

Palm Beach MPO 2040 Long Range Transportation Plan



EXECUTIVE SUMMARY



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Palm Beach Metropolitan Planning Organization*

As Amended:

*September 17, 2015: Amendment #1
February 18, 2016: Amendment #2
April 20, 2017: Amendments #3 and 4
June 15, 2017: Amendment #5
July 20, 2017: Amendment #6
December 14, 2017: Amendment #7
September 20, 2018: Amendment #8*



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INTRODUCTION

The Palm Beach Metropolitan Planning Organization (MPO) is responsible for adopting the long-range transportation system plan and approving the funding of short-term improvements to the transportation system for Palm Beach County with participation from the public. The mission of the Palm Beach MPO is to provide a cooperative, comprehensive, and continuing transportation planning process that encompasses all modes of transportation.

The Palm Beach MPO coordinates transportation planning in Palm Beach County along with various federal, state and local transportation agencies. Stakeholders include the Florida Department of Transportation, Palm Beach County, the 38 municipalities located within the county, local transportation providers, and members of the public.

Directions 2040 is the long-range transportation plan (LRTP) developed by the Palm Beach Metropolitan Planning Organization (MPO). Directions 2040 provides the framework for a balanced and cost feasible transportation system that includes mass transit, roadways, bicycle and pedestrian facilities, freight logistics, transportation system management, and other aspects of transportation through the year 2040.





Along with decision makers, Palm Beach County residents participated in numerous opportunities throughout the year to provide input into the development of the Directions 2040 LRTP. There were also multiple opportunities for the public to view and comment on each of the draft plan components as they were formulated.

A comprehensive Public Involvement Plan (PIP) was developed specifically for the Directions 2040 LRTP, utilizing multiple strategies consistent with the MPO’s general PIP.

Effective outreach strategies were introduced to promote public input and feedback, including the use of social media and quick-response (QR) codes. Project brochures were distributed in English, Spanish and Creole.

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

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

Outreach Summary

42	Presentations to MPO Board and committees
2	Presentations to transit boards and committees
20	Presentations to Civic Organizations, Community Associations, and other groups
25	Days exhibiting and soliciting survey responses at special events and conferences
5	Agency partnership workshops that solicited public feedback on transportation needs
3	Social Media Sites
6700	Plastic bags distributed to promote the online transportation survey
550	Completed transportation surveys
3	Languages for brochures and surveys
2	Newsletters to mailing list of 1000



Palm Beach Metropolitan Planning Organization

Take a brief transportation survey to influence which projects are funded with your tax dollars:
www.PalmBeachMPO.org/survey

Find us on Facebook

Palm Beach Metropolitan Planning Organization - MPO

Scan to take the survey online

Request brochures in English, Spanish or Creole.
Printed copies of the transportation survey are available in English or Spanish.
Tome una breve encuesta de transporte para influir que proyectos reciben financiamiento a través de impuestos en el futuro.

561-684-4170 www.PalmBeachMPO.org

Several hundred residents from throughout Palm Beach County completed a transportation survey either online or in print, in English or Spanish. The survey allowed respondents to suggest needed improvements and specific projects, as well as views on public transit and non-motorized travel. Acknowledging that funding resources are limited, survey respondents were also asked to prioritize a list of competing transportation categories and to indicate which of several potential funding mechanisms they found acceptable to maintain and improve the transportation system.

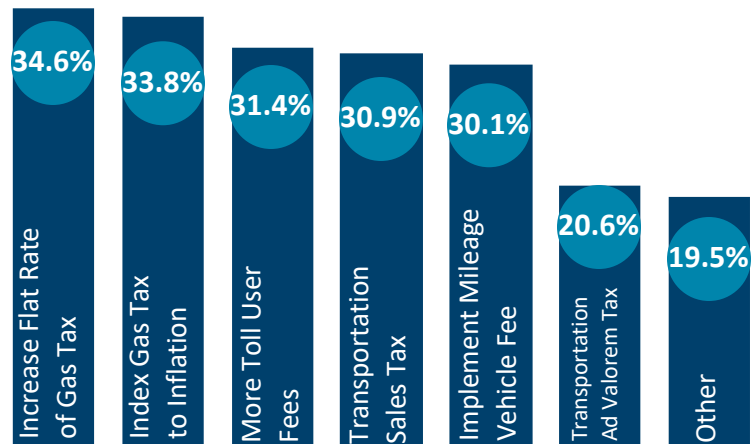
Multiple presentation and exhibit opportunities enabled the MPO to educate the public about the purpose of a long-range transportation plan, its short-term impacts, and how to have the types of projects that are important to them considered for implementation. Regularly scheduled public meetings of the MPO Board and its advisory committees served as formal opportunities for plan updates and public comment. Slide presentations made to the MPO Board were also posted to the MPO website for widespread public review.

A new Directions 2040 website, two Directions 2040 newsletter issues and an expansion of the MPO contact database combined for an approach that produced a greater degree of public awareness, understanding, and specific suggestions to improve and fund future transportation system investments.

SURVEY RESULTS

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

Sample transportation survey question: What funding concepts listed below would you consider to maintain the safety and efficiency of our transportation system and fund needed enhancements?



Note: Respondents could select multiple alternatives they found to be acceptable.



GOALS, OBJECTIVES & VALUES

Palm Beach Metropolitan Planning Organization

The MPO's Goals, Objectives and Values were developed as part of the long-range plan process. The Values define the overall transportation priorities within the planning area and were the methodology for initially filtering projects that should be considered in the Year 2040 Desires Plan. The Goals and Objectives provide the means for planning transportation projects that are SMART, Specific, Measurable, Agreed to, Realistic, and Time Bound. The Goals and Objectives have target values for interim year 2025 as well as long-range year 2040. They also served as the basis for evaluating individual projects and for identifying the projects that were determined to be fundable for the Year 2040 Cost Feasible Plan.

VALUES

1

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



GOALS, OBJECTIVES & VALUES

GOALS AND OBJECTIVES

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

EXISTING SYSTEM

The existing transportation system within Palm Beach County consists of roadways, transit, and non-motorized (bicycle and pedestrian) facilities.

The roadway network is anchored by I-95, Florida's Turnpike, SR 80, US 27 and SR 710 which traverse the county and provide connections to Broward, Martin and Hendry counties. The network is supported by a grid system of numerous arterials, collector streets and local roadways.

The transit network is anchored by the Tri-Rail regional commuter train operating between Mangonia Park in Central Palm Beach County and Broward and Miami-Dade counties to the south.

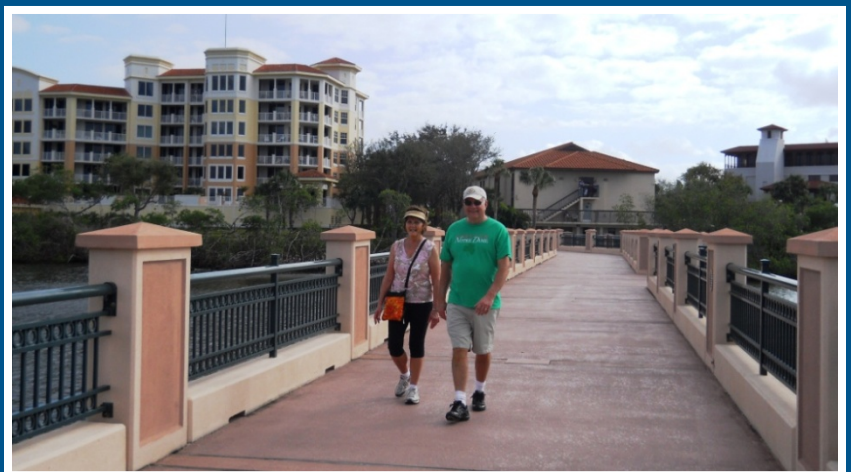


The transit network is supported by the Palm Tran fixed route bus system with an intermodal center in West Palm Beach and various park-and-ride lots, as well as local circulator systems within several municipalities. Palm Tran Connection provides paratransit services for eligible transportation disadvantaged individuals.

Airports and the Port of Palm Beach provide both passenger and freight transport in and out of the county. Railway corridors serve both freight and passenger movement and include existing Amtrak service.

Bicycle and pedestrian facilities exist along many of the roadways. There are also separate bicycle pathways and greenways dispersed throughout the county. Water taxi transportation exists along the coastline.

The existing highway, transit, and freight transportation system is shown on pages 10-11.



Palm Beach County has a population of 1.32 million people as of the 2010 Census. The population is projected to grow by approximately 27 percent to nearly 1.68 million by the year 2040. Similarly, the employment within the county is forecast to grow from 571,000 to 820,000 employees in the same 30 year period for an increase of nearly 44 percent.

The anticipated growth per acre within individual areas of the county is shown on pages 12-15. As illustrated, the population growth is dispersed throughout the county with higher intensities in areas where higher amounts of new housing or redevelopment is projected. Similarly, there are pockets of employment growth throughout the county.

The focus of the Directions 2040 Plan is to address transportation needs as they relate to the associated increase in transportation demand. This is addressed through capacity improvements beyond the existing transportation system, and through operational enhancements to the overall system with consideration of demand management opportunities such as carpooling and working from home.

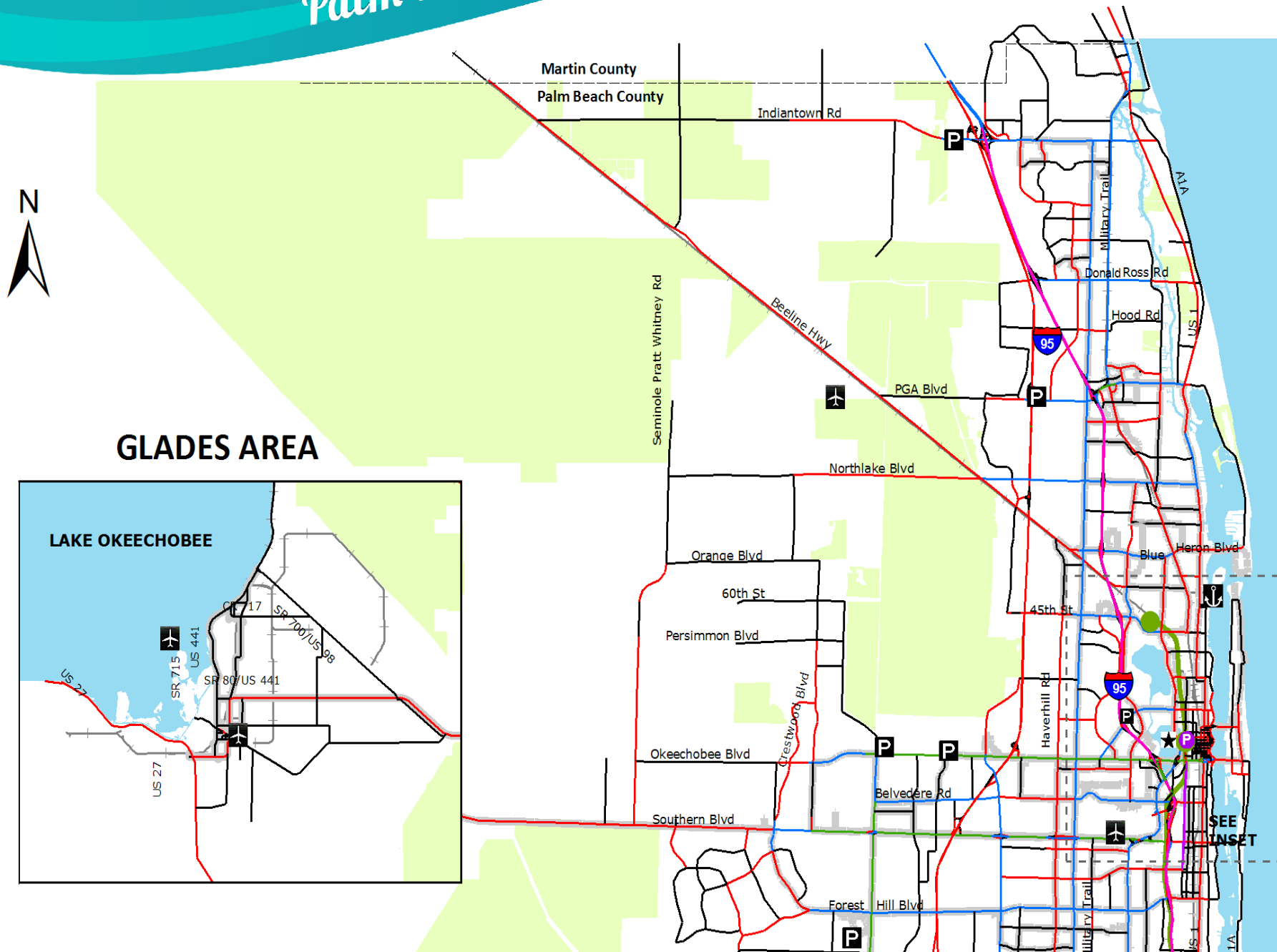


DIRECTIONS 2040

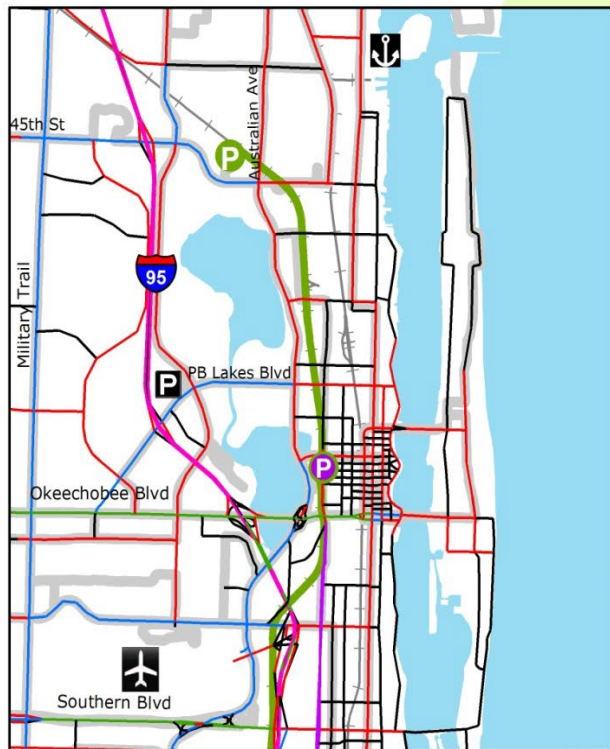
Palm Beach 2040 Long Range Transportation Plan

