A safe, efficient, and connected multimodal transportation system.
Cost Feasible Plan
Construction to 2045

Roadway capacity

Set-aside/annual programs for:
- State roadway reconstructions
- Local Initiatives Program
- Trans. Alternatives Program

US 27 freight
Cost Feasible Plan
Studies to 2045

561 Premium transit corridors

Southern Blvd capacity

Turnpike @ Hypoluxo Rd
Roadblocks to premium transit

Limited federal and state funding towards operations & maintenance

Limited dedicated local funding source for capital, operations, & maintenance

Federal and state funding requires local match
Scenario

Funding Policies to achieve Desires Plan
Funding scenarios - federal, state, local

Status quo of current funding practice

Potential actions to change revenue amounts or provide more flexibility in what we fund

Positive and negative outcomes of the potential actions
Federal Funding: flattening revenue

Increase revenue sources:
- Index gas tax to inflation
- Create mileage based user fee
- New revenue sources (spending bill ends in 2020)

Expand flexibility of current funding sources
- National Highway Performance Program (NHPP)
- Highway Safety Improvement Program (HSIP)

Apply for discretionary grants
State Funding: increasing flexibility

Potential actions:

Ensure Palm Beach County state gas tax spent = amount collected

Increase TPA funds by limiting percent used towards SIS projects

Use additional TPA funds typically spent on expansion towards transit O&M

Change state policy to allow I-95 managed lane revenue in PBC to be used towards TPA projects and state road reconstructions

Apply for discretionary grants
Local Funding: finding a dedicated source

Potential actions:

Research mobility fee that may fund multimodal improvements

Voters approve transportation surtax

Establish Tax Increment Financing (TIF) districts along transit corridors
Implementation

Next steps to realize Desires Plan
Pedestrian Network

Implementing Tier 1 & 2

1. Local Initiatives & Transportation Alternatives = $23 M/yr
2. Set-aside for state roadway reconstruction
3. Include missing facilities in all TPA, FDOT, and County projects
4. Research mobility fees
Implementing Tier 1 & 2 Bicycle Network

1. Local Initiatives & Transportation Alternatives = $23 M/yr
2. Set-aside for state roadway reconstruction
3. Include missing facilities in all TPA, FDOT, and County projects
4. Include facilities on all upcoming resurfacing projects
5. Identify projects to advanced SUN-Trail
6. Research mobility fees
7. Advocate for more specific standards for separated bicycle facilities
Implementing 561
Premium Transit

1. Collaborate with partners
2. Conduct multimodal corridor studies
   a) Evaluate alternatives
   b) Cost & benefits
   c) Funding strategy
   d) Additional infrastructure needs
   e) Land Use changes
3. Secure dedicated funding source
4. Implement transit-supportive growth management policies/plans
1. Prioritize state/federal funding for TPA Projects
2. Evaluate benefits/cost of Strategic Intermodal System (SIS) projects before inclusion in TIP
3. Evaluate projected demand for County roadway projects when presenting as informational content in the TIP
Day-to-day Routine Implementation

Conception
Review & site visits of potential projects

Clarification
Multimodal scoping checklists

Confirmation
Formal review of design plans

Construction
Final review of project and update data