2040

TREASURE COAST REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)

for Martin, St. Lucie and Indian River Counties

MARTIN MPO

St. Lucie Transportation Planning Organization

MPO Indian River County

Prepared by

Kimley»Horn

043096101.16

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2040 Treasure Coast Regional Long Range Transportation Plan

Prepared by:

Kimley-Horn and Associates, Inc.

Kimley»Horn

2017

043096101

in conjunction with

CAMBRIDGE SYSTEMATICS

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Executive Summary

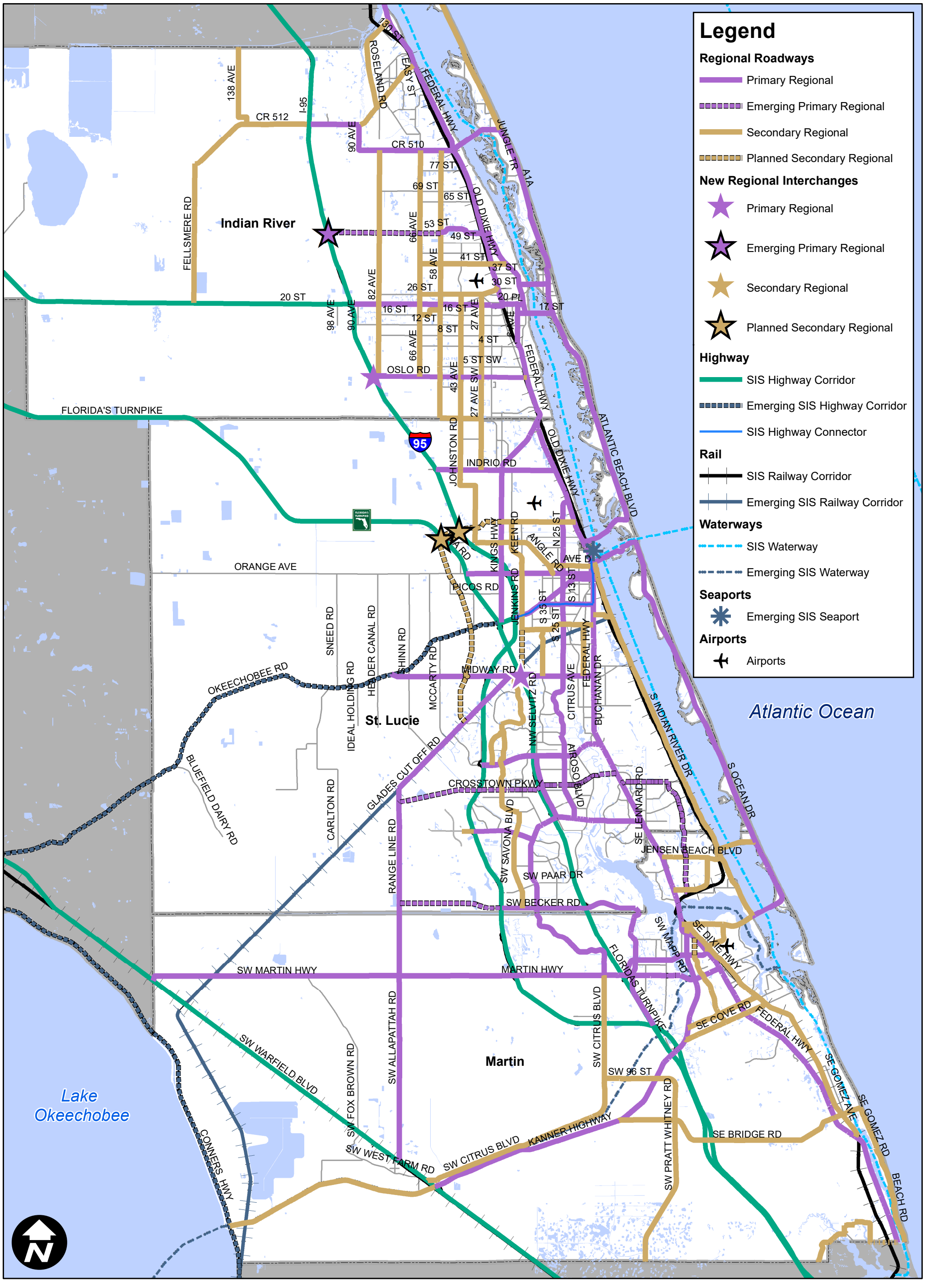
The 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network. The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The RLRTP provides a focus for regional planning and decision-making, gives residents more options for how to move around, advances public transportation, and makes the pedestrian and bicycle experience safer.

The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT). The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region. The TCTC serves as the Executive Board to all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities.

Five goals were endorsed by the TCTC for the 2040 Treasure Coast RLRTP.

- Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.
- Support economic prosperity through targeted regional transportation investments that preserve the existing system, while expanding modal options.
- Protect the region's natural and social environment while minimizing adverse community impacts.
- Conduct coordinated regional planning and decision-making that improves transportation options for the region.
- Protect and enhance the unique quality of life in the Treasure Coast region.

The Regional Multimodal Transportation System was based on an update to the original regional network established in the 2030 RLRTP with additional evaluation from the project team, RPMT, and TCTAC. New individual M/TPO LRTP Needs Plan projects were added that were identified since the 2030 RLRTP on the regional network. The 2040 Regional Needs Assessment was based on the multimodal needs assessment performed for the three individual 2040 LRTPs. The needed projects were identified based on the analysis of the Regional Multimodal Transportation System.



Regional Transportation Network

0 5 10 Miles

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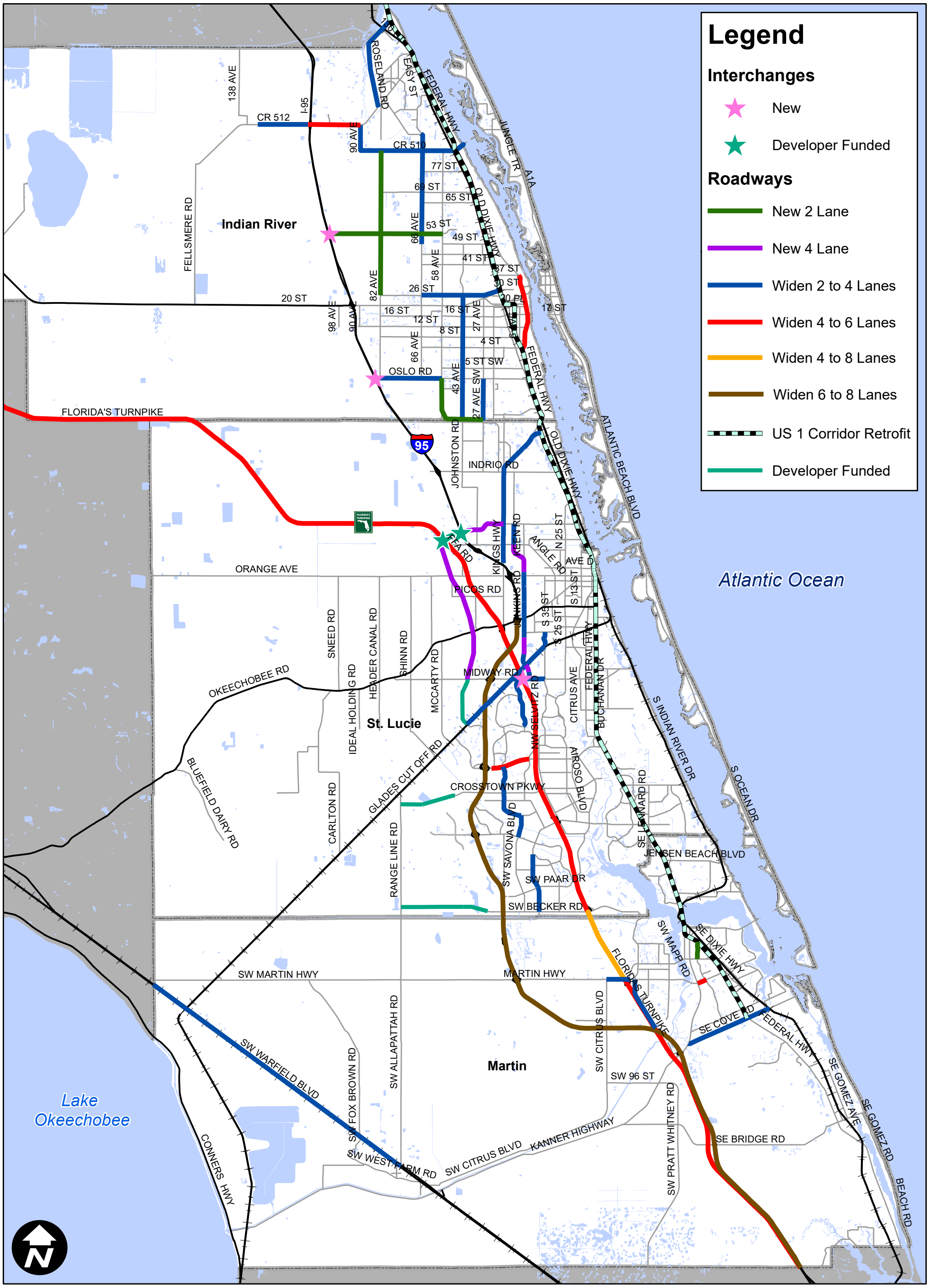

Regional Roadway Needs

0 5 10 Miles

2040 REGIONAL LONG RANGE TRANSPORTATION PLAN

Martin, St. Lucie and Indian River Counties

Legend

Regional Transit

- Turnpike Express Bus Route
- I-95 Express Bus Route
- US 1 Bus Rapid Transit
- Tri-Rail Extension
- SR 710/CSX Indiantown Multimodal Connector

Existing Regional Transit Routes

- Marty Route 1
- Marty Route 20X
- TCC Route 7
- TCC Route 1
- GoLine Route 15

Existing Transit

- Existing Bus Routes
- Bus Terminals
- Greyhound Station
- Park & Ride

Indian River

St. Lucie

Martin

Atlantic Ocean

Lake Okeechobee

FLORIDA'S TURNPIKE

I-95

CR 512

CR 510

138 AVE

130 ST

ROSELAND RD

EASY ST

FEDERAL HWY

JUNGLE TR

A1A

90 AVE

FELLSMERE RD

77 ST

69 ST

65 ST

66 AVE

53 ST

49 ST

OLD DIXIE HWY

58 AVE

41 ST

37 ST

30 ST

82 AVE

26 ST

20 PL

17 ST

20 ST

98 AVE

90 AVE

16 ST

12 ST

8 ST

4 ST

27 AVE

5 AVE

OSLO RD

5 ST SW

43 AVE

27 AVE SW

JOHNSTON RD

INDRIO RD

FPA RD

KINGS HWY

KEEN RD

N 25 ST

ANGLE RD

AVE D

S 13 ST

S 35 ST

S 25 ST

PICOS RD

JENKINS RD

ORANGE AVE

SNEED RD

HEADER CANAL RD

SHINN RD

MCCARTY RD

MIDWAY RD

OKEECHOBEE RD

IDEAL HOLDING RD

NW SELVITZ RD

CITRUS AVE

FEDERAL HWY

BUCHANAN DR

S INDIAN RIVER DR

S OCEAN DR

BLUEFIELD DAIRY RD

GLADES CUT OFF RD

CROSSTOWN PKWY

ATLANTIC BLVD

SE LEWARD RD

CARLTON RD

RANGE LINE RD

SW SAVONA BLVD

JENSEN BEACH BLVD

SW PAAR DR

SW BECKER RD

SW MAPP RD

SE DIXIE HWY

FLORIDA'S TURNPIKE

SW MARTIN HWY

MARTIN HWY

SW ALLAPATTAH RD

SW CITRUS BLVD

SE COVE RD

SE FEDERAL HWY

SE GOMEZ AVE

SE GOMEZ RD

BEACH RD

SW WARFIELD BLVD

SW FOX BROWN RD

SW 96 ST

SW PRATT WHITNEY RD

SE BRIDGE RD

CONNERS HWY

SW WEST FARM RD

SW CITRUS BLVD

KANNER HIGHWAY

Regional Transit Needs

0 5 10 Miles

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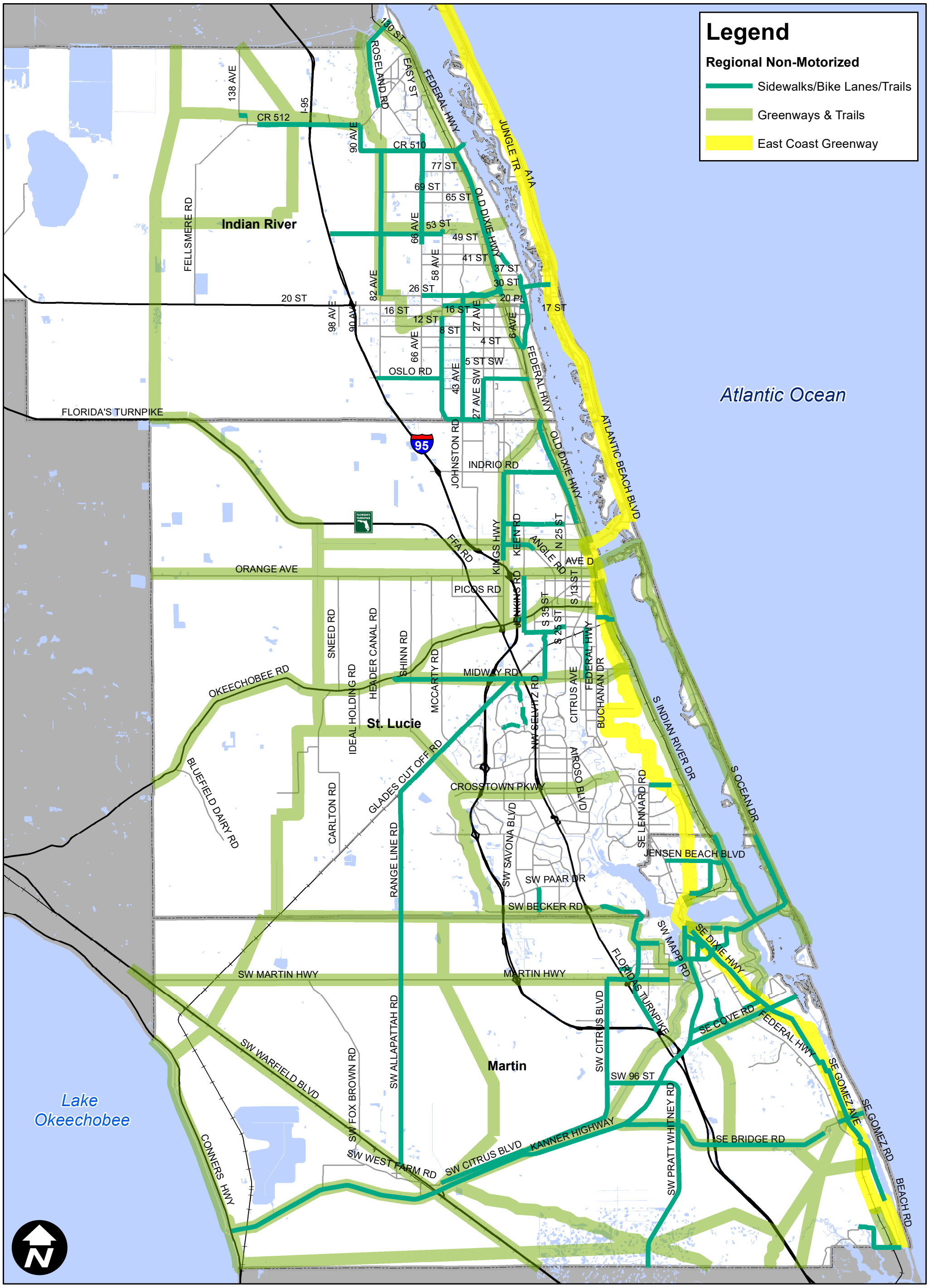

Regional Non-Motorized Needs

0 5 10 Miles

A multimodal prioritization process was established using quantitative criteria developed by the project team and refined through input from the TCTAC. Criteria include the following.

- 2040 Volume-to-Capacity Ratio
- Mobility Benefit
- Capacity Benefit
- Emergency Evacuation Route
- Freight Benefit
- Intermodal Connectivity
- Regional Connectivity
- Environmental Impacts
- Non-Motorized Safety Benefit
- Serving Transportation Disadvantaged

Projects identified in the Regional Needs Plan are evaluated based on the quantitative criteria. The result is a ranked regional transportation needs plan that provides input to the relative urgency of each project on the regional roadway network.