EXISTING SYSTEM

Palm Beach Metropolitan Planning Organization



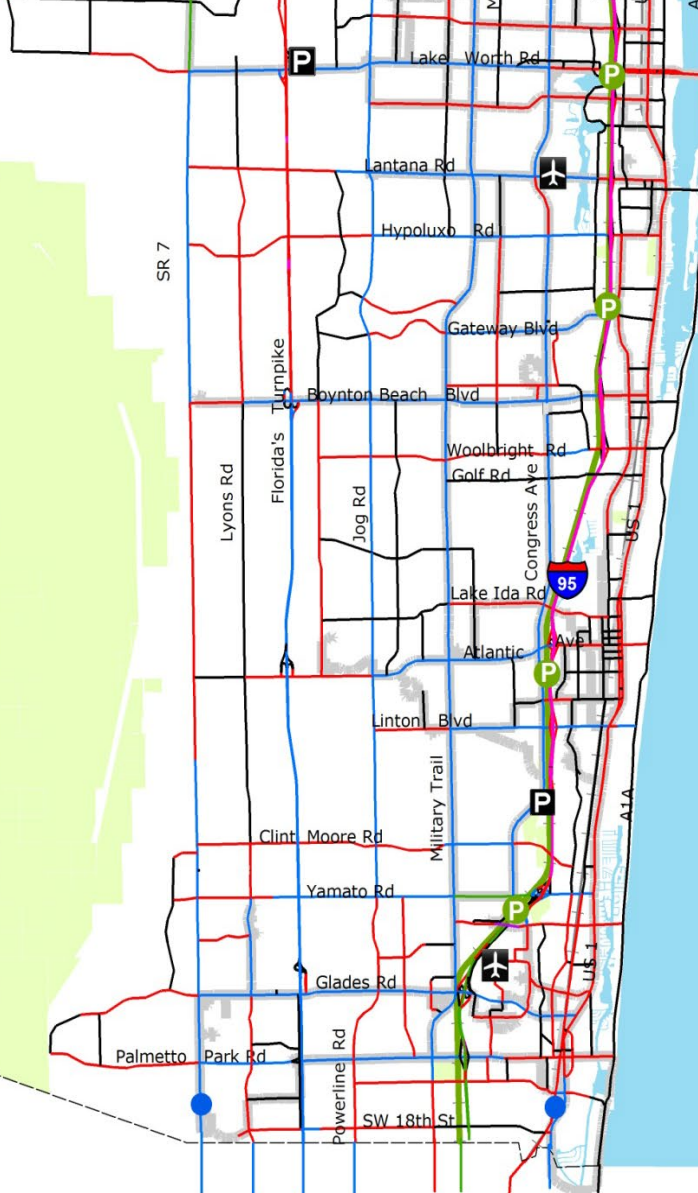
WEST PALM BEACH AREA



2014 Existing Network

Highway, Transit, and Freight Component

Palm Beach County
Broward County



LEGEND

Existing Facilities

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

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

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

DIRECTIONS 2040

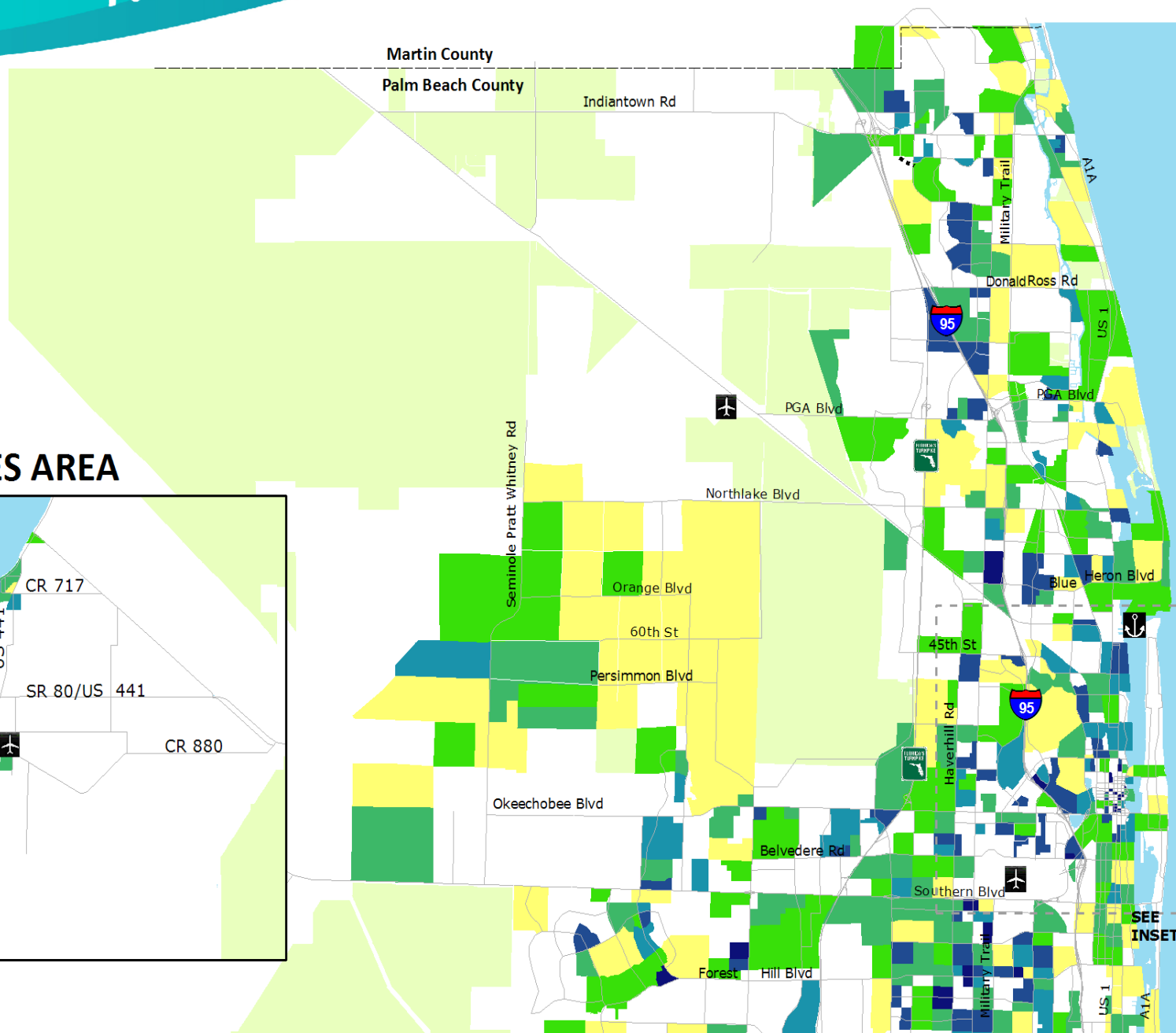
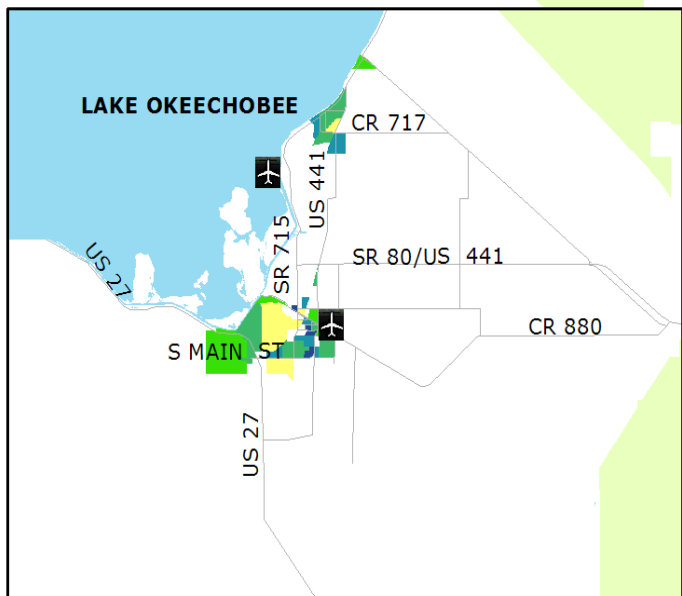
Palm Beach 2040 Long Range Transportation Plan

FORECASTED GROWTH

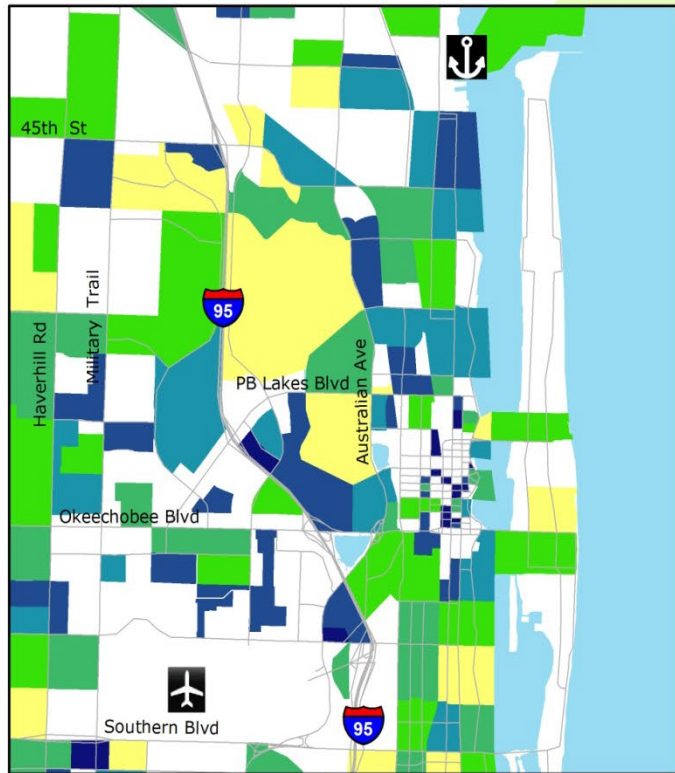
Palm Beach Metropolitan Planning Organization



