

VISION 2050

LONG RANGE TRANSPORTATION PLAN





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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.

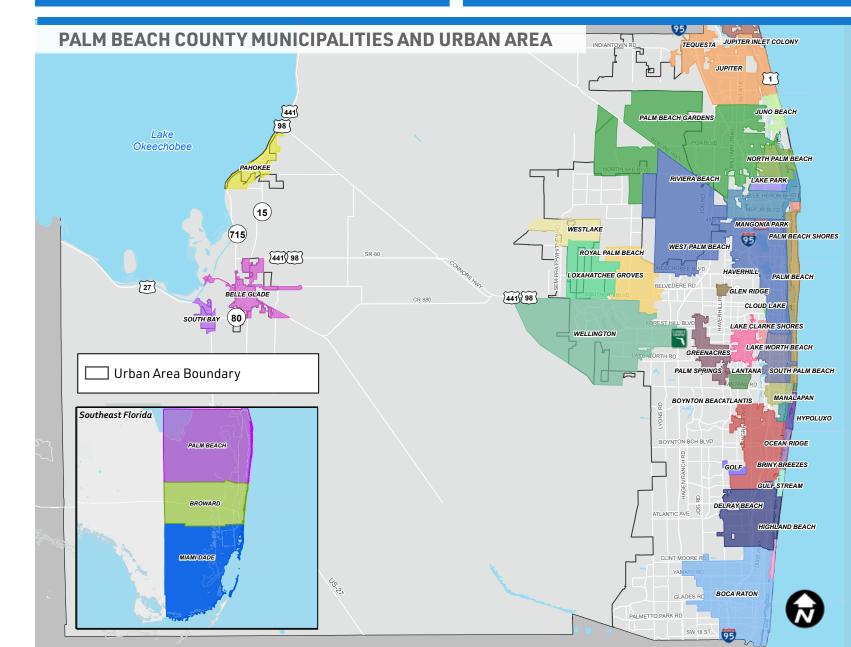


MISSION

To collaboratively plan, prioritize and 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.

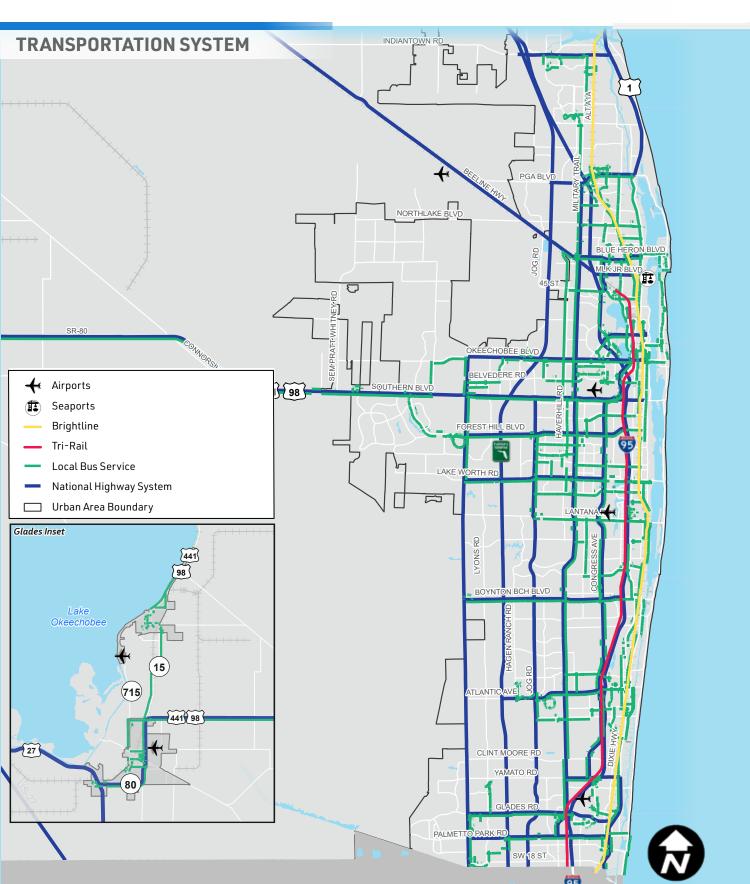
Implementation Plan

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.





CONTEXT D



The Transportation System

ROADWAYS 3,919 Total Centerline Miles 1,286 miles of PALM BEACH COUNTY-owned roads 432 miles of FDOT-owned roads 45 miles of Florida Turnpike

2,156 miles of LOCALLY OWNED roads

LOCAL TRANSIT

Palm Tran

PASSENGER RAIL

RTA ===

Tri-Rail Commuter Rail

73.5

SERVICE AREA

4,299,794

31 routes

24% RIDERSHIP GROWTH from 2022 to 2023 nearly 100% recovered from COVID-19

28,500 2,920 stops DAILY RIDERS in 2023

across 31 ROUTES & 2,920 STOPS

MAMTRAK

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

Palm Beach County

Park Airport (LNA)

19

PARK & RIDE LOTS

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

PARATRANSIT 600+

EMPLOYEES

400+

contract PARATRANSIT **EMPLOYEES**

brightline^{*}

PRIVATE INTERCITY RAIL

2 stations in PBC

6 total from Orlando to Miami

MONTHLY RIDERSHIP (April 2024)

Palm Beach International (PBI) Airport

RAIL CORRIDORS

C Florida East Coast





AIRPORTS

Palm Beach County General Aviation Airport (F45)

GLADES AIRPORT (PHK)

Belle Glade State

Boca Raton Airport

8 million

May 2023-May 2024

200+ daily

NON-STOP ARRIVALS

15 Domestic/International

PORT OF PALM BEACH



Lth

412,000+

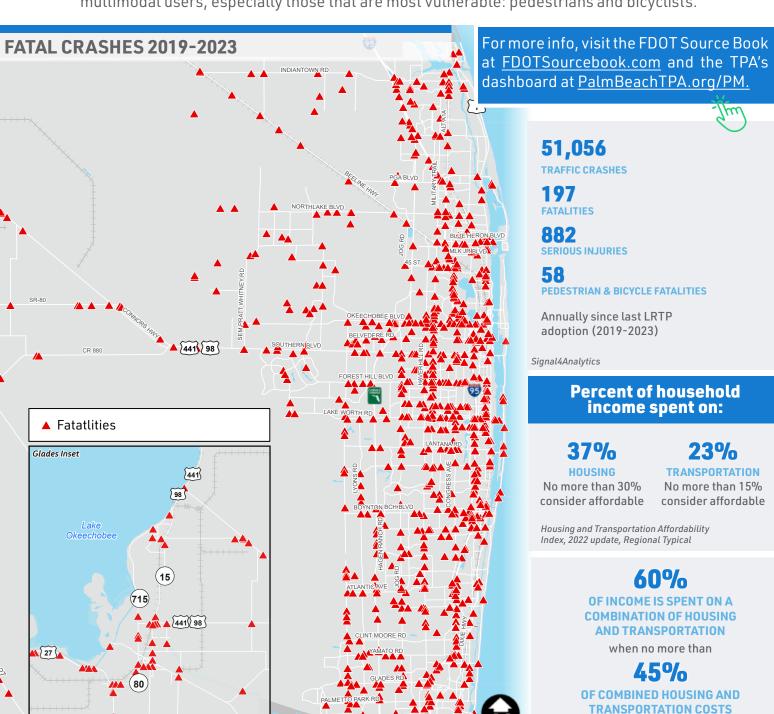
80%

of CARGO EXPORTED

60% consumed in the 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.



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 7.4M TRIPS to customers, 858K 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%

is considered affordable

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

AGE 65+

47.7%

26%

FOREIGN BORN

AGE 65+

25% who live alone

13%

6% persons with a disability

of households are without a vehicle

33.8%

Speak a language other than English 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

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.

1.801 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

02 TRI-COUNTY REGION

PALM BEACH COUNTY 1,300,000

6,900,000

PALM BEACH COUNTY

44%

TRI-COUNTY REGION

92%

Congested Speed (VMT/VHT)

PALM BEACH COUNTY 37

COUNTY

TRI-COUNTY **REGION**

34 **EXISTING**

PALM BEACH TRI-COUNTY REGION COUNTY 23

32 **PALM BEACH**

TRI-COUNTY

% Change

-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

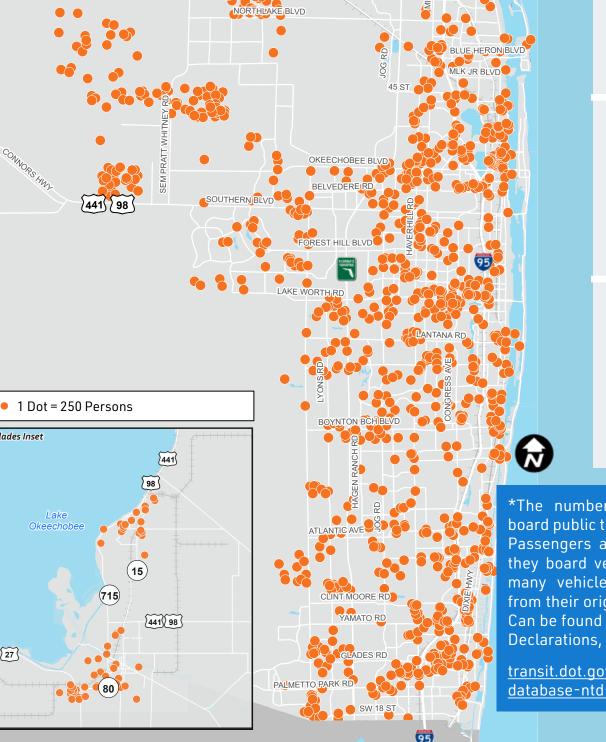
84%

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





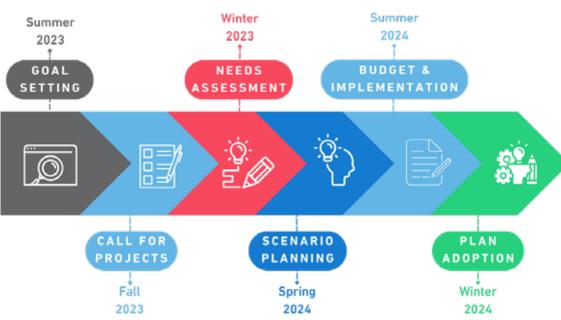
PUBLIC PARTICIPATION

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.



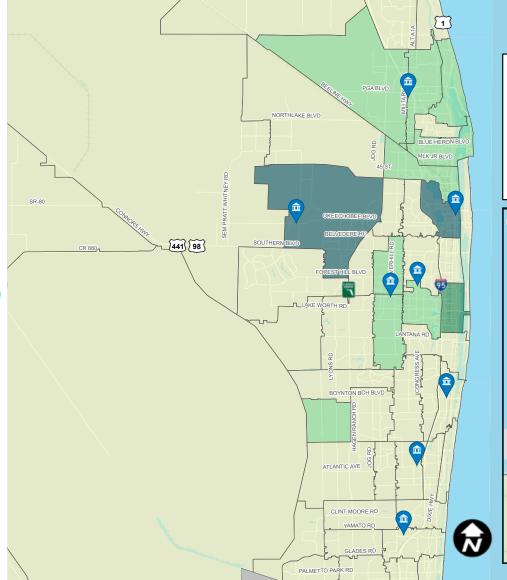
Outreach Tools

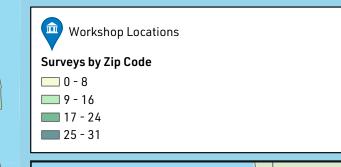
The TPA used many tools to reach as many individuals, communities, stakeholders and interest groups as possible during the LRTP process. This included:

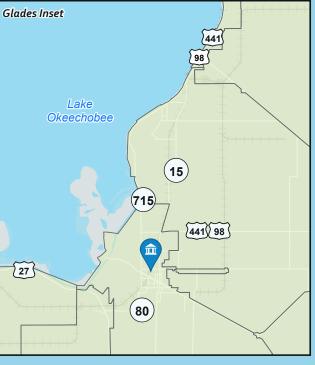
- Social media
 - ▶ Facebook (includes boosted and promoted content)
 - **▶** Instagram
 - **▶** X (formerly Twitter)
 - **▶** LinkedIn
- ▶ PalmBeachTPA.org
- Printed materials
- ▶ Transportation Tuesday biweekly newsletter

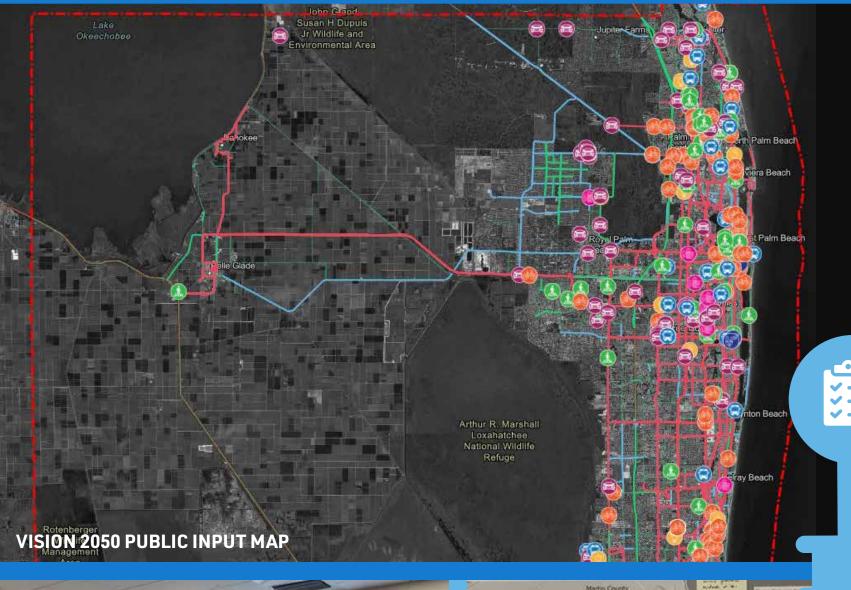
- ▶ Press release shared with local news media
- Virtual and in-person workshops
- Presentations to community groups, TPA advisory committees and Governing Board
- ▶ Statistically significant, random-sample Community preference survey of Palm **Beach County voters**
- ▶ Community preference survey on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

VISION 2050 WORKSHOP LOCATIONS AND SURVEY RESPONSES BY ZIPCODE

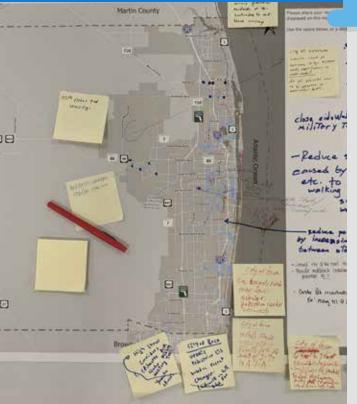












Public Participation and Community Priorities

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

The TPA is 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. The TPA is committed to Vision Zero, with the principle that any death or serious injury on a roadway is unacceptable.

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

The TPA supports people-focused objectives which include efficiency of modes and non-motorized users. 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

18 PALM BEACH TRANSPORTATION PLANNING AGENCY

The TPA strives to provide infrastructure that allows 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 works 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**

19

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



RESILIENT

The TPA integrates the preservation of Palm Beach County's infrastructure, environment, and quality of life into 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
- M 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
- ▶ 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

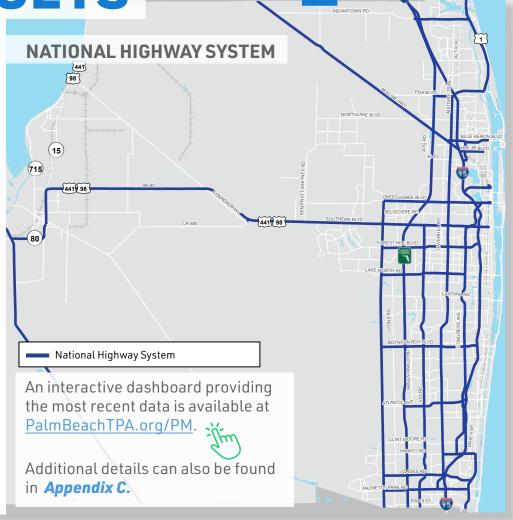
Local

- 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

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?

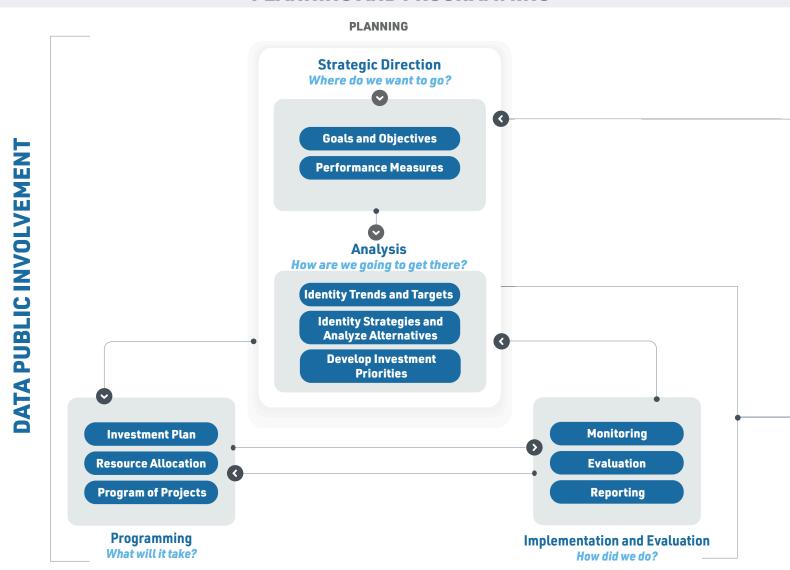
3. TPA Support and Determining a Funding Source (Cost Feasible and Unfunded Needs)

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 III-

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													
		Во	th Sides (of the Str	eet	0	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														
				le Facility fic Stree			with De Lanes (4						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

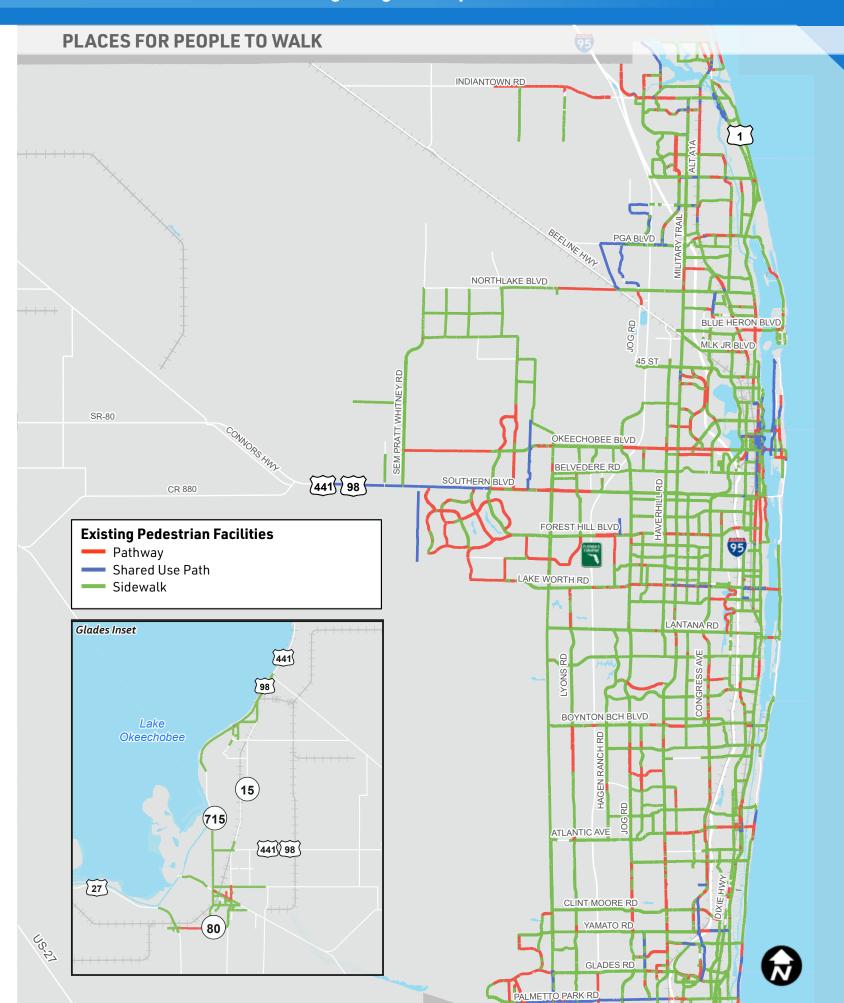
OF SIDEWALKS, PATHS, TRAILS, OR **SHARED PATHS.**

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.

This vision requires long-term funding for operations, maintenance, and major projects. Palm Beach County's Transit Development Plan identifies future opportunities which will require additional funds.

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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

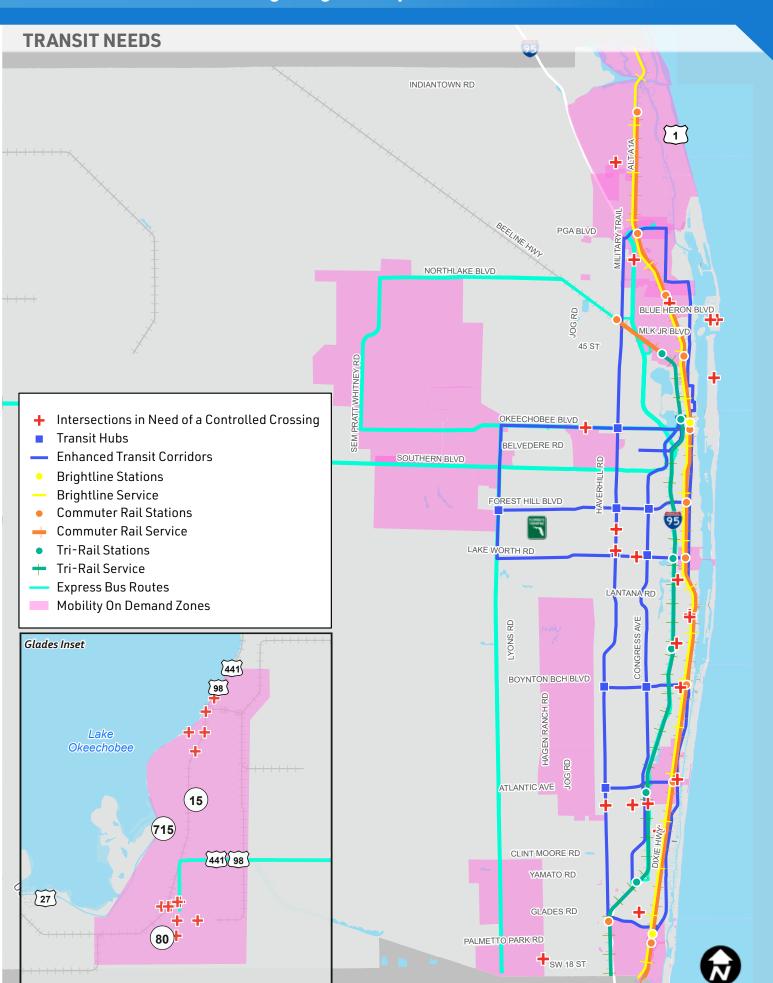
People need safe, well-designed streets and easy access to transit stops for the system to work. Without safe places to cross busy streets, many won't use public transit. Adding more shelters at bus stops is also essential, as the county currently has far fewer shelters than needed for its number of 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.

