TECHNICAL ADVISORY COMMITTEE AGENDA

DATE: TUESDAY, OCTOBER 18, 2016
TIME: 9:00 A.M.
PLACE: Vista Center 4th Floor Conference Room 4E-12
2300 North Jog Road, 4th Floor
West Palm Beach, Florida 33411

1. REGULAR ITEMS
   A. Roll Call
   B. MOTION TO ADOPT Agenda for October 5, 2016
   C. MOTION TO APPROVE Minutes of September 7, 2016
   D. Comments from the Chair
   E. TAC Liaison’s Report
   F. General Public Comments and Public Comments on Agenda Items
      Any members from the public wishing to speak at this meeting must complete a
      Comment Card which is available at the welcome table. General Public
      comments will be heard prior to the consideration of the first action item. Public
      comments on specific items on the Agenda will be heard following the
      presentation of the item to the Committee. Please limit comments to three
      minutes.

2. ACTION ITEMS
   A. MOTION TO RECOMMEND APPROVAL of an Amendment to the FY 2017-2021
      Transportation Improvement Program (TIP)
      The Florida Department of Transportation (FDOT) has requested an amendment
      to increase funding for the I-95 Managed Lanes Phase 3B-1 project from the
      Broward/Palm Beach County Line to south of Glades Road. The proposed TIP
      Amendment is attached.
   B. MOTION TO RECOMMEND APPROVAL of the Congestion Management
      Process (CMP) and Annual Report Card
      MPO staff and consultants will present the 2016 CMP and Annual Report Card.
      The Palm Beach MPO’s CMP serves to provide policy-makers with a review of
      local transportation conditions to identify trends in congestion and potential
      mitigation strategies. The annual report card is attached, and the full draft CMP
      can be accessed at PalmBeachMPO.org/CMP.
C. **MOTION TO RECOMMEND APPROVAL** of the Pedestrian and Bicycle Safety Plan

MPO staff and consultants will present an overview of the Pedestrian and Bicycle Safety Plan. The plan includes a series of maps that identify hot spots and corridors with a prevalence of pedestrian and bicycle crashes and fatalities and strategies to improve pedestrian and bicycle safety. The full draft Pedestrian and Bicycle Safety Plan can be accessed at [PalmBeachMPO.org/plans/ped-bike-safety-study](http://PalmBeachMPO.org/plans/ped-bike-safety-study).

3. **INFORMATION ITEMS**

A. **US-1 in the Village of North Palm Beach**

   Treasure Coast Regional Planning Council (TCRPC) staff will present the concepts for US-1 under consideration as part of the Village-wide Master Plan.

B. **Indiantown Road Complete Streets Improvements in Jupiter**

   TCRPC staff will present potential complete street improvements to Indiantown Road in Jupiter from east of US-1 to A1A. Improvements under consideration include pedestrian and bicycle enhancements, lighting improvements, landscaping, intersection modifications and better defined vehicular travel movements.

C. **I-95 at Southern Boulevard (State Road 80) Project Development and Environmental (PD&E) Study**

   FDOT staff and consultants will present the alternatives being evaluated in the PD&E Study for the interchange at Southern Boulevard and I-95. This presentation will also include the project location, implementation timeline, as well as the benefits and impacts of potential improvements.

D. **Palm Tran Final Transit Development Plan (TDP)**

   Palm Tran consultants will present the major update to the TDP, addressing a time period of 2016-2026. The major update to the TDP is required every five years by state statute. The draft TDP Goals & Objectives are attached.

E. **Summary Points from the September 15, 2016 MPO Board Meeting**

4. **ADMINISTRATIVE ITEMS**

A. **Member Comments**

B. **Next Meeting – December 7, 2016** (no November meeting)

C. **MOTION TO ADJOURN**

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**NOTICE**

In accordance with Section 286.0105, Florida Statutes, if a person decides to appeal any decision made by the board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purposes, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services for a meeting (free of charge), please call 561-684-4143 or send email to MBooth@PalmBeachMPO.org at least five business days in advance. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.
1. REGULAR ITEMS

CHAIR LIVERGOOD called the meeting to order at 9:02 A.M.

1.A. Roll Call

The Recording Secretary called the roll. A quorum was present as depicted in Exhibit A of these Minutes.

1.B. ADOPTED: Agenda for September 7, 2016

MOTION to adopt the Agenda. Motion by Mr. John Morgan, seconded by Mr. Terrence Bailey, and carried unanimously.

1.C. APPROVED: Minutes for July 6, 2016

MR. BRIAN COLLINS requested a correction to the attendance record to reflect the approval and addition of his alternate Ms. Khanh Uyen Dang.

MOTION to approve the Minutes for July 6, 2016. Motion by Mr. Kenny Wilson, seconded by Mr. John Morgan, and carried unanimously.

1.D. Comments from the Chair

There were no comments from the Chair.

Ms. Lisa Dykstra joined the meeting at 9:05 a.m.

1.E. TAC Liaison’s Report

MR. KEVIN FISCHER reported the following:

- He introduced himself as the new TAC Liaison.

Mr. Wil Hicks joined the meeting at 9:06 a.m.

- The Florida Safe Routes to School Program is accepting applications September 1 – December 31, 2016. He noted this program only funds infrastructure projects and last year no applications were received from Palm Beach and Broward counties.

