

II. FISCAL IMPACT ANALYSIS

A. Five Year Summary of Fiscal Impact:

Fiscal Years	2018	2019	2020	2021	2022
Capital Expenditures					
Operating Costs					
External Revenues					
Program Income(County)					
In-Kind Match(County					
NET FISCAL IMPACT	0				
#ADDITIONAL FTE POSITIONS (CUMULATIVE					

Is Item Included in Current Budget? Yes No
Does this item include the use of federal funds? Yes No

Budget Account No:
Fund Department Unit Object

B. Recommended Sources of Funds/Summary of Fiscal Impact:

The Route Performance Maximization initiative enhances the existing network footprint and utilizes existing resources in Palm Tran’s approved FY18 and proposed FY19 budgets, therefore no fiscal impact will come about from these proposed changes.

C. Departmental Fiscal Review: Michael Williams 7/20/18
Michael Williams, Director Administrative Services

III. REVIEW COMMENTS:

A. OFMB Fiscal and/or Contract Dev. and Control Comments:

Lex Pryor 7/31/18
OFMB 7/31/18
Don J. Janssen 8/17/18
Contract Dev. & Control

B. Legal Sufficiency

Assistant County Attorney 8/8/18
The APM Initiative proposes changes to Palm Tran's bus network only. The Title II equity analysis did not analyze impacts of a change to Palm Tran's fare structure as no fare modifications are being proposed.
An affidavit confirming publication was not available from all entities at time of legal review. Palm Tran advises that the Required notices have been published.

C. Other Department Review

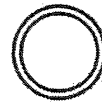
Department Director

Route Performance
MAXIMIZATION

ERP

Attachment 1 - Page 1 of 8

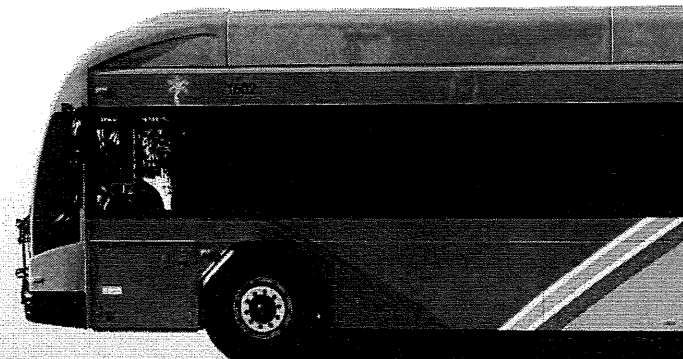
Board of County
Commissioners
Public Hearing
August 14, 2018