The top 20 regional transportation projects are shown below.

1. Kings Highway from North of I-95 Overpass to Indrio Road - Widen 2 to 4L
2. Roseland Road from CR 512 to US 1 - Widen 2 to 4L
3. US 1 from Cove Road to Indian River County/ Brevard County Line - Corridor Retrofit
4. US 1 Bus Rapid Transit from Hobe Sound to Sebastian - Transit
5. CR 512 from I-95 to CR 510 - Widen 4 to 6L
6. St. Lucie West Boulevard from E of I-95 to Cashmere Boulevard - Widen 4 to 6L
7. Midway Road from Glades Cut Off Road to Selvitz Road - Widen 2 to 4L
8. Indian River Boulevard from US 1 / 4 Street to 37 Street - Widen 4 to 6L
9. Glades Cut Off Road from Commerce Center Drive to Selvitz Road - Widen 2 to 4L
10. Port St. Lucie Boulevard from Becker Road to Paar Drive - Widen 2 to 4L
11. Port St. Lucie Boulevard from Paar Drive to Darwin Boulevard - Widen 2 to 4L
12. Roseland Road from CR 512 to US 1 - Bike Lanes/Sidewalks
13. Indian Street from SR 76/Kanner Highway to Willoughby Boulevard - Widen 4 to 6L
14. 66 Avenue from 49 Street to Barber Street - Widen 2 to 4L
15. 43 Avenue from 25 Street SW to 26 Street - Bike Lanes/Sidewalks
16. I-95 from S of Bridge Road to S of High Meadows Avenue - Widen 6 to 8L
17. I-95 at Northern Connector - New Interchange
18. I-95 from N of Becker Road to N of Glades Cut Off Road - Widen 6 to 8L
19. 27 Avenue from St. Lucie County Line to Oslo Road - Widen 2 to 4L
20. SR 714/Martin Highway from SW Citrus Boulevard to Florida Turnpike - Bike Lanes
20. CR 512 from Willow Street to I-95—Widen 2 to 4L

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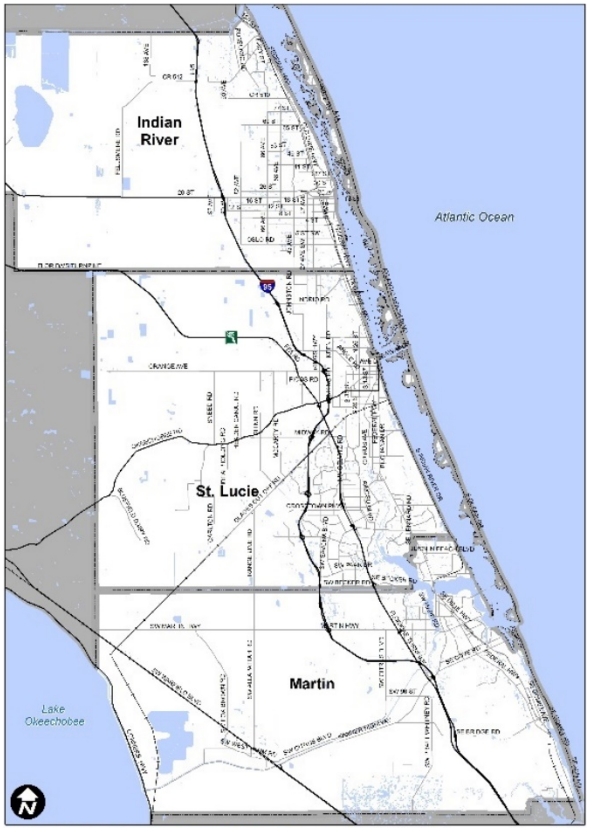
Chapter 1. Introduction



The 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie and Indian River Counties to create one long term transportation plan for the regional transportation network. The 2040 RLRTP is complementary to each plan, with each Long Range Transportation Plan (LRTP) focused on the community/county level and the RLRTP focused on the regional transportation network. The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The purpose of the plan is to identify projects to meet transportation needs and community goals pertaining to land use, economic development, environment (natural, human, and cultural), traffic demand, safety, public health, and social needs.

The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT). The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region. The TCTC serves as the Executive Board to all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities.

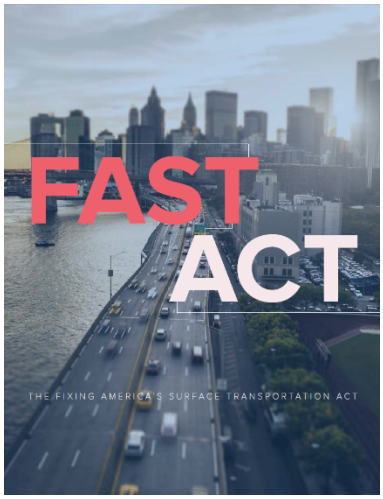
Individual public information brochures were created for each M/TPO explaining the 2040 RLRTP's purpose and how it will be developed and be complementary to the 2040 LRTPs. Appendix A provides the public information brochures

Chapter 2. Review of Existing Plans, Regulations, and Requirements

The purpose of this section is to review and summarize federal and state plans that provide parameters for the 2040 RLRTP for the Treasure Coast. Regional transportation plans and studies were also reviewed and summarized. In addition, a review of the federal and state Long Range Transportation Planning requirements was conducted. The 2040 RLRTP will adhere to these preexisting guidelines and regulations.

Federal Plans, Regulations, and Initiatives

Fixing America's Surface Transportation Act (FAST Act), 2015



The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, as a funding and authorization bill to guide federal transportation investment over the next five years. The $305 billion FAST Act was funded without increasing transportation user fees, namely the federal fuel tax, which has not been increased nor indexed to inflation since 1993. The FAST Act is considered the first transportation investment bill in over ten years to provide long-term certainty regarding surface transportation planning and spending. It continues many of the preexisting programs and initiates several new processes as well. The new initiatives were created in order to streamline the process of seeking federal approval, create a safer transportation network, and improve freight railways. The FAST Act is meant to provide solutions to several issues primarily involving transportation including:

- **Project Delivery** – The FAST Act adopted multiple Administration proposals to streamline and quicken the permitting and project delivery process.
- **Freight** – New grant programs were created to fund critical transportation projects that benefit freight mobility and for the first time provide a dedicated source of Federal funding for freight projects.
- **Innovative Finance Bureau** – The Innovative Finance Bureau will be a one-stop-shop for state and local governments to receive federal funding or assistance.
- **Safety** – The FAST Act includes safety regulations on automobile manufacturers, improves oversight on local transit agencies, and attempts to improve efficiency on several programs in order to give power back to the states.
- **Transit** – Reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

- **Ladders of Opportunity** – The FAST Act takes on several initiatives to improve workforce training and improve regional planning by allocating additional funds to local leaders and decision makers and providing planners with greater design flexibility such as the option to seek funding for the implementation of Transit Oriented Development (TOD).

The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility. The FAST Act continues most of the metropolitan planning requirements that were placed in effect under MAP-21 (*see below*). Notable exceptions include three new provisions to expand the scope of the metropolitan planning process to include improving transportation system resiliency, mitigating the stormwater impacts of surface transportation, and enhancing travel and tourism. This long term strategy sets an expectation of what resources will be available throughout the 25 years planning horizon in the 2040 RLRTP.

MAP-21 Regulations (USDOT), 2012

The Moving Ahead for Progress in the 21st Century (MAP-21) Act is a set of federal regulations that came into effect on July 6, 2012. Although the FAST Act (see above) has since been enacted into law, MAP-21 was reviewed because the three MPOs initiated their most recent Long Range Transportation Plans (LRTPs) under the provisions of MAP-21. The MAP-21 Act intended to address the needs of the nation's surface transportation in a way that is streamlined, multimodal, and based on performance. The emphases of the MAP-21 transportation bill include reducing traffic congestion, improving efficiency of freight railways, improving multimodal integration, environmental interests, and planning for the nation's future. MAP-21 continues to require Metropolitan Planning Organizations (MPOs) to collaborate with state and public transportation agencies to create both a LRTP and Transportation Improvement Program (TIP) for the metropolitan areas.

The MAP-21 legislation requires MPOs to use a performance-and-outcome based approach when making decisions on development of transportation plans. These decisions are made based on a series of performance goals that includes the following.

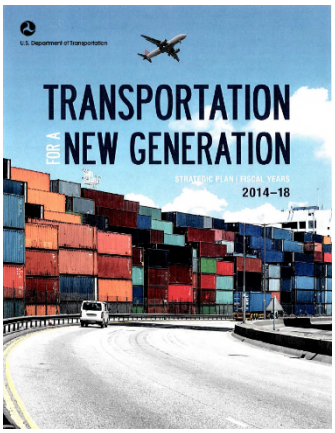
- **Safety** – reducing transportation related fatalities and injuries
- **Infrastructure Condition** – maintaining highway infrastructure
- **Congestion Reduction** – reducing congestion on national highways
- **System Reliability** – improving efficiency of surface transportation

- **Freight Movement and Economic Vitality** – improving access in rural communities to goods from large trade markets, support regional economic development
- **Environmental Sustainability** – protecting and improving the natural environment while improving the performance of the transportation system
- **Reduced Project Delivery Time** – streamline both time and costs of projects through reducing regulatory issues and improving work practices

LRTP's must include descriptions of these performance goals and include a system report and updates evaluating the condition and performance of the system relative to the established performance goals.

U.S. Department of Transportation (USDOT) Strategic Plan, FY 2014-2018

The U.S. Department of Transportation (USDOT) Strategic Plan is also known as Transportation for a New Generation. The Strategic Plan prioritizes safety, infrastructure deficit, and modernization of the transportation system. The strategic goals and objectives of the USDOT Strategic Plan include the following.



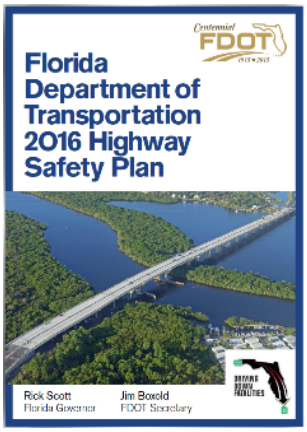
- **Safety** – have the goal of eliminating fatalities from all modes of travel
- **State of Good Repair** – maintain or improve conditions and sustain critical infrastructure
- **Economic Competitiveness** – promote transportation policies and investments to enhance productivity and growth, increase access to foreign markets, improve efficiency of existing system, and create a dynamic workforce
- **Quality of Life in Communities** – integrate transportation plans and policies with coordinated housing and economic development plans to improve options for residents and access to transportation
- **Environmental Sustainability** – invest in environmentally friendly policies that promote energy efficiency, mitigate environmental impact, and adapt to climate change
- **Organizational Excellence** – develop human capital and improve information systems and financial management
- **Security, Preparedness, and Other Supporting Objectives** – Ensure a prompt response to unexpected events, meet national security needs, and expand small business opportunities

With these goals, it is the hope of the USDOT to be able to provide safe, efficient, and sustainable transportation that can grow the economy. Projects included within the RLRTP will be developed consistent with the criteria presented in the USDOT Strategic Plan.

State Plans and Legislation

Florida Department of Transportation 2016 Highway Safety Plan (HSP)

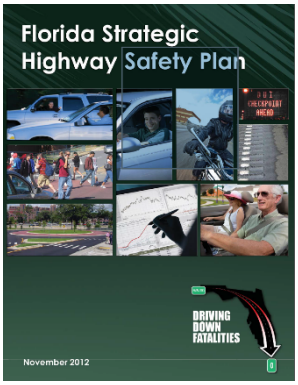
The 2016 Highway Safety Plan (HSP) is Florida's action plan for distribution of National Highway Traffic Safety Administration (NHTSA) highway safety funds. The safety programs are the focus and foundation of Florida's 2016 HSP and separated in the following FDOT program areas:



- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection/Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services
- Public Traffic Safety Professionals Training
- Speed/Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Traffic Records Coordinating Committee

2012 Florida Strategic Highway Safety Plan (SHSP)

The 2012 Florida Strategic Highway Safety Plan (SHSP) was adopted to improve the safety of Florida's surface transportation for residents and visitors. It identifies safety priorities relevant to every jurisdiction within the state. The plan addresses "4 E's" of safety – engineering, enforcement, education, and emergency response. The SHSP's goal is to achieve at least a five percent annual reduction in the actual number of fatal and serious injury crashes, using the five-year averages from 2006 to 2010 as a baseline. The eight (8) emphasis areas for the 2012 SHSP include the following.



- Aggressive Driving
- Intersection Crashes
- Vulnerable Road Users (pedestrians, bicyclists, and motorcyclists)
- Lane Departure Crashes
- Impaired Driving
- At-Risk Drivers (aging road users and teens)
- Distracted Driving
- Traffic Data

Florida Transportation Plan (FTP)

The 2060 Florida Transportation Plan (FTP) identifies the future needs for the State's transportation system with a larger focus towards improving the quality of life for Florida residents, keeping the State economically competitive, and improving environmental sustainability. Unlike individual MPOs, the state does not identify any specific improvements to the transportation system. Rather, it describes the transportation policies that will guide future FDOT investments into the transportation system statewide. The seven (7) goal areas for the 2060 FTP includes.

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality transportation infrastructure
- Efficient and reliable mobility for people and freight
- More transportation choices for people and freight
- Transportation solutions that support Florida's global economic competitiveness
- Transportation solutions that support quality places to live, learn, work, and play
- Transportation solutions that support Florida's environment and conserve energy

The Vision Element provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years. Key emphasis areas for implementing all seven goal areas include: Innovation, Collaboration, Customer Service, Strategies Investments, and Research, Data, and Performance Measurement.

The Policy Element defines goals, objectives, and strategies for Florida's transportation future over the next 25 years. The Policy Element is the core of the Florida Transportation Plan and provides guidance to state, regional, and local transportation partners in making transportation decisions.

Strategic Intermodal System (SIS)

Florida's Strategic Intermodal System (SIS) was established by FDOT in 2003 to focus on the State's critical transportation facilities. According to FDOT, SIS facilities such as I-95/SR 9 and Florida's Turnpike are key to Florida's economy and quality of life. These facilities are incorporated within FDOT's Five Year Work Program under a special "SIS" designation and funded through FDOT's SIS Work Program. The SIS Funding Strategy timeframes are First Five Year Plan (FY 2016/2017 through FY 2020/2021), Second Five Year Plan (FY 2021/2022 through FY 2025/2026), and Long Range Cost Feasible Plan (2024 through 2040). Appendix B includes a detailed list of SIS projects with those pertinent for the Treasure Coast region shown highlighted in red boxes.

Other SIS elements include the SIS Policy Plan and SIS Multimodal Unfunded Needs Plan (2040). The SIS Policy Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. The 2040 SIS Multimodal Unfunded Needs Plan is an update from the first ever SIS Multimodal Needs Plan. The purpose of the Needs Plan is to identify transportation capacity improvements on SIS facilities that are currently unfunded.

Florida Department of Emergency Management Statewide Regional Evacuation Study, 2012

The Florida Department of Emergency Management (DEM) obtained federal funding for a Statewide Regional Evacuation Study Program (SRESP) in response to the severe hurricane seasons experienced in 2004 and 2005. The program generates hypothetical evacuation scenarios for local government agencies, residents, and visitors in the region. The Transportation Analysis in the SRESP includes the impact of storms on transportation networks and roadways, and determines populations that will evacuate and which routes they are most likely to take. Those routes are subject to change due to various construction projects and the additional demand on the routes due to the evacuation. Data from hurricane models identifies potential surge zones and in turn which roadways are most at risk of being flooded and

obsolete. Given the Treasure Coast's susceptibility to hurricanes and proximity to the large population centers of South Florida, it is vital to create safe and efficient escape routes, as well as identifying updates to roadway improvements and construction projects that are required to meet the demands during an evacuation scenario.

Florida Freight Mobility and Trade Plan, Investment Plan, 2014

The Freight Mobility and Trade Plan (FMTP) was developed in two phases, the Policy Element in June 2013 and the Investment Element in September 2014. The Policy Element laid the foundation by developing objectives, strategies, and actions with the private sector. The Investment Element developed a collaborative and transparent project prioritization process to match funding for short-term and long-term to ensure maximum return on Florida's investment. A project will be considered a freight project in Florida if it is on the Florida Freight Network and satisfies one of the three components: Freight Focused, Freight Related, and Freight Impacted.

