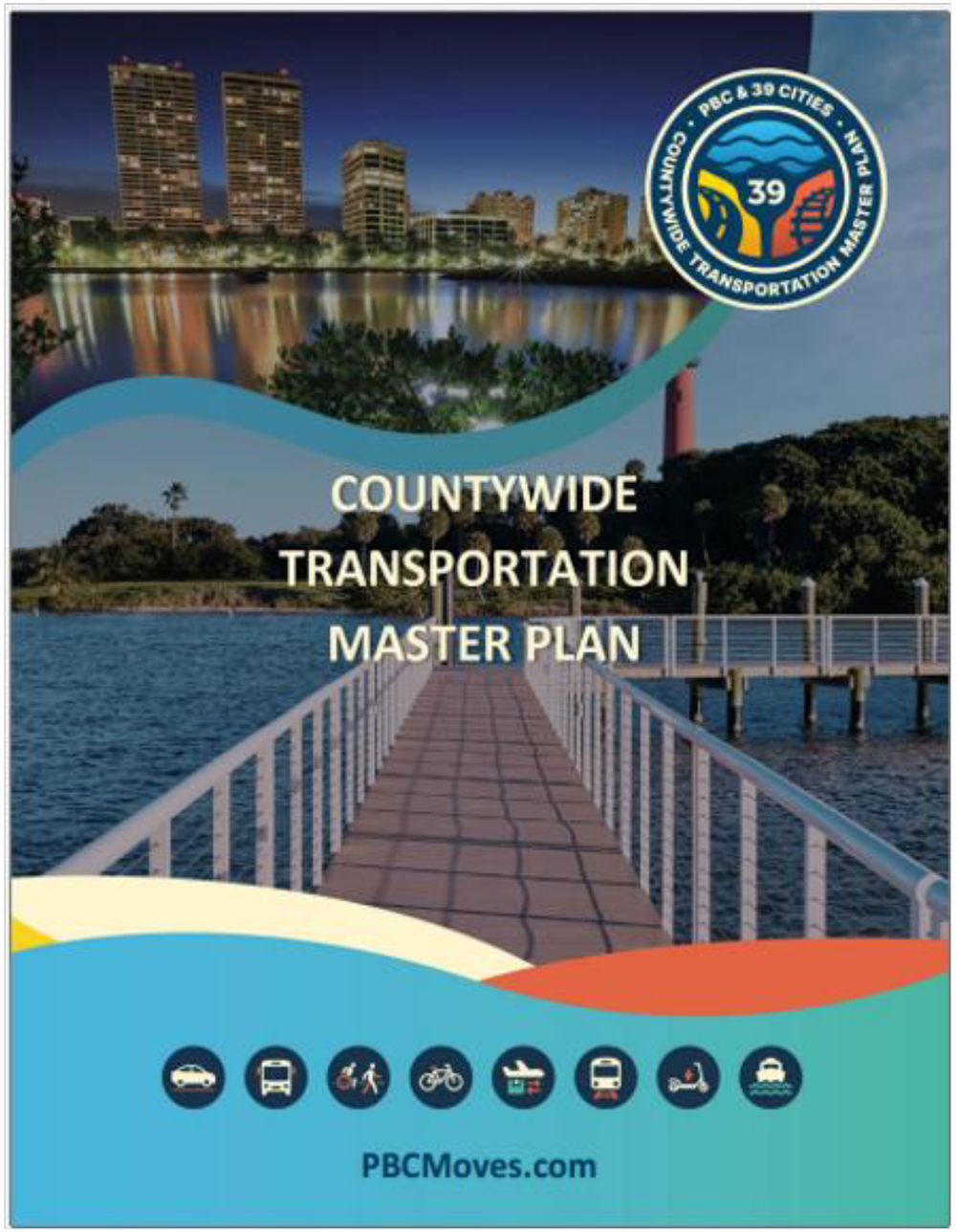
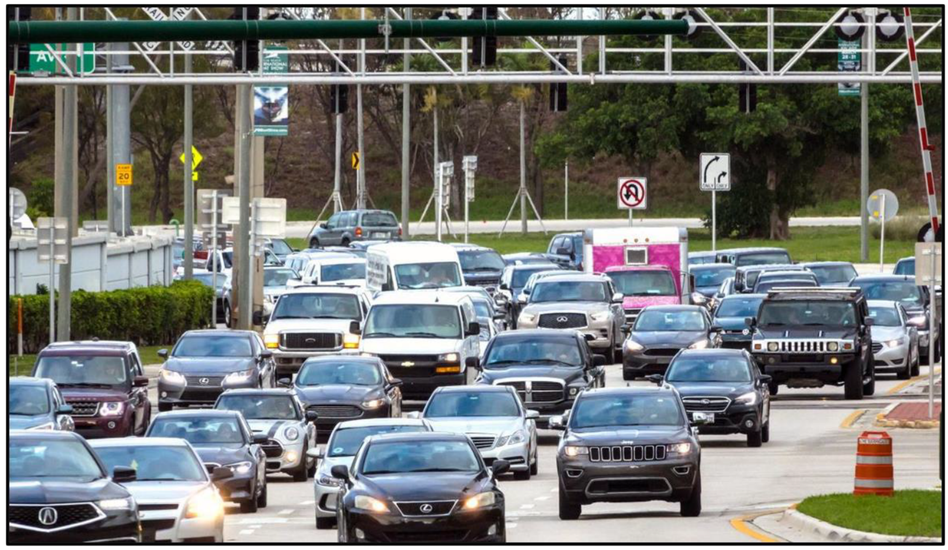
Presentation of Draft Countywide Transportation Master Plan (CTMP) and Recommendations



Wednesday, August 26, 2026
Agenda Item 3

Purpose of CTMP

- Establish a multijurisdictional planning framework for safe, connected transportation and mobility.
- Strengthen intergovernmental coordination to support an effective, convenient, and regionally connected multimodal system.
- Identify multimodal transportation needs and establish an ongoing process to coordinate land use and transportation projects.
- Provide a foundation for PBC and local governments to adopt or update their own transportation improvement plans and recommendations.
- The following four stages are associated with the Scope of Work for the Project: ***Discovery, Envision, Strategize, Enact.***