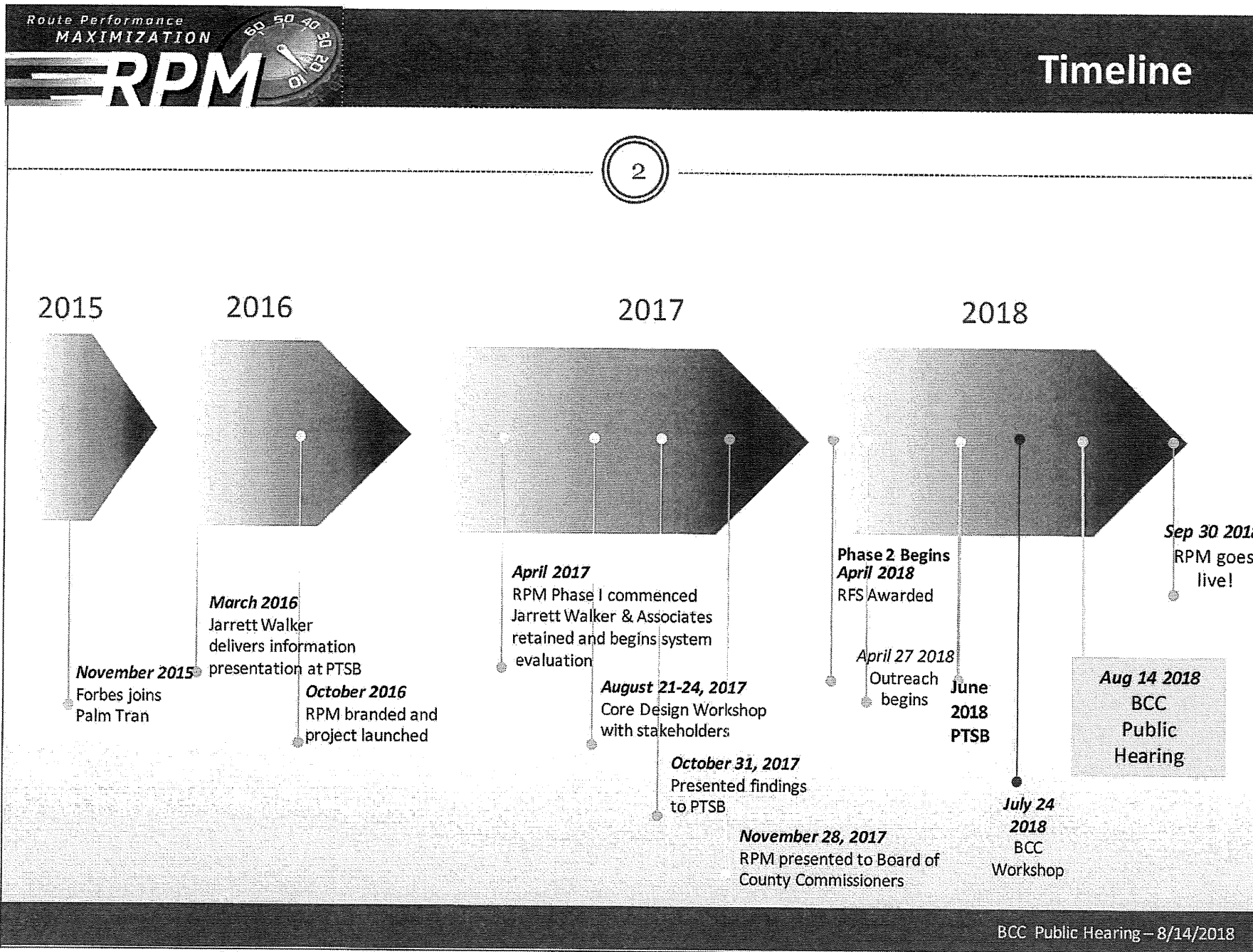


CLINTON B. FORBES
Executive Director

STEVE ANDERSON
Palm Tran Project Manager

ADAMS CONSULTING GROUP
TINDALE OLIVER
Project Team





- **Goals of RPM**

- Use existing resources
- Enhanced "Coverage" network
- Minimal impact to existing customers
- More access to opportunity
- More direct service
- More seamless connections
- Improve frequency
- Improve span



- **Expected Goals**

- Better service for existing customers
- Attract new customers
- Improve on-time performance



4

- **62,600 unproductive hours identified**

Approximately \$5M to Maximize

- **Resources reinvested aligns with RPM goals**

- More frequent service
- More convenient connections (transfers)
- More direct service
- Improved evening/weekend service



Frequency of Bus Routes, Palm Tran vs. RPM Network

Frequency	Level of Service	Current Palm Tran	RPM
61 minutes or more	F	4 (12%)	2 (6%)
60 minutes	D	21 (62%)	14 (44%)
31-59 minutes	C	2 (6%)	8 (25%)
30 minutes	B	5 (15%)	5 (16 %)
16-29 minutes	B+	2 (6%)	3 (9 %)
		34 total routes	32 total routes

6

Required under FTA/ Civil Rights Act of 1964 as part of many major service change

Determines whether service changes will have disproportionate impact on minority or low-income populations

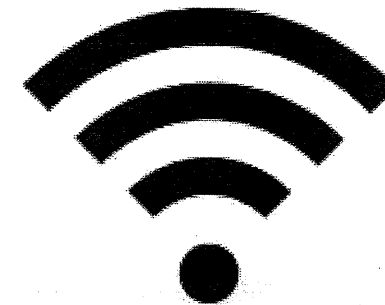


Title VI findings: No disproportionate adverse impacts to minority or low-income populations