FDOT Five-Year Work Program, 2016

Each year, FDOT is required to develop the State Transportation Five-Year Work Program, a project specific list of transportation related improvements which conform to the objectives of the Florida Transportation Plan. The current Five-Year Work Program at the time of this Plan covers FY 2017 - FY 2021. The Five-Year Work Program projects were developed in coordination with M/TPOs, local governments, and modal partners. The weblink is provided below.
http://www2.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx

Florida Greenways and Trails System Plan, 2013

The Florida Greenways and Trails System Plan was developed by the Florida Department of Environmental Protection (FDEP) in 2013. The plan outlines FDEP's vision for greenways and trails in the State of Florida as shown in Figure 2-1. Within the Treasure Coast region, the plans focuses on implementation of the East Coast Greenway and the blueway paddling trail along the Indian River Lagoon.

The East Coast Greenway is a developing trail system that spans nearly 3,000 miles as it winds its way from Canada to Key West. By connecting existing and planned shared use paths, a continuous route is being formed to serve self-powered users of all abilities and ages. Within the Treasure Coast region, portions of the East Coast Greenway already exist including the shared use path along Green River Parkway and the shared use path along SR A1A in Indian River County and north of the North Causeway in St. Lucie County.

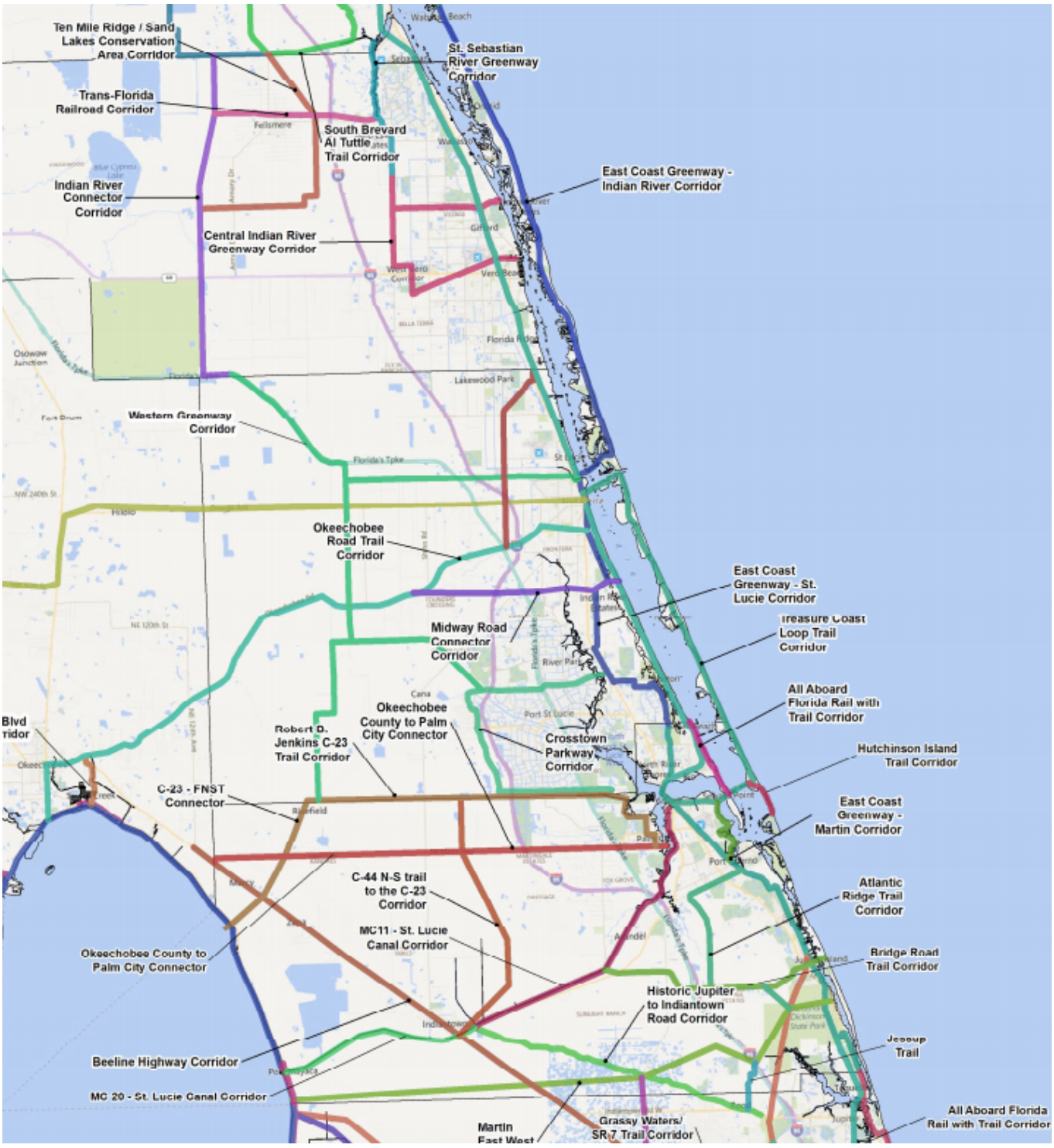


Figure 2-1. East Central Land Trail Opportunity Map

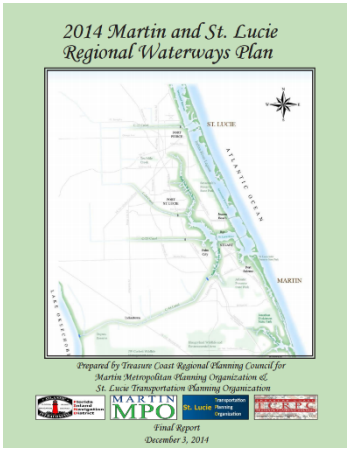
Regional Plans

2040 Long Range Transportation Plans (LRTPs)

The adopted 2040 LRTPs for Martin, St. Lucie, and Indian River MPOs were reviewed. These plans serve as the mechanism for identifying and prioritizing multimodal transportation improvements over a 25-year planning horizon through the year 2040. The LRTPs set the vision for transportation for all modes by providing goals and objectives, multimodal needs plans, and cost feasible plans based on transportation revenue anticipated to be available. The regional projects identified in each LRTP will be included in the 2040 RLRTP.

Martin and St. Lucie Regional Waterways Plan, 2014

The Waterways Plan was developed to identify waterway access needs and facilities while optimizing the economic development opportunities waterfront property has to offer. The plan recommended sustaining existing waterfront land and protecting the surrounding environment through actions and education. As identified by the plan, part of this protection will be achieved by improved management of storm water and limiting the discharge of pollutants. Conservation of waterfront land will also help with mitigating against sea level rise.



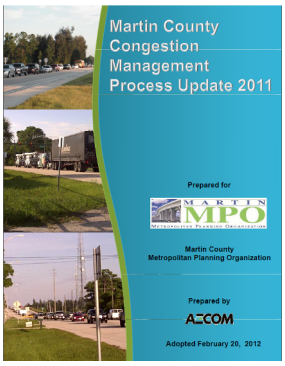
Transportation Improvement Programs (TIPs), 2016

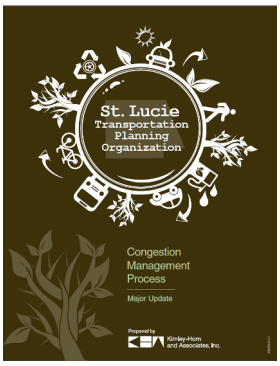
Each MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. At the time of the data review phase, the adopted FY 2015-16 to FY 2019-20 TIPs are in effect. The TIP specifies programmed transportation improvements to be implemented over the next five years, whereas the LRTP presents planned projects within a long range horizon. The projects in the TIP provide a short-term implementation plan for transportation in the Treasure Coast to build from with the RLRTP.TIP projects are included in this plan as funded, near term improvements.

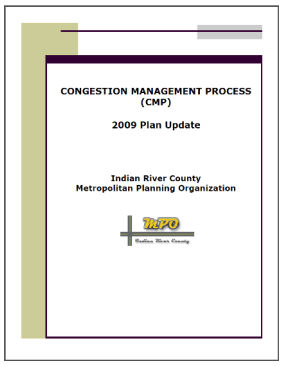
TRANSPORTATION IMPROVEMENT PROGRAM
FY 2015/16 - FY 2019/20

Congestion Management Process (CMP) Update

Each MPO prepared a Congestion Management Process (CMP) Update. A CMP uses a number of analytic tools to define and identify congestion within a region, corridor, activity center, or project area. A CMP identifies where congestion exists, what can be done about it, and a coordinated implementation plan for appropriate strategies to reduce congestion or mitigate the impacts of congestion. At the time of the data review phase, the Martin MPO CMP Update 2011, St. Lucie TPO CMP Update 2011, and Indian River County MPO CMP Update 2009 were in effect.







US 1 Multimodal Corridor Study, 2014

The US 1 corridor is defined as the section of US 1 from south of Cove Road in Port Salerno to north of Juanita Avenue in Fort Pierce as shown in Figure 2-2. US 1 is the primary north-south arterial for the coastal communities of Martin and St. Lucie counties east of I-95 and the Florida Turnpike. The principal element of the US 1 Multimodal Corridor Study is balancing local/community needs with the need to continue to support longer-distance trip-making along US 1. This project was identified in the 2035 RLRTP and 2040 individual LRTPs in St. Lucie TPO and Martin County.

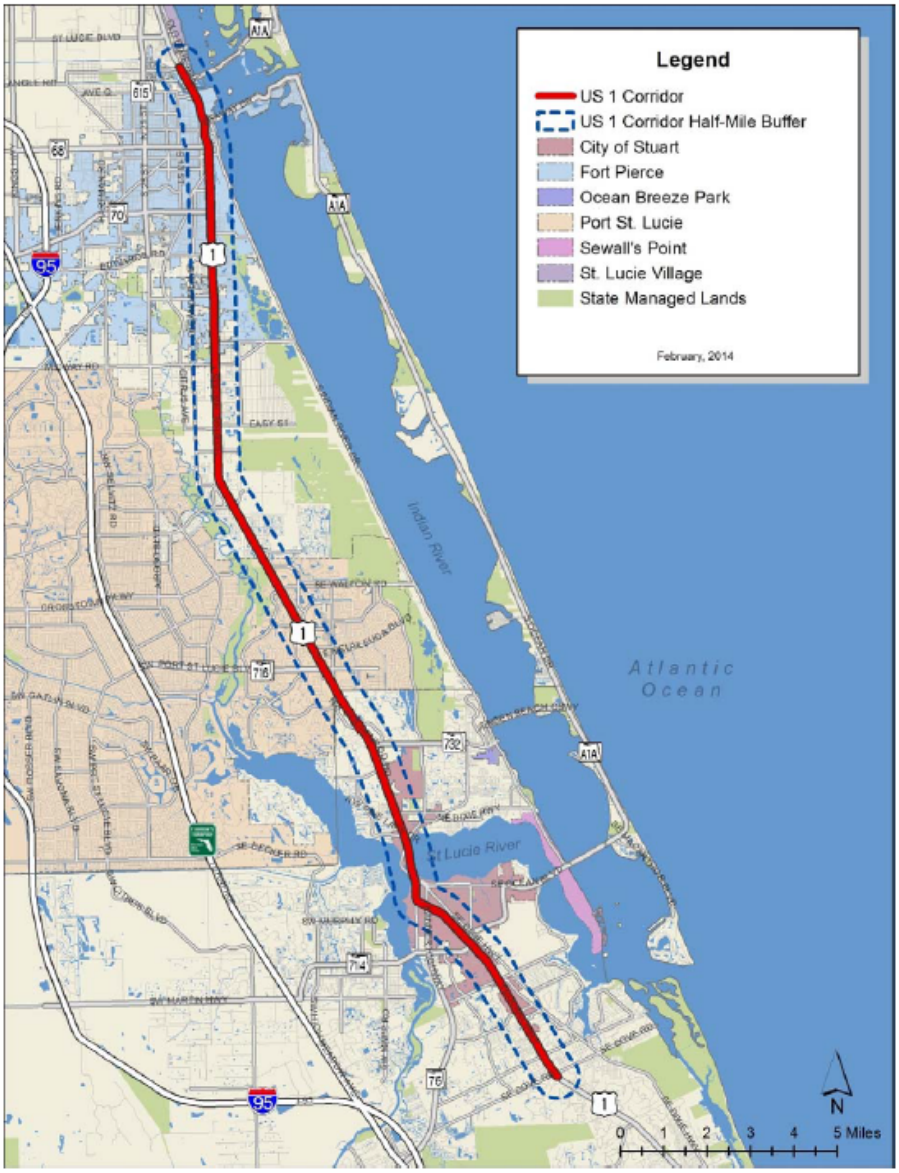
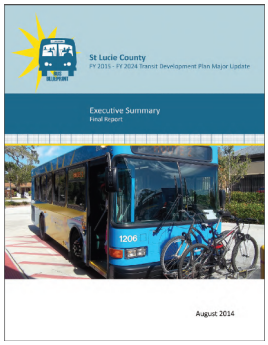


Figure 2-2. US 1 Multimodal Corridor Study Area

Transit Development Plan (TDP)

The Transit Development Plan (TDP) is the strategic guide for public transportation over the next 10 years. It identifies public transportation service improvement priorities for the county, determines the operating and capital costs to implement these service improvement priorities, and outlines a strategy for implementing those service improvements. A major update is required every five years, with annual (or minor) updates in the interim years. At the time of the data review phase, the Martin County TDP 2014-2023 Major Update, St. Lucie County TDP 2015-2024 Major Update, and Indian River County TDP 2014 Annual Update were in effect.



Airport Master Plan

An Airport Master Plan is a study used to determine the long-term development plans for an airport. Air transportation is a vital community industry. An Airport Master Plan is a community's concept of the long-term development of its airport. The master plan considers the needs and demands of airports tenants, users, and the general public. An Airport Master Plan was done for the following; Witham Field, Martin County, St. Lucie County International Airport, St. Lucie County, and Vero Beach Regional Airport, Indian River County.

Treasure Coast 2040 Zonal Data Projections

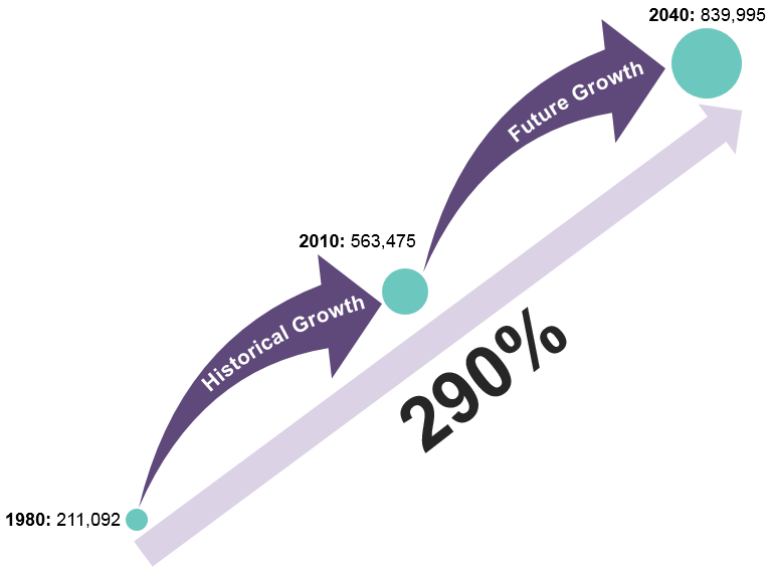
The Urban Land Use Allocation Model (ULAM) provides the Treasure Coast area a systematic approach that uses the most current land use information to generate the future year (2040) socioeconomic data needed as input into the travel demand forecasting model. The quality of the future year land use data will ensure that the travel projections used in the development of the long range plan will accurately reflect the future transportation needs of the area and will help determine what are the most critical and cost effective improvements to address those needs. Appendix C depicts the ULAM historical trend allocation for population and employment.

Chapter 3. Trends and Conditions

When creating a transportation plan for the future, it is important to observe the present trends and conditions facing the region and develop a plan to best optimize opportunities and address the issues. Trends that will be examined include population growth, changes and evolution of the workforce, the means by which residents commute to work, and future land use. Focusing on these trends will allow the 2040 RLRTP to efficiently grow the transportation network based on population trends and the new jobs and industries that will employ residents.

Population Growth

Like many regions in the Sun Belt, the Treasure Coast has experienced a large influx of people over the past 30 years. From 1980 to 2010, the Treasure Coast more than doubled in population growing from 211,092 people to a population of 563,475, according to data from the U.S. Census Bureau. As the area grows and more people flock to warmer weather and areas with year-round recreation, the Treasure Coast is expected to grow by an additional 276,520 people from the U.S. Census Bureau, for a total population of 839,995 and a percent growth of 49% between 2010 to 2040. This growth will increase demand for a comprehensive and efficient multimodal transportation network.



