

FY 10-14 TRANSPORTATION IMPROVEMENT PROGRAM PRIORITIES

**Palm Beach
Metropolitan Planning Organization**

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Chair

PRIORITY SELECTION METHODOLOGY

In selecting and setting priorities for the Transportation Improvement Program (TIP) and the Florida Department of Transportation's Five-Year Work program, the MPO considers the requirements of SAFETEA-LU. The primary driving forces are the planning factors, the Congestion Management System and the 2030 Transportation System Plan.

The Long Range Transportation Plan (LRTP) provides Goals and Objectives that suitably address the eight SAFETEA-LU planning factors. These goals provide the high-level policy directives that will drive the ranking criteria. The MPO's adopted 2030 LRTP includes, among others, these goal categories:

1. INTERMODAL (integrate different modes into a cohesive intermodal system)
2. ALTERNATIVE MODES (plan for modes beyond single occupant vehicles)
3. HIGHWAYS (provide necessary capacity)
4. ECONOMICS/FINANCE (financially feasible, supports economic development)
5. GROWTH RELATIONS (supports local land use plans and comprehensive plans)
6. ENVIRONMENTAL/SOCIAL (preserve, enhance human & natural environment)
7. SAFETY & SECURITY (improve safety and security of transportation system)
8. REGIONAL PLANNING (coordinate planning with entities in region)

These goals form the basis for the ranking system. Criteria that reflect the intent of each goal have been developed. In addition, preference is given to projects already 'in the pipeline' of the DOT's Adopted Work Program, the intent being to protect existing commitments. The criteria that best reflect and represent the above goals are countered by what data is available from the MPO's management systems, most notably the near-term forecast of traffic growth and the data within the Congestion Management Process (CMP). The selected prioritization criteria form the best fit between what is desired and what is available. Incremental improvements to the CMP will in the future enable enhanced ranking criteria beyond what is currently possible, particularly related to alternative modes.

Eligibility determination or screening ensures that the proposed projects have merit to even be considered. If a project does not pass the screening process, it is finished for the current year's cycle and does not advance to the ranking stage. The screening factors are:

- Is the project contained in the current, adopted LRTP?
- Would the project violate any policy constraints of the subject jurisdiction?
- Is the project already in the Adopted Work Program coded as 'Construction?'

The ranking system applies points to each criterion, and many have weighting systems, while others are yes/no, points/no points.

At this time, the process is applied primarily to roadways but includes consideration of use by other modes in establishing priorities. Even though all roadways were considered regardless of ownership, the MPO elected to provide priorities on State roads only to the DOT since Palm Beach County priorities on county roads are included in an aggressive public road improvement program.

The MPO also considers safety in determining priorities for federal and state funding. Projects with safety-related concerns are submitted by the municipalities and the County for consideration. Safety considerations are related to the motoring public and the bicycle/pedestrian community. The MPO recommends these projects to the Department for funds under the various safety programs.

Priorities on Interstate 95 continue to address current and future congested segments and problem areas. The MPO is requesting FDOT to continue moving forward with plans for additional general purpose and HOV lanes on I-95. The Turnpike projects encourage increased use of this facility through greater capacity in order to relieve I-95 volumes. Turnpike interchange projects are chosen to relieve current interchanges and provide additional access.

The Mass Transit priorities were provided by the transit operator and reflect the capital needs to support the expanded fixed-route system made possible by the dedication of local gas tax revenues. The projects include replacement and system expansion of vehicles and support. The priorities also include paratransit equipment for ADA and transportation disadvantaged services.

The Transportation Enhancement priorities were established through an evaluation process that assigned scores to projects submitted by local municipalities and the county. The evaluation criteria included items such as access to schools, recreation facilities, shopping opportunities and similar activities. The projects were also evaluated on inclusion in local and areawide plans. Projects were ranked by the Bicycle/Pedestrian/Greenway Advisory Committee and approved by the TAC, CAC and MPO.

As the various modes begin to reach maximum potential, increased efficiency in their use becomes important. In particular, roadways are being built to the maximum typical section with further growth anticipated. The MPO supports consideration and inclusion of Intelligent Transportation System (ITS) technology in conjunction with improvements to the various transportation modes. The MPO policies also support inclusion of fiber optic cables/conduits to be installed as part of transportation projects to provide for future ITS activities and general connectivity of the populace. A number of ongoing project priorities were adopted related to provision of bus shelters, van pools, beautification, community transit services, Tri Rail and rail crossing improvements.

The MPO prepared and adopted a “master” list of transportation improvement projects that is multi modal in nature and provides overall direction to the Department in allocating funds. The priority list contains projects on roadways, mass transit facilities, cargo handling and noise abatement, and policy direction.

