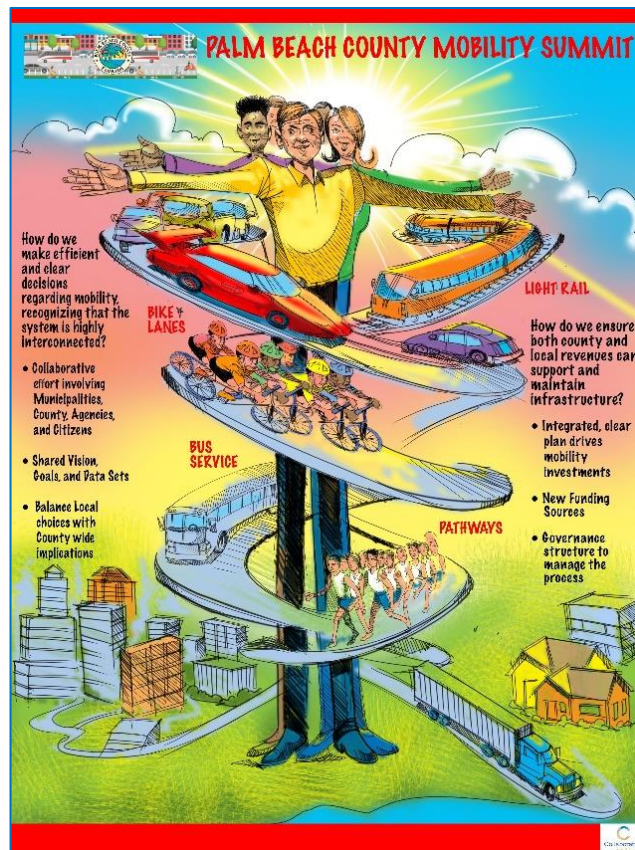




Palm Beach County Mobility Summit

January 14, 2021
Real-time Record



Overview

The Palm Beach County Mobility Summit was held virtually on January 14, 2021.

Approximately 110 Participants actively participated during the Summit. The actual number of participants varied throughout the day, but on average ~130 people were online, with ~110 actively engaging in the interactive exercises including 'polling questions' and breakout discussion groups.

The objective of the Summit was to gather input on a number of Mobility related topics from a wide swath of community stakeholders.

The report below contains a comprehensive report of the entire Summit.

A synthesis of the Summit will be presented to the Board of County Commissioners at an upcoming Board meeting.

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<u>Agenda</u>

8:00am – 8:30am	<u>Assistance and Virtual Platform Overview</u> Collaborative Labs
8:30am – 8:45am	<u>Welcoming Remarks</u> County Administration
8:45am – 9:00am	<u>Setting the Stage: Summit Objectives</u> County Staff
9:00am – 10:00am	<u>Facilitator Introductions and Participant Engagement</u> John Streitmatter, LRI and Collaborative Labs
10am – 10:10am	<u>10-Minute Break</u>
10:10am – 11:00am	<u>Mobility Planning & Transportation Overview Presentation</u> Ron Milam, Fehr & Peers
11:00am – 12:00pm	<u>Breakout Group Session 1</u> How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected? John Streitmatter, LRI and Collaborative Labs
12:00 – 12:45pm	<u>Lunch</u>
12:45pm – 1:45pm	<u>Breakout Group Session 2</u> How do we ensure both county and local revenues can support and maintain infrastructure? John Streitmatter, LRI and Collaborative Labs
1:45pm – 2:00pm	<u>Call to Action and Next Steps</u> John Streitmatter, LRI and County Administration



move around.

Verdenia Baker, County Administrator: Welcome. I would like to recognize my board, business community, and residents. This is a very important meeting because not one city or county can address this issue. We must work together as partners to ensure ample mobility on the 2,000 square miles of Palm Beach County (PBC), from Tequesta to Boca Raton, the Atlantic to Lake Okeechobee. We must allow residents to work in one location and live in another and easily



Special welcome to two members of the board, both county commissioners who joined the board in November: Commissioner Marie Marino and Maria Sachs, who represent the county board and count at large. In Summer 2019, the Board of County Commissioners (BOCC) directed agencies to work on the mobility summit. COVID delayed this and changed the format, which is why we're here by Zoom today. Special thanks to Leadership Research Institute and Collaborative Labs and LRI who have worked with the county. Please share your point of view and visions today. Today will not be the last of the conversation.

Dave Kerner, Palm Beach County Mayor: I'm pleased to be here with all of you and excited to be talking about mobility in Palm Beach County. Special



transportation systems for Palm Beach County. The vision of TPA:

Fred Pinto, Transportation Planning Agency Chair: Today is an important event. I'm excited to see so many different agencies, elected officials, and the public. This is not a one-day discussion, but an ongoing dialogue. I'm here today representing Palm Beach Transportation Planning Agency, also known as TPA. I'm also mayor of Village of Royal Palm Beach and honored and privileged to serve in those roles. TPA is comprised of five county commissioners, 15

- **Safety:** Striving for zero traffic related fatalities or zero injuries. Some may feel zero may never be accomplished. This is a vision, a high-end target. Anyone involved in a traffic fatality wants it to be zero. We allocate millions of dollars annually to roadway reconstruction and street projects to provide clearly designated spaces for all users, on foot, bike, transit, and commercial vehicles.
- **Efficiency:** We're committed to technology innovation, including autonomous vehicles and smart infrastructure to fit the schedules of travelers, not providers.
- **Connectivity:** Funding a connected network of safe and comfortable pedestrian and bike facilities. We have the 561 plan: A high-capacity transit network with 5 north-south corridors and 6 east-west corridors for 1 connected system.
- **Multimodal:** We have an aspirational target of 15% commuters who will walk, bike, or use transit for work travel. It is currently 4%. I anticipate the TPA board will look to significantly increase that target as we plan for the future. I thank again Verdenia and her staff. We are pleased for this opportunity to be part of this initiative. TPA is looking forward with the vision of harnessing and leveraging technology developments happening as we speak, and providing solutions for the citizens of Palm Beach County, providing sufficient capabilities so one day they don't have to take their car to get from

point A to point B. We can only reach the targets if we agree to move forward together as a region, also pursuing additional and new revenues. Thank you.



Kim Glas-Castro, League of Cities Chair: Good morning and thank you Palm Beach County for hosting this summit. I'm Vice Mayor in Lake Park and Assistant Village Manager in Village of Palm Springs. Both cities are similar, but also very different. Does your city look like my city? Every city has unique characteristics, and its own vision of what transportation mobility issues work best for our residents. We need a collaborative strategy for a more connected future, mobile, and user driven. Mobility is about choices.

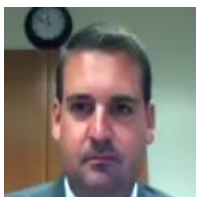
Verdenia: Again, I welcome you to this working session. We want input from everyone. I recognize District 1 Commissioner Maria Marino, District 2 Gregg Weiss, our Vice Mayor Robert Weinroth, Maria Sachs, Melissa McKinlay from District 5, and Mack Bernard from District 7.

Setting the Stage: Summit Objectives



SETTING THE STAGE



- Today's summit will include a transportation overview as it relates to mobility planning and will include a number of interactive components, including live polling.
- The summit will seek your ideas on how to address key topics in our county.
- We invite you to share your point of view and visionary ideas.
- Today's summit represents one step in what will be continued dialogue and coordination as we all move forward to address our mobility needs.



Kevin Fischer, Deputy Planning Director, Palm Beach County: Thank you for attending this important conversation today. You'll see presentations, but today is about engaging with you. Let's start with a brief history of transportation planning in the county, because it's important to look back as we look forward.

HISTORY OF TRANSPORTATION PLANNING IN PBC

- 1972: Land Use Plan
- 1979: PBC Road Impact Fee enacted
- 1980: Adopted Comprehensive Plan and Thoroughfare Identification Map
- 1985:
 - Infrastructure Task Force recommended increase in road impact fees; adding maximum of 2 cent gas tax; committing one-half mill of tax for roads
 - County developed first 5-year road plan
 - State enacted Growth Management Act
 - Required Concurrence: local government must set levels of service for all infrastructure; Assure that infrastructure is concurrent with new growth

HISTORY OF TRANSPORTATION PLANNING IN PBC

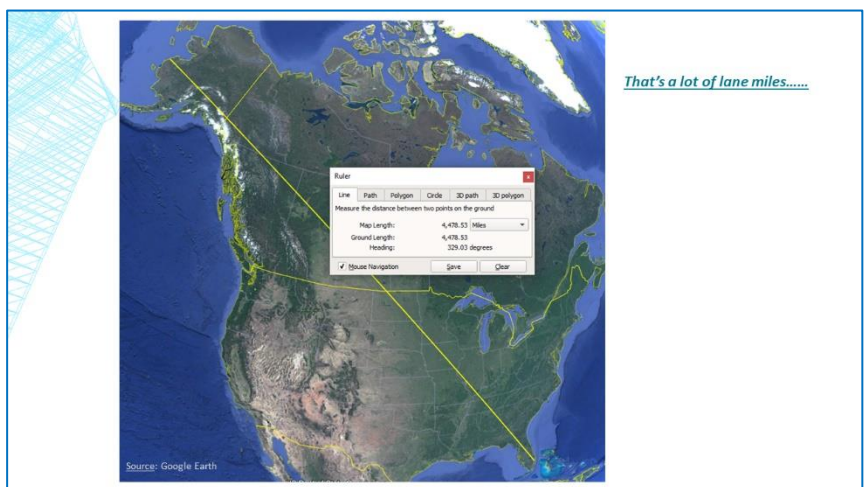
- 1986
 - Citizen group recommended moratorium on new developments
 - Community Leaders Solution: tie road building with development approvals
- 1987
 - PBC implemented concurrency by adopting the Traffic Performance Standards (Unincorporated)
- 1988
 - County voters approved Countywide impact fees for specific infrastructure through Charter amendment
- 1989
 - Adopted Comprehensive Plan
- 1990
 - BCC adoption of countywide traffic standards, applicable only to County and State roads
- 2009
 - SB 360 eliminates concurrency requirement
- 2011
 - HB 7207 no longer requires concurrency in FL, but creates rules and suggestions for jurisdictions that maintain concurrency

Kevin: There are also bike lanes, sidewalks, all components of roadway projects, not just vehicular lanes.

This slide shows the extent of major roadway network, with thousands more local roadways, totaling 4,478 miles.



Kevin: I wondered what that looked like linearly, and it brings us to the western tip of Alaska.



And our population continues to grow tremendously.

THOROUGHFARE RIGHT OF WAY IDENTIFICATION MAP

- Developed in 1980's by the BCC
- Ultimate long-range needs for major roads
- Used as the foundation to determine where to make needed capacity improvements to roadways and intersections
- Updated as necessary by the BCC through the comprehensive planning process
- Complete Streets elements are incorporated

2023 – 2045
County Thoroughfare Road Projects

Estimated Project Costs
\$1.034 B

2045 and Beyond

Estimated to be over
\$1 Billion

COMPLETE STREETS

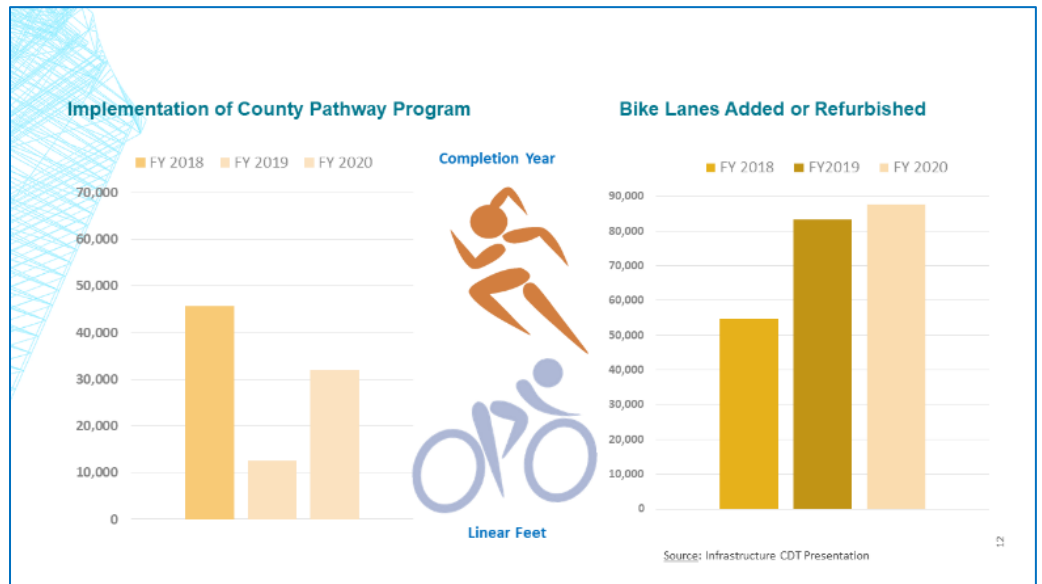
- **Policy TE 1.9-b:** The County shall provide for bicycle, pedestrian, and bus transit facilities in the plans for all major roadway construction and reconstruction projects consistent with adopted standards developed by the County and State, especially when connecting to GLOSS components, unless cost prohibitive or deemed impractical by the County Engineer based upon generally accepted engineering principles.

FIVE YEAR ROAD PROGRAM (FY 2021- 2025)

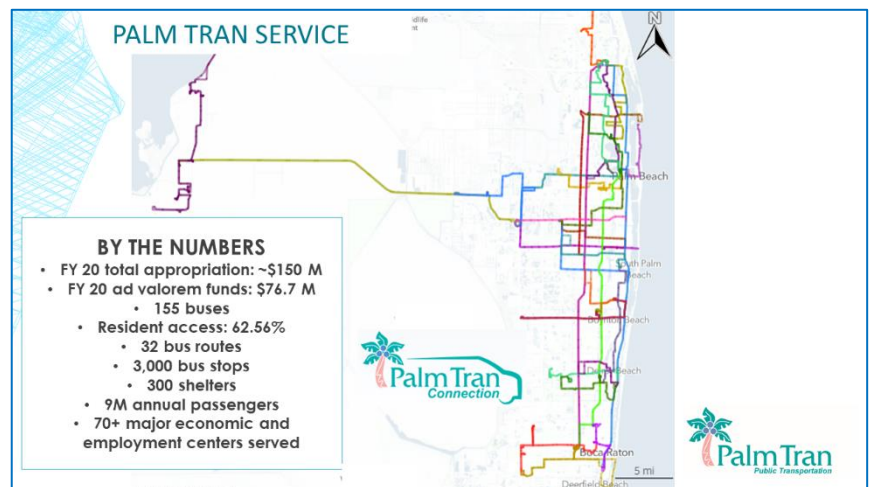
CURRENT PROJECT COSTS (FY 2021–2025)	
☐ FY 2021	\$94,090,000
☐ FY 2022	\$84,170,000
☐ FY 2023	\$37,260,000
☐ FY 2024	\$39,100,000
☐ FY 2025	<u>\$32,680,000</u>
TOTAL COSTS	\$287,300,000

Funding sources include impact fees, proportionate share, gas taxes, infrastructure sales tax, FDOT agreements and miscellaneous agreements.

Kevin: This shows the linear feet of new pathways and bike lanes (as well as refurbished) in the last three years.



Palm Tran services many needs and is the most funded ad valorem of all county departments. 62.5% have resident access, meaning they live within half mile of a route. These numbers are for the previous fiscal year; COVID will decrease these numbers.



Kevin: Tri Rail is another component. Brightline too, with service temporarily suspended since the pandemic, but working on that connection to Orlando and additional stations in Boca Raton. All transportation decisions involve many stakeholders, including the business community and economic development.

TRI RAIL

Hialeah Park
West Palm Beach
Lake Worth
Boca Raton
Deltona
Boca Raton
Oviedo
Pompano Beach
Cypress Creek
Fort Lauderdale
Fort Lauderdale Airport
Hollywood
Golden Glades
Doral
Hollywood Transit
Miami Airport

Tri Rail Commuter Connector Services

- West Palm Beach
- Lake Worth Beach
- Boca Raton

brightline

ORLANDO STATION (UNDER CONSTRUCTION)
DISNEY STATION (FUTURE EXPANSION)
TAMPA STATION (FUTURE EXPANSION)
LAKE OCHEECHEE
WEST PALM BEACH STATION
BOCA RATON STATION (FUTURE EXPANSION)
FORT LAUDERDALE STATION
MIAMI STATION (AT PRESENT)
AVENTURA STATION (FUTURE EXPANSION)
PORTMIAMI STATION (FUTURE EXPANSION)

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TRANSPORTATION PARTNERS

Palm Beach Transportation Planning Agency

FDOT

RTA SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY

TRI RAIL

brightline

39 municipalities

And others!

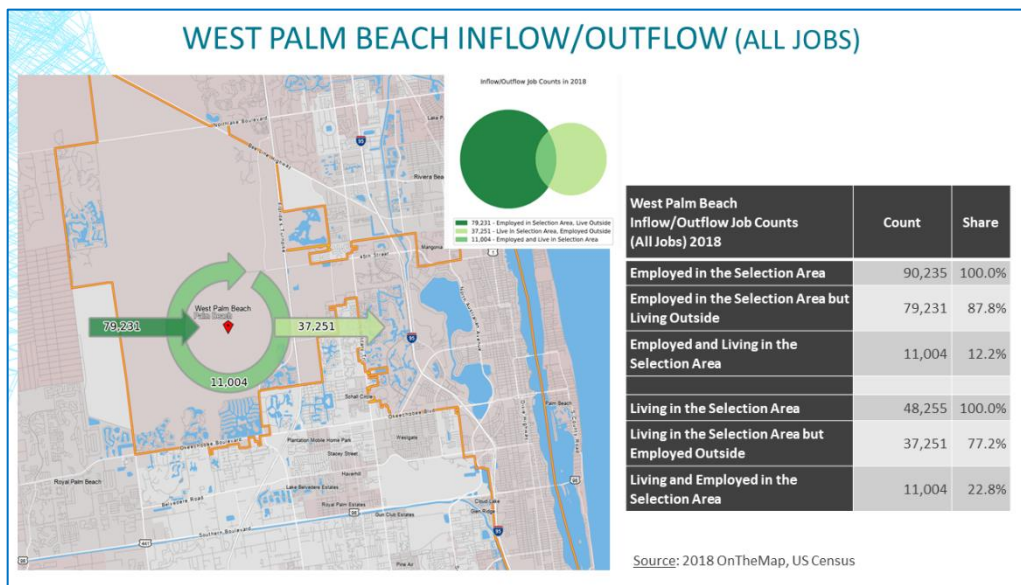
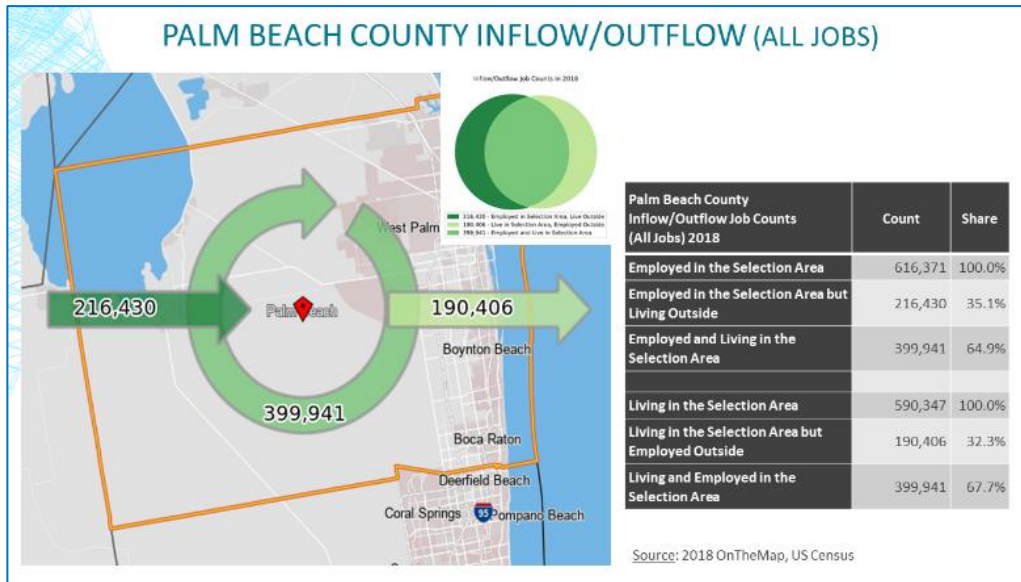
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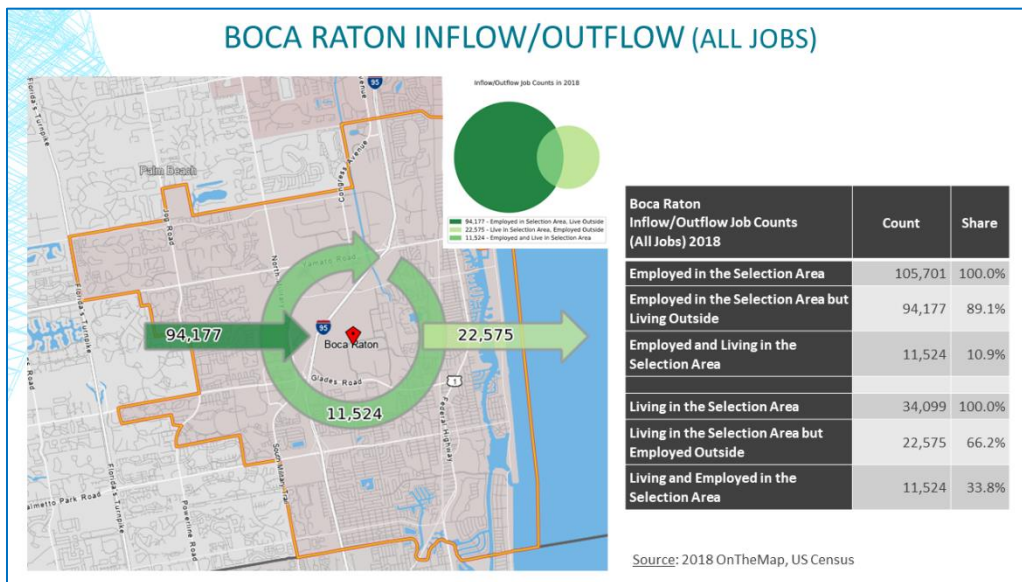
Kevin: We have a large area, and need to consider the commutes of our residents. Some live within, some commute in, 190,000 live here but work outside the county. On a fine grain level, we see more in movement than outward movement.