Source: U.S. Census Bureau

Figure 3-1. 60 Year Population Growth Trends

The expected population growth trend indicates that the raw population growth over the next thirty years (262,465 persons) is anticipated to be less than the actual growth during the 1980 – 2010 period (351,043 persons). This indicates that although the Treasure Coast region is expected to continue to grow, the growth rate is slowing.

In addition, population growth is not uniform throughout the region. St. Lucie County houses approximately one-half of the population of the region, while Martin County and Indian River County each contain about one-quarter of the population. This is primarily the result of a higher percentage of population growth in St. Lucie County since 1980 (216%) than in Indian River County (127%) or Martin County (122%). The trend of a higher population growth percentage in St. Lucie County is anticipated to continue in the foreseeable future.

Changes in Employment

Based on the 2010 United States Census, 245,863 people worked within Martin, St. Lucie, and Indian River Counties. This indicates that the employment market in the Treasure Coast is slightly less than one-half of the population as compared to Census data.

By 2040, the Treasure Coast is expected to add an additional 104,103 workers, for an increase of 42%, according to data compiled for the Treasure Coast Regional Planning Model[(1)] (TCRPM). St. Lucie County is projected to experience the largest gross gains in the workforce from 2010 to 2040. Key industries in the region set to experience the most growth include professional, health, retail, and construction. Table 3-1, Table 3-2, and Table 3-3 show the major industries in common with each county in 2010, how many are anticipated to be employed in 2040, and the raw growth of employees experienced over the 2010 to 2040 period. Due to the increasing economic diversity of the Treasure Coast, all industries shown in the tables are expected to increase in the next 30 years. In order to aggregate the data for the purposes of the RLRTP, Table 3-4 shows the sum of all three counties for each industry.

[(1)]The TCRPM was developed by FDOT and is used to project future transportation conditions and evaluate alternatives for future roadway system improvements.

Table 3-1. Martin County Employment Trends

Industry	2010	2040	Employment Growth
Agriculture	671	823	152
Utilities	140	174	34
Construction	9,693	12,653	2,960
Manufacturing	4,023	4,999	976
Wholesale	3,699	4,680	981
Retail	12,350	15,370	3,020
Transportation	1,260	1,566	306
Professional	17,281	21,172	3,891
Amusement	3,622	4,568	946
Education Employed	3,370	4,214	844
College Employed	879	1,101	222
Health	10,442	13,308	2,866
Personal	7,739	9,406	1,667
Hotel	387	484	97
Restaurants	6,293	8,084	1,791
Public Admin	3,827	4,457	630
Total	**85,676**	**107,059**	**21,383**

Table 3-2. St. Lucie County Employment Trends

Industry	2010	2040	Employment Growth
Agriculture	1,483	2,322	839
Utilities	399	631	232
Construction	10,676	17,802	7,126
Manufacturing	4,163	6,596	2,433
Wholesale	4,112	6,641	2,529
Retail	11,878	18,860	6,982
Transportation	1,548	2,449	901
Professional	13,670	21,393	7,723
Amusement	1,657	2,652	995
Education Employed	6,095	9,731	3,636
College Employed	633	1,017	384
Health	11,990	19,533	7,543
Personal	8,445	13,101	4,656
Hotel	636	1,021	385
Restaurants	6,251	10,249	3,998
Public Admin	11,419	17,673	6,254
Total	**95,055**	**151,671**	**56,616**

Source: Treasure Coast 2040 Zonal Data Projections

Table 3-3. Indian River County Employment Trends

Industry	2010	2040	Employment Growth
Agriculture	594	823	229
Utilities	33	46	13
Construction	4,454	6,518	2,064
Manufacturing	3,137	4,375	1,238
Wholesale	2,812	3,992	1,180
Retail	10,642	14,832	4,190
Transportation	830	1,153	323
Professional	12,512	17,177	4,665
Amusement	2,516	3,550	1,034
Education Employed	2,598	3,638	1,040
College Employed	771	1,085	314
Health	8,166	11,682	3,516
Personal	6,293	8,574	2,281
Hotel	1,329	1,866	537
Restaurants	5,079	7,315	2,236
Public Admin	3,366	4,610	1,244
Total	**65,132**	**91,236**	**26,104**

Table 3-4. Treasure Coast Employment Trends

Industry	2010	2040	Employment Growth
Agriculture	2,748	3,968	1,220
Utilities	572	851	279
Construction	24,823	36,973	12,150
Manufacturing	11,323	15,970	4,647
Wholesale	10,623	15,313	4,690
Retail	34,870	49,062	14,192
Transportation	3,638	5,168	1,530
Professional	43,463	59,742	16,279
Amusement	7,795	10,770	2,975
Education Employed	12,063	17,583	5,520
College Employed	2,283	3,203	920
Health	30,598	44,523	13,925
Personal	22,477	31,081	8,604
Hotel	2,352	3,371	1,019
Restaurants	17,623	25,648	8,025
Public Admin	18,612	26,740	8,128
Total	**245,863**	**349,966**	**104,103**

Source: Treasure Coast 2040 Zonal Data Projections

Transportation

The foundation of the transportation system in the Treasure Coast is largely built on auto-dependence. As the region grows, commute times for all modes will be longer, but will disproportionately be felt by those continuing to commute by car. With this growth in mind, it is necessary for the 2040 RLRTP to address both current and future needs. Current trends within the region and around the country have shown an increasing number of people commuting via other means such as public transit, bicycle, and walking, suggesting the potential need to provide and maintain the infrastructure that will optimize these other modes while slowing the increasing traffic congestion to remain attractive for future residents and industries. The breakdown of commuters in the Treasure Coast by percentage of mode used within the overall transportation network is shown on the following page. The rate of walking, bicycling, and taking public transportation to work is lower

in the Treasure Coast than the nation and state as a whole shown in Table 3-5. However, the rate of carpooling to work and working at home are higher in the Treasure Coast than the nation and state.

Table 3-5. Means of Transportation to Work

Modes of Transportation	United States	Florida	Treasure Coast
Drove Alone	76.41%	79.64%	79.46%
Carpooled	9.59%	9.61%	10.93%
Public Transportation	5.06%	2.09%	0.44%
Bicycle	0.59%	0.68%	0.52%
Walked	2.78%	1.53%	1.16%
Other (*Including Taxicabs and Motorcycles*)	1.20%	1.53%	1.63%
Worked at home	4.37%	4.92%	5.86%

Source: 2010-2014 American Community Survey 5-Year Estimates

A brief review and analysis of regional travel flows utilizing the OnTheMap application of the United States Census Bureau was conducted, a mapping tool that reports where people live and where they earn their pay checks. The underlying data for the OnTheMap application is the 2014 Longitudinal Employer-Household Dynamics (LEHD) data developed by the Center for Economic Studies of the United States Census Bureau. LEHD data provides information to analyze work trips including those that cross jurisdictional boundaries. The Treasure Coast region is characterized by a significant amount of cross-county travel flows for work trips, including within the region as well as to the Southeast Florida region. Approximately 55 percent (55%) of workers in the region commute outside of their home county for work.

Future Land Use

Understanding future land use data is important to mitigate the effects of land use on transportation and to enhance the efficient use of resources with minimal impact on future generations.

Shown in Figure 3-2 is Martin County's future land use map. The majority of Martin County is land that is designated for agriculture and related land uses.

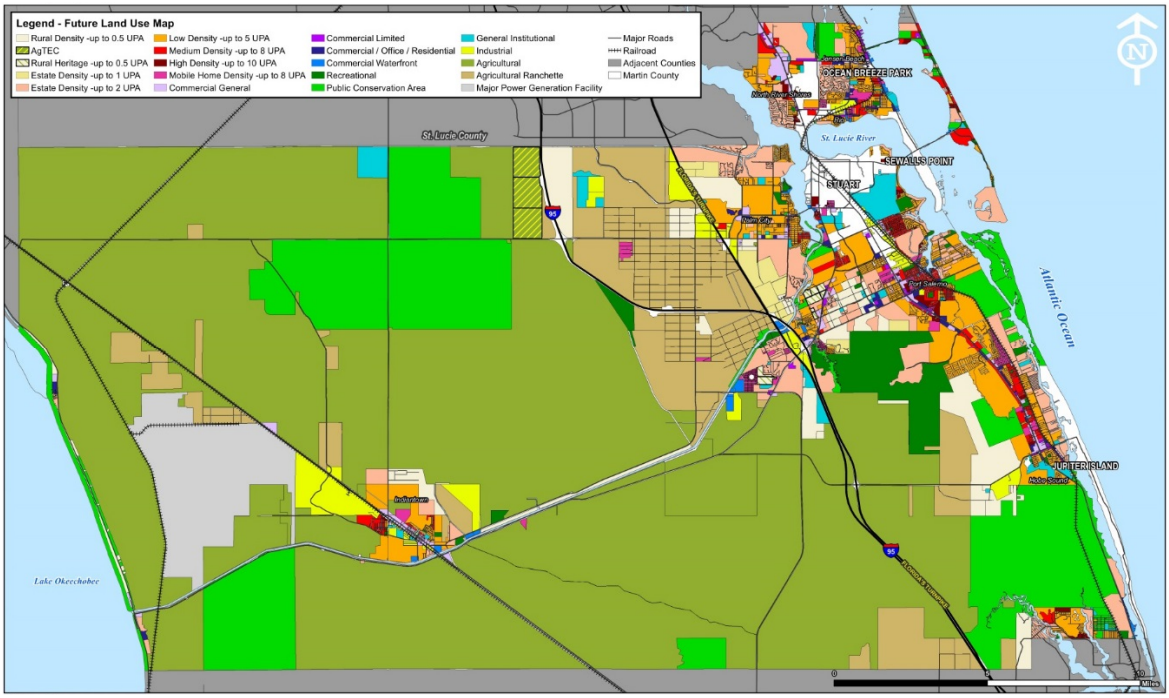


Figure 3-2. Martin County's Future Land Use Map

Shown in Figure 3-3 is St. Lucie County's future land use map. The majority of St. Lucie County is land that is designated for rural and agriculture land uses.

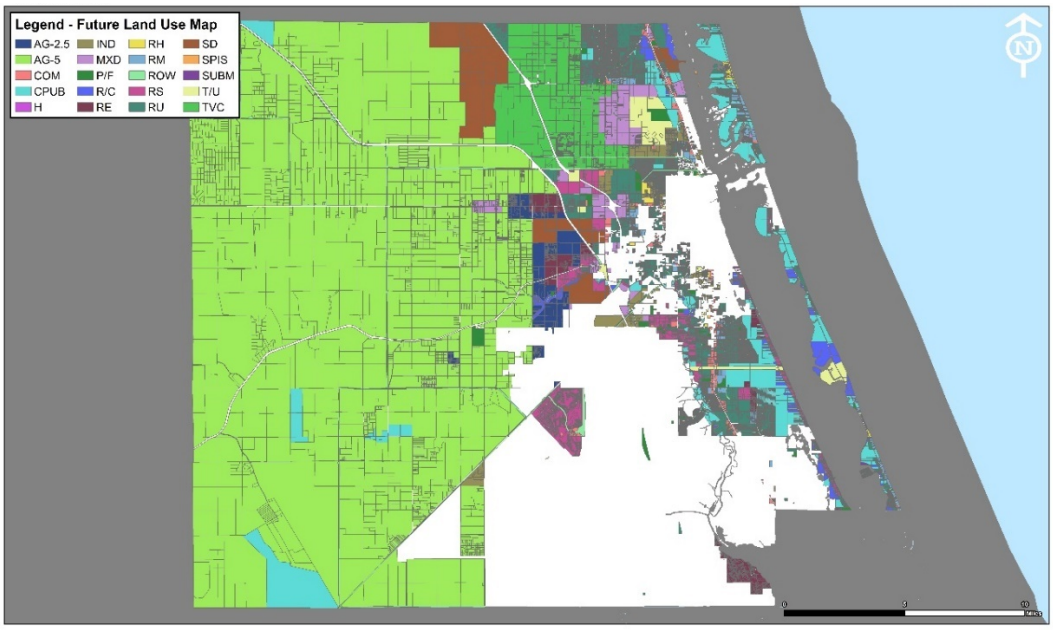


Figure 3-3. St. Lucie County's Future Land Use Map

Shown in Figure 3-4 is Indian River County's 2035 LRTP Infill Alternative Plan. The Infill Alternative Plan includes new neighborhood, corridor, and district areas that will become the focus of infill redevelopment and business recruitment.

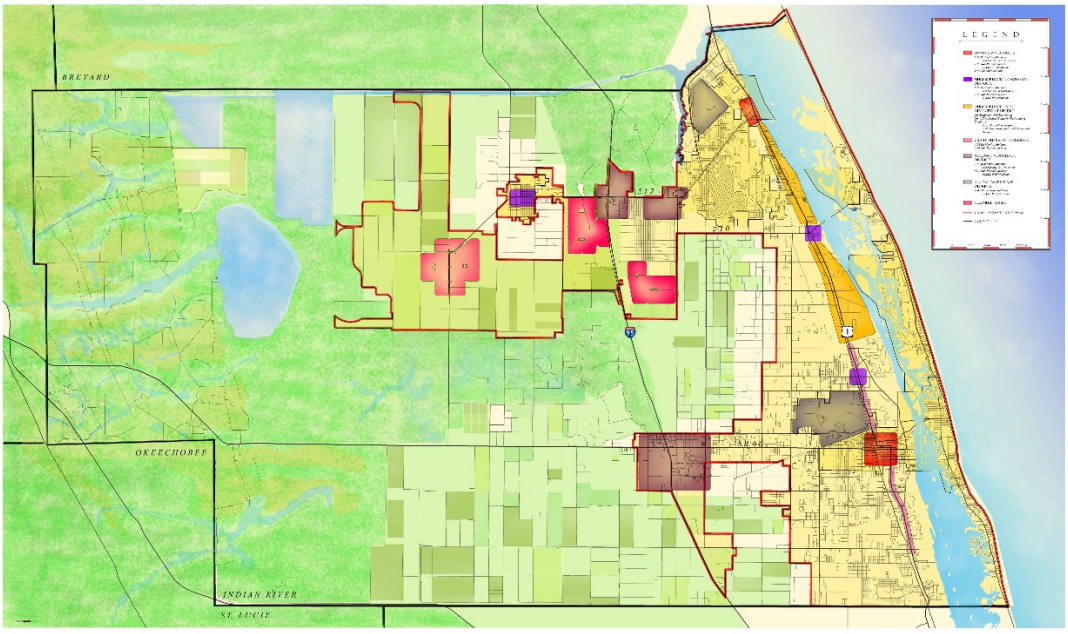


Figure 3-4. Indian River County's 2035 LRTP Infill Alternative Plan

The county seats in each of the Treasure Coast counties consist of Stuart, Fort Pierce, and Vero Beach, all of which pre-date World War II. However, most of the development in the Treasure Coast generally occurred during the golden age of the automobile in the second half of the 20th century. As such, much of the region has developed in a low-density, single use manner expanding from east to west over time. This has created the consumption of open space for development into residential and commercial areas, and led to development patterns that heavily favor usage of the private automobile for almost all trips. Commuters generally drive long distances to reach destinations or make multiple short trips to reach a number of different destinations (trip chaining), as found during the Martin County Household Travel Survey (HTS). In addition, cross-county commuting is common in the Treasure Coast region as is commuting between the Treasure Coast region and Southeast Florida, especially Palm Beach Gardens, West Palm Beach, and Boca Raton. This development pattern increases the cost of living due to increased costs for fuel, maintenance, and car ownership.

Each M/TPO conducted a series of stakeholder interviews and public workshops to establish the land use visioning process during their respective 2035 LRTPs and maintained these land use assumptions during the 2040 LRTP process. The M/TPOs have adopted LRTPs that can generally be described as proposing to retrofit a multimodal approach to integrate transportation into the current development pattern.

Chapter 4. Regional Goals, Objectives, and Performance Measures

The goals, objectives, and performance measures for the 2040 RLRTP are based on the results of the Regional Trends and Conditions chapter of this report and a review of goals and objectives from the individual Long Range Transportation Plans for the Martin MPO, St. Lucie TPO, and Indian River County MPO.

Federal, state, regional, and local plans that provide parameters and guidance for the RLRTP were reviewed and summarized. The performance-and-outcome based approach to transportation planning continues to be a fundamental tenet of federal transportation legislation. The recently adopted FAST Act includes requirements for metropolitan transportation planning and invests $305 billion without increasing transportation user fees. The Review of Existing Plans, Regulations, and Requirements chapter includes more information on transportation programs and plans at all levels of government.

