. By creating seamless connections between transit, micromobility options, and pedestrian pathways, travelers can move freely without relying on personal vehicles. However, it's equally important to maintain driving as an option for those who choose while not sacrificing the ability to develop active transportation networks. This is also true where transit options may not be as convenient or where personal vehicle use remains necessary for specific needs.

The evolution of transportation systems through 2050 will require tactical planning that accommodates both new technology and the diverse needs of travelers. Transit solutions should be designed to relieve congestion by encouraging a shift toward shared mobility and active transportation while still preserving driving as a viable option. Autonomous vehicles, shared ride services, and intelligent traffic management systems can reduce the strain on urban streets, while expanded public transit networks provide reliable alternatives for those looking to avoid congestion. At the same time, by offering safe, dedicated infrastructure for nonmotorists and micromobility users, planners can ensure that streets remain equitable spaces for all, balancing sustainability, safety, and personal choice in transportation.

Prioritizing Projects for Implementation

The Vision 2050 LRTP serves as the guiding document and pipeline for implementing the 5-Year Transportation Improvement Program (TIP). Each year, projects are vetted for inclusion into the List of Priority Projects (LOPP). The list is formally reviewed by the advisory committees and approved by the Governing Board.

Projects make it into the LOPP based on their alignment with LRTP Goals and Objectives and "project readiness". Project readiness includes providing supportive information covering:

- Agency constructing the project
- ▶ Engineering-level cost estimate

- ▶ Facility owner support
- Funding ongoing operations and maintenance

▶ Community support

Project Development

List of **Priority Projects** (LOPP)

Draft Tentative Work Program (DTWP)

Transportation Improvement Program (TIP)

Projects are selected from the LRTP for advancement. Smaller projects are submitted by the TPA, FDOT, and local jurisdictions through the TPA's application process.

Projects are evaluated to determine

The TPA adopts a List of Priority Projects, including both Major Projects and small-scale Transportation Alternatives.

The TPA submits the LOPP to FDOT for review and inclusion into the Work other projects of significance.

FDOT provides a draft of the Work Program for TPA review.

The TPA reviews the status of TPA Priority Projects, FDOT Strategic Intermodal System projects, and

FDOT provides a final version of the Work Program to the TPA to build the TIP. The TPA adopts the TIP and transits it to FDOT, FHWA and FTA.

Getting Projects Built with TPA Funding

The Transportation Alternatives (TA) Program annually prioritizes smaller-scale non-motorized projects submitted by local agencies. Typically, minor projects like resurfacings or maintenance projects can include minor upgrades to enhance the multimodal nature of a corridor through this program. For example, a stormwater project could seek funding through the TPA to expand sidewalks, bike lanes, shared-use paths, or other capital improvements to ensure that the street is only reconstructed once. This saves the community heartache by only mobilizing traffic construction operations once, while also saving costs by combining capital projects. These projects typically last 3-5 years project submittal to final construction.

Projects ideas are submitted annually and based on their small size, are not required to be line items in the LRTP Cost Feasible Plan. The LRTP Cost Feasible and Illustrative Lists will be reviewed annually to identify projects that may be well-suited for implementation through the TA Program.

Major projects that are more transformative projects for communities such as lane repurposing, major capacity increases, complete streets, or other intensive construction efforts. These are facilitated through a major initiative with many project partners, including partner jurisdictions. The projects generally have at least a 5 year timeframe for implementation. They are identified as line-item projects within the LRTP. These projects will be reviewed annually in order to determine they prioritization and feasibility to move into implementation in the 5-year Transportation Improvement Program (TIP).

Getting Projects Built with Discretionary Funding

Projects in the Cost Feasible Plan and Illustrative List are supported by the TPA for both federal and state discretionary funding. See the Financial Resources section for some of the more common State and regional discretionary programs. In addition to the discretionary grants listed in this LRTP, millions of dollars are available through competitive State and Federal transportation grants. Federal grant information is available at transportation.gov/grants.

Similar to other projects in the List of Priority Projects (LOPP), projects seeking discretionary funding should display "project readiness". In fact, many of the projects in the LOPP are reviewed for potential discretionary funding.