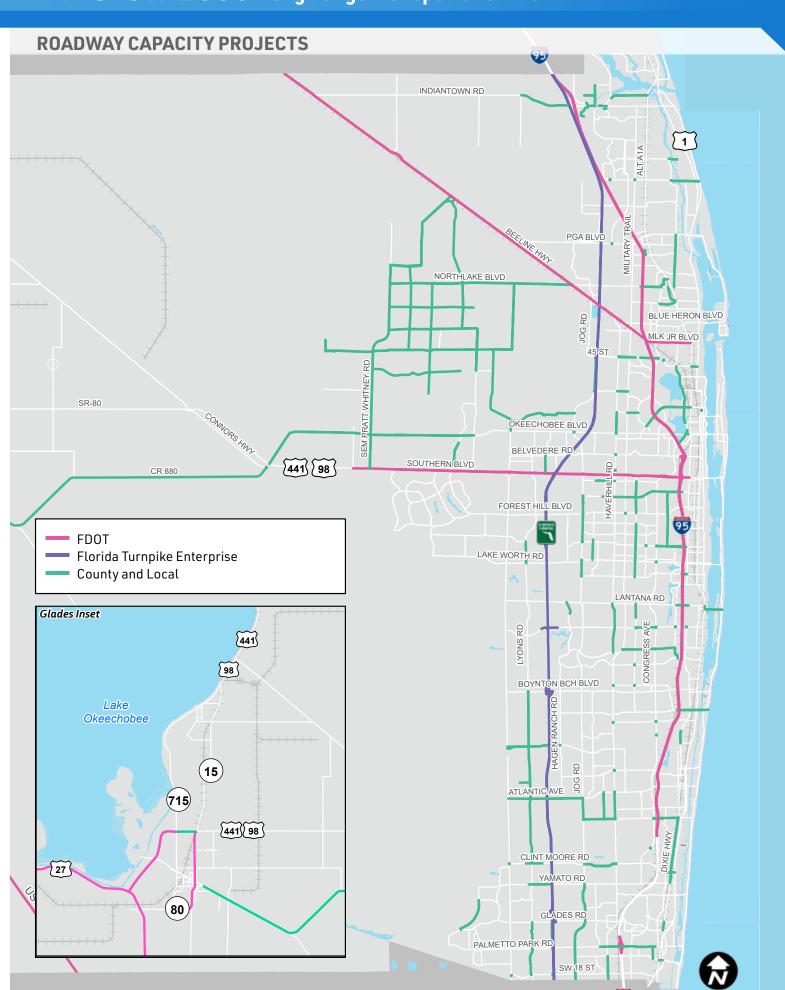
The other sections of the LRTP needs analysis focus on these strategies, including signal technology, inclusion of other modes of transportation to reduce single occupant vehicles (SOV), and other operational improvements. The remaining available capacity projects identified within this plan should seek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

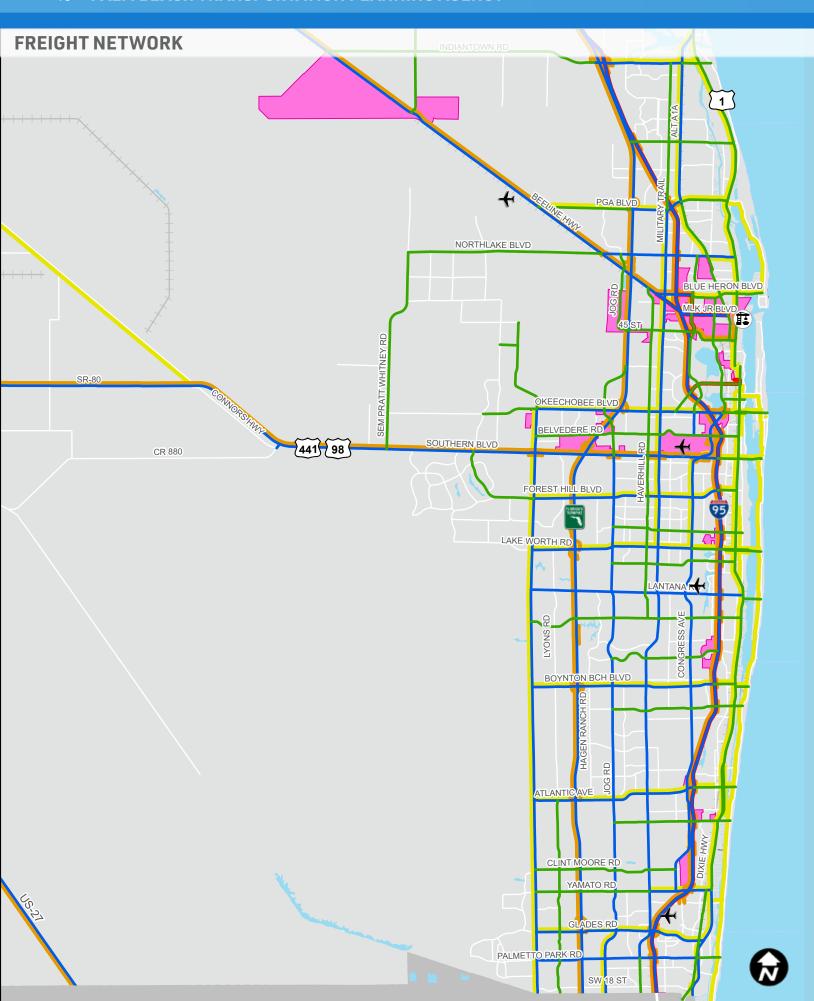
There are two substantial agencies working on this type of project Countywide and in the Region.

FDOT focuses on building out the capacity of the Strategic Intermodal System (SIS) – Florida's high priority network of transportation facilities 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

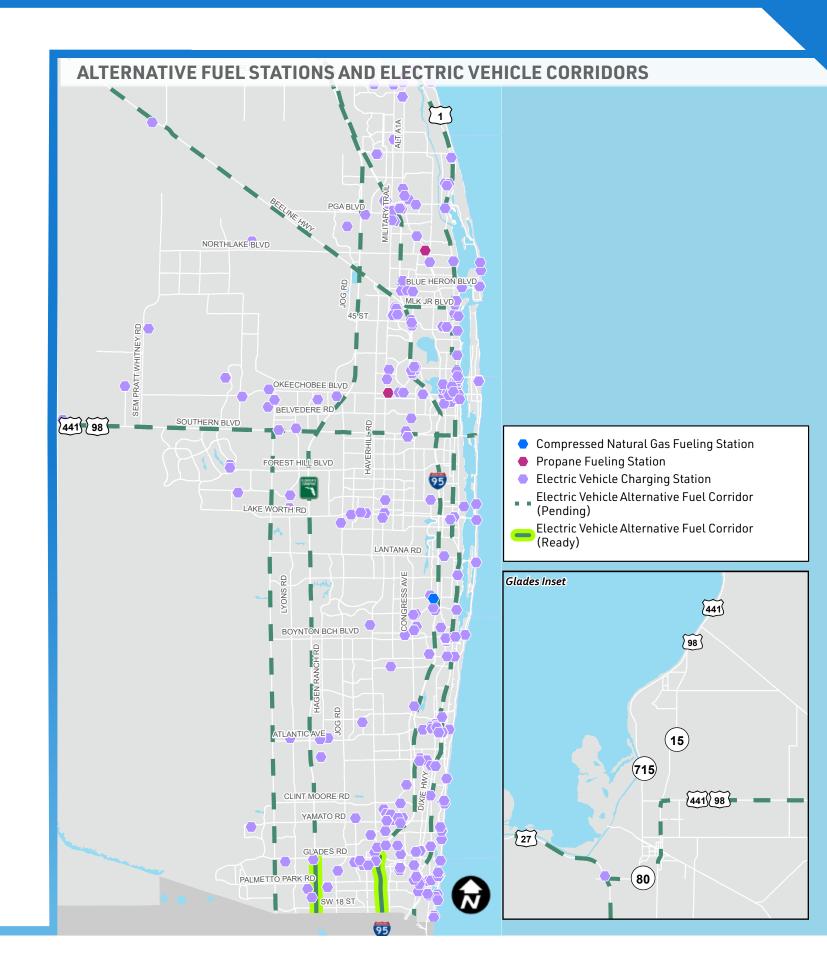
The 2050 LRTP resiliency goals include protecting critical infrastructure from climate impacts and reducing the carbon footprint of transportation projects.

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/ SR 91 US 1 SR 710 SR 80 US 441 	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/ SR 91	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	▶ SR 710	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	▶ SR 80	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 $\{1\}$ PGA BLVD NORTHLAKE BLVD BLUE HERO MLK JR BLV OKEECHOBEE BLVD BFI VEDERE RD SOUTHERN BLVD [441] [98] FOREST HILL BLVD LAKE WORTH RD High - 7 Low - 1 Glades Inset **BOYNTON BCH BLVD** 98 Lake Okeechobee ATLANTIC AVE (15) (715) CLINT MOORE RD 441 98 YAMATO RD [27] **GLADES RD** PALMETTO PARK RD (80) SW 18 ST

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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.



Operations and Maintenance

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.

	Total Centerline Miles					
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:



TRUST FUND

- Federal Transit Administration (FTA)
- Federal Highway Administration (FHWA)
- Highway capacity and maintenance
- Palm Beach TPA Priorities

STATE TRANSPORTATION

TRUST FUND

State Road Operations and Maintenance











LOCAL FUNDS

- Local Priorities
- Mass transit development and maintenance
 Strategic Intermodal System (SIS) Projects
 Local Roadways Operation and Maintenance
 - 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
- ▶ FDOT Program Estimates
- Discretionary Programs (Informational)
- ▶ 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.

unding Group	FY 25-29 ⁺	FY 30-35	FY 36-40	FY 41-50	Total
PA Program Estimates (in millions)					
Surface Transportation Block Grant - Urbanized Area (SU)	127.80	111.07	92.21	184.41	387.69
Transportation Alternatives - Urbanized (TALU)	15.60	20.20	16.84	33.69	70.73
Transportation Alternatives - Any Area (TALT) - Districtwide	6.10	36.85	30.75	61.50	129.10
Palm Beach County Estimated Allocation*	2.23	13.47	11.24	22.47	47.18
Carbon Reduction - Urbanized (CARU)	12.29	16.79	13.99	27.97	58.75
State Highway System (Non-SIS)	162.97	67.79	60.49	123.14	251.42
State Highway System (Non-SIS) SHS Product Support	2.11	14.91	13.31	27.09	55.3
Total	329.09	281.08	208.08	418.77	871.08
State and Regional Disctretionary Programs (in millions)					
Other Roads (Non-SIS, Non-SHS)	18.26	32.58	30.1	61.28	123.96
Other Roads (Non-SIS, Non-SHS) Product Support	4.00	7.17	6.62	13.48	27.27
TRIP (Districtwide)	42.35	54.59	48.22	98.36	201.17
Palm Beach County Estimated Allocation*	15.45	19.94	17.62	35.94	73.50
State New Starts (Statewide)	48.02	341.10	300.6	613.21	1254.9
SUN Trail (Statewide)	125.00	150.00	125.00	250.00	525.00
Local Highway Safety Program (HSIP) (Districtwide)	94.90	110.01	91.03	182.05	383.09
Palm Beach County Estimated Allocation*	34.67	40.19	33.26	66.52	139.97
Total	382.65	755.58	513.20	1,040.43	2,144.61
FDOT Operations and Maintenance (in millions)					
District SHS Resurfacing, Bridge, and O&M (Districtwide)	1,645.70	1,813.54	1537.82	3125.74	6476.10
Palm Beach County Estimated Allocation*	661.94	662.26	561.88	1142.06	2,366.20
Total	2475.48	2,474.80	561.88	1,142.06	2,366.20
SIS/Turnpike		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 30-35
- FY 36-40
- FY 41-50

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.

⁺ This column refers to the TPA's currently adopted Transportation Improvement Program (TIP) for Present-Day 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.



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

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Project Name	LRTP#	FM#	Description	PDE PDE	resent Da PE	y Costs (I ROW	FY24) [in th CST		0&M Pr	evious	PDF	FY 25-29 PE ROW	CST	PDE	FY 3		ST PDE		36-40 ROW	CST	PDE	FY 41-50 PE R		T CF Total	Unfunded
Atlantic Ave (SR 806) Lane Addition from SR 7 to Lyons Rd			Road Capacity - Lane Addition: 2L to 4L	, UL	\$4,313					640,412	100	\$.363 \$3,074		- , DL	- ' -	NOT (NOW	631			- 63	\$3,215	
Atlantic Ave (SR 806) Lane Addition from Turnpike to Cumberland Rd	2045-TPA002.C	4405754	Road Capacity - Lane Addition: 4L to 6L		\$1,691	\$12,000	\$45,000	\$58,691		\$1,854		\$6 \$11,494	\$39,989											\$51,489	
Atlantic Ave (SR 806) Lane Addition from Cumberland Dr to Jog Rd	2045-TPA002.D	4405755	Road Capacity - Lane Addition: 4L to 6L							\$2,451		\$94 \$16,638	\$23,936											\$40,668	
Hooker 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						\$879	\$3,515	\$5,272							\$26,4	\$36,090	
SR 7 Lane Addition from Okeechobee Blvd to 60th St	2045-TPA013	2296647	Road Capacity - Lane Addition: 2L to 4L							\$477			\$43,416											\$43,416	
US 1 Complete Street from 59th St to Northlake Blvd	2045-TPA021.B	4303002	Complete Streets - Reconstruct as 4 lanes with multimodal improvements							\$2,307			\$12,380											\$12,380	
US 1 from Camino Real Rd to NE 8th St/Mizner Blvd	2045-TPA022.B	4383865	Complete Streets - Lane repurposing from 6L to 4L & associated multimodal improvements.							\$814			\$7,143											\$7,143	
Avenue A Complete Streets from 4th Ave to Main St	BEL0001		Complete Streets - Complete street	\$83				\$83			\$94													\$94	
Federal Hwy Intersection Improvements @ 20th Street	BOC0024		Complete Streets - Safety, traffic signals	\$67	\$400		\$2,599	\$3,065						\$89	\$532					\$4,184				\$4,804	
Palmetto Park Road Complete Street from SW 3rd Ave to A1A	B0C0030		Complete Streets - Corridor study	\$89	\$535		\$3,479	\$4,104						\$119										\$119	\$4,015
Mizner Blvd Complete Street from S Federal Hwy to N Federal Hwy	B0C0034		Complete Streets - Complete Streets: Multimodal Accommodations	\$66	\$398		\$2,589	\$3,054									\$10	07						\$107	\$2,988
NW 2nd Ave Complete Street from E Palmetto Park Rd to NW 67th St	BOC0038		Complete Streets - Protected bicycle lanes	\$281	\$1,685		\$10,951	\$12,917									\$4!	52						\$452	\$12,636
Military Trl (SR 809) Shared Use Path from Town Center Mall to Spanish River Park	BOC0039		Complete Streets - Shared use path	\$250				\$250						\$333										\$333	
Boca Traffic Signal Improvements at Various Locations	B0C0053		Signals - Traffic Signal		\$191		\$1,243	\$1,435										\$308	8	\$2,002				\$2,310	
Old Dixie Hwy Complete Street from Linton Blvd to SE 10th St	DEL0004		Complete Streets - Corridor Study	\$34	\$205		\$1,333	\$1,572						\$45	\$273					\$2,146				\$2,464	
SW 10th Ave Complete Street from Linton Blvd to SW 10th St	DEL0007		Complete Streets - Corridor study	\$34	\$205		\$1,333	\$1,572									\$!	55						\$55	\$1,538
Lake Ida Rd Intersection Improvements @ N Congress Ave	DEL0008		Complete Streets - Pedestrian, bicycle, accessibility, safety	\$56	\$336		\$2,184	\$2,576									\$9	90 \$541	1	\$3,517				\$4,148	
Atlantic Ave (SR 806) Intersection Improvements @ Congress Ave	DEL0009		Complete Streets - Pedestrian, bicycle, accessibility, safety	\$56	\$336		\$2,184	\$2,576						\$74				\$541	1	\$3,517				\$4,132	
Linton Blvd Intersection Improvements @ S Congress Ave	DEL0010		Complete Streets - Pedestrian, bicycle, accessibility, safety	\$56	\$336		\$2,184	\$2,576						\$74	\$447	\$	2,905							\$3,427	
Atlantic Ave (SR 806) Complete Street from NW 12th Ave to NW 2nd Ave	DEL0011		Complete Streets - Complete streets design / beautification	\$42	\$253		\$1,647	\$1,942						\$56										\$56	\$1,900
Congress Ave (SR 807) Complete Street from City of Boca Raton to City of Boynton Beach	DEL0012		Complete Streets - Sidewalk, bicycle lane, ADA, safety	\$231	\$1,388		\$9,021	\$10,640						\$308										\$308	\$10,408
SR 7 Road Extension from 60th St to Northlake Blvd	FD0T0016	2296643, 2296645, 2296646	Road Capacity - Road construction, side path, intersections				\$93,989	\$93,989		\$8,563			\$85,638											\$85,638	

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Project Name	LRTP#	FM# Description	Pre PDE	esent Day PE	y Costs (F ROW	FY24) [in thou CST T	usands] Total 08	RM P	revious	PDE	FY 25 PE	25-29 ROW	CST P		FY30-3 PE R	CST	PDE	FY 36-40 PE RO	г РО	Y 41-50	CF Total Unf	funded
SR 80 Bypass from SR 80/US 27 to SR 715	FD0T0083	4417571 Road Capacity - 2 Freight Lane Additions	\$3,500	\$6,000	\$4,900					\$3,955												\$61,100
SR 7 Complete Street from PBC Line to SR 80 (Southern Blvd)	FD0T0125	Complete Streets - Corridor study	\$300				\$300							\$399							\$399	
Toney Penna Dr Complete Street from Military Trl to Central Blvd	JPT0001	Signals - Intersection, buffered bicycle lane, crosswalks	\$500	\$300		\$6,347	\$7,147			\$565					\$399	\$8,442					\$9,406	
36th St Complete Street from Australian Ave to Poinsettia Ave in West Palm Beach	LI-17-1-5	Complete Streets - Construct buffered bicycle lanes, sidewalks, grade separated pedestrian bridge				\$12,296 \$1	12,296			\$1,370			\$10,926								\$12,296	
Brant Bridge connector from Lindell Blvd to Brant Bridge	LI-17-7	4415861 Complete Streets - Sidewalks, separated bicycle lane				\$2,540	\$2,540			\$5			\$2,535								\$2,540	
Cresthaven Blvd from S Jog Rd to S Military Trl	LI-19-2	4460861 Complete Streets - Buffered bicycle lane, intersection modifications				\$4,603	\$4,603			\$5			\$4,597								\$4,602	
25th St Complete Street from Australian Ave to Broadway Ave	LI-19-4	Complete Streets - 4 to 3 Lane Repurposing, R/R gates, ADA, buffered bicycle lane, lighting, sidewalks				\$7,038	\$7,038			\$5			\$7,033								\$7,038	
Greenview Shores Blvd from Binks Forest Dr to Wellington Tr	LI-19-6	4460821 Complete Streets - Bicycle lanes				\$1,258	\$1,258			\$5			\$1,253								\$1,258	
Tri-Rail - Passenger Rail Cars	LI-20-2	4481031 Transit - Purchase passenger rail cars				\$15,000 \$1	15,000						\$15,000								\$15,000	
South East Coast St and S. H Street	LI-20-3	4483541 Complete Streets - Traffic operations, bicycle lanes				\$7,889	\$7,889				\$5		\$7,884								\$7,889	
Greenbriar Blvd from Aero Club Drive to Greenview Shored Blvd.	LI-20-4	4482991 Complete Streets - Bicycle lanes				\$2,453	\$2,453			\$5			\$2,421								\$2,426	
C-2 Canal from Greenview Shores Blvd to Bent Creek Rd	LI-20-5	4483061 Complete Streets - Shared use path				\$616	\$616			\$5			\$549								\$554	
Various Locations - Residential Roads	LI-20-6	Complete Streets - Construct ADA 4483051 Improvements - Sidewalks and Curb Ramps				\$671	\$671			\$5			\$666								\$671	
Prosperity Farms from 800' N of Northlake Blvd to Donald Ross Rd	LI-21-2	4498471 Complete Streets - Bicycle Lanes				\$7,700	\$7,700			\$5			\$5,975								\$5,980	
PalmTran Electric Buses and PalmTran Maintenance Facility (Electronics Way) charging stations		Transit - Purchase 4 electric buses and install electric charging at maintenance facility				\$5,000	\$5,000						\$5,000								\$5,000	
Barwick Rd from Lake Ida Rd to Sabal Lakes Rd (N)	LI-22-5	4507931 Complete Streets - Shared use path, sidewalk				\$2,531	\$2,531				\$5		\$2,091								\$2,096	
PalmTran Countywide Bus Stop Improvements	LI-22-6	4507971 Transit - Bus Stops				\$5,000	\$5,000						\$5,000								\$5,000	
Temple Blvd, Hall Blvd, 140th Ave Speed Tables	LI-22-7	4507951 Complete Streets - Seminole Speed Tables				\$627	\$627				\$5		\$526								\$531	
ITID Pathways along 140th Ave N, Temple Blvd, and Hall Blvd	LI-23-1	TBD Complete Streets - Shared use path, pathway				\$5,369	\$5,369									\$7,141					\$7,141	
Boca Raton Traffic Signals	LI-23-3	TBD Signals - TSM0				\$2,683	\$2,683									\$3,568					\$3,568	
7th St complete street from Australian Ave to Tamarind Blvd	LI-23-4	TBD Complete Streets - Buffered bicycle lanes, sidewalk widening				\$1,848	\$1,848									\$2,458					\$2,458	
Tri-Rail - Passenger Rail Cars	LI-23-5	TBD Transit - Rail Rolling Stock				\$5,000	\$5,000									\$5,000					\$5,000	
Traffic Signal Upgrades	LI-23-6	TBD Signals - Traffic Signals				\$6,813	\$6,813									\$9,061					\$9,061	
Wellington Trace from east of Draft Horse Ln to Greenview Shores Blvd	LI-23-7	TBD Complete Streets - Complete Street: Multimodal Accommodation				\$2,988	\$2,988									\$3,974					\$3,974	

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Project Name	LRTP#	FM# Description	Present Day PDE PE	Costs (I ROW		ousands] Total 08	&M Prev	ious I	PDE	FY 25		Y 30-3!		ST P	Y36-40 ROW	CST	PDE	1-50 ROW C	ST CF To	Unfunded
Traffic Signals - Flashing Yellow Arrows	LI-23-8	TBD Signals - Traffic Signals			\$4,693	\$4,693							\$6	,242					\$6	6,242
US 1 (PalmTran - Route 1) - Enhanced transit shelters from Palmetto Park Rd to Northlake Blvd	MP-17-1b	Transit - Construct 14 enhanced transit shelters within existing ROW.			\$7,430	\$7,430		\$	\$1,513		\$5,917								\$7	7,430
US 1 Reconstruction from 25th St to 45th St in West Palm Beach	MP-17-1d	4383866 Complete Streets - Reconstruct roadway to include pedestrian and bicycle facilities and safety			\$15,592	\$15,592			\$358	\$300			\$20	,737					\$21	1,395
US 1 from Northlake Blvd to Parker Bridge in North Palm Beach	MP-17-1f	Complete Streets - Lane repurposing from 4383867 6L to 4L with shared-use paths, bicycle lanes, landscaping and furnishing zone			\$8,672	\$8,672				\$920			\$11	,534					\$12	2,454
US 1 Lane Repurpising from Dixie/Federal Junction to Gregory Rd in Lake Worth Beach	MP-17-1g	TBD Complete Streets - Lane Repurposing from 4L to 3L; associated multimodal facilities			\$5,674	\$5,674							\$7	,546					\$7	7,546
Okeechobee Blvd (SR 704) (PalmTran - Routes 43) Transit Shelters from SR 7 to US-1; SR 7 Transit Shelters from Forest Hill Blvd to Okeechobee Blvd	MP-18-1b	4417584 Transit - Shelters	\$900		\$5,000	\$5,900				\$900	\$5,000								\$5	5,900
Okeechobee Blvd (SR 704) (PalmTran - 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 Transit - Corridor study	\$2,000			\$2,000		\$	\$2,000										\$2	2,000
Southern Blvd (SR 80) from SR 15 to CR 880	MP-18-2	4417562 Lighting - Lighting			\$27,927	\$27,927	\$16	5,331		\$496	\$11,100								\$11	1,596
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 Signals - TSMO			\$1,000	\$1,000					\$1,000								\$1	1,000
Federal Hwy @ Spanish River Blvd	MP-20-1	Complete Streets - Intersection 4482641 modification, bicycle lane, traffic signal hardening			\$1,715	\$1,715				\$300			\$2	,281					\$2	2,581
Traffic Signal resilience improvements: Atlantic Ave @ Military Trl; Belvedere @ Military Trl; Forest Hill Blvd @ I 95	MP-20-2-4.A	4479441 Signals - Traffic signal hardening	\$166		\$1,491	\$1,657				\$166	\$1,491								\$1	1,657
US 1 at Silver Beach Rd, Military at Investment Ln, Okeechobee at Quadrille Blvd, Lakeview Ave at Quadrille Blvd	MP-20-2-4.B	4480731 Signals - Traffic Signal Modification	\$287		\$2,769	\$3,056				\$308	\$2,769								\$3	3,077
US 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 Signals - Traffic Signal Modification	\$637		\$5,725	\$6,362				\$637	\$5,725								\$6	6,362
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 Signals - Traffic signal hardening	\$479		\$2,847	\$3,326				\$479	\$2,847								\$3	3,326
US 1 at Glades Rd, NE 15th Ter, and NE 24th Ter	MP-20-3.B	Signals - Replace span wire traffic signals 4481351 with mast arms and upgrade supporting infrastructure	\$354		\$2,147	\$2,501				\$354	\$2,147								\$2	2,501

	120 000	71 1 27(0151	•	Prese	sent Day Cost	s (FY24)	in thousa	ndsl			FY 2	5-29			FY 30	0-35			FY 36-40			FY 41-	-50			
Project Name SR 715 from Hatcher Rd to	LRTP#	FM#	Description		PE ROV				M Previou	us PDE		ROW	CST	PDE		ROW	CST	PDE	PE ROW	CST	PDE			CST	CF Total	Unfunded
Paul Rardin Park, SR 715 from Airport Rd to SW 14th St	MP-20-5	4479451 Comp	pplete Streets - Sidewalk			\$2,	,030 \$2,	2,030			\$378														\$378	\$2,030
Forest Hill Blvd (SR 882) Safety and Transt Improvements from W of Jog Rd to Military Trl	MP-21-1		als - Lighting, transit operations, swalks, bicycle lanes, intersections			\$2,	,616 \$2,	,616			\$670		\$1,946												\$2,616	
Congress Ave (SR 807) Safety and Transit Improvements from Lake Worth Rd to Forest Hill Blvd	MP-21-2		plete Streets - Lighting, crosswalks, rsection, transit stops			\$2,	,966 \$2,	.,966			\$434		\$2,532												\$2,966	
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 Signa	als - Traffic Signal Modification			\$5,	090 \$5,	5,090			\$820						\$6,770								\$7,590	
SR 7 from Glades Rd to Bridgebrook Dr	MP-21-4	4476701 Compl	plete Streets - Resurfacing, bicycle s			\$11,	,749 \$11,	749					\$11,749												\$11,749	
Indiantown Rd (SR 706) Intersection Improvements at Central Blvd	MP-21-6	4499351 Road	d Capacity - Congestion management	\$1,010			\$1,	,010		\$1,010)														\$1,010	
US 1 from Universe Blvd to Indiantown Road	MP-23-1		pplete Street: Multimodal ommodation			\$10,	,700 \$10,	700									\$14,231								\$14,231	
Traffic Signals - Flashing Yellow Arrows	MP-23-2	TBD Signal	als - Traffic Signals			\$2,	,103 \$2,	,103									\$2,797								\$2,797	
Traffic Signal Upgrades	MP-23-3		als - Traffic Signals			\$4,	,109 \$4,	,109									\$5,465								\$5,465	
Flavor Pict Rd road extension from Lyons Rd to Hagen Ranch Rd	PAL0097	2023500 Florida	d Capacity - Includes New Bridge over ida's Turnpike ,Improvement Segment iles = 1.5			\$15,	,525 \$15,	525																		\$15,525
US 1 (PalmTran - Route 1) - ITS/TSM0 Improvements	PAL0184	Signa	als - Traffic Signals, TSM0	\$	\$1,143	\$7,	,430 \$8,	3,573							\$1,520					\$11,961					\$13,482	
Congress Ave (PalmTran - Route 2) - TSMO Improvements	PAL0185	Signa	als - Traffic Signals, TSM0	\$	\$6,210	\$40,	,365 \$46,	.575											\$9,998					\$80,730	\$90,728	
Military Trl (SR 809) (PalmTran - Route 3) - TSMO Improvements	PAL0186	Signa	als - Traffic Signals, TSM0	\$	\$7,470	\$48,	.555 \$56,	.025											\$12,027					\$97,110	\$109,137	
Okeechobee Blvd (PalmTran - Route 40/43) - TSMO Improvements	PAL0195	Signa	als - Traffic Signals, TSM0	\$	\$4,950	\$32,	175 \$37,	125							\$6,584					\$51,802					\$58,385	
Forest Hill Blvd (PalmTran - Route 46) - TSMO Improvements	PAL0200	Signa	als - TSMO	\$	\$2,250	\$14,	,625 \$16,	875											\$3,623				4	\$29,250	\$32,873	
Lake Worth Rd (PalmTran - Route 62) - TSMO Improvements	PAL0207	Signa	als - Traffic Signals, TSMO	\$	\$3,420	\$22,	,230 \$25,	650							\$4,549								4	\$44,460	\$49,009	
PalmTran - Route 94 - TSMO Improvements	PAL0221		als - Traffic Signals, TSMO	\$	\$1,530	\$9,	,945 \$11,	475											\$2,463				(,	\$19,890	\$22,353	
Alt A1A Complete Street from Lighthouse Dr to Donald Ross Rd	PBG0001	pedes widen also su side of	pplete Streets - Grade separated estrian bridge at 2 locations, sidewalk ening, shared-use paths. The City is supportive of a 8' pathway on the W of the road, in addition to the East already noted.	\$274 \$	\$1,643	\$10,	.680 \$12,	.597						\$364											\$364	\$12,323