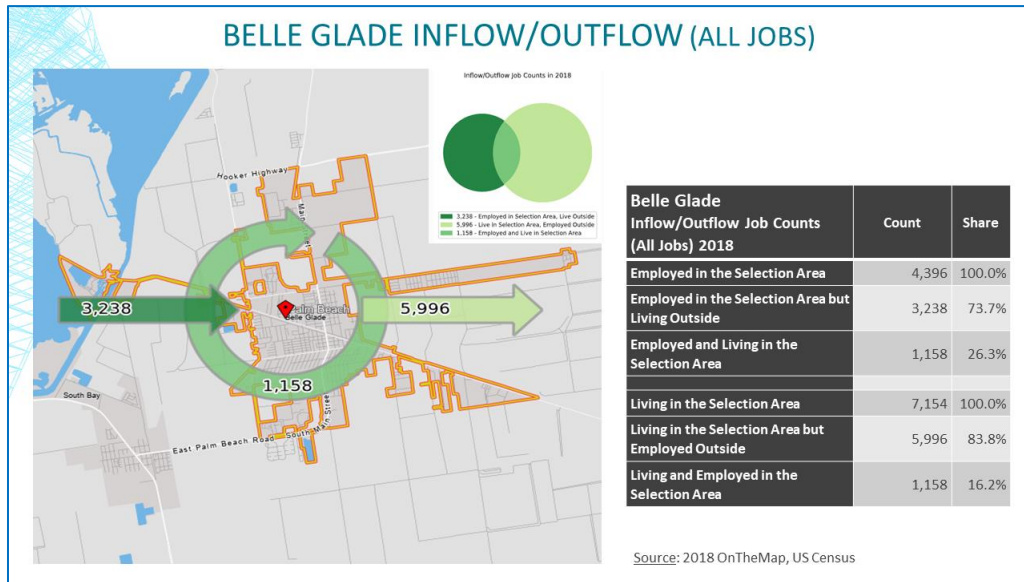
UNDERSTANDING OUR LOCAL TRAVEL PATTERNS

PALM BEACH COUNTY

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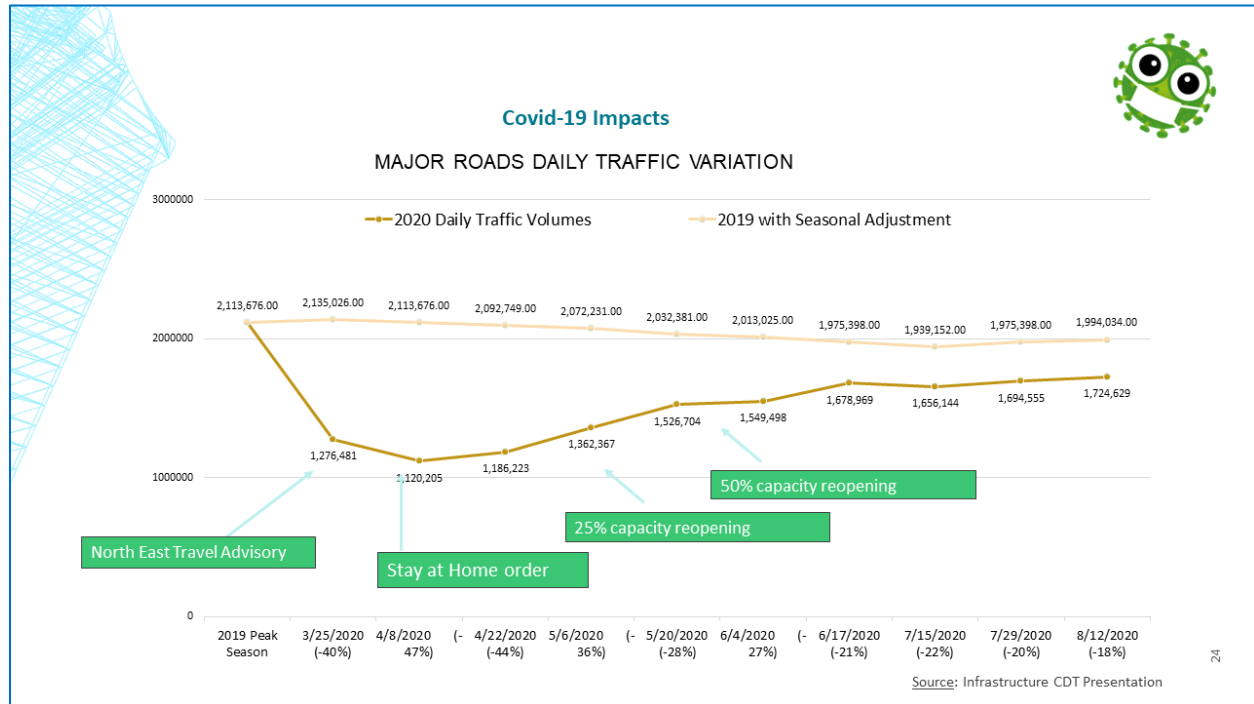




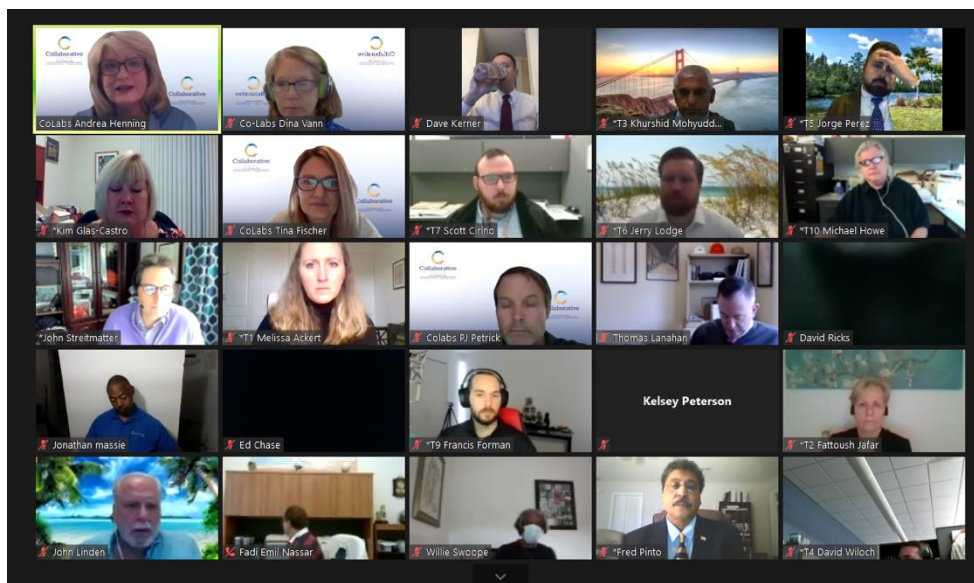


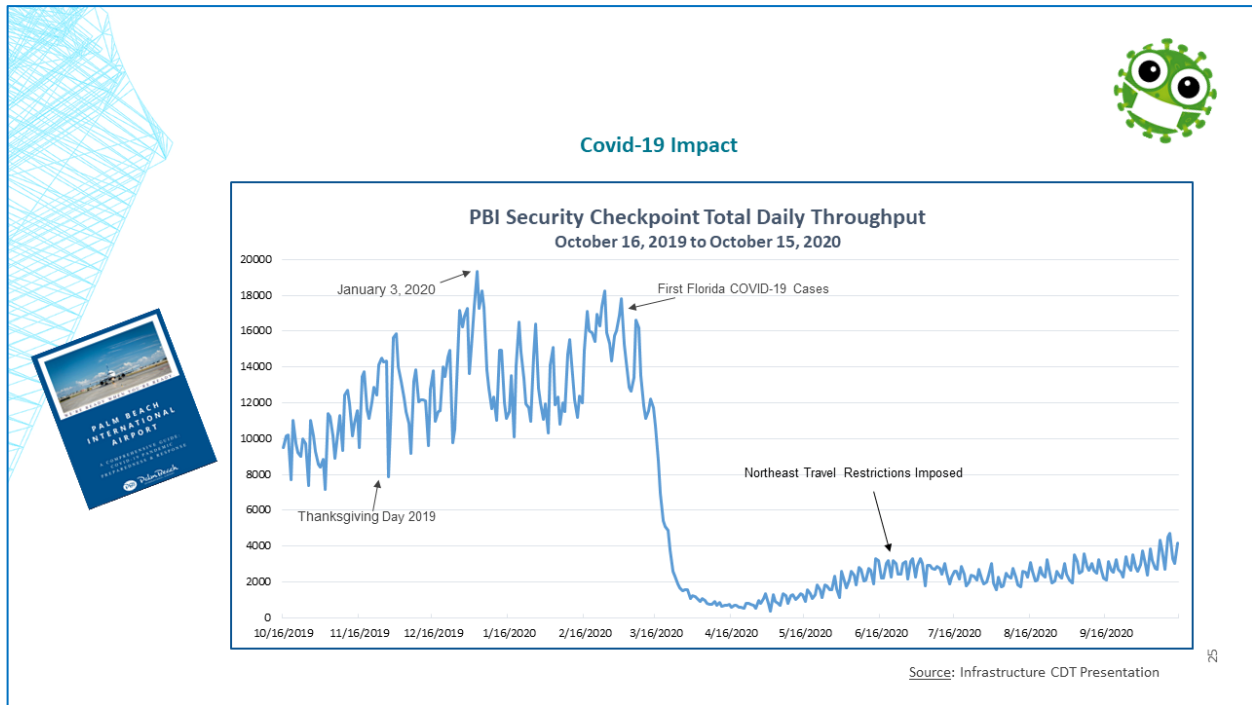
Kevin: The work we're doing today is critical to the economic success of our county.

ECONOMIC PROSPERITY DEPENDS ON A CONNECTED TRANSPORTATION NETWORK



Kevin: Traffic counts have dropped significantly starting March through May. We've seen a gradual increase in volumes. The latest data is through August, and by then we were 20% of where 2019 volumes were.






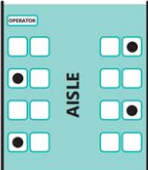
Kevin: Palm Beach International Airport dropped to under 1,000. It has rebound some, but only to about 4,000. Like many businesses and organizations, PBI is trying to minimize COVID’s impact and secure passenger safety.

COVID-19 RESPONSE


- Protective barriers known as “operator office doors” were installed on all fixed-route buses. The heavy-duty glass shields are another step towards reducing contact between bus operators and passengers.






- Palm Tran took active steps to ensure social distancing on all buses by limiting the maximum capacity onboard to 20 passengers. Signs were mounted inside the buses encouraging social distancing and providing a chart to display the safest seating onboard.



- In conjunction with the requirement that all passengers wear facial coverings, Palm Tran provided free masks to riders for more than three months.



- PBIA developed a plan to provide additional safety measures for the protection of the traveling public and airport employees.
- Installed transmission barriers at ticket counters/gates.
- Providing safety messaging through signage, overhead announcements, social media.

Source: Infrastructure CDT Presentation

Facilitator Introductions and Participant Engagement

For chat comments, please refer to page 63

John Streitmatter, LRI: I've worked with a # of counties in Florida. Live in Tampa. My role today is really to facilitate the day. Along with the collabs team. Beyond today, this is the beginning of a process, and my role is to take what we talk about today and synthesize it into key messages with a follow-up to the BOCC the key takeaways from today's session. Part of the reason we built the summit the way we have is that Collaborative Labs' process allows a comprehensive record of what happens. Your comments, breakout outputs, are contained in a record of today's session you all have access to, not just my synthesis. You met Andrea Henning and Collaborative Labs is a key component of today.

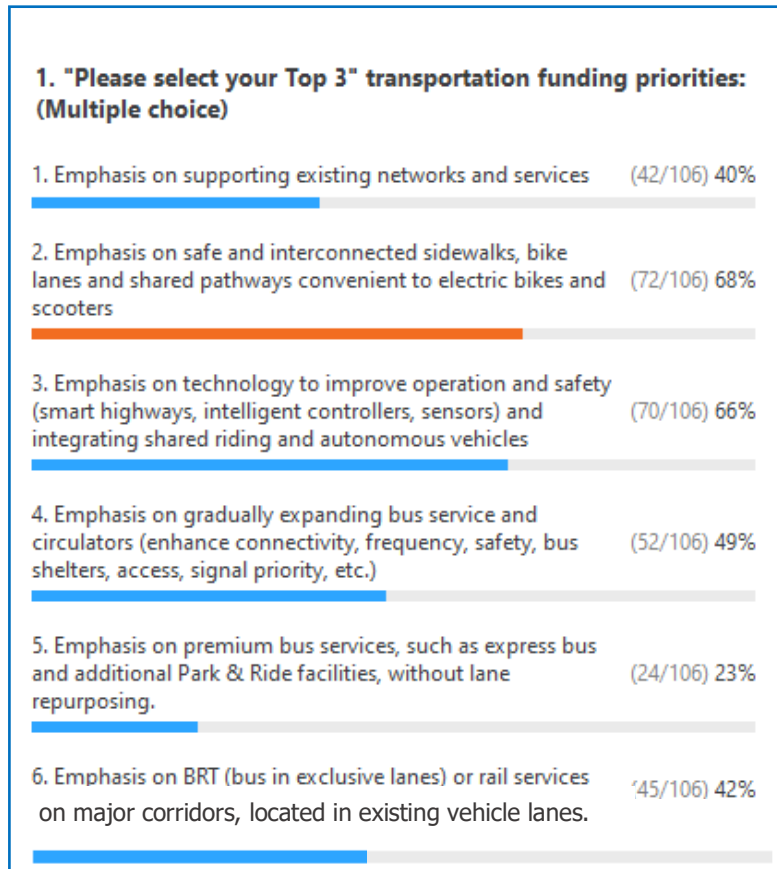


Andrea: It's so good to partner with you again. We're excited to support your vision casting this morning. Collaborative Labs has been in existence for 17 years and we've done much work with Florida Department of Transportation and regional transportation groups. We have a team of six today. PJ: technologist, Tina: manager, supporting today, Laurie: brand manager supporting today, Dina: taking play by play notes to produce a Real-tTime Record with all your great voices today, Jonathan: visual illustrator who will be capturing a visual representation for Palm Beach County mobility. Stay tuned for what your vision looks like in picture form.



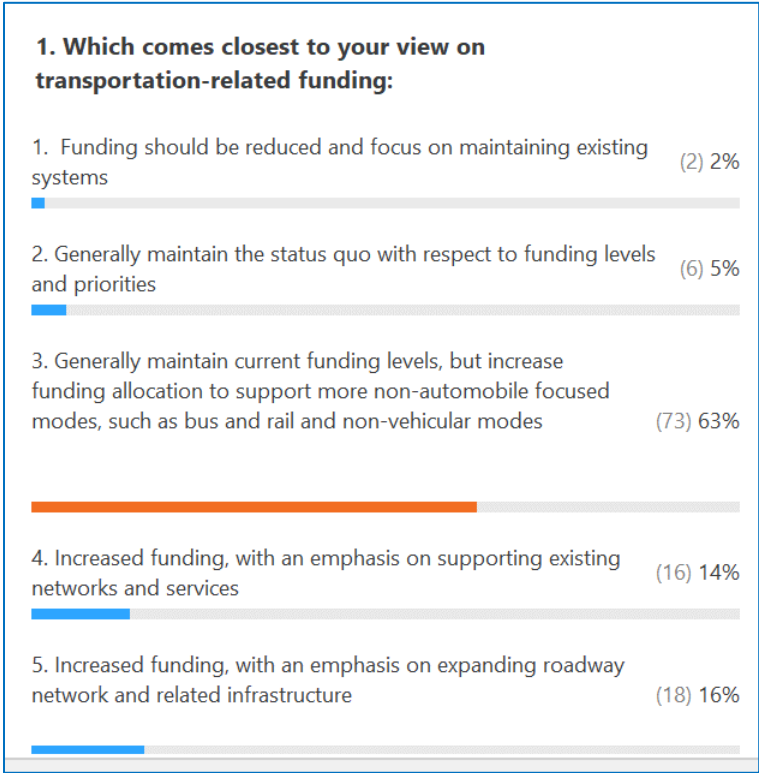
John: This next segment has no slides, and we want to hear from you. We'll use Zoom polls to gather your input to gauge the temperature of those in the room.

Poll A



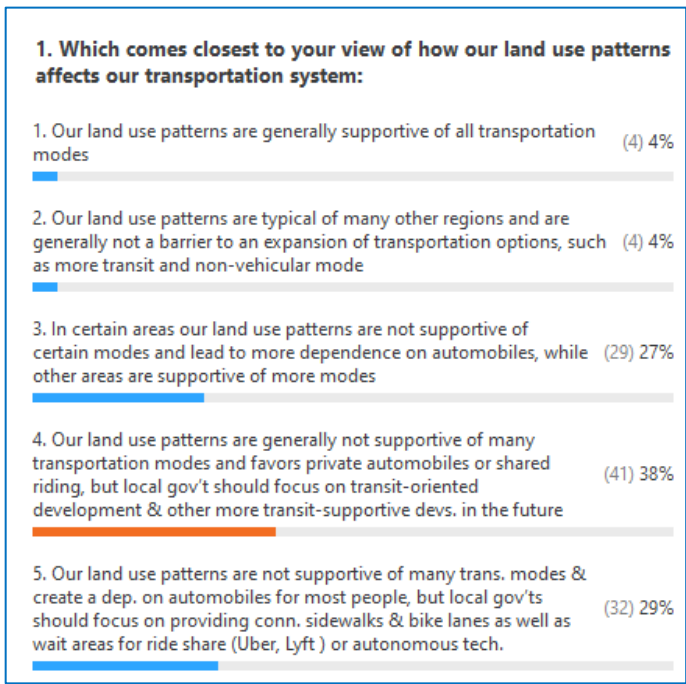
John: Just because 68 is more than 66, 49 is more than 40, it's not a straight ranking. This looks like three tiers: safety and interconnectivity, technology, and premium bus services. For all other polls, you'll choose just one answer.

Poll B



John: Reduce funding got very little energy. That will come into play in your breakouts. Big emphasis and clear consensus on maintain funding levels.

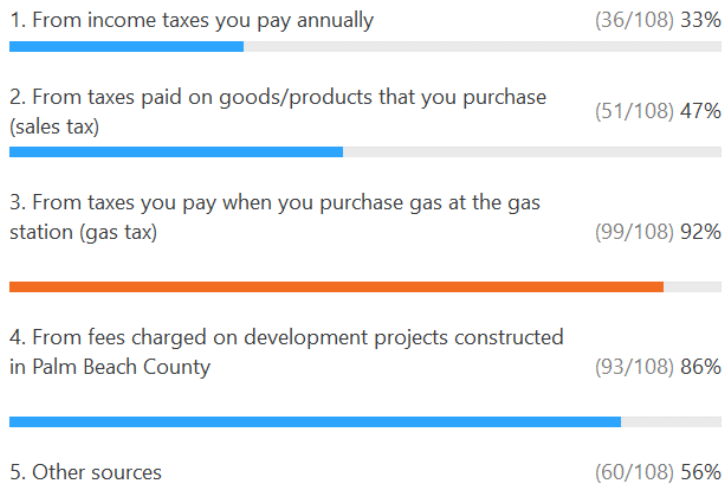
Poll C



John: This is interesting. #4 had the most votes, but #3, #4, and #5 are pretty close. One hypothesis: You have a number of different land use codes through the county and different local governments and municipalities, depending on where you live, may have a different point of view on land use patterns. My takeaway: People’s experience as it relates to land use is highly varied. But land use patterns are supportive.

Poll D

1. What is your understanding of how transportation-related projects are funded (choose all that apply): (Multiple choice)



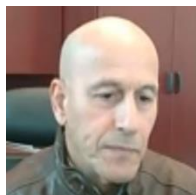
John: Mo, would you let us know which ones are actual funding sources?

Mo Al-Turk: #1 is not correct. #2, county has passed sales tax increase expiring in 2026, so that's temporary, we are using those funds now. Generally it's #3-5.

John: #1 goes to general revenue. #2 is temporary. #3-5 are the sources for transportation funding.



Clinton Forbes: Are you saying transportation related items in Palm Beach County or nationwide?

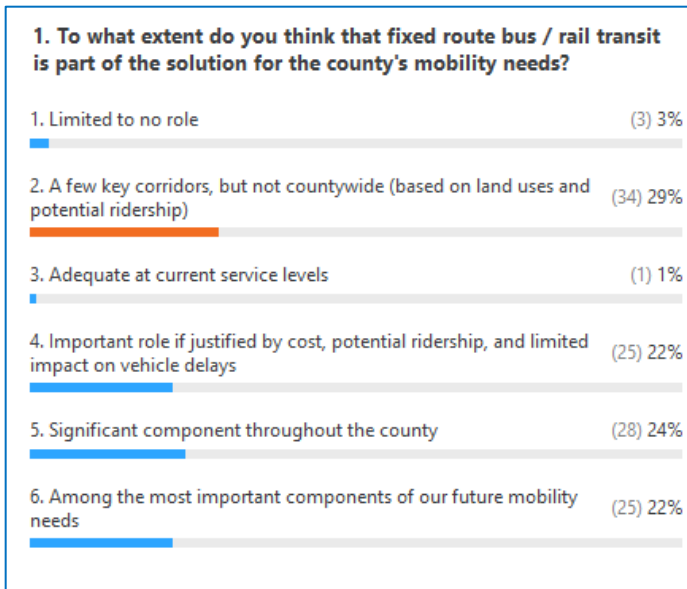


Mo: County.

Clinton: It's a different case in different counties like Miami-Dade.

John: People are interested in the breakout of the other sources but in follow-up materials that may be useful to provide.

Poll E



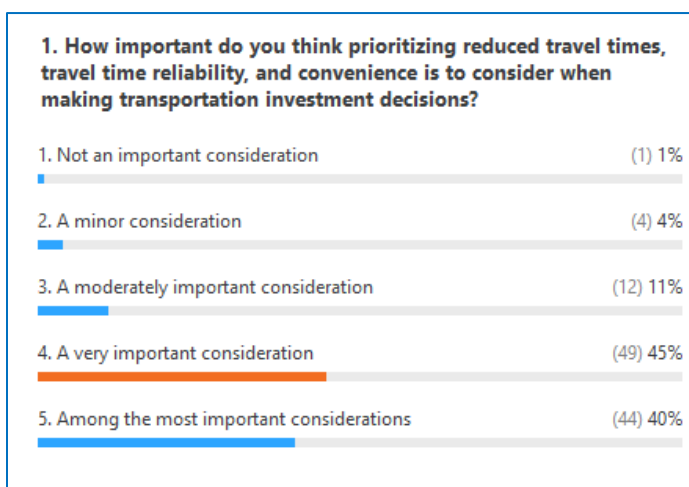
John: John Renne [in chat] raised the point that moving to electric will make gas funding go away. That's an important consideration. Four to six answers received almost equal points of view, a pretty significant planning challenge when a group falls across all sets of the spectrum. This will be an important consideration for the board, TPA, and others as we move forward. That's a planning challenge. Based on what I've seen, this looks like what I would have expected: A wide variety of points of view that need to be addressed.

John: Andrea, you've worked with a number of different regions and even FDOT, does this data look similar to others?

Andrea: We're tracking pretty well with this. It seems to be pervasive through the state to be divided and therein lies the challenge and why we need diverse stakeholders in the room to move forward collaboratively.

John: Two are significantly low, so something needs to be done, but there's not a consensus on fixed route bus and rail transit. There is, however, a clear theme that says something needs to happen. It will take some thought.

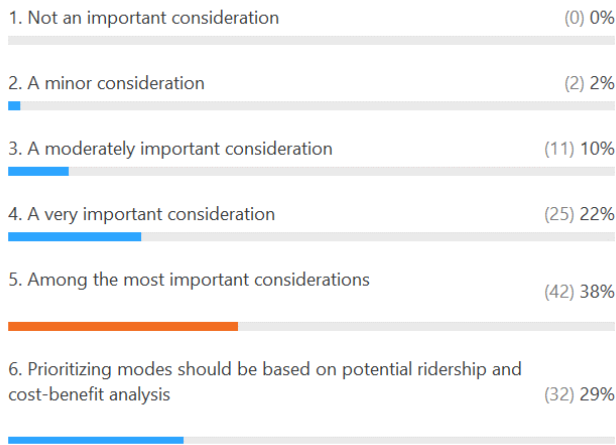
Poll F



John: Rafael, your chat comment is right, this is a challenging question to answer. Much like before, there's a significant plurality, close to 90%. Very clear around travel times, reliability, and convenience critical to making investment decisions to ensure a benefit for county, riders, and users. Mo, as traffic director, is excited about that. I saw your thumbs up, Mo.

Poll G

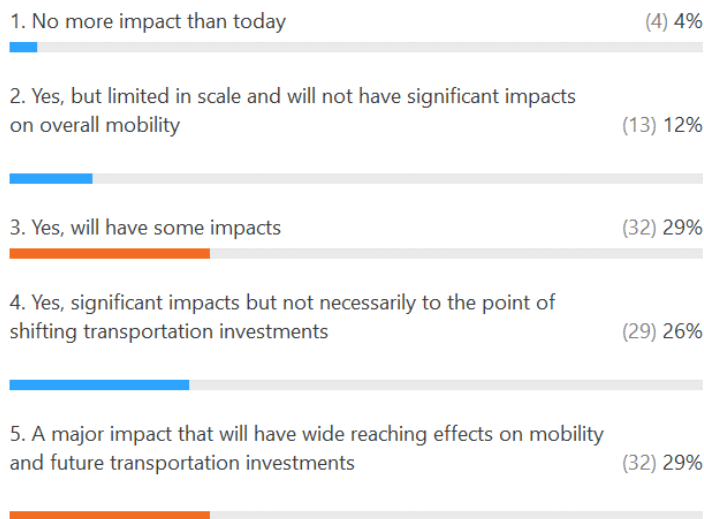
1. How important do you think prioritizing multiple transportation mode options (such as bus, rail, automobile and non-vehicular) is to consider when making transportation investment decisions?



John: These results are not surprising. A little more on the moderately important front than the last question. This has more of a broad distribution. Here prioritizing multiple transportation modes, it's more spread but still almost 90% with #4-6. So this will be an important criteria.