Background

- **July 17, 2024** – PBC BCC direction to coordinate with 39 municipalities for a Request for Proposal (RFP) from transportation professionals to develop a CTMP.
- **December 12, 2025** – RFP was advertised and closed on March 4, 2026
- **June 18, 2025** – PBC BCC approved contract with WSP USA Inc. (Totaling $995,190.89)
  - WSP USA Inc. worked with County staff and a technical group of stakeholders (Intergovernmental Plan Amendment Review Committee - IPARC 2.0+ and Multijurisdictional Issues Coordination Forum Executive Committee - MICFEC) to develop CTMP
  - Required building consensus among stakeholders and used emerging technologies to develop the CTMP for PBC BCC approval
  - Commence July 1, 2025 and completion date of October 1, 2026 with three 1-year options to renew and extend for additional services and implementation (Task 15)
- **February 4, 2026** – First Amendment ($125,000 for additional public meetings and futureproofing CTMP)

CTMP Timeline

	MONTHS	1	2	3	4	5	6	7	8	9	10	11	12	13	14
TASK / STAGE		**Stage 1:** *Discover*				**Stage 2:** *Envision*			**Stage 3:** *Strategize*				**Stage 4:** *Enact*		
1	Transportation Master Plan Guiding Principles														
2	Identification, Engagement and Outreach of Stakeholders														
3	Public Involvement														
	Public Survey														
	Public Meetings (8 Minimum)														
4	Assessment of Existing Data Sources														
5	Existing Roadway Conditions														
6	Data Collection and Transportation Capacity Analysis														
7	Projection of Future Growth and Transportation Demand														
8	Develop Recommended Goals, Objectives and Policies														
9	Develop Recommended Design Principles														
10	Corridor and Subarea Analysis														
11	Develop recommended Quality and Level of Service Standards and Performance														
12	Prioritization of Projects														
13	Project Deliverables														
	Future Proof CTMP														
	Final CTMP														
	Schedule of Tasks and Milestones														
	Executive Summary														
	CTMP Website (within 60 days of NTP)														
	Project Upload Portal (within 180 days)														
14	Final Presentations														
	Public Summit and Virtual Room														
	Public Input Meetings (Outside of Summit - 2 Additional)														
	Presentation to the Board of County Commissioners														

We are Here

CTMP Recommendations

- 3-Tier Implementation Framework: Optimize what we have, Expand where needed, Transform mobility for the future, and Work together to deliver results.

Optimize	Expand	Transform
NEAR-TERM (0- 2 Years)	MID-TERM (2-5 Years)	LONG-RANGE (5+ Years)

- 21 High Need Corridors with Multiple Projects Identified for Multimodal Improvements
- Policy Recommendations and Toolkit for PBC and Municipalities
- Next Steps and Implementation Plan

WSP Presentation

WSP Presentation of Draft CTMP and Recommendations

- Speakers (in-person)



EMILY RITZLER,
Advisory and Planning



MURRIAH DEKLE
Assistant VP, Transportation Planning

- Behzad Karimi (virtual) – Senior Technical Manager, Travel Demand Forecasting
- Larry Burns (virtual) – Futurist, Senior Advisor

Agenda

1. Purpose & Need
2. Priority Framework
3. Project Recommendations
4. Policy Recommendations
5. Quick Wins
6. Municipal Toolbox
7. Next Steps

Purpose of Today

Why are we here?

- **Present recommendations** for the Countywide Transportation Master Plan (CTMP); **prioritized projects and policies**
- **Adoption of the CTMP** is the first step in a long, collaborative process
- **Going from planning** to implementation

What is the problem that we are solving?

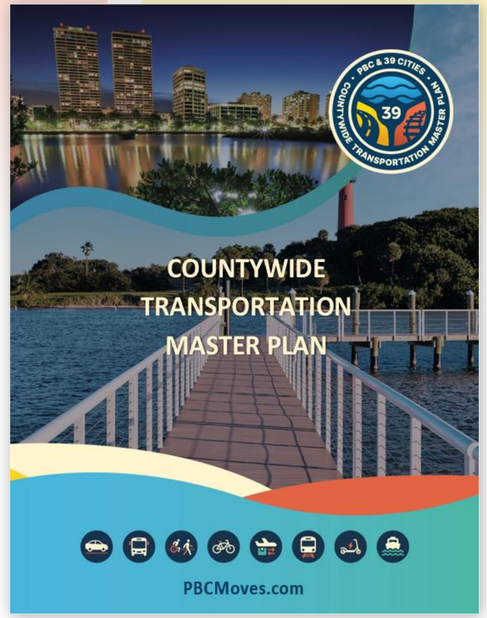
CTMP provides **one, all-encompassing plan** of transportation projects that represent:

- Municipal Plans
- Palm Tran TDP
- 561 Enhanced Transit Plan
- PBC TIM
- County Comprehensive Plan
- MPO LRTP
- FDOT Plans and Projects
- Other planning inputs

What are we requesting from the BCC?

- Motion to **adopt**
- The CTMP was designed as a **living document to support** the dynamic environment
- Action for improvements will **require an implementation program** through the Palm Beach County Intergovernmental Coordination Program and/or sub-committees

What is the Countywide Transportation Plan?



The CTMP is a countywide framework that positions Palm Beach County, its municipalities, and transportation partners to compete for funding, coordinate investments, and deliver transportation improvements more strategically through 2050.

This is the beginning of the implementation process. **Adoption of the CTMP provides:**

A **project pipeline** to accelerate delivery of **nearly 2,000 transportation projects** across the County

Targeted **investment in high-need corridors** to improve mobility of all modes, safety, and reliability where it matters most

A mechanism to **modernize the traffic signal network** to improve flow, reduce congestion, and maximizes existing roadway capacity

Preparation for **future transit and mobility technologies** to ensure the County is ready for emerging transportation solutions

One coordinated countywide strategy that aligns local, regional, state, and federal partners to compete more effectively for funding

The CTMP Difference: From WHAT to HOW

Existing plans tell us WHAT has been planned.

The CTMP determines HOW those plans work together.