GLADES AREA

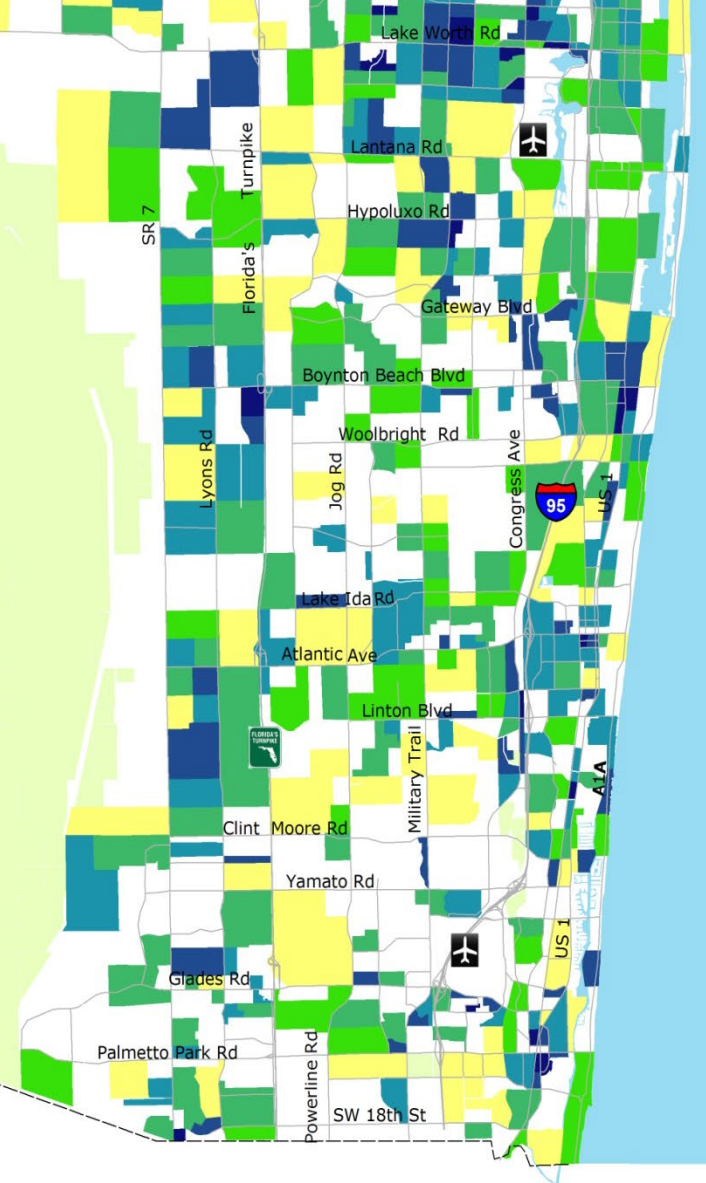


WEST PALM BEACH AREA



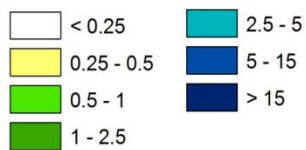
2010 - 2040 Population Growth

Palm Beach County
Broward County



LEGEND

Population Growth in Persons per Acre



Existing Facilities/ Natural Areas



DIRECTIONS 2040

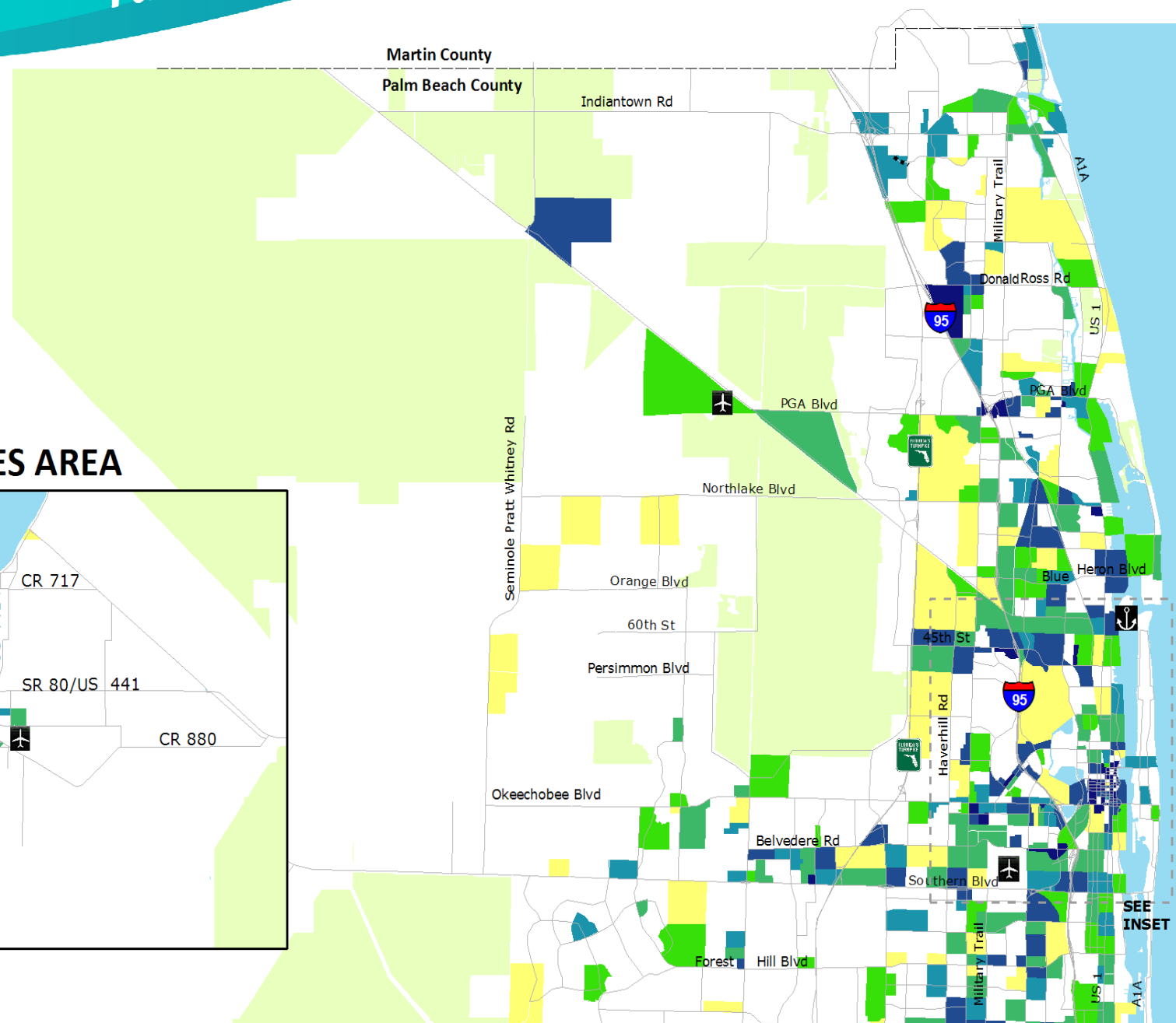
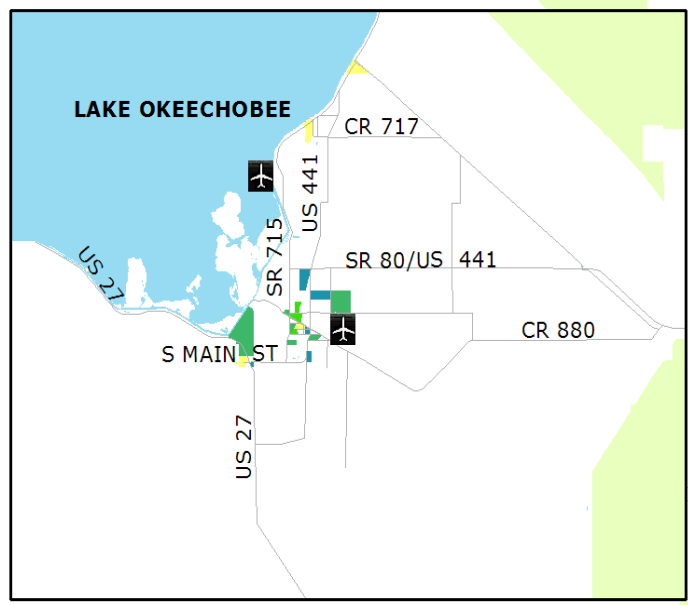
Palm Beach 2040 Long Range Transportation Plan

FORECASTED GROWTH

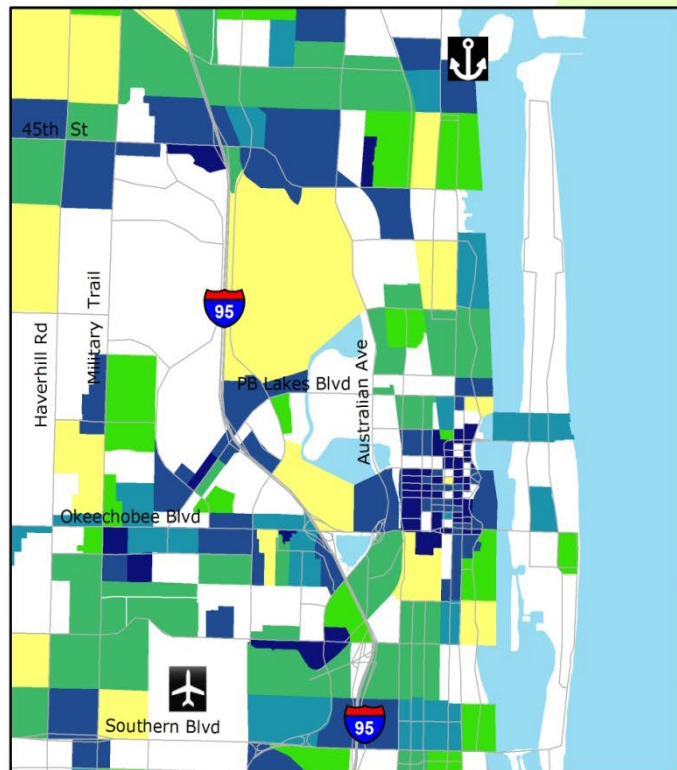
Palm Beach Metropolitan Planning Organization



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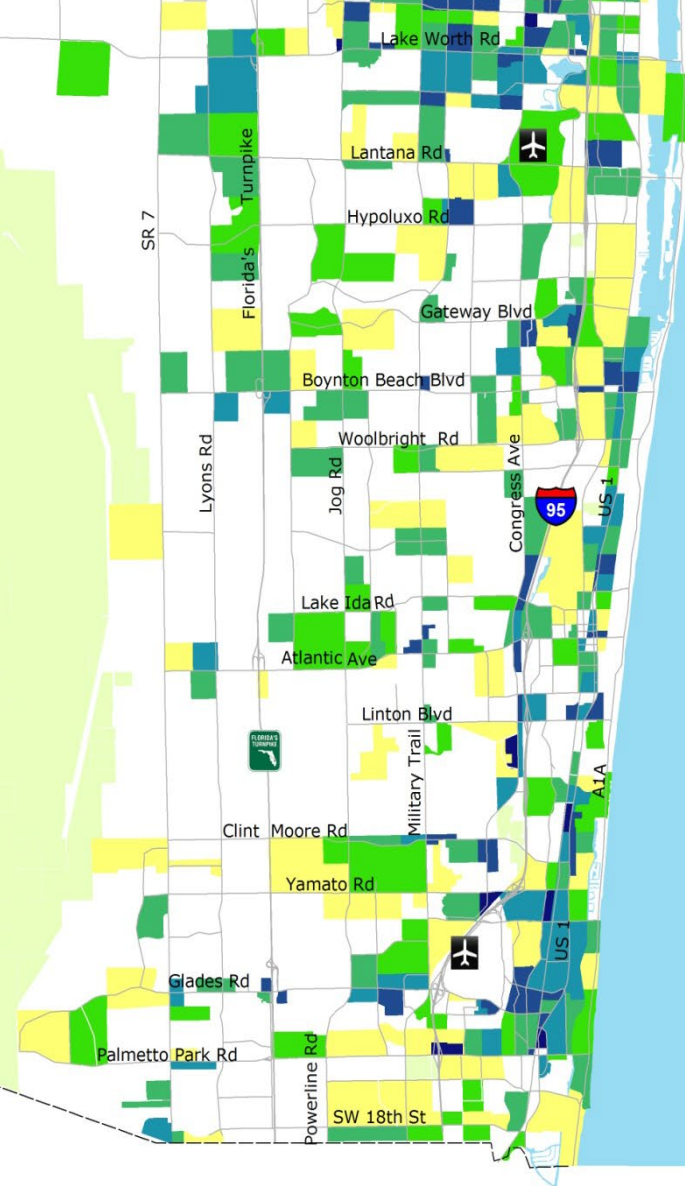


WEST PALM BEACH AREA



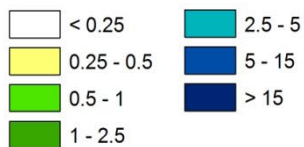
2010 - 2040 Employment Growth

Palm Beach County
Broward County

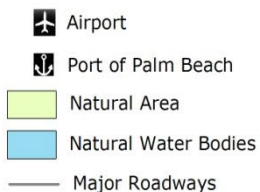


LEGEND

Employment Growth in Employees per Acre



Existing Facilities/ Natural Areas



The Year 2040 Desires Plan represents all the transportation improvements that are “desired” without consideration to the revenue resources that are projected to be available through the year 2040. However, the Desires Plan does take into account any local constraints, including policy and environmental limitations.

The initial component of the Desires Plan is the MPO’s five year Transportation Improvement Program (TIP). The currently adopted TIP details projects that are committed for completion for Fiscal Year 2015 through Fiscal Year 2019. The types of transportation improvements included within the TIP are:

- Major Roadway
- Interstate 95
- Florida’s Turnpike
- Transportation System Management
- Maintenance
- Aviation
- Port of Palm Beach
- Tri-Rail
- Local Transit
- Transportation Disadvantaged Services
- Non-Motorized Projects (e.g. Bicycle, Pedestrian, and Greenways)



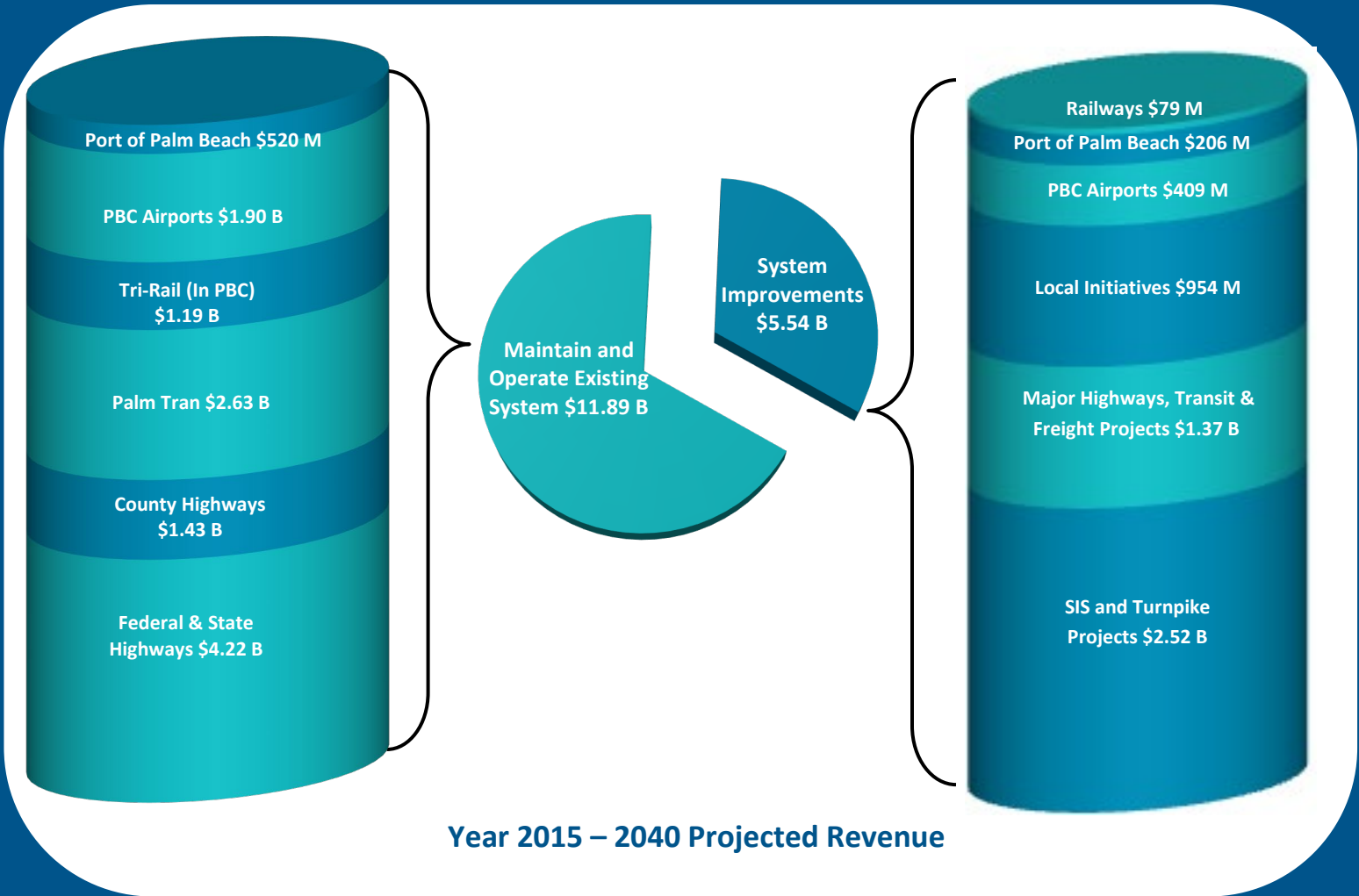
In addition to the projects reflected in the MPO’s current TIP, the Desires Plan includes transportation project desires for the period extending through year 2040. The purpose of the Desires Plan is to address all the individual modes of transportation that encompass the Palm Beach County transportation system.