Active Transportation - Corridor Based Improvements for Complete Streets Networks

The realization of complete streets networks requires an implementation framework where active transportation improvements should be included on all public works projects. Opportunities to improve rights-of-ways across many jurisdictions are evolving rapidly, inclusive of both tactical urbanism projects with quick build solutions, to tools to separate people from motor vehicles. When these opportunities are utilized, the resultant framework is a baseline for a future ready system for micromobility, economic development, and new means to move throughout Palm Beach County.

The TPA has identified 3 tiers of priority for the Federal Aid Eligible Roadway Network to consider for both people walking and people bicycling. These corridors should be considered in tandem with data developed through the FDOT Vulnerable Road User Safety Study, TPA High Injury Network, and locally adopted comprehensive roadway safety plans (also known as Vision Zero Action Plans).

The three tiers provide a mechanism to score higher project needs to greater emphasis. Tier 1 projects may be suitable for major project funding and should receive higher scores than a tier 2 or 3. Additionally, Tier 1 projects typically involve multiple partners, such as the FDOT and a city, or the County and many partners.



Finally, projects should strive to be effective in reducing the stress active transportation users face. Reducing the level of traffic stressed for people walking and bicycling is critical to building a equitable, business-friendly, future ready urban area. The aim for active transportation infrastructure projects should be to provide facilities where families of all ages, abilities, and identities are comfortable using them. TPA Resources available for implementing active transportation and complete streets networks include:

Policy Resources

Complete Streets Model Policy - used to identify the context and appropriate steps to addressing street improvements and addressing land use and transportation through a complementary lens.

Complete Streets Design Guidelines - A resource document used to identify the appropriate transportation systems based on surrounding context.

Vision Zero - The TPA has a number of resources helpful in implementing and creating vision zero areas, including policy and media information, crash data, and how to develop an action plan.

Funding Resources

TPA funding programs - the TA and Major projects funding is approximately \$50M annually, distributed through the TPA's Priority Projects List.

Funding program reviews - TPA staff frequently discuss available funding with FDOT, Federal, and private partners to deliver grant opportunities to meet local jurisdictional needs

Support – The support of the local MPO is critical to receiving funding. As a partner, the agency has prioritized providing support to communities through documenting support for projects

Technical Resources

Roadway Safety Audits - the TPA facilitates walking and bicycling safety audits for the purposes of identifying capital projects to implement through the TPA's funding programs.

Planning support – the TPA can provide planning support to the development of project concepts for implementation on the Federal Aid Eligible network. Typically, this is performed either by inkind support or formally through a planning assistance request.

Public engagement - Events held by partner agencies typically can also receive TPA assistance in providing safety materials and information relate to the transportation system.

Transit

Vision 2050 builds upon the initial 561 vision in the 2045 Plan. Since then, the major corridors have been further studied and new transit concepts have been developed to create both a short term and long term vision for implementing transit, accounting for local operations and maintenance resource availability.

Corridor Development - Learning from US-1, Okeechobee Boulevard, and Countywide Needs

The TPA has made substantial strides in implementing the US-1 Multimodal Corridor Study (MCS) with both transit improvements for frequency and with shelters, and on the Okeechobee Boulevard and SR-7 MCS.

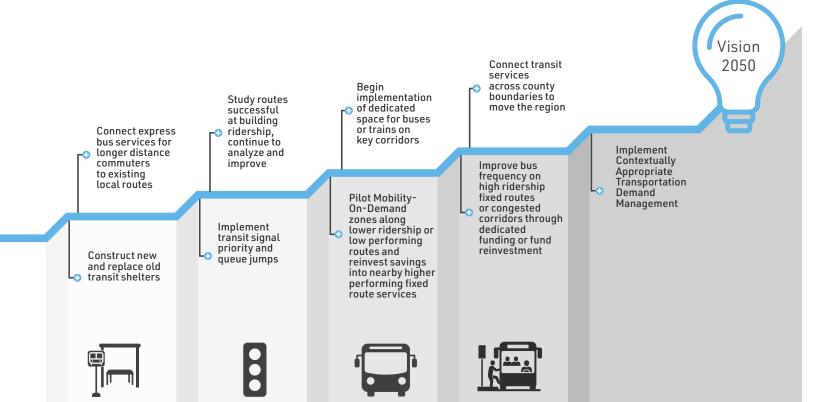
When communities and partners invest in the system, ridership typically grows at a rate faster than vehicles using the corridors. These areas have seen substantial ridership increases as communities begin to offer new transit services through mobility-on demand zones and improve public rights-of-ways.