		112/13/22				10 11 Et																			
Project Name	LRTP#	FM# Description	PDE PDE	esent Day PE	y Costs (F ROW	FY24) [in the CST	nousands] Total		Previous	PDE	FY 25		CST PDE		Y 30-35 ROW	CST	PDE		736-40 ROW	CST	PDE	FY 41-	CST	CF Total	Unfunded
Kyoto Gardens Dr Complete Street from N Military Trail to Fairchild Gardens Ave	PBG0002	Complete Streets - Intersection reconstruction, roundabout, shared use path, bicycle lanes, lane narrowing	\$73	\$440		\$2,860	\$3,373										\$118	8						\$118	\$3,300
Hood Rd Complete Street from Jog Rd to Alt A1A	PBG0009	Complete Streets - Shared use path, bicycle lanes, sidewalk	\$200	\$1,202		\$7,816	\$9,219						\$20	67										\$267	\$9,019
Gardens Pkwy Complete Street from Alt A1A to Prosperity Farms Rd	PBG0012	TBD Complete Streets - Pathway, bicycle lanes	\$105	\$631		\$4,103	\$4,840				\$5	\$4	4,620											\$4,625	\$105
PGA Blvd (SR 876) Complete Street from Beeline Hwy to Prosperity Farms Rd	PBG0013	Complete Streets - Shared use path, buffered bicycle lane, widen sidewalk, crosswalks	\$852	\$5,110		\$33,213	\$39,175										\$1,371	1						\$1,371	\$38,323
Holly Dr Complete Street from N. Military Trail to Lighthouse Dr	PBG0015	Complete Streets - Widen sidewalk, crosswalks, grade separated pedestrian bridge	\$37	\$221		\$1,435	\$1,692							$\overline{\mathbf{I}}$			\$59	9						\$59	\$1,656
Northlake Blvd Complete Street from PBG City limits to Congress Ave	PBG0016	Complete Streets - Sidewalk widening, shared use path, crosswalks	\$107	\$639		\$4,155	\$4,900						\$14	42										\$142	\$4,794
Military Trl (SR 809) Complete Street from C-17 Canal to Donald Ross Rd	PBG0018	Complete Streets - Widen sidewalks, shared use paths, crosswalks, sidewalk, ADA, bicycle boulevard	\$258	\$1,546		\$10,048	\$11,852										\$415	5						\$415	\$11,594
Greenbrier Dr Complete Street from Davis Rd to Congress Ave	PS0002	Complete Streets - Sidewalk, bicycle lanes	\$36	\$217		\$1,411	\$1,665						\$	548										\$48	\$1,628
Dolan St Complete Street from Sylvia Ln to Congress Ave	PS0004	Complete Streets - Sidewalk, bicycle Lane	\$8	\$48		\$314	\$370						\$	\$11										\$11	\$362
Blue Heron Blvd (SR 708) Complete Street from I 95 to ICWW	RB0001	Complete Streets - Corridor study	\$1,000				\$1,000						\$1,33	30										\$1,330	
A1A (N Ocean Dr) Resilient Reconstruction from Pine Roint Rd to John D MacArthur State Park	RB0002	Resilience - Elevate roadway, bicycle lanes, sidewalks, ADA	\$889	\$5,332		\$34,656	\$40,876						\$1,18	82										\$1,182	\$39,988
Tri-Rail on CSX/SFRC from Mangonia Park Station (45th St) to VA Hospital (Blue Heron Blvd)	SFRTA0008	Transit - Commuter Rail	\$2,000			\$111,000 \$	\$113,000	\$4,937					\$2,60	60										\$2,660	\$111,000
Burns Rd from Military Trl to Alt A1A	TA-21-1	4490051 Complete Streets - Separated bicycle track										\$1	1,400											\$1,400	
El Rio Trail from Glades Rd to Yamato Rd	TA-21-2	4489991 Safety - Lighting										\$1	1,269											\$1,269	
Grapeview Blvd from Key Lime Blvd to 60th St and Key Lime Blvd from Hall to M-1 Canal	TA-21-3	Complete Streets - Shared use path, pathway										\$1	1,658											\$1,658	
C-8 Canal from Forest Hill Blvd to Stribling Way	TA-21-4	4490061 Complete Streets - Shared use path											\$734											\$734	
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 Complete Streets - Shared use path, pathway										\$1	1,300											\$1,300	
Fairchild Ave from Fairchild Gardens Ave to Campus Dr	TA-22-2	4508291 Complete Streets - Buffered bicycle lane, pathway										\$1	1,408											\$1,408	
49th St complete street from Greenwood Ave to North Flagler Drive	TA-22-3	4508621 Complete Streets - ADA curb ramps, sidewalks, traffic calming, sharrows											\$565											\$565	
Various Locations - Local Roads	TA-22-4	4508241 Complete Streets - Install pedestrian and bicycle network wayfinding signage											\$874											\$874	
SW 18th St from Military Trl to Addison Ave	TA-22-5	TBD Complete Streets - Shared use path, sidewalks, crosswalks										\$1	1,565											\$1,565	
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Project Name	LRTP#	FM#	Description	PDE	resent Da PE	ROW	FY24) [in t CST			Previous	PDE	FY 2	ROW	CST	PDE	FY 30-		T P	DE F	FY 36-4 E R		CST	PDE	PE PE	1-50 ROW	CST	CF Total	Unfunded
NW 6th Way from South of NW 38th Drive/Circle to Spanish River Blvd	TA-23-1	TBD	Complete Streets - Shared use path, intersection modifications									\$5		\$969													\$974	
Camino Real from Spanish River Rd to South Ocean Blvd	TA-23-2	TBD	Complete Streets - Buffered bicycle lanes, sidewalk									\$5		\$1,362													\$1,367	
Spruce Ave from 36th St to 40th St	TA-23-3	TBD	Complete Streets - Bicycle lanes, sidewalks, ADA, crosswalks, safety, lighting									\$5		\$1,578													\$1,583	
Lilac St from North Military Trl to Plant Dr	TA-23-4	TBD	Complete Streets - Shared use path, pathway, crosswalk									\$5		\$1,144													\$1,149	
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	Complete Streets - Pathway									\$5		\$526													\$531	
FEC Railway Passenger Service from Broward County Line to Jupiter	TPA0001	4170317	Transit - Commuter rail passenger service	\$13,407	\$80,442		\$446,900	\$540,749	\$40,500		\$1,350																\$1,350	\$527,342
Village Blvd Complete Street from Palm Beach Lakes Blvd to 45th St	WPB0002		Complete Streets - Complete Street: Multimodal Accommodation	\$270	\$1,619		\$10,522	\$12,410							\$359												\$359	\$12,141
N Dixie Hwy Complete Street from Okeechobee to Banyan Blvd	WPB0010		Road Capacity - Corridor Study	\$113	\$677		\$4,400	\$5,190											\$182								\$182	\$5,077
Quadrille Blvd Complete Street from Okeechobee Blvd to N Dixie Hwy	WPB0044		Complete Streets - Roadway, landscaping, sidewalk, bicycle lanes, safety, ADA, resilience	\$65	\$389		\$2,530	\$2,984							\$86												\$86	\$2,919
Summit Blvd Complete Street from Jog Rd to Parker Ave	WPB0048		Complete Streets - Corridor study	\$658	\$3,945		\$25,645	\$30,248										\$1	,059								\$1,059	\$29,590
Flagler Dr Complete Street from Gregory Place to 59th Street	WPB0051		Complete Streets - Roadway modification, landscaping, bicycle lanes, sidewalks, safety	\$569	\$3,416		\$22,203	\$26,189							\$757	\$4,543					\$3	35,747					\$41,048	
Shenondoah Rd Complete Street from Military Trl to Village Blvd	WPB0053		Complete Streets - Roadway, landscaping, sidewalk, bicycle lanes, safety, ADA, resilience	\$50	\$298		\$1,934	\$2,281															\$99				\$99	\$2,232
Palm Beach Lakes Complete Street from Okeechobee Blvd 7th Street	WPB0055		Complete Streets - Roadway, landscaping, sidewalk, bicycle lanes, safety, ADA, resilience	\$141	\$843		\$5,481	\$6,464											5226								\$226	\$6,324
Lake Ave Complete Street from Belvedere Rd and Southern Blvd	WPB0056		Complete Streets - Lane narrowing, landscaping, bicycle lanes, safety	\$67	\$404		\$2,629	\$3,101											\$109								\$109	\$3,033
Mercer Ave Complete Street from Belvedere Rd to Australian Ave	WPB0060		Complete Streets - Maintenance, curb relocation, drainage, landscaping, ADA	\$3,735	\$22,409		\$145,658	\$171,802							\$4,967												\$4,967	\$168,067
Old Okeechobee Rd Complete Street from Mercer Ave to Parker Ave	WPB0061		Complete Streets - Maintenance, roadway, sidewalks, ADA, protected bicycle lanes, crosswalks	\$33	\$196		\$1,272	\$1,500															\$65				\$65	\$1,468
Parker Ave Complete Street from Belvedere Rd to Okechobee Blvd	WPB0062		Complete Streets - Roadway, landscaping, sidewalk, bicycle lanes, safety, ADA, resilience	\$71	\$428		\$2,783	\$3,283											\$115								\$115	\$3,212

STATE PRIORITIES/STRATEGIC INTERMODAL SYSTEM - COST FEASIBLE

					Present D	av Costs	(FY24) [in th	ousandsl				EV.	25-29			EV ?	30-35			FY 36-4	0			FY 41-50			
Project Name	LRTP#	FM#	Description	PDE	PE	ROW	CST		0&M	Previous	PDE		ROW	CST	PDE			CST F	PDE			ST PDI			CST	CF Total	Unfunded
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	
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		\$178,346		\$1	\$4	\$2,710												\$2,715	
I 95 Interchange Modification @ 10th Ave North	2045-SIS003	4127331	Diamond		\$2,650	\$6,246	\$23,142	\$32,038		\$2,474		\$539	\$1,000					\$11,514								\$13,053	
I 95 Interchange Modification @ 45th St	2045-SIS004	4365191	Road Capacity - Interchange Reconstruction: Tight Diamond			\$2,488		\$2,488		\$4,584		\$44	\$1,837	\$21,779												\$23,660	
I 95 Interchange Modification @ 6th Ave South	2045-SIS005	4369631	Road Capacity - Interchange Reconstruction: Lane Addition			\$5,761	\$11,251	\$17,012		\$29,424			\$71	\$360												\$431	
I 95 Interchange Modification @ Central Blvd	2045-SIS008	4132651	Diamond		\$4,475	\$9,081	\$63,038	\$76,594		\$10,821		\$6	\$5,049					\$116,403								\$121,458	
I 95 Interchange Modification @ Gateway Blvd	2045-SIS009	2319321	Road Capacity - Interchange Modification: Lane Addition		\$6,946	\$4,000	\$112,143	\$19,132		\$15,550		\$194	\$13,786	\$114,018												\$127,998	
I 95 Interchange Modification @ Hypoluxo Rd	2045-SIS010	4132571	Road Capacity - Interchange Reconstruction: Diverging Diamond							\$8,448		\$66	\$3,863					\$102,997								\$106,926	
I 95 Interchange Modification @ Lantana Rd	2045-SIS012	4132581	Road Capacity - Interchange Reconstruction: Diverging Diamond									\$51	\$14,134	\$61,279												\$75,464	
I 95 Interchange Modification @ Linton Blvd	2045-SIS013	4353841	Road Capacity - Interchange Modification: Lane Additions							\$3,410			\$1,248	\$65												\$1,313	
I 95 Interchange Modification @ Linton Blvd	2045-SIS014	4353842	Road Capacity - Interchange Reconstruction		\$618		\$17,669	\$18,287				\$618						\$26,103								\$26,721	
I 95 Interchange Modification @ Northlake Blvd	2045-SIS015	4358031	Road Capacity - Interchange Modification: Ramps							\$6,731		\$39	\$3,966	\$63,470												\$67,475	
I 95 Interchange Modification @ Palm Beach Lakes Blvd	2045-SIS017	4132601	Road Capacity - Interchange Modification							\$2,068		\$153		\$91												\$244	
I 95 Interchange Modification @ Southern Blvd (SR 80)	2045-SIS019	4355161	Road Capacity - Interchange Modification: Lane Addition									\$8,993					\$8,403	1								\$17,396	
I 95 Interchange Modification @ Woolbright Rd	2045-SIS020	43/2/91	Road Capacity - Interchange Modification							\$3,909		\$109	\$241	\$26,815												\$27,165	
Southern Blvd (SR 80) Intersection Improvements @ SR 7	2045-SIS028		Road Capacity - Interchange Modification: Lane Addition - Turn Lanes		\$5	\$408	\$9,555	\$9,968		\$1,507		\$5	\$408	\$9,576												\$9,989	
US 27 Freight Capacity from Broward County Line to Evercane Rd in Hendry County	2045-SIS034	טפו	Road Capacity - Freight: Add 2L	\$2,000	\$39,341	\$16,189	\$413,075	\$470,606														\$4,0	100			\$4,000	\$468,606
Southern Blvd (SR 80) Intersection Improvements @ Jog Rd	2045-SIS039	/5100/1	Road Capacity - Interchange Modification: Lane Addition - Left Turn Lane		\$38	\$10	\$2,315	\$2,362		\$491		\$38	\$10	\$2,315												\$2,362	
I 95 Interchange Modification @ Belvedere Road	FD0T0099	4427841	Dood Consoity		\$3,630	\$6,348	\$40,726	\$50,704								\$4,828	\$8,443				\$65,	569				\$78,840	
1 95 Managed Lanes from 6th Ave S to North of Okeechobee Blvd	FD0T0100	4442022	Addition: 4L Managed		\$83,956	\$2,484	\$941,988	\$1,028,428		\$3,519	\$613								Ç	\$135,169				\$4,968	\$1,883,976	5 \$2,024,726	
I 95 Managed Lanes from Indiantown Rd to Martin County Line	FD0T0101	4132522	Road Capacity - Lane Addition: 6L to 8L with Managed Lanes	\$749	\$4,412		\$49,501	\$54,663		\$550	\$749															\$749	\$53,913

STATE PRIORITIES/STRATEGIC INTERMODAL SYSTEM - COST FEASIBLE

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LRTP#	FM#	Description	PDE	Present Da PE	ay Costs (I ROW	(FY24) [in the		0&M Previous	PDE		25-29 ROW	CST	PDE	FY30-35 PE ROW	CST	PDE	FY 36- PE	-40 ROW	CST	PDE	FY 41-50 PE ROW	CST	CF Total	Unfunded
FDOT0102		Road Capacity - Lane Addition: 4L Managed	\$3,000	\$36,225		\$406,449	\$445,674									\$4,830							\$4,830	\$442,674
FDOT0103		Road Capacity - Lane Addition: Managed Lanes		\$33,646		\$377,508	\$411,154		\$1,547								\$54,170					\$755,016	\$810,733	
FD0T0104		Road Capacity - Lane Addition: 6L to 8L	\$1,500	\$2,587		\$37,377	\$41,464									\$2,415					\$5,173	\$74,754	\$82,342	
FD0T0105	4480121	Signals - TSM0		\$1,576		\$17,687	\$19,263							\$2,097								\$35,374	\$37,471	
FDOT0106		Road Capacity - Lane Addition	\$3,000	\$162,000	\$98,677	\$1,817,642	\$2,081,319													\$6,000			\$6,000	\$2,078,319
FD0T0107	4462341	ITS retrofit		\$819		\$9,456	\$10,274										\$820					\$19,838	\$20,658	
FDOT0108	IRD	ITS Corridor Management - TSMO	\$2,217			\$25,612	\$27,829									\$2,217						\$53,733	\$55,950	
FDOT0133		Road Capacity - Interchange Modification								\$3	\$5,506	\$66,016											\$71,525	
SIS0004		Signals - TSM0		\$2,300			\$2,300														\$4,600		\$4,600	
TPKE0001	4182145					\$97,042	\$97,042					\$151,814											\$151,814	
TPKE0002	4171321	Lanes			\$574	\$272,932	\$273,506			\$8,000	\$574	\$250,364											\$258,938	
TPKE0003	4171324	Addition: 6L to 10 L w/ Thru Lanes, includes Atlantic Ave interchange		\$4,650		\$129,701	\$134,351			\$4,650		\$129,701											\$134,351	
TPKE0004	4371691	Lanes		\$2,747	\$7,355	\$104,140	\$114,242	\$9,965		\$2,747	\$7,355				\$138,506								\$148,608	
TPKE0005	4371694	Road Capacity - Lane Addition: 6L to 10L w/ Thru Lanes, includes Boynton Beach Blvd interchange		\$2,977		\$105,312	\$108,289			\$2,977					\$140,065								\$143,042	
TPKE0006	4001435	Road Capacity - Lane Addition: 4L to 6L				\$280,995	\$280,995	\$306,917				\$4,300											\$4,300	
TPKE0007	4061438	Jog Rd and Okeechobee				\$263,712	\$263,712	\$438				\$263,712											\$263,712	
TPKE0008	4061436	Road Capacity - Lane Addition: 4L to 8L				\$134,452	\$134,452	\$10,162		\$600		\$134,452											\$135,052	
TPKE0009	4157481	Addition: 4L to 8L, includes Beeline Hwy and PGA Blvd interchanges			\$5,232	\$224,115	\$229,347			\$600	\$5,232	\$224,115											\$229,947	
TPKE0010	4157484	Road Capacity - Lane Addition: 4L to 8 L, includes Indiantown Rd interchange		\$500		\$350,729	\$351,229			\$500					\$466,470	1							\$466,970	
TPKE0013	///2101	Road Capacity - Lane Addition: 4L to 6L				\$2,007	\$2,007		\$2,007														\$2,007	\$2,007
TPKE0015		Road Capacity - New Interchange				\$2,000	\$2,000			\$2,000													\$2,000	\$2,000
	FDOT0102 FDOT0103 FDOT0104 FDOT0105 FDOT0106 FDOT0107 FDOT0108 FDOT0133 SIS0004 TPKE0001 TPKE0002 TPKE0003 TPKE0005 TPKE0005 TPKE0006 TPKE0007 TPKE0007 TPKE0009 TPKE0010 TPKE0013	FDOT0102	FDOT0102 4442023 Road Capacity - Lane Addition: 4L Managed FDOT0103 4442021 Road Capacity - Lane Addition: Managed Lanes FDOT0104 4427831 Road Capacity - Lane Addition: 6L to 8L FDOT0105 4480121 Signals - TSMO FDOT0106 4451991 Road Capacity - Lane Addition FDOT0107 4462341 ITS retrofit FDOT0108 TBD ITS Corridor Management - TSMO FDOT0133 4358041 Road Capacity - Lane Addition SIS0004 Signals - TSMO FDEVELOR ADDITION AND AD	Tempor T	Temps	RTP# FM# Description PDE PE ROW	RTF## FM# Description PDE PE ROW CST	FD0T0102	FIRE	FED-0010102	PRINCE PM	PROTICUID Management Space Spa	INTER-1901 Part	PORTION PORT	Post Post	No. Pick Pick Pick Pick Pick Pick Roy CST Total CST Total CST Pick Pick Roy CST Pick Pick	Part	Properties Pro	Property Property	Part Part	Part Part	Mathematical Content	Property of the content of the con	Property Property

					Present D	ay Costs (FY24) [in t	nousands]		FY 25-29			30-35			FY 36-40	Y 41-50			Unfunded
Project Name	LRTP#	FM#	Description	PDE	PE	ROW CST	Total	0&M Previous PDE	PE ROW	CST I	PDE PE	ROW	CST	PDE	PE ROW CST	ROW	CST	CF Total	Unfunded
Southern Blvd (SR 80) Intersection Improvements	2045-SIS029	TBD	Road Capacity – Interchange Modification	\$1,443	\$2,886	\$28,863	\$33,192												\$33,192
@ SR 7 Congress Ave & Peninsula Corporate Drive Truck Parking	FD0T0015	4520681	Freight - Freight: Truck Parking		\$566	\$3,375	\$3,941												\$3,941
FEC Railway and South Florida Rail Corridor Amtrak Passenger Service from Miami to Jacksonville	FD0T0023		Transit - Intercity Passenger Service			\$45,000	\$45,000												\$45,000
I 95 Interchange Modification @ Palmetto Park Rd	FDOT0033		Road Capacity - Interchange Modification			\$2,000	\$2,000												\$2,000
South Bay Intermodal Logistics Center	FD0T0035		Freight - Intermodal Teminal (SIS)			\$100,000	\$100,000												\$100,000
Palm Beach International Airport to West Palm Beach Intermodal Connector	FDOT0036		Transit - Fixed Guideway Transit			\$34,200	\$34,200												\$34,200
Boca Raton Intermodal Center (SFRC)	FDOT0056		Transit - Intermodal Center			\$23,700	\$23,700												\$23,700
Tri-Rail Boca Raton Station - Upgrades	FD0T0057		Transit - Rail Station Upgrades			\$10,573	\$10,573												\$10,573
Tri-Rail Boynton Beach Station - Upgrades	FDOT0058		Transit - Rail Station Upgrades			\$3,200	\$3,200												\$3,200
Tri-Rail Mangonia Park Station - Upgrades	FDOT0061		Transit - Rail Station Upgrades			\$14,550	\$14,550												\$14,550
Beeline Hwy (SR 710) Transitway from Indiantown to Mangonia Park Tri-Rail Station	FD0T0072		Transit - Fixed Guideway			\$386,460	\$386,460												\$386,460
I 95 Interchange Improvements @ SR 710 (Beeline Hwy)	FD0T0073		Road Capacity - Interchange: New			\$105,410	\$105,410												\$105,410
SR 80 (Southern Blvd) Intermodal Centers at US 27 and US 1	FD0T0076		Transit - Intermodal Stations			\$22,800	\$22,800												\$22,800
SR 80 (Southern Blvd) Urban Fixed Guideway from US 27 to US 1	FD0T0077		Transit - Transit: Fixed Guideway			\$970,000	\$970,000												\$970,000
SR 80 (Southern Blvd) Intermodal Center at US 441 / SR 7	FD0T0078		Transit - Transit: Station			\$11,400	\$11,400												\$11,400
SR 80 (Southern Blvd) from Lion Country Safari Rd to Royal Palm Beach Blvd Managed Lanes	FD0T0079		Road Capacity - 4 Managed Lanes			\$28,397	\$28,397												\$28,397
SR 80 (Southern Blvd) from Royal Palm Beach Blvd to I 95 Managed Lanes	FD0T0080		Road Capacity - Managed Lanes			\$1,158,059	\$1,158,059												\$1,158,059
SR 80 (Southern Blvd) Intersection Improvements at SR 715 (Hooker Hwy)	FD0T0081		Road Capacity - Intersection Improvement			\$41,534	\$41,534												\$41,534
Glades Rd (SR 808) Urban Fixed Guideway from SR 7 to US 1	FD0T0085		Transit - Fixed Guideway			\$190,000	\$190,000												\$190,000
US 27 from Broward County Line to Hendry County Line Rail Line	FD0T0091		Freight: New Rail Line			\$1,320,840	\$1,320,840												\$1,320,840
SR 7 from Golden Glades Multimodal Center to SR 80 (Southern Blvd) Transitway	FD0T0096		Transit - Fixed Guideway			\$1,692,900	\$1,692,900												\$1,692,900
West Palm Beach Intermodal SIS Connector from PBIA to WPB Intermodal Center	FDOT0097		Transit - Fixed Guideway	\$600	\$3,602	\$20,010	\$24,212												\$24,212