The public involvement process included presentation and discussion of the proposed priorities at meetings open to the public as well as review by the Citizens Advisory Committee to the MPO. Agendas for these meetings were provided to the local news media and posted on the MPO website. The CAC reviewed the priorities and made recommendations to the MPO at their meeting on September 5, 2008. At the MPO meeting, citizens made comments on projects of concern to their local area or interests prior to adoption. The MPO considered those comments during the discussion of the priorities. The full TAC reviewed the list of priorities on September 3, 2008 and recommended approval by the MPO. The priorities were also presented to the CAC. On September 18, 2008, the MPO adopted a series of transportation system priorities that are multi-modal in nature and provide alternatives for travel.

FY 10-14 TRANSPORTATION SYSTEM PRIORITIES

STATUS	PROJECT	FROM	TO	DESCRIPTION
PDE Study	1 State Road 710	Dixie Hwy	Broadway (US 1)	Railroad Crossing and Connection
PDE Underway	2 I-95	Glades Rd	Yamato Rd	Construct Auxiliary Lanes, Interchange
PDE Underway	3 State Road 7	Okeechobee Blvd	Northlake Blvd	Construct Roadway
Partial Funding	4 Federal Highway (U.S. 1)	Glades Rd	Yamato Rd	PD & E Study
	5 State Road 7	Broward Co Line	Glades Rd	PD & E Study to Add Lanes for Transit
PDE Funded	6 Glades Rd	State Road 7	10th St	PACE Study Recommendations
PDE Funded	7 Southern Boulevard	Big Blue Tr	Crestwood Blvd	Add Lanes
On-going	Vanpool Program	Countywide		Funding
On-going	Bus Shelters	Various Locations		Construct Bus Shelters
On-going	Beautification	Countywide		Annual Grants through Keep Palm Beach County Beautiful
On-going	Railroad Crossings	Various Locations		Safety Improvements
On-going	Safe Routes to Schools	Various Locations		Continue and Expand Program and Funding
On-going	Sidewalks	Various Locations		Installation

POLICIES

Include Intelligent Transportation System Consideration and Components in Transportation Projects
 Include Location and Construction of Bus Shelters in Roadway Improvement Projects as Appropriate

INTERSTATE 95

From	To	CST
Belvedere Rd	Southern Blvd	Aug 09 Completion
Okeechobee Blvd	Belvedere Rd	Aug 09 Completion
Congress Ave (WPB)	Okeechobee Blvd	Aug 09 Completion
Palm Beach Lakes Blvd	Congress Ave (WPB)	Aug 09 Completion
Donald Ross Rd	PGA Blvd	Winter 11 Completion
Indiantown Rd	Donald Ross Rd	Spring 12 Completion
Broward County Line	Palmetto Park Rd	PE 10
Palmetto Park Rd	Glades Rd	PE 10
Glades Rd	Yamato Rd	PE 09
Yamato Rd	Congress Ave Interchange	PE 09
Congress Ave Interchange	Linton Blvd	PE 09
Indiantown Road	Interchange Modification Study	Underway
Central Boulevard	Interchange Justification Study	Underway

FLORIDA'S TURNPIKE PRIORITIES

ACTIVITY	LOCATION	STATUS
Add Lanes	Lantana Toll Plaza - Lake Worth Rd Lake Worth Rd - Okeechobee Blvd	CST 09 RW 09, CST 11
Improve Interchange	Glades Rd-Construct Relievers at Palmetto Park Rd and Yamato Rd PGA Blvd-Construct NB Exit Ramp Okeechobee Blvd-Construct NB-EB Exit Ramp	

FY 2010-2014 MASS TRANSIT PRIORITIES

PROJECT	COST	FISCAL YEAR	FUNDING SOURCE
Belle Glade Park and Ride Plan/Construct.	\$400,000	10	FTA – FY07-5307
Replace 33 Buses	\$14,850,000	10	FTA – 5307
Transit Enhancements	\$100,000	10	FTA – 5307
Martin County Service Cap/Operating	\$2,900,00	10	STATE Funds
Martin County Park and Ride Plan/Cnst	\$250,000	10	TBD – State
Western Communities Service	\$500,000	10	TBD
Western Communities Park and Ride	\$500,000	10	TBD
Replace 11 Buses	\$5,225,000	11	FTA – 5307
Transit Enhancements	\$100,000	11	FTA – 5307
Replace 8 Buses	\$4,000,000	12	FTA – 5307
Transit Enhancements	\$100,000	12	FTA – 5307
Replace 17 Buses	\$8,925,000	13	FTA – 5307
Transit Enhancements	100,000	13	FTA – 5307
Replace 13 Buses	\$7,350,000	14	FTA – 5307
Transit Enhancements	100,000	14	FTA – 5307

TRANSPORTATION ENHANCEMENT PROJECTS

APPLICANT	PROJECT NAME	AMOUNT
Palm Beach County	Old Indiantown Road	\$750,000
Delray Beach	Federal Highway Beautification	\$750,000
West Palm Beach	Quadrille Blvd Beautification and Streetscaping	\$750,000
Lake Park	Park Avenue Streetscaping and Improvements	\$330,500