- The MPO is working with the City of West Palm Beach, Lake Worth and Town of Lantana to file a Notice of Establishment for a continuous quiet zone along the Brightline/All Aboard Florida test track. He noted the test track will include the City of West Palm Beach from Okeechobee Boulevard south, all of the City of Lake Worth and the Town of Lantana to Hypoluxo Road.
He also mentioned that staff from the MPO and Treasure Coast Regional Planning Council met with representatives last week to coordinate these efforts.

- The Florida Department of Transportation (FDOT) is holding a kick-off meeting for the I-95 and 45th Street interchange Project Development and Environmental (PD&E) study on Tuesday, September 13 at 5:30 p.m., with a formal presentation to follow at 6 p.m. at the Homewood Suites Hotel in West Palm Beach.

- FDOT is holding an Alternatives Public Workshop for the Jupiter to US-1 Bridge PD&E study on Tuesday, September 20 at 5:30 p.m., with a formal presentation to follow at 6 p.m. at the Jupiter Community Center.

- FDOT is holding a Public Hearing regarding the PD&E study of State Road (SR) 9/I-95 at Central Boulevard on Wednesday, September 28 at 5:30 p.m., with a formal presentation to follow at 6 p.m. at the City of Palm Beach Gardens Council Chambers.

- He noted that Ms. Valerie Neilson and Ms. Anie Delgado of the MPO are currently attending the Florida American Planning Association (APA) conference in Tampa, Florida.

- He will be attending the National Association of City Transportation Officials’ (NACTO) Designing Cities 2016 Conference in Seattle, Washington at the end of this month, and will report back to the committee with his takeaways.

- He noted that Mr. Nick Uhren will be traveling to Denver, Colorado later this month on an Economic Council Leadership trip to investigate the regions strive in education, technology and infrastructure.

He also stated in October, Mr. Uhren will be traveling to Copenhagen for the Knight Foundation’s annual study tour of the City to explore how Copenhagen successfully accommodates both pedestrians and bicyclists. Mr. Uhren and Mr. Scott Kelly, the assistant City Administrator of West Palm Beach, were selected to represent the city and will be joined by Ms. Aileen Boucle, Miami-Dade MPO Executive Director, Ms. Alice Bravo, Miami-Dade County Transportation and Public Works Director, and Mr. Jim Wolfe, FDOT District 6 Secretary.

1.F. General Public Comments and Public Comments on Action Items

No general public comments were received.

2. ACTION ITEMS

2.A. **RECOMMENDED APPROVAL:** Amendment #1 to the FY 17 – 21 Transportation Improvement Program (TIP) to include FDOT’s Roll Forward projects

MR. FISCHER presented this item and he stated these projects were funded in FY 16 and have not yet been completed as scheduled therefore the remaining funds are being rolled forward into FY 17. He highlighted the two major projects being amended were the Palm Tran support facility in the City of Delray Beach, and the SR 7 widening and extension.

**MOTION to RECOMMEND APPROVAL of the Amendment #1 to the FY 17 – 21 Transportation Improvement Program (TIP) to include FDOT’s Roll Forward projects.**

Motion by Mr. John Morgan; seconded by Mr. Thomas Lanahan, and carried 16-2. Mr. Alex Hanson and Mr. Brian Collins opposed only to the presence of the SR 7 project, which the City of West Palm Beach opposes.
2.B. **RECOMMENDED APPROVAL:** FY 18 – 22 Priority Projects List

MR. FISCHER presented this item and briefly discussed the timeline to the FY 18-22 TIP. He reviewed frequently asked questions, which included explanation of a fourth list this year for the state funded SUN Trail program. He highlighted changes under the MPO Major Projects, Local Initiatives Program and Transportation Alternatives Program.

Dr. Kim Delaney joined the meeting at 9:20 a.m.

A lengthy discussion ensued among members after each table was reviewed in the document. Several suggestions were made for revisions to the tables including splitting line items if multiple project phases exist, funding totals at the bottom of each table and clarification of Local Initiatives project timelines.

CHAIR LIVERGOOD stated the MPO staff should review all suggestions and make revisions to the table designs.

Ms. Joyce Cai joined the meeting at 9:47 a.m.

**MOTION** to **RECOMMEND APPROVAL** of the FY 18 – 22 Priority Projects List. Motion by Mr. Alex Hanson with the modification to remove Items #1 and #2 from Table 1 for the SR 7 projects; seconded by Mr. Brian Collins. The motion failed to pass.

**MOTION** to **RECOMMEND APPROVAL** of the FY 18 – 22 Priority Projects List. Motion by Mr. Thomas Lanahan; seconded by Dr. Kim Delaney and passed 18-2. Mr. Alex and Mr. Brian Collins opposed only to the presence of the SR 7 projects, which the City of West Palm Beach opposes.

Mr. Christopher Marsh left the meeting at 10:07 a.m.

3. **INFORMATION ITEMS**

3.A. **DISCUSSED:** FDOT I-95 Express Phase 3B Project Update

MS. VANITA SAINI, FDOT Project Manager introduced this item and noted that although this project covers both Broward and Palm Beach Counties, this presentation focuses mainly on Palm Beach.

MR. WILL SUERO with HDR presented this item. He highlighted the Regional Express Lanes Network map and the three phase locations. He reviewed the Phase 3 segmentation plan which is currently in Phase 3A-1 and 3A-2, with construction expected to begin in September 2016. He mentioned there will be a TIP Amendment request forthcoming for Phase 3B-1 to advance from FY 19 to FY 17.