					Present D	ay Costs ((FY24) [in t					FY 25-			0-35			FY36	-40			FY 41				Hafundad
Project Name	LRTP#	FM#	Description	PDE	PE	ROW	CST	Total	0&M P	revious	PDE		CST	PDE	ROW	CST	PDE		ROW	CST	PDE		ROW	CST	CF Total	Unfunded
Tri-Rail West Palm Beach Station Transit Hub	FD0T0098		Transit - Upgrade Intermodal Facility				\$8,150	\$8,150																		\$8,150
FEC Railway Grade Separations in Palm Beach County	FDOT0130		Grade Separation - Grade Separation: Railroad	\$9,180	\$55,080		\$306,000	\$370,260																		\$370,260
SFRC Railway Grade Separations in Palm Beach County	FD0T0131		Grade Separation - Grade Separation: Railroad	\$10,200	\$61,200		\$340,000	\$411,400																		\$411,400
I 95 Express Lanes from Broward County to Martin County US 27 Corridor	SIS0001		Road Capacity - Corridor Master Plan																							
Improvements from Broward County to Martin County	SIS0003		Road Capacity - Roadway capacity, TSMO																							
Indiantown Rd from Maplewood Dr to Palm Rd PD&E Study	JPT0004		Road Capacity - PDE to relieve congestion																							
El Rio Trail Grade Separation at Spanish River Boulevard	B0C0001		Grade Separation - Grade separated pedestrian bridge	\$150	\$900		\$5,850	\$6,900																		\$6,900
Boca Brightline Station Pedestrian Overpass to Mizner Park	B0C0003		Grade Separation - Grade Separation: Ped/Bike	\$285	\$1,710		\$11,115	\$13,110																		\$13,110
Boca Brightline Station Area Pedestrian and Bicycle Acccess Improvements	B0C0007		Complete Streets - Area Study	\$268	\$1,608		\$10,454	\$12,331																		\$12,331
Jeffery St Road Extension from 2nd Ave to Federal Hwy	BOC0013		Road Capacity - 2L Road, RR crossing	\$52	\$314		\$1,742	\$2,108																		\$2,108
El Rio Trail South Extension	BOC0020		Complete Streets - Shared use path																							
I 95 Pedestrian Bridge connecting NW 13th St and the Shops at Boca Center	B0C0021		Grade Separation - Grade Separation: Ped/Bike																							
Downtown Walkability Study Implementation	B0C0027		Complete Streets - Area study	\$1,404	\$8,423		\$54,751	\$64,579																		\$64,579
Patch Reef Trail from Verde Trail to Sugar Sand Park	BOC0035		Transit - Shared use path																							
El Rio Trail Bridge between Glades Road and 20th Street	B0C0041		Grade Separation - Grade separated pedestrian bridge																							
Boca Street Light Design	BOC0047		Complete Streets - Lighting	\$19	\$112		\$730	\$861																		\$861
Boca Raton - Trolleys	BOC0049		Transit - Rolling Stock																							
Boca TMC Adaptive Traffic Control Upgrade	BOC0056		Signals - Facilities Development, TSMO	\$54	\$327		\$2,123	\$2,504																		\$2,504
Delray Downtown Bicycle Boulevards	DEL0002		Complete Streets - Bicycle Route, sharrows, bicycle boulevard																							
Old Dixie Hwy from NE 5th Ave to City of Boynton Beach	DEL0005		Complete Streets - Complete Streets Study				\$10,000	\$10,000																		\$10,000
10th Ave N ITS from Kirk Rd to I 95	FD0T0109		Signals - TSM0		\$437		\$2,840	\$3,277																		\$3,277
45th St ITS from N Congress Ave to Greenwood Ave	FDOT0110		Signals - TSMO		\$318		\$2,068	\$2,386																		\$2,386
Atlantic Ave (SR 806) ITS from Congress Ave to Swinton Ave	FD0T0111		Signals - Traffic Signals, TSM0		\$232		\$1,508	\$1,741																		\$1,741
Banyan Blvd ITS from Australian Ave to N Flagler Dr	FDOT0112		Signals - TSMO		\$182		\$1,186	\$1,369																		\$1,369

					Present Da	ay Costs (FY24) [in th	ousandsl			FY 25-29			FY 30-3	5			FY 36-40		FY 41-50			
Project Name	LRTP#	FM#	Description	PDE	PE	ROW CST	Total	0&M Previous	PDE	PE ROW	CST	PDE			ST P	PDE	PE R	CST P	PE RC	CST (CF Total	Unfunded
Blue Heron Blvd (SR 708) ITS from Military Trail to Old Dixie Hwy	FDOT0113		Signals - Traffic Signals, TSM0		\$457	\$2,971	\$3,428															\$3,428
Congress Ave (SR 807) Congress Ave ITS from Southern Blvd to Yamato Rd	FDOT0114		Signals - Traffic Signals, TSMO		\$3,616	\$23,506	\$27,122															\$27,122
Dixie Hwy (SR 811) ITS from Yamato Rd to Royal Palm Way	FDOT0115		Signals - Traffic Signals, TSMO		\$815	\$5,297	\$6,112															\$6,112
Signals	FDOT0116		Signals - Traffic Signals, TSM0		\$726	\$4,721	\$5,447															\$5,447
Lake Worth Rd (SR 802) Lake Worth Rd ITS from SR 7 to I 95	FDOT0117		Signals - Traffic Signals, TSMO		\$1,561	\$10,147	\$11,708															\$11,708
Lantana Rd ITS from High Ridge Rd to I 95	FDOT0118		Signals - TSMO		\$72	\$471	\$543															\$543
Military Trl (SR 809) ITS from Lake Worth Rd to Atlantic Ave	FDOT0119		Signals - Traffic Signals, TSMO		\$2,026	\$13,167	\$15,192															\$15,192
Military Trl (SR 809) ITS from Lake Worth Rd to Hypoluxo Rd	FDOT0120		Signals - Traffic Signals, TSM0		\$577	\$3,754	\$4,331															\$4,331
Military Trl (SR 809) ITS from Yamato Rd to Town Center Cir	FD0T0121		Signals - Traffic Signals, TSM0		\$412	\$2,677	\$3,089															\$3,089
US 1 ITS from Lake Ave to N Federal Hwy	FD0T0122		Signals - Traffic Signals, TSMO		\$763	\$4,960	\$5,723															\$5,723
US 1 ITS from Northlake Blvd to N Quadrille Blvd and from Southern Blvd to Lucerne Ave	FDOT0123		Signals - Traffic Signals, TSM0		\$2,032	\$13,208	\$15,240															\$15,240
PGA Blvd (SR 876) ITS from FL Turnpike to Central Blvd	FDOT0124		Signals - Traffic Signals, TSM0			\$300	\$300															\$300
FEC Railway Crossing Safety Improvements	FD0T0132		Transit - 44 RR Crossings																			
Boynton Beach Blvd (PalmTran - Route 73) - TSMO Improvements	PAL0213		Signals - Traffic Signals, TSM0		\$2,610	\$16,965	\$19,575															\$19,575
Atlantic Ave (PalmTran - Route 81) - TSMO Improvements	PAL0216		Signals - Traffic signals, TSM0		\$2,970	\$19,305	\$22,275															\$22,275
FEC Palm Beach Gardens Passenger Rail Station	PBG0003		Transit - Passenger Rail Station	\$1,000	\$1,000	\$4,000 \$14,965	\$20,965															\$20,965
Government Center Roads from PGA Blvd to Fairchild Avenue road construction	PBG0004		Road Capacity - 2L Road, sidewalks, bicycle lanes																			
RCA Blvd Complete Street & Intersection from Design Center Dr to Prosperity Farms Rd	PBG0005		Complete Streets - Road capacity, median, roundabout, turn lanes, side paths, trails, bicycle lanes. The City would like to include a roundabout to the scope of this project or as a separate project.	\$118	\$708	\$4,600	\$5,426															\$5,426
Central Blvd Complete Street from 117th Ct N to Donald Ross Rd	PBG0017		Complete Streets - Sidewalk widening. The City is also supportive of a 8' pathway on the W side of the road, in addition to the East side already noted.																			
Congress Ave (PalmTran - Route 2) - Weekday service frequency	PLMT0004		Transit - Capital to support enhanced service	\$882	\$3,601	\$19,522	\$24,004	\$3,800														\$24,004

Project Name	LRTP#	FM#	Description	PDE		/ Costs (FY24) [in th	ousands] Total	0&M	Previous	PDE	FY 25-29 PE ROW	CST	PDE	FY30- PE	CST	PDE	FY36-	CST	PDE	FY 41	I-50 ROW	CST	CF Total	Unfunded
Militray Trl (PalmTran - Route 3) - Weekday service frequency	PLMT0007		Transit - Capital to support enhanced service	\$2,426	\$9,905	\$53,704	\$66,036																	\$66,036
PalmTran - Route 43 - Weekday service frequency	PLMT0032		Transit - Capital to support enhanced service			\$1,600	\$1,600	\$1,390																\$1,600
Forest Hill Blvd (PalmTran - Route 46) - Weekday service frequency	PLMT0039		Transit - Capital to support enhanced service	\$900	\$3,674	\$19,920	\$24,494	\$1,613																\$24,494
Lake Worth Rd (PalmTran - Route 62) - Weekday service frequency	PLMT0052		Transit - Capital to support enhanced service	\$400	\$1,631	\$8,844	\$10,875	\$1,527																\$10,875
Boynton Beach Blvd (PalmTran - Route 73) - Weekday service frequency	PLMT0062		Transit - Capital to support enhanced service	\$295	\$1,205	\$6,534	\$8,034	\$1,179																\$8,034
Atlantic Ave (PalmTran - Route 81) - Weekday service frequency	PLMT0068		Transit - Capital to support enhanced service	\$1,332	\$5,438	\$29,482	\$36,251	\$967																\$36,251
Glades Rd - Route 92 - Weekday service frequency	PLMT0077		Transit - Capital to support enhanced service	\$670	\$2,734	\$14,820	\$18,224	\$1,309																\$18,224
PalmTran Rolling Stock Low Floor Buses	PLMT0103		Transit - Rolling Stock	\$465	\$2,791	\$18,140	\$100,000																	\$21,395
PalmTran Rolling Stock Coaches for Express Routes	PLMT0104		Transit - Rolling Stock	\$15	\$89	\$580	\$3,200																	\$685
Okeechobee Blvd (PalmTran - Route 43) - ITS/TSMO Improvements	PLMT0119		Signals - TSMO		\$315	\$2,048	\$2,363																	\$2,363
PalmTran - Route 81 - TSMO Improvements	PLMT0138		Signals - TSM0		\$297	\$1,931	\$2,228															\$3,861	\$3,861	\$297
US 1 (PalmTran - Route 1) - Bus Stop Improvements	PLMT0147		Transit - Bus Stops	\$29	\$172	\$1,118	\$1,318																	\$1,318
Congress Ave (PalmTran - Route 2) - Bus Stop Improvements	PLMT0148		Transit - Bus Stops	\$17	\$101	\$658	\$776																	\$776
Military Trl (SR 809) (PalmTran - Route 3) - Bus Stop Improvements	PLMT0149		Transit - Bus Stops	\$24	\$143	\$933	\$1,100																	\$1,100
Okeechobee Blvd (PalmTran - Route 43) - Bus Stop Improvements	PLMT0158		Transit - Bus Stops	\$720	\$4,322	\$28,095	\$33,138																	\$33,138
Forest Hill Blvd (PalmTran - Route 46) - Bus Stop Improvements	PLMT0163		Transit - Bus Stops	\$667	\$4,000	\$26,003	\$30,670																	\$30,670
Lake Worth Rd (PalmTran - Route 62) - Bus Stop Improvements	PLMT0170		Transit - Bus Stops	\$812	\$4,874	\$31,682	\$37,368																	\$37,368
Boynton Beach Blvd (PalmTran - Route 73) - Bus Stop Improvements	PLMT0176		Transit - Transit Stops	\$60	\$359	\$2,331	\$2,750																	\$2,750
PalmTran - Route 81 - Bus Stop Improvements	PLMT0179		Transit - Bus Stops	\$713	\$4,276	\$27,796	\$32,785																	\$32,785
PalmTran - Route 94 - Bus Stop Improvements	PLMT0184		Transit - Bus Stops	\$284	\$1,701	\$11,059	\$13,044																	\$13,044
PalmTran - Route x999x - Express Bus from Westlake to WPB via Northlake Blvd	PLMT0223		Transit - Capital to support enhanced service			\$3,200	\$3,200	\$939																\$3,200
PalmTran - Route x999x - Express Bus from Westlake to WPB via Okeechobee Blvd	PLMT0224		Transit - Capital to support enhanced service			\$3,200	\$3,200	\$756																\$3,200
PalmTran - Route x999x - Express Bus from Belle Glade to WPB via SR 80	PLMT0225		Transit - Capital to support enhanced service			\$5,600	\$5,600	\$1,711																\$5,600

						ay Costs (FY24) [in th					FY 25-29				30-35			FY 36				FY4				Unfunded
Project Name PalmTran - Route x999x -	LRTP#	FM#	Description	PDE	PE	ROW CST	Total	0&M	Previous	PDE	PE ROV	CST	PDE	PE	ROW	CST	PDE	PE	ROW	CST	PDE	PE	ROW	CST	CF Total	omanueu
Express Bus from Broward County Line to Okeechobee Blvd via SR-7	PLMT0226		Transit - Capital to support enhanced service			\$5,600	\$5,600	\$1,553																		\$5,600
M Canal Trail from Jog Rd to downtown West Palm Beach	R0Y0003		Complete Streets - Shared use path																							
SFRC Fiber Communication	SFRTA0001		Transit - Rail, Utilities			\$16,000	\$16,000																			\$16,000
SFRC Grade Crossings and Signals - Signal Safety Improvements	SFRTA0002		Transit - Rail, Utilities			\$17,000	\$17,000																			\$17,000
Tri-Rail New Automated Fare Collection System (AFCS)	SFRTA0003		Transit - Regional Farebox System			\$12,000	\$12,000																			\$12,000
SFRC Wood Tie Conversion to Concrete	SFRTA0004		Transit - Rail, Maintenance			\$25,000	\$25,000																			\$25,000
Tri-Rail Positive Train Control (PTC)	SFRTA0005		Transit - Rail Control System			\$20,000	\$20,000																			\$20,000
Tri-Rail Rolling Stock Remaining Vehicle Replacement and Service Expansion	SFRTA0006		Transit - Rail Rolling Stock			\$52,400	\$52,400																			\$52,400
SFRC System Control Points Replacement in Palm Beach County	SFRTA0007		Transit - Rail, Control signals			\$24,000	\$24,000																			\$24,000
Tri-Rail Mangonia Park Station - Electric Vehicle Charging	SFRTA0009		Resilience - EV Charging Stations			\$945	\$945																			\$945
Tri-Rail West Palm Beach Station - Electric Vehicle Charging	SFRTA0010		Resilience - EV Charging Stations			\$945	\$945																			\$945
Tri-Rail Lake Worth Beach Station - Electric Vehicle Charging	SFRTA0011		Resilience - EV Charging Stations			\$945	\$945																			\$945
Tri-Rail Boynton Beach Station - Electric Vehicle Charging	SFRTA0012		Resilience - EV Charging Stations			\$945	\$945																			\$945
Tri-Rail Delray Beach Station - Electric Vehicle Charging	SFRTA0013		Resilience - EV Charging Stations			\$945	\$945																			\$945
Tri-Rail Boca Raton Station - Electric Vehicle Charging	SFRTA0014		Resilience - EV Charging Stations			\$945	\$945																			\$945
US 1 SUN Trail from Indiantown Rd to Loxahatchee River	SUN-2023.A	TBD	Complete Streets - Shared use path	\$7,147			\$7,147																			\$7,147
A1A SUN Trail from Camino Real to Beach Club Way	SUN-2023.B	TBD	Complete Streets - Feasibility Study, design, pedestrian Bridge	\$3,000			\$3,000																			\$3,000
US 1 (PalmTran - Route 1) Enhanced Transit from Camino Real to Indiantown Rd	TPA0003	TBD	Transit - Fixed Guideway	\$4,893	\$29,358	\$163,098	\$197,349																			\$197,349
Congress Ave (PalmTran - Route 2) Enhanced Transit Vision from Yamato Rd to Intermodal Center	TPA0004		Transit - Fixed Guideway	\$5,880	\$24,004	\$130,144	\$160,028																			\$160,028
Military Trl (SR 809) (PalmTran - Route 3) - Enhanced Transit from Glades Rd to PGA Blvd	TPA0005		Transit - Fixed Guideway	\$8,088	\$33,018	\$179,014	\$220,120																			\$220,120
Okeechobee Blvd (SR 704) (PalmTran - Routes 43) Enhanced Transit from SR 7 to US 1 and SR 7 from Forest Hill Blvd to Okeechobee Blvd	TPA0006	See FDOT0070	Transit - Fixed Guideway	\$56,990	\$341,938	\$1,500,727	\$1,899,655																			\$1,899,655

					Present Da	ay Costs (FY24) [in th	ousandsl			FY 25-29			FY3	0-35			FY3	6-40			FY 4	1-50			
Project Name	LRTP#	FM#	Description	PDE	PE	ROW CST	Total	0&M Pre	vious P		CST	PDE		ROW	CST	PDE		ROW	CST	PDE		ROW	CST	CF Total	Unfunded
Forest Hill Blvd (PalmTran - Route 46) Enhanced Transit from SR 7 to US 1	TPA0007		Transit - Fixed Guideway	\$2,625	\$10,716	\$58,100	\$71,441																		\$71,441
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 - Fixed Guideway	\$3,960	\$23,760	\$132,000	\$159,720																		\$159,720
Boynton Beach Blvd (PalmTran - Route 73) - Enhanced Transit from Military Trl to US 1	TPA0009		Transit - Fixed Guideway	\$984	\$4,017	\$21,779	\$26,780																		\$26,780
Atlantic Ave (PalmTran - Route 81) - Enhanced Transit from Military Trl to US 1	TPA0010		Transit - Fixed Guideway	\$3,885	\$15,860	\$85,988	\$105,733																		\$105,733
Glades Rd (PalmTran - Route 91) Enhanced Transit from Butts Rd to US 1	TPA0011		Transit - Fixed Guideway	\$2,232	\$9,112	\$49,401	\$60,745																		\$60,745
SUN Trail North-South along Atlantic Coast	TPA0012		Complete Streets - Shared use path																						
SUN Trail along SR 80	TPA0013		Complete Streets - Shared use path																						
Okeechobee Gateway from West of Australian Ave to the ICWW	TPA0014		Complete Streets - Corridor Study																						
C-8 Canal Trail from Stribling Way to Lake Worth Rd	WEL0001		Complete Streets - Shared use path			\$790	\$790																		\$790
South Shore Blvd Trail from Lake Worth Rd to 50th Street	WEL0002		Complete Streets - Shared use path			\$990	\$990																		\$990
Greenview Shores Blvd Corridor Roundabouts (@ Paddock Drive, Foresteria Ave, & Meadow Ave)	WEL0012		Road Capacity - Corridor intersection analysis, roundabouts																						
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																		\$288,063
Tamarind Ave from Banyan Blvd to N Sapodilla Rail to Trail	WPB0006		Complete Streets - Shared use path			\$270	\$270																		\$270
West Palm Beach Transit Fleet replacement	WPB0046		Transit - Rolling Stock	\$420	\$2,520	\$16,380	\$19,320																		\$19,320
West Palm Beach Greenway Project South	WPB0047		Complete Streets - Shared use path			\$5,000	\$5,000																		\$5,000
Clearlake Multipurpose Path	WPB0057		Complete Streets - Shared use path																						
West Palm Beach Blue Trolley Route Transit stop improvements	WPB0064		Transit - Bus Stops																						
West Palm Beach Blue Trolley Route ITS/TSMO improvements	WPB0065																								

MAINTENANCE

Project Manager	LDTP	EM	Decoriation			ay Costs (FY24) [in tho		084	D.D.	FY 25		CCT	DDS	FY30		CCT	DDS	FY 36-				1-50	CCT	CET	Unfunded
Project Name Bridge Reconstruction -	LRTP#	FM#	Description	PDE \$800	PE \$800	ROW CST	Total	0&M Previous	S PDE	PE	ROW	CST	PDE	PE	ROW	CST	PDE	PE I	ROW CS	ST PDE	PE	ROW \$800	CST	CF Total	amaeu
Bridge Reconstruction Bridge Reconstruction				\$800	\$800																	ესსწ <i></i>			
- Bridge Reconstruction	I			\$59,600	\$59,600		l l								(1	1					\$59,600	1		
(#930026) Bridge Reconstruction																									
- Bridge Reconstruction (#930940)				\$7,000	\$7,000																	\$7,000			
Bridge Reconstruction - Bridge Reconstruction				\$22,500	\$22,500																	\$22,500			
(#934408) Bridge Reconstruction				722,300	722,300																	722,300			
- Bridge Reconstruction				\$4,500	\$4,500																	\$4,500			
(#934408) Bridge Reconstruction																									
- Bridge Reconstruction (#930026)				\$32,800	\$32,800		· i															\$32,800			
Bridge Reconstruction - Bridge Reconstruction				\$121 000	\$121,000																	\$121,000			
(#930339) Bridge Reconstruction				7.21,000	, 1,000																				
- Bridge Reconstruction	ı			\$55,500	\$55,500		l l								(1						\$55,500	1		
(#930060) Bridge Reconstruction																						.			
- Bridge Reconstruction (#930004)				\$76,800	\$76,800																	\$76,800			
Bridge Reconstruction - Bridge Reconstruction				\$96,000	\$96,000											1						\$96,000			
(#930106 & 930349) Bridge Reconstruction				7.0,000	, . 5,000																	. 5,550			
- Bridge Reconstruction				\$91,800	\$91,800																	\$91,800			
(#930154 & 930226) Bridge Reconstruction				A	A15:																	A			
- Bridge Reconstruction (#930214)				\$42,600	\$42,600										[\$42,600			
Bridge Reconstruction - Replace bridge, add walls				60.10	¢2.405																	¢2.45			
and railroad crossing improvement				\$3,105	\$3,105																	\$3,105			
Bridge Reconstruction -				\$500	\$500																	\$500			
Bridge repairs Bridge Reconstruction				2300	7300																	7500			
- Bascule Bridge				\$4,200	\$4,200																	\$4,200			
rehabilitation, painting and fender system repairs Bridge Peconstruction -				1																					
Bridge Reconstruction - Widen and rehab bridge to	I			\$20 000	\$20,000		l l								(1						\$20,000	1		
add shoulders, barrier, & sidewalks				Y20,000	Ψ <u></u> ω,υυυ										·							+=0,000	·		
Bridge Reconstruction - Study to repair the aging				\$2,000	\$2,000																	\$2,000			
bridge superstructure.																				4					
Bridge Reconstruction - Replace bridge				\$2,000	\$2,000		· i	_							_	_	_]	\$2,000	_		
Bridge Reconstruction - Bridge Replacement, 5 L																						,			
w/ buffered bike lanes &				\$3,000	\$3,000																	\$3,000			
dedicated right turn lane. Bridge Reconstruction -				¢1 F00	¢1 500																	¢1 500			
Replace bridge with culvert				\$1,500	\$1,500																	\$1,500			
Bridge Reconstruction - Bridge Reconstruction				\$9,300	\$9,300																	\$9,300			
Bridge Reconstruction -				\$4,250	\$4,250																	\$4,250			
Replace to a 3 span bridge				<u>+-1230</u>	÷ 1/250		l														ىــــــــــــــــــــــــــــــــــــــ	, .,200	<u></u>		

MAINTENANCE

					Present Da	y Costs (FY24) [in th	ousands]					25-29				30-35			FY 36					1-50			Unfunded
Project Name	LRTP#	FM#	Description	PDE	PE	ROW CST	Total	0&M	Previous	PDE	PE	ROW	CST	PDE	PE	ROW	CST	PDE	PE	ROW	CST	PDE	PE	ROW	CST	CF Total	omunaea
Bridge Reconstruction - Replace bridge				\$600	\$600																			\$600			
Bridge Reconstruction - Replace existing Bridge with twin RCP pipes				\$817	\$817																			\$817			
Bridge Reconstruction - Reconstruct existing bascule bridge				\$70,000	\$70,000																			\$70,000			
Bridge Reconstruction - Replace Bridge and reconstruct approaches				\$2,300	\$2,300																			\$2,300			
Bridge Reconstruction - Replace and widen existing bridge				\$8,400	\$8,400																			\$8,400			
Bridge Reconstruction - Replace bridge				\$2,100	\$2,100																			\$2,100			
Bridge Reconstruction - Replace bridge				\$11,000	\$11,000																			\$11,000			
Bridge Reconstruction - Replace existing bridge with concrete box culvert				\$1,300	\$1,300																			\$1,300			
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																			\$810			
Bridge Reconstruction - Bridge Reconstruction				\$200	\$200																			\$200			
Bridge Reconstruction - Replace existing 60" CMP culvert.				\$1,750	\$1,750																			\$1,750			