Review of Individual LRTP Goals, Objectives, and Performance Measures

Each of the three individual M/TPOs' goals, objectives, and performance measures from their respective 2040 LRTPs were reviewed. These goals, objectives, and performance measures were analyzed to identify and include consistent themes for the 2040 RLRTP. In addition, common issues of regional significance were identified for inclusion.

Federal Planning Factors

Each of the three LRTPs clearly illustrates how the goals meet federal planning factors as illustrated in Appendix D.

Freight and Goods Movement

The Freight Transportation element prepared for the RLRTP develop and provide regional transportation input on the development of specific freight goals and objectives. Furthermore, Objective 1.B included herein provides for travel time reliability on major roadway freight corridors.

2040 RLRTP Goals, Objectives, and Performance Measures

The Treasure Coast 2040 RLRTP is intended to guide transportation decision making at the regional level to a more connected future over the next 25 years. To support this process, a review of the relevant federal, state, regional, and local documentation was conducted along with careful and thoughtful review and consideration of the individual M/TPO's transportation planning process and input received during the individual M/TPO LRTPs. Concepts of regional significance that may not have been the focus of individual

LRTPs were then analyzed and incorporated. The collective goals, objectives, and performance measures will help guide the region in identifying and prioritizing investments and is shown in Table 4-1.

Goal 1	Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.
Goal 2	Support economic prosperity through targeted regional transportation investments that preserve the existing system, while expanding modal options.
Goal 3	Protect the region's natural and social environment while minimizing adverse community impacts.
Goal 4	Conduct coordinated regional planning and decision-making that improves transportation options for the region.
Goal 5	Protect and enhance the unique quality of life in the Treasure Coast region.

Table 4-1. Goals, Objectives, and Performance Measures

	Objective	Measure Number	Performance Measure Description
Goal 1	**Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.**		
	Objective 1.A	Prioritize transportation investments that maintain acceptable travel performance.	
		1	Increase the percentage of miles meeting/exceeding roadway level of service standards
	Objective 1.B	Ensure travel time reliability on major roadway freight corridors.	
		1	Increase roadway miles with SIS corridor improvements to decrease the number of congestion hotspots/bottlenecks on the regional freight network.
	Objective 1.C	Implement the regional greenways and trails system.	
		1	Increase miles of greenways and trails implemented.
	Objective 1.D	Identify and fund the regional bus and train network.	
		1	Reduce headways on transit services/improved on time performance when compared to previous years.
		2	Increase number of Regional Transit projects implemented/completed.
	Objective 1.E	Improve the safety of the transportation system, which may include communications infrastructure to provide opportunities for more efficient travel flow and infrastructure to support automated vehicles.	
		1	Decrease crash rate over each five-year period of the Regional Plan.
		2	Increase number of regional projects that include a TSM&O component that could be adapted to support autonomous vehicles.
Goal 2	**Support economic prosperity through targeted regional transportation investments that preserve the existing system, while expanding modal options.**		
	Objective 2.A	Improve access to regional destinations that support economic prosperity.	
		1	Implement strategies that improve access to regional transportation destinations and multimodal opportunities.
	Objective 2.B	Ensure adequate funding for congestion management and maintenance.	
		1	Increase number of implemented congestion management projects.
		2	Increase private and grant funding of transportation infrastructure.
	Objective 2.C	Prioritize projects that improve multimodal access to community activity centers.	
		1	Increase concentration of multimodal transportation options (bicycle facilities, bike share, bus shelters, etc.) nearby to community activity centers (regional malls, medical centers, libraries, and transit hubs).
	Objective 2.D	Promote consistency between transportation projects and the efficient operation and management of the regional transportation system including providing opportunities for incorporating broadband fiber optic network communications.	
		1	Increase length/coverage of the fiber optic network within regional transportation corridors.
Goal 3	**Protect the region's natural and social environment while minimizing adverse community impacts.**		
	Objective 3.A	Improve air quality and reduce greenhouse gas emissions.	
		1	Maintain or improve results of local emissions/air quality tests (tons of CO, HC, an NO emissions) at regular intervals throughout the planning horizon.
	Objective 3.B	Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.	
		1	Decrease the project acreage in sensitive environmental areas in comparison to previous years.
	Objective 3.C	Reduce regional waterway impacts from roadway runoff.	
		1	Reduce the amount of roadway runoff to regional waterways.

	Objective	Measure Number	Performance Measure Description
Goal 4	**Conduct coordinated regional planning and decision-making that improves transportation options for the region.**		
	Objective 4.A	Prioritize transportation investments that maintain acceptable travel performance.	
		1	Increase transit ridership over time.
		2	Increase the mileage of bicycle lanes, shared-use paths, and sidewalks.
		3	Reduce vehicle miles traveled per capita as measured from the regional travel demand model.
	Objective 4.B	Reduce vehicle miles traveled per capita as measured from the regional travel demand model.	
		1	Reduce vehicle miles traveled per capita as measured from the regional travel demand model.
		2	Reduce per capita highway hours of delay based on the model output from the TCRPM.
	Objective 4.C	Manage the regional transportation system in a collaborative manner to improve the system's stability/resiliency to climate change and performance during hurricane evacuations, emergencies, and disasters.	
		1	Increase miles of improvements along or supporting evacuation routes.
	Objective 4.D	Conduct regional meetings to provide an update of the implementation of the regional transportation plan and discuss items of regional transportation significance.	
		1	Increase the number of regional transportation projects implemented.
		2	Create an updated priorities list across the region on an annual basis.
Goal 5	**Protect and enhance the unique quality of life in the Treasure Coast region.**		
	Objective 5.A	Protect and enhance the unique quality of life in the Treasure Coast region.	
		1	Increase transit service area size/availability and ridership.
		2	Increase transit/sidewalk ADA compliance and accessibility (stations, vehicles, crosswalks etc.).
	Objective 5.B	Support healthy living strategies, programs, and improvements.	
		1	Support healthy living strategies, programs, and improvements.
		2	Participate in community health plans and programs; consider shared performance measures with health plans.
	Objective 5.C	Reduce traffic fatalities and serious injury crashes on the regional roadway network.	
		1	Reduce traffic fatalities and serious injury crashes on the regional roadway network.

Chapter 5. Regional Multimodal Transportation System

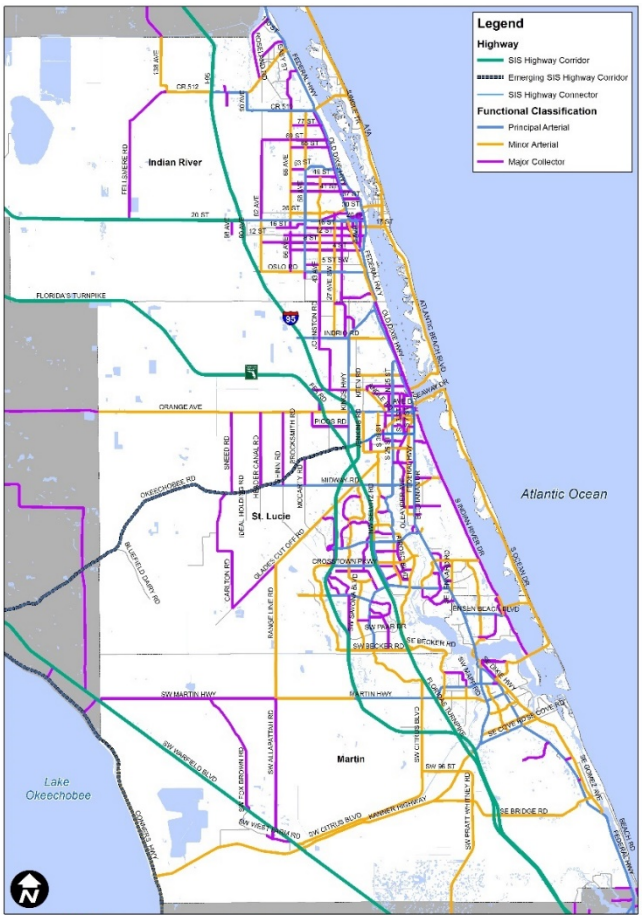
The purpose of this task is to produce a 2040 Regional Multimodal Transportation System map based on the regional roadway network and the designated SIS. The result will be a regional transportation network that will define the roadways upon which regional transportation needs will be based.

Regional roadway facilities were defined by criteria established in the 2030 RLRTP. The regional criteria were reviewed and determined to be applicable.

Primary Regional Facilities

All SIS and Emerging SIS facilities are regionally significant and are designated as Primary Regional Facilities. In addition, all principal arterial facilities that meet at least one (1) of the following criteria and any minor arterial or major collector facilities that meet at least four (4) of the following criteria are designated as Primary Regional Facilities.

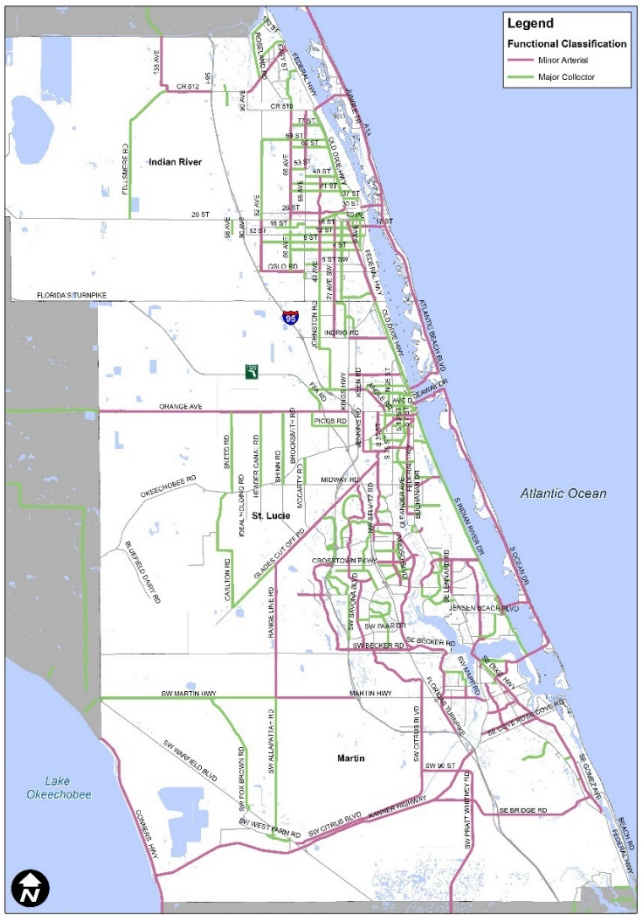
- **Multi-County** – Facilities that traverse more than one county.
- **SIS Connectivity** – Facilities that connect a SIS highway to another SIS Highway.
- **SIS Intermodal** – Hubs, corridors, and connectors identified as SIS and emerging SIS.
- **Freight and Passenger Hubs** – Freight and passenger hubs not on the SIS such as airports, bus terminals, ports, or rail yards that function as intermodal hubs.
- **Intermodal Connectivity** – Facilities that serve non-SIS freight and passenger intermodal hubs.
- **SIS Access** – Facilities that connect a SIS highway to another arterial or major collector.
- **Evacuation Route** – Facilities that are designated hurricane evacuation routes, per local comprehensive plans.



- **Regional Employment Access** – Facilities that connect to a regional employment hub (defined as a transportation analysis zone (TAZ) where the employment is two percent or greater of the region's employment or where the industrial employment is two percent or greater of the region's industrial employment).
- **Regional Connectivity** – Facilities that connect with the SIS or Emerging SIS or serve another regional facility such as a regional park, sports complex, beach, university, or intermodal hub.

Secondary Regional Facilities

Secondary regional facilities include all intermodal facilities, arterials, and major collectors that are not principal arterials and meet one (1) or more of the primary regional facility criteria.



Network Evaluation

Geographic information systems (GIS) data from the 2030 RLRTP were used as the starting point for the regional roadway network analysis. The project team evaluated roads in the Treasure Coast region to confirm their inclusion on the regional roadway network and evaluated additional roads for adding to the regional roadway network based on comments from RPMT members. Figure 5-1 depicts the 2040 Regional Transportation Network.

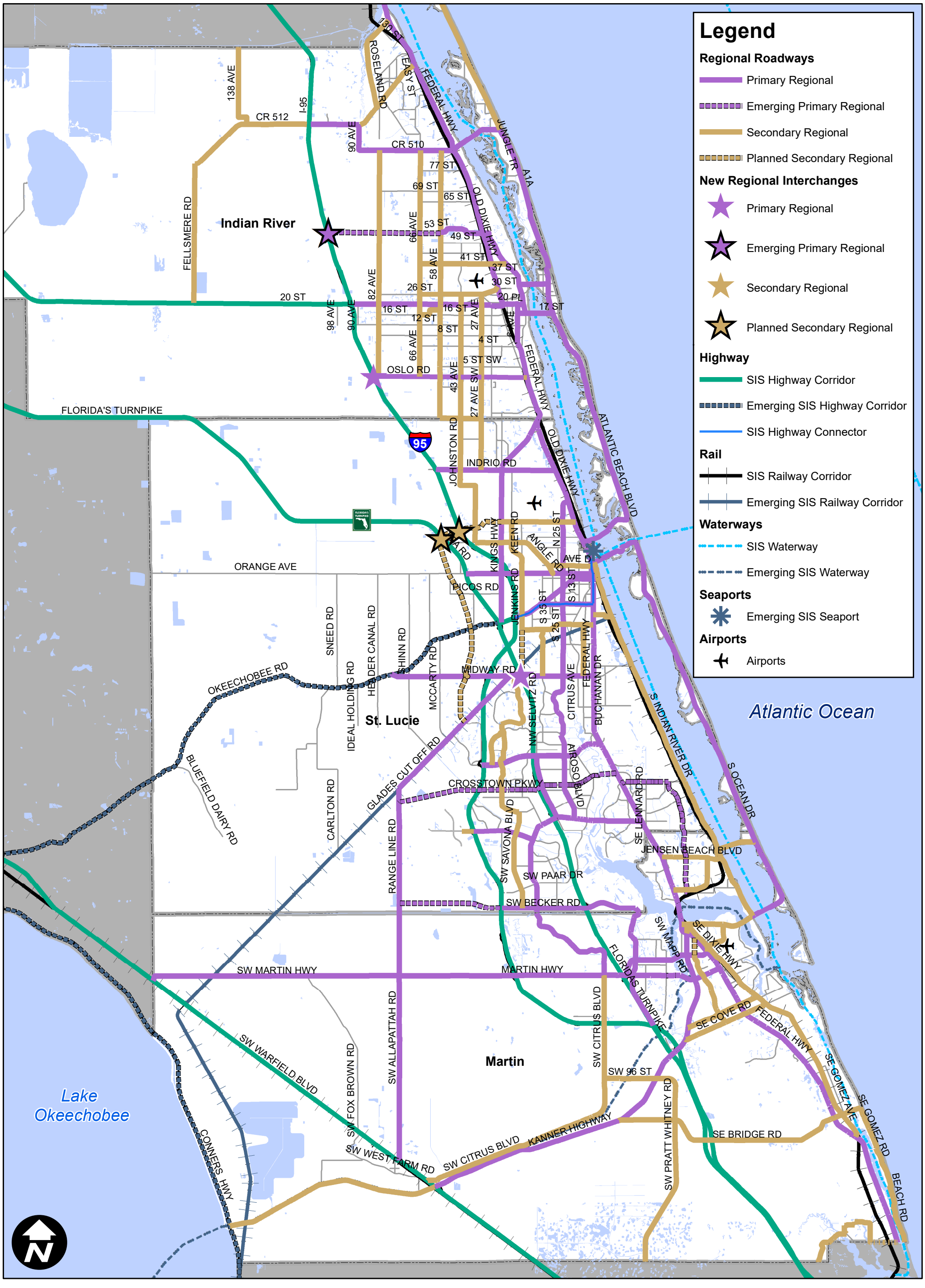


Figure 5-1. Regional Transportation Network

Chapter 6. Regional Needs Assessment

The completion of the multimodal needs assessment from the regional perspective was based on the multimodal needs assessment done for the three individual 2040 LRTPs. The needed projects were identified based on the analysis of the regional multimodal transportation system.

The regional transportation network was defined by the criteria established in the 2030 RLRTP and input from the project stakeholders to refine the network. Many of the regional road needs have been identified through the existing long range transportation plans and their relation to the identified regional roadway network. The individualized roadway needs were gathered and analyzed to identify their presence along the regional roadways as shown in Table 6-1.