MR. SUERO reviewed the roadway typical section and project highlights, which include the 10.6 miles of roadway widening, Hillsboro Canal bridge replacement, Clint Moore Road bridge replacement and seven mainline bridge widenings. He reviewed proposed updates to lighting, introduction of ramp signalization, and installation of several noise walls. He highlighted the project limits and stated a Public Workshop is being held on October 27 at 5:30 p.m.

Several questions and concerns arose regarding the price point for tolling, where the collected tolling funds will be allocated and the lack of access to the express lanes from Glades Road.

3.B. **DISCUSSED:** US-1/Federal Highway Bridge in the Town of Jupiter

MS. RITA BULSERA, FDOT Project Manager introduced this item and highlighted the project limits are from County Road A1A to Beach Road.

MR. PAUL CHERRY, Consultant with Kimley-Horn and Associates, Inc. presented this item. He highlighted the history of the bridge and stated currently there is rehabilitation taking place to reinforce the existing bridge pilings. He reviewed the data collection and analysis of vehicular...
traffic, boat traffic for Jupiter Bridge and the proposed typical sections. He discussed the no build and build alternative options, and noted there will be further analysis presented at the Alternatives Public Workshop in regards to the proposed bridge blocking view of the existing lighthouse.

MR. CHERRY reviewed the horizontal alignment alternative and maintenance of traffic options during project construction. He noted several environmental studies and reports that are still pending, including Historic Preservation Act requirements. He briefly reviewed the project schedule and noted the final steps needed for the public hearing.

Mr. Brian Collins left the meeting at 10:57 a.m.

A discussion ensued and concerns arose regarding the bicycle lane safety options.

Dr. Motasem Al-Turk left the meeting at 11:10 a.m.

3.C. DISCUSSED: Draft Palm Tran Transit Development Plan (TDP)

MR. JOEL REY, consultant with Tindale Oliver, Inc. presented this item. He noted the TDP is a ten (10) year strategic plan for transit, it is required by FDOT for funding and it incorporates best practices. He highlighted the data collected and feedback received during Phases 1 and 2 of the public outreach process, which included a review committee, stakeholder interviews, operator and staff interviews, an on-board survey and transit service board workshops.

MR. REY reviewed the steps involved with the transit needs development of identifying the needs, developing alternatives and determining feasibility. He highlighted the planning studies, technology, capital and service alternatives needed for the preliminary alternatives development. He briefly reviewed the next steps and noted the final TDP will be completed by October 2016. A brief discussion ensued.

MR. STEVEN ANDERSON noted he would like this to be presented again to the committee once the final TDP is completed.

3.D. DISCUSSED: Federal Highway Administration (FHWA) Resurfacing Workbook

MS. FRANCHESCA TAYLOR, Senior Planner with the MPO presented this item and reviewed the Incorporating On-Road Bicycle Networks into Resurfacing Projects handbook. She reviewed the five chapters included in the handbook and provided key points from each for the members to take note of.

Mr. Khurshid Mohyuddin left the meeting at 11:33 a.m.

MS. TAYLOR noted this guidance cross references to other opportunistic approaches to bicycle implementation corresponding with a Complete Streets Policy or private sector development activity, to name a few. A brief discussion ensued.

3.E Summary Points from the July 21, 2016 MPO Board Meeting

There was no discussion on this item.

4. ADMINISTRATIVE ITEMS

4.A. Member Comments

There were no member comments.

4.B. Correspondence

There was no discussion on this item.

4.C. 2017 Palm Beach MPO Board and Committee Meeting Calendar

There was no discussion on this item.

4.E. Motion to Adjourn

There being no further business the meeting was adjourned at 11:41 a.m.

This signature is to attest that the undersigned is the Chairperson, or a designated nominee, of the Technical Advisory Committee and that information provided herein is the true and correct Minutes for the September meeting of the Technical Advisory committee, dated this ___________________day of __________________________, 2016.

____________________________________
Chairperson

AUDIO FILES OF TECHNICAL ADVISORY COMMITTEE MEETINGS ARE AVAILABLE ON THE PALM BEACH METROPOLITAN PLANNING ORGANIZATION WEBSITE: www.PalmBeachMPO.org
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*2016 Chair **2016 Vice-Chair P = Member Present - = Member not assigned
E = Excused Absence A = Absent/No Attendance Alt = Alternate Present
Shaded Area= Meeting not held

**New Appointment
## EXHIBIT A (cont’d)

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Transportation Improvement Program

Amendment #2
FY 2017-2021

October 2016
www.PalmBeachMPO.org/TIP

2300 North Jog Road • 4th Floor • West Palm Beach, FL 33411 • 561-684-4170

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or translation services for a meeting, free of charge, or for complaints, questions or concerns about civil rights, please contact: Malissa Booth at 561-684-4143 or email MBooth@PalmBeachMPO.org. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.
## ATTACHMENT A: PALM BEACH AND BROWARD MPO’S ADOPTED TIPS (3B/3B-1)

### I-95/SR-9 FROM BROW/PALM BCH CO LINE TO SOUTH OF GLADES RD. - Proj# 4331094

- **Length:** 2.884 Mi
- **Lead Agency:** FDOT
- **LRTP#:** Pages 112-116

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- **Prior Years Cost:** 50,000
- **Future Years Cost:**
- **Total Project Cost:** 53,179,231