The CTMP will function as a living document to continuously **integrate** County, Municipal, MPO, Palm Tran, and FDOT plans into **one decision framework**

The CTMP builds on existing plans — it **does not replace** them. The CTMP **coordinates priorities** for investment without creating another agency

Scope & Scale of the Effort

MUNICIPALITIES

Town of Manalapan	3
City of Boynton Beach	93
Town of Jupiter Inlet Colony	1
City of Pahokee	7
Town of Juno Beach	14
Town of Highland Beach	3
Town of Ocean Ridge	4
Town of Cloud Lake	0
Town of Briny Breezes	1
Village of Golf	4
Town of Glen Ridge	7
Town of Hypoluxo	8
Town of Haverhill	7
City of South Bay	18
Town of South Palm Beach	0
Town of Palm Beach Shores	2
Village of Palm Springs	100
Town of Jupiter	61
Town of Loxahatchee Groves	12
City of Atlantis	11

City of Belle Glade	26
City of Riviera Beach	139
Town of Gulf Stream	4
City of Lake Worth Beach	139
City of Boca Raton	269
City of Delray Beach	172
Town of Lake Park	117
Town of Lantana	39
City of Palm Beach Gardens	283
Town of Palm Beach	15
Village of Wellington	161
Town of Lake Clarke Shores	14
City of Westlake	11
Village of Tequesta	20
Village of North Palm Beach	57
Town of Mangonia Park	20
City of West Palm Beach	311
Village of Royal Palm Beach	51
City of Greenacres	66

TOTAL 2,268

COMMUNITY REDEVELOPMENT AGENCIES

Belle Glade CRA	13
West Palm Beach CRA	152
Delray Beach CRA	68
Lake Worth CRA	91
Boca Raton CRA	65
Northwood CRA	37
Lake Park CRA	43
Boynton Beach CRA	56
Westgate/Belvedere CRA	40
Riviera Beach CRA	101
Jupiter CRA	10
Lake Clarke Shores CRA	1
Palm Springs CRA	38

TOTAL 715

COUNTY COMMISSION DISTRICTS

1	2	3	4	5	6	7
PROJECTS 409	PROJECTS 423	PROJECTS 243	PROJECTS 431	PROJECTS 72	PROJECTS 326	PROJECTS 560

WATER CONTROL, DRAINAGE, AND CONSERVANCY DISTRICTS

East Beach Water Control District	9
East Shore Water Control District	4
Highland Glades Drainage District	7
Lake Worth Drainage District	513
Loxahatchee Groves Water Control District	25
Northern Palm Beach Heights Water Control District	2
Pahokee Drainage District	5
Pelican Lake Water Control District	4
Pine Tree Water Control District – West Palm Beach	1
South Florida Conservancy District	34
South Indian River Water Control District	6
South Shore Drainage District	11

TOTAL 621

Note: Projects may be listed under multiple Commissioner Districts and/or Governing Bodies. Category totals may exceed the total number of unique projects in the database.

What will the CTMP Result in?

- A **Master Plan** to provide a countywide framework of project and policy recommendations for decision making
- Toolbox for municipalities: **goals and objectives, performance measures, design principles, projects and policies** – all to support better:



Safety



Transportation-Informed Land Use



Roadways



Connectivity



Bike/Ped



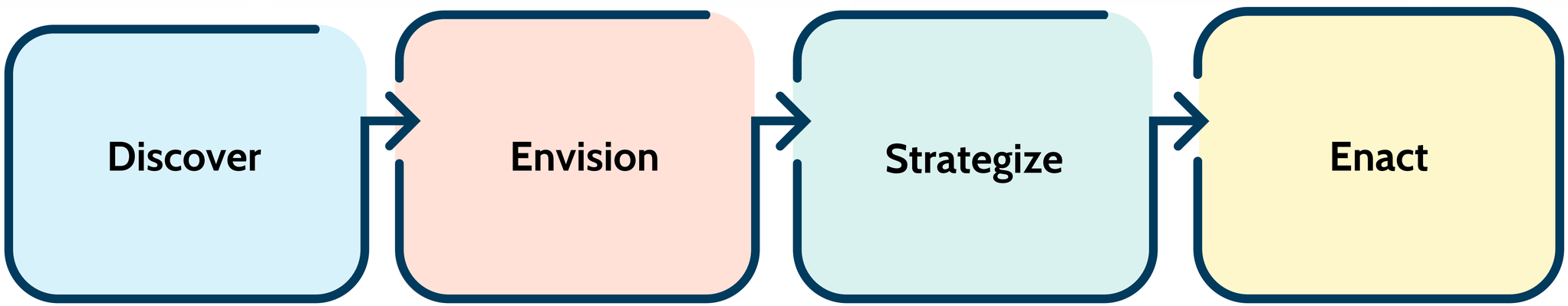
Resilience



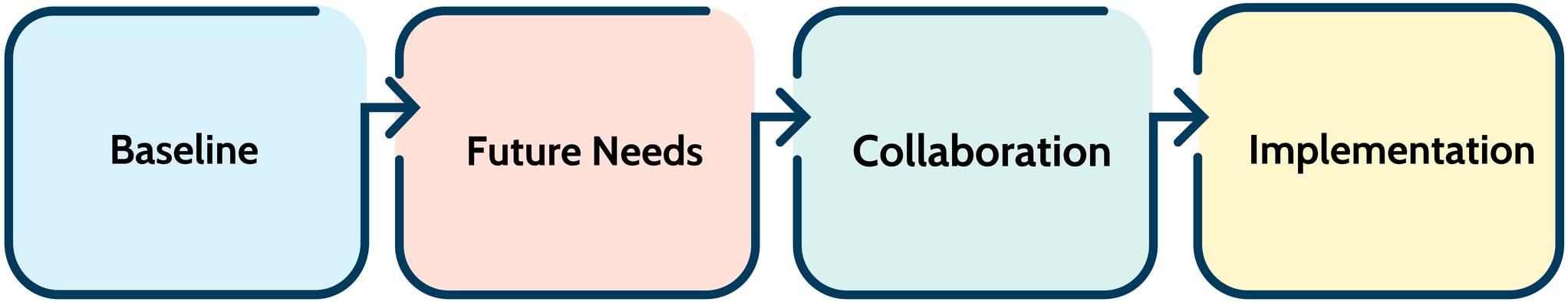
Enhanced Transit

- The CTMP is **fiscally unconstrained**. Unlike a Long-Range Transportation Plan with programmed funding for projects, the CTMP **is not a cost feasible plan**

How the Plan Was Built: A Four-Stage Approach



Each stage builds on the last:



- Iterative process shaped by IPARC 2.0+, MICFEC, municipalities, and the public
- Analysis used regional travel demand model, MPO and county data

Balancing Priorities

Public & Stakeholder Meetings (July 2025 – Aug 2026)

17 Public Meetings

(In-person polling Countywide Surveys, project website, online classroom, social media, press releases, e-blasts, media interviews)

5 IPARC 2.0+ Workshops

(In-person workshops and follow-up homework assignments for 39 municipalities, MPO, FDOT, SFRTA, Palm Tran, PBC Planning, Engineering, Traffic)

18 Board of County Commissioners

(Public meetings, one-on-ones and agenda reviews)