Table 6-1. Regional Roadway Needs

County	Roadway	Limits	Type
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L
Martin	Cove Road	SR 76/Kanner Highway to Willoughby Boulevard	Widen 2 to 4L
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L
Martin	SR 91/Florida's Turnpike	Jupiter/Indiantown Road to SR 714/Stuart	Widen 4 to 6L
Martin	SR 91/Florida's Turnpike	SR 714/Stuart to Becker Road	Widen 4 to 8L
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L
Martin	Cove Road	SR 76/Kanner Highway to Willoughby Boulevard	Widen 2 to 4L
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L

County	Roadway	Limits	Type
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L
St. Lucie	Arterial A	Glades Cut-Off Road to Midway Road	New 4L
St. Lucie	Becker Road	Range Line Road to Village Parkway	New 4L
St. Lucie	Crosstown Parkway	Range Line Road to Village Parkway	New 4L
St. Lucie	Northern Connector	I-95 to Kings Highway	New 4L
St. Lucie	Northern Connector	Florida's Turnpike to I-95	New 4L
St. Lucie	North-Mid County Connector	Florida's Turnpike to Midway Road	New 4L
St. Lucie	SR 91/Florida's Turnpike	Northern Connector	New Interchange
St. Lucie	SR 91/Florida's Turnpike	Midway Road	New Interchange
St. Lucie	I-95	Northern Connector	New Interchange
St. Lucie	Glades Cut Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L
St. Lucie	Kings Highway	North of I-95 Overpass to Indrio Road	Widen 2 to 4L
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4L
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4L
St. Lucie	Port St. Lucie Boulevard	Paar Drive to Darwin Boulevard	Widen 2 to 4L
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4L
St. Lucie	NW East Torino Parkway	NW Cashmere Boulevard to Midway Road	Widen 2 to 4L
St. Lucie	Selvitz Road	Glades Cut Off Road to Edwards Road	Widen 2 to 4L
St. Lucie	SR 91/Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L
St. Lucie	SR 91/Florida's Turnpike	Port St. Lucie Boulevard to SR 70 (Fort Pierce)	Widen 4 to 6L
St. Lucie	SR 91/Florida's Turnpike	SR 70 (Fort Pierce) to Yeehaw Junction	Widen 4 to 6L
St. Lucie	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6L
St. Lucie	I-95	N of Becker Road to N of Glades Cut Off Road	Widen 6 to 8L
St. Lucie	I-95	Glades Cut Off Road to S of SR 70	Widen 6 to 8L
St. Lucie	Arterial A	Glades Cut-Off Road to Midway Road	New 4L
St. Lucie	Becker Road	Range Line Road to Village Parkway	New 4L
St. Lucie	Crosstown Parkway	Range Line Road to Village Parkway	New 4L
St. Lucie	Airport Connector	I-95 to Kings Highway	New 4L
St. Lucie	Northern Connector	SR 91/Florida's Turnpike to I-95	New 4L
St. Lucie	North-Mid County Connector	Florida's Turnpike to Midway Road	New 4L
St. Lucie	SR 91/Florida's Turnpike	Northern Connector	New Interchange
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L

County	Roadway	Limits	Type
Indian River	53 Street	82 Avenue to 58 Avenue	New 2L
Indian River	58 Avenue	St. Lucie County Line to Oslo Road	New 2L
Indian River	82 Avenue	26 Street to Laconia Street	New 2L
Indian River	53 Street	Fellsmere N-S Road 1 to 82 Avenue	New 2L
Indian River	I-95	Oslo Road	New Interchange
Indian River	I-95	53 Street	New Interchange
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Widen 2 to 4L
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4L
Indian River	43 Avenue	25 Street SW to 26 Street	Widen 2 to 4L
Indian River	66 Avenue	49 Street to Barber Street	Widen 2 to 4L
Indian River	CR 510	CR 512 to Intracoastal Waterway	Widen 2 to 4L
Indian River	CR 512	Willow Street to I-95	Widen 2 to 4L
Indian River	Oslo Road	I-95 to 58 Avenue	Widen 2 to 4L
Indian River	Roseland Road	CR 512 to US 1	Widen 2 to 4L
Indian River	CR 512	I-95 to CR 510	Widen 4 to 6L
Indian River	Indian River Boulevard	US 1/4 Street to 37 Street	Widen 4 to 6L
Indian River	US 1	53 Street to CR 510	Widen 4 to 6L
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L
Indian River	53 Street	82 Avenue to 58 Avenue	New 2L
Indian River	58 Avenue	St. Lucie County Line to Oslo Road	New 2L
Indian River	82 Avenue	26 Street to Laconia Street	New 2L
Indian River	53 Street	Fellsmere N-S Road 1 to 82 Avenue	New 2L
Indian River	I-95	Oslo Road	New Interchange
Indian River	I-95	53 Street	New Interchange
Martin/St. Lucie/Indian River	US 1	Cove Road to Indian River County/Brevard County Line	Corridor Retrofit

The above listed roadways represent a list of improvements and new infrastructure which will support transportation throughout the Treasure Coast Region. Each of the above roadway segments has been selected from its presence along an existing regionally significant roadway or the creation of a new roadway. Several of these regional needs will be new roadways which will provide important transportation corridors into the future. Both St. Lucie and Indian River Counties have new planned roadways that are regionally significant.

St. Lucie County

- Crosstown Parkway
- Arterial A
- Airport Connector
- North-Mid County Connector

Indian River County

- 58 Avenue/25 Street SW
- 53 Street
- 82 Avenue

The regional roadway needs are displayed below in Figure 6-1, which highlights the existing and potential interconnectivity of the region through the identification of these improvements and additions.

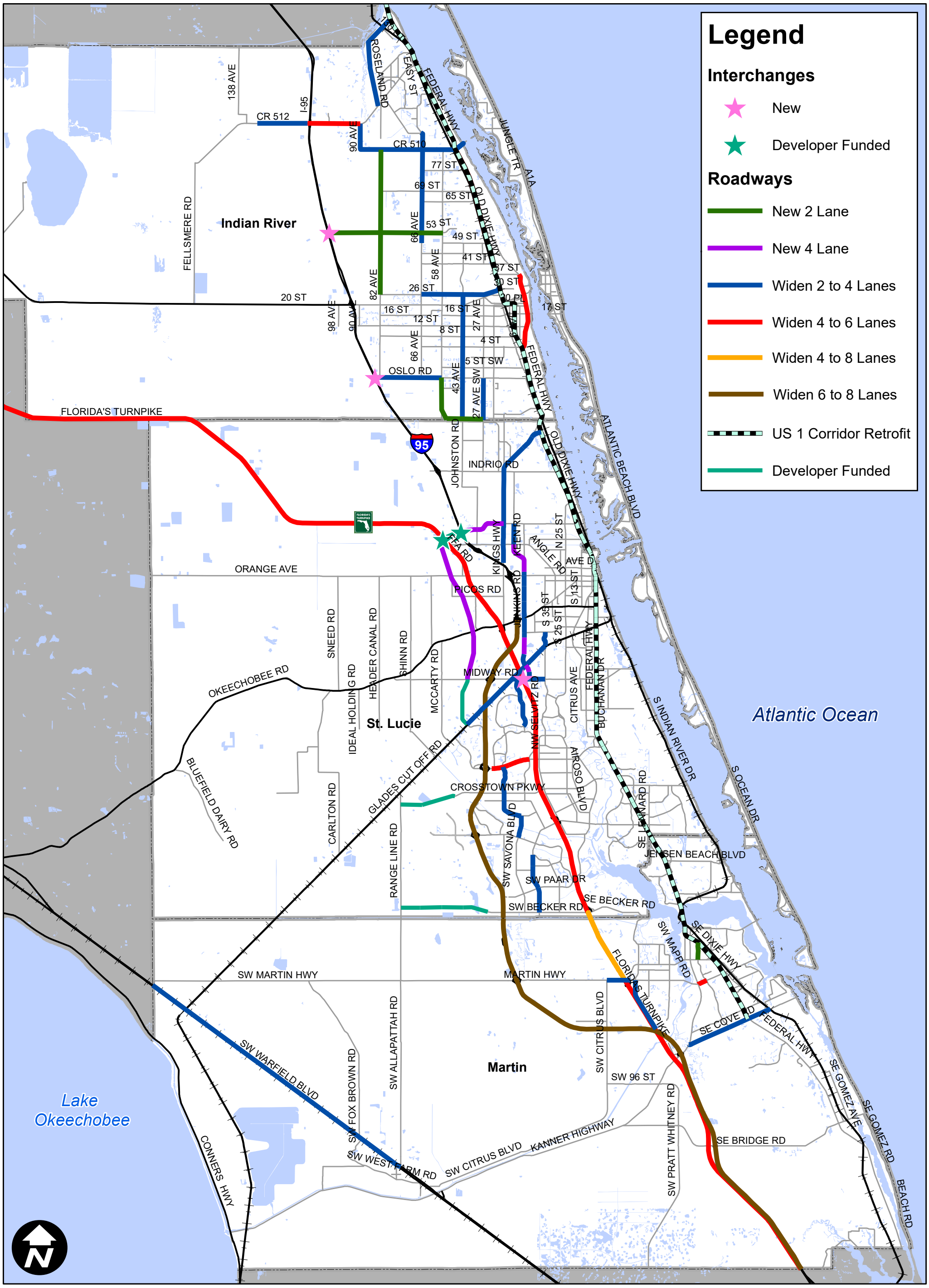


Figure 6-1. Regional Roadway Needs

Chapter 7. Regional Transit and Non-Motorized Transportation Component

A regional transit vision from the Transit Development Plans (TDPs) for Martin, St. Lucie, and Indian River counties as a group was developed. The needs continued with a review of components addressing transit, particularly beyond the 10-year planning horizon for TDPs, and non-motorized modes in the 2040 LRTPs for the three M/TPOs. Any connectivity gaps across county lines from the 2040 LRTPs will be identified, and additional analysis will be conducted to inform development and implementation of the regional transit and non-motorized vision (e.g., on trip origins and destinations from a regional perspective). Regional transit and non-motorized transportation alternatives have been identified within the Treasure Coast study area. As part of this plan, transit and non-motorized accessibility are important goals for the region.

Regional Transit

Transit availability is an important feature for the Treasure Coast area. Each of the three counties has an existing bus transit systems currently serving their residents. There are three primary bus transit providers in the Treasure Coast Region. Martin County is served by Martin County Public Transit (Marty), St. Lucie is being served by the Treasure Coast Connector, and Indian River County is being served by GoLine. Each of these transit services has a regional impact with one or more of their existing bus routes. Of these existing transit networks, five routes have been identified that have a regional impact. The five routes are listed below:

1. Marty Route 1
2. Marty Route 20X
3. TCC Route 1
4. TCC Route 7
5. GoLine Route 15

In addition to the identification of transit routes that provide regional service, eight bus terminals, including one Greyhound Station have been identified within the region. Within the Treasure Coast, nine park and ride facilities are available, promoting a reduction of vehicles on the regional roads. These nine park and ride locations are positioned primarily nearby to I-95, Florida's Turnpike, and US 1 throughout. Bus terminals along with park and ride locations allow users to access additional routes and improve the interconnectivity of the existing transportation network.

Five regional transit needs have been identified in addition to the five existing transit routes. These five needs are listed below:

1. Turnpike Express Bus Route – commuter bus route operating along Florida's Turnpike from Palm Beach County to SW Port St. Lucie Boulevard
2. I-95 Express Bus Route – commuter bus route operating along I-95 Corridor from Palm Beach County to Gatlin Boulevard
3. US 1 Bus Rapid Transit (BRT) – rapid transit bus system along US 1 Corridor from Hobe Sound to Sebastian
4. Tri-Rail Extension – extension to the Tri-Rail commuter rail system which is currently serving Broward, Miami-Dade, and Palm Beach counties from Palm Beach County to Fort Pierce
5. SR 710/CSX Indiantown Multimodal Connector – commuter bus from Palm Beach County to SW Allapattah Road

These newly identified needs will provide both bus and rail transit opportunities for the Treasure Coast area. Each of these needs will provide a primarily north-south transportation alternative for commuters both within and outside of the Treasure Coast. The implementation of these commuter transit alternatives will aid in the effort of reducing congestion, vehicle miles traveled and potentially improve travel time reliability around the region.

Existing transit terminals, routes and the transit needs can be seen in Figure 7-1. The figure shows the existing interconnectivity of the Treasure Coast and the areas which will benefit from the proposed transit network.

Regional Non-Motorized

As part of the multimodal transportation needs, the plan also includes the non-motorized needs. Regional non-motorized needs were identified by their presence along regionally significant roadways based on the individual 2040 LRTPs. The Florida Greenways and Trails System (FGTS) maintained by Florida Department of Environmental Protection (FDEP) are included as part of the 2040 Regional Non-Motorized Needs and shown in Figure 7-2. Appendix E provides the list of the regional non-motorized needs.