### SR-91-95 FROM SR-869/SW 10TH STREET TO BROWARD/PALM BEACH COUNTY LINE - FM# 4331086 (TIP#)

- **Length:** 1.771
- **Lead Agency:** MANAGED BY FDOT
- **LRTP#:** Pg. 43

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- **Prior Years Cost:** 50,000
- **Future Years Cost:**
- **Total Project Cost:** 125,145,895
### ATTACHMENT B: PALM BEACH AND BROWARD MPO'S PROPOSED TIPS (3B/3B-1)

#### I-95/SR-9 FROM BROW/PALM BCH CO LINE TO SOUTH OF GLADES RD. - Proj# 4331094

**Type of Work:** ADD SPECIAL USE LANE  
**Length:** 2.884 Mi  
**Lead Agency:** FDOT  
**LRTP#:** Pages 112-116

**Description:** CDC ON SEGMENT 433109-1 ; PALM BEACH COUNTY (3B-1)

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**Prior Years Cost:** 50,000  
**Future Years Cost:** 406,750  
**Total Project Cost:** 53,179,232

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#### SR-91/SR-95 FROM SR-869/SW 10TH STREET TO BROWARD/PALM BEACH COUNTY LINE - FM# 4331086 (TIP#)

**Type of Work:** ADD SPECIAL USE LANE  
**Length:** 1.771  
**Lead Agency:** MANAGED BY FDOT  
**LRTP#:** Pg. 43

**Project Type:** State Managed  
**Description:** CDC ON SEGMENT 433108-1 BROWARD COUNTY; 2014 MPO #19 (3B)

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**Prior Years Cost:** 50,000  
**Future Years Cost:** 1,000,000  
**Total Project Cost:** 122,555,885
PROPOSED AMENDMENT TO PALM BEACH MPO’S FY 2017 – FY 2021 TIP

**Project Description:** Extension of the 95 Express from Stirling Road in Broward County to Linton Boulevard in Palm Beach County, Phase "3B-1" represents the next of several separate I-95 Express Lanes Design Build. Phase 3B-1’s limits are from south of SW 10 Street in Broward County to south of Glades Road in Palm Beach County.

**Amendment Description:** Net increase funding of Special Use Lanes project (Section/Phase 3B-1, FM# 433109-4) by $35,978,790 in the Construction/Design-Build Phase of FYs 2017 and 2018 as follows:

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**Source of Funds for Increase:** FDOT’s Work Program reconciliation of funds from Broward County’s section of Phase 3B-1.

**Attachments:** Attachment A shows TIP projects as shown in both Palm Beach and Broward MPOs’ adopted TIPs. Attachment B shows the proposed changes to Palm Beach and Broward MPOs’ adopted TIPs as described herein.
Congestion in the transportation system is an issue that plagues urban communities, and is one of the most consistently cited issues of concern in citizen surveys. Time unnecessarily spent waiting for traffic signals to clear, or 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 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-n-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, Palm Tran, and Tri-Rail.
Goal 1: Vehicular Transportation

- Provide an efficient and reliable vehicular transportation system
- Reduce the number of throughfare intersections with critical sum >1,400
- Increase the % of traffic signals connected to the control system
- Increase the % of principal arterials covered by closed-circuit TV cameras
- Increase the percentage of traffic signals with operable vehicle detection
- Increase the % of facilities that accommodate 2 ft. sea level rise

Goal 2: Mass Transit

- Prioritize an efficient and interconnected mass transit system
- Prioritize an efficient and interconnected mass transit system
- Increase the % of transit mode choice
- Increase the number of park-in-ride spaces
- Decrease the % of SIS facilities, SIS connectors, and non-SIS designated truck routes that exceed capacity (v/c>1.1)
- Increase the annual tonnage of freight through the Port of Palm Beach
- Increase the annual tonnage of freight through the Port of Palm Beach

Goal 3: Non-Motorized

- Prioritize a safe and convenient non-motorized transportation network
- Decrease per capita daily fuel use (gallons/person)
- Decrease per capita daily NOx emissions (gallons/person)
- Decrease per capita daily Hydrocarbon emissions (gallons/person)
- Decrease per capita daily Carbon Monoxide emissions (gallons/person)
- Decrease per capita daily Vehicles Miles Traveled (VMT/person)

Goal 4: Freight Movement

- Maximize the efficient movement of freight through the region
- Maximize the efficient movement of freight through the region
- Increase the % of throughfare mileage near transit hubs that provide dedicated bicycle facilities
- Increase the % of throughfare mileage near transit hubs that provide dedicated bicycle facilities
- Decrease the % of throughfare mileage near transit hubs that provide dedicated bicycle facilities

Goal 5: Social & Environmental

- Preserve and enhance social and environmental resources
- Decrease per capita daily fuel use (gallons/person)
- Decrease per capita daily NOx emissions (gallons/person)
- Decrease per capita daily Hydrocarbon emissions (gallons/person)
- Reduce the average ratio of transit travel time to auto travel time for Palm Tram fixed route system
- Reduce the average ratio of transit travel time to auto travel time for Palm Tram fixed route system

Indicators:
- Progressed
- Needs Improvement
- No Change
Goal 1: Maximize the efficiency and capacity of the existing Palm Tran system.

