



Introduction

The Palm Beach 2035 Long Range Transportation Plan (LRTP) is based on areawide needs identified through the process of forecasting future demand, evaluating system alternatives, and selecting those options which best meet the mobility needs of the county considering financial, environmental, and social constraints.

The Plan includes a multi-modal approach, integrating all transportation modes within this area, including highway, public transportation (i.e. Palm Tran and Tri-Rail), bicycle and pedestrian facilities, and intermodal facilities such as airport and seaport sites. It takes into consideration such components as high occupancy vehicle (HOV) lanes, interchanges, Intelligent Transportation System (ITS), and freight mobility. The Plan also serves as the primary tool used for transportation planning in Palm Beach County and provides a continuing, cooperative, and comprehensive (3 C's) planning process for Palm Beach County's urban area.

Table 1– SAFETEA-LU Planning Guidelines

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation; and
8. Emphasize the preservation of the existing transportation system.

The foundation and framework for the 2035 LRTP planning process is based on the 2005 federal transportation legislation, titled the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This legislation defines the roles and responsibilities of MPOs and federal and state transportation agencies. There are eight planning factors within SAFETEA-LU which have served as guidelines for the development of the 2035 Plan and are presented in **Table 1**.

This Executive Summary provides an overview of the 2035 Long Range Transportation Plan (LRTP) for Palm Beach County. It highlights information contained in technical reports within the Plan documentation. The Public Involvement Plan (PIP) technical report describes the various outreach techniques that were employed to ensure that the public was given the opportunity to become involved in the planning process. The Goals, Objectives, and Measures of Effectiveness (GOMs) technical report serves as a translation of community values into quantifiable measures to which the transportation facilities and services can respond. The Financial Resources technical report provides information on the financial revenue projections prepared for Palm Beach County through the year 2035. The 2035 Transportation System technical report assesses the transportation needs within Palm Beach County.

Public Involvement

The development of the Palm Beach 2035 LRTP has included a series of public outreach meetings throughout the county to seek input—both through a visioning exercise and through Needs Plan Workshops. The Needs Plan Workshops afforded the public opportunities to review and comment on the transportation needs of the County and the region. The Study Team used this feedback to further develop the list of needed improvements to the County's transportation system that forms the basis for the Year 2035 LRTP. Citizens offered ideas on various
~ continued on page2



Public Involvement— *continued from page 1*



“The Needs Plan has taken into account the input received at public meetings and direction received from the MPO and its committees.”



corridors in Palm Beach County. Suggestions were made on a number of roadway, transit and bicycle facility additions and improvements. The Study Team has reviewed the citizen input and tested the various improvements in the long range travel demand model. The development of both the 2035 Needs Plan and the Cost Feasible Plan have been discussed at the MPO Governing Board Meetings. The Workshops also afforded the public an opportunity to ask questions about the LRTP process, as well as a number of other transportation-related issues of interest to residents and businesses.

Six primary outreach tools were utilized during the Palm Beach 2035 LRTP to inform the public. These tools consisted of:

- 
Plan Newsletter
- 
Public Meetings / Workshops
- 
Speakers' Bureau
- 
Plan Website
- 
Informational Flyers
- 
Advertisements

Five issues of the Plan Newsletter were distributed during the progress of the study to provide updates, upcoming events, and Plan findings. A total of two sets of Public Meetings/Workshops were conducted for the Plan. The first series of meetings were held as Visioning Workshops in September 2008. The second series of meetings were conducted in January 2009, and focused on the Needs Plan.. The overarching purpose of all of these meetings/workshops was to create a forum for public comment and input on the 2035 LRTP for Palm Beach County. The Palm Beach MPO has utilized the Speakers' Bureau in order to present and explain LRTP updates to the public. Presentations were given to solicit input from the public using established community association meetings, civic organization meetings, and such. During the Speakers' Bureau presentations, surveys and comment cards were distributed asking the attendees various questions re-

garding their transportation preferences and priorities. Public outreach was also conducted through the use of the Plan Website, www.PalmBeach2035Plan.com. At this website the public was able to view information about the 2035 Plan. Other public outreach tools include the use of Advertisements in local newspapers throughout Palm Beach County and Informational Flyers mailed to Palm Beach County residents.

In addition to the above mentioned public outreach techniques, presentations were made to the MPO and its committees throughout the LRTP process. Each of these presentations were open to the public and allowed for public input. The MPO Citizens Advisory Committee (CAC) is comprised of local citizens and is thus a key public involvement component for the Plan. Various involved agencies were also contacted and coordinated for the 2035 Plan.



GOMs Development

In developing the Goals, Objectives, and Measures of Effectiveness (GOMs) for the 2035 Plan, an in-depth review of the GOMs adopted for the 2030 Plan was undertaken. The 2035 GOMs listed below were designed to be comprehensive and to address the continued multimodal focus of the 2035 Plan. Public input was obtained on development of these goals.

GOAL 1.0 (INTERMODAL): The Plan will effectively address the integration of land, water, and air modes of transportation, and associated intermodal facilities into a cohesive intermodal system.