The Year 2040 Desires Major Transit, Freight and Highway Plans are presented in the maps on pages 18-21. Proposed improvements beyond the existing year 2014 are highlighted on each of the maps.



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

These projections fall into two categories: maintain the system and improve the system. Funds set aside for maintaining and operating the existing transportation system are represented by Federal, State, and County highway funds along with support for the existing Palm Tran fixed route and paratransit services and the Tri-Rail commuter system. In addition, there are the Palm Beach County airports and the Port of Palm Beach (POPB) funds.

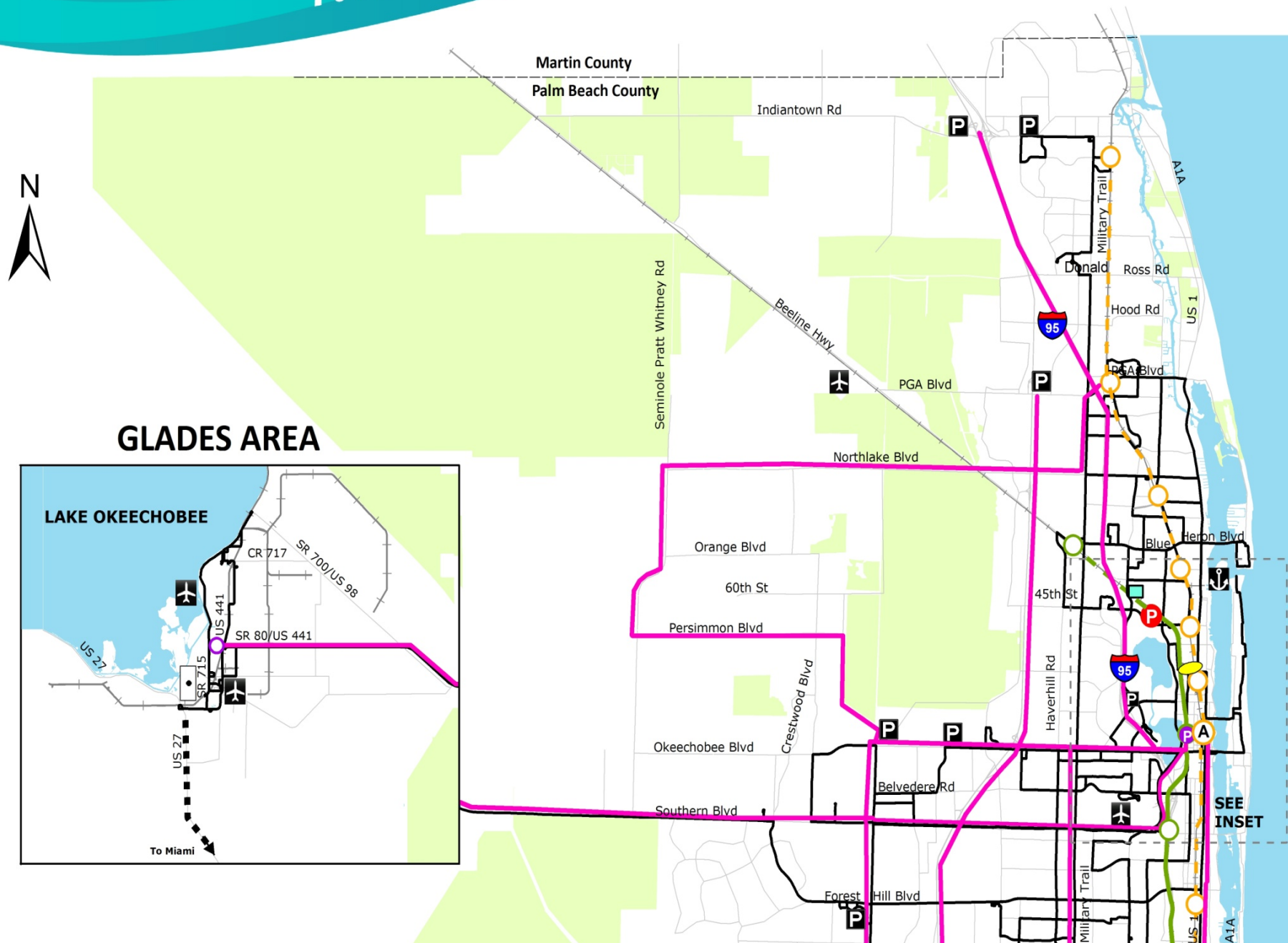


Funds that can be applied to provide capacity expansion beyond the existing transportation system are identified for specific projects by various stakeholders. Specifically, the Florida Department of Transportation (FDOT) has identified financially feasible projects for the Strategic Intermodal System (SIS) and the Florida’s Turnpike facility. The MPO identified major capacity expansions to the highway and the transit networks that are to be implemented with Federal, State and local revenue sources. The MPO also provided funding for lower cost improvements such as transportation system management, transit and freight supporting facilities, and non-motorized enhancements. The lower cost, non-regionally significant improvements are not identified specifically but rather referred to as the “Local Initiatives” program with individual projects to be selected annually by the MPO Board. Finally, revenues associated with Palm Beach County airports, the Port of Palm Beach, and the railway system are shown.