PTSB approved at 7/26 Board Meeting

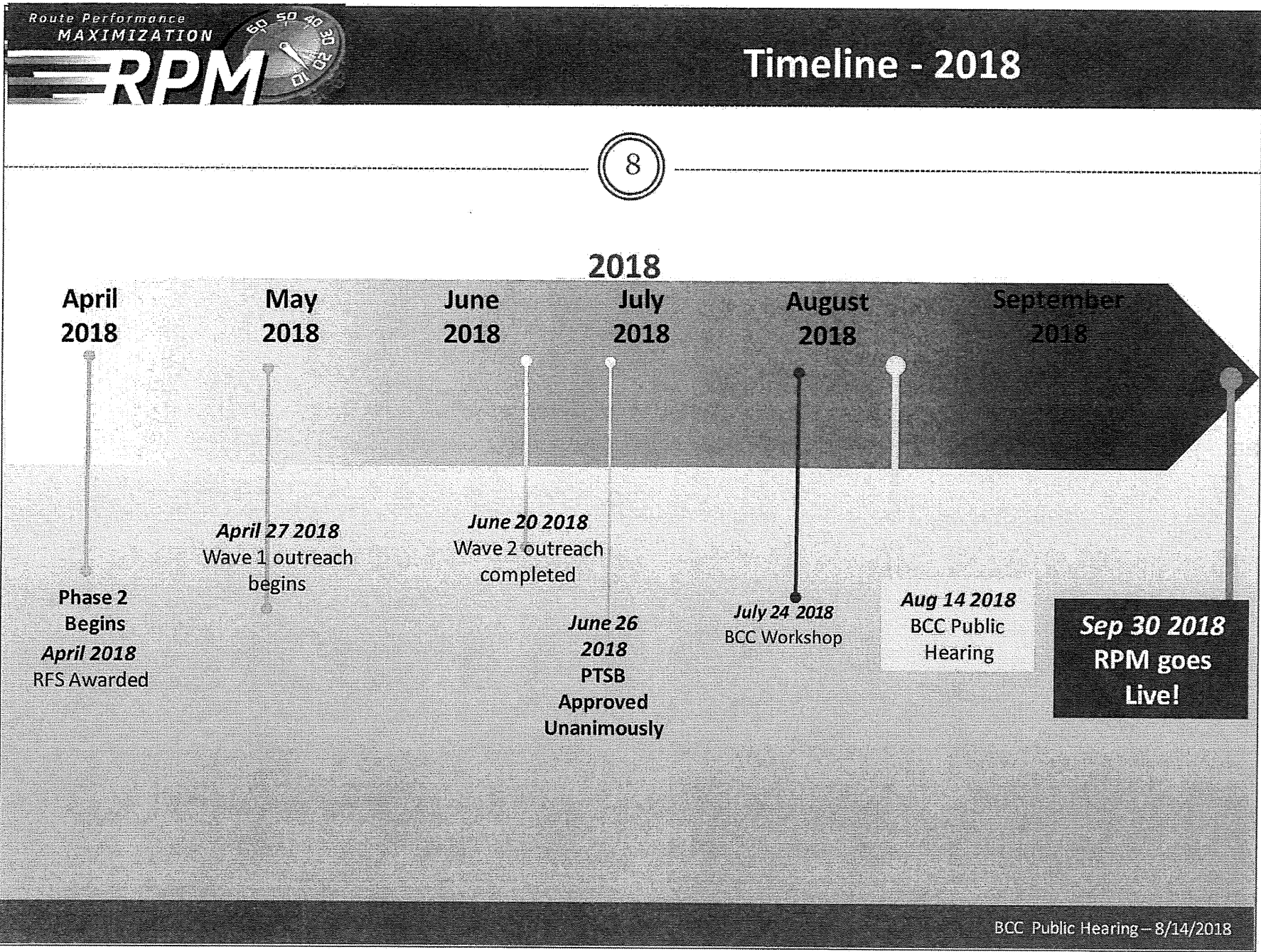
•Implementation

- Customer education
- Robust outreach
- Enhanced Rider's Guide
- Website
- Onboard Announcements
- Social Media
- Call on-hold message
- Palm Tran App
- Intense ground game



•Fare-free transit during first few days of implementation

•Free Wi-Fi on all fixed-route buses



Thank You

Discussion

21 July 2018

To: Steve Anderson, Planning Manager

From: Randall Farwell, Senior Associate

Re: RPM Bus Network Changes – Title VI Analysis Findings

Findings: The results of the Title VI equity analysis performed to compare the proposed RPM bus network changes with the existing bus network *found no disproportionate adverse impacts* on low income or minority populations. The impacts of the proposed RPM bus network changes improves access to transit services for low income and minority populations in greater proportion than for the general public within the bus network service area.