**Objective 1.A - Increase annual fixed-route ridership consistently from 2016 to 2026.**

- **Overarching Strategy:** Many of the strategies outlined in this section can and should increase fixed-route ridership. In the next few years, Palm Tran will develop and pursue a number of strategies to increase fixed-route ridership including, but not limited to, our pending Route Performance Maximization (RPM), marketing initiatives as well as multiple user-friendly improvements to the system and its infrastructure.

  - **Current Value:** 10.7 million annual boardings (FY 2015)
  - **Target:** 16 million annual boardings by 2026 (50% increase)

**Objective 1.B - Improve span and/or frequency of service on high-ridership routes to better serve existing ridership patterns.**

- **Strategy 1:** Implement service span improvements on key routes
  - **Current Values:** 15 of 33 (45%) Palm Tran routes have a 14-hour service span; 6 of 33 (20%) Palm Tran routes have a 16-hour service span or greater
  - **Target:** 80% of all Palm Tran routes have 14-hour or better service span by 2021; 40% of all routes have 16-hour or better service span by 2026.

- **Strategy 2:** Reduce number of Palm Tran routes with 60-minute or worse frequency
  - **Current Value:** 17 of 33 (50%) Palm Tran routes have a 60-minute frequency or worse
  - **Target:** No greater than 25% of routes have frequencies of 60 minutes or worse by 2026

- **Strategy 3:** Increase number of Palm Tran routes with 15-minute frequency or better
  - **Current Value:** 1 of 33 routes (3%) have a 15-minute frequency or better
  - **Target:** No less than 20% of all Palm Tran routes with frequencies of 15 minutes or less by 2026

**Objective 1.C - Increase overall Palm Tran productivity.**

- **Strategy 1:** Establish a minimum threshold for fixed-route productivity; evaluate and modify routes that fall below 60% / 75% of that system standard
  - **Current Values:** As of Fiscal Year-to-Date 2016, fixed-route systemwide productivity is 19.4 passengers per hour (2016 Fiscal Year-to-Date); with no Palm Tran fixed-route standard for route productivity. Current paratransit productivity is 1.5 passengers per hour (2016 Fiscal Year-to-Date)
  - **Target:** As an annual goal, maintain a fixed-route systemwide productivity of twenty-five (25) passengers per hour
» **Target:** As an annual goal, maintain a paratransit systemwide productivity of two (2) passengers per hour

- **Strategy 2:** Evaluate implementation of time-of-day and/or time of year scheduling to best meet demand in varying traffic conditions

  **Current Value:** As of date, no evaluation time-of-day and/or time-of-year scheduling

  » **Target:** 100% of all Palm Tran fixed-routes evaluated by 2021

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- **Objective 1.D - Evaluate potential for high-capacity premium transit service.**

  - **Strategy:** Conduct premium transit corridor studies including express bus, BRT strategies, and light rail/streetcar technologies.

  **Current Value:** As of date, no evaluation of premium transit corridor studies evaluated

  » **Target:** Lead or assist in at least five (5) premium transit corridor analyses by 2021

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- **Objective 1.E - Continue to explore improvements that reduce travel time such as stop consolidation and limited-stop service.**

  - **Strategy:** Consolidate all stops that are inconsistent with Palm Tran's 1/10 mile stop-distance threshold; evaluate feasibility of additional limited-stop service on key corridors

  **Current Value:** As of Fiscal Year-to-Date 2016, one limited-stop/BOLT-style service in operation; approximately 10% of Palm Tran bus stops are closer than 528 feet to each other

  » **Target:** Three limited-stop/ BOLT style services implemented by 2021; less than 1% of all Palm Tran stops closer than 528 feet (to each other) by 2021

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**Goal 2: Deliver safe, reliable, and accessible transit that is environmentally friendly.**

- **Objective 2.A - Provide safe service to Palm Tran customers.**

  - **Strategy 1:** Reduce fixed-route collisions (preventable and non-preventable) through annual operator safety training

  **Current Value:** As of Fiscal Year-to-Date 2016, 0.8 preventable collisions per 100,000 fixed-route revenue miles; 2.7 non-preventable collisions per 100,000 fixed-route revenue miles

  » **Target:** As an annual goal, one (1) preventable collision per 100,000 fixed-route revenue miles
Target: As an annual goal, one (1) non-preventable collision per 100,000 fixed-route revenue miles

Strategy 2: Reduce paratransit preventable collisions (preventable and non-preventable) through oversight and operator testing

Current Value: As of Fiscal Year-to-Date 2016, 0.8 preventable collisions per 100,000 paratransit revenue miles; 2.4 non-preventable collisions per 100,000 paratransit revenue miles

Target: As an annual goal, one (1) preventable collision per 100,000 paratransit revenue miles

Target: As an annual goal, one (1) non-preventable collision per 100,000 paratransit revenue miles

Strategy 3: Pursue additional safety/security improvements including audio recording capability and/or enhanced security onboard buses and/or at bus stops

Current Value: As of date there is no audio recording onboard buses and no additional security on buses or at bus stops

Target: Enable audio recording onboard all Palm Tran buses

Target: Explore feasibility of contracted services with off-duty law enforcement to enhance system safety by 2021

Objective 2.B - Maintain all vehicles and facilities in a state of good repair.

Strategy 1: Manage the average age of vehicles within state and federal guidelines and replace vehicles according to established life cycles

Current Value: Average age of fixed-route rolling stock: 6.1 years; paratransit rolling stock: 1.5 years

Target: As an annual goal, maintain six (6) years average age of rolling stock for fixed-route fleet and five (5) years average age of rolling stock for paratransit fleet.