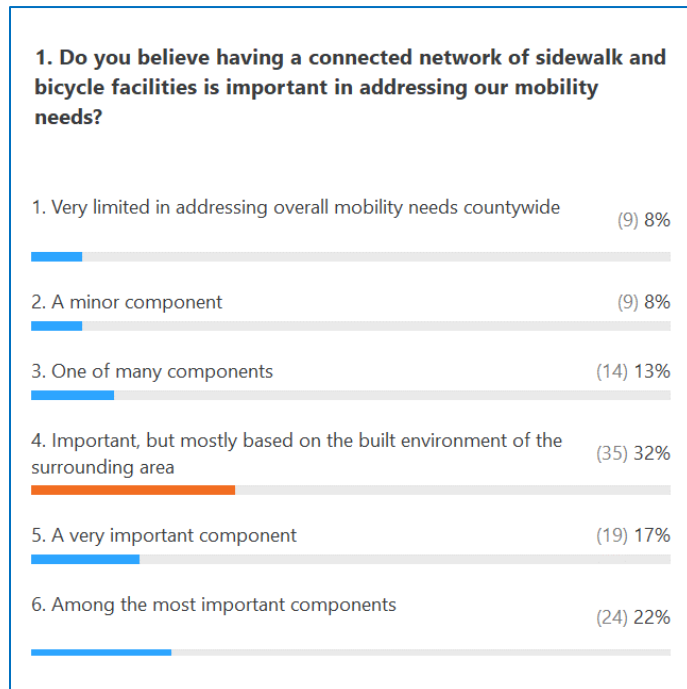
Poll H

1. Do you believe emerging connected / automated vehicle technology supplemented with flexible ride-share services will have a significant impact on mobility in the county in 10 or 15 years?



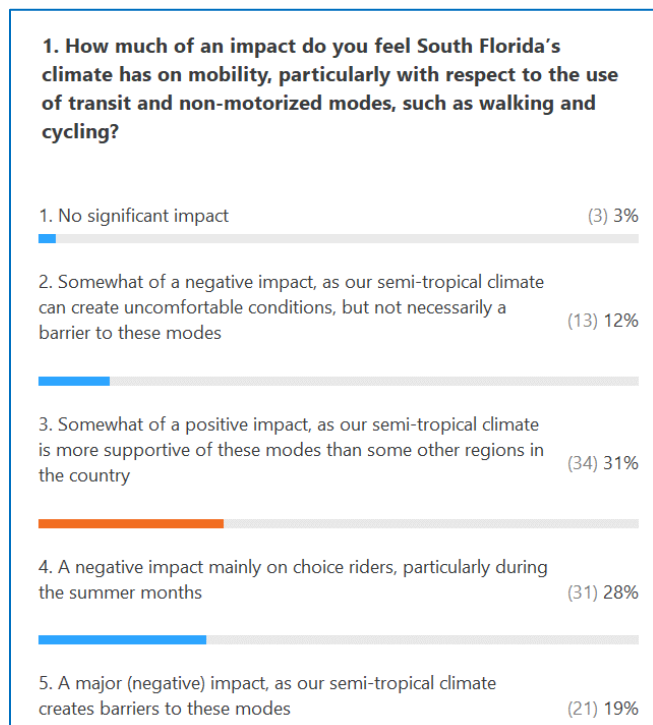
John: This is our first straight up tie! We have work to do to figure out how this impacts our investment. Directionally, people think there will be block chain impacts, just about everyone says this will have impact. But reasonably broad between #3-5. How much to invest is the key question. My takeaway: There must be though into how to manage those investments. Not surprising, but interesting, that 96% of people think it will be more impactful in the next 10-15 years so clearly it needs to be on the radar, but to what extent.

Poll I



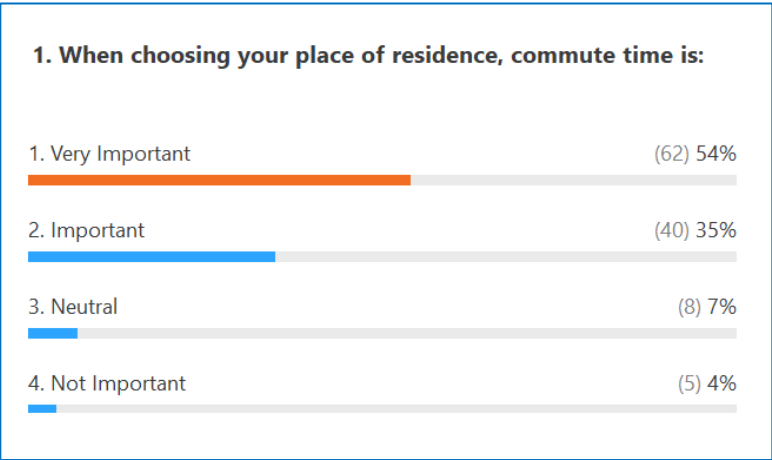
John: Connected network of sidewalk is addressing our mobility needs, not quality of life. My interpretation is that folks are saying we should look at that, but probably need to take a localized view of this; it's dependent upon on what part of county you're talking about, what networks you're connecting to, because there's such a broad range of answers. I can understand how this can be the case as I've toured around the county. Palm Beach County has such an interesting diversity of potential built environments and transportation needs, which reflects in this question.

Poll J



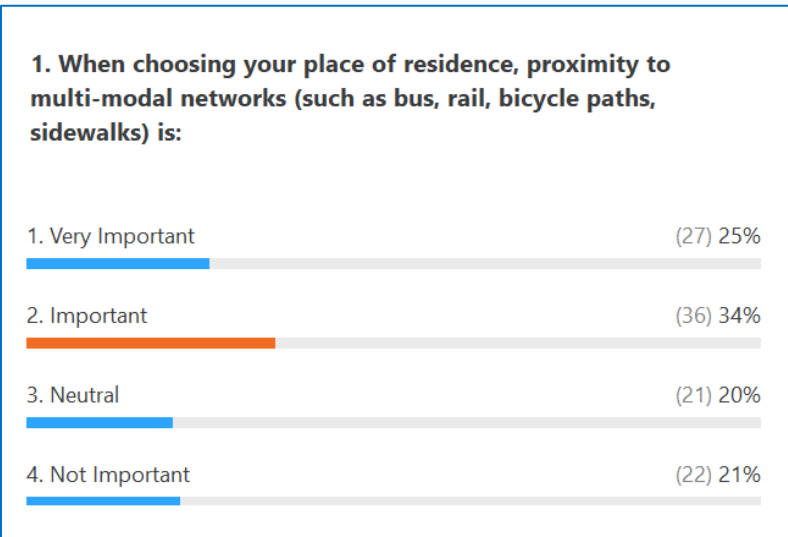
John: I can see we'll have good robust breakout discussion based on the chat so far. That makes me happy. There are some very opposite answers in this question. Again, a pretty scattered set of data. #2, #4, and #5 total about 60%. But the #1 choice is a positive impact. Some equity issues to your earlier point, Rafael. I understand that.

Poll K



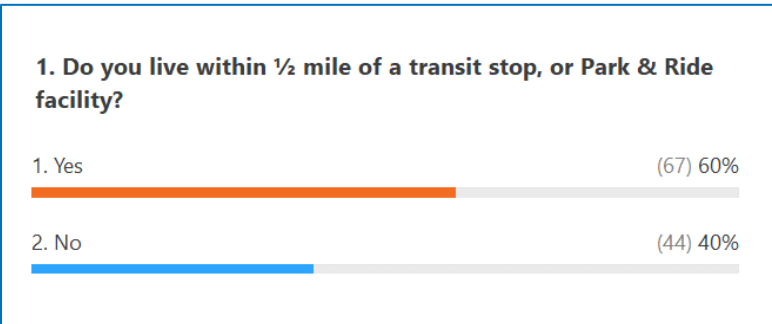
John: 60/40. Kevin, you're a great prognosticator. This is about representative of the broader county as a whole. It's almost 90% when you add up very and important. Not at all surprising.

Poll L



John: Elected officials, if you have a good feel on your constituency opinion, you can answer from their voice.

Poll M

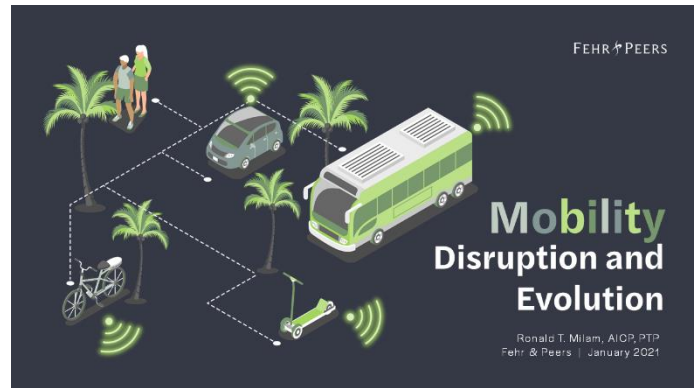


John: And this one is all of you, not constituents.

Mobility Planning & Transportation Overview Presentation

For chat comments, please refer to page 65

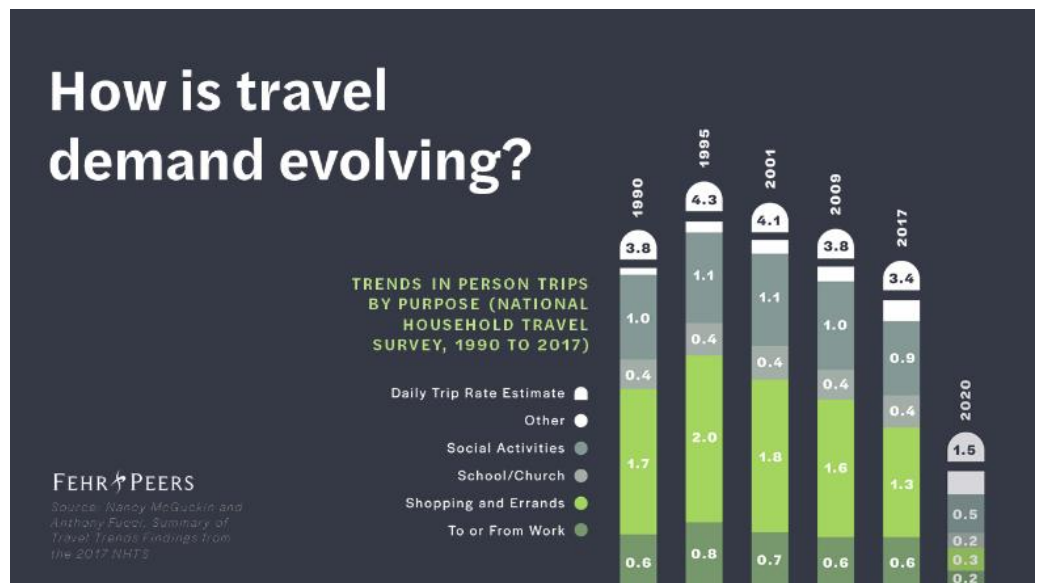
Kevin introduced Ron Milam, who is actively involved in transportation projects and teaches transportation courses for UC Berkley and UC Davis; thinks long-term and helps clients understand future outcomes of their decisions; an expert in disruptive trends and new metrics around transportation.



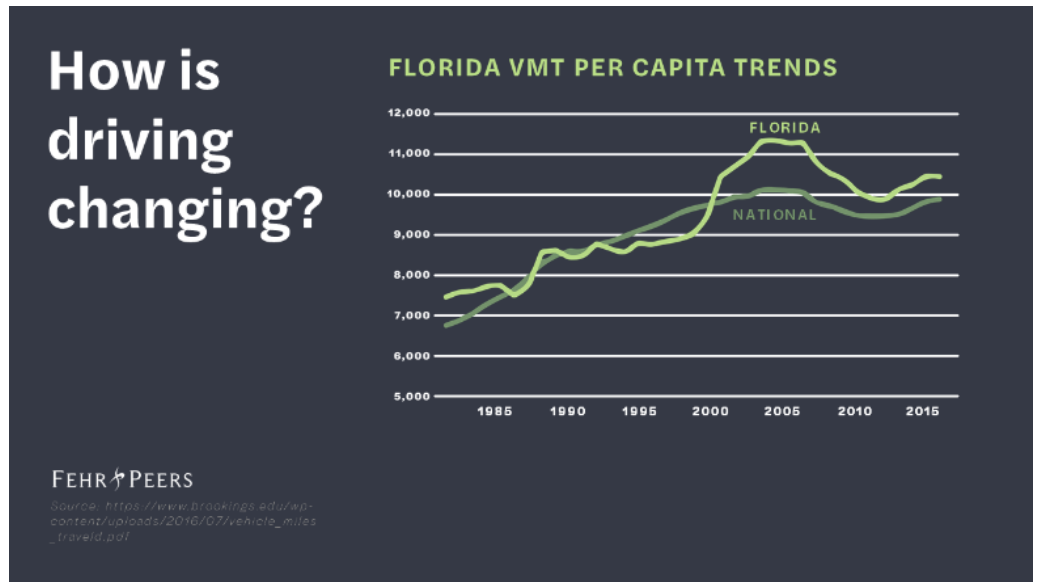
Ron Milam, Fehr & Peers:

This presentation is to have you think about disruptive trends well before COVID and looking forward and decisions about modification of your transportation networks. Take a step back in time. Notice that the number of person trips we make has declined since 1995,

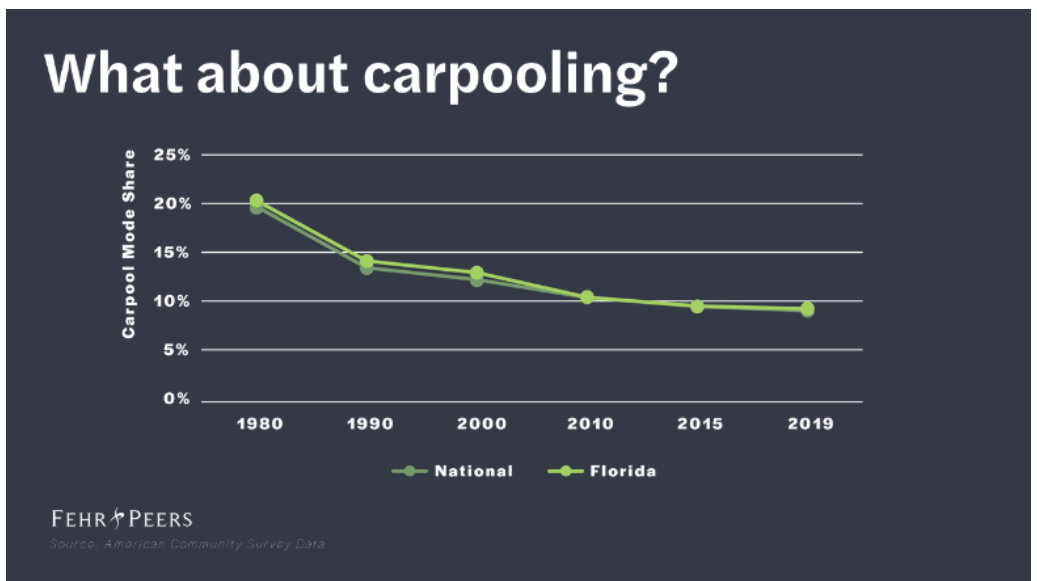
mainly in social, shopping, and workspace. This means we're able to do more things in the home. The internet came along. We work from home. Goods are delivered to home. There's less reason to leave home every day. You can see the COVID impact. We expect things to rebound, but to what level?



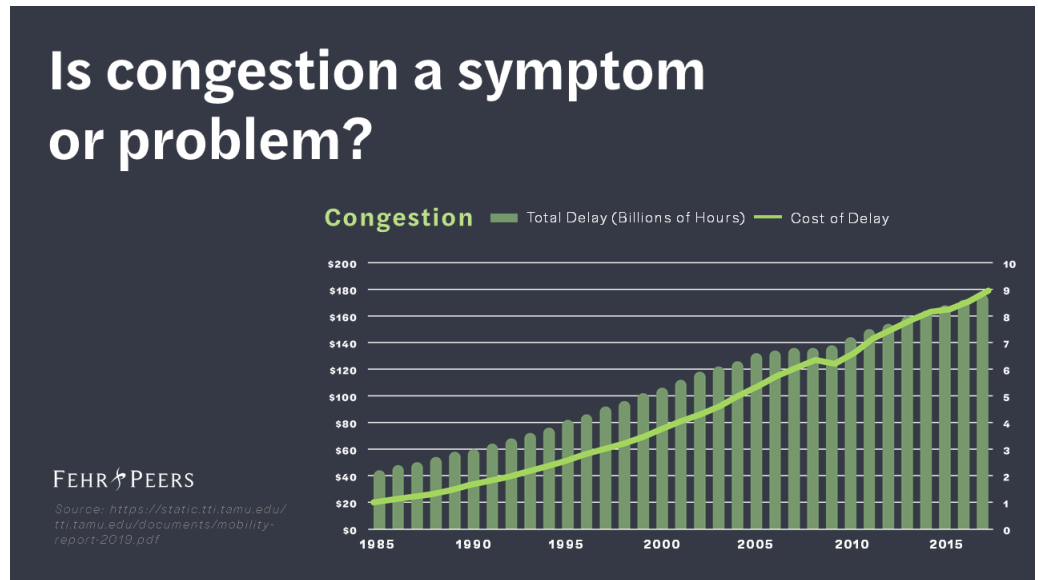
Ron: This is vehicle travel miles per year, both national and Florida. VMT per capita has been increasing. The recession dampened our driving. We don't expect we'll be driving more than in the peak, but there's still room for potential increases after COVID.



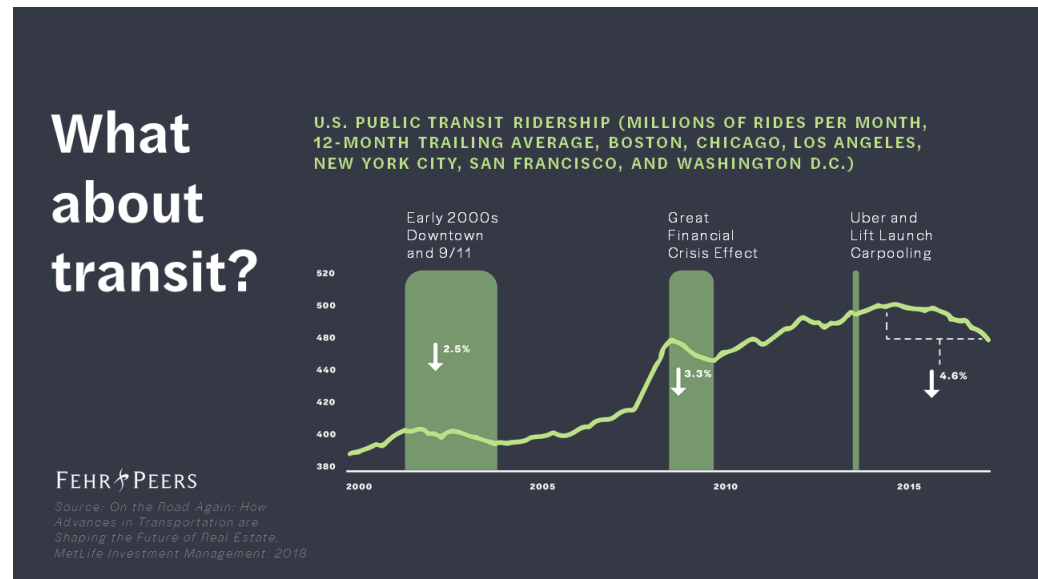
Since the '80s, carpooling has been on a steady decline, surprisingly. We had Clean Air Acts, there was a big increase in HOV lanes, the country spent a lot of time encouraging carpooling, but we found reasons not to like privacy, freedom to travel, not being dependent on others, and the ability to obtain affordable cars.



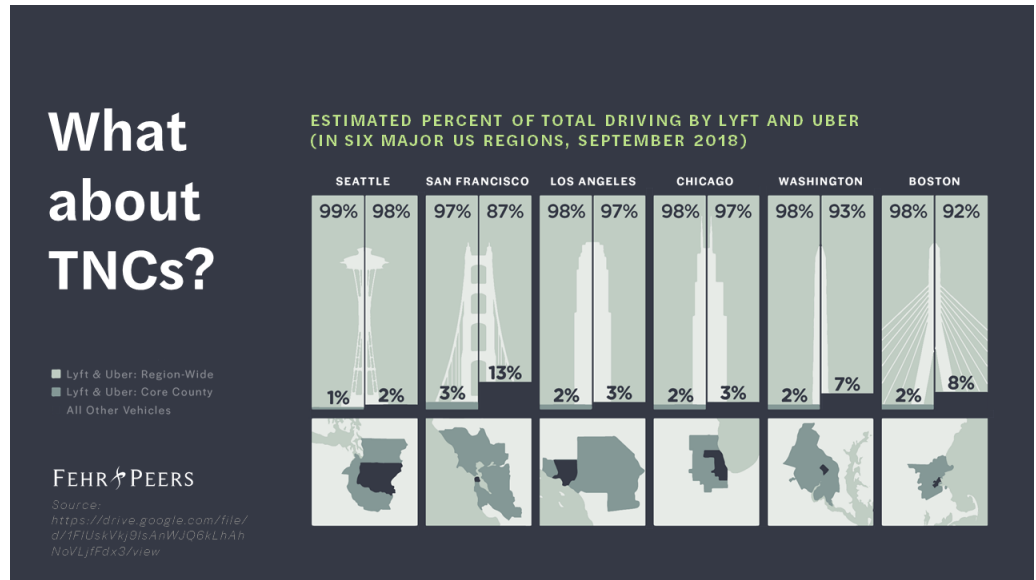
Ron: A new focus for transportation agencies: How much is symptom vs. problem. It's a problem when you're stuck in traffic. So they clearly define it as a problem. But is it more important to recognize it as a symptom? It's caused by mispricing our travel. We have fixed network supply, which gets oversubscribed during peaks because there's not a price signal to balance demand and supply. We rely on travel time delay to reach equilibrium.



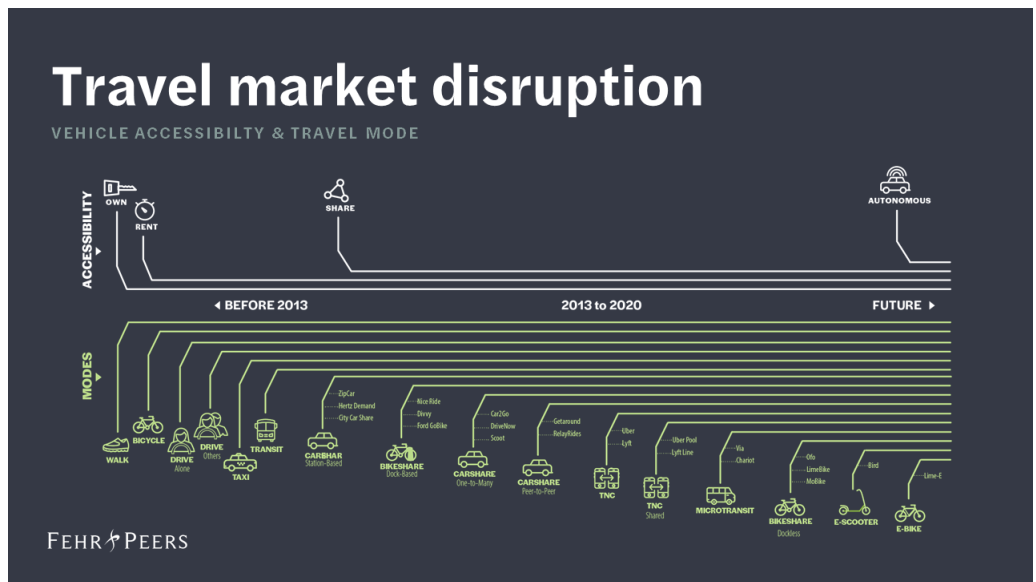
Transit ridership has been on the rise over time, but there's a notable decline during recessionary times. The largest reduction is from Uber and Lyft, along with access to affordable vehicles through lending practices and stable -- if not reduced -- fuel prices.



Ron: Transportation Network Companies (TNCs) are organizations like Uber and Lyft, with whom we worked with to measure how much is generated by their drivers. Regionally, percentages are small. But in core counties like San Francisco, up to 13% is generated by Uber and Lyft drivers. They're directly competing with transit service and can influence shift from transit to TNCs.