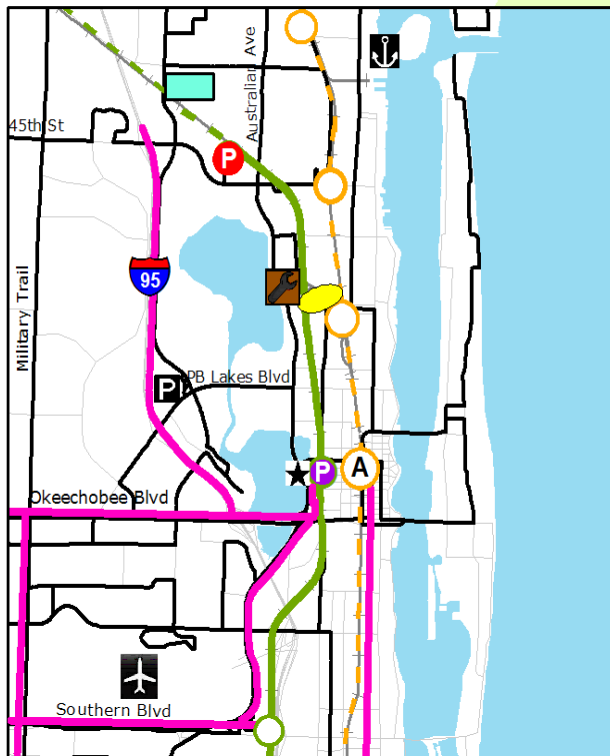
DIRECTIONS 2040

Palm Beach 2040 Long Range Transportation Plan

DESIRES PLAN



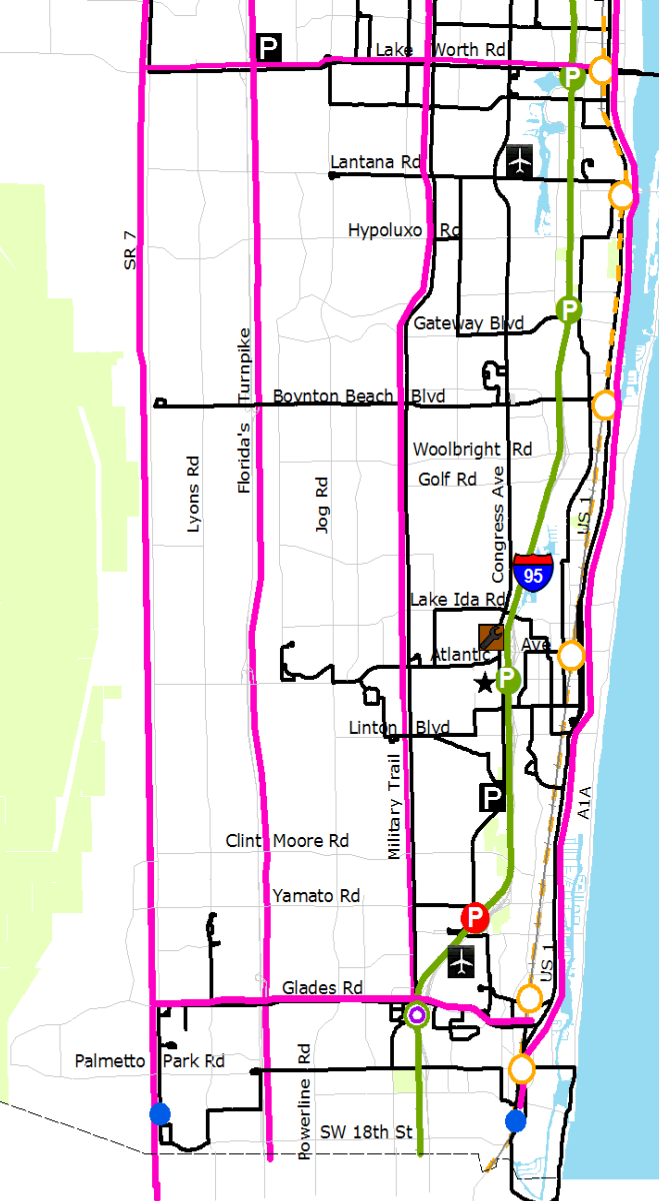
WEST PALM BEACH AREA



2040 Desires Plan

Transit and Freight Component

Palm Beach County
Broward County



LEGEND

Existing Facilities

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

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

Committed/Desired Facilities

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



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DIRECTIONS 2040

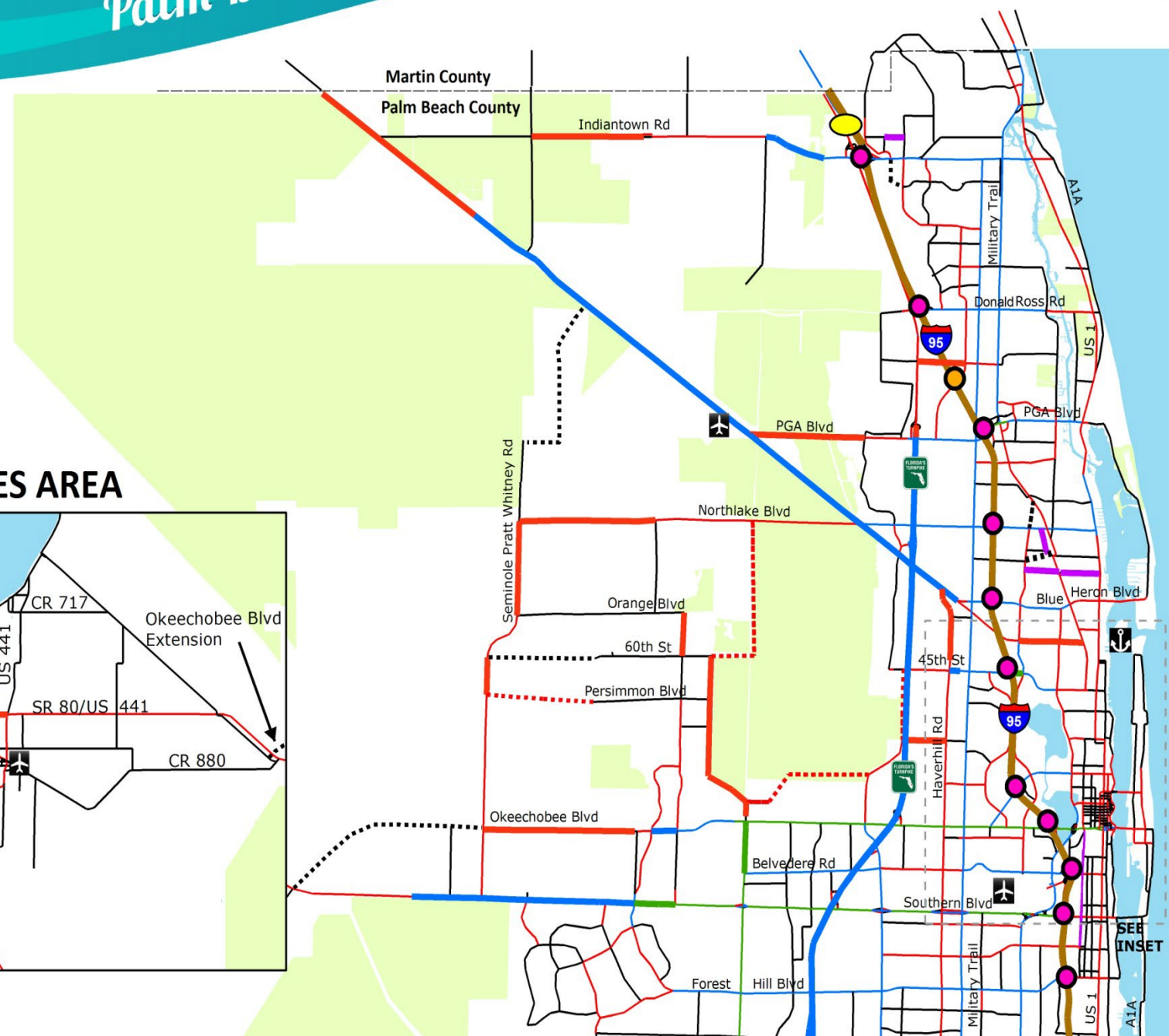
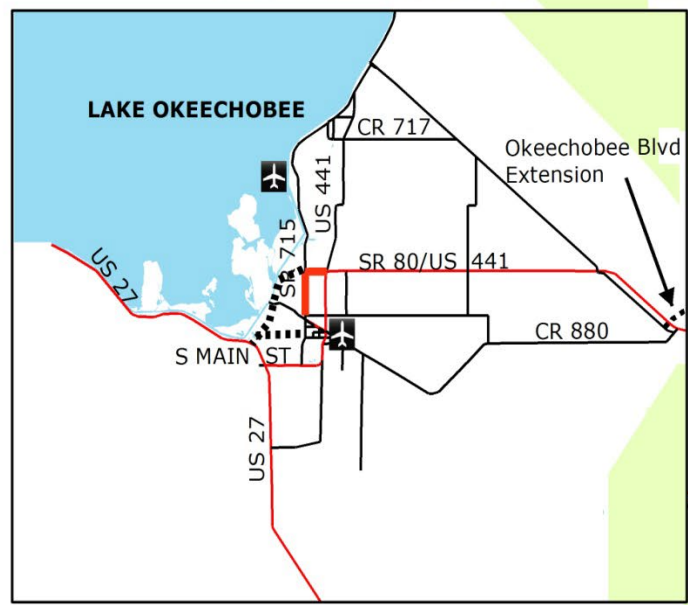
Palm Beach 2040 Long Range Transportation Plan

EXISTING SYSTEM

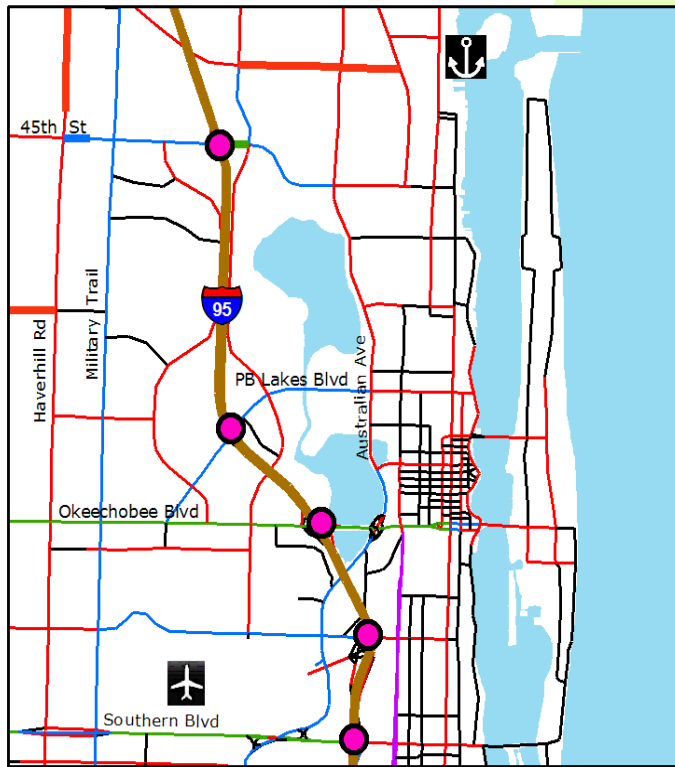
Palm Beach Metropolitan Planning Organization



GLADES AREA



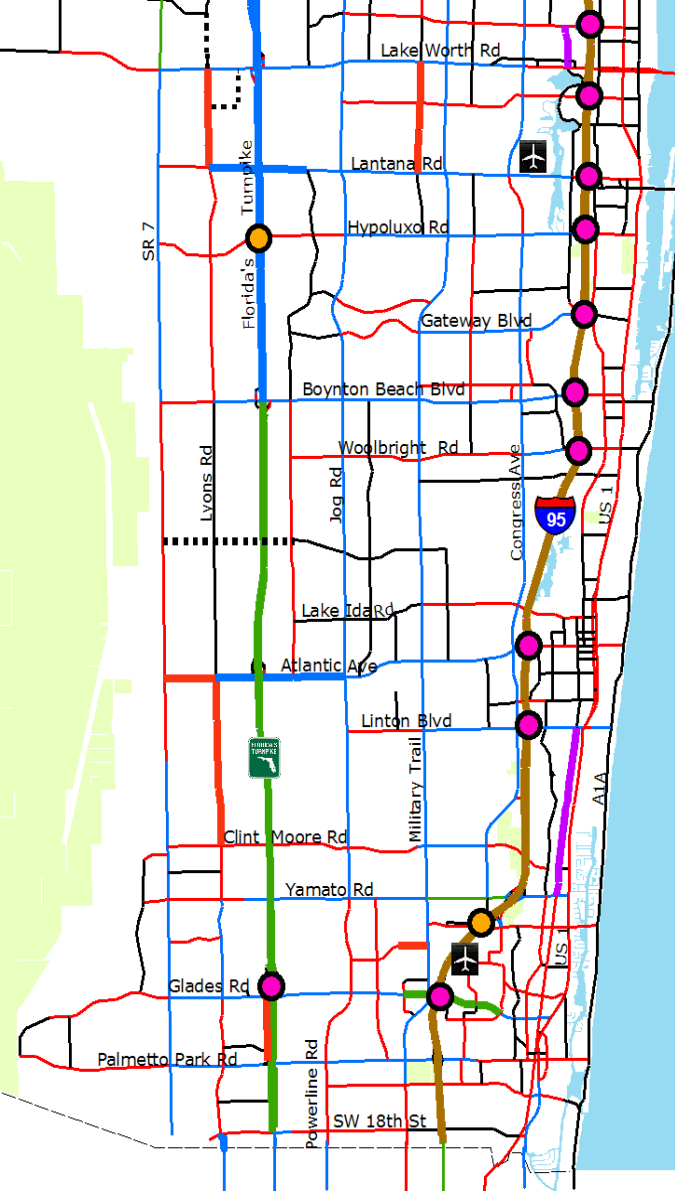
WEST PALM BEACH AREA



2040 Desires Plan

Highway Component

Palm Beach County
Broward County



LEGEND

Existing Lanes/Facilities

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

Committed/Desired Improvements

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

NOTES

Improvements committed and/or desired beyond existing network.



COST FEASIBLE PLAN

The Year 2040 Cost Feasible Plan and its Interim Year Plans balance project costs against anticipated revenue.

The Goals, Objectives, and Values served as the basis for this effort. Advisory Committee input also shaped the ranked set of projects presented to the MPO Board at its September 2014 regular meeting for review. Further refinements were made in response to Board input to create the final Directions 2040 Cost Feasible Plan.

The Cost Feasible Plan maps for Major Transit, Freight and Highway Projects are represented on the following pages identifying financially feasible projects from year 2015 to year 2040. The remaining available revenue is allocated to the Local Initiatives Program to advance lower cost projects identified and prioritized by local transportation stakeholders. Page 28 provides an overview of the Local Initiatives program and the types of projects included.

Joint MPO
Advisory
Committees
Workshop



Finally, the Year 2040 Cost Feasible Plan projects are phased in relative to Interim Year 2020, Interim Year 2025, Interim Year 2030 and Ultimate Year 2040 Plans. Both the final ranked projects and the available revenues were consulted for this effort. Essentially, higher ranked projects were phased in to the Interim Year Plans based on the available revenues for each time period. The Strategic Intermodal System and the Florida’s Turnpike cost feasible projects were also implemented by Interim Year phases in accordance with the year of implementation information provided. The tables starting on page 29 shows the phasing of individual transportation capacity projects.

In addition, Interim Year Local Initiative funds were also developed based on the amount of revenues remaining within each phase. The Year 2040 Plan and its Interim Years represents a new direction towards more local initiatives in general with focus on the transportation system management, the transit and freight supporting facilities, and non-motorized enhancements.

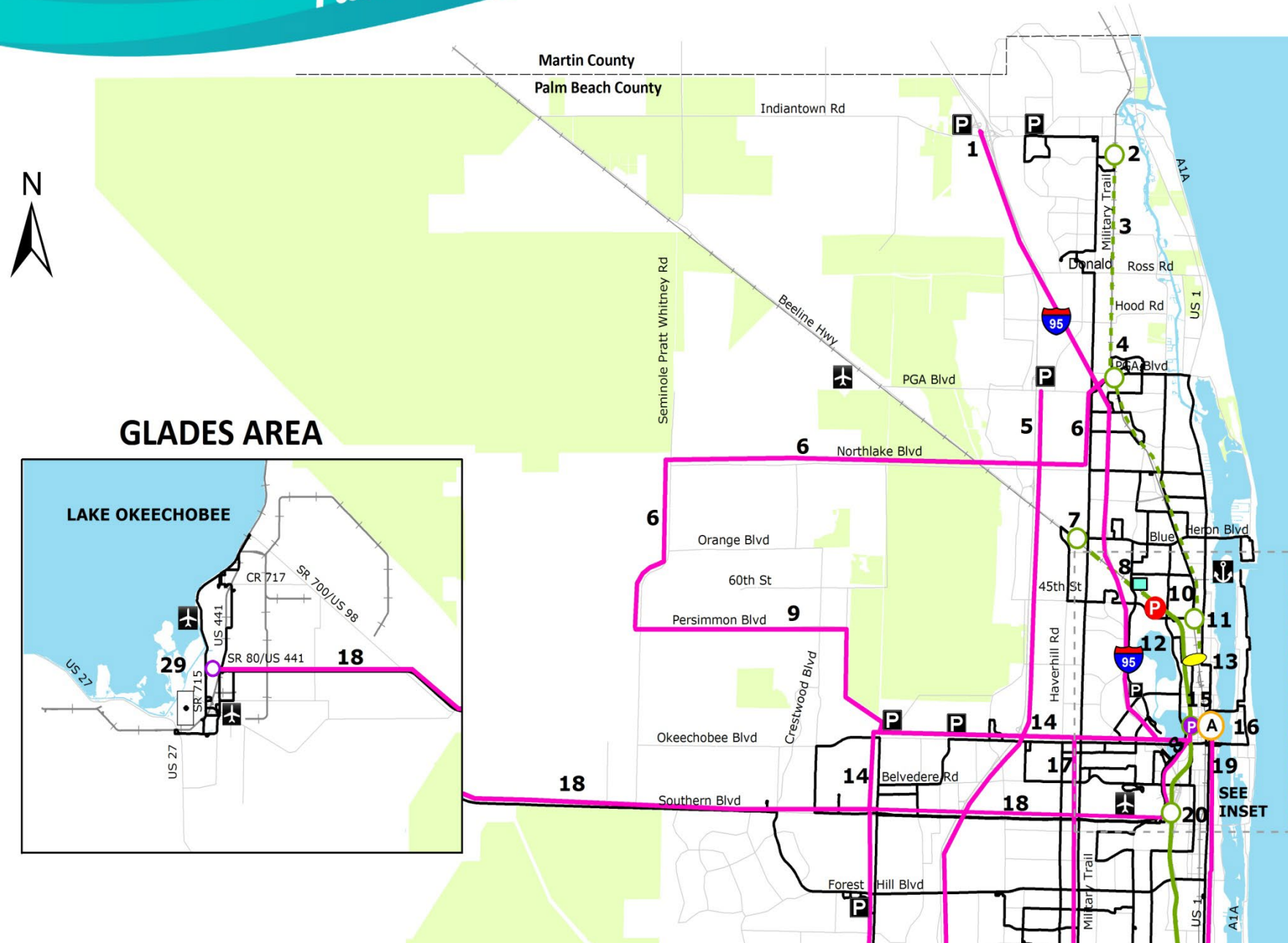
Funds associated with the Port of Palm Beach, PBIA and other airports, and the regional rail corridors will be allocated to individual projects consistent with the adopted master plans for those facilities as they may be amended from time to time.