Strategy 2: Adhere to federal requirements regarding preventable maintenance inspections and ensure that critical inspection recommendations are completed in a timely manner

Current Value: As of Fiscal Year-to-Date 2016, 99.5% of all inspections completed within required mileage

Target: As an annual goal, 100% of all inspections completed within required mileage

Strategy 3: Improve mean distance between vehicle road failures/road calls

Current Value: As of Fiscal Year-to-Date 2016, mean distance between fixed-route vehicle road failures/road calls is 3,723 miles; mean distance between paratransit vehicle road failures/road calls is 27,849.
Objective 2.C - Provide timely Palm Tran service.

- **Strategy 1:** Establish on-time metrics consistent with fixed-route industry standards; Conduct annual review of fixed-route on-time performance and compare to prior years.
  - **Current Value:** As of year-to-date FY 2016, fixed-route on-time percentage is 86%*
    - **Target:** As an annual goal, Palm Tran’s monthly fixed-route systemwide on-time performance to be no lower than 75%

- **Strategy 2:** Conduct annual review of paratransit on-time performance and compare to prior years.
  - **Current Value:** As of year-to-date FY 2016, paratransit on-time percentage is 93%
    - **Target:** As an annual goal, Palm Tran’s monthly paratransit systemwide on-time performance to be no lower than 92%

Objective 2.D - Implement improvements to ensure safety, ADA accessibility and connectivity across all Palm Tran facilities, including vehicles, bus stops and buildings.

- **Strategy 1:** Implement projects and leverage planned/existing construction projects to increase the number of ADA accessible bus stops.
  - **Current Value:** Approximately 40% (1,250 out of 3,200 bus stops) are ADA-accessible
    - **Target:** 60% of all Palm Tran bus stops to be ADA-accessible by 2021.

- **Strategy 2:** Work with partner agencies to implement crosswalks and/or connecting sidewalks to bus stops.
  - **Current Value:** Zero crosswalks and/or connective sidewalks implemented in FY 2016
    - **Target:** 10 crosswalks and/or connective sidewalks constructed by 2021.

Objective 2.E - Promote environmental sustainability by minimizing Palm Tran’s carbon footprint.

- **Strategy 1:** Construct all new Palm Tran facilities to green/LEED building standards for energy efficiency and sustainable design
  - **Current Value:** Zero new facilities constructed
    - **Target:** 100% of all future Palm Tran facilities constructed to green/LEED building standards for energy efficiency and sustainable design

*Figure includes inter-agency data.
Strategic Plan 2016 – 2026 – Phase 1

Goal 3: Provide user-friendly and innovative service that connects communities

**Objective 3.A - Expand WiFi and introduce other passenger amenities on all buses and bus stops**

- **Strategy**: Implement WiFi or similar technology onboard all key fixed-route and paratransit buses by 2021.
  
  **Current Value**: As of Fiscal Year-to-Date 2016, no fixed-route buses or paratransit buses have onboard WiFi fully operational
  
  - **Target**: 100% of fixed-route and paratransit fleet with WiFi or similar technology by 2021

**Objective 3.B - Provide service on holidays that Palm Tran does not currently operate.**

- **Strategy**: Evaluate operational impacts of operating on the seven holidays Palm Tran does not currently operate
  
  **Current Value**: Palm Tran does not provide service on seven (7) holidays
  
  - **Target**: Three (3) or fewer holidays without Palm Tran service by 2021.

**Objective 3.C - Assess and continually improve Palm Tran's integration in a multimodal mobility system.**

- **Strategy 1**: Integrate service with SFRTA, BCT, and other transit providers by reducing average scheduled transfer time for key routes.
  
  - **Target**: As an annual goal, reduce average scheduled transfer time by 25% for key routes when feasible

- **Strategy 2**: Implement a convenient electronic fare payment system that is interoperable with other regional providers to potentially include improvements such as mobile ticketing and/or offboard fare payment, etc.
  
  **Current Value**: Currently Palm Tran does not have an interoperable fare card system
  
  - **Target**: Implementation of an interoperable fare card system by 2021

- **Strategy 3**: Work with first/last mile providers such as SkyBike and other potential providers, such as transportation network companies (TNCs) to improve connectivity challenges.
Current Value: Currently Palm Tran has five stops within 300 feet of a bicycle rental station. No current agreement with first/last mile providers (such as TNC’s) to improve connectivity challenges

» Target: 10% of all Palm Tran bus stops within 300 feet of a bicycle rental station by 2021

» Target: By 2021, conduct an evaluation of partnership with TNC’s to determine feasibility for Palm Tran and the community

- Objective 3.D - Implement regional coordination and public involvement components in all relevant aspects to the transportation planning process including transit-oriented development (TOD).

  - **Strategy 1:** Participate in regional initiatives to promote mixed-use development and TOD.
    Current Value: Staff attends three meetings annually as part of TOD working group

    » Target: Attend four meetings annually and actively participate in thought process

  - **Strategy 2:** Develop criteria to identify transit stops and corridors with TOD potential.
    Current Value: As of Fiscal Year-to-Date 2016, no TOD criteria developed

    » Target: Criteria for Palm Tran stops with TOD potential developed by 2021

  - **Strategy 3:** Encourage transit-supportive infill development and redevelopment near Palm Tran bus stops.
    Current Value: As of Fiscal Year-to-Date 2016, zero private-sector meetings attended

    » Target: As an annual goal, attend four (4) private-sector meetings related to infill development and/or redevelopment and/or provide at least three (3) prescriptive reviews of local comprehensive plans annually

- Objective 3.E - Seek and introduce innovative technological improvements to enhance the user experience.

