Transportation is a very costly public infrastructure, because of the size of the infrastructure, it is easy for buses to arrive, is frustrating to many citizens. Communities that seek to attract businesses often cite good transportation systems as a selling point in their promotion of good local quality of life. While Palm Beach County does not suffer the levels of congestion that are experienced in other, larger communities, it is important to keep an eye on travel trends and congestion levels for two reasons:

- Transportation is a very costly public infrastructure, and early corrective measures to reverse adverse trends lessen the fiscal impacts, and
- Because of the size of the infrastructure, it is easy to lose sight of slow deterioration, and quantitative measures can identify if progress is being made towards system goals at a pace that is satisfactory to the community.

The Palm Beach MPO developed its long range transportation plan in accordance with a set of ten value statements that address all modes, users, and geographic-and economic-type areas of the Palm Beach County region. Associated with the ten value statements are 27 specific desired objectives that can be measured for the Palm Beach County’s transportation system. Each of the measures relates to a transportation mode: Vehicular, Public Transit, Non-Motorized, and Freight, and a final category that includes Energy and Environmentally-driven goals. These performance measures, reported within this Executive Summary, will be updated periodically to measure the implementation of the long range plan.

For each of the 27 measures, the 2014 base year value represents conditions measured at the outset of the congestion management process, and the “Existing” value indicates the conditions measured in 2016. Together, these measures are early indicators with respect to future desired outcomes. The 2025 target serves as a midway check-point between the base year and horizon year. By providing midpoint target values, the MPO could make adjustments in policy to accelerate progress in areas showing slower progress with respect to the established objectives.

This edition of the report is one of the first of its kind so, while trends may not be readily apparent, strategies to achieve goals are discussed. As subsequent updates to this report are undertaken, valuable trends analyses will be undertaken. Increased funding is a necessity if goals are to be met in the long-run.

Measurement of transportation performance trends on a large-scale basis is challenging, and conditions may vary up or down from year to year, so immediate trend observations may not be accurate this early in the life of the congestion management program. However, of the 27 measures, early indications are that progress is being made in 14 measurement areas, no measureable change in six (yet), and that ground has been lost in seven. In some of the measures where ground was lost, such as park-and-ride spaces, the decline may be a result of formalizing the measurement procedure in this update. Others, such as decreasing the percentage of truck routes that are congested or reducing the number of congested intersections will likely be difficult to achieve since creation of transportation system capacity lags the rate at which travel is growing. For the “alternate” modes of travel measures, continued coordinated development of the alternate modes system is likely to show benefits over time.

Specific potential projects for improvement are identified in the documentary report. In many cases the initial steps of advancing involve undertaking additional study to establish priorities and develop specifics of implementation, while others could advance into design and implementation sooner. There is a need, addressable as MPO transportation planning moves forward, to consider the financial and practical ability of MPO funding sources to achieve the stated goals and to assess the magnitude of the needs and integrate their costs into the County-wide transportation budget.

This report was created with the help of various Palm Beach MPO stakeholders and data resources, including Palm Beach County Engineering, the Florida Department of Transportation, local municipalities, PalmTran, and Tri-Rail.