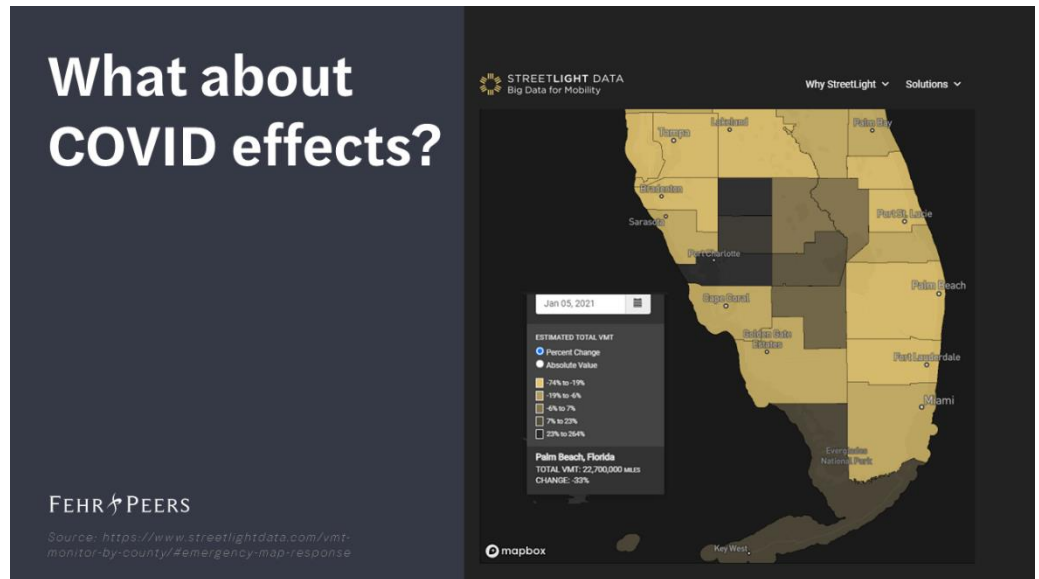
The disruption can be summed up in two parts: 1. Access to vehicles (on top); prior to 2013 you owned it outright or rented for a full day. Then came sharing technology, smartphone apps and Uber, Lyft, and carsharing companies. 2. The modes have changed (on bottom). Before 2013, we had



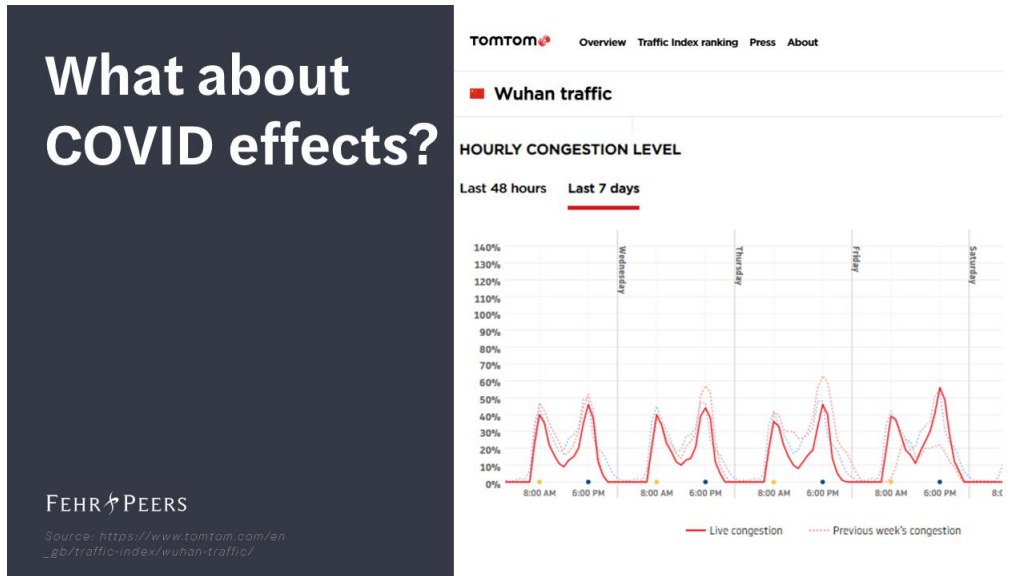
walking, biking, driving self, driving others, carsharing, and bike sharing. Then we added TNC, microtransit, dockless bike share, e-scooters and e-bikes. We expanded the number of modes available and how they're delivered to us. We can pay for the mode by trip, not by owning and shift to autonomous travel.

Ron:

We'll need to address what happens post COVID as part of long-range planning. This is mobile device data measuring vehicle miles of travel. You can compare one day to the previous month on their website. As of January 5, Palm Beach was lower in terms of VMT generation. This means economic activity was suppressed, looking at data over the course of a year. But we're seeing a light at the end of the tunnel with vaccines. A question will be: What comes next?



This is tomtom data of Wuhan traffic in China. This data allows you to compare live congestion to the dotted blue lines (2019 congestion data). We see they're getting back to not just 2019 congestion levels, but exceeding it in some cases.



People who used to use transit shifted to owning vehicles. The same effect is seen in U.S. cities. Those shifts can be semipermanent. Also if people consider health effects in transportation and travel decisions, having a personal car will feel safer. With the media coverage about this not being the last pandemic, people are being careful about traveling freely.

Ron: This is where we start thinking forward, considering disruptions and expectations for what a transportation network should be doing. Some of the word cloud revealed some of the same words: The network should be safe, efficient, and multimodal. Those words show in every transportation plan I look at. But they don't provide a clear picture about what the network is supposed to do and how it will help us get to our destinations. We must ask different questions.

This is what users want. Safety means safe from harm for users. In transportation planning and traffic engineering, we don't always use that form of the word. It's often defined that we constructed the roadway to design standards, but that doesn't guarantee a safe outcome.

This is what drivers want. Those might not be reasonable with constrained financial resources. But this has driven a lot of roadway development. We need to balance driver expectations with all other users.

How should the transportation network evolve?

Common vision expectations:

It should provide a safe, efficient, and multimodal transportation system

FEHR PEERS

User expectations?

Connect us to where we need to go with multiple options for the mode and cost of the trip while keeping us safe from harm when we travel.

FEHR PEERS

Driver expectations?

Allow me to drive to any destination, at any time of day, in any size vehicle, without any passengers, delays, tolls, or parking costs.

FEHR PEERS

<https://www.pexels.com/photo/action-asphalt-automobile-automotive-593172/>

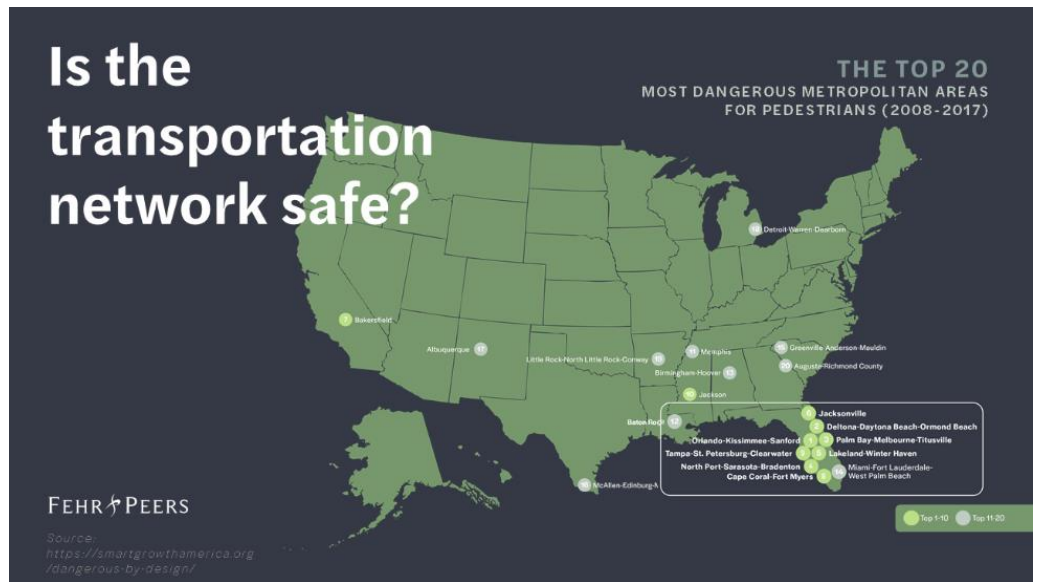
Ron: Maybe this should be called financial constraints. Transportation agencies are looking at how much it costs to operate and maintain what we've already built, which can be very expensive; maybe all of the discretionary income. How do we deal with that in a growing community needing to expand?



PBC has a complex setting for travel markets; passenger as well as freight. You have a very disperse pattern, challenging to serve.

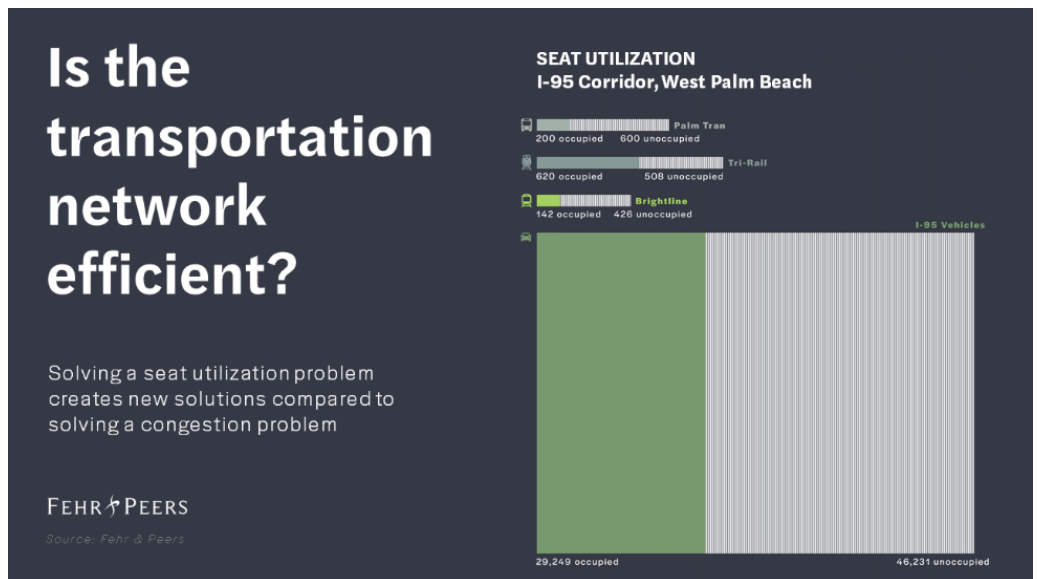


Ron: Is it safe? Not if you're a pedestrian, especially in Florida, which dominated the list. Are you free from harm if you travel? Any transportation network in the U.S. is not safe from harm, however you travel it. There's always risk of collision and injury based on design and our own behavior.

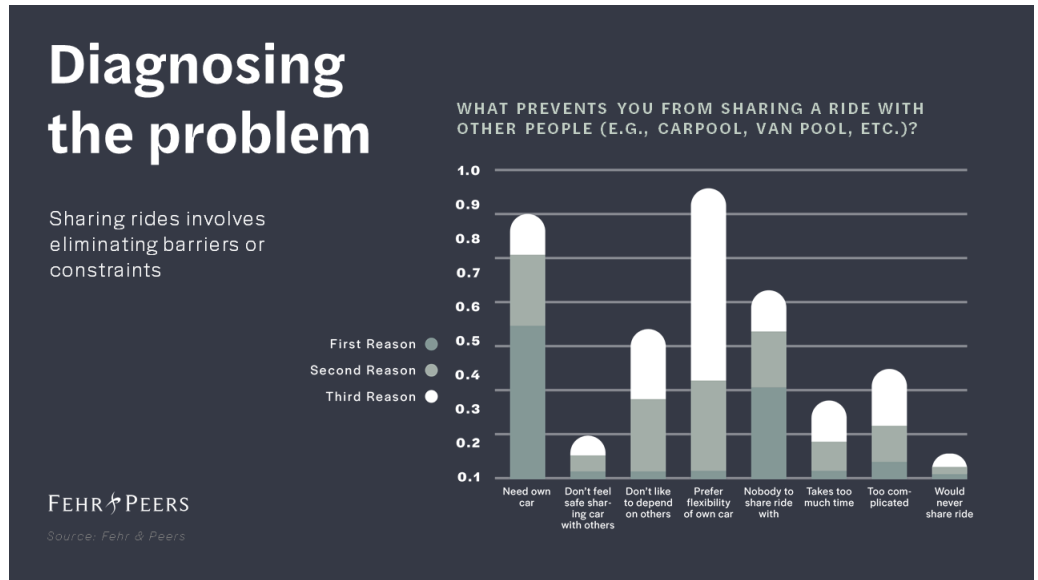


To achieve the ultimate goal of being free from harm, it's design and how we behave.

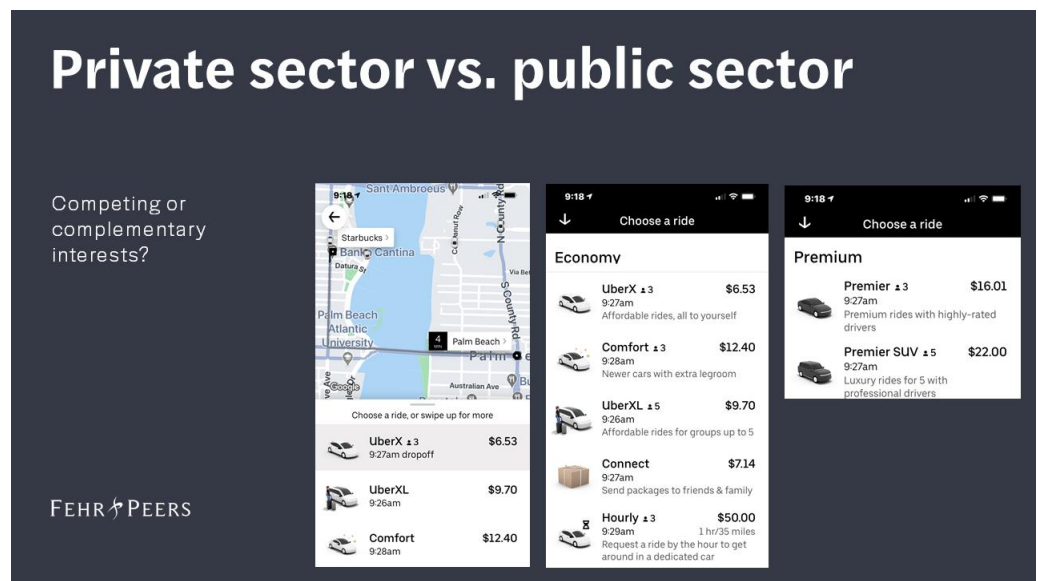
In reality, thinking from the economist perspective, we have a lot of seats. How are we utilizing them? We often focus on congestion and cars, not how well the cars are being utilized, measuring how many seats in a vehicle are occupied and empty for both transit and road system. This is I-95 corridor, operating at about 39% of seat capacity, transit too. I hear "We should do more for transit to solve congestion" but that's not always possible because not many seats are available. We want to dig deeper into the problem and think about solutions to filling seats. That's a different approach. Why aren't people sharing seats today? Behavioral economists say to look closely at constraints or barriers. We surveyed people in congested corridors, and some indicated they would never share.



Ron: Drivers indicated it's too complicated to share or there's no one to share with. These are information challenges. Agencies are now looking at information strategies to ensure filling seats and efficiency before committing to large and costly expansion projects. It's a balancing act.



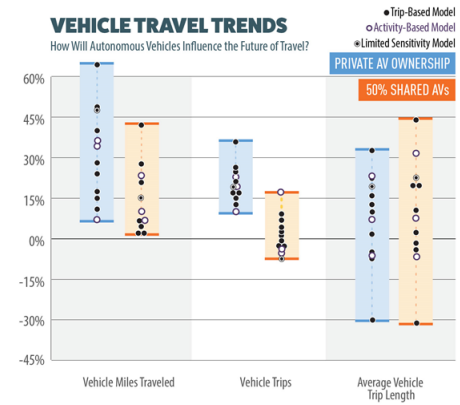
Uber, Lyft, and microtransit are just some of the private providers. They often present as complementary to existing services. We need to be aware of VMT data like in San Francisco and the competition for transit riders. These images show how private companies think about travel, competing not just on travel time, wait



time, price, comfort, and convenience. Even in short trip here in PBC, Uber offers different options, trying to be more competitive in the marketplace and gain greater share. That insight is helpful thinking about your transportation decisions in the future.

Ron: We modeled autonomy in 10 major regions in the country. The basic elements to autonomous:

- You no longer have to drive, so there's value of time
- You don't have to park it; it's delivered door to door



We found VMT increased as much as 60%, and this is without accounting ghost trip. It's returning home or picking up another passenger empty. With those it was 80-90%. Even with ride sharing (orange), what if 50% of all trips shared the ride? Even then, it increased the number of trips and the amount traveled.

Ron: Uber and Lyft pick you up and drop you off door to door; take away the driver and cost goes down. Think about that. Actions can avoid this outcome, like congestion pricing and demand management. Public agencies must anticipate this when putting in place policy decisions.

Anticipating change

Autonomy, the next tipping point?

FEHR & PEERS

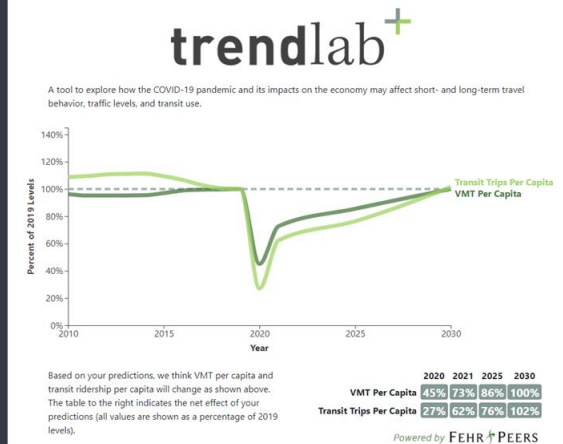
Source: <https://www.fehrandpeers.com/autonomous-vehicle-research/>



Trendlab+ is a sketch planning tool, accessed at the link at the bottom of the screen.

Preparing for the evolution

FEHR & PEERS



Ron links to the site and demos it.

You can forecast the future by yourself. We created this because the travel forecasting models we use today were built off observed travel behavior in the

past. Now we have more uncertainty about what the future holds. We need new, better models, which aren't here yet. But we have the human models: You. This tool is built around 16 variables demonstrating direct influence on VMT and transit use. We show the research behind that. It works in real time and you can play with each variable. It shows you the trend line, which is important because stakeholders all have different perspectives and different information about how the future will unfold. It's one way to help inform the transportation planning process and understand how this is evolving quickly, like COVID now and what will happen 10 years from now.

<https://apps.fehrandpeers.com/palmbeach-trendlab/>

Q&A

John addressed the following chat questions:

From Fadi Emil Nassar in chat: With TNC's Uber trading at record level (deep pockets) and significant advances in autonomous driving and autonomous share ride driving (Zoox, Waymo, FDS, etc) what is the potential of shared riding increase in near future and anticipated impact on transit?

Ron: That falls into scenarios we did model. Even if we presume 50% of all trips are shared, what would the effect be? VMT went up and transit ridership went down. In a world where you have more effective vehicle access and more convenient access, it outcompetes. We recognized we have a competitive marketplace now, private and public. Competition is not always fair; the deep pockets of Uber and Lyft give them an advantage.

From Melissa Ackert in chat: How are other transportation agencies considering TNCs in their long-term plans? I have read some are considering subsidizing the TNCs so users can choose from TNCs as well as other mode options.

Ron: Places like New York have TNC charge. They're being priced. We've looked at how to price and manage TNC demand to avoid losing transit system trips. They want to level the playing field. Other suburban places that have difficult time creating systems have seen subsidies to go Uber, Lyft, and Via, much more cost effective for their transit demand and for their riders. With buses stopping at every stop, your average stop can drop five miles an hour after waiting 30 minutes for that bus to show up. We've done cost analysis showing it (private like Lyft, etc.) can actually be cheaper than a fixed route transit system providing those trips. Lower density areas may want to look at TNCs and cost-effective models.

From Alex Ahrenholz in chat: With rideshare and AVs on the rise coupled with a fall in public transit demand, should more investment be shifted to the private companies?

Ron: Is it private or public investment? Those companies have a lot of private investment. It depends on what the community is trying to achieve. TNC companies and even bike/scooter share may require some type of public subsidy for a company to get started. Thinking about how to invest public dollars, you must think about the outcomes. What ROI do you want? Ridership? Congestion reduction? It's a useful way to construct the right outcomes.

From Gregg Weiss in chat: Shouldn't one of the goals be to reduce demand? What are the impacts to energy, pollution, and climate change, should they be calculated in the real costs?

Ron: I'm out here in California. We are influenced heavily by goals to reduce greenhouse gases. Demand management is our central focus. One law eliminated vehicle level of service as a metric. We switched to miles traveled, promoting infield development, ensuring the outcomes the state wanted would be achieved. When looking at individual land use, it gets that scrutiny.

From Verdenia Baker in chat: how do you make the determination at the time development is being approved the number of household that will utilize alternative modes of transportation?

Ron: Yes, the uncertainty question. It's a chicken and egg question. Often they need a complete network and safe. If you don't have the networks in place, especially when a development first goes in, you may have very low levels of active transportation because the network's not there yet How will that evolve over time as you complete the network? Also depends on the distance of the trip. You may have a complete network, but the distances are just too long, walking or driving. It must be supportive of density and partner that with a complete network. The research shows those are core elements to high levels of bike/pedestrian use. Even with those higher bike/ped use, it doesn't mean you won't get vehicle use. Davis CA has UC Davis, 20% mode split walking and biking to work and school. whereas most communities have single digit values. Vehicle from home is higher than ITE (Institute of Transportation Engineers) because the community is very active with a lot of students packed in single family homes. That's part of their land use pattern: Dense, nice mix of uses, and economically robust. You can end up with all the above in that environment.

From Lisa Nisenson in chat: Florida DOT is updating the state Transportation Plan and has made Vision Zero the top priority. How does this change the steps in the transportation planning process? Thank you

Ron: State plans are a unique animal. I always ask: How does that state plan trickle down to each individual city, county, the state? A lot of state plans make aspirational goal statements including vision zero, but have no direct connection to modifying transportation plan. It's important for a state plan to have clear linkages. Without it, you won't see any different outcome.

From Jerry Lodge in chat: Given the potential for excelled precision (no human error) and interconnected vehicles, can a fully autonomous transportation system fulfill the goals of Vision Zero?

Ron: Theoretically, yes. But as humans, we find ways to create mistakes and errors, whether in programming or function. Don't count it out, but the potential for reduction is high when thinking about all factors about collisions. Human behavior is essential as part of almost every collision (about 90%). Moving humans from the decision-making process that leads to collisions, the room for improvement is substantial, and not just with full autonomy, but an incremental step. In a few years, almost every vehicle will have emergency braking.

From Anders Viane in chat: What role do you see work-from-home technologies having on transportation networks? Do you think they could play a significant role in the future by reducing the travel demand of the white-collar workforce?

Ron: We had the person trip generation from 1995 to 2020, a pretty significant reduction in work trips happening before COVID, then big after COVID. The potential is there. What will we rebound to? What is the desired balance between working from home and being in the office? There's a lot of survey work going on now. The Wall Street Journal had an article the other day

about that, with two to three days/week the optimal time in-office. We've researched when people aren't under COVID and have that flexibility. We have 2018 data including information about work from home. We found that for a lot of people who work from home two to three days a week, the extra flexibility they got back in life was used to do things that required vehicle travel like taking the kids to soccer. We measured VMT over a week and it was higher. We have to be careful about work from home being demand management. It means they're just traveling to a different activity.

From mo al-turk in chat: Should multimodal be a goal in itself or just a means to it? why travel time, reliability, and convenience not factored in the vision/strategies?

Ron: You saw in the slide about user expectations that they do like choice, and different price points and qualities and attributes. Our reasons for travel all have different values: Shopping, work, recreation. Depending where we are, a lower value trip with lower cost option might be more convenient for me. Thinking multimodal, if we back away and say users want choices, which involves more than one mode, yes by itself it doesn't have to be the focus, giving users choices to get to key destinations. To do that effectively they, need choices lined up with their income and times they want to travel. Higher levels of access to the economy and society need access to different levels.

From Maria Tejera in chat: May be traveling to other activities, but not during peak hours. Correct?

From Chad Girard in chat: Even if it increases the number of trips, would working from home reduce the peak hour trips, that roadway LOS is based on.

Ron: They change the time of day and day of week. In the past, they would've grocery shopped on the weekend; now are doing it on a weekday. So it's a balance from peak demand standpoint. If you're worried about emissions and VMT, you ended up with more total emissions. What problem are you trying to solve?