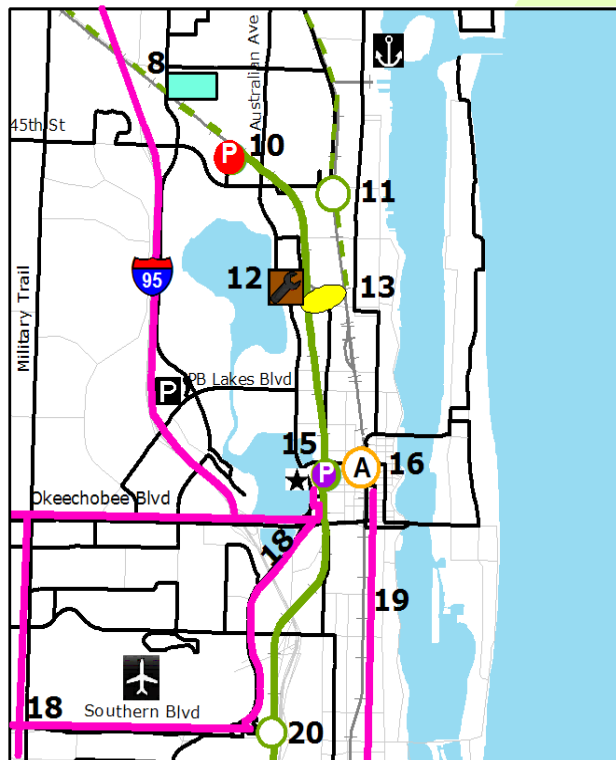
DIRECTIONS 2040

Palm Beach 2040 Long Range Transportation Plan

COST FEASIBLE PLAN



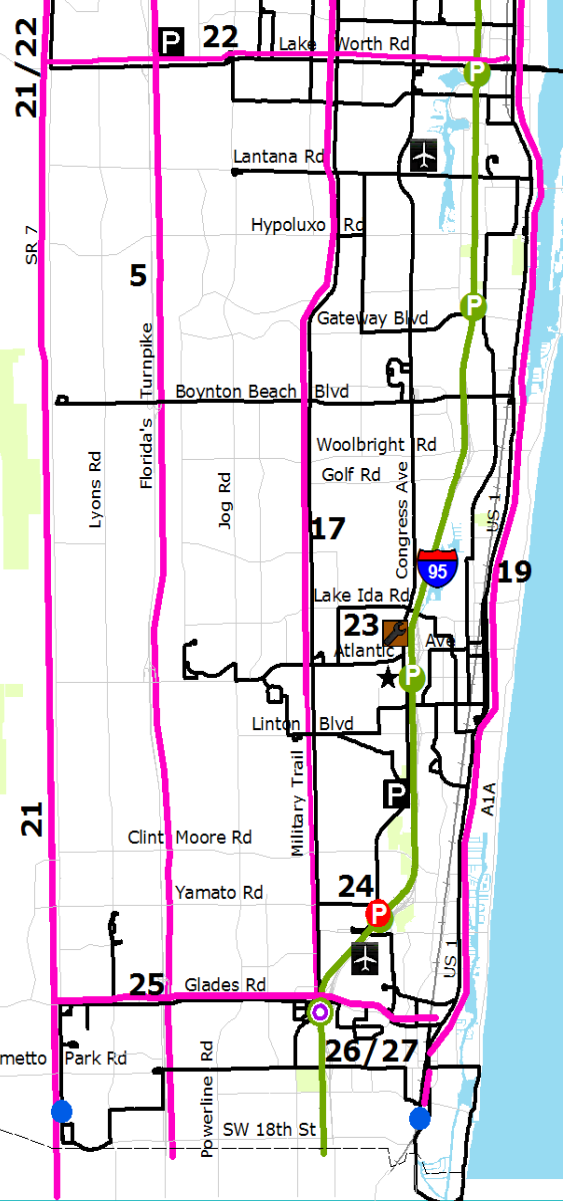
WEST PALM BEACH AREA



2040 Cost Feasible Plan

Transit and Freight Component

Palm Beach County
Broward County



LEGEND

Existing Facilities

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

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

Committed/Cost Feasible Facilities

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



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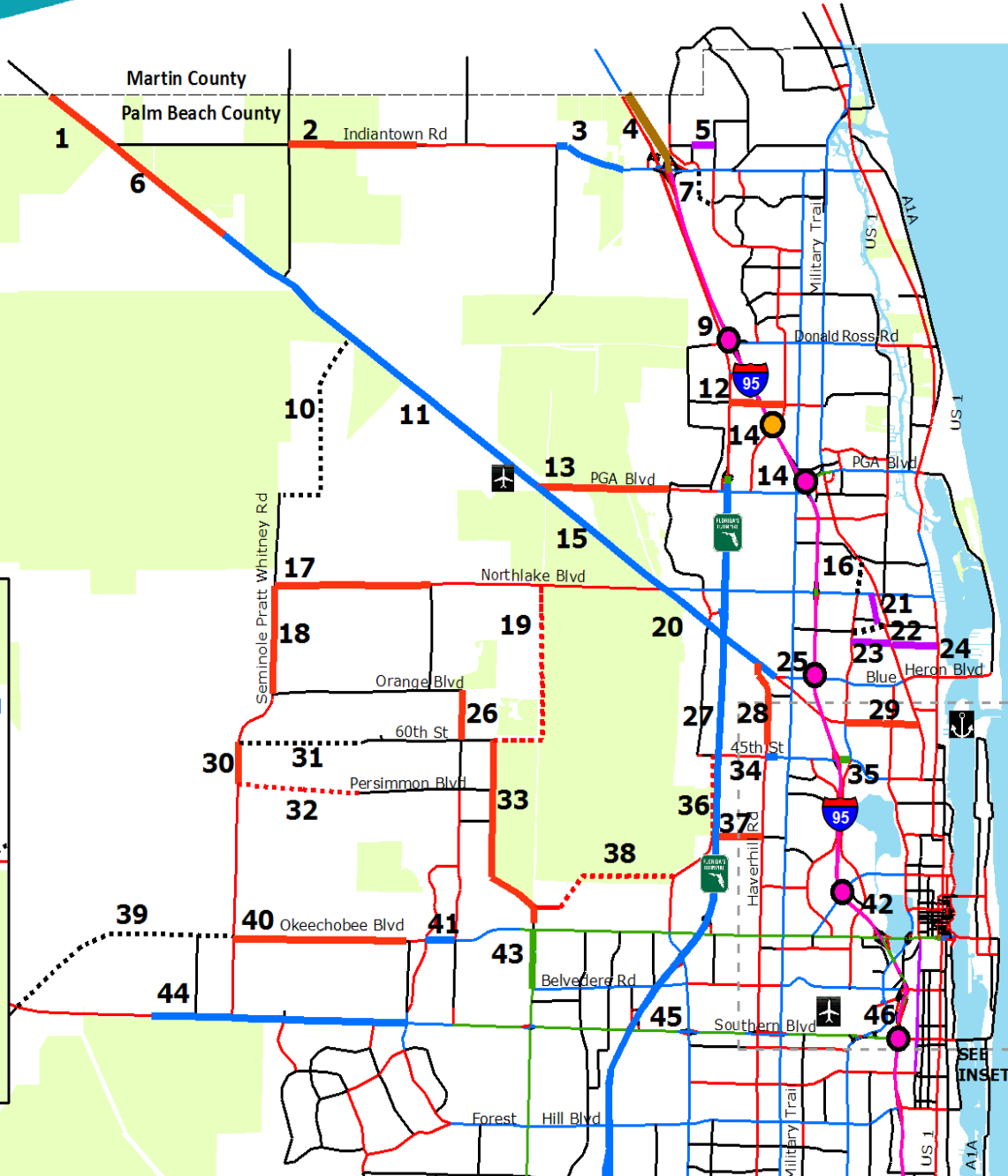
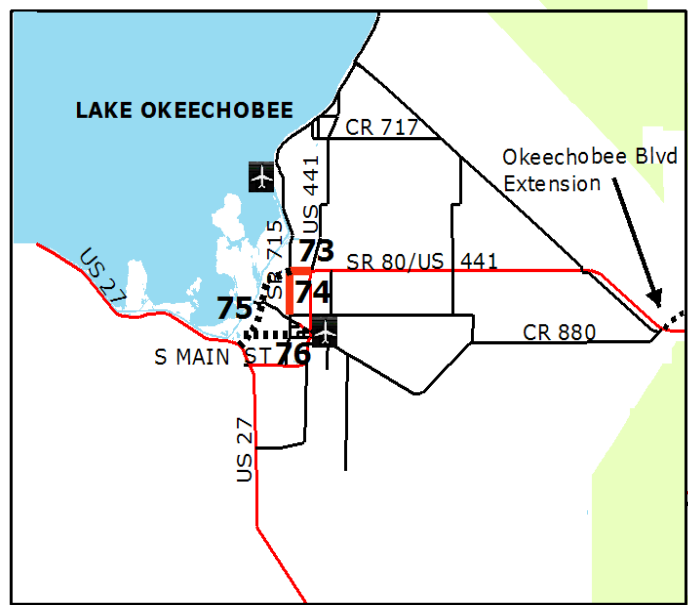
DIRECTIONS 2040

Palm Beach 2040 Long Range Transportation Plan

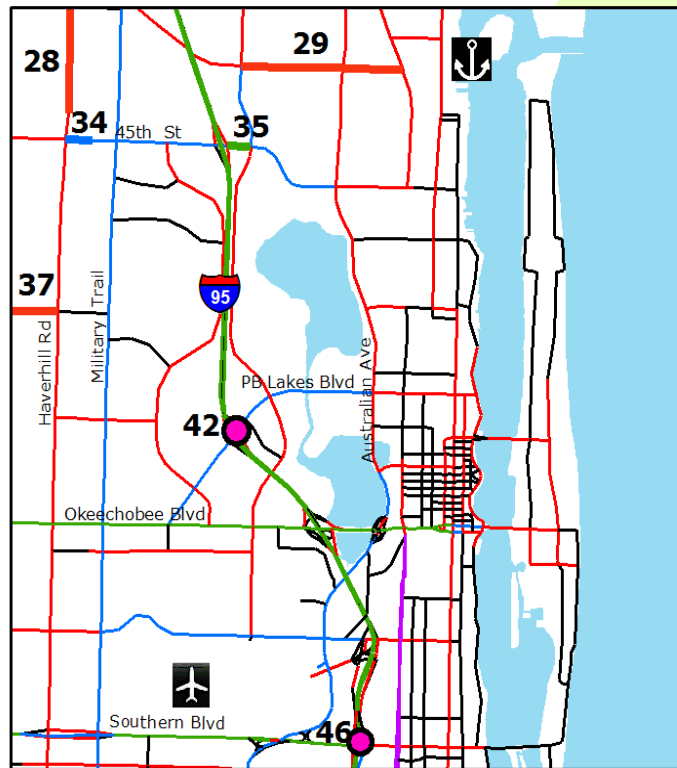
COST FEASIBLE PLAN



GLADES AREA

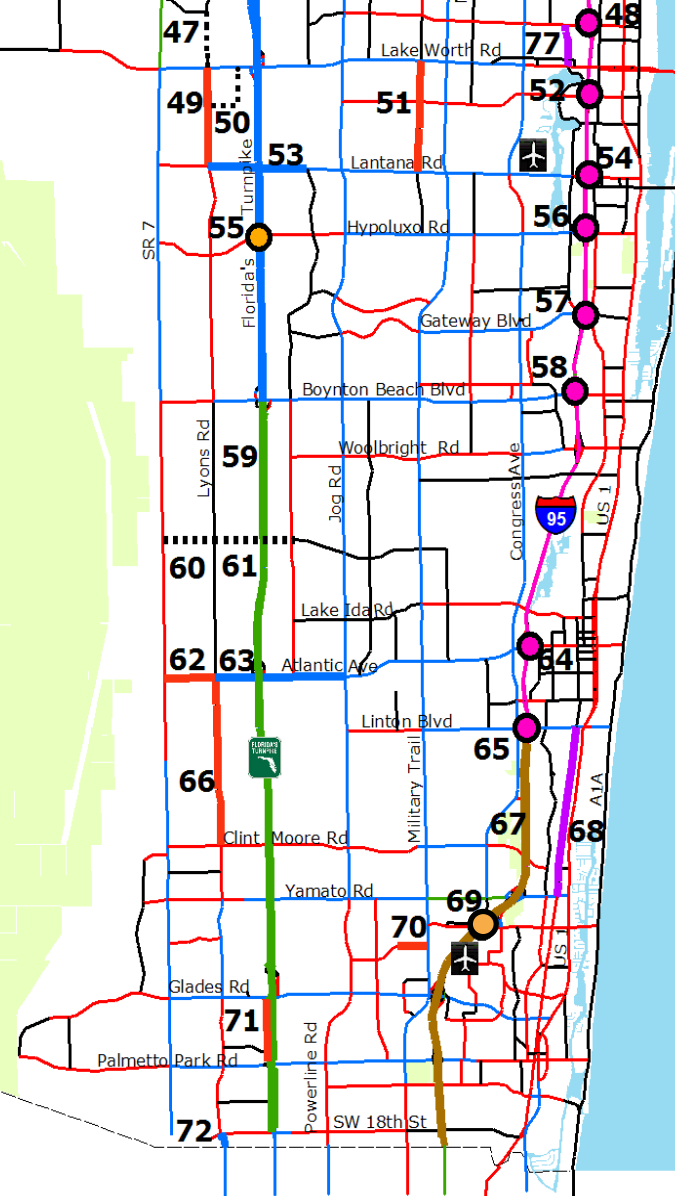


WEST PALM BEACH AREA



2040 Cost Feasible Plan Highway Component

Palm Beach County
Broward County



LEGEND

Existing Lanes/Facilities

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

Committed/Cost Feasible Facilities

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

NOTES

Improvements committed and/or desired beyond existing network.