  - **Strategy 1:** Implement ITS (Intelligent Transportation Systems) technologies such as transit signal priority (TSP) and queue jumping to key transit corridors
    Current Value: Zero routes with transit signal priority or queue jumping

    » Target: Four routes with transit signal priority by 2021; two routes with queue jumping by 2021

  - **Strategy 2:** Implement amenities at high ridership locations such as automated ticket machines, USB charging stations, air-cooling technologies and/or WiFi at bus stops.
    Current Value: Currently, zero stops with any of these amenities

    » Target: Five high ridership stops with any of these amenities by 2021
Goal 4: Improve the public image of Palm Tran services

- **Objective 4.A - Develop a campaign to strengthen Palm Tran’s visibility and image in the community.**
  - **Strategy 1:** Perform market research to assess the current Palm Tran public image and develop strategies to enhance the public image.
    - **Current Value:** As of date, no market research assessments completed
      - **Target:** Market research study completed and key recommendations initiated by 2021
  - **Strategy 2:** Conduct an annual attitudinal survey
    - **Current Value:** Most recent onboard Palm Tran attitudinal survey conducted in November 2015
      - **Target:** As an annual goal, conduct one survey per year
  - **Strategy 3:** Development of new Palm Tran website and/or brand/logo
    - **Current Value:** Current website has been in place for years, logo last changed in 1996
      - **Target:** Launch of new Palm Tran website and/or logo by 2026
  - **Strategy 4:** Engage community directly through community events and other types of public outreach
    - **Current Value:** As of Fiscal Year-to-Date 2016, five (5) community events attended by Executive Director and/or Executive Leadership Team
      - **Target:** As an annual goal, twenty (20) community events attended by Executive Director and/or Executive Leadership Team

- **Objective 4.B - Provide proactive and effective customer service to all Palm Tran customers**
  - **Strategy 1:** Reduce total number of fixed-route complaints
    - **Current Value:** As of Fiscal Year-to-Date 2016, 3.7 complaints per 10,000 fixed-route passenger boardings
      - **Target:** As an annual goal, one (1) complaint per 10,000 fixed-route passenger boardings
  - **Strategy 2:** Reduce total number of paratransit complaints
    - **Current Value:** As of Fiscal Year-to-Date 2016, 2 complaints per 10,000 paratransit boardings
      - **Target:** As an annual goal, two (2) complaints per 1,000 passenger boardings
  - **Strategy 3:** Provide customer service anytime Palm Tran is in service
    - **Current Value:** Customer service is not provided on Sundays or holidays
» **Target:** Customer service anytime that bus service is provided by 2021

- **Strategy 4:** Provide travel training and outreach to break down barriers and promote fixed-route ridership
  
  **Current Value:** Outreach and travel training is conducted per request
  
  » **Target:** As an annual goal, conduct eight travel training/outreach community events

- **Objective 4.C - Enhance Palm Tran street infrastructure to meet customer demand.**
  
  - **Strategy 1:** Increase the percentage of Palm Tran bus stops with a bus shelter
    
    **Current Value:** Approximately 19% bus stops have a bus shelter
    
    » **Target:** 25% of bus stops with a bus shelter by 2021
  
  - **Strategy 2:** Increase the percentage of Palm Tran bus stops with a bus bench
    
    **Current Value:** Approximately 36% bus stops have a bus bench
    
    » **Target:** 50% of bus stops with a bus bench by 2021
  
  - **Strategy 3:** Conduct detailed reviews of private development projects and coordinate with County staff and/or other stakeholders to ensure that transit improvements are included
    
    **Current Value:** As of Fiscal Year-to-Date, ten bus shelter easements secured
    
    » **Target:** As an annual goal, secure at least 20 transit infrastructure easements and/or other bus stop improvements (including bus bays) built by development projects.
  
  - **Strategy 4:** Enhance existing and provide new park and ride facilities to best meet customer demand.
    
    **Current Value:** As of Fiscal Year-to-Date 2016, zero park and ride locations provided or enhanced
    
    » **Target:** Five (5) new and/or existing park and ride facilities constructed and/or enhanced by 2021

**Goal 5: Achieve financial stability**

- **Objective 5.A - Work with community stakeholders to promote and establish a dedicated transit funding source.**
  
  - **Strategy:** Develop a plan to establish a dedicated transit funding source
    
    **Current Value:** No current plan to establish a dedicated transit funding source
    
    » **Target:** Completed plan by 2021; establishment of a dedicated transit funding source by 2026.

- **Objective 5.B - Actively pursue additional and sustainable sources of funding.**
- **Strategy 1:** Apply for state and federal service and capital grant programs.
  
  **Current Value:** As of Fiscal Year-to-Date 2016, no competitive grant applications submitted

  » **Target:** 50% success rate of competitive grant applications annually

- **Strategy 2:** Pursue additional funding agreements (either public-private and/or public-public partnerships)
  
  **Current Value:** As of Fiscal Year-to-Date 2016, three funding agreements (Century Village, Lakes of Delray, Village of Wellington) under contract

  » **Target:** Eight (8) new agreements entered into by 2026

- **Strategy 3:** Pursue additional sources of funds such as sales tax, increased percentage of local option gas tax and/or a mobility fee, etc.
  
