



Cover Memorandum/Staff Report

File #: 26-0672

Agenda Date: 6/2/2026

Item #: WS.3.

TO: Mayor and Commissioners
FROM: Missie Barletto, Public Works Director
THROUGH: Terrence R. Moore, ICMA-CM
DATE: June 2, 2026

DISCUSSION REGARDING FREE RIDE SERVICES

Recommended Action:

Receive a presentation regarding current ride services and provide direction regarding potential amendments.

Background:

In September 2019, as part of the Delray Beach Redevelopment Agency (CRA) and the City of Delray Beach's comprehensive transportation system, the CRA awarded an agreement with BeeFree, LLC dba Freebee for point-to-point transportation services.

The purpose of the service was to provide a year-round point-to-point transportation program that will provide the City's residents, visitors, and business employees with a convenient and efficient transportation option and to reduce downtown traffic. In order to encourage visitors and residents to patronize Downtown Delray Beach and increase the tax base within the CRA District, all rides were required to either commence or terminate within the boundaries of the Downtown Core Area.

The CRA managed and funded this program until 2022, at which time the program was to be transferred to the City.

On November 1, 2022, the City awarded an agreement to Freebee pursuant to RFP No. 2022-031 for Fixed Route and Point-to-Point Transportation Services. The term of the agreement was three (3) years, with the option to renew for two (2) additional one-year periods. At that time, six (6) service options were presented. Option 3 was approved in an effort to reallocate available budget to completing the renovations at Old School Square at the time.

Option 1. (8) GEM vehicles with the expanded service map but *not* Tri-rail route **Includes \$24,000 advertising subsidy per vehicle annually - \$813,128.00

Option 2. (5) GEM vehicles and (3) Tesla for the expanded map but *not* Tri-rail route **Includes \$24,000 advertising subsidy per vehicle annually - \$841,006.00

Option 3. (5) GEM vehicles in existing service area map (CRA District) *not* Tri-rail route ** includes \$24,000 advertising subsidy per vehicle annually - \$508,205.04

Option 4. (5) GEM vehicles and (3) Tesla for expanded map and *including* Tri-rail route ** includes \$24,000 advertising subsidy per vehicle annually - \$841,040.43

Option 5. (5) GEM vehicles and (3) Tesla for expanded map and *including fixed* Tri-rail route ** includes \$24,000 advertising subsidy per vehicle annually - \$841,040.43

Option 6. (8) Tesla vehicles serving expanded map *and* Tri-rail with all point -to- point service **

includes \$24,000 advertising subsidy per vehicle annually - \$887,469.39The

GEM vehicles are considered Low Service Vehicles (LSV) and are restricted by state statute to roads where the posted speed limit is 35MPH or less therefore the current service boundary is restricted to these roads.

Considerations for the City Commission include, but are not limited to, the following:

1. If expansion of service boundary is desired, where should it be expanded to?
2. What are the goals of expansion?
3. What is the average wait time expectation? Wait times average 15-20 minutes in the current service boundary.
4. Should advertising on vehicles continue to subsidize costs?

Mobility Element

Objective MBL 1.3: Expand and augment transit options that provide connections between the commuter rail-based transit stations and employment centers, high density residential developments, and recreational facilities.

Policy MBL 1.3.2: Provide mobility options that link Tri-Rail stations to the downtown area, employment centers and high density residential developments, such as but not limited to, trolley service or point to point services.

Objective MBL 2.3: Support and augment commuter rail service to Delray Beach.

Policy MBL 2.3.1: Continue to promote transit-oriented development patterns around the Delray Beach Tri-rail Station.

Policy MBL 2.3.2: Continue to provide local transit links to the Delray Beach Tri-Rail Service and plan to provide access to the Tri-Rail Coastal Link station.

Develop a system of transit options that provide connections between the commuter Objection MBL 2.4: Develop a system of transit options that provide connections between the commuter rail-based transit stations and major transportation generators and attractors.

Policy MBL 2.4.4: Support transit service along Delray Beach's main corridors to connect neighborhoods to the Tri-Rail stations, the downtown area, employment centers, and recreational destinations using mobility options, such as but not limited to, trolleys, point to point service, Palm Tran, etc.

Policy MBL 2.4.6: Support maximizing options to relieve congestion through trolleys, shuttles, transportation modalities that augment Palm Tran and Tri-Rail Services and operate with the cleanest fuels possible.

Objection MBL 2.5: Maintain safe and effective operation of the transportation network through optimization of connectivity.

Policy MBL 2.5.3: Establish connectivity between transportation modes as an integral part of providing overall mobility.