

PALM BEACH TPA 2050 LRTP

Public Involvement Plan

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Purpose and Overview

The Palm Beach Transportation Planning Agency's (TPA) Public Involvement Plan (PIP) guides public participation regarding the TPA's Long Range Transportation Plan (LRTP), known as Vision 2050. The TPA's goal for public participation is to enable and encourage public awareness and input in the planning and prioritization process. The PIP provides a blueprint for the TPA to gather and consolidate public comments on the plan, recommendations, and potential projects within the plan, which may be adjusted as the LRTP is amended to ensure optimum public input and feedback. The PIP generally details when, who, and how information is gathered within the county and region and guides TPA staff on how to evaluate the success of public outreach. This is consistent with the objectives of the TPA's broader Public Participation Plan (PPP), which establishes various strategies to achieve the goal of successful public participation and engagement within the following objectives:

- Use regularly scheduled meetings of the TPA Governing Board, advisory committees (including sub or ad hoc committees), and the Transportation Disadvantaged Local Coordinating Board as opportunities to inform, involve, and seek input from the public.
- Provide comprehensive coverage of business conducted at meetings.
- Use an array of strategies to engage the community, focusing on geographic and demographic diversity and inclusion of traditionally underrepresented populations.
- Continuously evaluate effectiveness of outreach strategies.
- Provide notice and opportunities for public understanding and reviewing of TPA draft documents and proposed amendments. Provide and promote multiple opportunities for public comment.
- Promote and ensure access to traditionally underrepresented groups and communities, including low-income, minority, elderly, transportation disadvantaged, and those with limited English proficiency.
- Plan, promote, and support public participation in the planning and prioritizing of transportation plans and issues concerning Palm Beach County and the Southeast Florida region.

Planning Area and TPA Responsibilities

The Palm Beach TPA is a federally-mandated public agency that works with partners across Palm Beach County, Florida and the region. The TPA's mission is to plan, prioritize and fund the transportation system with a vision of a safe, efficient and connected multimodal transportation system for users of all ages and abilities.

The TPA directs federal and state funds in the urban areas of Palm Beach County and consists of a 21-member Governing Board. The Board approves roughly \$300 million of federal and state transportation dollars each year to implement projects that advance our regional vision for the nearly 1.5 million Palm Beach County residents. Palm Beach County is part of the Miami Urbanized Area. As such, the TPA coordinates with the Broward Metropolitan Planning



Organization (MPO) and Miami-Dade Transportation Planning Organization (TPO) in regional planning efforts. This includes the Southeast Florida Transportation Council, which oversees regional transportation planning through the tri-county MPOs.

The Planning Area of the TPA is the entirety of Palm Beach County, including the Miami Urbanized Area, the Belle Glade and Pahokee urban areas, and the full remaining rural portions of the County.

The TPA:

- is responsible for transportation planning for the entire county
- directs federal & state funds in the urban areas
- is a part of the Miami-Ft Lauderdale-West Palm Beach urban area that is coordinated through the Southeast Florida Transportation Council (SEFTC), a collaboration between the Miami-Dade TPO, Broward MPO and Palm Beach TPA

The TPA Team and Regional Partnerships

In order to achieve the detailed objectives in the PIP, stakeholders must be identified with a jurisdictional, direct, or other interest in Vision 2050. Regular coordination with local governments, as well as regional and state agencies, enables and encourages comprehensive public awareness and input. Key stakeholders include representatives of the following entities:

TPA Governing Board: The TPA Governing Board is comprised of 21 locally elected officials – 15 elected officials from our 13 largest municipalities, five of our seven Palm Beach County Commissioners, and one Port of Palm Beach Commissioner. The Board approves the TPA’s core work products and provides direction for agency staff.

Technical Advisory Committee: The Technical Advisory Committee (TAC) is made up of technical staff representing the various local governments within Palm Beach County, primarily planners and engineers. Members provide technical review, comments, and recommendations regarding items to be considered by the Governing Board, including transportation plans, programs, studies, and other appropriate documents and regional transportation issues.

Citizens Advisory Committee: The Citizens Advisory Committee (CAC) is responsible for providing the TPA Board with a “citizen’s eye” view of ongoing transportation issues in Palm Beach County. Because one of the core missions of the TPA is to gather local input and desires for transportation within the county, this committee is an important conduit for serving these public interests and submitting their views and concerns to the TPA Board.