4 MICFEC & Issues Forum

5 Business Community

Economic Council, WPBGo, City Managers Association

Constant, on-going coordination with: Municipalities, elected officials, various stakeholder groups, MPO and FDOT District Four

Prioritized Recommendations: A Three-Tier Implementation Framework

Transition from planning to implementation

Optimize
NEAR-TERM
(0- 2 Years)

CTMP high-need corridors provide priority areas with a menu of project options:

Technology and signals, roadway, safety, transit, congestion relief and multimodal opportunities

These project options build on existing plans and projects (CTMP database)

Expand
MID-TERM
(2-5 Years)

Projects that need further development before entering a capital program:

Autonomous vehicle deployment, high-capacity transit, mobility hubs, on-demand zones, and first/last-mile connections

Advanced through feasibility studies, funding, and interagency coordination

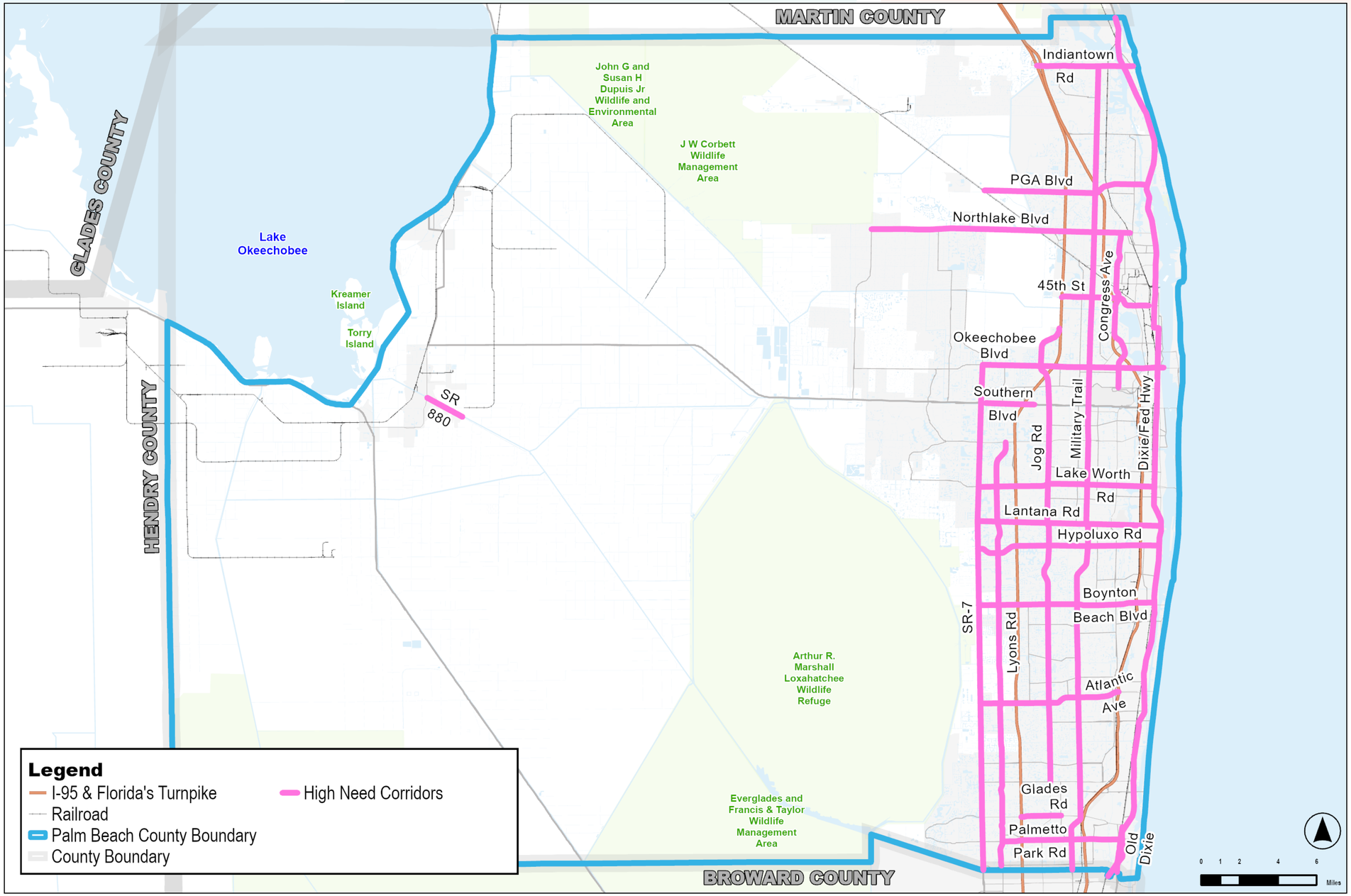
Transform
LONG-RANGE
(5+ Years)

Transformational concepts with countywide or regional impact:

Premium transit, rail grade separations, managed and flex lanes, and Automated People Mover concepts

Requiring major study, funding strategy, and interagency partnership

Recommendations



21 high-need corridors as priorities for mobility improvements.

High-impact routes with the greatest potential for systemwide benefits.

Recommendations



High Need Corridors are the Priorities

21 Key Corridors Identified for Mobility Improvements

High-impact routes with greatest potential for systemwide benefits
Methodology used metrics from 2050 projections and scoring analysis

Indiantown Rd	**Palmetto Park Rd**
Military Trail	**SR 7**
PGA Blvd	**Lyons Rd**
Northlake Blvd	**Old Dixie Hwy**
Okeechobee Blvd	**Dixie / Federal Hwy**
Southern Blvd	**45th St**
Jog Rd	**SR 880**
Lake Worth Rd	**Hypoluxo Rd**
Congress Ave	**Lantana Rd**
Atlantic Ave	**Boynton Beach Blvd**
Glades Rd	

Prioritized Recommendations: Optimize

Get the most out of the County's 21 highest-need corridors before adding capacity, where possible

Data-driven screening:

Corridors were scored countywide for vehicle, transit, and bicycle/pedestrian needs using SERPM 2050, MPO and county datasets

Focus:

Congestion relief, safety, multimodal access, and reliability where documented need is greatest.