Duoised No.	I DTD#	EM	Description	DDE			FY24) [in th		ORM Decision	DDE		5-29		/30-35	CCT		/36-40	CCT		FY 41-50	CCT	CETatal	Unfunded
Project Name Palm Beach County Airports	LRTP#	FM#	Description	PDE	PE	ROW	CST	Total	0&M Previous	PDE	PE	ROW CST	PDE PE	ROW	CST	PDE PE	ROW	CST	PDE	PE ROW	CST	CF Total	
- Airfield Maintenance & Repairs	DOA0001		Airport - Airfield Maintenance & Repairs				\$12,500	\$12,500				\$12,500										\$12,500	
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 County Airports - Capital Projects Permits & Fees	DOA0004		Airport - Capital Projects Permits & Fees				\$2,000	\$2,000				\$2,000										\$2,000	
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 - Air Traffic Control Tower	F450002		Airport - Air Traffic Control Tower				\$13,000	\$13,000				\$13,000										\$13,000	
North Palm Beach County Airport - Automated Weather Observing System (AWOS) Replacement	F450003		Airport - AWOS Replacement				\$300	\$300				\$300										\$300	
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 - Runway 9R-27L	F450005		Airport - Airport - Runway 9R-27L				\$1,000	\$1,000				\$1,000										\$1,000	
North Palm Beach County Airport - Airport Pavement Maintenance & Rehabilitation	F450006		Airport - Pavement Maintenance				\$4,000	\$4,000				\$4,000										\$4,000	
Palm Beach International Airport - Terminal Connections	FD0T0086		Airport - Terminal Connections				\$13,000	\$13,000															\$13,000
Lantana Airport - Automated Weather Observing System (AWOS) Replacement	LNA0001		Airport - Automated Weather Observing System (AWOS) Replacement				\$300	\$300				\$300										\$300	
Lantana Airport - Southside Redevelopment	LNA0002		Airport - Southside Redevelopment				\$6,500	\$6,500				\$6,500										\$6,500	
Lantana Airport - Airfield Pavement Maintenance	LNA0003		Airport - Airfield Pavement Maintenance				\$1,500	\$1,500				\$1,500										\$1,500	
Lantana Airport - Runway 16-34 Rehabilitation	LNA0004		Airport - Lantana Airport - Runway 16-34 Rehabilitation				\$7,000	\$7,000				\$7,000										\$7,000	
Palm Beach International Airport - Concourse B	PBI0001		Airport - Concourse B				\$94,000	\$94,000				\$94,000										\$94,000	
Palm Beach International Airport -Terminal Elevator Rehabilitation	PBI0002		Airport - Terminal Elevator Rehabilitation				\$17,100	\$17,100				\$17,100										\$17,100	
Palm Beach International Airport - ARFF Building Replacement	PBI0003		Airport - ARFF Building Replacement				\$27,500	\$27,500				\$27,500										\$27,500	
Palm Beach International Airport - Taxiway Rehabilitation	PBI0004		Airport - Taxiway Rehabilitation				\$34,600	\$34,600				\$34,600										\$34,600	
Palm Beach International Airport - Revenue Control Building Replacement	PBI0005		Airport - Revenue Control Building Replacement				\$11,000	\$11,000				\$11,000										\$11,000	
Palm Beach International Airport - PC Air	PBI0006		Airport - PC Air				\$3,269	\$3,269				\$3,269										\$3,269	
Palm Beach International Airport - Bond Project Contingency	PBI0007		Airport - Bond Project Contingency				\$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	

						y Costs (FY2			2011				25-29		FY30-				86-40			FY 41			Unfunded
Project Name Palm Beach International	LRTP#	FM#	Description Airport - Feature	PDE	PE	ROW (ST	Total	0&M Pre	/ious	PDE	PE	ROW CST	PDE	PE R	OW CS1	PDE	PE	ROW	CST	PDE	PE	ROW	CST	CF Total Onlunded
Airport - Feature Signage, Wayfinding Signage, & Landscaping Improvements	PBI0009		Signage, Wayfinding Signage, & Landscaping Improvements				\$2,250	\$2,250					\$2,250												\$2,250
Palm Beach International Airport - Switchgear	PBI0010		Airport - Switchgear			\$	22,500	\$22,500					\$22,500												\$22,500
Palm Beach International Airport - Terminal & Concourse Modernization	PBI0011		Airport - Terminal & Concourse Modernization			\$	40,000	\$40,000					\$40,000												\$40,000
Palm Beach International Airport - Aviation Workers Security Screening	PBI0012		Airport - Aviation Workers Security Screening				\$250	\$250					\$250												\$250
Palm Beach International Airport - Runway 10R/28L	PBI0013		Airport - Runway 10R/28L			\$	50,500	\$50,500					\$50,500												\$50,500
Palm Beach International Airport - Airport Layout Plan & Narrative Report	PBI0014		Airport - Layout Plan				\$250	\$250					\$250												\$250
Palm Beach International Airport - Air Handler Unit	PBI0015		Airport - Air Handler Unit				\$4,654	\$4,654					\$4,654												\$4,654
Palm Beach International Airport - Rotating Beacon Replacement	PBI0016		Airport - Rotating Beacon Replacement				\$500	\$500					\$500												\$500
Palm Beach International Airport - ADA Accessibility Improvements	PBI0017		Airport - ADA Accessibility Improvements				\$3,000	\$3,000					\$3,000												\$3,000
Palm Beach International Airport - High Mast Lighting Renovation	PBI0018		Airport - High Mast Lighting Renovation				\$3,500	\$3,500					\$3,500												\$3,500
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 - Parking Toll Plaza Canopy Structure Replacement	PBI0020		Airport - Parking Toll Plaza Canopy Structure Replacement				\$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 - Campus-Wide Bird Netting and Piping Replacement	PBI0022		Airport - Bird Netting and Piping Replacement				\$1,000	\$1,000					\$1,000												\$1,000
Palm Beach International Airport - Common Use Ticket Counter and Backwall Improvements	PBI0023		Airport - Common Use Ticket Counter and Backwall Improvements				\$3,500	\$3,500					\$3,500												\$3,500
Palm Beach International Airport - Ceiling Mount Flight Information System	PBI0024		Airport - Ceiling Mount Flight Information System				\$1,500	\$1,500					\$1,500												\$1,500
Palm Beach International Airport - Replace 14 Passenger Boarding Bridges	PBI0025		Airport - Replace 14 Passenger Boarding Bridges			\$	35,000	\$35,000					\$35,000												\$35,000
Palm Beach International Airport - Perimeter Road and VSR Pavement Rehabilitation	PBI0026		Airport - Perimeter Road and VSR Pavement Rehabilitation			\$	10,000	\$10,000					\$10,000												\$10,000
Palm Beach International Airport - Councourses A, B, & C Re-Roofing	PBI0027		Airport - B, & C Re-Roofing			\$	24,000	\$24,000					\$24,000												\$24,000
Palm Beach International Airport - Perimeter Fiber Loop	PBI0028		Airport - Perimeter Fiber Loop				\$2,500	\$2,500					\$2,500												\$2,500
Palm Beach International Airport - Replace Terminal Canopies	PBI0029		Airport - Replace Terminal Canopies				\$2,500	\$2,500					\$2,500												\$2,500

AIRFORTS					ay Costs (FY24) [in t			FY 25-29		FY 30-35			FY 36-40			1-50			Unfunded
Project Name	LRTP#	FM# Description	PDE	PE	ROW CST	Total	0&M Previous P	DE PE ROW CST	PDE P	E ROW	CST	PDE	PE ROW	CST PDE	PE	ROW	CST	CF Total	omunaea
Palm Beach International Airport - Park and Ride Booth Replacements	PBI0030	Airport - Park and Ride Booth Replacements			\$2,000	\$2,000		\$2,000										\$2,000	
Palm Beach International Airport - EMAS Replacement	PBI0031	Airport - EMAS Replacement			\$5,000	\$5,000		\$5,000										\$5,000	
Palm Beach International Airport - Economy Parking Lot Rehabilitation	PBI0032	Airport - Economy Parking Lot Rehabilitation			\$5,000	\$5,000		\$5,000										\$5,000	
Palm Beach International Airport - Terminal FIS Improvements	PBI0033	Airport - Terminal FIS Improvements			\$20,000	\$20,000		\$20,000										\$20,000	
Palm Beach International Airport - Rehabilitation of Airport Entrance Roadway	PHK0001	Airport - Rehabilitation of Airport Entrance Roadway			\$500	\$500		\$500										\$500	
Palm Beach International Airport - Rehabilitation of Airport Parking Lot	PHK0002	Airport - Rehabilitation of Airport Parking Lot			\$1,000	\$1,000		\$1,000										\$1,000	
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 - Cruise and Port Administration Parking Structure	PORT0002	Seaport			\$52,000	\$52,000					\$52,000							\$52,000	
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 - PIDP Main Gate Improvements	PORT0004	Seaport - PIDP Main Gate Improvements			\$8,000	\$8,000		\$8,000										\$8,000	
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 – Secondary Gate Circulation Improvements	PORT0006	Seaport - Secondary Gate Circulation Improvements			\$200	\$200		\$200										\$200	
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 - New Rail Yard Storage Tracks	PORT0008	Seaport - New Rail Yard Storage Tracks			\$10,000	\$10,000					\$10,000							\$10,000	
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 - Berth 18	PORT0010	Seaport - Berth 18			\$12,000	\$12,000					\$12,000							\$12,000	
Port of Palm Beach - Slip 2 Widening Port of Palm Beach -	PORT0011	Seaport - Slip 2 Widening			\$24,000	\$24,000					\$24,000							\$24,000	
Perform Site Survey to get up-to-date Site Plan	PORT0012	Seaport			\$50	\$50		\$50										\$50	
Port of Palm Beach - Cross reference utilities & site survey with field GIS survey	PORT0013	Seaport			\$25	\$25		\$25										\$25	
Port of Palm Beach - Add additional lighting East to West	PORT0014	Seaport			\$450	\$450		\$450										\$450	
Port of Palm Beach - Relocate High-mast #26 to the East	PORT0015	Seaport - Beach - Relocate High-mast #26 to the East			\$120	\$120		\$120										\$120	
Port of Palm Beach - Replace or Recondition bad valves of the water mains port wide	PORT0016	Seaport			\$3,300	\$3,300		\$3,300										\$3,300	
Port of Palm Beach - Survey the catch basins and storm sewers within the PIDP limits	PORT0017	Seaport			\$50	\$50		\$50										\$50	

			Present Day Costs (FY24) [in the	pusand <u>s]</u>	FY2	25-29	FY 30-35	FY 36-40	FY	Y 41-50	
Project Name	LRTP#	FM# Description	PDE PE ROW CST		Previous PDE PE	ROW CST PDE	PE ROW CST	PDE PE ROW CST			CST CF Total Unfunded
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 - Cathodic protection installation on seal walls port wide	PORT0019	Seaport	\$2,000	\$2,000		\$2,000					\$2,000
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 - Repair the damanged pavement around all settled manholes	PORT0021	Seaport	\$500	\$500		\$500					\$500
Port of Palm Beach - Repair of the RC pile cap between Berths #7 & 8	PORT0022	Seaport	\$250	\$250		\$250					\$250
Port of Palm Beach - Pave and Drain Mullins property	PORT0023	Seaport - Pave and Drain Mullins property	\$350	\$350		\$350					\$350
Port of Palm Beach - Retrofit all High-mast & Low-mast with LED fixtures-mast (18 reamining)	PORT0024	Seaport	\$50	\$50		\$50					\$50
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 - Replace and/or Repair failing water system within Tropical Main Marginal	PORT0026	Seaport	\$1,100	\$1,100		\$1,100					\$1,100
Port of Palm Beach - Survey the locations of water and fire valves	PORT0027	Seaport	\$50	\$50		\$50					\$50
Port of Palm Beach - Repair edges of the SOG deck of Berth #14	PORT0028	Seaport	\$250	\$250		\$250					\$250
"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	Seaport	\$2,500	\$2,500		\$2,500					\$2,500
Port of Palm Beach - Replace the overhead lines north of CEMEX with underground power cables	PORT0030	Seaport	\$1,500	\$1,500		\$1,500					\$1,500
Mill and Repave Tropical Main Marginal along Berths #8 & #9	PORT0031	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 - Replace the asphalt pavement of Tropical Main Marginal with RCC	PORT0033	Seaport	\$4,500	\$4,500		\$4,500					\$4,500
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 - Install new drainage system to west middle road and RR tracks	PORT0035	Seaport	\$1,500	\$1,500		\$1,500					\$1,500
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

					Present <u>C</u>)ay Costs (FY24) [in th	nous <u>ands]</u>				FY 25-29			FY30	0-35			FY36-			FY 41-			Hofundad
Project Name	LRTP#	FM#	Description	PDE	PE	ROW	CST	Total	0&M	Previous	PDE	PE ROW	CST	PDE	PE		CST	PDE	PE	CST	PDE	PE	CST	CF Total	Unfunded
Countywide Intersection Improvements	2045-PBC001	R Ir	oad Capacity - Itersection improvements																						
SR 882 (Forest Hill Blvd) Intersection Improvements @ Military Trl	2045-PBC020	2012504 R	oad Capacity - ntersection improvements																						
Clint Moore Rd from W of Lyons Rd to E of Lyons Rd	2045-PBC023		oad Capacity – Widen 4L o 6L																						
Happy Hallow Rd from Smith Sundy Rd to Lyons Blvd	2045-PBC040	20209910 R	oad Capacity - New 2L																						
Haverhill Rd @ Belvedere Rd	2045-PBC042	R Ir	oad Capacity - ntersection Improvements																						
Hypoluxo Rd from Lawrence Rd to Congress Ave	2045-PBC045	R	oad Capacity - ntersection Improvements																						
Jog Rd from Linton Blvd to Atlantic Ave	2045-PBC049		oad Capacity - ntersection Improvements																						
Jog Rd from 10th Ave N to Summit Blvd	2045-PBC051		oad Capacity - ntersection Improvements																						
SR 809 (Military Trl) Intersection Improvements from Linton Blvd to Lake Ida Rd	2045-PBC065		oad Capacity - ntersection Improvements																						
Northlake Blvd from Hall Blvd to Coconut Blvd	2045-PBC070		oad Capacity - Widen 2L o 4L																						
Summit Blvd from E of Florida Mango Rd to W of I 95	2045-PBC113	to	oad Capacity - Widen 4L o 5L																						
Access Improvements surrounding Boca Public and Private Schools	B0C0002	a fa p w z	ed/Bike - Identify missing ctive transportation acilities serving all local ublic and private schools rithin a 0.25-mile buffer one.																						
Boca Raton utility relocations within ped/bike facilities	BOC0004	re	ed/Bike - Identify and elocate utility conflicts rithin sidewalks and hared use pathways																						
Boca Raton – Bus Stop Transfer Enhancements	B0C0011	T tr w n ir b	ransit - Identify all bus ransfer stops located rithin the City to identify eeded improvements for nproved pedestrian and icycle access, comfort nd safety.																						
Boca Shared Use Pathway Improvements	BOC0012	P th th	ed/Bike - Identify gaps in ne use pathway network nroughout the City.																						
Boca Canal Shared Use Pathways	BOC0014	u c ir	Ped/Bike - Install shared se pathways along the anals. Where possible, astall street trees.																						
Boca Raton - Transit Circulators	BOC0015	T ic c M a a c	ransit - Evaluate and lentify high usage orridors within the lunicipal to provide circulator system, in ddition to a Brightline irculator.																						
4th Ave from Camino Real to Palmetto Park Rd	BOC0016	ro	oad Capacity - Widen oadway and incorporate nultimodal Improvements																						

Designat Manage	LDTD#	EM# Description	-DDE		Day Costs (I			0.044	Dravious DDE	FY 25-29	CCT	DDE		30-35	CCT	חמר -	FY36-		CT DE	F	Y 41-50	CCT	CE Total	Unfunde
Project Name	LRTP#	FM# Description Transit - Identify East-	PDE	PE	ROW	CST	Total	M&U	Previous PDE	PE ROW	CST	PDE	PE	ROW	CST	PDE	PE I	KUW C	ST PE	DE PE	ROW	CST	CF Total	
		West corridors, and																						
Boca Raton - East-West	D000010	prioritize certain corrido	ors																					
ransit Corridors	B0C0018	to implement systems																						
		including shuttle systen	ıs																					
		or light rail transit																						
		Transit - Install high																						
A1A Transit Service	BOC0019	quality bus transit syste	m																					
tir transit ser vice	2000017	that travels along A1A,																						
SD 707 ()/		throughout the County.																						
SR 794 (Yamato Rd)																								
at Congress Avenue	BOC0023	Ped/Bike																						
ntersection Safety																								
mprovements		Transit - Study and																						
Boca Raton - Transit Service		implement a shuttle or																						
Between Tri-Rail Station and	BOC0028	another connector syste	m																					
Brightline	5000020	between the Tri-Rail																						
		system and Brightline.																						
		Transit - Study of the																						
Paga Daton Dua Darid		most appropriate Bus																						
Boca Raton - Bus Rapid	BOC0029	Rapid Transit corridors																						
Transit Study		throughout the City and	the																					
		South Florida region.																						
		Ped/Bike - Study																						
		appropriate locations																						
El Rio Trail Neighborhood	BOC0031	and construct East-wes																						
Connectors	200000.	shared use pathway/gre	en																					
		corridors connecting al	ong																					
		El Rio Trail.	1																					
		Ped/Bike - Install pocke parks that connect shar																						
Boca Trailhead Parks	BOC0032	use pathways througho																						
		the Municipal.	1																					
		Resilience - Install shad	е																					
ELD: T :11 .	D000000	trees along the El Rio Tr																						
El Rio Trail Landscaping	BOC0033	to improve usage of the																						
		Rio Trail.																						
NW 4th Avenue @ NW 4th	BOC0036	Road Capacity - Diagon	al																					
Diagonal roundabout	B0C0036	roundabout																						
-		Road Capacity -																						
NW 4th Avenue @ NW 2nd	D000007	Roundabout feasibility																						
Avenue roundabout	BOC0037	study, design, and																						
		construction																						
		Ped/Bike - Provide for a																						
95 Pedestrian Bridge		pedestrian and bicycle																						
connecting Peninsula	BOC0040	connection between																						
Corporate Center and		Peninsula Corporate	.																					
ederal Highway		Center to the east acros																						
		95 to North Federal Hwy Ped/Bike - Provide a	/																					
		connection from Town																						
		Center Mall to residence	76																					
Boca Raton Canal Pedestrian		to the south by a	.5																					
Bridge from Town Bay Dr and	BOC0042	pedestrian trail/bridge																						
own Center Rd		over the canal between																						
		Town Center Road and																						
		Town Bay Drive																						
		Complete Streets - Prov	ide																					
		intermodal (pedestrian																						
Boca Raton Mobility		bicycle, and shuttle)																						
mprovements Between the	BOC0043	connections from the M	all																					
Mall and Downtown		area to the Downtown																						
		(Brightline area), Hospi	tal,																					
		and other attractor area	S.																					

					Present	Day Costs	(FY24) [in th	nusandel				FV	25-29			FY3	0-35			FY3	5-40			FY 4	l-50 <u> </u>			
Project Name	LRTP#	FM#	Description	PDE	PE	ROW		Total	0&M	Previous	PDE	PE	ROW	CST	PDE		ROW	CST	PDE		ROW	CST	PDE	PE PE		CST	CF Total	Unfunded
sjost itamo	21111111		Ped/Bike - El Rio Trail		<u> </u>	11011	33,	Total	3 0.1 1							-											o. rotat	
El Rio Trail Enhancements	BOC0048		Enhancements (shown																									
Et No Hait Eilliancements	D000040		in the 2023-2024 CIP																									
			document)																									
			Ped/Bike - Installation																									
Boca A1A Pedestrian and			of Rectangular Rapid Flashing Beacons along																									
Bicycle Safety Improvements	BOC0052		A-1-A and other high																									
bicycle Safety Improvements			pedestrian concentrated																									
			areas.																									
NW 1st Avenue and NE																												
2nd Street Walkability	BOC0058		Ped/Bike - Walkability	\$280	\$1,679		\$10,911	\$12,870																				\$12,870
Enhancements			Enhancements				-																					
			Complete Streets -																									
FAU Area Transportation			Multimodal connectivity,																									
Improvements	BOC0061		including intersection																									
p. eveee			reconstruction, ped/bike																									
			facilities, and transit																									4
Boca Regional Hospital			Complete Streets - Multimodal connectivity,																									
Area Transportation	BOC0062		including intersection																									
Improvements	D0C0002		reconstruction, ped/bike																									
Improvements			facilities, and transit																									
D			Complete Streets -																									
Boca University			Multimodal connectivity,																									
Commons Shopping Plaza Area Transportation	BOC0063		including intersection	\$995	\$5,972		\$38,816	\$45,783																				\$45,783
Improvements			reconstruction, ped/bike				-																					
improvements			facilities, and transit																									A
			Complete Streets -																									
Boca Midtown Area			Multimodal connectivity,																									
Transportation	BOC0064		including intersection	\$1,431	\$8,589		\$55,826	\$65,846																				\$65,846
Improvements			reconstruction, ped/bike																									
			facilities, and transit Complete Streets -																									
Boca Town Center Mall			Multimodal connectivity,																									
Area Transportation	BOC0065		including intersection																									
Improvements			reconstruction, ped/bike																									
			facilities, and transit																									A
Boca Downtown			Complete Streets - Study																									
Area Transportation	BOC0066		Multimodal Connectivity	\$935	\$5,609		\$36,461	\$43,005																				\$43,005
Improvements	Вососо		(Intersections, Pedestrian,	Ψ/55	90,007		Ψ30,401	Ψ-0,000																				γ-3,003
			Bicycle, Transit)																									
Boca Raton - MOD Zone -	BOC0067		Transit - Operations & Maintenance for Transit																									
Boca Raton Downtown	DOC0007		Service																									
Boca Raton - Southeast			Transit - Operations &																									+
Neighborhoods to Downtown	BOC0068		Maintenance for Transit																									
Service Area			Service																									
Boca Raton - Tri-Rail Station			Transit - Operations &																									
to Downtown Mobility	BOC0069		Maintenance for Transit																									
Service Point			Service																									4
Boca Raton - Spanish	D000070		Transit - Operations &																									
River Library to Downtown Mobility Service Point	BOC0070		Maintenance for Transit Service																									
Boca Raton - FAU to			Transit - Operations &																									
Downtown Mobility Service	BOC0071		Maintenance for Transit																									
Point	2300071		Service																									
Boca Raton - Town Center			Transit - Operations &																									
Transit Station to Downtown	BOC0072		Maintenance for Transit																									
Mobility Service Point			Service																									
Gumbo Limbo Nature Center			Transit - Operations &																									
to Downtown Mobility	BOC0073		Maintenance for Transit																									
Service Point			Service																									4
Red Reef Park to Downtown	B0C0074		Transit - Operations &																									
Mobility Service Point	BUCUU/4		Maintenance for Transit Service																									
		<u> </u>	Service																									

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Project Name	LRTP#	FM#	Description	PDE		osts (FY24) [i)W	n thousands Total	0.8.M	Previous	PDE		25-29 ROW	CST	PDE	FY3 PE		CST PDE	FY3	86-40 ROW	CST	PDE	FY	41-50 ROW	CST	CF Total	Unfunded
Boca Raton - South Beach	EKIT#	11/1#	Transit - Operations &		T C	C31	Total	UXIVI	revious	TUL	1 -	ROW		IDL	1 -	1.0 1	CS1 FDE	1 L	NOW	-631	TUE		I O W	631	- or rotat	
Park to Downtown Mobility	BOC0075		Maintenance for Transit																							
Service Point Boca Raton - South Inlet			Service Transit - Operations &																							
Park to Downtown Mobility	BOC0076		Maintenance for Transit																							
Service Point			Service																							
Boca Raton - Sugar Sand	D0.00077		Transit - Operations &																							
Park to Downtown Mobility Service Point	BOC0077		Maintenance for Transit Service																							
Patch Reef Park to			Transit - Operations &																							
Downtown Mobility Service	BOC0078		Maintenance for Transit																							
Point			Service Ped/Bike - El Rio trail																							
El Rio Trail extension- DeHoernle to Sugar Sand	B0C0079		system expansion from																							
Park	ВОСООТ		DeHoernle Park to Sugar																							
Military Tal Dadastaia Daidas			Sand Park																							
Military Trl Pedestrian Bridge at Spanish River Blvd	BOC0080		Ped/Bike - Pedestrian bridge																							
			Grade Separation -																							
Jeffrey St and Clint Moore Rd Underpass at FEC	BOC0081		Underpass under FEC to																							
Olider pass at 1 EC			connect roadways Ped/Bike - Non-vehicular																							
SW9th to SW 8th Ter	500000		access only for ped bike																							
Pedestrian Connector	B0C0082		connection through																							
			neighborhood.																							
Lowson Blvd @ Homewood Blvd Roundabout	DEL0001		Road Capacity - Construct a new roundabout			\$1,0	\$1,00	00																		\$1,000
Biva Noundabout			Ped/Bike - Pedestrian,																							
			bicycle & accessibility																							
			improvements,																							
Delray SW Neighborhood Improvements	DEL0006		rehabilitation of underground utilities			\$80,0	\$80,00	00																		\$80,000
improvements			and drainage, traffic																							
			calming, and pavement																							
			rehabilitation Transit - Operations &																							
Delray Beach - On-Demand	DEL0016		Maintenance for Transit																							
Tansit Service			Service																							
A1A Ocean Ridge Drainage	FD0T0017		Resilience - Drainage	\$750			\$7	50																		\$750
Improvements			improvements Resilience - Drainage																							
A1A Ocean Ridge Pond			improvements - pond	40.50			40																			4050
Conversion	FDOT0018		conversion on north side of	\$350			\$3	0																		\$350
			Ocean Ave																							
A1A Drainage Improvements in Manalapan and Lantana	FD0T0019		Resilience - Drainage improvements	\$4,000			\$4,0	00																		\$4,000
			Road Capacity - Modify																							
45th St and I 95 to Port of Palm Beach	FD0T0021		Connector of I-95, 45th St,			\$13,6	10 \$13,6	10																		\$13,610
			and Port of Palm Beach																							
Port of Palm Beach - Container Yard Crane Pad	FD0T0037		Seaport - Seaport Capacity			\$2,0	00 \$2,0	00																		\$2,000
Improvements	. 20.0007		Project			¥=1°	42/0																			42/000
Port of Palm Beach -	EDOT0020		Seaport - Intermodal			Ċ/.C	,,,,,	20																		¢7,000
Waterside Cargo Terminal Redevelopment	FDOT0038		Container Terminal			\$4,0	\$4,0	וטכ																		\$4,000
Port of Palm Beach - Annex	FD0T0039		Seaport - Seaport Capacity			¢1.0	00 61 0	20																		¢1.000
Property Improvements	FD010039		Project			\$1,0	\$1,0	וטכ																		\$1,000
Port of Palm Beach - Bulk	FDOT0040		Seaport - Intermodal			\$2,0	00 \$2,0	าก																		\$2,000
Facility Containment Wall	1 50 10040		·			٧٤,٥	72,01	, ,																		72,000
Port of Palm Beach - Cargo	FDOT0041		Seaport - Intermodal			\$2,5	00 \$2,5	00																		\$2,500
Laydown - Phase 2			Container Terminal			+-/-	7-10																			. ,
Port of Palm Beach - Cemex Demo & Land Improvements	FDOT0042		Seaport - Seaport Capacity			\$5,5	\$5,50	00																		\$5,500
Demo & Land Improvements			Project																							