From Maria Marino in chat: If we want to reduce demand, do we need to pay more attention to TODs and land use patterns?

Ron: Land use is one of the best strategies to reducing vehicle demand. Closer proximity creates more opportunities and makes transit more effective, making for a shorter trip. I even say in the U.S., we have silos for public dollars, some are even restricted. If I could waive my magic wand, I'd create more flexibility with transportation dollars to be spent on land use. If you achieve certain types of development intensity and mix of uses, you accommodate population and employment.

From Melissa Ackert in chat: Should our goal be focused on filling the seats?

Ron: This gets to a philosophical take on how the public agencies view their role providing transportation. One perspective is you just respond to the demand. Another is understanding more about that demand because we know our supply influences demand. If we treated road system like sewer or water lines, we'd want to be sure they operate near capacity. For road


systems, it should be similar. This is public infrastructure. We want as much use out of what's already built. The philosophical part comes in that people have preferences about privacy and freedom to travel. We asked "Do you prefer the current system where you pay a time toll because of congestion or pay a monetary toll and get faster travel times?" Not everyone signs up to pay a monetary toll. Many are happy paying a time toll having freedom to travel when they want, alone. With monetary, they may have to share a ride. What does your constituency prefer? You have to ask them the question. The system may be less efficient than a monetary toll-based system, but you'll have the benefit of freedom and privacy.

John: Thanks for your time Ron. I especially appreciate the cycle time of this Q&A. Thanks to all who posted questions.


Breakout Group Session 1
 How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?

John: We'll transition into breakout groups to dive into the questions in the context you've just given us. Breakout group hosts will capture the dialogue. And they'll keep you on time. Two parts: 1. I'll share a topic question for the breakout. Keep your responses to that question. We want your ideas for how to answer that question. You'll build a list of all the ideas; 2. Breakout hosts will walk you through a process using your annotation tool to sort through that list of ideas to come up with your top ideas. Then we'll convene as a larger group to share the best ideas out of the breakout groups. These are sentences not just one to two word ideas. That gives us better information to move forward with.

Andrea: Pretend you're going to a small table together. Unmute so you can hear each other. Show your video like you're live in person.




Breakout Group Session #1




How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?

Examples:


1. **Clear roles that define which bodies make decisions on each specific topic.**
2. **One shared set of data and information that all parties use to make decisions.**



Breakout Group Session #1



How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?

Deploy to Virtual Breakout Teams! 

Participants split into 10 groups to discuss the question, then reconvened.

John: Now that we're back together, let's look at what the teams came up with.

John read through each response.

John: Now use your phone and to go pollev.com/colabs. Scroll through that list and choose thumbs up icon for up to three that you think make the most sense. Whether it's from your group or a different group.



Andrea revised the list to show top responses down to least voted responses.

Responses	Upvotes	Downvotes
Team1. Start with the communities' vision by engaging in a robust conversation with the public about their vision of mobility. Start with a blanksheet. Tie the vision to how it will be funded, what can be funded, & what we are willing to fund. Engage and bridge the community into the decision making	37	0
1. Role of cities, identify Needs & Goals & Priorities of individual cities. Local mobility plans where appropriate. County can serve as a resource to share technology, tools & data across municipalities. (Team 10)	35	1
Develop metrics for where we are and where we are going. Steps to implement comprehensive local and regional vision. (Team 8)	30	0
Clear policy directions. We need a safe, efficient, fast system. Which governs? We need context specific. Downtowns are different than suburbs. How do we help decision makers make those tradeoffs? (team 5)	27	1
Engage and collaborate with TPA county municipalities and key stakeholders in decision making povess	24	0

Responses	Upvotes	Downvotes
Getting all the stake holders involved. Agencies communicating with each other. TPA committees to include representation of municipalities regardless of size (Team 2)	23	0
Use same platforms to save and share all data sets. (Team 9)	14	0
Identify clear realistic goals. (Team 9)	14	0
Common vision amongst all agencies. (Team 9)	13	0
Team 6: Allow and encourage more public input. Reach the actual USERS by diversifying the outreach methods	13	0
3. Breaking transportation into more manageable areas, divide and conquer. Must involve LU, Infrastructure and market affordability. (group 4)	12	1
13. Technology, micro mobility, ex. multiple uses on facilities allow multiple \$ generating uses, allows creativity Regarding local interests.	9	0
Team 7 8. The current system needs reform as the current system is broken	6	1
Anticipate future needs trends and meet those needs and trends using future tech and modes. Team 3 top one	3	0
team 3 - Anticipate future need trends and meet those needs and trends using future tech and modes	0	0
See bow	0	0
See below	0	0
Collaboration	0	0
9, 18, & 25	0	0
Skip	0	0

John: Looks like there's a theme here about integrated efforts, collaborative involving different stakeholders. The second is the idea of how do we make sure we involved the community and get a wide range of input. Third theme is around articulating a vision and putting metrics to it.

Top 3 Responses: Efficient and clear decisions, despite interconnectivity

- **Start with the communities' vision by engaging in a robust conversation with the public about their vision of mobility. Start with a blank sheet. Tie the vision to how it will be funded, what can be funded, & what we are willing to fund. Engage and bridge the community into the decision making**
- **Role of cities, identify Needs & Goals & Priorities of individual cities. Local mobility plans where appropriate. County can serve as a resource to share technology, tools & data across municipalities.**
- **Develop metrics for where we are and where we are going. Steps to implement comprehensive local and regional vision.**

John: With that, we've done just what we wanted to do in the breakout. And we've captured all those ideas. Just because one of your breakout group's ideas didn't get shown doesn't mean it disappears. The Real-Time Record will contain all of those ideas. Here are your ideas grouped into themes.

Breakout - How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?

- Collaborative effort involving Municipalities, County, Agencies, and Citizens**
 - Start with the communities' vision by engaging in a robust conversation with the public about their vision of mobility. Start with a blank sheet. Tie the vision to how it will be funded, what can be funded, & what we are willing to fund. Engage and bridge the community into the decision making (37)
 - Role of cities, identify Needs & Goals & Priorities of individual cities. Local mobility plans where appropriate. County can serve as a resource to share technology, tools & data across municipalities. (35)
 - Develop metrics for where we are and where we are going. Steps to implement comprehensive local and regional vision. (30)
- Shared Vision, Goals, and Data Sets**
 - Clear policy directions. We need a safe, efficient, fast system. Which governs? We need context specific. Downtowns are different than suburbs. How do we help decision makers make those tradeoffs? (27)
 - Engage and collaborate with TPA county municipalities and key stakeholders in decision making process (24)
 - Getting all the stake holders involved. Agencies communicating with each other. TPA committees to include representation of municipalities regardless of size (23)
 - Identify clear realistic goals. (14)
- Balance Local choices with County wide implications**
 - Common vision amongst all agencies. (13)
 - Use same platforms to save and share all data sets. (13)
 - Allow and encourage more public input. Reach the actual USERS by diversifying the outreach methods (13)
 - Breaking transportation into more manageable areas, divide and conquer. Must involve LU, Infrastructure and market affordability. (12)

All Items - Themes ²

Breakout Group Session 2
 How do we ensure both county and local revenues can support and maintain infrastructure?



John: This question is really how do we pay for it. You'll stay in the same breakout groups with the same hosts. Again, put your suggestions into a clear action/deliverable to make your suggestion clear, then come up with your best couple of ideas. Then we'll reconvene to consider all of the teams' top items. Go to your groups now.

Participants split into the same 10 groups to discuss the question, then reconvened.

John: Welcome back everybody! Let's review what all of the teams came up with as their top ideas.

John read through each response.

John: We have a longer list this time, so you'll get five thumbs up votes instead of three like the last question. Some are similar, so I'm sure we'll do some thematic grouping later.



Breakout Group Session #2


How do we ensure both county and local revenues can support and maintain infrastructure?

Example:

- *A consistent framework/formula used to determine funding mix between state, county and local sources.*

Andrea revised the list to show top responses down to least voted responses.

St. Petersburg College
SPC

pollev.com/colabs

"skip" registration

How do we ensure both county and local revenues can support and maintain infrastructure?
 You have not responded

Enter a response

New
Top

Responses	Upvotes	Downvotes
20. Clearly define mobility related infrastructure to the general public and what obligations different jurisdictions are responsible for installing and maintaining, and the benefits of such mobility infrastructure. (Team 9)	36	1
Team 1. 2. New revenue source (not mobility fees, new transportation dedicated salestax). The County needs a dedicated source of funding for transportation (transit and roads) that will be shared with municipalities for transportation only projects based on population or pro rata share.	29	0

Responses	Upvotes	Downvotes
18. Have a collaborative discussion about what multimodal projects (not just road widenings) are worth building and establish a plan. Step 2. Charge new development for their proportionate share of the project costs based on impacts. Step 3. Supplement private and existing public funding with new additional revenue to allow us to construct things like rail stations and expanded rail service, improved east/west transit, etc. (Team 10)	25	0
Team 1. Make decisions based on the needs, benefit to cost analysis, and the life cycle costs (analysis) using actual local data and experience. Metrics are used to evaluate decisions.	23	1
16. Dedicate and increase sales tax revenue to support transit and mobility. The model has worked throughout the country. Miami Dade has a good model to implement. Half cent tax (team 5)	20	0
16. Mobility plans with mobility fees, Mobility plans have a competition how \$ should be spent, Mobility funds should promote local projects (team 4)	19	1
22. Creating a transit authority to oversee the spending of revenues for transit and mobility. They could decide how the funds get spent to create equity. (Team 5)	19	1
Team 3 public pvt partnership in addition to citizen buy-in for a new county wide mobility tax to be distributed equitably	17	1
16. Request additional funding . Other revenue sources? Transit fee – sales tax. Dedicated funding source (Example: sales tax). (Team 2)	15	0
23. \$ available for transit is insufficient, County needs to create an additional revenue generating mechanism (team 4)	16	2
16. Insure funding flexibility in transportation investments (Team 8)	13	0
19. Update and advocate for funding related policies to account for inflation, cost of operations and maintenance, and development impacts. (Team 9)	11	0

Responses	Upvotes	Downvotes
Revise impact fee structure and allow municipalities to opt in/opt out and how they are allocated for different types of mobility networks (capital/operations) (Team 7 Revised)	12	1
Team 1. County Impact Fee structure could be modified to also include a mobility fee component that could be spent for mobility improvements within municipalities.	12	1
Team 6: 21. When identifying needs, we should look into operational needs as well as infrastructure. Be thoughtful on how to identify those needs.	10	0
19. Need to develop measures of effectiveness to evaluate mobility needs such as sidewalks and other modes. The best return on investment. (Team 8)	9	0
Team 6: Center equity in the decision making process by identifying who will benefit and who will be burdened	9	0
Team 6: Evaluate the use of our existing revenue streams to either continue support or examine amendments to processes.	7	0
18. Mobility fees (multi-modal fees not just impact fees) (Team 2)	7	0
Team 1. Maintain current road impact fee and prop share/concurrency system with municipalities collecting own additional mobility fee.	11	5
Revise impact fee structure for municipalities to opt in/opt out and how they are allocated for different types of mobility networks (capital/operations) (Team 7)	5	0
#25	0	0
#15/#3	0	0

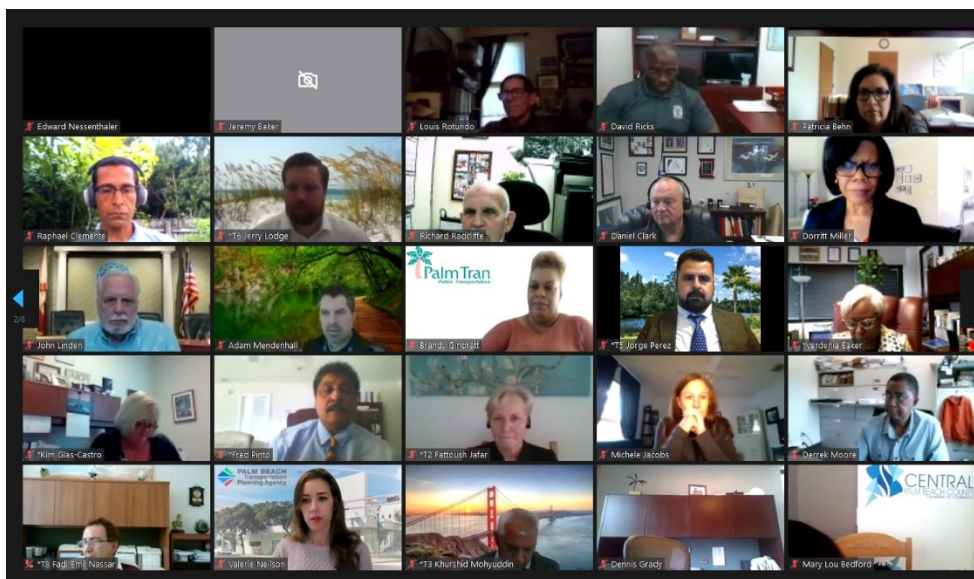
John: Clearly define mobility related infrastructure to the general public came out on top. I hear that as being clear about the lay of the land so people know which dollars go to which places. Next was new revenue sources followed by collaborative discussion and seems like it coordinated directly with your first breakout question, figuring out how to pay for it and supplementing where necessary. Next we have decisions based on needs, and again additional revenue. And just below the fifth were two more: Another about funding and one about

creation of a transit authority. As I see this, it feels like there's at least three really clear themes:

1. Develop a comprehensive plan that lays out what projects are out there and where they benefit, what users are, and then figure out a way to share those costs, very much linked to the plan part, let funding be driven by plan;
2. A variety of different forms to consider additional revenue sources;
3. Linking back to the one related to having a body that parses out the money.

Top 5 Responses: County and local revenues support and maintain

- **Clearly define mobility related infrastructure to the general public and what obligations different jurisdictions are responsible for installing and maintaining, and the benefits of such mobility infrastructure.**
- **New revenue source (not mobility fees, new transportation dedicated sales tax). The County needs a dedicated source of funding for transportation (transit and roads) that will be shared with municipalities for transportation only projects based on population or pro rata share.**
- **Have a collaborative discussion about what multimodal projects (not just road widenings) are worth building and establish a plan. Step 2. Charge new development for their proportionate share of the project costs based on impacts. Step 3. Supplement private and existing public funding with new additional revenue to allow us to construct things like rail stations and expanded rail service, improved east/west transit, etc.**
- **Make decisions based on the needs, benefit to cost analysis, and the life cycle costs (analysis) using actual local data and experience. Metrics are used to evaluate decisions.**
- **Dedicate and increase sales tax revenue to support transit and mobility. The model has worked throughout the country. Miami Dade has a good model to implement. Half cent tax**



John: And again, here are your ideas for breakout question 2 grouped into themes.

Breakout - How do we ensure both county and local revenues can support and maintain infrastructure?

Integrated, clear plan drives mobility investments

New Funding Sources

Governance structure to manage the process

- Clearly define mobility related infrastructure to the general public and what obligations different jurisdictions are responsible for installing and maintaining, and the benefits of such mobility infrastructure. (36)
- Have a collaborative discussion about what multimodal projects (not just road widenings) are worth building and establish a plan. Step 2. Charge new development for their proportionate share of the project costs based on impacts. Step 3. Supplement private and existing public funding with new additional revenue to allow us to construct things like rail stations and expanded rail service, improved east/west transit, etc. (30)
- New revenue source (not mobility fees, new transportation dedicated sales tax). The County needs a dedicated source of funding for transportation (transit and roads) that will be shared with municipalities for transportation only projects based on population or pro rata share. (29)
- Make decisions based on the needs, benefit to cost analysis, and the life cycle costs (analysis) using actual local data and experience. Metrics are used to evaluate decisions. (23)
- Dedicate and increase sales tax revenue to support transit and mobility. The model has worked throughout the country. Miami Dade has a good model to implement. Half cent tax (20)
- Mobility plans with mobility fees. Mobility plans have a competition how \$ should be spent. Mobility funds should promote local projects (19)
- Creating a transit authority to oversee the spending of revenues for transit and mobility. They could decide how the funds get spent to create equity. (19)
- Public private partnership in addition to citizen buy-in for a new county wide mobility tax to be distributed equitably (17)
- \$ available for transit is insufficient. County needs to create an additional revenue generating mechanism (16)
- Request additional funding. Other revenue sources? Transit fee – sales tax. Dedicated funding source (Example: sales tax) (15)
- Insure funding flexibility in transportation investments (13)
- Revise impact fee structure and allow municipalities to opt in/opt out and how they are allocated for different types of mobility networks (capital/operations) (12)
- County Impact Fee structure could be modified to also include a mobility fee component that could be spent for mobility improvements within municipalities. (12)
- Update and advocate for funding related policies to account for inflation, cost of operations and maintenance, and development impacts (11)
- Maintain current road impact fee and prop share/concurrency system with municipalities collecting own additional mobility fee. (11)

All Top Items - Themed

5

Visual Illustration

John: Jonathan is an illustrator who's listened to what we've said and synthesized it in art format.

Jonathan: The main idea was a conducive type of concept, trying to bring all the modes of transportation together. For this grand plan to work, all the multimodes of transportation have to work together. Like rail, bus, walking, highways, no driver, full driver, and in the middle is the resident, the consumer, the person who lives in Palm Beach County being happy because they can get from east to west, north to south in comfort and relative ease and a good time span. It all works together for a harmonious community. On the left and right you'll see all the data from voting sessions and we'll finish that up and make it beautiful.

John: The two sides will become the themes of the breakout groups. You can see Jonathan has a unique talent that he can do that in real time. Super cool. Thank you.

PALM BEACH COUNTY MOBILITY SUMMIT

How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?

- Collaborative effort involving Municipalities, County, Agencies, and Citizens
- Shared Vision, Goals, and Data Sets
- Balance Local choices with County wide implications

BIKE LANES

BUS SERVICE

PATHWAYS

LIGHT RAIL

How do we ensure both county and local revenues can support and maintain infrastructure?

- Integrated, clear plan drives mobility investments
- New Funding Sources
- Governance structure to manage the process

Collaborative
at St. Petersburg College

Call to Action and Next Steps

[For chat comments, please refer to page 67](#)

John: Final comments from my perspective. What happens next? Today we gathered ideas. Andrea and her team and I will pull that together into a Real-Time Record. In a matter of days, we'll post it. You can go through it and see all breakout group items and how they voted, plus Jonathan's illustration. Then I'll synthesize everything we've done into a more brief presentation to give at the next board meeting. And we'll keep the process moving forward. Lastly, I say thanks to all of you, 100-130 actively involved and participating. I hope we delivered in our interactivity promise and you got your perspective across. Special thanks to our breakout hosts who volunteered and learned new tools and dove in and my colleagues at Collaborative Labs in making this work. I think we did exactly what we wanted to today, get a bunch of input from different voices.



Patrick Rutter, Assistant County Administrator: A lot of thank yous to everyone for sticking around through this. There's been a lot of activity and discourse, exactly what we wanted. Thanks to John and LRI for guiding us through this brave new world, totally online conference. Andrea and Collaborative Labs and the people behind the scenes. Ron and Katherine at Fehr & Peers, thank you for providing background and being a guidance point.

Lastly, my executive assistant Sherry Moser and Kevin Fischer. Thank you for all their hard work. It's been a great bit of assistance and I think things went well today. Our staff will work with John and Andrea and put together that synthesized information. We'll schedule a workshop with our board, who directed us to seek this input. Then we'll seek further direction from them. So that'll take some time. We will notice everyone included here with updates, backup, and presentations. Keep following the mobility summit website. Thank you again very much for holding in for the better part of a day. I know you're busy. I look forward to seeing you and continuing this discussion.



Thank You For Participating!



Attendees

First Name	Last Name	Organization	Job Title	Employment Status	Elected Official ?
Danna	Ackerman-White	Palm Beach County Board of County Commissioners	Senior Commission Aide	Municipal or County Government	No
Melissa	Ackert	Palm Beach County	Traffic Division Assistant Director	Municipal or County Government	No
Alex	Ahrenholz	Village of North Palm Beach	Principal Planner	Municipal or County Government	No
Hanane	Akif	Traffic Engineering	PC II	Municipal or County Government	No
motasem	al-turk	palm beach county government	traffic division director	Municipal or County Government	No
Steve	Anderson	Palm Tran (PALM BEACH COUNTY BOARD OF COMMISSIONERS)	Director of Transit Planning	Municipal or County Government	No
maria	antuna	Hispanic Chamber of Commerce of PBC	Executive Vice President	Other	No
Santos	Arroyo	Florida Hispanic American Chamber of Commerce, Inc.	CEO	Business Development or Economic Development Agency	No
Rasem	Awwad	Palm Beach County	Manager, Traffic Engineering Operations	Municipal or County Government	No
Terrence	Bailey	City of Riviera Beach	Public Works Director	Municipal or County Government	No
Jeremy	Baker	Palm Tran	Director of Administrative Services	Municipal or County Government	No
Verdenia	Baker	Palm Beach County	County Administrator	Municipal or County Government	No
Quazi	Bari	Palm Beach County	Operations Manager	Municipal or County Government	No

Mary Lou	Bedford	Central Palm Beach County Chamber	CEO	Other	No
Patricia	Behn	Palm Beach County	Planning Director	Municipal or County Government	No
Jim	Bell	City of Boca Raton	Long Range Project Manager	Municipal or County Government	No
maria	bello	Palm Beach County Planning Division	Planner	Municipal or County Government	No
Mack	Bernard	Palm Beach County	County Commissioner	Municipal or County Government	Yes
ANGELA	BIAGI	WGI	Director	Private Sector	No
ZACHARY	BIHR	City of Boca Raton	Municipal Services Director	Municipal or County Government	No
Alexander	Biray	Palm Beach County Planning, Zoning & Building	Site Planner I	Municipal or County Government	No
Nancy	Bolton	Palm Beach County	Assistant County Administrator	Municipal or County Government	No
Todd	Bonlarron	Palm Beach County	Assistant County Administrator	Municipal or County Government	No
Malissa	Booth	Palm Beach TPA	Public Relations Manager	MPO or other local government agency	No
Michael	Bornstein	City of Lake Worth Beach	City Manager	Municipal or County Government	No
paul	brazil	Town of Palm Beach	Director of Public Works	Municipal or County Government	No
Jamie	Brown	City of Lake Worth Beach	Public Works Director	Municipal or County Government	No
Ramsay	Bulkeley	Palm Beach County	Executive Director, Planning, Zoning and Building	Municipal or County Government	No
Suzanne	Cabrera	Housing Leadership Council of Palm Beach County, Inc	CEO	Business Development or Economic Development Agency	No

Iramis	Cabrera	Village of Palm Springs	Planner	Municipal or County Government	No
Loraine	Cargill	SFRTA	Director of Planning & Capital Development	State Government/State Agency	No
Thomas	Ceccarelli	Palm Springs Police Department	Chief of Police	Municipal or County Government	No
John	Cerreta	WGI	Senior Project Manager	Private Sector	No
Kathleen	Chang	Palm Beach County Planning Division	Senior Planner	Municipal or County Government	No
Ed	Chase	Palm Beach County	Intergovernmental Affairs Director	Municipal or County Government	No
Alan	Chin Lee	PBC HES	Special Projects Manager	Municipal or County Government	No
Fred	Choa	Fehr & Peers	Principal / Senior Market Leader for Central Florida	Private Sector	No
Vane	Christiansen	East Coast Greenway	Florida Coordinator	Other	No
scott	cirino	Palm Beach County Planning Division	Planner 1	Municipal or County Government	No
Daniel	Clark	Lake Clarke Shores, Town of	Town Manager	Municipal or County Government	No
Raphael	Clemente	West Palm Beach Downtown Development Authority	Executive Director, West Palm Beach DDA	Municipal or County Government	No
Natalie	Crowley	City of Palm Beach Gardens	Director of Planning and Zoning	Municipal or County Government	No
TIFFANY	CRUMP	Village of North Palm Beach	Planner	Municipal or County Government	No
John	D'Agostino	Town of Lake Park	Town Manager	Municipal or County Government	No
Michelle	Damone	Palm Beach County Commission, District 5	Chief of Staff	Municipal or County Government	No