Project types:

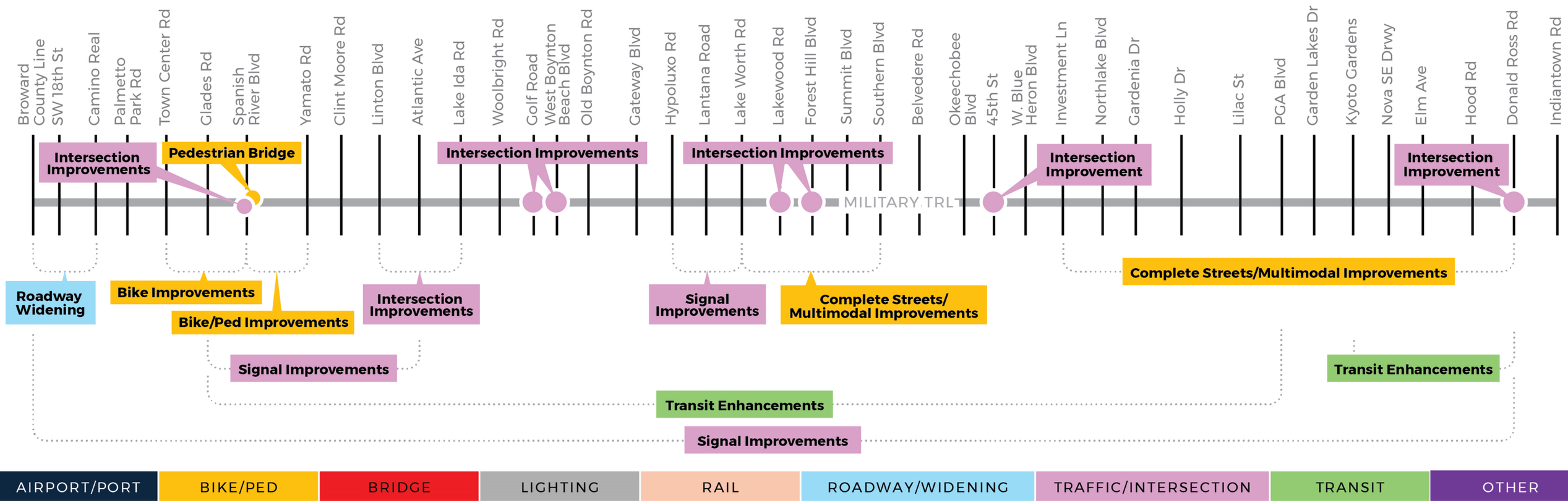
Recommendations organized by roadway, rail, traffic operations, intersection, transit, bicycle and pedestrian/complete streets

Grounded in the database:

Drawn from roughly 2,000 planned municipal, county, and FDOT projects overlaid on high-need corridors to find gaps.

The CTMP provides a menu of priority projects for implementation consideration — this is not prescriptive or a commitment to build.

Example of Corridor Recommendations



Optimize: should be emphasized in near-term corridor screening; does not imply automatic implementation

Expand: complements optimize strategies or supports phased implementation

Transform: retain as option; advance only after additional technical review, public engagement, alternatives analysis, and funding review

Prioritized Recommendations: Expand

Near- and mid-term concepts that may need further study before entering a capital program.

High-capacity, high-frequency transit:

Enhanced bus, BAT lanes, BRT Lite, managed/flex lanes, signal priority, and premium transit on key north-south and east-west corridors.

Multimodal coverage & access:

FEC commuter rail, Automated People Mover concepts, transit hubs, and Mobility on Demand zones and fixed circulator services (high-frequency) to link rail, the airport and activity centers.

Technology & traffic operations:

ITS, adaptive signals, transit signal priority, and real-time optimization on priority corridors, coordinated with FDOT, Palm Tran, and the Traffic Management Center.

Tiered approach for traffic signals

Match signal investment to corridor demand and complexity across three tiers.

Advance with mode split, ridership, land use, cost, and feasibility analysis before major investment.

Prioritized Recommendations: Transform

Long-range concepts with regional benefit that need major study, funding, and interagency agreements.

Elevated roadways & flyovers:

Any grade-separated concept needs a full alternatives analysis of lower-impact options.

Rail grade separations:

Consider where recurring rail conflicts affect safety, reliability, and access. Evaluate elevating rail tracks, not only the roadways.

Managed, flex & transit lanes:

Corridor analysis of person throughput, transit reliability, and community impacts.

Premium transit & advanced mobility:

High-capacity transit, Automated People Mover, regional rail, and mobility hubs that could reshape regional travel.

Evaluate through an “optimize first” lens before advancing major investment.

Policy Recommendations

Emerging technology:

Adopt Autonomous Vehicle and Urban Air Mobility policy frameworks and formalize freight monitoring and truck-parking partnerships.

Transportation funding:

Evaluate transitioning the Road Impact Fee to a Multimodal Fee Program and update the Traffic Performance Standards Ordinance.

Multimodal level of service:

Replace the 1985 HCM methodology with FDOT multimodal LOS/QOS guidance and adopt Article 12 performance measures.

Active transportation:

Partner with the MPO to develop a Countywide Active Transportation Master Plan for network gaps, ADA needs, trails, and micromobility.

Access and design management:

Require multimodal development review, Access Management Corridor Plans, CTMP typical sections, and early utilities coordination.

Transportation governance:

Evaluate — not yet establish — an independent governance framework such as a potential Regional Transportation Authority authorized by Florida law to address funding, interlocal agreements, and countywide coordination including Palm Tran and SFRTA.

Implementation program:

Establish a formal CTMP Implementation Program for project delivery, policy adoption, coordination, funding, and performance reporting.

Quick Wins: Building Early Momentum

Launch AV pilots — robo-taxi/robo-van service and autonomous first-/last-mile circulators with connections to TriRail, Brightline and Palm Tran.

Optimize corridors with AI-based real-time traffic data, dynamic and managed signals and full transit signal priority

Test emerging delivery and air mobility, middle-mile autonomous goods delivery, delivery bots and micromobility, drone delivery, and eVTOL vertiport readiness

Improve Palm Tran service frequency, bus shelters, and passenger amenities

Upgrades to the County's Traffic Management Center.

Targeted signal and intersection improvements

Safety upgrades for bicycle and pedestrian facilities including new and improved lighting, cross walk upgrades and streetscape maintenance to improve visibility for all modes

Establish an implementation prioritization program to coordinate, track progress and facilitate ongoing updates

Toolbox for Municipalities

PROJECT GOALS, OBJECTIVES & PERFORMANCE MEASURES

Municipalities can apply these goals when updating comprehensive plans, preparing capital improvement programs, evaluating grant opportunities, and coordinating project priorities with the County and regional partners.

PROJECT SCREENING & PRIORITIZATION

Use CTMP high-need corridors, project database information, safety data, multimodal gaps, and local growth patterns to identify projects that are ready for near-term advancement.