					Present Da	ov Casta (E)	/2//\[ip.tb	ousandsl				EV	25-29			FY 30-	35			FY36	- / ₁ O			EV-	1-50			
Project Name	LRTP#	FM#	Description	PDE			CST		0&M	Previous	PDE	PE		CST	PDE			CST F	PDE		ROW	CST	PDE	PE		CST	CF Total	Unfunded
Port of Palm Beach - Container Yard / Bulk Improvements	FDOT0043		Seaport - Intermodal Container Terminal				\$5,000	\$5,000																				\$5,000
Port of Palm Beach - Demo of Cold Storage Facility & Land Improvements	FDOT0044		Seaport - Seaport Capacity Project	,			\$1,300	\$1,300																				\$1,300
Port of Palm Beach - Harbor & Channel Improvements (USACE Inlet Exp)	FDOT0045		Seaport - Dredge Harbor				\$35,000	\$35,000																				\$35,000
Port of Palm Beach - Intermodal Cargo Transfer Facility	FDOT0046		Seaport - Intermodal Container Terminal				\$25,000	\$25,000																				\$25,000
Port of Palm Beach - On Dock Rail Expansion & Rail Bridge	FDOT0047		Seaport - Internal Rail				\$6,000	\$6,000																				\$6,000
Port of Palm Beach - On Port Rail Facility Expansion Project	FDOT0048		Seaport - Internal Rail				\$7,275	\$7,275																				\$7,275
Port of Palm Beach - Slip No. 1 Redevelopment & Enhancement	FDOT0049		Seaport - Seaport Capacity Project	,			\$2,500	\$2,500																				\$2,500
Port of Palm Beach - Slip No. 2 Redevelopment & Enhancement	FDOT0050		Seaport - Seaport Capacity Project				\$30,000	\$30,000																				\$30,000
Port of Palm Beach - SouthGate Expansion & Cold Storage Conversion	FD0T0051		Seaport - Seaport Capacity Project				\$6,000	\$6,000																				\$6,000
Port of Palm Beach - Tropical Western Cargo Bldgs. Demo & Land Impv	FD0T0052		Seaport - Seaport Capacity Project				\$2,000	\$2,000																				\$2,000
Port of Palm Beach/Blue Heron Blvd SIS Connector - I 95 - Port of Palm Beach at US 1	FD0T0053		Seaport - Modify Connector				\$23,500	\$23,500																				\$23,500
SR 710 (Beeline Hwy) @ Northlake Blvd Interchange	FDOT0074		Road Capacity - New Interchange				\$45,961	\$45,961																				\$45,961
SR 710 (Beeline Hwy) from Northlake Blvd to Martin County widening	FDOT0075		Road Capacity - Widen 4 to 6 lanes				\$61,294	\$61,294																				\$61,294
SR 808 (Glades Rd) Transit Hubs at SR 7 and US 1	FDOT0084		Transit - Passenger Terminal				\$22,800	\$22,800																				\$22,800
SR 710 (Beeline Hwy) @ Northlake Blvd Grade- Separation Study	FDOT0126		Road Capacity - Feasibility study to re-evaluate intersection concepts, including grade separation.				\$200	\$200																				\$200
Central Palm Beach Multi- Modal Connector	GRE0001																											
Safe Routes to School - L. C. Swain Middle School	GRE0002																											
Island Way and Indiantown Rd intersection turn lane additions	JPT0002		Road Capacity - Turn lane additions at both north and south approaches																									
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																									
MOD Zone - Lake Worth Beach Zone 1	LKW0001		Transit - Operations & Maintenance for Transit Service																									
MOD Zone - Lake Worth Beach Zone 2	LKW0002		Transit - Operations & Maintenance for Transit Service																									

Project Name	LRTP#	FM# Description	Present D	y Costs (FY24) [in th ROW CST	ousands] Total	FY 25-29 O&M Previous PDE PE ROW	CST PDE	FY30-35 PE ROW	CST	FY36-40 PDE PE ROW CST		41-50 ROW	CST	CF Total	Unfunded
Center St from Loxahatchee		Dood Consoity, Widon 21	PE PE			TOWN PREVIOUS PDE PE ROW	C31 PDE	PE RUW	CST	FE ROW CSI	PDE PE	KUW	631	- Cr Totat	
River Rd to Alt A1A lane addition	PAL0001	to 3L		\$5,589	\$5,589										
Central Blvd from Indiantown Rd to Roebuck Rd lane addition	PAL0002	Road Capacity - Widen 2/3L to 5L with new bridge over C-18		\$7,763	\$7,763										\$7,763
Congress Ave Road Extension from Northlake Blvd to Avocado Ln	PAL0004	4330641 Road Capacity - New 3L		\$2,800	\$2,800										\$2,800
Congress Ave Road Extension from Avocado Ln to Alt A1A road extension	PAL0005	Road Capacity - New 2/3L ,Improvement Segment		\$7,763	\$7,763										\$7,763
Donald Ross Rd lane addition from US-1 to A1A	PAL0006	Road Capacity - Widen 3L to 5L		\$1,553	\$1,553										\$1,553
Donald Ross Rd lane addition from Ellison-Wilson Rd to US-1	PAL0008	Road Capacity - Widening to the median		\$3,105	\$3,105										\$3,105
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										\$46,575
SR 706 (Indiantown Rd) Indiantown Rd from Jupiter Farms Rd to Florida Turnpike lane addition	PAL0010	Road Capacity		\$11,644	\$11,644										\$11,644
Island Way Rd from Jupiter Park of Commerce to Indiantown Rd extension	PAL0011	Road Capacity - New 3L		\$9,548	\$9,548										\$9,548
Northlake Blvd from I 95 to Congress Ave lane addition	PAL0012	Road Capacity - Lane addition		\$4,658	\$4,658										\$4,658
Old Dixie Hwy from Park Ave to Northlake Blvd lane addition	PAL0013	Road Capacity - Widen 3L to 5L		\$4,658	\$4,658										\$4,658
Park Ave West from Congress Ave to Old Dixie Hwy extension	PAL0014	Road Capacity - New 2L road		\$4,658	\$4,658										\$4,658
Prosperity Farms Rd from Northlake Blvd to Lighthouse Dr lane addition	PAL0015	Road Capacity - Widen 3 to 5 lanes		\$3,881	\$3,881										\$3,881
Prosperity Farms Rd from Lighthouse Dr to Burns Rd lane addition	PAL0016	Road Capacity - Widen 3 to 5 lanes		\$5,434	\$5,434										\$5,434
Prosperity Farms Rd from Burns Rd to PGA Blvd lane addition	PAL0017	Road Capacity - Intersection Improvements		\$4,176	\$4,176										\$4,176
10th Ave N from Congress Ave to I 95 lane addition	PAL0018	Road Capacity - Widen 5L to 6L		\$17,078	\$17,078										\$17,078
45th St from Greenwood Ave to Broadway Ave lane addition	PAL0023	Road Capacity - Widen 3L to 5L		\$3,105	\$3,105										\$3,105
Australian Ave lane from Banyan Blvd to 25th St lane addition	PAL0025	Road Capacity - Widen 4L to 6L		\$3,881	\$3,881										\$3,881
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										\$1,087
Australian Ave from 15th St to 25th St lane addition	PAL0027	2021827 Road Capacity - Widen 4L to 6L		\$3,105	\$3,105										\$3,105
Australian Ave lane from 25th St to 45th St lane addition	PAL0028	Road Capacity - Widen 4L to 6L		\$6,210	\$6,210										\$6,210
Community Dr from Military Tr to Village Blvd lane addition	PAL0029	Road Capacity - Widening 2/3 lanes to 5		\$3,105	\$3,105										\$3,105
Gun Club Rd lane addition from Forest Estates Drive to Haverhill Rd	PAL0030	2018501 Road Capacity - Widen 2L to 3L		\$3,633	\$3,633										\$3,633

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Project Name	LRTP#	FM#	Description	PDE	Present D PE	lay Costs (FY24) [in th ROW CST	ousands] Total	O&M Previous	PDE	FY2	25-29 ROW	CST	PDE	30-35 ROW	CST	PDE	FY3 PE	6-40 ROW	FY 41-50 CST PDE PE ROW CST	CF Total Unfunded
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													\$7,452
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													\$5,123
Haverhill Rd lane addition from Okeechobee Blvd to Community Dr	PAL0033		Road Capacity - Widen 5L to 6L			\$13,973	\$13,973													\$13,973
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													\$6,210
Kirk Rd from 10th Ave N to Purdy Ln lane addition	PAL0035		Road Capacity - Widen from 2L to 3/5L			\$7,763	\$7,763													\$7,763
Kirk Rd from L-7 Canal to Summit Blvd lane addition	PAL0036		Road Capacity - Widen from 2L to 3/5L			\$5,123	\$5,123													\$5,123
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													
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													\$13,289
Palm Beach Lakes Blvd from Australian Ave to Tamarind Ave lane addition	PAL0039		Road Capacity - Widen 5L to 6L			\$12,420	\$12,420													\$12,420
Roebuck Rd from Haverhill Rd to Military Trl lane addition	PAL0040		Road Capacity - New 4/6 L			\$4,658	\$4,658													\$4,658
Sherwood Forest Blvd from Lake Worth Rd to north of 10th Ave N lane addition	PAL0041		Road Capacity			\$3,500	\$3,500													\$3,500
190th St N Road Extension from 60th St N to Hamlin Blvd	PAL0043		"Road Capacity - New Road 4 lanes			\$23,288	\$23,288													
60th St North Road Extension from 190th St N to M-Canal	PAL0044		Road Capacity - New 4L			\$4,658	\$4,658													\$4,658
60th St North Lane Addition from M-Canal to Seminole Pratt Whitney Rd	PAL0045		Road Capacity - Widen 2L to 4L			\$8,539	\$8,539													\$8,539
60th St North Road Extension from Seminole Pratt Whitney Rd to 140th Ln	PAL0046		Road Capacity - New 4L			\$13,196	\$13,196													\$13,196
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													\$3,105
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													\$13,973
Benoist Farms Rd from SR 80 to Belvedere Rd lane addition	PAL0049		Road Capacity - Widen 2L to 3L			\$8,073	\$8,073													\$8,073
Coconut Blvd from Orange Blvd to S of Temple Blvd lane addition	PAL0050	2018506	Road Capacity - Widen 2L to 5L			\$6,900	\$6,900													\$6,900
Coconut Blvd from S of Temple Blvd to S of Northlake Blvd lane addition	PAL0051	20239903	Road Capacity - Widen 2L to 5L																	
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													\$168,000
Crestwood Blvd lane addition from Folsom Rd to Sparrow Rd	PAL0053		Road Capacity - Widening to the median			\$5,589	\$5,589													\$5,589
Lyons Rd from N of Lake Worth Rd to Stribling Way road extension	PAL0054		Road Capacity - New 2L			\$3,105	\$3,105													\$3,105

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Project Name	LRTP#	FM#	Description	PDE		OW CST		0&M	Previous	PDE	PE		CST	PDE	PE R		PDE			CST	PDE	PE RO	W CST	CF Tota	Unfu	unded
Jog Rd from Roebuck Rd to 45th St lane addition	PAL0055		Road Capacity - New 4/6L, including bridge over M canal			\$46,57	\$46,575																		\$4	46,575
Northlake Blvd from Seminole Pratt Whitney Rd to 140th Ave N lane addition	PAL0056		Road Capacity - Widen 4L to 6L			\$12,42	\$12,420																		\$1	512,420
Northlake Blvd lane from 140th Ave N to Coconut Blvd lane addition	PAL0057		Road Capacity - Widen 4L to 6L			\$10,86	\$10,868																		\$1	510,868
Northlake Blvd from Coconut Blvd to SR 7 lane addition (Const. by Avenir)	PAL0058		Road Capacity			\$9,31	\$9,315																		¢	\$9,315
Northlake Blvd from SR 7 to SR 710 (Beeline Hwy) lane addition	PAL0059		Road Capacity - Widen 4L to 6L			\$4,65	\$4,658																		¢	\$4,658
Okeechobee Blvd from SR 80 to Cheetham Hill Blvd road extension	PAL0060		Road Capacity - New 2L			\$27,94	\$27,945																		\$2	27,945
Okeechobee Blvd from Cheetham Hill Blvd to Seminole Pratt Whitney Rd lane addition	PAL0061		Road Capacity - Widen 2L to 4L			\$3,10	\$3,105																		¢	\$3,105
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			\$13,97	\$13,973																		\$1	13,973
Okeechobee Blvd from 140th Ave N to Crestwood Blvd lane addition	PAL0063		Road Capacity - Widen 2L to 4L			\$7,76	\$7,763																		\$	\$7,763
Okeechobee Blvd from Crestwood Blvd to Royal Palm Beach Blvd lane addition	PAL0064		Road Capacity - Widen 4L to 6L			\$4,65	\$4,658																		Ş	\$4,658
Orange Blvd from Seminole Pratt Whitney Rd to 140th Ave N lane addition	PAL0065		Road Capacity - Widen 2L to 3L			\$8,53	\$8,539																		¢	\$8,539
Orange Blvd from 140th Ave N to Coconut Blvd lane addition	PAL0066		Road Capacity - Widen 2L to 3L			\$6,21	\$6,210																		Ş	\$6,210
Orange Blvd from Coconut Blvd to Royal Palm Beach Blvd lane addition	PAL0067	2018506	Road Capacity - Widen 2L to 5L			\$4,65	\$4,658																		Ş	\$4,658
Roebuck Rd from SR 7 to Jog Rd extension	PAL0068		Road Capacity - Widen 2L to 5L			\$69,86	\$69,863				\$100													\$	100 \$6	669,863
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			\$10,09	\$10,091																		\$1	510,091
Royal Palm Beach Blvd from N of 60th St to Orange Blvd lane addition	PAL0070	2014501	Road Capacity - Widen 2L to 5L			\$9,31	\$9,315																		Ş	\$9,315
Seminole Pratt Whitney Rd from SR 80 to Okeechobee Blvd lane addition	PAL0071		Road Capacity - Widen 4L to 6L			\$7,76	\$7,763																		\$	\$7,763
Seminole Pratt Whitney Rd from Okeechobee Blvd to Sycamore Dr E lane addition	PAL0072		Road Capacity - Widen 4L to 6L			\$9,78	\$9,781																		\$	\$9,781
Seminole Pratt Whitney Rd from Sycamore Dr E to 60th St N lane addition	PAL0073		Road Capacity - Widen 4L to 6L			\$8,84	\$8,849																		Ş	\$8,849
Seminole Pratt Whitney Rd from 60th St N to Orange Blvd lane addition	PAL0074		Road Capacity - Widen 4L to 6L			\$6,52	\$6,521																		Ş	\$6,521

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Project Name	LRTP#	FM#	Description	PDE		ROW	CST		0&M F	Previous	PDE	PE PE		CST	PDE	PE RC		T PDE		ROW	CST	PDE	PE F		CF To	otal Unfunded
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																		\$10,247
Seminole Pratt Whitney Rd from Northlake Blvd to 100th Ln N lane addition	PAL0076		Road Capacity - Widen 2L to 4L				\$12,420	\$12,420																		\$12,420
Seminole Pratt Whitney Rd from 100th Lane North to Avenir lane addition	PAL0077		Road Capacity - New 4L				\$12,420	\$12,420																		\$12,420
Seminole Pratt Whitney Rd from Avenir to SR 710/ Beeline Hwy extension	PAL0078		Road Capacity - New 4L				\$46,575	\$46,575																		\$46,575
6th Ave S from I 95 to South A St lane addition	PAL0079		Road Capacity - R/W EBT and WBT				\$4,658	\$4,658																		\$4,658
Haverhill Rd lane addition from Le Chalet Blvd to Hypoluxo Rd	PAL0080		Road Capacity.7 Mi. Widening 2 to 3 and 0.5 Mi. New 3 lane road. ,Improvement Segment in Miles = 1.2				\$7,763	\$7,763																		\$7,763
Haverhill Rd lane addition from Hypoluxo Rd to Lantana Rd	PAL0081	2021501	Road Capacity - Widening from 2L to 4L				\$7,763	\$7,763																		\$7,763
High Ridge Rd lane addition from Gateway Blvd to Miner Rd	PAL0082		Road Capacity - Widen 2L to 5L				\$6,210	\$6,210																		\$6,210
Kirk Rd from Melaleuca Ln to Lake Worth Rd lane addition	PAL0083		Road Capacity - Widen from 2L to 3/5L				\$6,210	\$6,210																		\$6,210
Lantana Rd from High Ridge Rd to I 95 lane addition	PAL0084		Road Capacity - Add RTL Costco - Open 3rd WBT				\$3,105	\$3,105																		\$3,105
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																		\$4,658
Lawrence Rd from S of Ponza Place to Lantana Rd lane addition	PAL0086	2014506	Road Capacity - Widen 2L to 3L				\$4,037	\$4,037																		\$4,037
Miner Rd from Military Tr to Lawrence Rd lane addition	PAL0087	2019503	Road Capacity - New 3 lane Road				\$4,658	\$4,658																		\$4,658
Miner Rd from Congress Ave to High Ridge Rd lane addition	PAL0088		Road Capacity - Widen 2 lane to 3 lane				\$3,105	\$3,105																		\$3,105
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																		\$46,575
Woolbright Rd lane addition from I 95 to US-1	PAL0090		Road Capacity - Widen from 5L to 6L divided.				\$31,050	\$31,050																		\$31,050
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																		\$46,575
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																		\$6,210
Camino Real from Old Dixie Hwy to US 1 lane addition	PAL0093		Road Capacity - Widen 4 to 6 lanes within landscaped median				\$776	\$776																		\$776
Clint Moore Rd from Jog Rd to Military Tr lane addition	PAL0094		Road Capacity - Widen 4L to 6L				\$7,763	\$7,763																		\$7,763
Coral Ridge Dr from Glades Rd to Burt Aaronson Park Dr lane addition	PAL0095		Road Capacity - New 2L				\$8,073	\$8,073																		\$8,073

LUCAL DESIRI					Present	Day Costs	(FY24) [in tho	ousand <u>s</u>]			FY.2	25-29			FY30-	35		<u>F.Y</u>	36-40			FY 41-50		
Project Name	LRTP#	FM#	Description	PDE	PE	ROW		Total 0&M	1 Previous	PDE	PE		CST	PDE		ROW	CST PD	E PE	ROW	CST	PDE	PE ROW	CST C	F Total Unfunde
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				\$4,658	\$4,658																\$4,65
Jog Rd from Glades Rd to Potomac Rd lane addition	PAL0098	2021505	Road Capacity - Widen 4L to 6L				\$3,105	\$3,105																\$3,10
Jog Rd from Potomac Rd to Yamato Rd lane addition	PAL0099	2021505	Road Capacity - Widen 4L to 6L				\$6,210	\$6,210																\$6,21
Linton Blvd from Jog Rd to Sims Rd lane addition	PAL0100		Road Capacity - Widen 4L to 6L				\$4,658	\$4,658																\$4,65
SR 845 (Powerline Rd) Lane Addition from Palmetto Park Rd to Sunstream Blvd	PAL0101		Road Capacity																					
Linton Blvd from Sims Rd to Military Tr lane addition	PAL0102		Road Capacity - Widen 5L to 6L				\$1,553	\$1,553																\$1,55
Lyons Rd from SW 18th St to Palmetto Park Rd lane addition	PAL0103		Road Capacity - Widen from 4L to 6L				\$6,210	\$6,210																\$6,27
Lyons Rd from Palmetto Park Rd to Glades Rd lane additoin	PAL0104		Road Capacity - Widen 4L to 6L				\$6,210	\$6,210																\$6,21
Lyons Rd from Atlantic Ave to Flavor Pict Rd lane addition	PAL0107	2021500	Road Capacity - Widen 2L to 4L				\$15,525	\$15,525																\$15,52
Lyons Rd from Flavor Pict Rd to Boynton Beach Blvd lane addition	PAL0108	2018503	Road Capacity - Widen 2L to 4L				\$12,420	\$12,420																\$12,42
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				\$776	\$776																\$77
SR 809 (Military Trl) Lane Addition from SW 18th St to Camino Real	PAL0110		Road Capacity - Widen 4L divided to to 6 lane divided				\$7,763	\$7,763																\$7,76
Old Dixie Hwy from Glades Rd to NE 20th St lane addition	PAL0111		Road Capacity - Widen 5L to 6L				\$15,525	\$15,525																\$15,52
Old Dixie Hwy from Yamato Rd to Linton Blvd lane addition	PAL0112	2014500	Road Capacity - Widen 3L to 5L				\$77,625	\$77,625																\$77,62
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																\$3,88
Palmetto Park Rd from I 95 to 12th St lane addition	PAL0115		Road Capacity - Widen 6L to 8L				\$2,329	\$2,329																\$2,32
SR 845 (Powerline Rd) Lane Addition from Broward County Line to SW 18th St	PAL0117		Road Capacity				\$2,329	\$2,329																\$2,32
SR 845 (Powerline Rd) Lane Addition from SW 18th St to Camino Real	PAL0118		Road Capacity				\$4,658	\$4,658																\$4,65
SR 845 (Powerline Rd) Lane Addition from Camino Real to Palmetto Park Rd	PAL0119		Road Capacity				\$3,105	\$3,105																\$3,10
SR 845 (Powerline Rd) Lane Addition from Sunstream Blvd to Glades Rd	PAL0120		Road Capacity				\$7,763	\$7,763																\$7,76
Seacrest Blvd from Gulfstream Blvd to SE 28th lane addition	PAL0121		Road Capacity - Widen to 5L				\$3,105	\$3,105																\$3,10
Sims Rd Road Extension from Lakes of Delray Blvd to Atlantic Ave	PAL0122	2021504	Road Capacity				\$6,210	\$6,210																\$6,21
SR 794 (Yamato Rd) from west of Lyons Rd to west of FL Turnpike lane addition	PAL0123	2017518	Road Capacity				\$6,117	\$6,117																\$6,11

Project Name	LRTP#	FM#	Description	PDE	Present I	Day Costs (FY24) [in th	ousands] Total	n&M	Previous PDE	FY 25-29 PE ROW	CST	PDE		30-35 ROW	CST	PDE	FY36		CST	PDE	FY 4 PE	1-50 ROW	CST	CF Total	Unfunded
10th Ave N @ Barnett Dr intersection improvements	PAL0124	2019101		- I DE		\$325	\$325		T-TEVIOUS TEL	TE NOW	- 631	I DE	L	T TO VV		TUL		-NOW-	- 631	- I DL		- 110 W	- C31	— CI Totat	\$325
45th St @ Haverhill Rd intersection improvements	PAL0126	2020105	Road Capacity - Addition of NB to EB continuous RTL.			\$1,900	\$1,900																		\$1,900
Australian Ave lane from Mercer Ave to Okeechobee Blvd lane addition	PAL0127	2019102	Australian Ave entrance ramp to extend the available merge distance on Australian Ave. south of Mercer Drive.			\$2,500	\$2,500																		\$2,500
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																		\$1,000
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																		\$2,100
Clint Moore Rd @ SR 7 intersection improvements	PAL0130	2021100	Road Capacity - Expand WB to SB LT Lane. Realign Park Drive.			\$500	\$500																		\$500
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																		\$5,600
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																		\$600
Donald Ross Rd. @ Military Trl. Intersection Improvements	PAL0133	2021102	Road Capacity - Addition NB LTL. Adjust intersection and new signal.			\$2,300	\$2,300																		\$2,300
Donald Ross Rd @ Ellison Wilson Rd intersection improvements	PAL0134	2019502	Dood Consoity, Add 2nd			\$2,300	\$2,300																		\$2,300
Gateway Blvd @ Lawrence Rd intersection improvements	PAL0135	2019105	Road Capacity - Addition WB RTL.			\$450	\$450																		\$450
Hagen Ranch Rd @ Atlantic Ave intersection improvements	PAL0136	2017104	Road Capacity - North approach right turn lane. Traffic separator remove FDPs.			\$1,500	\$1,500																		\$1,500
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																		\$3,000

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Project Name	LRTP#	FM# Description	Present D PDE PE	ay Costs (FY24) [in th ROW CST	ousands] Total	0&M Previous	FY 25-29 PDE PE ROW	CST PDE	FY 30-35 PE ROW	CST PE	FY36-40 E PE ROW	CST PDE	FY 4	1-50 ROW	CST	CF Total	Unfunded
Haverhill Rd @ Ceceile Ave intersection improvements	PAL0138	Road Capacity - Provide a northbound right turn lane to the new development in 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. will be provided.		\$1,200	\$1,200												\$1,200
Highridge Rd @ Hypoluxo Rd intersection improvements	PAL0139	Road Capacity - Add Northbound Right turn 2022101 lane at the intersection of Hypoluxo Rd and High Ridge Rd.		\$1,000	\$1,000												\$1,000
Linton Blvd @ Old Dixie Hwy intersection improvements	PAL0140	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												\$300
Lyons Rd @ Boynton Beach Blvd intersection improvements	PAL0141	Road Capacity - Intersection improvements in conjunction with Lyons Road widening project 201803		\$500	\$500												\$500
Melaleuca Ln @ Jog Rd intersection improvements	PAL0142	Road Capacity - Add 2019501 turn lane, drainage improvements		\$2,300	\$2,300												\$2,300
SR 809 (Military Trl) Intersection Improvements @ Golf Rd	PAL0143	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												\$500
SR 809 (Military Trl) Intersection Improvements @ Old Boynton Rd	PAL0144	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.		\$740	\$740												\$740
Miner Rd @ Congress Ave intersection improvements	PAL0145	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												\$1,000
SR 704 (Okeechobee Blvd) Intersection Improvements @ Haverhill Rd	PAL0146	2018104 Road Capacity		\$846	\$846												\$846