Requirements: Transit providers within service areas containing more than 200,000 residents are required under Title VI of the Civil Rights Act of 1964 to complete an equity analysis of any major service change or fare change. The analysis must be completed during the programming stages, regardless of the proposed amount of fare increase or in the case of service changes, a service equity analysis is required for any major service change. Requirements for major service changes differ based on the magnitude of changes and established thresholds. The purpose of an equity analysis is to ensure that any potential fare structures or service changes are consistent with Title VI of the Civil Rights Act of 1964 and are fair and equitable to all citizens, regardless of race, color, or national origin. The objectives of FTA's Title VI Program, as set forth in FTA Circular 4702.1B, "Title VI Program Guidelines for Federal Transit Administration Recipients," are:

- To ensure that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color, or national origin.
- To ensure that the level and quality of FTA-assisted transit services are sufficient to provide equal access and mobility for any person without regard to race, color, or national origin.
- To ensure that opportunities to participate in the transit planning and decision-making process are provided to persons without regard to race, color, or national origin.
- To ensure that decisions on the location of transit services and facilities are made without regard to race, color, or national origin.
- To ensure that corrective and remedial action is taken by all applicants and recipients of FTA assistance to prevent discriminatory treatment of any beneficiary based on race, color, or national origin.

An equity analysis must be completed to determine whether planned changes will have a disproportionate impact on minority populations. Although low-income populations are not a protected class under Title VI, it is recognized through statistical analysis that there is an inherent

overlap of environmental justice (EJ) principles with low income populations. Additionally, because it is important to evaluate the impacts of service and fare changes on passengers who are transit-dependent, FTA requires transit providers to evaluate proposed service and fare changes to determine if low-income populations will bear a disproportionate burden of the changes. Therefore, an equity analysis determines whether there is a disproportionate burden between the existing fare or service and the proposed fare or service change on low-income riders.

Methodology: The service equity analysis compares access to bus transit services for the proposed bus network changes in relation to the existing bus network. Access to transit services was determined based on changes in routes and related bus stops. The methodology used is as noted:

1. Identify existing Title VI areas within Palm Beach County comprised of Census block groups with: a) minority populations greater than the average countywide minority population, and b) low income populations greater than the average countywide low income population. Within the Palm Tran service area, low income population accounts for 13.9% of the general population and minority population accounts for 43.1% of the general population.
2. Determine if the service changes constitute a major service change. The proposed bus network changes will affect more than 25% of the existing route network and therefore are considered a major service change.
3. Using service planning GIS analyses, calculate impacts of proposed service changes on ridership access within designated Title VI population areas, including:
 - a. Changes to and/or elimination of bus stops using walksheds of ¼-mile
 - b. Changes to service span impacting ridership within the time periods impacted
 - c. Changes to service frequency impacting ridership
 - d. Changes to routes alignments and eliminations impacting accessibility
4. Using service planning GIS analyses, calculate impacts of proposed service changes on ridership activity within the overall Palm Tran bus network, including:
 - a. Changes to and/or elimination of bus stops using walksheds of ¼-mile
 - b. Changes to service span impacting ridership within the time periods impacted
 - c. Changes to service frequency impacting ridership
 - d. Changes to routes alignments and eliminations impacting accessibility
5. Compare impacts on Title VI protected groups to impacts on the general system
 - a. If impacts to Title VI protected groups are greater than 20% of impacts on the general public, per Palm Tran policy, then an adverse disproportionate impact exists
 - b. If disproportionate impacts do not exist, then changes are in compliance with Title VI

6. For disproportionate impacts, identify reasonable means to mitigate the adverse impacts on low income and minority areas.

Results: The results of the Title VI analysis found *no disproportionate adverse impacts on low income or minority populations* within the Palm Tran service area using a ¼-mile buffer as a standard walkshed measure of access to service. The results reflect that the proposed bus network changes adversely affect access to Palm Tran fixed route services for non-low income and non-minority areas at a rate greater than the average for low income and minority areas.

The analysis examined net bus stop changes to service access between the existing and the proposed bus networks by focusing on areas in which service access will be eliminated (no access to service within ¼-mile of a bus stop). The proposed bus network changes would result in a net elimination of 89 bus stops where walkshed access is greater than ¼-mile. The existing bus network includes 3221 bus stops. The proposed bus network will include 3132 bus stops.