COMPLETE STREETS & CONTEXT-SENSITIVE DESIGN

Apply the CTMP design principles, typical sections, target speeds, and multimodal best practices to local corridor studies, roadway resurfacing projects, redevelopment areas, and capital improvements.

POLICY ADOPTION & ENDORSEMENT

Update comprehensive plans and land development regulations to reflect CTMP policies, such as multimodal level-of-service standards, complete streets and access management, transit-supportive development near 561 Plan hubs, and micromobility and transportation demand management programs.

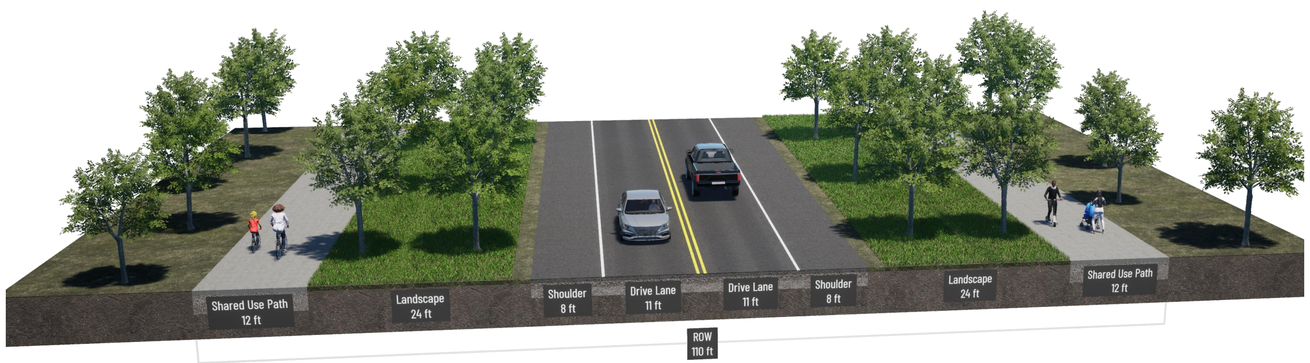
INTERGOVERNMENTAL COORDINATION

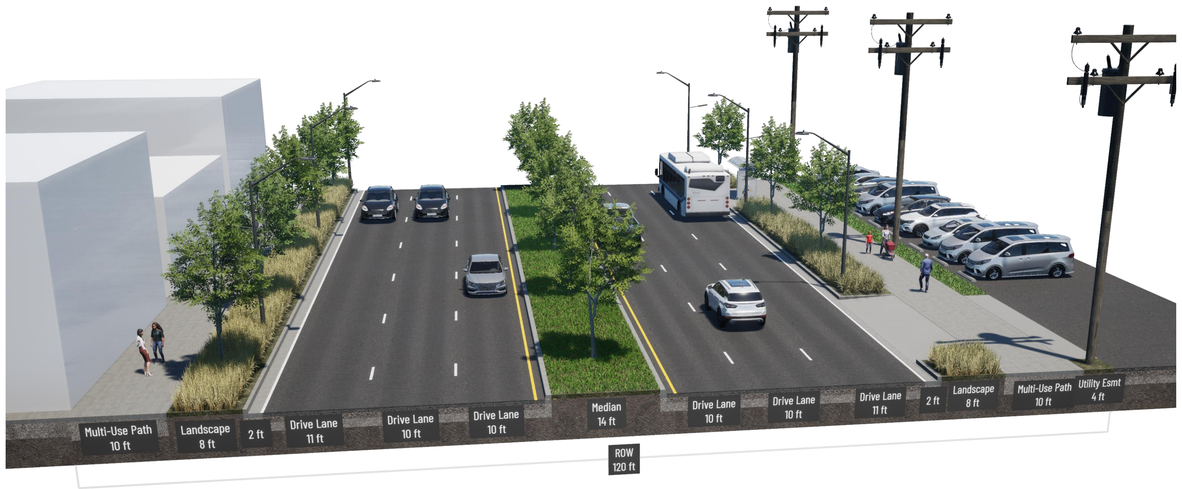
Use IPARC, Issues Forum, MICFEC coordination processes, and County-municipal working groups to align projects, resolve jurisdictional issues, and avoid duplicative investments.