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Droiget Name	LRTP#	FM# Description	Present [PDE PE	Day Costs (FY24) [in the ROW CST		FY 25-29 O&M Previous PDE PE ROW	CST PDE	FY30-35 PE ROW	CST P	FY36-40 DE PE RO			41-50 ROW	CST	CF Total	Unfunded
Project Name SR 704 (Okeechobee Blvd) Intersection Improvements	PAL0147	2016509C Road Capacity	PDE PE	ROW CST \$1,900	Total		CST PDE	PE ROW	CSI P	DE PE RO	W CST PDE	PE	RUW	LSI	CF Total	\$1,900
@ Jog Rd intersection improvements Old Boynton Rd @	PALUT47			\$1,700	\$1,900											\$1,900
Lawrence Rd intersection improvements	PAL0148	2019115 Road Capacity - Addition of WB RTL.		\$441	\$441											\$441
Palm Beach Lakes Blvd @ N Robbins Drive intersection improvements	PAL0149	Road Capacity - ON HOLD (Add a 12' wide thru lane northeast bound along 2016504 Palm Beach Lakes Blvd. southwest of Robbins Dr. for a distance of 550'.) FDOT now has project		\$500	\$500											\$500
Palmetto Park Rd @ Lyons Rd intersection improvements	PAL0150	Road Capacity - Add WB 2018107 RTL. Extending SB LTL. Adding SB lanes.		\$3,600	\$3,600											\$3,600
Palmetto Park Rd @ Powerline Rd intersection improvements	PAL0151	Road Čapacity - Add NB 2021104 LT with upgraded traffic signal.		\$500	\$500											\$500
SR 876 (PGA Blvd) Intersection Improvements @ Central Blvd	PAL0152	2014504 Road Capacity		\$1,315	\$1,315											\$1,315
SR 80 (Southern Blvd) @ Seminole Pratt Whitney Rd intersection improvements	PAL0153	2023509 Road Capacity		\$800	\$800											\$800
SW 18th St @ Boca Rio Rd intersection improvements	PAL0154	2018105 Road Capacity		\$3,447	\$3,447											\$3,447
SW 18th St @ SR 7 intersection improvements	PAL0155	2020108 Road Capacity		\$95	\$95											\$95
Woolbright Rd @ Seacrest Blvd intersection improvements	PAL0156	Road Capacity - Provide an EB to SB RTL by re- alignment the through lanes to the north.		\$1,400	\$1,400											\$1,400
Donald Ross Rd @ US 1 intersection improvements	PAL0157	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											\$2,900
Linton Blvd @ Military Trl intersection improvements	PAL0158	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											\$3,600
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											\$2,760
Wallis Rd @ Haverhill Rd intersection improvements	PAL0160	Road Capacity - Realign 2019022 intersection to meet current standards.		\$960	\$960											\$960
PalmTran - Route 4 - Traffic Signal Upgrades	PAL0187	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$2,520	\$16,380	\$18,900											\$18,900
PalmTran - Route 5 - Traffic Signal Upgrades	PAL0188	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$6,750	\$43,875	\$50,625											\$50,625

Project Name	LRTP#	EM# Description		ay Costs (FY24) [in th		FY 25-29	/ CST	DDE	FY 30-35	CST	FY36-40	CST DDE	FY 41-50	CST	CETatal	Unfunded
Project Name	LRTP#	FM# Description Transit - Traffic Signal	PDE PE	ROW CST	rotal	0&M Previous PDE PE RO	/ CST	PDE	PE ROW	CST F	PDE PE ROW	CST PDE	PE ROW	CST	CF Total	
PalmTran - Route 10 - Traffic Signal Upgrades	PAL0189	Modifications supporting PLMT0111	\$2,610	\$16,965	\$19,575											\$19,575
PalmTran - Route 11 - Traffic Signal Upgrades	PAL0190	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$1,710	\$11,115	\$12,825											\$12,825
PalmTran - Route 20 - Traffic Signal Upgrades	PAL0191	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$3,420	\$22,230	\$25,650											\$25,650
PalmTran - Route 30 - Traffic Signal Upgrades	PAL0192	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$1,530	\$9,945	\$11,475											\$11,475
PalmTran - Route 31 - Traffic Signal Upgrades and Maintenance	PAL0193	Signals - Traffic Signal Modifications supporting PLMT0115	\$1,980	\$12,870	\$14,850											\$14,850
PalmTran - Route 33 - Traffic Signal Upgrades	PAL0194	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$3,690	\$23,985	\$27,675											\$27,675
PalmTran - Route 41 - Traffic Signal Upgrades	PAL0196	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$3,330	\$21,645	\$24,975											\$24,975
PalmTran - Route 44 - Traffic Signal Upgrades and Maintenance	PAL0198	Signals - Traffic Signal Modifications supporting PLMT0120	\$2,250	\$14,625	\$16,875											\$16,875
PalmTran - Route 45 - Traffic Signal Upgrades and Maintenance	PAL0199	Signals - Traffic Signal Modifications supporting PLMT0121	\$2,340	\$15,210	\$17,550											\$17,550
PalmTran - Route 47 - Traffic Signal Upgrades	PAL0201	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$1,980	\$12,870	\$14,850											\$14,850
PalmTran - Route 49 - Traffic Signal Upgrades	PAL0202	Transit - Traffic Signal Modifications supporting PLMT0124	\$1,350	\$8,775	\$10,125											\$10,125
PalmTran - Route 50 - Traffic Signal Upgrades	PAL0203	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$1,710	\$11,115	\$12,825											\$12,825
PalmTran - Route 59 - Traffic Signal Upgrades	PAL0204	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$1,980	\$12,870	\$14,850											\$14,850
PalmTran - Route 60 - Traffic Signal Upgrades and Maintenance	PAL0205	Signals - Traffic Signal Modifications supporting PLMT0127	\$2,070	\$13,455	\$15,525											\$15,525
PalmTran - Route 61 - Traffic Signal Upgrades and Maintenance	PAL0206	Signals - Traffic Signal Modifications supporting PLMT0128	\$2,520	\$16,380	\$18,900											\$18,900
PalmTran - Route 63 - Traffic Signal Upgrades	PAL0208	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$3,510	\$22,815	\$26,325											\$26,325
PalmTran - Route 64 - Traffic Signal Upgrades	PAL0209	Transit - Traffic Signal Modifications supporting PLMT0131	\$1,800	\$11,700	\$13,500											\$13,500
PalmTran - Route 70 - Traffic Signal Upgrades	PAL0210	Transit - Traffic Signal upgrades to support CV emerging technology & signal priority	\$2,790	\$18,135	\$20,925											\$20,925
PalmTran - Route 65 - Traffic Signal Upgrades and Maintenance	PAL0211	Signals - Traffic Signal Modifications supporting PLMT0133	\$1,530	\$9,945	\$11,475											\$11,475

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Project Name	LRTP#	FM# Description	PDE P	resent Day Costs PE ROW	(FY24) [in the CST		M Previous	PDE	FY 25-29 PE ROW	CST	PDE	FY30-35 PE ROW	CST	PDE	FY36-40 PE R	PDE	741-50 ROW	CST	CF Total Unfunded
PalmTran - Route 71 - Traffic Signal Upgrades and Maintenance	PAL0212	Signals - Traffic Signal Modifications supporting PLMT0134		\$1,800	\$11,700	\$13,500													\$13,500
PalmTran - Route 75 - Traffic Signal Upgrades and Maintenance	PAL0214	Signals - Traffic Signal Modifications supporting PLMT0136		\$2,070	\$13,455	\$15,525													\$15,525
PalmTran - Route 80 - Traffic Signal Upgrades and Maintenance	PAL0215	Signals - Traffic Signal Modifications supporting PLMT0137		\$1,440	\$9,360	\$10,800													\$10,800
PalmTran - Route 88 - Traffic Signal Upgrades and Maintenance	PAL0217	Signals - Traffic Signal Modifications supporting PLMT0139		\$2,430	\$15,795	\$18,225													\$18,225
PalmTran - Route 89 - Traffic Signal Upgrades and Maintenance	PAL0218	Signals - Traffic Signal Modifications supporting PLMT0140		\$1,620	\$10,530	\$12,150													\$12,150
PalmTran - Route 91 - Traffic Signal Upgrades and Maintenance PalmTran - Route 92 -	PAL0219	Signals - Traffic Signal Modifications supporting PLMT0141 Signals - Traffic Signal		\$4,950	\$32,175	\$37,125													\$37,125
Traffic Signal Upgrades and Maintenance PalmTran - Route 95x -	PAL0220	Modifications supporting PLMT0142		\$3,330	\$21,645	\$24,975													\$24,975
Traffic Signal Upgrades and Maintenance	PAL0222	Signals - Traffic Signal Modifications supporting PLMT0144 Transit - Traffic Signal		\$180	\$1,170	\$1,350													\$1,350
PalmTran - Route 100x - Traffic Signal Upgrades PalmTran - Route 105x -	PAL0223	Modifications supporting PLMT0145 Signals - Traffic Signal		\$1,080	\$7,020	\$8,100													\$8,100
Traffic Signal Upgrades and Maintenance	PAL0224	Modifications supporting PLMT0146 "Road Capacity - Add		\$1,710	\$11,115	\$12,825													\$12,825
Riverside Dr from Northcorp Parkway to Burns Rd lane addition	PBG0006	southbound right turn lane at intersection with Burns Road Bicycle Boulevard"																	
Palm Beach Gardens Mobility Hubs	PBG0007	Transit - Operations & Maintenance for Transit Service																	
Grandiflora Rd from Buccaneer Way to N Military Trail multimodal improvements	PBG0008	"Ped/Bike - Widen existing sidewalk to 12' trail on north side of road Create bicycle Boulevard"																	
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																	
Elm Ave from Hood Rd to Pacifico Ct multimodal improvements	PBG0011	Ped/Bike - Widen existing sidewalk to 12' trail on west side of road																	
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"																	
RCA Center Dr from Kyoto Gardens Dr to RCA Blvd multimodal improvements	PBG0020	Ped/Bike - Replace sidewalk with 12' trail on east side for Tri-Rail Coastal Link Station																	

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Project Name	LRTP#	FM#	Description	PDE	Present D PE	ay Costs (ROW	(FY24) [in tho CST	ousands] Total	0& <u>M</u>	Previous	PDE		25-29 ROW	CST	PDE		80-35 ROW	CST	PDE	FY36- PE		CST	PDE	FY 41-		CST	CF Total	Unfunded
Lake Victoria Gardens Ave from Alt A1A to Kyoto Gardens Dr multimodal improvements	PBG0021		Ped/Bike - Widen existing sidewalk to 12' trail on east side. The City would like add an 8' pathway and bicycle lane for the West side to the scope of the project.																									
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"																									
Gardens East Dr from Lighthouse Dr to RCA Blvd multimodal improvements	PBG0023		Ped/Bike - Widen existing sidewalk to 10' path on west side																									
Palm Beach Gardens Mobility Hub - Alton District	PBG0024		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 - Donald Ross	PBG0026		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 - District Park	PBG0029		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 - Burns Road Rec Center	PBG0031		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 - Promenade Plaza	PBG0033		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 - West Northlake	PBG0035		Transit - Operations & Maintenance for Transit Service																									
Palm Beach Gardens Mobility Hub - East Northlake	PBG0036		Transit - Operations & Maintenance for Transit Service																									
US 1 (PalmTran - Route 1) - Weekday service frequency	PLMT0001		Transit - Capital to support enhanced service				\$5,600	\$5,600	\$4,387																			\$5,600
US 1 (PalmTran - Route 1) - Saturday service frequency	PLMT0002		Transit - Operations & Maintenance for Transit Service						\$765	5																		
US 1 (PalmTran - Route 1) - Sunday service frequency	PLMT0003		Transit - Operations & Maintenance for Transit Service						\$770)																		
Congress Ave (PalmTran - Route 2) - Saturday service frequency	PLMT0005		Transit - Operations & Maintenance for Transit Service						\$701																			

Project Name	LRTP#	FM# Description	Preser PDE PE	t Day Costs (FY24) [in ROW CST	thousands] Total	0&M Previous P	FY 25-29 DE PE ROW	CST PI	30-35 ROW	CST	PDE	FY36-40 PE ROW	CST		FY 41-50 E ROV	/ CST	CF Total	Unfunded
Congress Ave (PalmTran -	LIXII #	Transit - Operations &	TDE TE	KOW CST	Totat	OWN Flevious F	DE LE KOW	CST TE	KOW	631	TDL	TE ROW	631	TUL I	L IVOV	031	Ci iotat	
Route 2) - Sunday service frequency	PLMT0006	Maintenance for Transit Service				\$897												
Militray Trl (PalmTran - Route 3) - Saturday service frequency	PLMT0008	Transit - Operations & Maintenance for Transit Service				\$401												
Militray Trl (PalmTran - Route 3) - Sunday service frequency	PLMT0009	Transit - Operations & Maintenance for Transit Service				\$946												
PalmTran - Route 4 - Sunday service hours	PLMT0010	Transit - Operations & Maintenance for Transit Service				\$36												
PalmTran - Route 5 - New Local Service (Jog Rd)	PLMT0011	Transit - Operations & Maintenance for Transit Service		\$5,60	\$5,600	\$4,334												\$5,600
PalmTran - Route 10 - New Sunday Service	PLMT0012	Transit - Operations & Maintenance for Transit Service				\$144												
PalmTran - Route 11 - New Route between Gardens Mall and Jupiter	PLMT0013	Transit - New coverage route on US-1 between Gardens Mall and Jupiter. Daily frequency every 60 min, Add 2 vehicles		\$1,60	\$1,600	\$1,038												\$1,600
PalmTran - Route 20 - Weekday service frequency	PLMT0014	Transit - Operations & Maintenance for Transit Service		\$80	\$800	\$489												\$800
PalmTran - Route 20 - Saturday service frequency	PLMT0015	Transit - Operations & Maintenance for Transit Service				\$227												
PalmTran - Route 20 - Sunday service frequency	PLMT0016	Transit - Operations & Maintenance for Transit Service				\$190												
PalmTran - Route 30 - Weekday service frequency	PLMT0017	Transit - Operations & Maintenance for Transit Service		\$80	\$800	\$368												\$800
PalmTran - Route 30 - Saturday service frequency	PLMT0018	Transit - Operations & Maintenance for Transit Service				\$73												
PalmTran - Route 30 - Sunday service frequency	PLMT0019	Transit - Operations & Maintenance for Transit Service				\$85												
PalmTran - Route 31 - Weekday service frequency	PLMT0020	Transit - Operations & Maintenance for Transit Service		\$1,60	\$1,600	\$833												\$1,600
PalmTran - Route 31 - Saturday service frequency	PLMT0021	Transit - Operations & Maintenance for Transit Service				\$137												
PalmTran - Route 31 - Sunday service frequency	PLMT0022	Transit - Operations & Maintenance for Transit Service				\$203												
PalmTran - Route 33 - Weekday service frequency	PLMT0023	Transit - Operations & Maintenance for Transit Service		\$3,20	\$3,200	\$1,880												\$3,200
PalmTran - Route 33 - Saturday service frequency	PLMT0024	Transit - Operations & Maintenance for Transit Service				\$285												
PalmTran - Route 33 - Sunday service frequency	PLMT0025	Transit - Operations & Maintenance for Transit Service				\$325												
PalmTran - Route 40 - Weekday peak hour frequency	PLMT0026	Transit - Capital to support enhanced service		\$1,60	\$1,600	\$431												\$1,600
PalmTran - Route 40 - Saturday service frequency	PLMT0027	Transit - Operations & Maintenance for Transit Service				\$162												
PalmTran - Route 40 - Sunday service frequency	PLMT0028	Transit - Operations & Maintenance for Transit Service				\$207												

Project Name	LRTP#	FM# Description	PDE	Present Day Co. PE ROV	sts (FY24) [in th V CST		0&M_	Previous PDE	FY 25-29 PE ROW	CST	PDE	FY30-35 PE ROW	CST	PDE	FY36-40 PE RO		PDE		1-50 ROW	CST	CF Total	Unfunded
PalmTran - Route 41 - New		Transit - Operations &	T DE	- IL KUV	- 631	Total	- UXIVI	TEVIOUS TDE	TE KOW		TUL	TE KOW	631	TUL	TE KU	W COL	IDL	- T L	ROW	651	CI TOTAL	
Weekday Midday service and service frequency	PLMT0029	Maintenance for Transit Service			\$800	\$800	\$371															\$800
PalmTran - Route 41 - New		Transit - Operations &																				
Saturday Midday service and	PLMT0030	Maintenance for Transit					\$118															
service frequency		Service																				
PalmTran - Route 41 - New		Transit - Operations &																				
Sunday service	PLMT0031	Maintenance for Transit					\$120															
-		Service																				
PalmTran - Route 43 -	PLMT0033	Transit - Operations & Maintenance for Transit					\$329															
Saturday service frequency	F LIVI I 0033	Service					۶32 <i>1</i>															
		Transit - Operations &																				
PalmTran - Route 43 -	PLMT0034	Maintenance for Transit					\$194															
Sunday service frequency		Service					-															
PalmTran - Route 44 -		Transit - Operations &																				
Weekday service frequency	PLMT0035	Maintenance for Transit			\$3,200	\$3,200	\$1,880															\$3,200
rreenaay eer rree rrequeriey		Service																				
PalmTran - Route 44 -	PLMT0036	Transit - Operations & Maintenance for Transit					\$198															
Saturday service frequency	F LIM I 0030	Service					Ş170															
D.I. T. D		Transit - Operations &																				
PalmTran - Route 44 -	PLMT0037	Maintenance for Transit					\$251															
Sunday service frequency		Service																				
PalmTran - Route 45 - New		Transit - Operations &																				
Local Route	PLMT0038	Maintenance for Transit			\$2,400	\$2,400	\$1,510															\$2,400
		Service																				
Forest Hill Blvd (PalmTran - Route 46) - Saturday service	PLMT0040	Transit - Operations & Maintenance for Transit					\$237															
	PLM10040	Service Service					\$237															
frequency Forest Hill Blvd (PalmTran -		Transit - Operations &																				
Route 46) - Sunday service	PLMT0041	Maintenance for Transit					\$276															
frequency		Service																				
PalmTran - Route 47 -		Transit - Operations &																				
Saturday service frequency	PLMT0042	Maintenance for Transit					\$144															
Saturday service in equency		Service																				
PalmTran - Route 47 -	PLMT0043	Transit - Operations & Maintenance for Transit					\$127															
Sunday service frequency	PLM10043	Service					Ş12 <i>1</i>															
5.1.7. 5(2.11		Transit - Operations &																				
PalmTran - Route 49 - New	PLMT0044	Maintenance for Transit			\$2,400	\$2,400	\$897															\$2,400
Local Route (Cherry Rd)		Service																				
PalmTran - Route 50 - New		Transit - Operations &																				
Local Route (Kirk Rd/Gun	PLMT0045	Maintenance for Transit			\$1,600	\$1,600	\$1,000															\$1,600
Club/Australian Ave) PalmTran - Route 59 - New		Service Transit - Operations &																				
Local Route (Summit Blvd/	PLMT0046	Maintenance for Transit			\$1,600	\$1,600	\$1,076															\$1,600
Lake Ave)	1 21110040	Service			ψ1,000	Ψ1,000	Ψ1,070															Ψ1,000
PalmTran - Route 60 -		Transit - Operations &																				
Weekday service frequency	PLMT0047	Maintenance for Transit			\$1,600	\$1,600	\$809															\$1,600
Weekday Service frequency		Service																				
PalmTran - Route 60 - New	DI MTOO/O	Transit - Operations &					¢107															
Sunday Service	PLMT0048	Maintenance for Transit Service					\$137															
		Transit - Operations &																				
PalmTran - Route 61 -	PLMT0049	Maintenance for Transit			\$3,200	\$3,200	\$1,570															\$3,200
Weekday service frequency		Service				1 - 1 = - 0	. /															1 - 1 - 3 -
PalmTran - Route 61 -		Transit - Operations &																				
Saturday service frequency	PLMT0050	Maintenance for Transit					\$228															
		Service																				
PalmTran - Route 61 -	PLMT0051	Transit - Operations & Maintenance for Transit					\$135															
Sunday service frequency	PLM10021	Service					\$135															
Lake Worth Rd (PalmTran -		Transit - Operations &																				
	PLMT0053	Maintenance for Transit					\$236															
Route 62) - Saturday service	L LIAI I 0022																					

D : 4N	LDER.	5140		Day Costs (FY24) [in th		0.014		FY 25-29	067	DRE	FY 30-35	00=		36-40	007 -5		FY 41-50	0.07	Unfunded
Project Name	LRTP#	FM# Description	PDE PE	ROW CST	Total	0&M Pr	evious PDE	PE ROW	CST	PDE	PE ROW	CST F	DE PE	ROW	CST F	PDE P	E ROW	CST	CF Total Official
Lake Worth Rd (PalmTran - Route 62) - Sunday service	PLMT0054	Transit - Operations & Maintenance for Transit				\$236													
frequency		Service																	
PalmTran - Route 63 -	PLMT0055	Transit - Operations & Maintenance for Transit		\$3,200	\$3,200	\$1,855													\$3,200
Weekday service frequency	F LIVITUUSS	Service		\$3,200	\$3,200	\$1,033													\$5,200
D. T. D. (0		Transit - Operations &																	
PalmTran - Route 63 -	PLMT0056	Maintenance for Transit				\$232													
Saturday service frequency		Service																	
PalmTran - Route 63 -		Transit - Operations &																	
Sunday service frequency	PLMT0057	Maintenance for Transit				\$215													
, , ,		Service Transit - Operations &																	
PalmTran - Route 64/70 -	PLMT0058	Maintenance for Transit		\$3,200	\$3,200	\$2,242													\$3,200
Weekday service frequency	1 21110030	Service		Ψ5,200	43,200	Y2,272													75,200
PalmTran - Route 64/70 -		Transit - Operations &																	
New Sunday service and	PLMT0059	Maintenance for Transit				\$213													
frequency		Service																	
PalmTran - Route 65 - New	PLMT0060	Transit - Operations & Maintenance for Transit		\$1,600	\$1,600	\$1,629													\$1,600
Local Route (Hypoluxo Rd)	F LIMITOUGU	Service		\$1,000	\$1,000	71,027													\$1,000
PalmTran - Route 71 - New		Transit - Operations &																	
Sunday Service	PLMT0061	Maintenance for Transit				\$110													
-		Service																	
Boynton Beach Blvd (PalmTran - Route 73) -	PLMT0063	Transit - Operations & Maintenance for Transit				\$220													
Saturday service frequency	F LIMITUUUS	Service				Ş220													
Boynton Beach Blvd		Transit - Operations &																	
(PalmTran - Route 73) -	PLMT0064	Maintenance for Transit				\$203													
Sunday service frequency		Service																	
PalmTran - Route 75 - New Local Route (Woolbright	PLMT0065	Transit - Operations & Maintenance for Transit		\$1,600	\$1,600	\$1,044													\$1,600
Road)	PLM10005	Service		\$1,000	\$1,000	\$1,044													\$1,000
PalmTran - Route 80 -		Transit - Operations &																	
Weekday service frequency	PLMT0066	Maintenance for Transit		\$800	\$800	\$558													\$800
Weekday Service frequency		Service																	
PalmTran - Route 80 -	PLMT0067	Transit - Operations & Maintenance for Transit				\$32													
Sunday service hours	1 11110007	Service				752													
Atlantic Ave (PalmTran -		Transit - Operations &																	
Route 81) - Saturday service	PLMT0069	Maintenance for Transit				\$206													
frequency		Service																	
Atlantic Ave (PalmTran - Route 81) - Sunday service	PLMT0070	Transit - Operations & Maintenance for Transit				\$338													
frequency	1 21110070	Service				4550													
PalmTran - Route 88 -		Transit - Operations &																	
Weekday service frequency	PLMT0071	Maintenance for Transit		\$1,600	\$1,600	\$952													\$1,600
		Service Transit - Operations &																	
PalmTran - Route 88 -	PLMT0072	Maintenance for Transit				\$73													
Sunday service frequency		Service				,													
PalmTran - Route 89 - New		Transit - Operations &																	
Local Route (Clint Moore Rd)	PLMT0073	Maintenance for Transit Service		\$1,600	\$1,600	\$874													\$1,600
PalmTran - Route 91 - Extend																			
to Camino Real/Downtown	PLMT0074	Transit - Operations &		¢2.200	¢2.200	¢2.020													¢2.200
Boca. Increase Weekday	PLM10074	Maintenance for Transit Service		\$3,200	\$3,200	\$2,039													\$3,200
frequency		Jei vice																	
PalmTran - Route 91 - Extend to Camino Real/Downtown		Transit - Operations &																	
Boca. Increase Saturday	PLMT0075	Maintenance for Transit				\$523													
frequency		Service																	
PalmTran - Route 91 - Extend		Transit - Operations &																	
to Camino Real/Downtown	PLMT0076	Maintenance for Transit				\$457													
Boca. Increase Saturday frequency		Service																	
печиспсу	l .																		