The impact of elimination of bus stops for low income and non-low income areas as well as for minority and non-minority areas is reflected in the tables below. For low income areas, 1.2% of existing stops are eliminated compared to 4.0% for non-low income areas. For minority areas, 1.2% of existing stops are eliminated compared to 3.4% for non-minority areas.

Low Income	Non-Low Income	Total		Minority	Non-Minority	Total	
1441	1780	3221	Existing stop total	894	2327	3221	Existing stop total
1424	1708	3132	New stop total	883	2249	3132	New stop total
17	72	89	Removed stops (beyond 1/4-mile)	11	78	89	Removed stops (beyond 1/4-mile)
1.2%	4.0%	2.8%	% removed (total existing network)	1.2%	3.4%	2.8%	% removed (total existing network)
19.1%	80.9%	100.0%	% removed (removed stops)	12.4%	87.6%	100.0%	% removed (removed stops)

The direct impact on Title VI protected populations is lower than that for the general population within the service area. Further, the difference in impacts on Title VI populations compared to the general public is less than the 20% Palm Tran policy threshold. Therefore, no disproportionate adverse impacts accrue to Title VI protected populations and no additional mitigation is necessary.

CC: J. Rey
J. Willits
J. Barber
D. Rynerson

RESOLUTION NO. R -

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY (BCC), FLORIDA, APPROVING THE TITLE VI SERVICE AND FARE EQUITY ANALYSES REQUIRED BY THE FEDERAL TRANSIT ADMINISTRATION SHOWING THAT THE MAJOR SERVICE CHANGES TO THE PALM TRAN NETWORK HAVE NO DISPARATE IMPACT TO EITHER MINORITY OR LOW-INCOME POPULATIONS AND APPROVING THE RECOMMENDED MAJOR SERVICE CHANGES PROPOSED BY THE ROUTE PERFORMANCE MAXIMIZATION INITIATIVE; ESTABLISHING AN EFFECTIVE DATE

WHEREAS, Palm Tran is proposing a major service change to its existing network; and

WHEREAS, Palm Beach County defines a major service change as either a twenty-five percent (25%) change in system-wide service hours or a twenty-five percent (25%) change in route-level mileage; and

WHEREAS, the fixed route changes proposed by the Route Performance Maximization Initiative (RPM) meet or exceed the guidelines for a major service change; and

WHEREAS, in accordance with Title VI of the Civil Rights Act of 1964, Federal Transit Administration (FTA) Circular 4702.1B and Palm Beach County's Public Transit System (Palm Tran) Title VI Program (Title VI Program), the County completed an equity analysis of the proposed major service changes; and

WHEREAS, the purpose of an equity analysis is to ensure that any potential service changes are consistent with Title VI of the Civil Rights Act of 1964 and are fair and equitable to all citizens, regardless of race, color or national origin; and

WHEREAS, the County retained the consultant, Tindale Oliver, to conduct an equity analysis of the proposed major service changes during the programming stages of the RPM initiative in accordance with FTA Circular 4702.1B and the Title VI Program; and

WHEREAS, the results of the Title VI equity analysis performed to compare the proposed RPM bus network changes with the existing bus network found no disparate impacts that will result in adverse effects that are disproportionately borne by minority populations and no adverse effects that will be disproportionately borne by low-income populations; and

WHEREAS, the impacts of the proposed RPM bus network changes improve access to transit services for low-income and minority populations in greater proportion than for the general public within the bus network service areas; and

WHEREAS, the Board of County Commissioners has conducted a final public hearing regarding the proposed RPM service changes and given due consideration to the information and recommendations received from staff, the opinion of experts, the relevant comments and supporting information received from the public, taking into consideration the knowledge and expertise of the commenter to the extent it has information regarding such, the reasons provided from those in support of or opposition to the proposed service changes, and the supporting facts, opinions, research, data, and the Title VI equity analysis and findings; and

WHEREAS, the BCC's decision is not based simply upon the number of commenters in support of or in opposition to the proposed service changes but rather its determination that the approved service changes will reasonably further the desired outcome of providing better, more efficient, and faster fixed route public transportation services to the public in a cost effective manner.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF PALM BEACH COUNTY, FLORIDA:

- 1. That the Board of County Commissioners hereby approves and adopts the Title VI Equity Analysis presented by Tindale Oliver in accordance with Palm Beach County's Title VI Program and FTA Circular 4702.1B.
- 2. That the Board of County Commissioners approves and adopts the major network service changes proposed by the RPM initiative and authorizes those service changes to go into effect on September 30, 2018. Thereafter, a new innovative flex routing system pilot program with a target date of November 1, 2018 will be initiated in the Glades area.