Frank	Davila	Town of Juno Beach	Director of Planning and Zoning	Municipal or County Government	No
Bryan	Davis	Palm Beach County Planning Division	Urban Designer/Principal Planner	Municipal or County Government	No
Kim	DeLaney	TCRPC	Director of Strategic Development & Policy	MPO or other local government agency	No
Michelle	DePotter	AGC	Chief Executive Officer	Other	No
Nadia	Di Tommaso	Town of Lake Park	Community Development Director	Municipal or County Government	No
Wilneeda	Emmanuel	Palm Beach County	Chief of Staff	Municipal or County Government	No
RONALD	EYMA	VILLAGE OF PALM SPRINGS (FL)	PUBLIC SERVICE DIRECTOR	Municipal or County Government	No
Louis	Ferri	Palm Tran	Interim Senior Manager of Paratransit	Other	No
Kara	Ferris	City of Greenacres	Building, Planning, and Engineering Director	Municipal or County Government	No
Ronald	Ferris	City of Palm Beach Gardens	City Manager	Municipal or County Government	No
Kevin	Fischer	Palm Beach County	Deputy Planning Director	Municipal or County Government	No
Clinton	Forbes	Palm Tran	Executive Director	Municipal or County Government	No
Francis	Forman	Palm Beach County	Planner I	Municipal or County Government	No
Alyssa	Frank	Palm Beach Transportation Planning Agency	Ped-Bike Coordinator	MPO or other local government agency	No
Kev	Freeman	City of Stuart	Development Director	Municipal or County Government	No
Grégory	Gabriel	Palm Beach Transportation Planning Agency	Transportation Planner	MPO or other local government agency	No

Jeff	Gagnon	PBC Zoning Division	Principal Site Planner	Municipal or County Government	No
Lee	Gao	PBC Traffic	Senior PE	Municipal or County Government	No
Kristin	Garrison	School District of Palm Beach County	Director of Planning & Intergovernmental Relations	State Government/State Agency	No
Vicki	Gatanis	SFRTA/Tri-Rail	Transportation Planner	State Government/State Agency	No
Chad	Girard	Village of Palm Springs	Assistant Public Service Director	Municipal or County Government	No
Kim	Glas-Castro	Village of Palm Springs	Assistant Village Manager	Municipal or County Government	Yes
Dennis	Grady	Chamber of Commerce of the Palm Beaches	CEO	Private Sector	No
Steven B.	Grant	City of Boynton Beach	Mayor	Municipal or County Government	Yes
Stephanie	Gregory	PBC Planning Division	Senior Planner	Municipal or County Government	No
Erica	Guertin	WGI	Urban Designer	Private Sector	No
Sheri	Hack	Palm Beach County Planning Dept	Planner I	Municipal or County Government	No
Shawn	Hall	Palm Tran	Manager of Governmental Affairs	Municipal or County Government	No
JERIISE	HANSEN	PBC LEAGUE OF CITIES	DEPUTY EXECUTIVE DIRECTOR	Other	No
Burgess	Hanson	Indian Trail Improvement District	Executive Director	MPO or other local government agency	No
Billy	Hattaway	Fehr & Peers	Principal	Private Sector	No
Andrea	Henning	SPC	Executive Director	Other	No
Jeff	Hmara	Village of Royal Palm Beach	Vice Mayor	Municipal or County Government	Yes

Michael	Howe	Palm Beach County Planning Division	Senior Planner	Municipal or County Government	No
Jeremy	Hubsch	Village of North Palm Beach	Community Development Director	Municipal or County Government	No
Michele	Jacobs	Economic Council of Palm Beach County	President & CEO	Business Development or Economic Development Agency	No
Michele	Jacobs	Economic Council of Palm Beach County	President/CEO	Other	No
Fattoush	Jafar	Palm Beach County, Engineering & Public Works, Traffic	Manager Traffic Signals & Street Lighting	Municipal or County Government	No
Stuart	Katz	Town of Juno Beach, FL	Councilmember	Municipal or County Government	Yes
Bridget	Kean	City of Port St Lucie	Senior Planner	Municipal or County Government	No
Dave	Kerner	Palm Beach County Board of County Commissioners	County Mayor	Municipal or County Government	Yes
Beth	Kigel	HNTB Corp.	Vice President	Private Sector	No
Teresa	Lamar-Sarno	City of Port St. Lucie	Special Assistant to the City Manager	Municipal or County Government	No
Thomas	Lanahan	Treasure Coast Regional Planning Council	Executive Director	MPO or other local government agency	No
Lori	LaVerriere	City of Boynton Beach	City Manager	Municipal or County Government	No
Kimberly	Lea	Keiser University	President	Private Sector	No
Elizabeth	Levesque	City of West Palm Beach Planning	Urban Design Planner	Municipal or County Government	No
Bruce	Lewis	L B Limited and Associates, Inc.	President & CEO	Private Sector	No
Ray	Liggins	Village of Royal Palm Beach	Village Manager	Municipal or County Government	No
John	Linden	Town of Lake Park	Commissioner	Municipal or County Government	Yes

Rachelle	Litt	City of Palm Beach Gardens	Vice Mayor	Municipal or County Government	Yes
Joseph F.	Lo Bello	Town of Juno Beach	Town Manager	Municipal or County Government	No
Gerald	Lodge	Palm Beach County - Planning Division	Planner 1	Municipal or County Government	No
Max	Lohman	City of Palm Beach Gardens	City Attorney	Municipal or County Government	No
Christian	Londono	Palm Tran Inc.	Manager of Performance Management	Municipal or County Government	No
Samantha	Lovelady	Martin County BOCC	Principal Planner	Municipal or County Government	No
Andy	Lukasik	Village of North Palm Beach	Village Manager	Municipal or County Government	No
Denise	Malone	NZ Consultants	Planning Manager	Private Sector	No
Maher	Mansour	SDPBC	Planning and Land Development Specialist	State Government/State Agency	No
Deborah	Manzo	Lantana	Town Manager	Municipal or County Government	No
Mark	Marciano	city Palm Beach Gardens	council member	Municipal or County Government	Yes
Maria	Marino	Palm Beach County Commission	County Commissioner	Municipal or County Government	Yes
Michael	Masanoff	RDJ Holdings Corporation	CEO	Private Sector	No
Lisa	Master	Palm Beach County BCC	Budget Director	Municipal or County Government	No
Hanna	Matras	City of Boynton Beach	Senior Planner	Municipal or County Government	No
Monica	Mayotte	City of Boca Raton	City Council	Municipal or County Government	Yes
Tanya	McConnell	Palm Beach County	Deputy County Engineer	Municipal or County Government	No

Michelle	McGovern	Baptist Health	Director of Government and Community Relations	Private Sector	No
Melissa	McKinlay	Palm Beach County	Commissioner	Municipal or County Government	Yes
Adam	Mendenhall	Palm Beach County	Senior Site Planner	Municipal or County Government	No
Paola	Mendoza	City of Boynton Beach	Associate engineer	MPO or other local government agency	No
Melissa	Michael	palm beach county planning division	senior planner	Municipal or County Government	No
Dorritt	Miller	Palm Beach County	Assistant County Administrator	Municipal or County Government	No
Khurshid	Mohyuddin	Palm Beach County Planning	Principal Planner	Municipal or County Government	No
Derrek	Moore	Palm Beach County	Impact Fee Manager	Municipal or County Government	No
Rebecca	Mulcahy	Pinder Troutman Consulting, Inc	Vice President	Private Sector	No
James	Murphy	Town Of Palm Beach	Assistant Director of Planning, Zoning, and Building	Municipal or County Government	No
Fadi Emil	Nassar	Palm Beach County Traffic Division	Manager, Traffic Engineering Operations	Municipal or County Government	No
Valerie	Neilson	Palm Beach TPA	Deputy Director of Multimodal Development	MPO or other local government agency	No
Edward	Nessenthaler	Planning Division	Urban Designer/Senior Planner	Municipal or County Government	No
Thuha	Nguyen	via planning, inc.	President	Private Sector	No
Lindsey	Nieratka	City of Boca Raton	Sustainability Manager	Municipal or County Government	No
Lisa	Nisenson	Wantman Group (WGI)	VP New Mobility and Connected Communities	Private Sector	No
Barry	O'Brien	Circuit	Business Development	Private Sector	No

Valerio	Oricchio	City of West Palm Beach	City Transportation Engineer	Municipal or County Government	No
Andrea Levine	ORourke	City of Boca Raton	Deputy Mayor	Municipal or County Government	Yes
Michael	O'Rourke	Town of Lake Park	Mayor	Municipal or County Government	Yes
Jerome	Ottey	PBC Zoning	Site Planner	Municipal or County Government	No
Jorge	Perez	Palm Beach County Planning	Senior Planner	Municipal or County Government	No
Marty	Perry	Perry & Taylor, P.A.	Pres.	Private Sector	No
Kelsey	Peterson	Palm Beach TPA	Transportation Planner I	MPO or other local government agency	No
Craig	Pinder	City of Boynton Beach	Planner II	Municipal or County Government	No
Fred	Pinto	Village of RPB/PBTPA	Mayor/TPA Chairman	Municipal or County Government	Yes
Bogdan	Piorkowski	Palm Beach County Traffic	Senior Professional Engineer	Municipal or County Government	No
Ben	Porritt	Brightline	SVP, Communications	Other	No
Jason	Price	Palm Beach TPA	Lead Planner	MPO or other local government agency	No
Richard	Radcliffe	Palm Beach County League of Cities	Executive Director	Municipal or County Government	No
Amanda B	Radigan	City of Boynton Beach	Principal Planner	Municipal or County Government	No
David	Rafaidus	PBC Community Service Department	Senior Planner	Municipal or County Government	No
Pamela	Rauch	Florida Power & Light Co	VP External Affairs & Economic Development	Other	No

Chelsea	Reed	City of Palm Beach Gardens	City Council	Municipal or County Government	Yes
John	Renne	Florida Atlantic University	Professor and Director	Other	No
David	Ricks	PBC Board of County Commissioners	County Engineer	Municipal or County Government	No
James	Rinehart	Palm Beach TPA	Lead Transit Coordinator	MPO or other local government agency	No
Morton	Rose	Palm Beach County	Director	Municipal or County Government	No
Louis	Rotundo	Louis Rotundo & Associates	Principal of Louis Rotundo & Associates	Private Sector	No
Brian	Ruscher	City of Delray Beach	Transportation Planner	Municipal or County Government	No
Brandon	Schaad	City of Boca Raton	Director, Development Services	Municipal or County Government	No
Bob	Schafer	Ranger Construction Industries, Inc.	President & COO	Private Sector	No
Erin	Sita	Lake Worth Beach	Assistant Director of Community Sustainability	Municipal or County Government	No
Kelly	Smallridge	Business Development Board of PBC	President & CEO	Business Development or Economic Development Agency	No
Ali	Soule	Brightline	Chief of Staff	Private Sector	No
Inna	Stafeychuk	PBC PZB Planning	PlannerII	Municipal or County Government	No
Willie	Swoope	Palm Beach County Government	Impact Fee Mgr	Municipal or County Government	No
Chris	Taraba	Verdex Construction	Senior Project Manager	Private Sector	No
Maria	Tejera	City of Boca Raton	City Traffic Engineer	Municipal or County Government	No
Kathrin	Tellez	Fehr & Peers	Principal	Private Sector	No

Christine	Thrower-Skinner	Village of Golf	Village Manager	Municipal or County Government	No
HV	Tremble	Master Contractor and Subcontractors Association of Florida	CEO	Other	No
Michael	Trimble	Eastwind Development	Development Manager	Private Sector	No
Michael	Trimble	Eastwind Development	Development Manager	Private Sector	No
Andrea	Troutman	Pinder Troutman Consulting, Inc.	President	Private Sector	No
Andrew	Uhlir	Palm Beach TPA	Deputy Director - Program Development	MPO or other local government agency	No
Nick	Uhren	Palm Beach TPA	Executive Director	MPO or other local government agency	No
Carolina	Valera	Plm Becah County Government	Senior Planner	Municipal or County Government	No
Bryce	Van Horn	PBC, PZ&B/Planning	Senior Planner	Municipal or County Government	No
Laura	van Onna	Town of Palm Beach	Historic Preservation Planner	Municipal or County Government	No
Anders	Viane	Town of Lake Park	Planner	Municipal or County Government	No
Natasha	Villalba-Cruz	Commute with Enterprise	Mobility Consultant	Private Sector	No
Robert	Weinroth	Palm Beach County	Commissioner	Municipal or County Government	Yes
Gregg	Weiss	Palm Beach County	Commissioner	Municipal or County Government	Yes
Nikasha	Wells	Palm Tran	Senior Manager of Governmental Affairs	Municipal or County Government	No
david	wiloch	PBC PZB Planning	Senior Planner	Municipal or County Government	No
Anna	Yeskey	PBC Intergovernmental Coordination Program	Director	Other	No

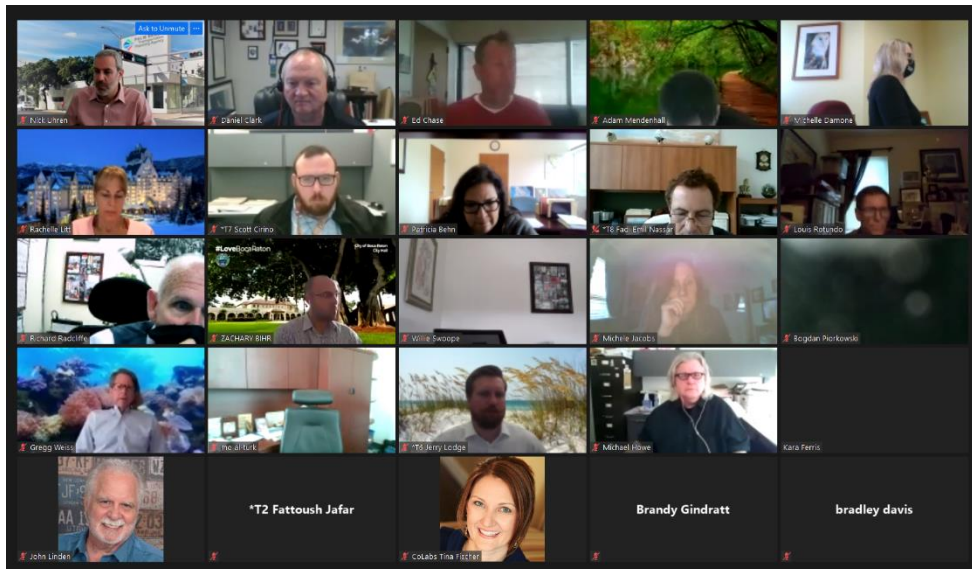
Appendix

Chat Comments

Facilitator Introductions and Participant Engagement Chat

- Poll A: A significant portion of federal income taxes goes to funding transportation.
- Poll E: Also, the vehicle fleet is expected to become increasingly electric over the next 5 - 10 years and electric vehicles do not contribute to the gas tax.
- Poll E: A common theme for this poll's outcome is that very few of us think we should not expand fixed route bus / rail transit.
- Poll F: This is a challenging question to answer. For who? SOV drivers? Transit riders? Both? I ask this because many view transit and SOV as competing interests.
- Poll I: Very important, major equity issue (like ped and transit) and directly related to land use but not exclusively.
- Poll I: 71% say it's important, very important or most important
- Poll I: It would interesting to group votes by area of the County/City.
- Poll J: The built environment will never accommodate walking or biking so long as minimum parking requirements exist and create sprawl of land use.
- Poll J: Going on equity point Raphael mentioned earlier. Many people who rely on non-motorized transportation or transit don't have an option when it comes to climate.
- Poll J: I am not sure this questions is appropriate.
- Poll J: The built environment can be designed to provide shade for users.
- Poll J: Unfortunately, I think our climate in South Florida is one of the major impediments to transit, bike riding, walking in our area. Rain and humidity can ruin an otherwise nice transit day.
- Poll J: not to mention your hair.
- Poll J: I agree. especially recreation versus transit use.
- Poll J: Michael Bornstein, Todd Bonlarron has never had a bad hair day.
- Poll J: Rain and humidity is definitely not good for the curls.
- Poll L: Take time to look at long form crash reports for all agencies in PBC and you will see that an overwhelming majority of non-motorized roadway users that are injured or killed in these crashes are people of color, minorities, live in areas of low auto ownership/lower income, etc. This spotlights the inequity of the transportation network in PBC.
- Poll M: one of the options for living within 1/2 mile of transit should be "I don't know". some people don't look for transit.
- Poll M: agree with Fattoush
- Word cloud: multi-modal should be combined
- Word cloud: Bornstein, quit quoting Mary Poppins

- Word cloud: yes she could fly with that umbrella, not fair
- Word cloud: The majority of the workforce can't afford to live near their work location.
- Word cloud: Agree with Verdenia on affordability.
- Word cloud: I myself live in workforce housing in order to have access to urban areas without the burdening price.
- Word cloud: Transit dependent individuals have limited access to jobs. Improving travel times for transit means more access to jobs
- Word cloud: the nature of the housing related to transit is critical
- Word cloud: Agree Verdenia! Delray Beach Staff look forward to the County Workshop at the end of this month! Transportation is a big factor in choices for people who can't get to their job via a sustainable transportation mode.
- Word cloud: For those interested in the Housing Leadership Council and Central PBC Chamber Housing Summit please go to this link!
<http://cpbchamber.chambermaster.com/events/details/cpb-chamber-virtual-housing-summit-5073097>.



Mobility Planning & Transportation Chat

- Free parking at high demand areas is a major element that causes congestion.
- online commerce is a big factor
- With TNC's Uber trading at record level (deep pockets) and significant advances in autonomous driving and autonomous share ride driving (Zoox, Waymo, FDS, etc) what is the potential of shared riding increase in near future and anticipated impact on transit?
- Thought there were reliability issues with SL data.
- Florida DOT is updating the state Transportation Plan and has made Vision Zero the top priority. How does this change the steps in the transportation planning process? Thank you
- should multimodal be a goal in itself or just a means to it?
- why travel time , reliability, and convenience not factored in the vision/strategies?
- Lisa, I serve on the FDOT state Transportation Plan Advisory Committee. The plan was updated in 2020 and can be found here. There are a number of goals in the FTP Policy Element that relate to this discussion. <http://floridatransportationplan.com/>
- Given the potential for excelled precision (no human error) and interconnected vehicles, can a fully autonomous transportation system fulfill the goals of Vision Zero?
- Should our goal be focused on filling the seats?
- how do you make the determination at the time development is being approved the number of household that will utilize alternative modes of transportation?
- How are other transportation agencies considering TNCs in their long term plans? I have read some are considering subsidizing the TNCs so users can choose from TNCs as well as other mode options.
- Cost should be a factor to why shared rides are not being utilized. if it is viewed as cheaper to not share a ride as opposed to being too expensive not to share, these items shown would just become excuses that would be overcome or justified based on the direct cost to the person.
- Shouldn't one of the goals be to reduce demand? What are the impacts to energy, pollution and climate change, should they be calculated in the real costs?
- Can someone share a link to that tool/website?
- point to point cost such as charging for parking at both destinations reveals real cost to the driver and gives them the choice to choose to drive or not which has a direct affect on energy consumption and pollution.
- <https://apps.fehrandpeers.com/palmbeach-trendlab/>
- With rideshare and AVs on the rise coupled with a fall in public transit demand, should more investment be shifted to the private companies?
- If expanding transit route (investing in BRT / Train / etc) and improving frequency, span to provide transportation equity for all is more expensive than contracting TNC or similar

to cover the underserved areas, shouldn't cost-effectiveness and quality of service be an overriding decision factor?

- What role do you see work-from-home technologies having on transportation networks? Do you think they could play a significant role in the future by reducing the travel demand of the white-collar workforce?
- Uber has a growing transit team. They have partnered with a number of transit agencies. For example, Denver, you can purchase transit tickets directly from the Uber app. At FAU, we are working on a grant from the Kresge Foundation with Palm Beach State College, Broward College, Palm Tran, Broward Transit and Tri Rail to develop an app that can integrate all forms of transit into a "Mobility-as-a-Service" app.
- Door to door service offered by microtransit is so expensive per rider it cannot possibly scale to the volumes of people traveling in a city -- only appropriate for a small number of people which may be applicable for some areas in Palm Beach County
- Miami Dade County has partnered with Via and is providing the first/last mile(s) service to connect to the transit network. <https://ridewithvia.com/news/miami-dade-transit-and-via-announce-first-on-demand-transit-service-in-miami-dade-count/>
- before autonomous vehicles can eliminate drivers we can view a variant of TNC's with a ride share program (akin to AirBnB) to utilize those unused seats. public transportation can be complemented with these "ride shares" to offer the 1st mile last mile connectivity
- important reminder that we have industries in our county that are critically dependent upon heavy highway use and those land patterns are not likely to change in our lifetime. Specifically, agriculture
- Clinton, I agree with you but the TNC/transit partnership typically help with last mile services.
- I agree with first and last mile. We are working on that plan now as part of RPM 2.0
- Route Performance Maximization (RPM)
- vision zero - as an aspirational goal- has no real investment - an empty promise
- I believe the most cost-effective system is a hybrid system but I also believe we need to modernize transit and invest in technology, safety, modern shelters and integration of bus operation (tracking, payment, seamless integration with 1st & last mile) with various applications.
- May be traveling to other activities, but not during peak hours. Correct?
- Even if it increases the number of trips, would working from home reduce the peak hour trips, that roadway LOS is based on.
- What impacts do TNC growth have on adding to traffic congestion rather than mitigation?
- All about land use. Proximity between where people live and where the work is located. Density, intensity and good infrastructure help create market choices for people. Sounds like a City.

- Let's not forget about our disabled and senior population that have limited mobility options. If we build a network that has the ability to accommodate their needs then we can build a truly inclusive network. Some people have very limited choices.
- Delray Beach has tried to work with TNCs to designate pickup drop-off areas outside of where valet areas are prominently located but has had no success with the companies to abide by our request because of state laws (627.748).
- How do municipalities, county or even colleges expect to manage expectations of TNC caused congestion or conflicts if they cannot designate pickup/drop-off areas due to state pre-emptions?
- spreading trips out has always been viewed as a way to better utilize the transportation infrastructure - even additional trips are creating the spread
- Transit utilization is a problem. Slow, fixed routes, travel time is high, what if we joined fixed route stops with micro-mobility units at each bus stop for last mile connectivity. Bus transportation costs can also include last mile payments as well for riders. Thinking of ways to get people from point A to point B regardless of climate conditions.
- unless we can better utilize the existing infrastructure (spreading demand over longer time intervals and higher utilization of existing vehicle capacity we're not going to achieve improvement w/o capital investments which elect leaders are loath to embrace given the obvious need for more money
- Every transit trip begins and ends with a pedestrian trip. TNCs can have the affect of abolishing walking. One of the best ideas in the history of transportation is fixed route transit (bus, rail, BRT, LRT). Fixed public transit deploy large vehicles flowing along a set path and riders gathering at stops to use them. That way vehicles can follow a fairly straight line and they don't need to stop once for every customer. That makes it worth walking to get to and walking is key.
- Apologies if this was covered already, I jumped on 20 minutes ago. What about equity with minority and lower income areas? TNC's like Uber and Lyft have a much higher cost per person even when it is a shared ride and even bike shares and electric scooter resources are not always available in lower income or disenfranchised areas. Also, could removing ticket fares from more well off transit riders who may choose a TNC over a bus or rail, will that revenue fall hamper mass transit service? America is not known as an area that publicly funds transit at levels it should.
- TNC's too structured to meet the requirements of privacy + flexibility ... the less formal "ride share" with safety baked in (akin to computer dating services) is a potential near term idea before Autonomous (driverless) model is practical

Call to Action and Next Steps Chat

- Thank you!
- thank you everyone. I have a commitment at 2:00.
- Amazing illustration, Jonathan!
- Can we have a digital copy of the illustration?
- Awesome, Jonathan! Great Summit!
- Very well organized, a definite way to begin the process of integration of a mobility plan for city, town and county governments
- Thank you for the opportunity to have this summit.
- Thank you to all involved, great job!
- Well done!!
- Very well run.
- Excellent!
- Great job to all involved in making this happen.
- Thank you
- Well done!
- Very well done and I look forward to the next steps and helping where I can. Have a great afternoon!
- Agree - very well run. Loved the synthesis of so much input in real time! Very impressive.
- Really appreciate all the excellent input from the other attendees lots good ideas!
- Thanks for paving the way on how to work together effectively in this type of format
- Thank you very much. Very well coordinated and great presenters
- Excellent varied format to stay engaged! A good rest of the day to all!
- Happy to participate in this important discussion
- Very cool. Outstanding collaboration.
- Thank you everyone! Outstanding! Enjoy the rest of your Thursday!
- thank you



Team Workbooks for Teams 1 – 10

Note: Numbering in some teams' charts is off.