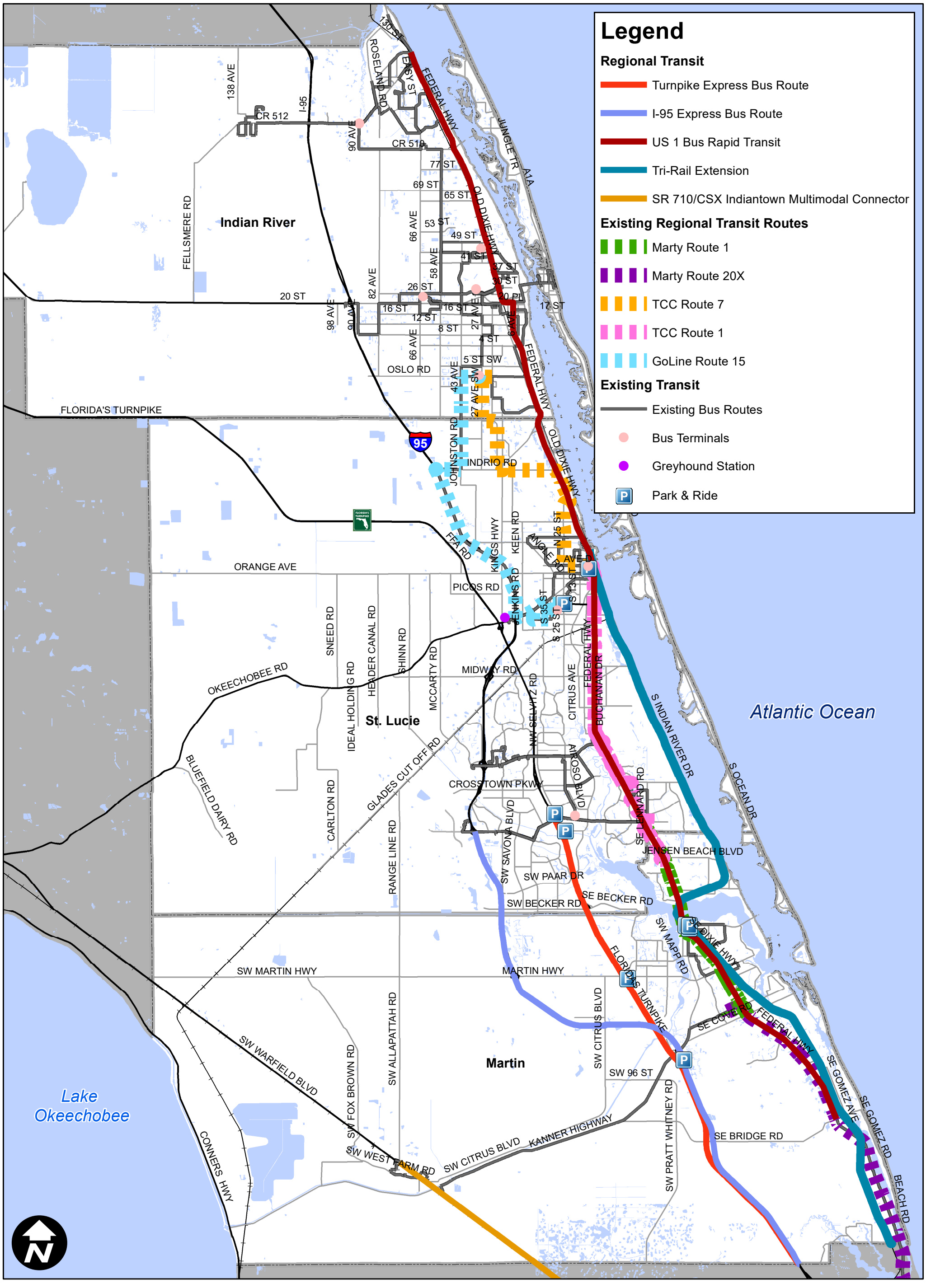


Figure 7-1. Regional Transit Needs

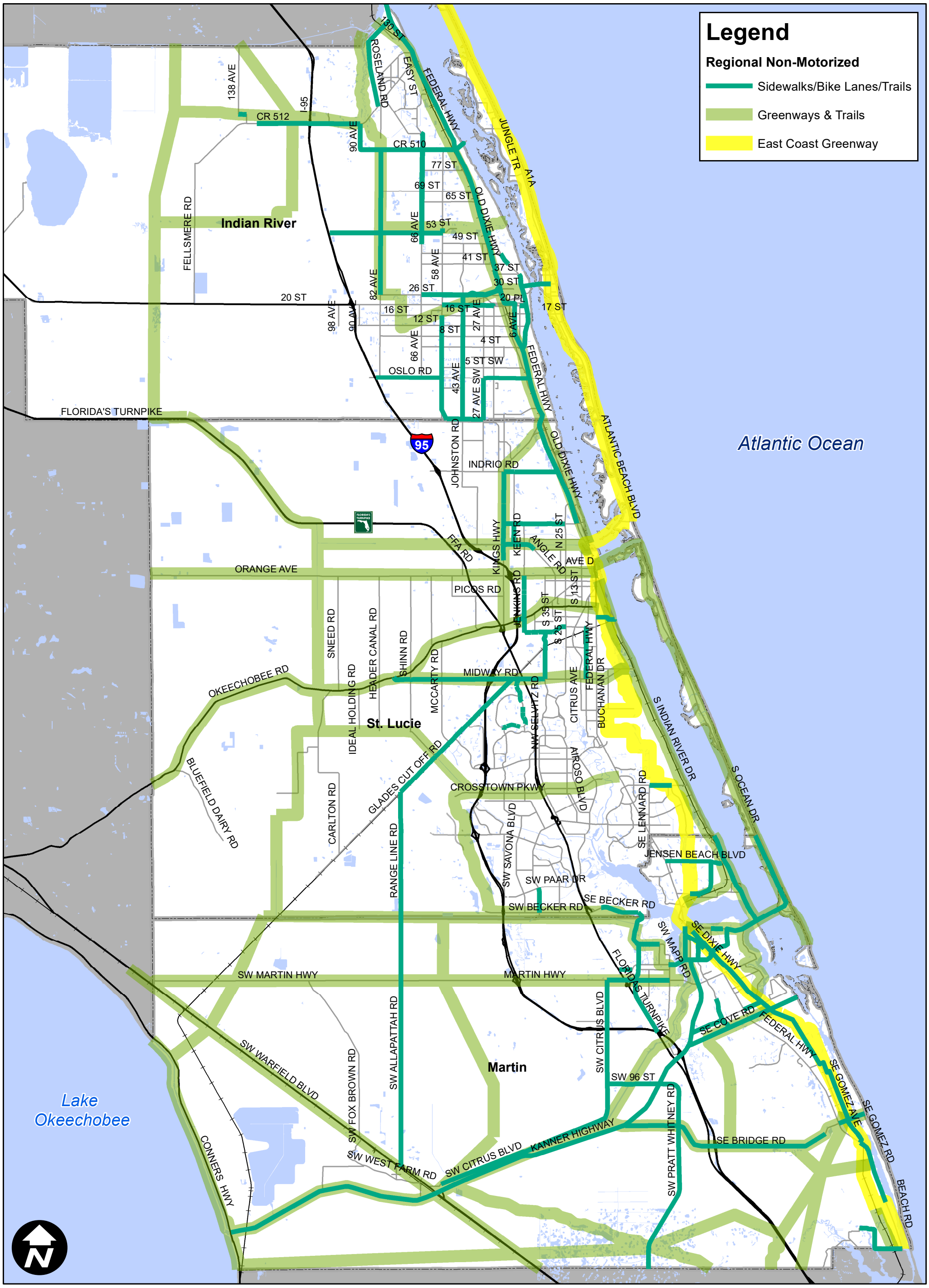


Figure 7-2. Regional Non-Motorized Needs

Highway and transit projects from the needs plans and cost feasible plans of the individual 2040 LRTPs were modeled using the Treasure Coast Regional Planning Model, version 4.0 (TCRPM 4.0). Each M/TPO provided 2 needs projects and 3 cost feasible projects to be tested as part of the regional needs plan. Martin County only provided cost feasible projects to be modeled. As a result, a total of 13 highway project scenarios (9 cost feasible and 4 needs plan projects) were tested. Since the individual projects of relatively short length are being tested, only a slight impact on the system wide statistics is observed. The congested speeds show slight improvement for the build scenarios compared to the baseline.

In addition to the highway projects, three transit scenarios were tested.

1. US 1 BRT service with 2-mile spacing between stops from Hobe Sound to Sebastian
2. Express bus service connecting Vero Beach, Fort Pierce, Port St. Lucie, and Stuart Downtowns
3. Combination of the two transit scenarios mentioned above.

The US 1 BRT scenario attracts 2,429 new riders, Express bus service attracts 635 new riders, and the combination scenario attracts 2,568 new riders. Appendix F provides more information regarding the model run approach run and results for highway and transit.

Chapter 8. Regional Freight Component

The Freight Element is the identification and prioritization of transportation needs based on freight and goods movement to ensure these established priorities are reflected in the RLRTP. This section presents an analysis of identified freight needs for highways and non-highway modes. The freight roadway needs and priorities for the Treasure Coast region represent those projects that fall on the defined and adopted regionally significant roadways and address the established ranking criteria. More detailed information can be found in the Treasure Coast Regional Freight Plan.

Background

The Treasure Coast region has been actively engaged in regional transportation planning for several years. Freight was identified as a key component for the 2040 Treasure Coast RLRTP. This section summarizes the region's freight transportation system. Freight transportation is a critical element of the long range planning under taken by M/TPOs.

Federal guidance relating to freight transportation to states and MPOs continues to strengthen. The importance of freight at the national level began in 1991 with ISTEA; each subsequent bill has strengthened this message. The national freight policy is designed to drive U.S. global competitiveness. FAST Act, passed December 4, 2015, further increased the focus and funding available for freight.

The national freight program provides new funding opportunities. The FAST Act established the Nationally Significant Freight and Highway Projects (NSFHP) Program. This program provides dedicated funding for eligible NSFHP projects. In addition to the dedicated formula funds provided to each state, a discretionary competitive grant program was created called the FASTLANE Grant Program (also known as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies).

These new funding programs are designed to help address ongoing challenges, including: Safe, efficient, and reliable movement of freight and people; global, national, and regional economic competitiveness; congested highways; efficient intermodal connections and "first/last" mile; international border operations; modernization of seaports and their landside connections; infrastructure resiliency and environmental protection; and rail grade crossing conflicts.

As part of this legislation, new requirements were placed on states and a national freight highway system was designated. The ability of M/TPOs to benefit from these changes requires freight be a part of established transportation planning activities. In addition to changes to the federal freight program, it is also

critical that the regional freight element is consistent with key statewide initiatives. This includes overarching guidance provided by Florida's Transportation Plan and Florida's Strategic Intermodal System Plan, as well as more specific freight guidance provided by Florida Freight Mobility & Trade Plan (FMTP) and the Florida Trade and Logistics Study. Florida's M/TPOs also have established a Freight Subcommittee as part of its MPOAC (MPO Advisory Committee) to help insure M/TPOs are prepared to provide key input to the state's freight program, specifically as it relates to urban goods movement.

Freight and Logistics System Elements

The freight system of the Treasure Coast region is a multimodal network consisting of roadways, railways, airports, a seaport, waterways, and other supporting infrastructure such as warehouses, distribution centers, and truck parking facilities.

Key Freight Roadways

A well-connected network of roadways is pivotal to the efficient movement of goods and services. While most routes will be used by trucks in some capacity for local deliveries, only a portion of the overall system is considered critical for freight movements. Without efficient movements on these roadways, other local streets may suffer from congestion as drivers attempt to find alternative routes. The three designations included here are:

- **Strategic Intermodal System Roadways (SIS).** SIS roadways are the backbone of the roadway network and represent the state's high priority network of transportation facilities which facilitate mobility and economic development. The roadways and facilities identified as part of the SIS are critical for interregional, interstate, and international travel and are eligible for additional funding options from the state.
- **National Highway Freight Network (NHFN).** The most recent transportation bill, the FAST Act, was the first federal law in over a decade to provide long-term funding for surface transportation. For freight planning, the FAST Act has specifically designated federal money for freight improvement projects. To focus on the elements of the network most critical for the movement of goods, the FAST Act directed the Federal Highway Administration (FHWA) to establish the NHFN. This network ensures the strategic use of Federal resources and policies to improve the performance of the Nation's freight system. The NHFN is comprised of the following four subsystems: Primary Highway Freight System (PHFS); those portions of the Interstate System not part of the PHFS; Critical Rural Freight Corridors (CRFCs); and Critical Urban Freight Corridors (CUFCs).

- **Locally designated truck routes.** St. Lucie and Indian River Counties have made efforts to identify key truck routes. This does not prevent trucks from traveling on other roadways but they are encouraged to use these roadways. Martin County has not made such a designation. The identified roadways are part of the regionally significant roadway network defined through the RLRTP development process.

Key Freight Railroads

There are three entities operating the freight railroad network in the Treasure Coast region: Florida East Coast Railway (FEC), CSX Transportation (CSX), and South Central Florida Express railroad (SCXF).

- **The Florida East Coast Railway (FEC)** is a 351-mile Class II freight rail system located along the east coast of Florida. It is the only north-south mainline along the Atlantic coast between Miami and Jacksonville. FEC is the primary rail service provided in the Treasure Coast region, operating 76 miles of freight rail. FEC transports a mix of freight including intermodal containers and trailers, bulk/carload, and box car/general merchandise. In the Treasure Coast region, FEC serves the Port of Fort Pierce and the cities of Port St. Lucie and Vero Beach.
- **CSX Transportation (CSX),** one of North America's Class I railroads, also operates in the Treasure Coast region. In Florida, CSX operates and maintains more than 2,800 miles of track and handles more than 1.1 million carloads of freight on the state's rail network. In the Treasure Coast region, CSX operates 25 miles of railway in the southwest corner of Martin County where it provides limited carload service. CSX provides carload/bulk and box car/general merchandise service through the region with limited stops at rail served properties in Martin County.
- **South Central Florida Express railroad (SCXF)** is a Class III railroad serving the agricultural industries of South Central Florida. SCXF has been owned and operated by the U.S. Sugar Corporation since 1994. The railroad currently owns a 98-mile section between Sebring and Pahokee. SCXF operates on 171 route miles on both sides of Lake Okeechobee in South Florida. Through a lease agreement, SCXF operates over 51 miles of FEC track to the Atlantic Coast where it connects to the FEC main line at Fort Pierce. SCXF has haulage rights on the FEC to its Jacksonville interchanges with CSX and Norfolk Southern. SCXF operates on 45 miles of railway in the Treasure Coast region.

Seaports and Waterways

The Port of Fort Pierce, which lies within the City of Fort Pierce's limits, falls under the jurisdiction of St. Lucie County and the five County Commissioners. The County owns 20 acres at the port, adjacent to 67 undeveloped privately owned acres and 12 acres which house the privately-owned Fort Pierce Yachting Center. This port has historically served a hinterland including St. Lucie, Indian River, Okeechobee,

Highlands, Hendry, Glades, and Martin counties. The port trades with nearby partners in the Caribbean Basin and the Bahamas as well as the Far East and Europe. No container cargo has been handled at the Port of Fort Pierce since FY 2011/12, however the port does continue to export break, neo and dry bulk cargo via barges. The port updated its Master Plan in December 2015 and continues to explore its strategic opportunities.

The port continues to work on infrastructure and economic development projects to attract business to the region. Currently, the port is midway through the construction phase of the 2nd Street project which runs the length of the port (from north to south) and serves as the primary entrance road to the port. Fisherman's Wharf is an additional significant development which seeks to serve as a "Transition Zone" between the City's Downtown to the south and the more industrial area to the north.

The waterway system is another important transportation facility primarily consisting of the Atlantic Intracoastal Waterway (AIW) which passes through all three counties, the St. Lucie River, and the St. Lucie Canal. In an effort to identify and prioritize waterway access needs and facilities of the regional waterway system, a Martin/St. Lucie Regional Waterways Plan was developed in December 2014. This effort was spearheaded by the Treasure Coast Regional Planning Council (TCRPC) with funding provided by the Martin MPO, St. Lucie TPO, and the Florida Inland Navigational District (FIND).

The AIW serves as a mixed-use transportation corridor in Martin and St. Lucie counties. Cargo services are limited to infrequent barge traffic to serve specific customers and industrial hubs (power plants). The region is home to two navigable inlets in Stuart and Fort Pierce. Cargo volumes from Jacksonville to Miami fluctuate annually, driven largely by petroleum movements. There has been a significant reduction in recent years due to a declining demand for petroleum products, largely due to the conversion of Florida Power and Light Company (FPL) plants from petroleum to natural gas. Recent operations are extremely limited and consist of primary manufactured goods and manufactured equipment and machinery. While the cargo movements have decreased, the waterways are also home to a successful yacht building and service industry.

Airports

The Treasure Coast region is home to a network of airports. These airports consist largely of general aviation airports. Commercial flights, foreign trade zone (FTZ) status, customs services, and economic development plans set a few of the airports apart, as described below.

- **Vero Beach Regional Airport,** formerly known as Vero Beach Municipal Airport, is located in Indian River County and is owned and operated by the City of Vero Beach. The airport has three

operational runways serving operations that are predominately General Aviation Local and General Aviation Itinerant with some air taxi and military activity. Commercial service began on December 10, 2015, at this airport for the first time in nearly 20 years. Total annual operations at this facility exceed 250,000. The City of Vero Beach worked with the Federal Aviation Administration (FAA) and the FDOT to prepare an Airport Master Plan which was completed in June 2016 to guide the future of the airport. The master plan prioritizes maximizing development to complement existing infrastructure, particularly in the short term; protecting lands for future development opportunities; and expansion and development of aeronautical needs in the Midfield and Northwest cores.

- **The Treasure Coast International Airport and Business Park,** formerly referred to as the St. Lucie County International Airport, is owned and operated by the St. Lucie County Board of County Commissioners. The airport encompasses 3,660 acres and contains three operational runways. Operations at this airport are predominately General Aviation Local and General Aviation Itinerant with total operations reaching nearly 200,000 annually. The most recent Master Plan Update for this airport was completed in June 2011 to identify a long range, orderly direction for airport development. Recommended developments from this plan include capacity for future industrial development. As the airport is designated as a US Customs Port of Entry and includes the only FTZ within the Treasure Coast Region, current business development plans seek to better utilize these attributes. This 2011 Master Plan will be updated in the near future to serve as a guide to airport development and operation in accordance with the needs and desires of St. Lucie County.
- **Witham Field,** located in Martin County approximately one mile southeast of Stuart, does not have commercial or air cargo services but plays a significant role in the general aviation needs of the region. The three runways of this airport can accommodate most general aviation aircraft and serve several major tenants and two fixed base operators. Efforts to expand this airport's attractiveness to users has included attempts to build a U.S. Customs facility that would serve international air and marine travelers. This would allow users to clear customs at Witham Field, rather than using facilities in either West Palm Beach or Fort Pierce. This facility is moving forward with the County Commission's vote to apply for a state construction grant in December 2016.[1] [2]

FDOT has undertaken efforts to understand and illustrate the economic impact of these airports. The latest update of the *Florida Statewide Aviation Economic Impact Study* was completed in August 2014 and includes an economic impact for each of the individual airports. Other airport facilities located within the

[1] http://floridapolitics.com/archives/210042-sally-swartz-customs-facility-at-witham-field-fails-at-the-starting-gate

[2] http://www.tcpalm.com/story/news/local/shaping-our-future/growth/2016/12/20/us-customs-facility-moves-forward-martin-county/95531570/

Treasure Coast region include Sebastian Municipal Airport (Indian River County), New Hibiscus Airpark (Indian River County), and Indiantown Airport (Martin County) and are also included. The total economic output generated by these facilities exceeds $1 billion.

Other Key Industrial Areas

While the major freight transportation infrastructure used to transport goods is a vital part of freight related activities in any region, supplemental facilities associated with these movements are also important. Such facilities include but are not limited to: warehouses and distribution centers, foreign trade zones, truck parking, and new developments.