The existing 561 network serves 1,179,120 people and 725,650 Jobs. Many of the corridors are still in need of enhancement. The need to move these people in the future will be ever present.

Inset - the Expanded 561 Network

Short Term Implementation Framework - Building Ridership on the Core 561 Network

The steps below outline a partnership driven process to build ridership on fixed route services, improving air quality, reducing congestion, and creating a better performing system. Each 561 and service area presents unique opportunities and challenges, and requires a different implementation pathway. Nevertheless, the goal is the same, to create an enhanced transit system that makes public transit an option for everyone in Palm Beach County.



Long Term Implementation Plan – Expanding the 561 Vision for the Palm Beaches and the Region

With implementation of just a few corridors and minor implementation projects transit ridership grew by at least 25% on corridors. This equates to thousands of new daily riders across the Palm Tran System. Additionally, express train pilots launched by SFRTA Tri-Rail have shown promise, bringing over 200 daily riders on an express train to Maimi Intermodal Center from the region daily.

With the foundation of the short term implementation across the 561 network, more premium services and enhanced transit projects are likely to be implemented. New regional commuter rail on the Florida East Coast Railway, Light Rail, Streetcar, Express Bus, Bus Rapid Transit (BRT), and countywide BRT lite services are envisioned to connect residents to jobs, services, and recreational areas.

Additionally, the investment in short term infrastructure for fixed route public transportation can frequently be used to reduce the cost of long term implementation. For example, BRT lite or BAT Lanes can reduce costs for BRT implementation with dedicated guideways and station areas being spread out over time.



Emerging Technology and Intelligent Transportation Systems

Intelligent transportation systems to address congestion and travel time reliability are prioritized for the National Highway System, Emergency Evacuation Routes, major transit corridors, and other routes that may be identified in the District 4 TSM&O Master Plan.

The Five-Year Transportation Improvement Program (TIP) has programmed the following:

- Intersection hardening and signal upgrades for Boca Raton and Palm Beach County.
- ▶ Okeechobee Blvd smart traffic systems from I-95 into downtown West Palm Beach
- Transit Signal Priority along US 1, Okeechobee Blvd, and Lake Worth Rd.

Future investments outside of the TIP include Transit Signal Priority and smart traffic signal technology for major corridors including Boynton Beach Blvd, Congress Ave, Forest Hill Blvd, and Military Trl. FDOT has also identified US 27 and Beeline Hwy for smart signal technology.

Along with the funding provided by the TPA, federal discretionary grants provide opportunities for smart signals and other technology to advance priority corridors.

Road Capacity

Strategic Intermodal System (SIS) roadway widenings with managed lanes throughout Palm Beach County are currently under construction and will continue to be built out to 2050.

Paid for predominantly with local funding, including gas taxes and impact fees, the County will widen and extend the thoroughfares identified in the Thoroughfare Right of Way Identification Map.

Freight

The SIS facilities being expanded are major freight routes. Additional freight corridors will be further studied in the next few years, including a US 27 connector bypass in the Glades Region and freight rail capacity expansion along US 27, which is a collaborative study being prioritized by all Southeast Florida Transportation Council (SEFTC) partners.

Once studied and a preferred alternative is selected for freight projects, multiple discretionary opportunities at the regional, state, and federal level are available.

Electric and Alternative Fuel

The federal government has provided funding to substantially advance alternative fuel investment. Key priority fuel corridors are designated for implementation. Although not specifically referenced as projects within the Cost Feasible Plan or Illustrative list, the TPA supports the implementation of the corridor, and will seek to specifically add projects to the LRTP once identified.

Resilience

Resilient infrastructure hardening continues to be integrated in the project development process for FDOT facilities. FDOT's Resilience Action Plan provides the initial framework for studying roads and bridges at risk of flooding. Specific projects from FDOT's Action Plan are included in the LRTP project lists. Treatments include stormwater and drainage improvements, roadway elevation, stabilization, among others.

Local resiliency projects are also included for future study and implementation. Traffic signal hardening is programmed for both Palm Beach County and Boca Raton. Riviera Beach identified reconstruction for A1A on Singer Island from Pine Point Rd to John D MacArther State Park.