GOAL 2.0 (ALTERNATIVE MODES): The Plan will consider effective alternative modes of transportation to the single occupant vehicle (SOV).

GOAL 3.0 (HIGHWAYS): The Plan will provide highway corridor capacity for the safe, effective, and efficient movement of people and goods.

GOAL 4.0 (ECONOMICS/FINANCE): The Plan will be financially feasible and develop multimodal facilities and services that support economic development.

GOAL 5.0 (GROWTH REGULATIONS): The Plan will be supportive and consistent with Land Use and Growth Management Regulations.

GOAL 6.0 (ENVIRONMENTAL AND SOCIAL RESOURCES): The Plan will preserve, and wherever possible, enhance the communities' social and environmental resources.

GOAL 7.0 (SAFETY AND SECURITY): The Plan will improve the safety and security of the transportation system.

GOAL 8.0 (REGIONAL TRANSPORTATION PLANNING): The Plan will coordinate with other transportation plans in the region and promote transportation and land use activities in support of regional travel for people and freight.

Socio-Economic Data

The socio-economic data for the 2035 Long Range Transportation Plan has been prepared by MPO staff in coordination with the MPO Board and its committees (Table 2). The control totals for the socio-economic data are generally consistent with the Bureau of Economic and Business Research (BEBR) statistical forecasts for the County. The following table provides a comparison between the base year 2005 and the Long Range Plan 2035 population and employment totals. As illustrated, the County is projected to experience a 32.0 percent growth in the population and a 46.9 percent growth in the employment for the 30 year period.



Table 2: PALM BEACH COUNTY SOCIO-ECONOMIC DATA

YEAR	TOTAL POPULATION	TOTAL EMPLOYMENT
2005	1,270,302	544,496
2035	1,677,170	800,045
30-Year Percent Growth	32.0%	46.9%



Transportation Needs Plan

The transportation needs for the year 2035 were assessed for Palm Beach County. The Needs Plan provides an overview of the transportation needs by the year 2035 based on the socio-economic projections for the area. It takes into account the input received at the January 2009 public meetings along with forecast travel demand needs and direction from the MPO and its committees. For transit, the Needs Plan includes an expansive transit grid system along with supporting facilities and several bus rapid transit and new rail lines. For highway, the Needs Plan incorporates significant new roadways, widenings, and urban interchanges; along with improvements to the Florida’s Turnpike and I-95.

Coordination was carried out with Palm Tran to identify the local bus system and its needs for the year 2035.

The needs plan includes comprehensive bicycle and pedestrian components, Transportation Disadvantaged (TD) services, funding of the Intelligent Transportation System (ITS) enhancements (e.g. message boards, signal coordination, etc.) and maintenance of the system.



2035 Transportation Cost Feasible Plan

Recognizing that not all transportation needs are financially feasible, the Needs Plan was pared down to a Cost Feasible Plan based on a review of available financial resources.

A detailed financial resources forecast to fund transportation projects through the year 2035 is shown in **Table 3**. Revenue forecasts were provided for Federal, State, and County sources for roadway and transit components of the Plan. The information has been coordinated through consultation with the Florida Department of Transportation (FDOT) and Palm Beach County. Due to the current economic state and its possible impacts on revenue flow, it is conceivable that refinements may occur over time. It should be noted that all information is based on the most up-to-date information available at the time. ~ *continued on page 5.*

Table 3: 2035 LRTP Financial Revenue Forecasts

(In Millions of Dollars – By Year of Expenditure)

REVENUE RESOURCE	FY 2014 THROUGH FY 2035
Other Arterial Construction/ROW (Federal/State)	\$939.10
Transportation Management Area (TMA) (Federal/State)	\$543.30
Strategic Intermodal System (SIS)/Florida Intrastate Highway System (FIHS) (Federal/State)	\$471.00
Palm Beach County Highway (County)	\$398.31
Palm Tran - Capital (Federal/State/County)	\$870.98
Palm Tran Operating (Federal/State/County)	\$4,179.56



2035 Transportation Cost Feasible Plan — *continued from page 4*

In addition to the above revenue sources, there are revenues associated with Tri-Rail capital and operating expenses, Intelligent Transportation Systems (ITS), and maintenance of existing facilities. Also, there are local municipal revenue sources used for funding and maintaining local roads and any other future priority (examples include local community bus and/or water taxi service).

The Base Alternative includes current funding trends for Palm Tran local services with the remaining funds dedicated to highway improvements.