This Resolution shall take effect immediately upon its adoption.

The foregoing Resolution was offered by Commissioner _____, who moved its adoption. The motion was seconded by Commissioner _____, and upon being put to a vote, the vote was as follows:

Commissioner Melissa McKinlay, Mayor	_____
Commissioner Mack Bernard, Vice Mayor	_____
Commissioner Hal R. Valeche	_____
Commissioner Paulette Burdick	_____
Commissioner Dave Kerner	_____
Commissioner Steven L. Abrams	_____
Commissioner Mary Lou Berger	_____

The Mayor thereupon declared the resolution duly passed and adopted this _____ day of _____, 2018.

APPROVED AS TO FORM AND LEGAL SUFFICIENCY	PALM BEACH COUNTY, FLORIDA BY ITS BOARD OF COMMISSIONERS Sharon R. Bock, Clerk and Comptroller
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By: _____ County Attorney	By: _____ Deputy Clerk
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NOTICE OF PUBLIC HEARING

RE: PALM TRAN SYSTEM-WIDE CHANGES THROUGH THE ROUTE PERFORMANCE MAXIMIZATION PROJECT

Notice is hereby given that a Public Hearing has been scheduled for the purpose of presenting Palm Tran major system-wide changes through the Route Performance Maximization project (RPM). The Public Hearing will be held at the Board of County Commissioner meeting as follows:

DATE: Tuesday, August 14, 2018
TIME: 9:30 a.m.
LOCATION: Robert Weisman Governmental Center, 6th Floor
301 N. Olive Avenue
West Palm Beach, FL 33401
Served by: Route 1

A. DESCRIPTION OF PROJECT

The Route Performance Maximization project (RPM) involves system-wide major service changes in schedules and service locations for fixed-route bus service. The project involves the addition or removal of routes and bus stops and modifications to existing route alignments. Proposals, concepts and the Title VI Equity Analysis are available for public inspection at: <http://www.palmtran.org> and at the Palm Tran offices located at: 3201 Electronics Way, West Palm Beach, FL 33407 and at Palm Beach County Libraries during regular business hours.

B. RELOCATION

No persons, families or businesses will be displaced by the project.

C. ENVIRONMENT

The project will allow Palm Tran to continue providing public transportation services within Palm Beach County that will continue to reduce exhaust emissions from automobiles and reduce air pollution traffic congestion and conserve energy.

D. COMPREHENSIVE PLANNING

The project is in conformance with comprehensive land use and transportation planning in the area.

E. ELDERLY AND HANDICAPPED

Reduced fares for the elderly and handicapped will continue to be in effect at all times of operation.

Written comments will be received at Palm Tran, 3201 Electronics Way, and at Palm-Comments@pbcgov.org and voice comments will be accepted at (561) 841-4319 until 5 p.m. August 10, 2018.

Proposals and concepts are available for public inspection at: <http://www.palmtran.org> and at the Palm Tran offices located at 3201 Electronics Way, West Palm Beach, FL 33407.

Public participation is solicited without regard to race, national origin, sex, religion, disability or family status. Persons with questions or concerns about nondiscrimination, or who require special accommodations under the Americans with Disabilities Act or who want this information in a language other than English, or who need translation services for the public hearing (free of charge), should contact Claudia Salazar, Title VI Coordinator at: (561) 841-4241, or csalazar@pbcgov.org

Para solicitar información en idiomas distintos al inglés, si requiere un intérprete en la audiencia pública, o para solicitar asistencia para una persona con discapacidades, por favor contactar a Claudia Salazar en el (561) 841-4241, o csalazar@pbcgov.org

Pou mande enfòmasyon sa a nan yon lang ki pa angle, oswa si ou bezwen sèvis tradiksyon pou odyans piblik la (gratis), oswa si ou bezwen akomodasyon espesyal anba Lwa sou Ameriken ak Andikap kontakte Claudia Salazar, Koòdonatè Tit VI nan (561) 841-4241 oubyen csalazar@pbcgov.org