  **Current Value:** Currently no sales tax allocation or enactment of a mobility fee to support transit, current percentage of gas tax allocated to transit is 67%

  » **Target:** Imposition of a mobility fee and/or increased percentage of gas tax and/or county sales tax allocation to support transit by 2026.

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**Objective 5.C - Effectively steward our public resources**

- **Strategy 1:** Improve fixed-route farebox recovery ratio by minimizing fare evasion and maximizing our share of public funding
  
  **Current Value:** As of Fiscal Year-to-Date 2016, 18% fixed-route farebox recovery ratio

  » **Target:** 23% fixed-route farebox ratio as an annual goal

- **Strategy 2:** Develop an employer and/or college/university pass and/or discount program to attract new customers
  
  **Current Value:** Zero employer and/or college/university discount program implemented

  » **Target:** Employer and/or college/university discount program implemented by 2021
**Summary Points of the September 15, 2016 MPO Board Meeting**

PDF versions of the agenda, backup material and presentations as well as audio recordings are available for review at [www.PalmBeachMPO.org/Board](http://www.PalmBeachMPO.org/Board)

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Description</th>
<th>Action</th>
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<tbody>
<tr>
<td><strong>Consent Items</strong></td>
<td></td>
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</tr>
<tr>
<td>1.H.1</td>
<td>MOTION TO APPROVE Appointment of Ms. Elizabeth Logiodice to the MPO’s Transportation Disadvantaged Local Coordinating Board (TDLCB).</td>
<td>Approved</td>
</tr>
<tr>
<td>1.H.2</td>
<td>MOTION TO APPROVE Execution of Supplemental Joint Participation Agreement (SJPA) # 2 for the Federal Transit Administration 5305d grant. The SJPA is adding an annual appropriation to the grant agreement.</td>
<td>Approved</td>
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<tr>
<td><strong>General Public Comments</strong></td>
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<tr>
<td>1.I</td>
<td>No general public comments were received.</td>
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<tr>
<td><strong>Action Items</strong></td>
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<tr>
<td>2.A</td>
<td>MOTION TO ADOPT a resolution approving the Executive Director Annual Evaluation, amending the Evaluation Process, and directing the Executive Director to draft proposed MPO employment policies.</td>
<td>Tabled</td>
</tr>
<tr>
<td>2.B</td>
<td>MOTION TO APPROVE Amendment #1 to the FY 17 – 21 Transportation Improvement Program (TIP) to include Florida Department of Transportation’s (FDOT) Roll Forward projects.</td>
<td>Approved 10-3</td>
</tr>
<tr>
<td>2.C</td>
<td>MOTION TO APPROVE the FY 18 – 22 Priority Projects List.</td>
<td>Approved 12-2</td>
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<td></td>
<td>MOTION TO APPROVE $3 million of federal or state funds in any year for the Boutwell Road project within the City of Lake Worth, with the City committing to provide local matching funds. This Motion was made by MAYOR TRIOLO and seconded by COMMISSIONER MATERIO during discussion of Item 2.C.</td>
<td>Approved</td>
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<tr>
<td>2.D</td>
<td>MOTION TO APPROVE MPO 2016 Transportation Photo Contest Winners</td>
<td>Approved</td>
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<td><strong>Information Items</strong></td>
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<td>3.A</td>
<td>FDOT I-95 Express Phase 3B Project Update</td>
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<td>FDOT Project Manager VANITA SAINI and HDR Consultant WILL SUEROO presented Phase 3B of the I-95 Express Lane project from Stirling Road in Broward County to Linton Boulevard in Palm Beach County. The presentation included the project limits, implementation timeline, ingress and egress locations, as well as benefits and impacts of proposed improvements.</td>
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<td>3.B</td>
<td>I-95 at Boynton Beach Boulevard and Gateway Boulevard Project Development and Environment (PD&amp;E) Study</td>
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<td>FDOT Project Manager THUC LE and Arcadis Consultant HANK DEIBEL presented proposed alternatives for improvements of the Boynton Beach Boulevard and Gateway Boulevard interchanges at I-95. The presentation included project locations, implementation timeline, as well as benefits and impacts of proposed improvements.</td>
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<td>3.C</td>
<td>Correspondence</td>
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<td>MR. UHREN briefly reviewed the letter received from Robert M.W. Shalhoub, President of Palm Beach County League of Cities, Inc. to Miguel Vargas, Project Manager for FDOT District IV regarding the State Road 80 Corridor Action Plan. He also reviewed the letter from Steven C. Braun, District Planning &amp; Environmental Engineer for FDOT District IV, regarding the fully executed 2016 Modified Joint State/MPO Certification Review Package.</td>
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<td><strong>Administrative Items</strong></td>
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<td>4.A</td>
<td>2017 Palm Beach MPO Board and Committee Meeting Calendar</td>
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<td>MR. UHREN noted July will be the new month off versus August. He also noted the December meeting will be the second Thursday to accommodate the holidays.</td>
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<td>4.A</td>
<td>Member Comments</td>
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<td>No member comments were received.</td>
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<tr>
<td>4.B</td>
<td>Next meeting: October 20, 2016</td>
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