Instructions for each team:

Breakout 1 (40-minutes Total)

1) Welcome Your Team & Lead Team Introductions: Breakout #1 Only:

- a) Hit "Record" to record your team's breakout (see separate instruction document for steps).
- b) In "Gallery View" - Welcome everyone & ask for all who are comfortable to turn on your cameras for "30-second laser introductions" (Please share Name, Role and Organization). **10-minutes max.**
- c) Breakout Host calls on each person in the order you see on your screen.

Ask all to smile and take "Team Gallery Picture" (Print Screen and paste below)

2) Invite your team to Brainstorm & Prioritize ideas for Breakout #1 Question:

- a) Scroll down to the next page and share this document with your team (Note: In zoom, please do not select "share screen" but select this specific Playbook document (show at 100%, if possible).
- b) Take **20-minutes to invite team members to brainstorm ideas** and capture each idea in your team document below.
- c) You will see time cues every 10-minutes letting you know how much time remains for your breakout (a small blue message will appear at the top of your team's screens so that you can all stay on task).
- d) When you receive the **"10-minutes remaining" time cue – prompt your team members to use the annotation stamp tool to select their personal "Top 3."**
- e) Before they begin adding their personal stamps, be sure your team can see "all ideas" that you captured (you may need to go to 75% view, for example).
- f) Once your team can see all ideas on a single screen, you will not be able to scroll up and down once your team begins adding stamps next to their Top 3 ideas.
- g) Invite individual team members to add stamps to the right of their personal "Top 3" ideas.
- h) **Our goal is to have your team identify the #1 Idea that gets the most stamps.** (Note: If your team has a tie for your #1 Idea, you can submit your Top 2 Ideas.

Breakout 1: Team Brainstorming

3) What to do with Your Team's #1 Idea for Breakout 1 – Final 2 Steps:

- a) Take a **screen shot of the full team brainstorming page** with annotations and paste in the table below.

- b) Before coming back to the full group, go to **Pollev.com/colabs** (**skip** registration) and **copy and paste your Team's #1 idea in the response area and be sure to add your Team # in parentheses after your team's #1 Idea (Team #)**. Hit submit so that we will be able to review when we reconvene as a full group!

Breakout 2 (40-minutes Total)

1) Welcome Your Team back for Breakout 2:

- a) Hit "Record" to record your team's breakout (see separate instruction document for steps).

2) Invite your team to Brainstorm & Prioritize ideas for Breakout #2 Question:

- a) Scroll down to the next page and share this document with your team (Note: In zoom, please do not select "share screen" but "share this document at 100%").
- b) Take **30-minutes to invite team members to brainstorm ideas** and capture each idea in your team document below.
- c) You will see time cues every 10-minutes letting you know how much time remains for your breakout (a small blue message will appear at the top of your team's screens so that you can all stay on task).
- d) When you receive the **"10-minutes remaining" time cue – prompt your team members to use the annotation stamp tool to select their personal "Top 3."**
- e) Before they begin adding their personal stamps, be sure your team can see "all ideas" that you captured (you may need to go to 75% view, for example).
- f) Once your team can see all ideas on a single screen, you will not be able to scroll up and down once your team begins adding stamps next to their Top 3 ideas.
- g) Invite individual team members to add stamps to the right of their personal "Top 3" ideas.
- h) **Our goal is to have your team identify the #1 Idea that gets the most stamps.** (Note: If your team has a tie for your #1 Idea, you can submit your Top 2 Ideas).

Breakout 2: Team Brainstorming

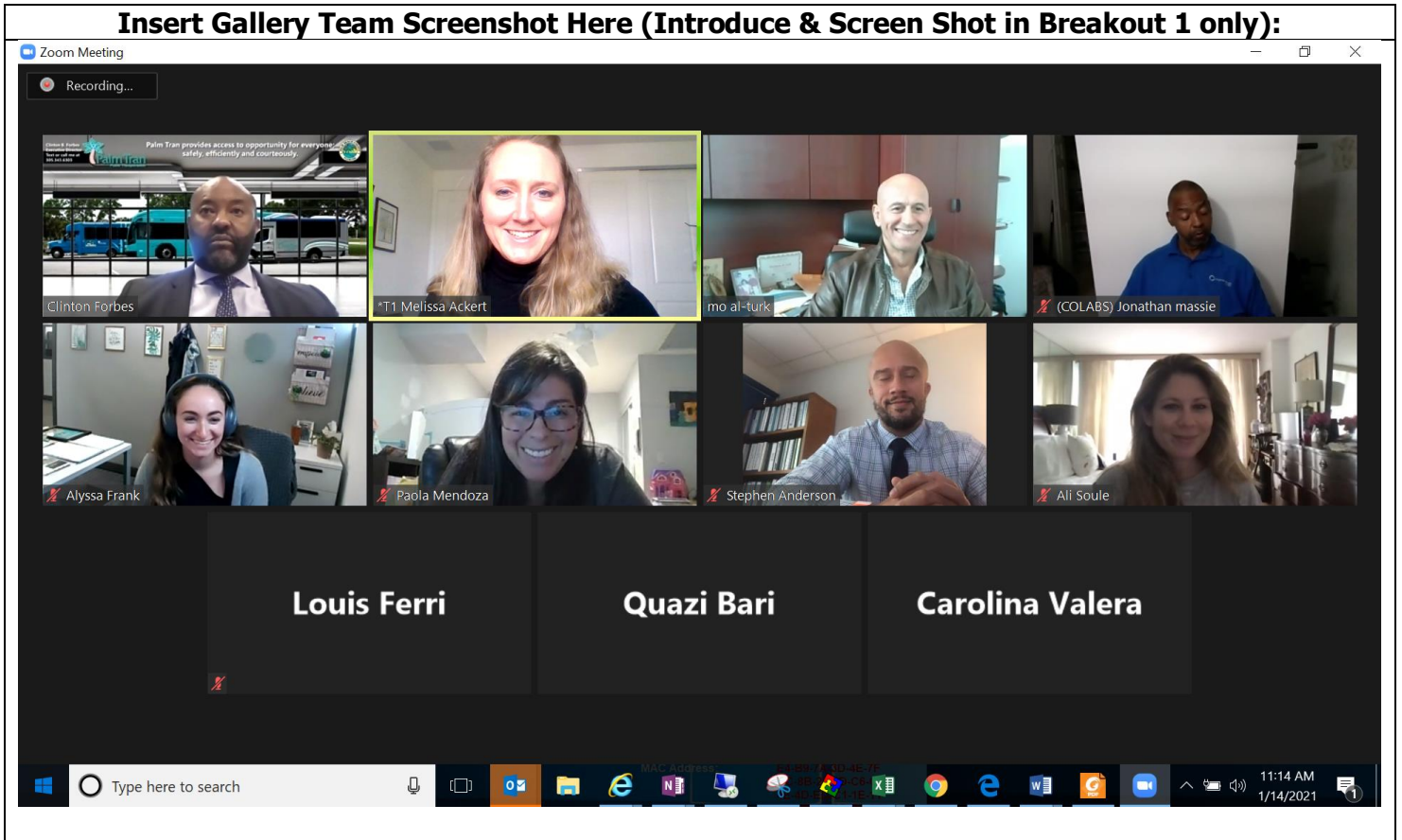
3) What to do with Your Team's #1 Idea for Breakout 2 – Final 2 Steps:

- a) Take a **screen shot of the full team brainstorming page** with annotations and paste in the table below.

Before coming back to the full group, go to **Pollev.com/colabs** (**skip** registration) and **copy and paste your Team's #1 idea in the response area and be sure to add your Team # in parentheses after your team's #1 Idea (Team #)**. Hit submit so that we will be able to review when we reconvene as a full group!

Team 1

Insert Gallery Team Screenshot Here (Introduce & Screen Shot in Breakout 1 only):



Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 1 Here:

How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?	Team Priority Stamps
1. Limit the power of local municipalities in decision making that could stifle County wide transportations, based on local selfish interest. Give the County a larger role in making decisions on the countywide transportation system, the County Commissioners represents the entire County (not just unincorporated PBC).	
2. Have to start with the communities’ vision by engaging in a robust conversation with the public about their vision of mobility. Start with a blank sheet. Tie the vision to how it will be funded, what can be funded, and what we are willing to fund. Engage and bridge the community into the decision making so they can be heard and be a part of the decision making.	
3. The goal should be to build a safe, reliable, cost effective transportation system, rather on relying on specific modes.	
4. Any decision regarding existing and future mobility needs should be predominantly based on factual data and analysis, taking into consideration the local (PBC) environment. If some system has worked in Los Angeles does not necessarily mean it will work in PBC.	
5. Engaging cities in collaborative decision making processes to ensure that regional priorities align with local community values.	
6. Recognize the diversity (areas, people, ability) in the County and build that transportation network with that in mind, one size does not fit all.	
7. Clear roles for the agencies are defined ahead of time on the different issues and decision authority.	
8. Municipal/local support for multimodal hubs and TOD.	
9. Adopting policies based on reducing cost per person trip regardless of transportation mode.	

Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 2 Here:

How do we ensure both county and local revenues can support and maintain infrastructure?	Team Priority Stamps
1. County Impact Fee structure could be modified to also include a mobility fee component that could be spent for mobility improvements within municipalities.	
2. New revenue source (not mobility fees, new transportation dedicated salestax). The County needs a dedicated source of funding for transportation (transit and roads) that will be shared with municipalities for transportation only projects based on population or pro rata share.	
3. Maintain current road impact fee and prop share/concurrency system with municipalities collecting own additional mobility fee.	
4. New revenue source from Private entities. Roads have, and will continue to require higher demand from competing users. Online, on demand services to consumers doors.	
5. Make decisions based on the needs, benefit to cost analysis, and the life cycle costs (analysis) using actual local data and experience. Metrics are used to evaluate decisions.	
6. Prioritize revenue sources more towards transit and transportation priorities.	
7. Prioritize the County’s role in planning, building and maintaining the needed transportation network with input from municipalities and communities at large.	






Team 2

Insert Gallery Team Screenshot Here (Introduce & Screen Shot in Breakout 1 only):



Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 1 Here:

Breakout 1: Team Brainstorming

How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?	Team Priority Stamps
1. Getting all the stake holders involved. Agencies communicating with each other. TPA committees to include representation of municipalities regardless of size	
2. Need more information and data on user’s needs and desires	
3. Safety data – where are the crashes and causes of crashes	
4. <u>Landuse</u> is a major issue in decision regarding mobility	
5. Continue proper utilizing of accurate data. Collaboration between decision makers (champions and visionaries)	
6.	
7. Unified measures of success and measuring success for different fields of policy	
8. Utilizing resources from success experiences of other comparable governmental agencies	
9. Solid amount of education to decision makers	
10. More of this type of workshops for decision makers	

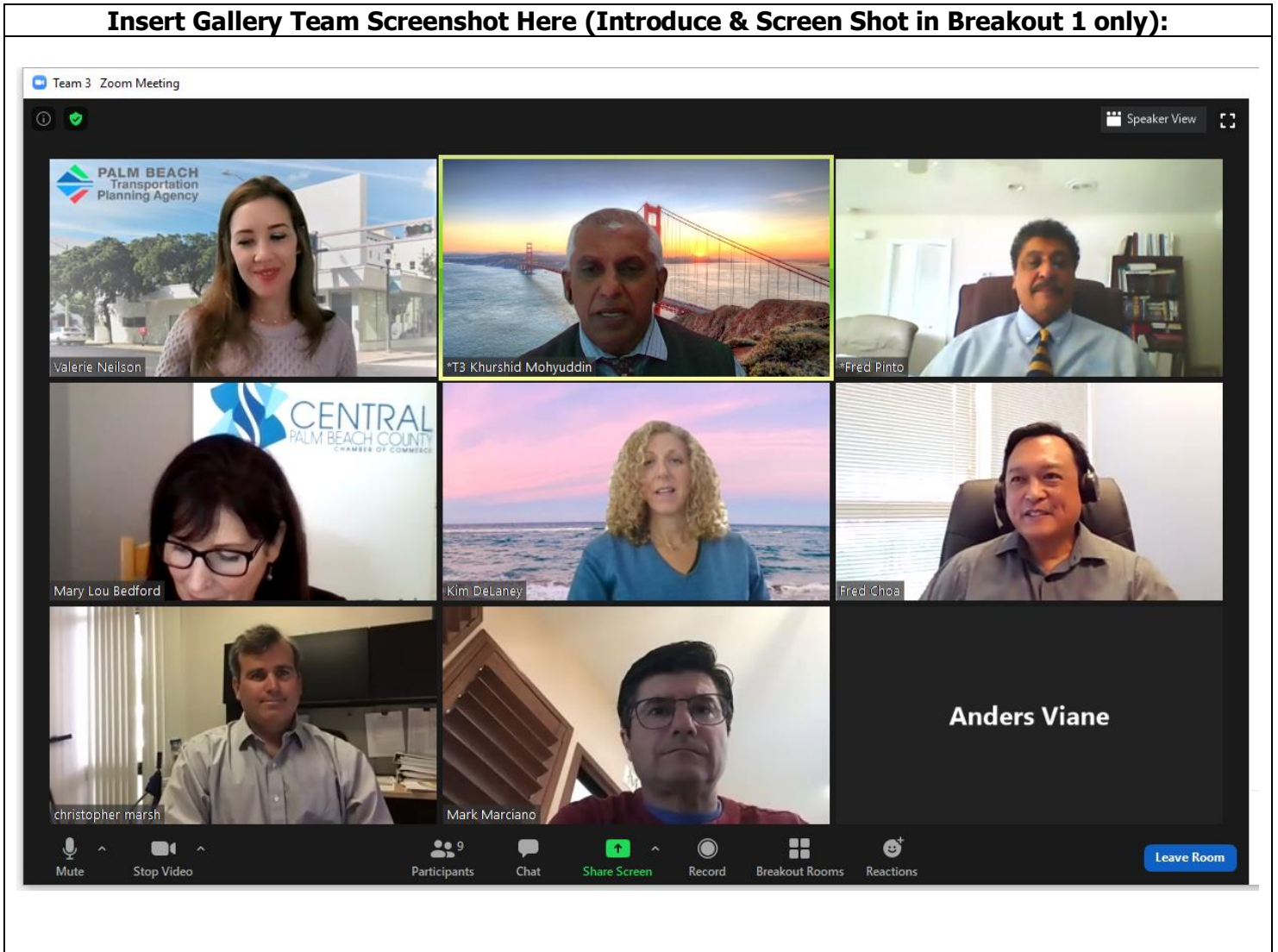
Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 2 Here:

Breakout 2: Team Brainstorming





How do we ensure both county and local revenues can support and maintain infrastructure?	Team Priority Stamps
16. Request additional <u>funding</u> . Other revenue sources? Transit fee – sales tax. Dedicated funding source (Example: sales tax).	✓ ✓ ★
17. Increasing gas tax? Intensify the use of mass transit.	
18. Mobility fees (multi-modal fees not just impact fees)	✓ ✓ ✓
19. Ensure we are spending properly at all levels	✓
20. Flexibility in spending current state funds	✓
21. Education for voters	✓ ★
22. Explore public /private partnerships	✓ ★
23.	

Team 3




Insert Gallery Team Screenshot Here (Introduce & Screen Shot in Breakout 1 only):



Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 1 Here:

How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?	Team Priority Stamps
1. A comprehensive and accessible county-wide dash board with all the transportation related data – real time and historical	
2. Anticipate future needs, trends and meet those needs and trends using future technology and modes	
3. Engage and collaborate with TPA, county, municipalities and key stakeholders in the decision making process	
4. Consider the door to door transportation experience for the travelling public that engages all transportation modes	

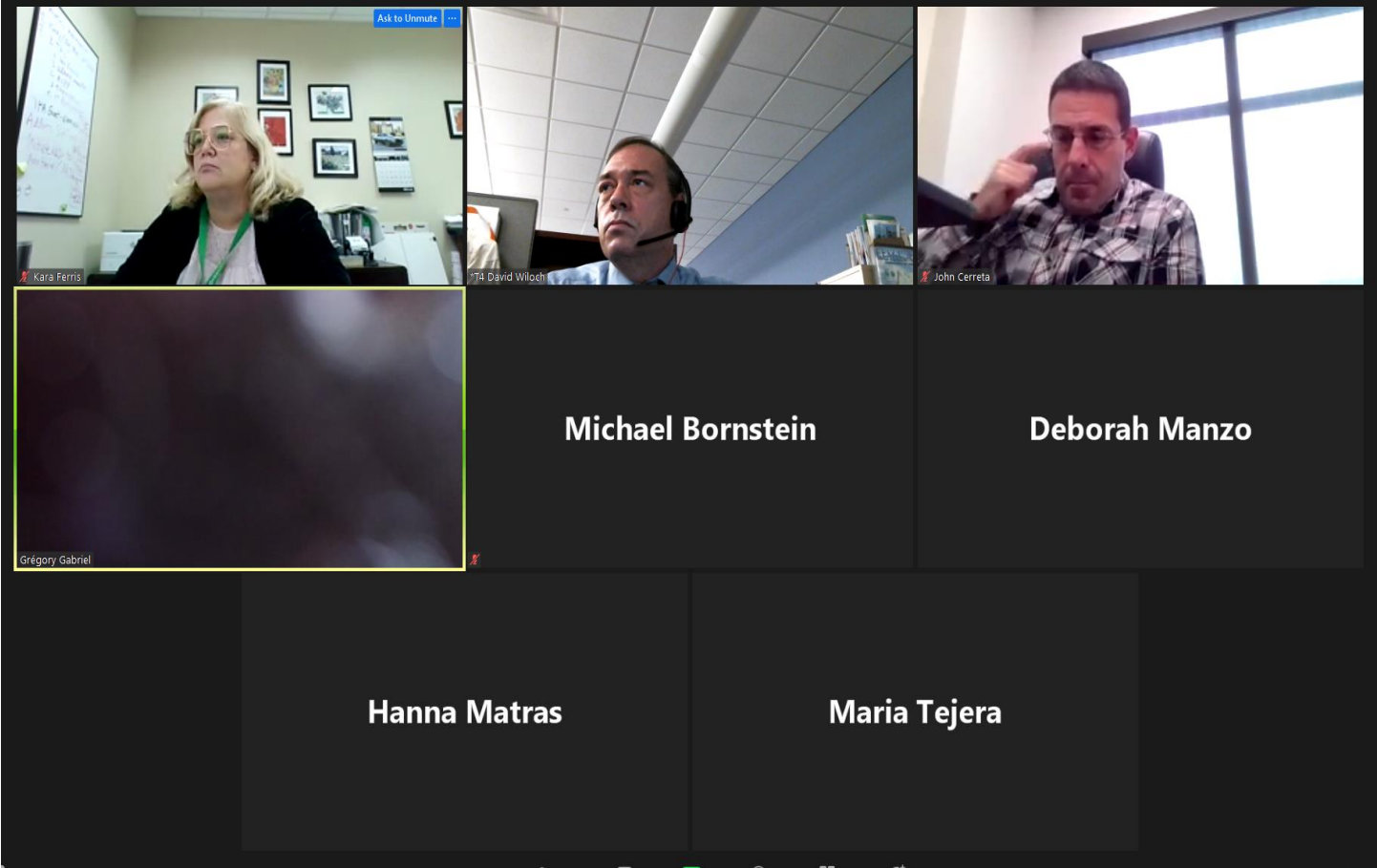
Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 2 Here:

Breakout 2: Team Brainstorming	
How do we ensure both county and local revenues can support and maintain infrastructure?	Team Priority Stamps
16. Public/Private partnership in addition to citizen buy-in for a county-wide new mobility tax	
17. New local municipal mobility tax	
18. Equitable distribution of new county-wide funding	

Team decided to combine 1 and 3 for the final pick

Team 4

Insert Gallery Team Screenshot Here (Introduce & Screen Shot in Breakout 1 only):



Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 1 Here:

1. Transportation mobility as a necessity, have an ultimate vision, embrace mobility	
2. Ensuring to work together to know each community need, strength and weaknesses so proper funding is allocated	
3. Breaking transportation into more manageable areas, divide and conquer. Must involve LU, Infrastructure and market affordability.	✓ ✓ ✓
4. Maintain existing system	
5. Planning for growth and areas needs	✓
6. Emphasis on Bus and train “last mile”	✓
7. Recreational aspect considered	
8. How funding is allocated, Impact fee	✓
9. Clearly recognize the cities may have a competing interests, incorporating groups together instead of competing	✓
10. Working together with officials to make sure LU and Transportation decisions are <u>make</u> together	✓ ★
11. Road impact fees not going to the area collected	
12. Complete streets criteria has allowed flexibility throughout the CO	✓ ★
13. Technology, micro mobility, <u>ex.</u> multiple uses on facilities allow multiple \$ generating uses, allows creativity Regarding local interests.	✓ ✓ ✓ ★
14. Replace road impact fee with mobility fee to be applied back to that area	✓

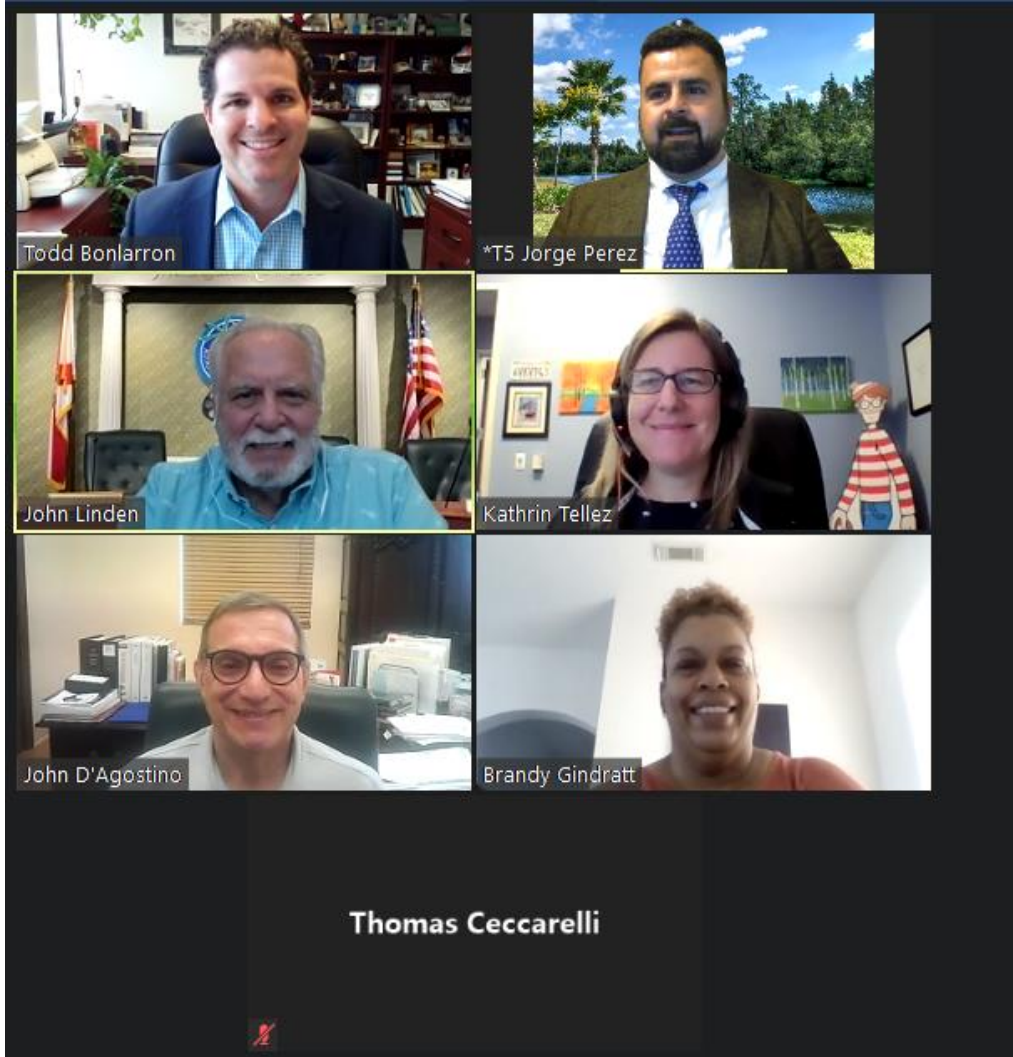
15. Outdated planning no good, use best practices from <u>successful planning nationwide</u>	★ ✓
--	-----

Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 2 Here:

No screenshot provided

Team 5

Insert Gallery Team Screenshot Here (Introduce & Screen Shot in Breakout 1 only):



Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 1 Here:

Breakout 1: Team Brainstorming

How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?	Team Priority Stamps
1. Accurate timely data for our area, not other cities. Fla is unique. Data is crucial to make decisions.	✓ ✓ ✓
2. Clear policy directions. We need a safe, efficient, fast system. Which governs? We need context specific. Downtowns are different than suburbs. How do we help decision makers make those tradeoffs?	✓ ♥ ✓ ✓
3. We have many different cities and they all make their mobility decisions. We need clear policy that acknowledges all those positions. How do we work together with so many decision makers?	✓
4. Diverse cities and county. How do we make the connections to create a mobility plan that serves all the populations that need to reach it? We <u>can't</u> do it independently we need a cooperation plan. Also for future needs.	✓ ★
5. Clear understanding on where funding comes from. For both roads and multimodal. New sources of funding. How do we best fund buses, trains, paths?	♥ ✓ ✓

<p>6. Funding. Gas taxes will decrease w electric cars, what will replace it? Practical funding mechanism for the future that will account for this.</p>	
<p>7. California has a VMT tax, the more miles you drive the more you pay. Sales tax is a Fla alternative, as a dedicated source. Some counties already have it.</p>	
<p>8. Equity. Who is not at the table? Who is the end transit or multimodal user ?</p>	
<p>9. Most people in PBC don't live where they work. 20 miles sometimes. Connecting to transit may not be viable. Land use has to be responsive. How have we developed in the last 50 years? Sprawl is not transit conducive. The Comp Plans need to address this. Gated communities. How do you walk that back? Corridors, which do you redevelop with densities and intensities for multimodal? Some may not be conducive</p>	
<p>10. Lake Worth road doesn't begin or end in employment centers. Link high density areas and corridors with employment centers or economic activity nodes. Where do multimodal corridors begin and end? What do they link? US1 connectivity. I-95 links to cars only.</p>	
<p>11. What barriers need to be removed for multimodal to happen? Policies that can be changed. Each muni has their own policies and some are afraid of density. Sometimes the density is not enough to have an efficient mobility system.</p>	
<p>12. Florida is very different. Transit is funded through a sales tax in other states. We are not a hub and spoke layout in the county. PBC is not adequately equipped for bus or transit. Passengers have to walk long distances to get to a bus stop. A segment of the population isn't being serviced. Bus service stops early in the evening. Service jobs end late.</p>	
<p>13.</p>	
<p>14.</p>	

Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 2 Here:

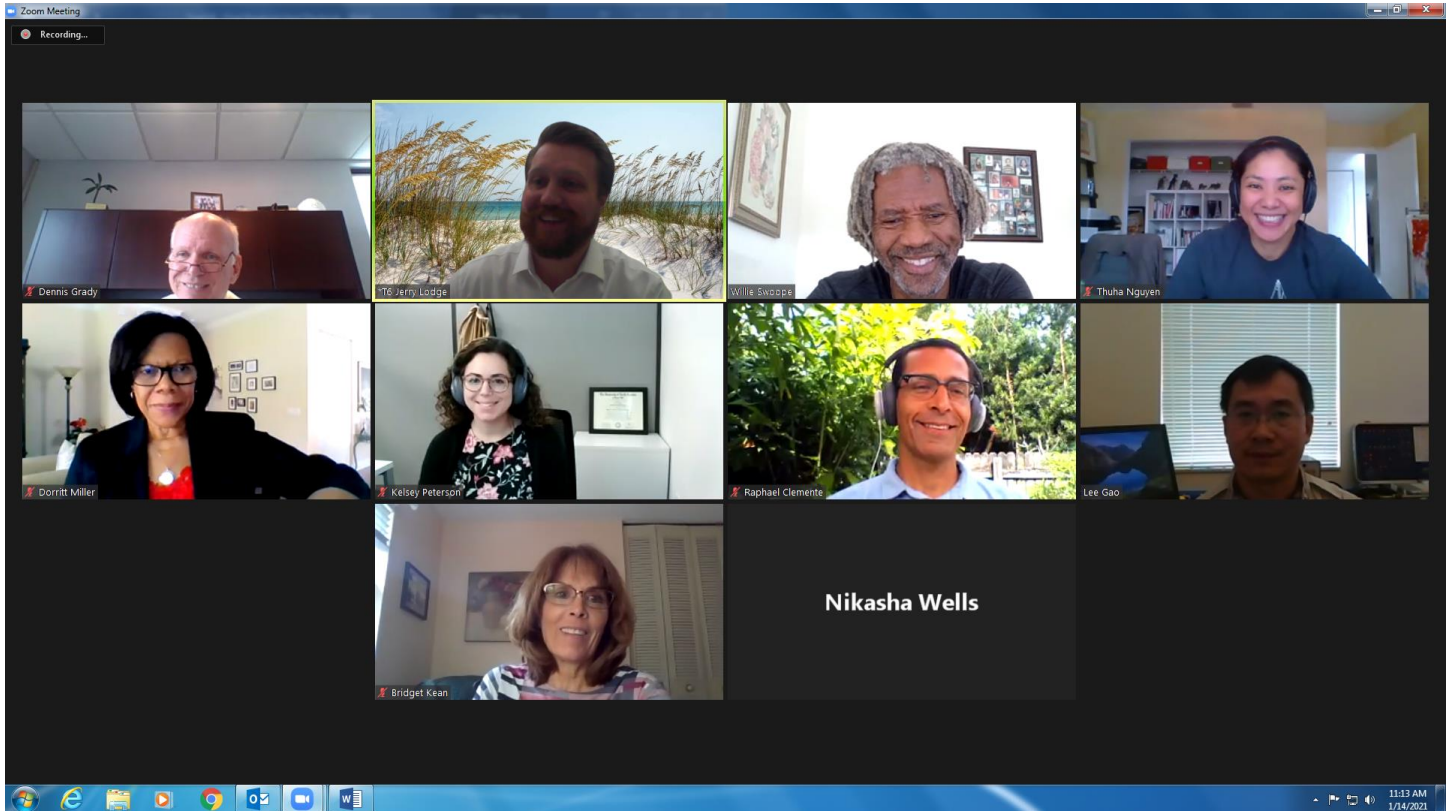
Note: Some data was recreated due to screen shot issues.

Breakout 2: Team Brainstorming	
How do we ensure both county and local revenues can support and maintain infrastructure?	Team Priority Stamps BY BHR entered the waiting room
16. Dedicate and increase sales tax revenue to support transit and mobility. The model has worked throughout the country. Miami Dade has a good model to implement. Half cent tax	
17. Is Broward closer to our layout than Miami? Interconnectivity between systems is essential. Sales tax or impact fee in Broward?	
18. Locally, impact fees partly fund transportation. It has been a challenging discussion. Sales tax applies equally to all.	
19. Tourists come and use the infrastructure that governments lay out.	
20. Are there other tax opportunities that can be explored? PBC passed an infrastructure tax 5 yrs ago, to address the backlog in the road network. Tax will expire.	
21. Per-ride fees. Car sharing and bicycle/scooter have 5 cent fees that help fund improvements.	
22. Creating a transit authority to oversee the spending of revenues for transit and mobility. They could decide how the funds get spent to create equity.	
23. Federal programs- how do we get to the level where we can provide matching funds? How do we ensure local commitment across municipal boundaries?	
24. SF Bay area has new toll roads, some of the tolls have to be used to fund mobility and non-vehicle projects.	
25. Broward Co dedicates some funds to transit improvements, and some of the improvements go back to the cities for maintenance and mobility improvement projects.	
26. Larger projects require funding beyond the programs we currently have. Reduce headways is costly. but can be done	

Ad	through sales tax which can be leveraged to get state and federal money.	
	26. Dedicated grant-writer. We may be missing opportunities to secure funds. PalmTran has obtained grants to purchase buses and update fleet.	✗
	27. Bring everyone up to speed in how much money it takes to run, maintain, and improve a transit system. County funds pay for the entire bus system, and a lot of the road construction projects. Cities contribute with some multimodal improvements, but their budgets vary in how much they allocate.	✓
	28. Business within municipalities are growing and they have need for transit for employees.	
	29. Lots of empty seats on buses, are we looking at the right vehicles? Maybe smaller buses?	
	30. Gas guzzler fees	
	31. First mile and last mile are essential, how do we provide the right infrastructure for the users?	
	32. The county has programs to help users with the first and last time to qualifying users.	
	33. Trolleys like WPB are good ways to address first mile last mile.	
	34. Charge developers more fees	
	35.	
	36.	
	37.	
	38.	

Team 6

Insert Gallery Team Screenshot Here (Introduce & Screen Shot in Breakout 1 only):



Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 1 Here:

How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?	Team Priority Stamps
1. Make sure that we complete needs assessment to set clear priorities.	
2. Efficiency, Equity and Value (cost vs. benefit) - Priorities	★ ♥ ♥
3. Focusing on land use patterns which contribute to the needs	♥ ✓ ♥
4. Cannot be global, must allow independent jurisdictions to decide their own	♥ ♥ ✓
5. Allow and encourage public input... Reach the actual USERS (diversify the outreach)	★ ✓ ✓ ♥ ♥ ♥
6. Increased technologies to allow greater involvement from the users. (Zoom, crowdsource polling apps, etc.)	★ ♥
7. Put yourself (decision maker) in the users perspective	★
8. Communication between different modes and agencies	♥ ✓ ♥ ✓
9. Shared data between agencies/munis	♥ ♥ ★ ♥
10. Support the users with multi-use areas	♥
11.	
12.	
13.	

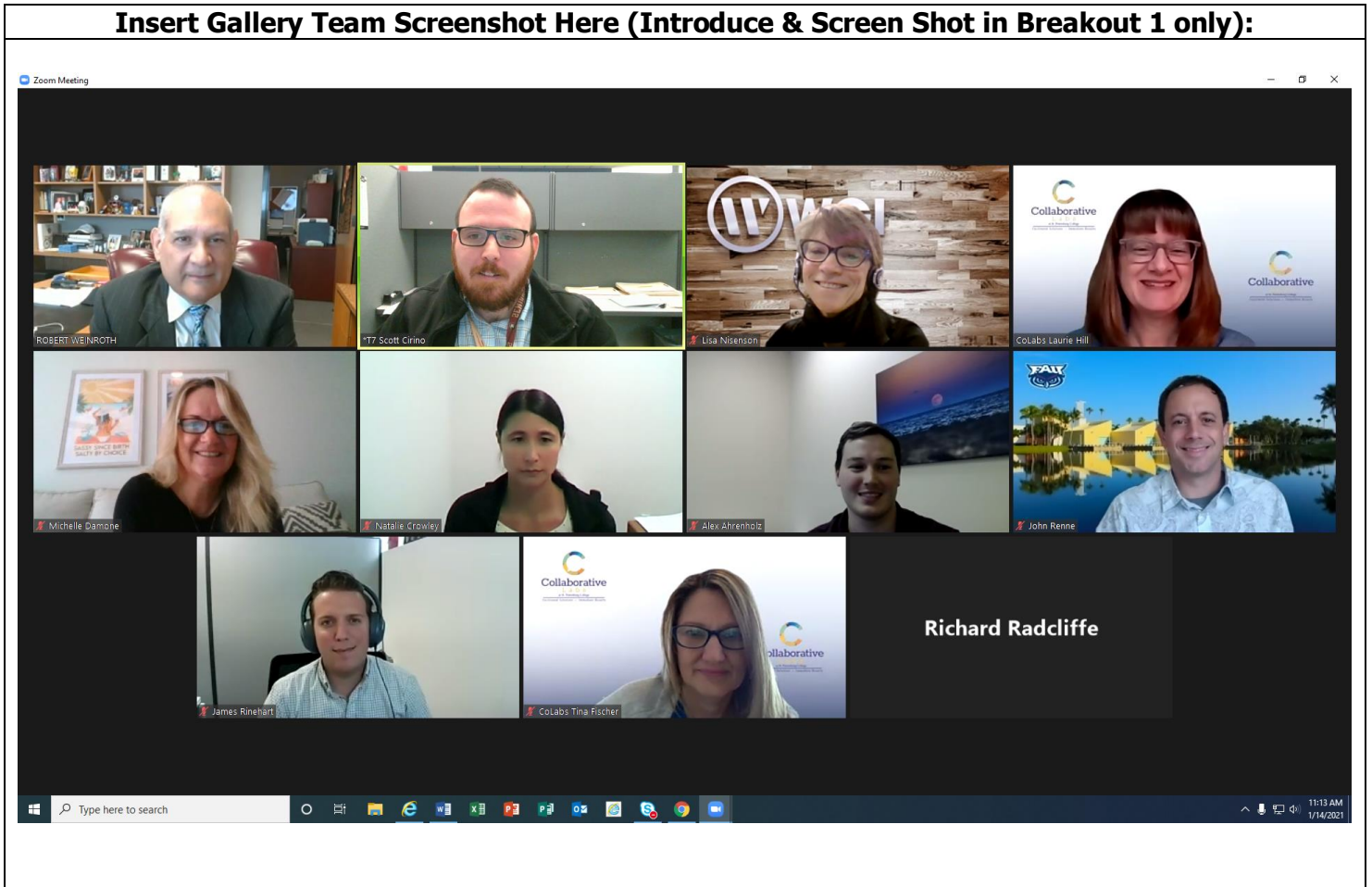
Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 2 Here:

Breakout 2: Team Brainstorming

How do we ensure both county and local revenues can support and maintain infrastructure? ✓	Team Priority Stamps
16. Context sensitive approach to how we spend all funds (including impact fee).	
17. Must ensure that funds are allocated to truly develop safe and efficient infrastructure.	
18. When revenues are collected, the funds are dispersed in the same order they were received. (get what you give)	♥
19. Prioritize to the needs of the community, regardless of the source of the income.	✗ ★ ✓
20. Transparency – allow users to have a say in where the funds are used.	
21. When identifying needs, we should look into operational needs as well as infrastructure. Be thoughtful on how to identify those needs.	♥ ♥ ★ ✗
22. Center equity in the decision making process by identifying who will benefit and who will be burdened	✓ ★ ♥ ✓
23. Evaluate the use of our existing revenue streams to either continue support or examine amendments to processes.	♥ ✓ ✗ ✓
24. Create new revenue streams.	✓ ♥
25.	
26.	

Team 7

Insert Gallery Team Screenshot Here (Introduce & Screen Shot in Breakout 1 only):




Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 1 Here:

<p>How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?</p>	<p>Team Priority Stamps</p>
<p>1. Defining demographics and specific location areas for mobility</p>	<p>Talking:</p>
<p>2. Making a cooperative effort in communication and decision making regarding mobility transcending multiple jurisdictions.</p>	<p>✓ ♥</p>
<p>3. Creating a vision (Comp Plan) for the County as a whole and make clear goals/objectives for mobility</p>	<p>♥ ✓ ✓</p>
<p>4. Provide outside agency (TPA) to act as a liaison to act as guiding agency for decision making for all cities/county/local jurisdictions</p>	<p>♥ ♥ ♥ ✓ ✓</p>
<p>5. Reduce competing philosophies/methodologies on transportation (old system vs new system review)</p>	<p>♥ ✓ ♥ ✓</p>
<p>6. Add stakeholders (private companies) as a another participant in the review/decision making process</p>	<p>♥</p>
<p>7. Create adaptable/flexible review processes</p>	
<p>8. The current system needs reform as the current system is broken</p>	<p>♥ ♥ ✓ ✓ ✓ ♥</p>
<p>9.</p>	

Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 2 Here:

Breakout 2: Team Brainstorming

 How do we ensure both county and local revenues can support and maintain infrastructure?	Team Priority Stamps
16. adapt to the lost revenue from the migration of gas to electric forms of transportation (Tax reform, transparency)	✓
17. Dedicate funds to specific forms of transit	✓ ✓ ♥ ★
18. Transparency in the policy/tax process for additional revenue streams	♥ ★
19. Review land use/development patterns to tackle infrastructure (Mobility Fees)	✓
20. Prioritization of competing goals/policies for providing funds to specific mobility networks/uses over others	✓
21. Revise impact fee structure for municipalities to opt in/opt out and how they are allocated for different types of mobility networks (capital/operations)	♥ ✓ ✓ ✓ ✓ ✓
22. Surcharge on package/delivery/ TNC for those uses that add more wear/demand on the infrastructure	
23. Revise methodology of impact fees to adapt to the changes in traffic (multimodal) and types of mobility that may not be captured in current calculations.	♥ ✓ ✓ ✓ ★
24. Sales tax for ride sharing uses	✓
25.	






Team 8

Insert Gallery Team Screenshot Here (Introduce & Screen Shot in Breakout 1 only):



Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 1 Here:

Breakout 1: Team Brainstorming

How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?	Team Priority Stamps
1. Any decision based on price and market price to determine mobility solution	
2. Gathering data for travel data	
3. Clear metrics on where we stand today	
4. Public input	
5. System highly interconnected	
6. Examine local and regional travel within county.	
7. Each local government have plan, and determine inter connectivity	
8. Develop metrics for where we are and where we are going. Steps to implement comprehensive local and regional vision 	
9.	

Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 2 Here:

Breakout 2: Team Brainstorming

How do we ensure both county and local revenues can support and maintain infrastructure?	Team Priority Stamps
16. Insure funding flexibility in transportation investments	✓✓★✓✓✓
17. using parking tax on off-site parking areas and use funds to	✓
18. Return on investments for existing and future investments	
19. Need to develop measures of effectiveness to evaluate mobility needs such as sidewalks and other modes. The best return on investment.	✓✓★✓✓
20. Developers have option to pay fees in lieu of providing parking that can be used for improving other modes	✓
21. Provide incentive for mixed development in downtown areas	
22. Incentivize transportation developments specific to each region of the County	
23. Collected fees divided between capital and maintenance funds.	✓✓
24. In some case mobility fees credited against impact fees with rational nexus to development	
25. Insure enough revenues to maintain and support existing infrastructure.	
26.	

Team 9

Insert Gallery Team Screenshot Here (Introduce & Screen Shot in Breakout 1 only):



Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 1 Here:
Breakout 1: Team Brainstorming

How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?	Team Priority Stamps
1. We need to work from the same data sets.	
2. Include and engage all stake holders.	
3. Identify clear realistic goals.	
4. Share all data throughout all agencies.	
5. Common vision amongst all agencies.	
6. Use same platforms to save and share all data.	
7. Be conscious that it is our system and our money not one agency or the others.	
8.	

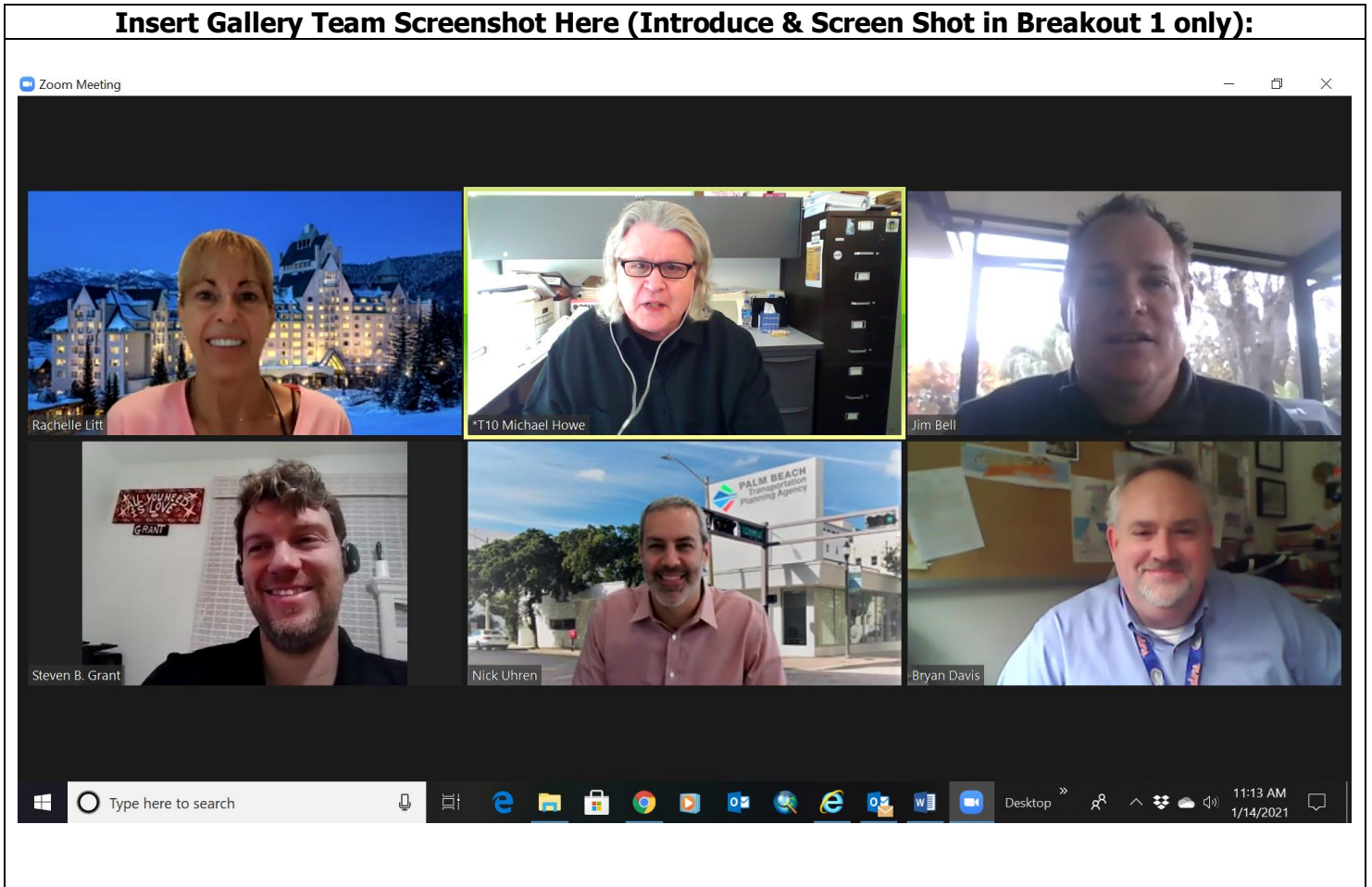
Note: This team bolded their top 3 choices: 3, 5, 6

Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 2 Here:
Breakout 2: Team Brainstorming



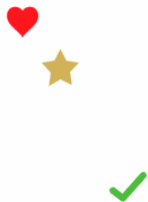

How do we ensure both county and local revenues can support and maintain infrastructure?	Team Priority Stamps
16. A good inventory and conditions of the infrastructure.	
17. Index taxes to inflation.	
18. Clearly define infrastructure.	
19. Update and advocate for funding related policies to account for inflation, cost of operations and maintenance, and development impacts.	
20. Clearly define mobility related infrastructure to the general public and what obligations different jurisdictions are responsible for installing and maintaining, and the benefits of such mobility infrastructure.	
21.	

Team 10

Insert Gallery Team Screenshot Here (Introduce & Screen Shot in Breakout 1 only):



Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 1 Here:

How do we make efficient and clear decisions regarding mobility, recognizing that the system is highly interconnected?	Team Priority Stamps
1. Role of cities, identify Needs & Goals & Priorities of individual cities. Local mobility plans where appropriate. County can serve as a resource to share technology, tools & data across municipalities.	
2.	
3. Municipalities are different some have Federal/State roads, downtowns, rail corridors and major employment centers. Look for common features, to plan for those common features.	
4. Identify socio-economic and demographic impacts on access to schools, employment and other uses. Funding, what is most effective way to distribute funds. Educating the public on new technology and coordinating access to that technology. Retiring inefficiencies when not providing benefits.	
5. Use TPAs collaborative process. TPA brings all transportation entities and communities and stakeholders to the table to advance a coordinated regional network consistent with local community values.	

Insert Screenshot of your Team’s Brainstorming Page with Annotations for Breakout 2 Here:

How do we ensure both county and local revenues can support and maintain infrastructure?	Team Priority Stamps
16. Let each municipality identify their mobility needs and costs. Look to see what collaboration can be made with the County for funding of their specific piece of mobility need.	★ ♥
17. Give local municipalities opportunity to identify what infrastructure, development location and types of safety and comfortability enhancements where impact fee payment is to be utilized.	♥ →
18. Have a collaborative discussion about what multimodal projects (not just road widenings) are worth building and establish a plan. Step 2. Charge new development for their proportionate share of the project costs based on impacts. Step 3. Supplement private and existing public funding with new additional revenue to allow us to construct things like rail stations and expanded rail service, improved east/west transit, etc.	★ ♥ → ✓
19. Participation of municipalities with the prioritization and timing of county roadway projects.	★ → ✓
20.	