The Directions 2040 Cost Feasible Plan includes annual revenues set aside for Local Initiatives projects. Local Initiatives represent lower-cost, non-regionally significant projects initiated by local entities such as transportation providers and municipalities. The submitted projects are ranked annually and projects are selected by the MPO Board based on the amount of revenue available for that year. The funding source for Local Initiatives projects comes from a mix of Transportation Management Area Funds, Transportation Alternatives Funds, and Capacity improvement revenue which remained after funding the major highway, transit, and freight projects that are presented in the Cost Feasible maps and tables. The total amount of Local Initiatives revenues for years 2015 through 2040 is \$953.5 Million.

The types of projects which are annually eligible to apply for Local Initiatives revenues include:

- Transportation System Management Projects
- Transit Project (Capital Improvements Only)
- Non-Motorized Projects
- Freight Projects

Transportation System Management (TSM) represents tools available for implementing better management and operation of the existing system. Sample Local Initiatives projects are provided.

Sample Local Initiatives Projects

Bicycle/Pedestrian Improvements

Exclusive Non-Motorized Pathways

Transit Capital Enhancement

New/Improved Bus Shelters

Park and Ride Lot

**Intelligent Transportation System
Equipment**

Intersection/Corridor Turning Lanes

Improved Signal Timings

New Signalized Intersections

Signage and Lighting

Pavement Striping

Electric Charging Stations

Rail Improvement Project

Freight Logistics Project



PROJECTS FUNDED WITH INTERMODAL SYSTEM & TURNPIKE REVENUES

Map #	Location	Description	2015-2040 Total Capital Cost (\$ Millions)	2015-2019	2020	2021-2025	2026-2030	2031-2040
Proposed Strategic Intermodal System Improvements								
H-9	I-95 @ Donald Ross Rd	Interchange Improvement	\$4.5	C				
H-25	I-95 @ Blue Heron Blvd	Interchange Improvement	\$2.8	R/C				
H-1	SR 710 from Martin/PBC Line to W of Indiantown Rd	Widen 2L to 4L	\$10.0	D/R/C				
H-6	SR 710 from W of Indiantown Rd to W of Pratt Whitney Rd	Widen 2L to 4L	\$41.3	D/R/C				
H-29	SR 710 from W of Congress Ave to W of Australian Ave	Widen 2L to 4L	\$42.0	R/C				
H-65	I-95 @ Linton Blvd	Interchange Improvement	\$20.9	C				
H-64	I-95 @ Atlantic Ave	Interchange Improvement	\$9.4	D/R/C				
H-69	I-95 @ Spanish River Blvd	New Interchange	\$81.9	R/C				
H-44	Southern Blvd/SR 80 from L-8 Canal to Forest Hill Blvd	Widen 4L to 6L	\$46.3	R/C				
H-29	SR 710 from Australian Ave to Old Dixie Hwy	Widen 2L to 4L	\$75.0	D/R/C				
H-67	I-95 managed lanes from Broward/PBC Line to Linton Blvd	Add Managed Lanes	\$165.0	D/C	C	C		
H-57	I-95 @ Gateway Blvd	Interchange Improvement	\$87.9		D	R/C		
H-46	I-95 @ Southern Blvd/SR 80	Interchange Improvement	\$116.7		D	C		
H-20	SR 710 from Northlake Blvd to Blue Heron Blvd	Widen 4L to 6L	\$35.3	D		R/C		
H-15	SR 710 from PGA Blvd to Northlake Blvd	Widen 4L to 6L	\$63.3			C		
H-80	I-95 @ Northlake Blvd	Interchange Improvement	\$84.2	D	R	R/C		
H-81	I-95 @ 45th	Interchange Improvement	\$107.7	D		D/R	C	
H-14	I-95 @ Central Blvd or PGA Blvd	Interchange Improvement	\$86.7	D			C	
H-58	I-95 @ Boynton Beach Blvd	Interchange Improvement	\$97.7			D/R	R/C	
H-42	I-95 @ Palm Beach Lakes Blvd	Interchange Improvement	\$150.1				D/R/C	
H-48	I-95 @ 10th Ave N	Interchange Improvement	\$53.3				D/R/C	
H-52	I-95 @ 6th Ave S	Interchange Improvement	\$15.2	D/R		R/C		
H-56	I-95 @ Hypoluxo Rd	Interchange Improvement	\$73.9				D/R/C	
H-54	I-95 @ Lantana Rd	Interchange Improvement	\$86.7				D/R	C
H-79	I-95 @ Woolbright Rd	Interchange Improvement	\$39.5	D		D/R	C	
H-78	I-95 @ Glades Rd	Interchange Improvement	\$27.1	D/R/C				
H-4	I-95 Managed Lanes from Indiantown Rd to Martin/PBC Line	Add Managed Lanes	\$56.4			D	R	C
H-11	SR 710 from W of Seminole Pratt Whitney Rd to PGA Blvd	Widen 4L to 6L	\$59.6					R/C
Proposed Turnpike Improvements								
H-59	Turnpike from Broward/PBC Line (MP 73) to Boynton Beach Blvd (MP 86)	Widen 6L to 10L with express lanes	\$871.0	D		C		
H-45	Turnpike from Boynton Beach Blvd (MP 86) to Lake Worth Rd (MP 93)	Widen 4L to 8L with express lanes	\$196.0	C				
H-27	Turnpike from West Palm Beach Service Plaza (MP 94.5) to Bee Line Hwy/SR-710 (MP 106.1)	Widen 4L to 8L with express lanes	\$476.0	D	D	C		
H-27	Turnpike from Bee Line Hwy/SR-710 (MP 106.1) to Indiantown Rd (MP 117)	Widen 4L to 8L	\$354.0	D		C		
H-55	Turnpike @ Hypoluxo Rd	New Interchange	\$113.1					D/R/C

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

R = Right of Way acquisition

C = Construction

PROJECTS FUNDED WITH OTHER ARTERIALS REVENUES

Map #	Location	Description	2015-2040 Total Capital Cost (\$ Millions)	2015-2019	2020	2021-2025	2026-2030	2031-2040
TPA Local Initiatives Program								
	Local Initiatives Program *	Annual allocation to fund lower cost, non-regionally significant projects proposed by locals	\$953.3	D/C	D/C	D/C	D/C	D/C
Proposed Palm Beach TPA Funded Highway and Transit Projects								
-	Villa Rica Siding Extension	Rail Capacity Project	\$4.8	R/C				
T-13	Northwood Connection Phase I from NW quadrant on CSX to SE quadrant on FEC	Rail Capacity Project	\$21.1	D/C				
T-13	Northwood Connection Phase II from SW quadrant on CSX to NE quadrant on FEC	Rail Capacity Project	\$23.0	D/C				
H-19	SR 7 from 60th St to Northlake Blvd	New 4L	\$53.5	D/C				
-	South Central FL Express Cane Block	Rail Capacity Project	\$21.0	R/C				
-	FEC	Upgrade Rail Crossings to Improve Safety for Vehicular and Non-motorized crossing maneuvers and to mitigate noise impacts along the corridor	\$9.1	D/C				
-	SFRTA Layover	Maintenance Facility	\$36.1	D/C				
T-23	Palm Tran South Bus Facilities Expansion	Design and construction to accommodate expansion	\$5.4	D/C				
T-26	Tri-Rail Station at Glades Rd in Boca Raton	New Station on CSX Corridor	\$18.5	D/C				
H-77	Boutwell Rd from Lake Worth to 10th Ave N	Widen 2L to 3L	\$9.2				D/R/C	
	SR 80 from SR 15 to CR 880	Lighting enhancements	\$5.5			D/C		
T-6	SPW Rd/Northlake Blvd/Military Tr/PGA Blvd from SPW/Persimmon Blvd to Palm Beach Gardens Station	New express bus service	\$5.9					C
T-14	SR 7/Okeechobee Blvd from Mall at Wellington Green to WPB Intermodal Center	New express bus service	\$4.6				C	
T-3, 2,	Tri-Rail Extension - West Palm Beach Station to New Jupiter Station.	New Service to Jupiter on FEC corridor via Northwood Crossover	\$75.0	D/R	R	R/C		
4, 11	Preliminary estimated stations at Toney Penna Dr (Jupiter), PGA Blvd (Palm Beach Gardens), 45th St (West Palm Beach)							
T-5	Turnpike from Broward Co to Palm Beach Gardens	New express bus service	\$5.9					C
H-33	SR 7 from Okeechobee Blvd to 60th St	Widen 2L to 4L	\$26.7	D/C				
H-43	SR 7 from Okeechobee Blvd to Belvedere Rd	Widen 6L to 8L	\$14.9				D/R	C
H-63	Atlantic Ave/SR 806 from Lyons Rd to Jog Rd	Widen 4L to 6L	\$25.3	D/R		R/C		

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

R = Right of Way acquisition

C = Construction

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

PROJECTS FUNDED WITH OTHER ARTERIALS REVENUES (CONTINUED)

Map #	Location	Description	2015-2040 Total Capital Cost (\$ Millions)	2015-2019	2020	2021-2025	2026-2030	2031-2040
H-73	Hooker Hwy/SR 812 from SR 715 to US 441	Widen 2L to 4L	\$11.4			D	R/C	
H-74	SR 715 from S Main St to Hooker Hwy	Widen 2L to 4L	\$39.3				D/R	C
H-62	Atlantic Ave/SR 806 from SR 7 to W of Lyons Rd	Widen 2L to 4L	\$29.1		D	R/C		
H-76	US 27 Connector from SR 80/US 27 to SR 715	New 2L	\$26.6			D	R/C	
H-13	PGA Blvd/SR 786 from SR 710/Beeline Hwy to Ryder Cup Blvd	Widen 2L to 4L	\$30.7					D/R/C
T-1	I-95 from Indiantown Rd to WPB Intermodal Center	New express bus service	\$4.6				C	
T-9	Persimmon Blvd /SR 7/Okeechobee Blvd from SPW/Persimmon Blvd to WPB Intermodal Center	New express bus service	\$5.9					C
T-27	Boca Intermodal Center at Tri-Rail Station near Glades Rd in Boca Raton	Proposed passenger intermodal center	\$24.6					D/R/C
T-15	Tri-Rail Park & Ride at WPB Intermodal Center in West Palm Beach	New parking garage (450 spaces)	\$15.1					C
H-70	Potomac Rd from E-3 Canal to Military Tr	Widen 2L to 4L	\$3.3			D	R/C	
T-18	SR 80/ Australian Ave from Glades Area Intermodal Center to WPB Intermodal Center	New express bus service	\$5.9					C
T-21	SR 7 from Broward Co to Mall at Wellington Green	New express bus service	\$5.9					C
T-10	Tri-Rail Park & Ride at 45th Street in Mangonia Park	New parking garage (300 spaces) and improved bus circulation	\$10.0					C
T-25	Glades Rd from SR 7 to US 1	New express bus service	\$3.9			C		
T-8	Tri-Rail Extension - New Service from Mangonia Park Station to Blue Heron Blvd/VA Hospital	Extend existing service on CSX corridor. Includes new station noted below:	\$63.4				D/R	C
T-7	New Tri-Rail Station at Blue Heron Blvd in Riviera Beach	Additional Tri-Rail Station on CSX Corridor	\$28.5				D/R	C
T-19	US 1 from E Camino Real to Indiantown Road	New express bus service with associated multimodal corridor improvements	\$54.5			D/R/C		
T-17	Military Tr from Boca Intermodal Center to WPB Intermodal Center	New express bus service	\$3.9			C		
T-24	Tri-Rail Park & Ride at Yamato Rd in Boca Raton	New parking garage (420 spaces)	\$11.0				C	
T-20	New Tri-Rail Station at PBI in West Palm Beach	Additional Tri-Rail Station on CSX Corridor	\$22.5			R/C		
T-22	SR 7/Lake Worth from Mall at Wellington Green to US 1 in Lake Worth	New express bus service	\$5.9					C
H-7	Island Way Southern Ext. from Indiantown Rd to Central Blvd	New 2L	\$10.3			D	R/C	
H-39	Okeechobee Blvd Extension from SR 80/CR880 Intersection to Seminole Pratt Whitney Rd	New 2L - TPA funded portion of total cost is shown	\$31.0					D/R/C
T-12	Palm Tran North Bus Facilities Expansion from Electronics Way to South of 36th Street	Design and construction to accommodate expansion	\$4.2	D	C			
H-39	Okeechobee Blvd Extension from SR 80/CR880 Intersection to Seminole Pratt Whitney Rd	New 2L - PBC portion of total cost is shown	\$34.1			D	R	C