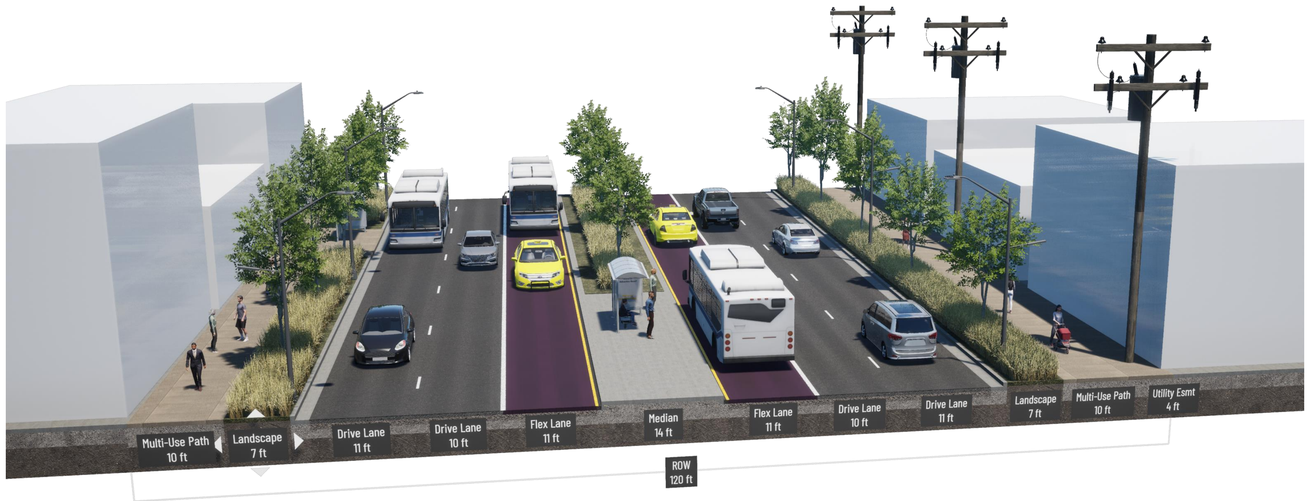
IMPLEMENTATION TRACKING & REPORTING

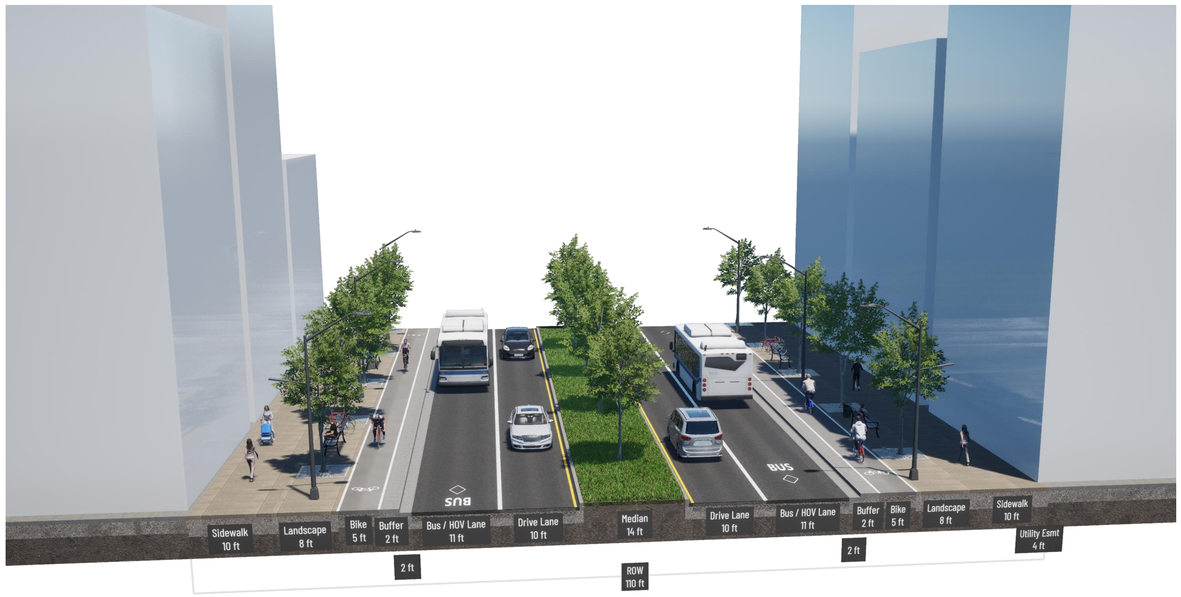
Maintain the CTMP database, update project status, document completed actions, report progress regularly, and use performance measures to adjust priorities over time so the plan remains actionable through 2050.

Design Principles

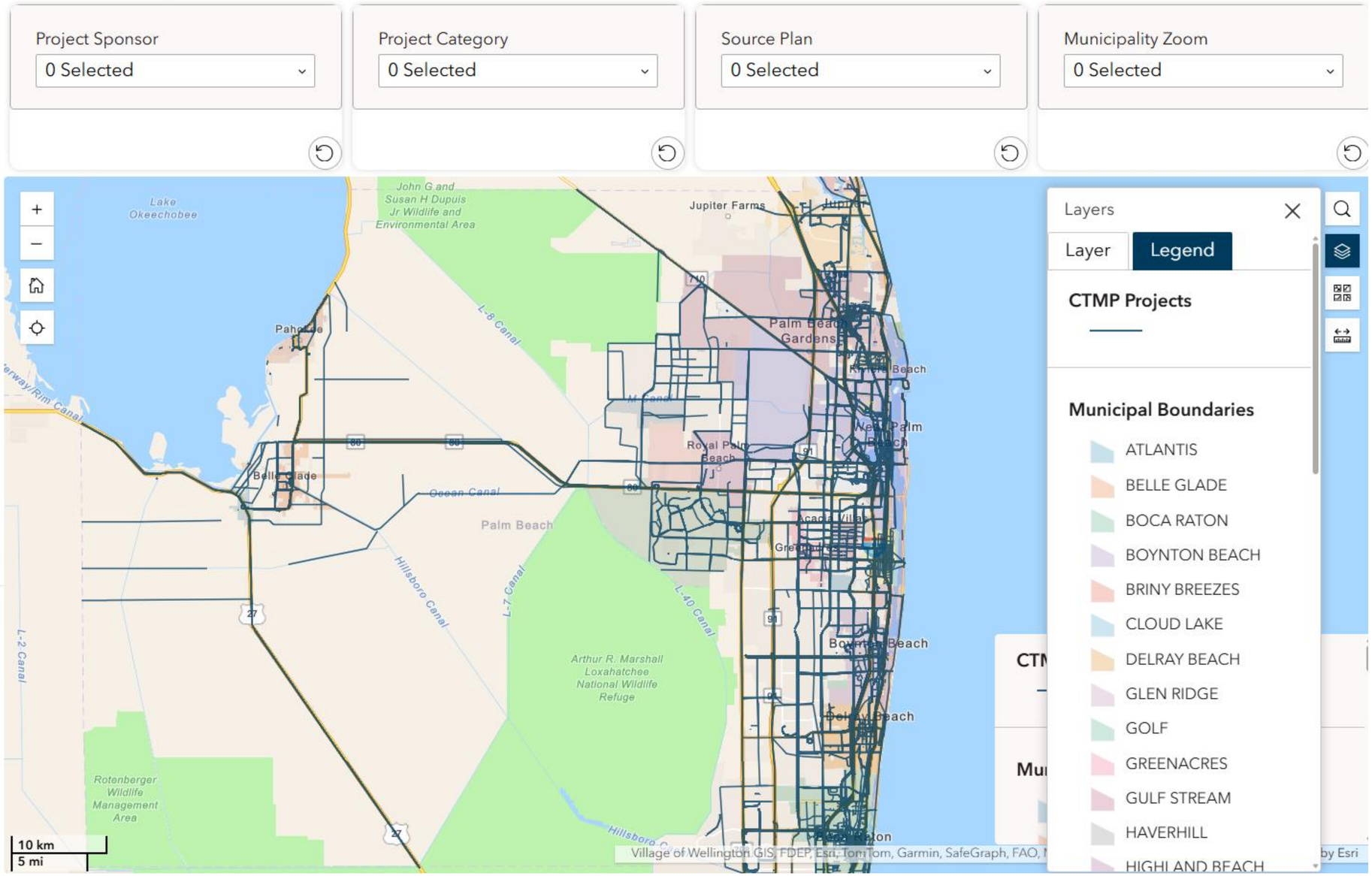








Project Database



Policy Options

Transportation Element – A
Increase transit mode share

Transportation Element – B
Active transportation planning

LOS/QOS Countywide Standards
Performance measures

Multimodal Fee Evaluation
Funding transition

Design Guidelines
Context-sensitive design

Evaluation of Transit Needs
Transit governance and feasibility

Autonomous Vehicles
AV readiness

Transportation Demand Management
Roadway efficiency/Trip reduction

Urban Air Mobility
Vertiport siting

Micromobility and Equestrian Standards
Facility criteria

FDOT District 4 Truck Freight Analysis
Freight and truck parking

CTMP Implementation Program
Implementation & monitoring

Transportation Element – B - Objectives:

