A safe, efficient, and connected multimodal transportation system.
## Schedule

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🌟 Governing Board Presentation

[Image of schedule chart with activity timelines and icons]
Scenario

Funding Policies to achieve Desires Plan
Scenario Planning - What it IS and IS NOT

IS
- Menu of Potential actions and outcomes to change revenue amounts or provide more flexibility in funding to implement Desires Plan

IS NOT
- A commitment of TPA or any local governments to perform any of the actions
- Additional Revenue for our Cost Feasible Plan
At the Federal Level

Potential actions:

- Increase revenue sources
  - Index gas tax to inflation
  - Create mileage based user fee

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

Apply for discretionary grants
At the State Level

Potential actions:

- Ensure state gas tax spent in PBC = amount collected
- Increase state funds for TPA projects by limiting percent for SIS
- Redirect state funds from TPA capital projects to premium 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
At the Local Level

Potential actions:

- Research mobility fee that may fund multimodal improvements
- Establish countywide transportation surtax
- Establish Tax Increment Financing (TIF) districts along transit corridors
Implementation
Next steps to realize Desires Plan
Implementing Tier 1 & 2 Pedestrian 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. 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