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

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C = Construction

PROJECTS FUNDED WITH COUNTY IMPACT FEES, LOCAL GAS TAX, OR PRIVATE FUNDS

Map #	Location	Description	2015-2040 Total Capital Cost (\$ Millions)	2015-2019	2020	2021-2025	2026-2030	2031-2040
Proposed Palm Beach County Funded Highway Projects								
H-5	Church St from Limestone Creek Rd to W of Central Blvd	Widen 2L to 3L	\$0.3	R/C				
H-16	Congress Ave Ext. from Northlake Blvd to Alt. A1A	New 2L	\$7.7	R/C				
H-60	Flavor Pict Rd from SR 7 to Lyons Rd	New 2L	\$4.6	C				
H-28	Haverhill Rd from N of 45th St to Bee Line Hwy	Widen 2L to 5L	\$9.5	C				
H-51	Haverhill Rd from Lanatana Rd to Lake Worth Rd	Widen 2L to 4L	\$9.7	R/C				
H-12	Hood Rd from E of Florida's Turnpike to W. of Central Blvd	Widen 2L to 4L	\$6.6	R/C				
H-36	Jog Rd Extension from Roebuck Road to 45th Street	New 4L	\$30.0	R/C				
H-72	Lyons Rd from Broward/PB County Line to SW 18th St	Widen 4L to 6L	\$2.1	R/C				
H-66	Lyons Rd from Clint Moore Rd to Atlantic Ave	Widen 2L to 4L	\$12.5	R/C				
H-17	Northlake Blvd from Seminole Pratt Whitney Rd to Coconut Blvd	Widen 2L to 4L	\$13.5	R/C				
H-68	Old Dixie Hwy from Yamato Rd to Linton Blvd	Widen 2L to 3L	\$12.5	R/C				
H-21	Old Dixie Hwy from Park Ave to Northlake Blvd	Widen 2L to 3L	\$2.8	C				
H-38	Roebuck Rd from SR 7 to Jog Rd	New 4L	\$50.0	C				
H-37	Roebuck Rd from Jog Rd to Haverhill Rd	Widen 2L to 4L	\$3.2	R/C				
H-26	Royal Palm Beach Blvd from 60th St to Orange Blvd	Widen 2L to 4L	\$4.0	R/C				
H-18	Seminole Pratt Whitney Rd from Orange Blvd to Northlake Blvd	Widen 2L to 4L (drainage 6L)	\$6.8	C				
H-23	Silver Beach Rd from E of Congress Ave to Old Dixie Hwy	Widen 2L to 3L	\$3.1	R/C				
H-49	Lyons Rd from Lantana Rd to Lake Worth Rd	Widen 2L to 4L	\$8.2	D	R/C			
H-47	Lyons Rd from Lake Worth Rd to Stribling Wy	New 2L	\$8.8		D/R/C			
H-75	Avenue E Extension from US 27 Connector to SR 715	New 2L	\$10.8		D/R/C			
H-3	Indiantown Rd from Jupiter Farms Rd to W of Florida's Turnpike	Widen 4L to 6L	\$5.8		D/R/C			
H-34	45th St from Haverhill Rd to W of Military Tr	Widen 4L to 6L	\$4.1		D/R/C			
H-22	Park Ave Extension from Old Dixie Highway to Congress Avenue	New 2L	\$3.6		D/R	C		
H-41	Okeechobee Blvd from Crestwood Blvd to W of Royal Palm Beach Blvd	Widen 4L to 6L	\$3.6			D/R/C		
H-40	Okeechobee Blvd from Seminole Pratt-Whitney Rd to West of Crestwood Blvd	Widen 2L to 4L	\$32.1			D/R/C		
H-50	Polo Road from Lake Worth Rd to Lyons Rd	New 2L	\$10.2			D/R/C		
H-71	Boca Rio Rd from Palmetto Park Rd to Glades Rd	Widen 2L to 4L	\$16.5			D/R/C		
H-31	60th St from Seminole Pratt Whitney Rd to 140th Ave N	New 2L	\$21.4			D/R/C		
H-61	Flavor Pict Road from Lyons Rd to Hagen Ranch Rd	New 2L	\$12.6			D/R/C		
H-30	Seminole Pratt-Whitney Rd from Persimmon Blvd to 60th Street	Widen 2L to 4L	\$19.3			D/R/C		
H-24	Silver Beach Rd from Old Dixie Hwy to US 1	Widen 2L to 3L	\$12.5			D/R/C		
H-10	Seminole Pratt Whitney Rd from N of Northlake Blvd to SR 710	New 2L	\$67.9			D/R	C	
H-35	45th St from I-95 to Congress Ave	Widen 6L to 8L	\$7.8			D/R	C	

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

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C = Construction

PROJECTS FUNDED WITH COUNTY IMPACT FEES, LOCAL GAS TAX, OR PRIVATE FUNDS (CONTINUED)

Map #	Location	Description	2015-2040 Total Capital Cost (\$ Millions)	2015-2019	2020	2021-2025	2026-2030	2031-2040
Proposed Palm Beach County Funded Highway Projects								
H-53	Lantana Rd from Lyons Rd to Hagen Ranch Rd	Widen 4L to 6L	\$35.7			D/R		R/C
H-2	Indiantown Rd from Pratt-Whitney Rd to 131st Trail N	Widen 2L to 4L	\$28.0			D	R	C
Proposed Privately Funded Transit Projects								
T-16	New All Aboard Florida Station near Datura/Evernia in West Palm Beach	Station and new high-speed service to Ft. Lauderdale, Miami, and Orlando						
Proposed Privately Funded Highway Projects								
H-32	Persimmon Blvd from Seminole Pratt Whitney Rd to 140th Ave N	New 4L	\$21.0					
Proposed Privately Funded Freight Projects								
T-28	Glades Area Intermodal Center @ SR 80/US441/Hookey Hwy/Main St in Belle Glade	Proposed passenger intermodal center	\$19.3				D/R/C	

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

R = Right of Way acquisition

C = Construction

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

The Palm Beach County Department of Airports operates four airports:

- Palm Beach International Airport (PBIA) is the only airline, or carrier, airport within the county
- North Palm Beach County General Aviation Airport is located in the north portion of the county near the Florida Research Park, Jupiter and Palm Beach Gardens
- Palm Beach County Park Airport is located near Lantana
- Palm Beach County Glades Airport (Pahokee) is located adjacent to Lake Okeechobee in the Glades area

In addition to the Palm Beach County airports, there is the Belle Glade State Municipal Airport and the Boca Raton Airport which is operated by the Boca Raton Airport Authority.

COMMITTED AVIATION PROJECTS

Upgrade PBIA Taxiways

PBIA General Aviation Federal Inspection Service Facilities Improvements

Golfview Commercial Property Acquisition

Belle Glade State Airport Maint. Facility

Boca Raton Airport Building Construction

North PB County Airport Additional Apron

PB Glades Airport Hangers/Infrastructure

PBC Park/Lantana Airport Runway Rehab

The GOV Objective 4.2 Airport and Port freight targets for 2025 and 2040 are presented here for reference.

AIRPORT AND PORT TARGETS

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





The Port of Palm Beach is an independent special taxing district, a sub-division of the state of Florida. It is located in Riviera Beach and has access to the Atlantic Ocean, nearby freeways and FEC railway. It is the fourth busiest container port in Florida, handling some two million tons of cargo every year. Eighty percent of its cargo is export. It also serves over 340 thousand passengers annually by offering several cruise line operations.

The FDOT Rail and Motor Carrier Operations Office is responsible for assisting in the development of the Florida's rail system, both passenger and freight. FDOT owns the South Florida Rail Corridor (SFRC, formerly CSX Railway) portion which begins east of the I-95 overpass over SR 710 and continues south into Miami-Dade County. Tri-Rail is one of the rail services currently operating on the SFRC. Tri-Rail primarily focuses on serving commuter rail passengers. Tri-Rail's service area currently extends from Miami to Mangonia Park. Tri-Rail is also proposed to expand westward to the VA Hospital via the CSX owned corridor and northward to Jupiter via the Florida East Coast Rail corridor, as part of the Directions 2040 Cost Feasible Plan. The Amtrak Service Program utilizes the SFRC and continues to the CSX corridor at the north border of the SFRC property. Amtrak originates in Miami to the south and continues to Jacksonville and further north, including stops at Delray Beach, and West Palm Beach. CSX retains a perpetual freight easement and provides all freight service on the SFRC. CSX is also currently responsible for the dispatch and maintenance of the SFRC.

COMMITTED PORT PROJECTS

Port-Wide Slip Redevelopment

Port Berth 1 Expansion

Tropical Shipping Reefer Line Expansion

COMMITTED RAILWAY PROJECTS

Quiet Zone/Safety Improvements at FEC Crossings-Countywide

Northwood Crossover-Connection between FEC and SFRC

South Central FL Express Cane Block Rail

Villa Rica FEC Rail Siding

System improvements associated with aviation, port and railway projects will be programmed consistent with the adopted master plans for those facilities as they are amended from time to time.

The Southeast Florida Regional Transportation Council (SEFTC) is a formal partnership of the Palm Beach MPO, Broward MPO, and Miami-Dade MPO within the U.S. Census designated Miami Urbanized Area. SEFTC serves as a forum for policy coordination and undertakes regional planning efforts for all transportation modes and has several committees/subcommittees:

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



SEFTC

Southeast Florida
Transportation Council

Palm Beach MPO

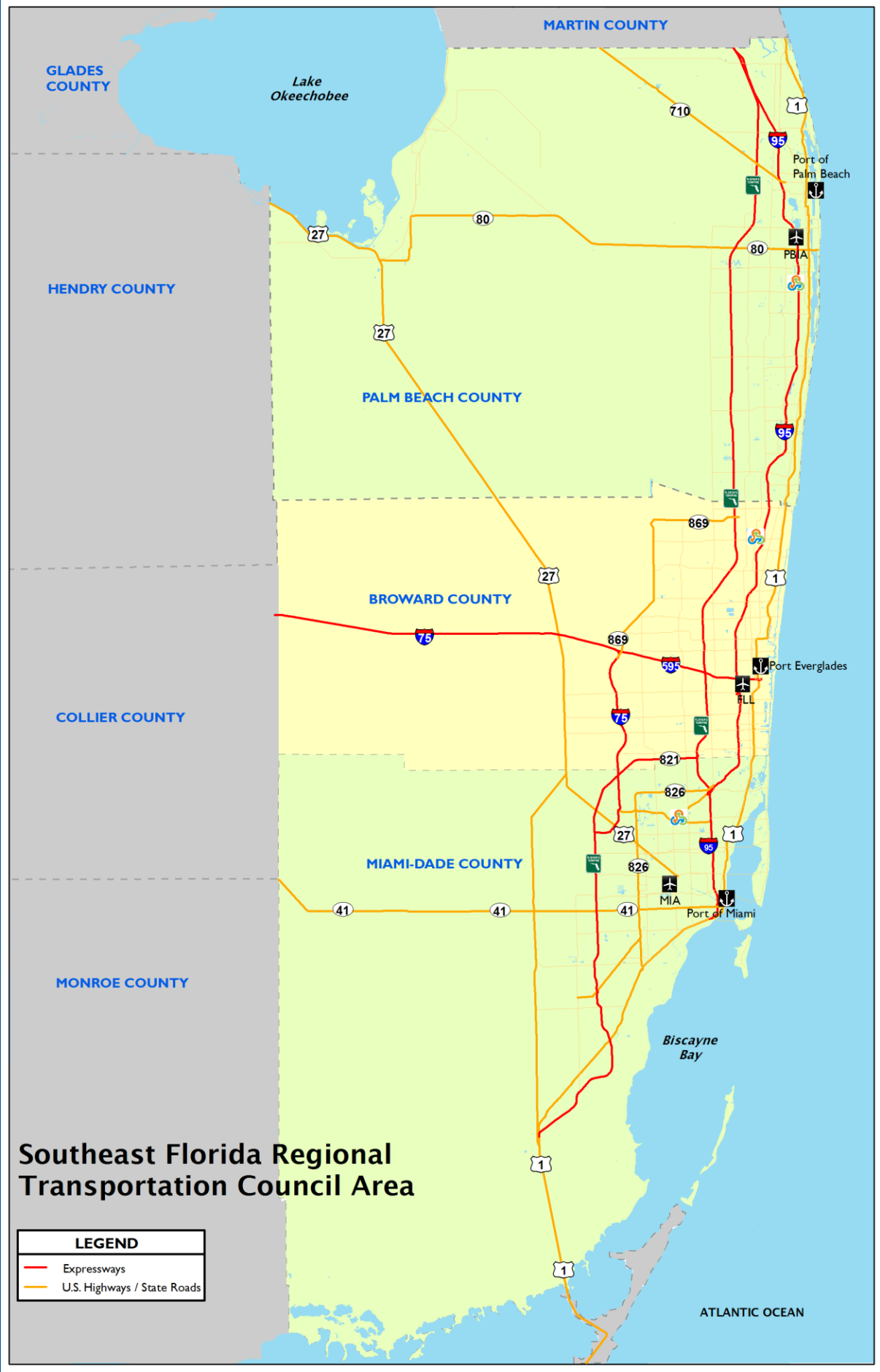
Broward MPO

Miami-Dade MPO

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

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

Regionally significant projects are included as a part of the Cost Feasible Plan of the Directions 2040 LRTP to ensure regional travel continuity and overall system enhancement. Specifically, the Cost Feasible Plan includes managed lanes from Indiantown Road to the Martin County line and from Linton Boulevard to the Broward County line. The Florida’s Turnpike widenings from PGA Boulevard to Broward County are other regionally noteworthy projects. Tri-Rail commuter rail operates within the Miami-Dade, Broward and Palm Beach MPO areas. Proposed Tri-Rail extensions to Jupiter and the Veteran’s Administration Hospital/Blue Heron Boulevard would provide expanded opportunities for travelers within the region. Two express bus routes connect bus riders from Palm Beach County to Broward County, specifically a Turnpike route between Palm Beach Gardens and Broward County and a SR 7 route between the Mall at Wellington Green and Broward County.



PALM BEACH METROPOLITAN PLANNING ORGANIZATION

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Public participation is solicited without regard to race, color, national origin, age, sex, disability, or family status. Persons who require special accommodations under the Americans with Disability Act or persons who require translation services for a meeting (free of charge) should contact Malissa Booth at (561) 684-4170 or at MBooth@PalmBeachMPO.org at least five business days in advance. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.