Plan Adoption

The final version of the 2035 LRTP was adopted on October 15, 2009. The project document includes the details behind developing the various plan alternatives, the development of project costs, the project evaluation and feasibility. Several types of data have been used in the development of this plan, including socio-economic data, costs and revenues, travel forecasts, and other pertinent information. The projects listed in the 2035 LRTP were also influenced by public input received through various visioning and needs plan workshops in addition to guidance and support from MPO Board members. For more information on the plan please visit: www.PalmBeach2035Plan.com

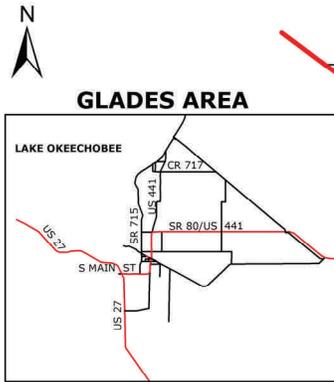
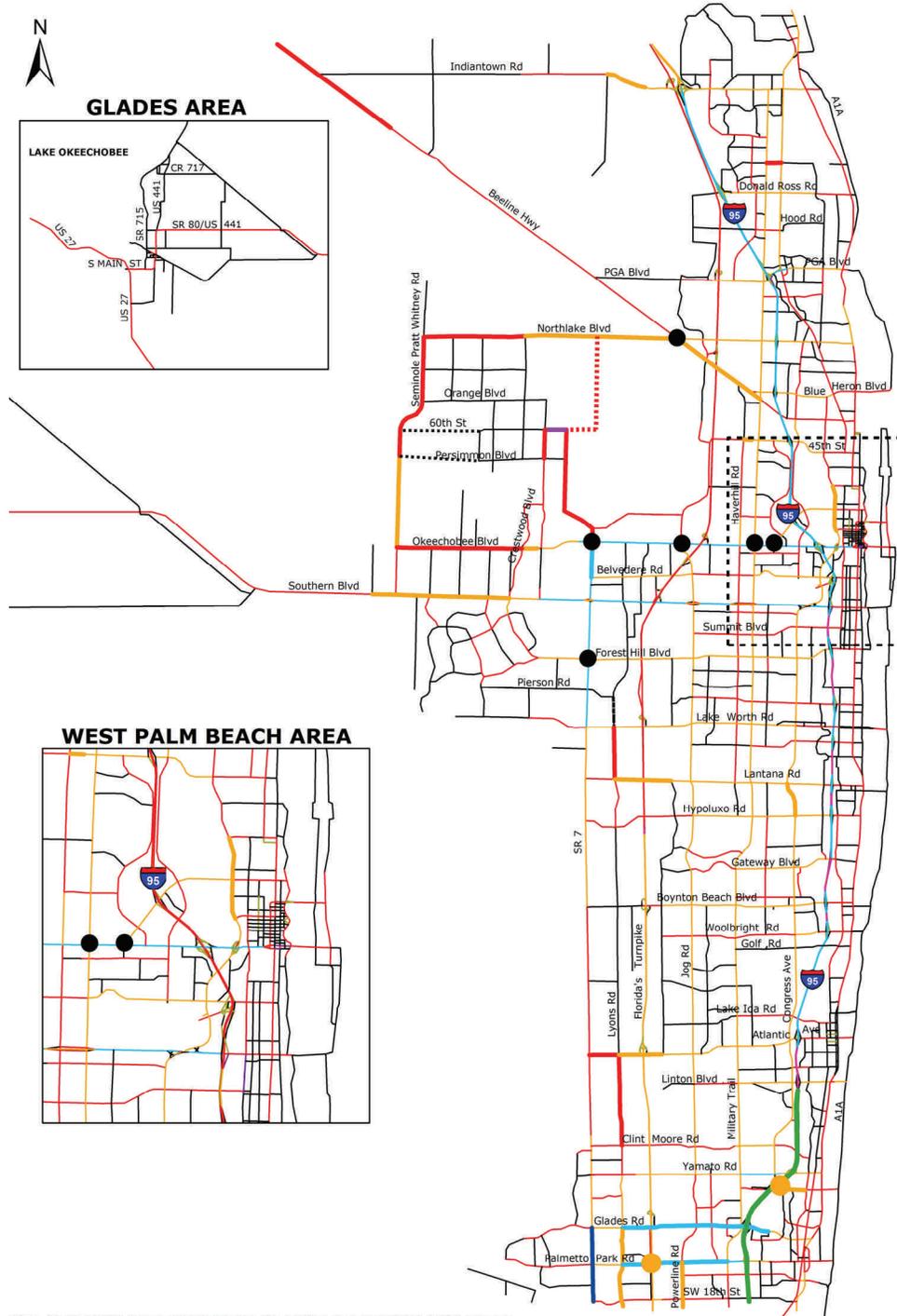




SHAPING the FUTURE

Palm Beach 2035 Long Range Transportation Plan

2035 Adopted Cost Feasible Plan—Highway Component



NOTE: Cost Feasible improvements beyond the existing-plus-committed (E+C) network.

LEGEND	
Existing+Committed Lanes	Cost Feasible Improvements
1 Lane	New 2 Lane
2 Lanes	New 4 Lane
3 Lanes	Widen to 3 Lanes
4 Lanes	Widen to 4 Lanes
5 Lanes	Widen to 6 Lanes
6 Lanes	Widen to 8 Lanes
8 Lanes	Widen to 10 Lanes
	Widen to 10 Lanes and I-95 Managed Lanes System
	Add 2 Transit/Special Use Lanes
	New Interchange
	Urban Interchange



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