Vision Zero Advisory Committee: The TPA’s Vision Zero Advisory Committee (VZAC) serves in an advisory capacity to the Governing Board mainly to advance elements of the TPA’s Vision Zero Action Plan oriented around pedestrian and bicycle safety. VZAC is a mix of technical and

civilian members who provide important input on safety and address key concerns within the county.

Southeast Florida Transportation Council: The Southeast Florida Transportation Council (SEFTC) is a formal partnership between the Palm Beach, Broward, and Miami-Dade metropolitan planning organizations (MPOs) to coordinate regional transportation planning for all travel modes. Federally, our three counties are recognized as “one traveling public”, making this partnership is an essential tool for public participation and engagement. SEFTC is made up of representatives of each MPO Board and serves as a formal forum for policy coordination and communication. The SEFTC contains the Regional Transportation Technical Advisory Committee, a staff-level advisory committee and three staff-level subcommittees that inform the council on modeling, public participation and transportation system management and operations. The council’s mission is to coordinate regional transportation goals, needs, funding, and policies that support the economic health and quality of life of the region.

Objectives for Public Participation

- Community Engagement Strategies
- **Continuous Involvement** – The TPA will offer public meetings and workshops to gather input for Vision 2050 in various geographical parts of Palm Beach County both in-person and virtually. These meetings will be held during a range of times to accommodate schedule needs. Needs and desires for those communities will be taken into account and TPA staff will reach out to interested stakeholder groups to gather input from specific interest groups.
- **Regular Engagement** – Each phase of Vision 2050 will offer opportunities for input and feedback. This may include public meetings and workshops, surveys, an interactive comment map, Call for Projects and in-person meetings. Staff will share these opportunities via social media, the agency’s biweekly newsletter, advisory committee and Board meetings, community presentations and other formats as needed. This will be broken out into three key phases:
 - **Informational Phase** – Notify the public and stakeholders of the LRTP’s purpose, timeline and major milestones as well as how they can get involved and stay informed throughout the process.
 - **Decision-Making Phase** – Identify specific opportunities for the public and stakeholders to provide input at key decision-making points that will affect the development of the plan such as lists of projects, scenario planning and budget.
 - **Review Phase** – Allow the public to review and provide input on a draft version of the plan.
- **Representative Input** –The target is to reach as many pockets of Palm Beach County as possible, with a special emphasis to traditionally underserved areas. Efforts will also be made to reach these populations through outreach events and virtual feedback.

- **Statistically Significant random sample survey** –An independent, statistically significant random sample survey will be conducted to understand citizen priorities and preferences that may not directly communicate with the TPA frequently.

Informational Strategies

- **Approachable Information** – Since the LRTP can be a complicated topic for the general public to easily grasp and understand, especially as it relates to the long-term impact, a conscious effort will be made to make the language and materials surrounding the LRTP as easy to digest as possible. This includes simple and consistent branding that is ADA compliant. Materials for the LRTP will include approachable information that avoids jargon and terms not commonly used by the general public. Simplified graphics will be shared when possible to show how and when input can be gathered.
- **Digital Tools** – the TPA will use several digital tools to supplement in-person input. This includes the TPA’s website, GIS mapping for review and input that will integrate the agency’s Comment Map, a biweekly newsletter, social media, and online surveys.
- **High-Impression Outreach** – Boosted social media posts that are focused within the geographic area of Palm Beach County will be used to reach more people and to gather more input. This will be used for the Comment Map, surveys and any other online tools as needed.

Engagement Methods

TPA staff will hold up to 30 meetings with stakeholders including homeowner’s associations, chambers of commerce, School District of Palm Beach County Board members, County Commissioners, and municipal government elected officials.

Staff will also host up to 20 in-person or virtual staff meetings with infrastructure owners and other major partners (FDOT, Palm Beach County Traffic and Planning Divisions, local municipalities, Palm Tran, South Florida Regional Transportation Authority, etc.) to give frequent updates and receive feedback.

Staff may exceed this number of meetings as input is gathered and staff work with stakeholders to develop the draft plan. This will also include workshops with the public, virtual webinars, in-person workshop opportunities for advisory committee members, tabling at community events, social media, etc.

Input will also be gathered online through the digital tools mentioned above.

Evaluation

- April – June 2024: Comments will be gathered through the TPA’s Comment Map, survey responses and workshops.
- July – August 2024: Comments will be gathered on the funding plan to determine how best to fund projects submitted through the Call for Projects. This will shape the draft and final plan.

- September – October 2024: Comments will be collected for the draft plan before being adopted in December 2024. This will include at TPA advisory committee meetings, Board meetings, with stakeholders and general public review of the document on the TPA website.

Schedule

Public Participation Schedule