1.1 – LOS Standards - Level of service methodology, **1.3 – System Management** - Access management, **1.4 – Roadway System** - Development review and design, **1.5 – Transit System** - Mobility on Demand funding, **1.12 – Transportation Funding** - Programming and standards

Next Steps: Implementation Program

CTMP IMPLEMENTATION FRAMEWORK

TIMEFRAME	IMPLEMENTATION / ACTION	LEAD / SUPPORT PARTNERS	IMPLEMENTATION PATHWAY	TRACKING / OUTCOME
0–12 MONTHS	✔ Establish the Implementation Program; designate program leads; ✔ Confirm use of IPARC, MICFEC, Issues Forum, and related advisory bodies for coordination and reporting.	Palm Beach County/Municipalities MPO, Palm Tran, SFRTA, FDOT and other partner agencies.	Administrative program setup; implementation charter; standing coordination schedule.	Program structure established ✔ Reporting calendar adopted
0–12 MONTHS	✔ Request municipal resolutions of support or equivalent endorsements. ✔ Identify local implementation partners for priority CTMP actions.	Palm Beach County/Municipalities, MPO; Palm Tran, SFRTA, FDOT and other partner agencies.	Municipal briefings; Resolution templates; partner implementation matrix.	Endorsements received ✔ Partner roles documented
1–2 YEARS	✔ Screen CTMP-identified projects for advancement into the Five-Year and Ten-Year Improvement Programs, MPO priority lists, Palm Tran TDP capital programs, municipal capital programs, and grant applications.	County/Municipalities Engineering and Planning Depts; MPO; Palm Tran; SFRTA and FDOT.	Project readiness review; funding eligibility screening; candidate project list.	Priority projects advance into programming, study, or funding pipelines

Final Thoughts

The CTMP provides the framework to:

- ✓ Accelerate delivery of nearly 2,000 transportation projects
- ✓ Prioritize funding for the County's highest-need corridors
- ✓ Modernize and optimize countywide traffic signals
- ✓ Prepare for emerging transit and mobility technologies
- ✓ Position for future transportation funding

A path from adoption to action

- » **Adoption of the CTMP** as the countywide transportation framework and establishment of a permanent implementation program is the immediate next step
- » **Facilitate further planning**, position projects for funding, and keep the plan as a living document

The CTMP gives the Board, municipalities, Palm Tran, the MPO, FDOT, and other partners a **shared framework to coordinate** investments, pursue funding, track progress, and **make better transportation decisions** over time

The CTMP provides a **countywide decision-making framework**:

- Database of candidate projects
- Prioritized list of high-need corridors with a project menu
- Design principles
- Policy modernization package
- First steps for an implementation program

MICFEC/Issues Forum Recommendations

August 6, 2026 - MICFEC Executive Committee unanimously approved four motions:

Motion 1: Continued review of the draft CTMP by IPARC 2.0+ for MICFEC's final recommendation for approval.

Motion 2: That MICFEC direct IPARC 2.0 to review the CTMP Policies and High Need Corridor Solution Menus and recommend revisions to county-centric language reflects the shared responsibilities of the County, municipalities, and regional partners.

Motion 3: That MICFEC direct IPARC 2.0 to recommend next steps for CTMP implementation, including governance, funding, coordination, and performance measures.

Motion 4: That PBC and municipalities continue multijurisdictional collaboration through the Intergovernmental Collaboration Process (ICP), or another mutually agreed-upon forum to implement the CTMP.

WSP Additional Services

The existing WSP contract will allow a seamless transition from the adoption to the implementation of the CTMP

Task 15 – Additional Services

1.2.15.1 The CONSULTANT may be asked to provide project management services for the implementation of the CTMP. The cost may be negotiated and contracted on an hourly rate.

1.2.15.2 The CONSULTANT may be asked to provide additional related services, such as but not limited to grant writing, etc., as needed for the duration of the contract. The cost may be negotiated and contracted on an hourly rate.

WSP Additional Services

Staff identified the following additional services to be negotiated with WSP:

- Additional model runs for the 21 priority corridors, as needed.
- Maintain the online project portal and www.PBCmoves.com, as needed.
- Planning support for policy adoption, project programming, and CTMP project cost estimates.
- Develop implementation subcommittees' roles, responsibilities, and membership from ICP and progress documentation and reporting processes.
- Support next steps for unincorporated County projects, including Comprehensive Plan/ULDC amendments and 2040 Cost Feasible Plan coordination.
- Provide project management, onboarding and training for County staff on the portal, GIS database and website.
- Assist with grant funding and state/federal project funding advocacy, as needed.

Implementation: From Plan to Action

The CTMP is a living document:

- Adoption is the first step toward implementation.
- Future project delivery will require additional studies, design development, prioritization and layered funding.
- Cost-benefit analysis and consensus building will help guide project sequencing.
- Continued multijurisdictional collaboration will allow the CTMP to evolve as needs, opportunities and funding change.
- County staff will transition from post-adoption activities to ongoing implementation and management.

CTMP Plan Takeaways

Adoption of CTMP will assist to:

- ✓ Accelerate delivery of nearly 2,000 transportation projects
- ✓ Prioritize funding for the County's highest-need corridors
- ✓ Modernize and optimize countywide traffic signals
- ✓ Prepare for emerging transit and mobility technologies
- ✓ Position for future transportation funding

BCC Action

Staff Recommendation: ***Adopt*** *a Resolution approving the Countywide Transportation Master Plan (CTMP).*

MOTION: *To* ***Adopt*** *a resolution approving the Countywide Transportation Master Plan (CTMP).*

MOTION: *To* ***Adopt*** *a Resolution encouraging municipalities, stakeholders, interested state agencies, and other taxing authorities to continue to be engaged in a collaborative effort with each other for the successful implementation of the Countywide Transportation Master Plan (CTMP).*

MOTION: *Direct staff to bring back a negotiated scope of work for additional services with WSP USA Inc. for the implementation of the CTMP for the BCC review and approval at the September 24, 2026 BCC Zoning meeting.*

Questions?