					Day Costs (FY 25-29				30-35			FY36-				FY4				Unfunded
Project Name	LRTP#	FM# Description	PDE	PE	ROW	CST	Total	0&M Prev	ious PDE	PE ROW	CST	PDE	PE	ROW	CST	PDE	PE	ROW	CST	PDE	PE	ROW	CST	CF Total	Officialided
PalmTran - Route 92 - Saturday frequency from every 60 minutes to every 30 minutes	PLMT0078	Transit - Operations & Maintenance for Transit Service						\$262																	
PalmTran - Route 92 - Add Sunday Service	PLMT0079	Transit - Operations & Maintenance for Transit Service						\$239																	
PalmTran - Route 94 - Weekday service frequency	PLMT0080	Transit - Operations & Maintenance for Transit Service				\$2,400	\$2,400	\$707																	\$2,400
PalmTran - Route 94 - Saturday frequency	PLMT0081	Transit - Operations & Maintenance for Transit Service						\$83																	
PalmTran - Route 94 - Sunday frequency	PLMT0082	Transit - Operations & Maintenance for Transit Service						\$112																	
PalmTran - Route 95x- Add 60 minute daily service	PLMT0083	Transit - Operations & Maintenance for Transit Service						\$1,580																	
PalmTran - Route x100x - New Express route between Gardens Mall and WPB Intermodal	PLMT0084	Transit - Operations & Maintenance for Transit Service						\$476																	
PalmTran - Route x105x - New Express route between Gardens Mall and Boca Raton Tri-Rail	PLMT0085	Transit - Operations & Maintenance for Transit Service						\$1,073																	
MOD Zone - Jupiter	PLMT0086	Transit - Operations & Maintenance for Transit Service						\$1,441																	
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 Delray	PLMT0093	Transit - Operations & Maintenance for Transit Service						\$1,136																	
MOD Zone - West Boynton	PLMT0094	Transit - Operations & Maintenance for Transit Service						\$612																	
MOD Zone - Aberdeen	PLMT0095	Transit - Operations & Maintenance for Transit Service						\$1,136																	
MOD Zone - West Boca	PLMT0096	Transit - Operations & Maintenance for Transit Service						\$1,660																	
TNC Voucher - Westlake/ Acreage	PLMT0097	Transit - Operations & Maintenance for Transit Service						\$150																	
TNC Voucher - Tequesta	PLMT0098	Transit - Operations & Maintenance for Transit Service						\$150																	

LOCAL DESIR	E3			Droc ast Day Co.	(EV2/) [in the	ous and al				EV) F _ 20			-57-30) F		 24-70			FV./1 F0		
Project Name	LRTP#	FM# Description		Present Day Costs PE ROW			0&M	Previous	PDE	PE PE	25-29 ROW	CST	PDE	FY30-: PE R	35 20W (ST PDE	36-40 ROW	CST	PDE	FY 41-50 PE ROW	CST CF Tota	Unfunded
PalmTran - Route 52 - MOD Conversion	PLMT0105	Transit - Operations Maintenance for Tra Service																				
PalmTran - Route 4 - ITS/ TSM0 Improvements	PLMT0109	Signals - Intelligent Transportation Syst		\$252	\$1,638	\$1,890																\$1,890
PalmTran - Route 5 - ITS/ TSM0 Improvements	PLMT0110	Signals - Intelligent Transportation Syst		\$675	\$4,388	\$5,063																\$5,063
PalmTran - Route 10 - ITS/ TSM0 Improvements	PLMT0111	Signals - Intelligent Transportation Syst		\$261	\$1,697	\$1,958																\$1,958
PalmTran - Route 11 - ITS/ TSM0 Improvements	PLMT0112	Signals - Intelligent Transportation Syst		\$171	\$1,112	\$1,283																\$1,283
PalmTran - Route 20 - ITS/ TSM0 Improvements	PLMT0113	Signals - Intelligent Transportation Syst		\$342	\$2,223	\$2,565																\$2,565
PalmTran - Route 30 - ITS/ TSM0 Improvements	PLMT0114	Signals - Intelligent Transportation Syst		\$153	\$995	\$1,148																\$1,148
PalmTran - Route 31 - ITS/ TSM0 Improvements	PLMT0115	Signals - Intelligent Transportation Syst		\$198	\$1,287	\$1,485																\$1,485
PalmTran - Route 33 - ITS/ TSM0 Improvements	PLMT0116	Signals - Intelligent Transportation Syst		\$369	\$2,399	\$2,768																\$2,768
PalmTran - Route 41 - ITS/ TSM0 Improvements	PLMT0118	Signals - Intelligent Transportation Syst		\$333	\$2,165	\$2,498																\$2,498
PalmTran - Route 44 - ITS/ TSM0 Improvements	PLMT0120	Signals - Intelligent Transportation Syst		\$225	\$1,463	\$1,688																\$1,688
PalmTran - Route 45 - ITS/ TSM0 Improvements	PLMT0121	Signals - Intelligent Transportation Syst		\$234	\$1,521	\$1,755																\$1,755
PalmTran - Route 47 - ITS/ TSM0 Improvements	PLMT0123	Signals - Intelligent Transportation Syst		\$198	\$1,287	\$1,485																\$1,485
PalmTran - Route 49 - ITS/ TSM0 Improvements	PLMT0124	Signals - Intelligent Transportation Syst		\$135	\$878	\$1,013																\$1,013
PalmTran - Route 50 - ITS/ TSM0 Improvements	PLMT0125	Signals - Intelligent Transportation Syst		\$171	\$1,112	\$1,283																\$1,283
PalmTran - Route 59 - ITS/ TSM0 Improvements	PLMT0126	Signals - Intelligent Transportation Syst		\$198	\$1,287	\$1,485																\$1,485
PalmTran - Route 60 - ITS/ TSM0 Improvements	PLMT0127	Signals - Intelligent Transportation Syst	t tem	\$207	\$1,346	\$1,553																\$1,553
PalmTran - Route 61 - ITS/ TSM0 Improvements	PLMT0128	Signals - Intelligent Transportation Syst		\$252	\$1,638	\$1,890																\$1,890
PalmTran - Route 63 - ITS/ TSM0 Improvements	PLMT0130	Signals - Intelligent Transportation Syst		\$351	\$2,282	\$2,633																\$2,633
PalmTran - Route 64 - ITS/ TSM0 Improvements	PLMT0131	Signals - Intelligent Transportation Syst	t tem	\$180	\$1,170	\$1,350																\$1,350
PalmTran - Route 70 - ITS/ TSM0 Improvements	PLMT0132	Signals - Intelligent Transportation Syst	t tem	\$279	\$1,814	\$2,093																\$2,093
PalmTran - Route 65 - ITS/ TSM0 Improvements	PLMT0133	Signals - Intelligent Transportation Syst		\$153	\$995	\$1,148																\$1,148
PalmTran - Route 71 - ITS/ TSM0 Improvements	PLMT0134	Signals - Intelligent Transportation Syst		\$180	\$1,170	\$1,350																\$1,350
PalmTran - Route 75 - ITS/ TSMO Improvements	PLMT0136	Signals - Intelligent Transportation Syst		\$207	\$1,346	\$1,553																\$1,553
PalmTran - Route 80 - ITS/ TSMO Improvements	PLMT0137	Signals - Intelligent Transportation Syst		\$144	\$936	\$1,080																\$1,080
PalmTran - Route 88 - ITS/ TSMO Improvements	PLMT0139	Signals - Intelligent Transportation Syst		\$243	\$1,580	\$1,823																\$1,823

LUCAL DESIR	L3				December	lav Casta (EV24) [: -t-			i) F 20-		í	_ EV 8	0.25			-EV-2-	/0	-57/11-50	
Project Name	LRTP#	FM#	Description	PDE	Present D PE	lay Costs (FY24) [in the ROW CST	Total	0&M Previous	PDE	PE PE	25-29 ROW	CST	PDE	FY3 PE		CST	PDE	FY36 PE		FY 41-50 CST PDE PE ROW CST CF Tota	Unfunded
PalmTran - Route 89 - ITS/ TSM0 Improvements	PLMT0140		Signals - Intelligent Transportation System		\$162		\$1,215														\$1,215
PalmTran - Route 91 - ITS/ TSM0 Improvements	PLMT0141		Signals - Intelligent Transportation System		\$495	\$3,218	\$3,713														\$3,713
PalmTran - Route 92 - ITS/ TSM0 Improvements	PLMT0142		Signals - Intelligent Transportation System		\$333	\$2,165	\$2,498														\$2,498
PalmTran - Route 95x - ITS/ TSMO Improvements	PLMT0144		Signals - Intelligent Transportation System		\$18	\$117	\$135														\$135
PalmTran - Route x100x - ITS/TSM0 Improvements	PLMT0145		Signals - Intelligent Transportation System		\$108	\$702	\$810														\$810
PalmTran - Route x105x - ITS/TSM0 Improvements	PLMT0146		Signals - Intelligent Transportation System		\$171	\$1,112	\$1,283														\$1,283
PalmTran - Route 4 - Bus Stop Improvements	PLMT0150		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 5 - Bus Stop Improvements	PLMT0151		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 10 - Bus Stop Improvements	PLMT0152		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 11 - Bus Stop Improvements	PLMT0153		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 20 - Bus Stop Improvements	PLMT0154		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 30 - Bus Stop Improvements	PLMT0155		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 31 - Bus Stop Improvements	PLMT0156		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 33 - Bus Stop Improvements	PLMT0157		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 41 - Bus Stop Improvements	PLMT0159		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 44- Bus Stop Improvements	PLMT0161		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 45 - Bus Stop Improvements	PLMT0162		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 47 - Bus Stop Improvements	PLMT0164		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 49 - Bus Stop Improvements	PLMT0165		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 50 - Bus Stop Improvements	PLMT0166		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 59 - Bus Stop Improvements	PLMT0167		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 60 - Bus Stop Improvements	PLMT0168		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 61 - Bus Stop Improvements	PLMT0169		Transit - Bus Stop Improvements																		
PalmTran - Route 63 - Bus Stop Improvements	PLMT0171		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 64 - Bus Stop Improvements	PLMT0172		Transit - Transit: Bus Stop Improvements																		
PalmTran - Route 70 - Bus Stop Improvements	PLMT0173		Transit - Transit: Bus Stop Improvements																		

LUCAL DESIK					Present	Day Costs	(FY24) [in the	nusandsl _				FV.	25-29			FY 30-35		FV3	6-40			FY 41-50		
Project Name	LRTP#	FM#	Description	PDE	PE	ROW		Total	0&M	Previous	PDE		ROW	CST	PDE	PE RO	PDE		ROW	CST	PDE	PE R(CF Total	Unfunded
PalmTran - Route 65 - Bus Stop Improvements	PLMT0174		Transit - Transit: Bus Stop Improvements																					
PalmTran - Route 71 - Bus Stop Improvements	PLMT0175		Transit - Transit: Bus Stop Improvements																					
PalmTran - Route 75 - Bus Stop Improvements	PLMT0177		Transit - Transit: Bus Stop Improvements																					
PalmTran - Route 80 - Bus Stop Improvements	PLMT0178		Transit - Transit: Bus Stop Improvements																					
PalmTran - Route 88 - Bus Stop Improvements	PLMT0180		Transit - Transit: Bus Stop Improvements																					
PalmTran - Route 89 - Bus Stop Improvements	PLMT0181		Transit - Transit: Bus Stop Improvements																					
PalmTran - Route 91 - Bus Stop Improvements	PLMT0182		Transit - Transit: Bus Stop Improvements																					
PalmTran - Route 92 - Bus Stop Improvements	PLMT0183		Transit - Transit: Bus Stop Improvements																					
PalmTran - Route 95x - Bus Stop Improvements	PLMT0185		Transit - Transit: Bus Stop Improvements	\$77	\$460)	\$2,989	\$3,525																\$3,525
PalmTran - Route x100x - Bus Stop Improvements	PLMT0186		Transit - Transit: Bus Stop Improvements																					
PalmTran - Route x105x - Bus Stop Improvements	PLMT0187		Transit - Transit: Bus Stop Improvements																					
PalmTran - Route x100x - 1 (OTR) Additional Buses Required	PLMT0221		Transit - OTR) Additional Buses Required				\$800	\$800																
PalmTran - Route x105x - 2 (OTR) Additional Buses Required	PLMT0222		Transit - OTR) Additional Buses Required				\$1,600	\$1,600																
Kirk Rd @ Lakewood Rd intersection improvements	PS0001		Road Capacity - Conversion of signalized intersection to a roundabout.				\$920	\$920																\$920
Davis Rd @ Lake Worth Rd intersection improvements	PS0003		Signals - Construction of a traffic signal including pedestrian signals and crosswalks.				\$980	\$980																\$980
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.																					
Persimmon Blvd from Seminole Pratt Whitney to Coconut Blvd	R0Y0004		Road Capacity - Roadway extension																					
120th Ave @ Lake Worth Road roundabout	WEL0003		"Road Capacity - Construct a 2x1 Roundabout				\$3,000	\$3,000																\$3,000
South Shore Blvd @ Pierson Rd intersection improvements	WEL0004		Road Capacity				\$7,500	\$7,500																\$7,500
Greenview Shores Blvd @ Paddock Drive roundabout	WEL0005		"Road Capacity - Construct a 1x1 Roundabout "				\$3,000	\$3,000																\$3,000

LUCAL DESIR					Present Da								5-29			FY30-35				6-40			FY 41-50			Unfunded
Project Name	LRTP#	FM#	Description	PDE	PE	ROW	CST	Total C)&M P	revious	PDE	PE	ROW	CST	PDE	PE RC	W CS1	PDE	PE	ROW	CST	PDE	PE ROW	CST	CF Total	omunueu
Greenview Shores Blvd @ Foresteria Ave roundabout	WEL0006		"Road Capacity - Construct a 1x1 Roundabout "				\$1,500	\$1,500																		\$1,500
Greenview Shores Blvd @ Meadow Ave roundabout	WEL0007		"Road Capacity - Construct a 1x1 Roundabout				\$2,000	\$2,000																		\$2,000
Greenbriar Rd @ Wellington Trace roundabout	WEL0008		"Road Capacity - Construct a 1x1 Roundabout				\$2,000	\$2,000																		\$2,000
Wellington Multiuse Pathways safety enhancements	WEL0010		"Ped/Bike - Add additional signage, marking, and safety enhancements to the existing multimodal pathway network.				\$3,000	\$3,000																		\$3,000
Wellington Bicycle Lane network improvements	WEL0011		"Ped/Bike - Add green pavement markings to the existing bike lane network."				\$5,000	\$5,000																		\$5,000
West Palm Beach Traffic Signal Improvements at Various Location	WPB0001		Signals - Upgrade traffic signals, ADA and relocate/improve existing underground and/or existing overhead utilities				\$6,500	\$6,500																		\$6,500
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																		\$6,500
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																		\$6,800
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																		\$3,800
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																		\$4,000
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																		\$2,189

					Present Day Costs	(FY24 <u>)</u> [in <u>th</u>				25-29			FY 30-35			36-40			FY 41-50		Hata	dod
Project Name	LRTP#	FM#	Description	PDE		CST		M Previous	PDE	ROW	CST	PDE	PE ROW	CST PI	DE PE	ROW	CST	PDE	PE R)W CST	CF Total Unfun	ueu
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			\$8,800	\$8,800														\$8	8,800
			streetscape and shade improvements Complete Streets - Further																			
Flagler Dr from Banyan Blvd to Palm Beach Lakes Dr Lane Elimination	WPB0014		study required; convert outside northbound travel lane to a two-way separated bikeway; enhance street with streetscape and shade improvements			\$4,700	\$4,700														\$4	4,700
Frederick St from Australian Trail to Old Okeechobee Blvd multimodal improvements	WPB0015		Ped/Bike - Further study required; create trail and bike boulevard connection between propose lake trail/Australian and Old Okeechobee; focus on balancing industrial needs of district with enhance walking and biking connections to warehouse district			\$3,000	\$3,000														\$3	3,000
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														\$5	5,000
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															\$500
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														\$1	1,320
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														,	\$850
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															\$320

Project Name	LRTP#	FM# Description	PDE	Present I	Day Costs ROW	(FY24) [in tl CST	nousands] Total	0.8M	Previous	PDF	FY 25-29 PE ROW	CST	PDE	30-35 ROW	CST	PDE	FY36-40 PE ROW	CST	PDF	FY A	41-50 ROW	CST CF Total	Unfunded
- Projectivanie		Complete Streets -			1.011			Jan	. revious	-, 55	T ROW	051	, DE	1.01		. 5	- L KOW		102	, <u>, , , , , , , , , , , , , , , , , , </u>		- 51 19tat	
		Repave, including sidewalk																					
Mercer Ave from Centrepark		maintenance, sidewalk																					
Blvd to Belvedere Rd Shared	WPB0021	construction and shared				\$1,400	\$1,400)															\$1,40
Jse Path		infrastructure, install				4.7.55	4.7.5																11,11
		curbs and drainage or																					
		open swale system, high emphasis crosswalks																					
		Ped/Bike - Repave,																					
		including sidewalk																					
Old Okeechobee Rd from		maintenance, ADA																					
Parker Ave to James St	WPB0022	compliance, parking				\$215	\$215	5															\$21
protected bike lanes		protected bike lanes, high																					
		emphasis crosswalks																					
		Ped/Bike - Repave,																					
Old Okeechobee Rd from		including sidewalk																					
James St to Mercer Ave	WPB0023	maintenance, ADA				\$700	\$700	n															\$70
separated bike lanes	W1 D0023	compliance, separated				Ÿ100	γ/ 00	<u> </u>															7/0
separated bike tailes		bike lanes, high emphasis																					
		crosswalks																					4
		Complete Streets -																					
Wilkins Ave Bike Blvd from	WDD0027	Repave, install sidewalks,				\$220	Ċaar																ćac
Elizabeth Ave. to Whitney St.	WPB0024	drainage, landscaped island at Clare Street. high				\$220	\$220	וי															\$22
·		emphasis crosswalks																					
		Ped/Bike - Repave, install																					
Lake Ave from N Street to	WPB0026	bike blvd markings and				\$271	\$271	1															\$27
Park Place Bike Boulevard	W1 D0020	high emphasis crosswalks				Ψ 271	Ψ 21	'															727
		Ped/Bike - Repave, install																					
Alabama Avenue Bike Blvd	WPB0027	bike blvd markings and				\$55	\$55	5															\$5
		high emphasis crosswalks																					
Flagler Dr Separated Bike		Complete Streets -																					
Lanes from Arkona Ct to	WPB0028	Repave, Zicla, high				\$78	\$78	3															\$7
Belmonte Rd		emphasis crosswalks																					
Frederick St End (West) to		Ped/Bike - Repave, Bike																					
Okeechobee Rd Bike Blvd	WPB0029	Blvd markings and high				\$58	\$58	3															\$5
		emphasis crosswalks																					
N Street from Florida Ave to	WPB0030	Ped/Bike - Repave, Bike Blvd markings and high				\$28	\$28																\$2
Alabama Ave Bike Blvd	WPBUU3U	emphasis crosswalks				\$20	\$20																ŞZ
Palm Street from Lake Ave		Ped/Bike - Repave, Bike																					
to S Dixie Highway Bike	WPB0031	Blvd markings and high				\$52	\$52																\$5
Boulevard	2000.	emphasis crosswalks				402	401	-															45
Victoria Drive from S DIxie		Ped/Bike - Repave, Bike																					
Highway to Olive Drive Bike	WPB0032	Blvd markings and high				\$29	\$29	7															\$2
Blvd		emphasis crosswalks																					
Flamingo Dr from S Dixie to S		Ped/Bike - Repave, Bike																					
Olive Ave Bike Blvd	WPB0033	Blvd markings and high				\$81	\$81	1															\$8
		emphasis crosswalks																					
Boyd Street from Whitney St	WPB0034	Ped/Bike - Repave, Bike				\$42	\$42																ć,
to Ridgeway Ave Bike Blvd	WPB0034	Blvd markings and high emphasis crosswalks				Ş4 Z	Ş42	2															\$4
Barcelona Road from S Olive		Ped/Bike - Repave, Bike																					
Ave to S Flagler Drive Bike	WPB0035	Blvd markings and high				\$62	\$62																\$6
Blvd	55000	emphasis crosswalks				ΨUZ	702	-															1
Ardmore Road from Dock		Complete Streets - Repave																					
Street to S Dixie Highway	WPB0036	road, Bike Boulevard, High				\$103	\$103	3															\$10
Bike Blvd		Emphasis Crosswalks																					
Granada Rd from S Dixie		Ped/Bike - Repave, Bike																					
Hwy to S Flagler Dr Bike	WPB0037	Blvd markings and high				\$62	\$62	2															\$6
Boulevard		emphasis crosswalks																					
Worthington Rd from Florida		Complete Streets - Repave																					
Mango Ave to Australian Ave	WPB0038	road, construct sidewalks,				\$269	\$269	7															\$26
Separated Bike Lanes		high emphasis crosswalks,				7207	7-07																720
		ADA compliance																					

					Present l	Day Costs (FY24) [in th	nousands]			FY 25-29				30-35			FY36-				FY4	1-50			Unfundad
Project Name	LRTP#	FM#	Description	PDE	PE	ROW CST	Total	0&M	Previous PDE	PE ROW	CST	PDE	PE	ROW	CST	PDE	PE I	ROW C	ST	PDE		ROW	CST	CF Total	Unfunded
Centrepark Blvd from S			Ped/Bike - Repave, ADA																						
Australian Ave to Mercer Ave			compliance, high emphasis																						
landscaped separated bike	WPB0039		crosswalks, landscaped			\$1,264	\$1,264																		\$1,264
lanes			separated bike lanes																						
talics			Ped/Bike - Repave,																						
			including sidewalk																						
Caroline St from Elizabeth			maintenance and																						
Ave to Parker Ave Complete	WPB0040		construction, ADA			\$125	\$125																		\$125
Streets			compliance, parking																						
			protected bike lanes, high																						
			emphasis crosswalks																						
W/b :+= C+== -+ D: D			Ped/Bike - Repave road,																						
Whitney Street Bike Blvd	W/DD00/4		add bike boulevard			***	400																		400
from Mercer Ave to Wilkins	WPB0041		markings and high			\$28	\$28																		\$28
Ave Bike Blvd			emphasis crosswalks																						
			Signals - Construct new																						
10th St @ Dixie Hwy Traffic			traffic signal to encourage																						
	WPB0042		drivers to use 10th strest to			\$500	\$500																		\$500
Signal			drivers to use 10th street to																						
			make left turn on Dixie																						
			Complete Streets -																						
			Complete Street project																						
			focused on providing																						
North Florier Drive Complete			enhanced bicycle and																						
North Flagler Drive Complete Streets (Phase II)	WPB0043		pedestrian facilities, to			\$7,000	\$7,000																		\$7,000
Streets (Phase II)			offer safer, efficient and				. ,																		
			affordable modes of																						
			transportation for work																						
			and recreation purposes.																						
			Grade Separation -																						
Caroline Ave Pedestrian			Construct Pedestrian																						
	14/DD00/F					Å1 500	61 500																		Å1 F00
Bridge Crossing & Traffic	WPB0045		bridge to facilitate			\$1,500	\$1,500																		\$1,500
Signal			pedestrian movement at																						
			the railroad crossing																						
Datura Street from Tamarind			Complete Streets -																						
Avenue to Quadrille Plaza	WPB0049		Complete Streets																						
Drive Complete Streets			Complete Streets																						
SR 704 (Okeechobee Blvd)																									
Access Management at	WPB0050		Ped/Bike			\$500	\$500																		
Mariott Hotel							, , , ,																		
			Complete Streets -																						
Brandywine Rd from Village			Complete streets including																						
Blvd to Village Blvd Complete	WPB0054		ped, bike, landscaping, &																						
Streets																									
			drainage Road Capacity - Study to																						
Railroad Ave to Quadrille	WDDOOFS																								
Connection	WPB0058		increase connectivity and																						
			capacity for all modes																						
West Palm Beach - Blue			Transit - Operations &																						
Trolley Route	WPB0063		Maintenance for Transit																						
Trottey Noute			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

▶ Facility owner support

▶ Engineering-level cost estimate

Funding ongoing operations and maintenance

▶ Community support

Draft Tentative Transportation List of Project **Priority Projects Work Program** Improvement Development (LOPP) (DTWP) Program (TIP) Projects are selected from the LRTP FDOT provides a draft of the Work The TPA adopts a List of Priority FDOT provides a final version of the for advancement. Smaller projects Projects, including both Major Program for TPA review. Work Program to the TPA to build are submitted by the TPA, FDOT, and Projects and small-scale the TIP. The TPA adopts the TIP and The TPA reviews the status of TPA local jurisdictions through the TPA's Transportation Alternatives. transits it to FDOT, FHWA and FTA. application process. Priority Projects, FDOT Strategic The TPA submits the LOPP to FDOT Intermodal System projects, and Projects are evaluated to determine other projects of significance. for review and inclusion into the Work

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

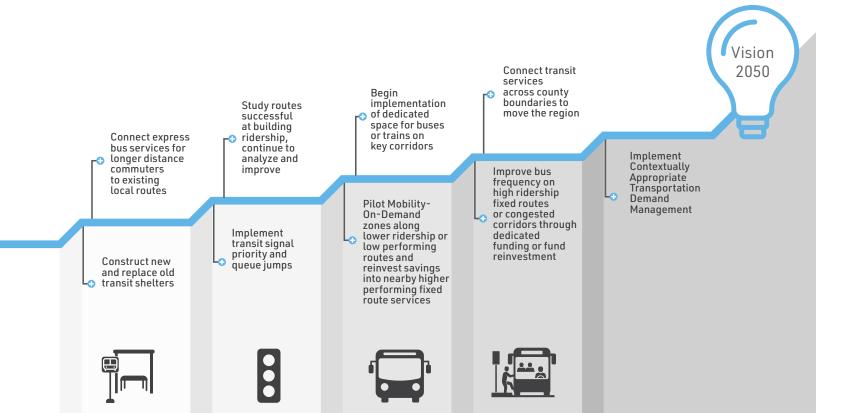
The TPA has made substantial strides in implementing the US-1 Multimodal Corridor Study (MCS) with both transit improvements for frequency and with shelters, and on the Okeechobee Boulevard and SR-7 MCS.

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.

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.

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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.