- Freight activity centers in the Treasure Coast region largely consist of warehousing and distribution facilities as well as light manufacturing although a significant amount of vacant land is available for future developments.
- Foreign trade zones offer a competitive advantage for reducing, delaying, or eliminating duties. 1,588 acres of land are covered by FTZ No. 218, the only FTZ in the Treasure Coast Region.
- The availability of truck parking continues to be a national priority in order for drivers to comply with federal regulations. The Treasure Coast region has nearly 1,000 truck parking spaces spread across the three counties, many of which are utilized by drivers serving the Southeast Florida region.
- New developments in the region include the introduction of a new pipeline facility which will terminate at the Martin Next Generation Clean Energy Center.

Freight Needs and Priorities

Fifty-two roadway projects were identified and prioritized based on their need for freight and goods movement and the regional top 10 projects based on freight and goods are listed in Table 8-1. The prioritization score based on freight and goods movement has been factored into the overall RLRTP prioritization process (10 percent of overall score). Appendix G includes the freight prioritization worksheet.

Table 8-1. Top 10 Roadway Projects for Freight Needs and Priorities

County	Roadway	Limits	Description	Score	Rank
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L	80	1
Martin/St. Lucie/Indian River	US 1	Cove Road to Indian River County/Brevard County Line	Corridor Retrofit	74	2
St. Lucie	SR 91/Florida's Turnpike	Port St. Lucie Boulevard to SR 70 (Fort Pierce)	Widen 4 to 6L	73	3
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L	66	4
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L	64	5
St. Lucie	Glades Cut Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L	63	6
St. Lucie	I-95	Northern Connector	New Interchange	63	6
St. Lucie	Midway Road	Glades Cut Off Road to Selvitz Road	Widen 2 to 4L	63	6
St. Lucie	SR 91/Florida's Turnpike	Midway Road	New Interchange	62	9
St. Lucie	SR 91/Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L	61	10

Non-roadway freight needs include projects that have been identified for the airports, seaport, and railroads. The list of needs is driven by available project lists identified by the facilities through master plans, capital improvement plans, as well as projects included in FDOT's work program. Without an active outreach program, and given the limited list of freight needs, it was determined no prioritization would be completed for these projects.

- **Rail.** The railroad infrastructure in the Treasure Coast region is privately owned and operated. At present, no freight project needs have been identified for FEC, CSXT or SCFX for infrastructure located in the region.
- **Port.** With direct access to the FEC network and acres of undeveloped land, the Port of Fort Pierce is looking for new business opportunities and new tenants that may have overlooked this undeveloped port. The County has moved forward with a list of funded and unfunded projects designed to ensure its viability into the future. Funded projects include roadway access improvements, property acquisition, and bulkhead and dredging improvements. The unfunded project list provides short, mid and long term projects focused on roadway improvements (access and internal), bulkhead and dredging improvements, re-establishment of rail connections, and more distant connections to hubs.

- **Air.** The airports in the Treasure Coast region do not serve large amounts of cargo. As such, the airport projects identified for the Treasure Coast region tend to benefit overall airport operations, not specifically freight movements. Over $50 million has been invested by FDOT from 2011 to 2016 with over $40 million more programmed for 2017 to 2022.

Freight System Summary

The Treasure Coast region is home to a multi-modal freight transportation system. Roadways are the foundation, providing truck access to established industries, while other modes provide varying degrees of service. A summary of key characteristics of the freight system are presented below:

- **Freight considerations have been included in policy language.** Each M/TPO has addressed freight in existing goals and objectives to varying degrees. Consistency with MAP-21 was a key consideration. Opportunities for future enhancements exist.
- **Key regional roadways have been identified.** Indian River and St. Lucie counties have designated key truck routes and Martin County has identified key regionally significant roadways. The NHFN and SIS highlight key interregional corridors.
- **Freight rail service is provided by three railroads.** The region is served by FEC, CSXT and SCFX. FEC is the primary provider with direct connections to Port of Fort Pierce and a rail yard in Fort Pierce. All three provide direct carload service to rail served properties.
- **Port of Fort Pierce has expansion opportunities.** The community continues to explore strategic opportunities to make the best use of the facility while preserving the quality of life in adjacent communities.
- **Waterways handle limited cargo movement.** The region is home to the AIW, and the St. Lucie River/Canal. While the waterways are maintained, barge traffic has decreased significantly in recent years due to shifts in industry patterns. Marine industries do rely on the waters. The region also has identified a set of strategies for alternate non-freight use of the waterways.
- **Limited air cargo services exist but there are opportunities for economic development.** The region's airports provide largely general aviation operations. Commercial service recently returned to Vero Beach Regional Airport. Treasure Coast International Airport is designated as a FTZ and is a US Customs Port of Entry. Master plans for both highlight a desire for expanded industrial development. Other local airports also offer general aviation services and have a significant economic impact on the region. Witham Field, for its part, has been working to acquire a Customs facility in order to increase traffic at this facility.

- **Freight activity centers are clustered around key corridors.** Existing freight intensive businesses are in close proximity to I-95 and Florida's Turnpike interchanges, along key commercial corridors, and adjacent to transportation hubs (e.g., airports).
- **Region is home to significant truck parking facilities.** These consist of public and private facilities with a range of amenities. They operate at high levels of occupancy and are utilized by truck drivers serving the South Florida market.
- **Top roadway priorities for freight focus on capacity expansion along key corridors.** Key projects include widening/adding lanes, new interchanges along I-95 and Florida's Turnpike, and corridor retrofits.

More information regarding the 2040 RLRTP Freight Element can be found in the Treasure Coast Regional Freight Plan under separate cover.

Chapter 9. Regional Prioritization Criteria

The regional prioritization criteria were developed to review the process by which regional transportation needs are evaluated in the 2040 RLRTP. Projects identified in the Needs Plan are evaluated based on the quantitative criteria identified herein. The result is a ranked regional transportation needs plan that will provide input to the relative urgency of each project on the regional roadway network.

The regional prioritization criteria are shown in Table 9-1 and the data sources established for the criteria are listed below.

- **2040 Volume-to-Capacity Ratio** –2040 Treasure Coast Regional Planning Model (TCRPM) was compared to the future capacity from FDOT Generalized Level of Service (LOS) Tables
- **Mobility (connecting dense employment and residential areas)** – United States Census Bureau census block group for 2010 population density and 2016 ESRI employment density
- **Capacity Benefit** – 2040 individual LRTPs
- **Emergency Evacuation Routes** – Florida Department of Emergency Management (FDEM)
- **Freight Benefit** – 2040 Regional Freight Plan
- **Intermodal Connectivity** – 2040 individual LRTP's
- **Regional Connectivity** – FDOT SIS
- **Environmental Impacts** – 2040 individual LRTP's
- **Non-Motorized Safety Benefit** – 2040 individual LRTP's and FDOT's Pedestrian-Involved Crash Clusters and Counts in Florida from 2009 through 2013
- **Transportation Disadvantaged** – United States Census Bureau

Table 9-1. Regional Prioritization Criteria

2040 Volume to Capacity
V/C >= 1.20 = 1.0
V/C 1.10-1.19 = 0.8
V/C 1.00-1.09 = 0.6
V/C 0.90-0.99 = 0.4
V/C 0.80-0.89 = 0.2
V/C < 0.80 = 0.0
Mobility (connecting dense employment and residential areas)
Project connects dense areas (1,000 persons/square mile and 500 employment/square mile) = 1.0
Project connects medium-dense areas (500 persons/square mile and 250 employment/square mile) = 0.5
Project does not connect dense nor medium-density areas = 0.0
Capacity Benefit
Improves capacity and eliminates the need to widen adjacent and parallel roadway within 1.0 mile = 1.0
Improves capacity = 0.5
Not a capacity project = 0.0
Emergency Evacuation Routes
Florida Department of Emergency Management emergency evacuation route = 1.0
Local emergency evacuation route = 0.5
Not an emergency evacuation = 0.0
Freight Benefit
Score from the Regional Freight Plan, Freight Prioritization Worksheet / 100 (will range from 0.0-1.0)
Intermodal Connectivity
Designated airport/seaport/rail terminal facility connection and/or includes a transit route or regional trail = 1.0
Not a designated airport/seaport/rail terminal/transit connection = 0.0
Regional Connectivity
Improves the connection to an adjacent M/TPO or to a SIS Highway or facility (includes grade-separation) = 1.0
Does not provide a connection to an adjacent M/TPO or SIS Highway = 0.0
Environmental Impacts
Project is not in an environmentally sensitive area = 1.0
Project is in an environmentally sensitive area = 0.0
Non-Motorized Safety Benefit
Project provides a bike lane and/or sidewalk, and addresses a non-motorized safety issue = 1.0
Project provides a bike lane and/or sidewalk but does not address a non-motorized safety issue = 0.5
Project does not provide a bike lane or sidewalk = 0.0
Transportation Disadvantaged (average of the percent population 65+, disabled, or in poverty)
Service to a Census Tract with 35% or more transportation disadvantaged population = 1.0
Service to a Census Tract with a 30-35% transportation disadvantaged population = 0.8
Service to a Census Tract with a 25-30% transportation disadvantaged population = 0.6
Service to a Census Tract with a 20-25% transportation disadvantaged population = 0.4
Service to a Census Tract with a 15-20% transportation disadvantaged population = 0.2
Service to a Census Tract with a 0-15% transportation disadvantaged population = 0.0

After prioritizing the 179 projects including roadway, transit, and non-motorized needs, the top 10 projects are shown below. Appendix H contains the regional project rankings by mode.

1. Kings Highway from North of I-95 Overpass to Indrio Road – Widen 2 to 4L
2. Roseland Road from CR 512 to US 1 – Widen 2 to 4L
3. US 1 from Cove Road to Indian River County/Brevard County Line – Corridor Retrofit
4. US 1 from Hobe Sound to Sebastian – Bus Rapid Transit (BRT)
5. CR 512 from I-95 to CR 510 – Widen 4 to 6L
6. St. Lucie West Boulevard from E of I-95 to Cashmere Boulevard – Widen 4 to 6L
7. Midway Road from Glades Cut-Off Road to Selvitz Road – Widen 2 to 4L
8. Indian River Boulevard from US 1/4 Street to 37 Street – Widen 4 to 6L
9. Glades Cut-Off Road from Commerce Center Drive to Selvitz Road – Widen 2 to 4L
10. Port St. Lucie Boulevard from Becker Road to Paar Drive – Widen 2 to 4L

Chapter 10. Regional Revenue Resources

The purpose of this task is to document existing and potential revenue sources for constructing, operating, and maintaining projects on the designated regional multimodal transportation system.

This task includes a review of the 2040 estimates of state and federal revenues provided to the three M/TPOs for development of their 2040 LRTPs, financial/revenue analyses done for the three 2040 LRTPs, and revenue estimates for projects on the SIS in the Treasure Coast region.

Federal and State Revenue Sources

Federal Highway Trust Fund

The Federal Highway Trust Fund (HTF) is resulted from highway motor fuel (a Federal tax of 18.4 cents per gallon on gasoline and of 24.4 cents per gallon on highway diesel fuel), heavy vehicle use, a load rating-based tax on truck tires, and a retail sales tax on trucks and trailers. The FAST Act extends the heavy vehicle use tax through September 30, 2023 and the taxes on highway motor fuel will continue past September 30, 2022, but at a reduced rate of 4.3 cents per gallon. (Highway Trust Fund and Taxes, FHWA)

State Transportation Trust Fund

In the State of Florida, there are five (5) revenue sources that comprise the State Transportation Trust Fund (STTF) including motor vehicle fuel tax, motor vehicle fees, document stamps, rental car surcharges, and aviation fuel tax. The following information is obtained from Florida's Transportation Tax Sources – A Primer, January 2017.

State Fuel Taxes

- **Motor Vehicle Fuel Tax** – Sales tax to the sales of all gasoline and diesel fuels. The state fuel tax is based on the floor tax of 6.9 cents per gallon indexed to the consumer price index (CPI) (all items) and the base index 12-month period remains the same as in FY 1988-89. The rate is 13.4 cents per gallon.
- **State Comprehensive Enhanced Transportation System (SCETS) Tax** – Excise tax on all highway fuels and proceeds must be spent in the transportation district, to the extent feasible, in the county from which they are collected. The SCETS tax is like the fuel sales tax that it is indexed to all CPI (all items) and the base year is FY 1989-90. The rate for gasoline range from 6.1 to 7.4 cents per gallon and for diesel is 7.4 cents per gallon.
- **State Fuel Tax Distributed to Local Governments** – The State of Florida collects a fuel excise tax of 4 cents per gallon to be distributed to local governments. The Constitutional Fuel Tax is set

at 2 cents per gallon. The proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds and the balance, called the 20 percent surplus and the 90 percent surplus, is credited to the counties' transportation trust funds. The County Fuel Tax is set at 1 cent per gallon and distributed the same as the Constitutional Fuel Tax. The Municipal Fuel Tax is also set at 1 cent per gallon and revenues from the tax are transferred into the Revenue Sharing Trust Fund for Municipalities.

- **Alternative Fuel Fees –** Non-convention fuels such as propane, butane, and other liquefied petroleum gases (LPG) or compressed natural gases (CNG). The use of these alternative fuels represents only a very small part of the state's total fuel consumption. To encourage the use of alternative fuels, the 2013 Florida Legislature passed legislation to exempt these fuels from taxation beginning January 1, 2014 and ending January 1, 2019.
- **Fuel Use Tax –** The tax is designed to ensure that heavy vehicles which engage in interstate operations incur taxes based upon fuel consumed, rather than purchased, in the state. The tax is comprised of an annual decal fee of four dollars plus a use tax based upon the number of gallons of fuel consumed multiplied by the prevailing statewide fuel tax rate.

State Motor Vehicle Fees

In Florida's transportation history, funding transportation for vehicle-related revenues started very early. There are four types of motor vehicle fees: Motor Vehicle License Fee, Initial Registration Fee, Motor Vehicle Title Fee, and Rental Vehicle Surcharge.

State Aviation Fuel Tax

The current aviation fuel tax rate is 6.9 cents but will drop to 4.27 cents in FY 2019-20.

State Document Stamps

The Documentary Stamp Tax is levied on documents, including, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidence of indebtedness. The timeline of the State Documentary Stamp Tax is as follows.

- 2005 **–** Legislature passed a growth management bill to address needed infrastructure in Florida. The growth management package provided $541.75 million annually from documentary stamp revenue to fund transportation needs.
- 2008 **–** Legislature changed the distribution of documentary stamp tax collections so that the STTF received 38.2 percent of collections after other distributions are made, not to exceed $541.75 million per year.

- 2011 – Legislature directed the following amounts to be transferred to the State Economic Enhancement and Development (SEED) Trust Fund from the STTF portion of documentary stamp tax revenues: $50 million in FY 2012-13, $65 million in FY 2013-14, and $75 million every fiscal year thereafter.
- 2014 – The percentage of Documentary Stamp Tax is lowered from 38.2 percent to 24.18442 percent.
- 2015 – Revenue Estimating Conference estimated $271.3 million in distributions of documentary stamp revenue to the STTF for FY 2015-16 and $297.0 million for FY 2016-17.

These estimates are net of the SEED transfers mentioned above.

Funding Estimates

FDOT developed a new long range revenue forecast in July 2013, 2040 Revenue Forecast Handbook. The forecast is based upon Federal, State, and Turnpike revenues that flow through the FDOT Work Program for fiscal years 2014 through 2040. Florida's MPOs are encouraged to use these estimates and guidance of their long range plans. FDOT has developed metropolitan estimates from the 2040 Revenue Forecast for certain capacity programs for each MPO. These metropolitan estimates are included in a separate document entitled "Supplement to the Revenue Forecast Handbook" prepared for each MPO.

State Funding Programs

- **SIS Highway Construction and Right-of-Way (ROW)** – Provides funds for construction, improvements, and associated ROW on the State Highway System (SHS) roadways that are designated as part of the SIS.
- **Other Arterials (OA) Construction and ROW** – Provides funds for construction, improvements, and associated ROW on the SHS roadways that are not designated as part of the SIS. OA revenues include additional funding for the Economic Development Program and the County Incentive Grant Program.
- **Districtwide State Highway System (SHS) Operations and Maintenance (O&M) Funds** – Provide financial assistance to activities to support and maintain transportation infrastructure once it is constructed and in place. District-wide estimates were provided by FDOT.
- **Transportation Management Area (TMA) Funds** – Federal funds distributed to an urbanized area with a population greater than 200,000, as designated by the U.S. Census Bureau following the decennial census. Please note that Indian River County is not designated as a TMA.
- **Transportation Alternatives (TA) Funds** – TA program includes TALU – estimates of TA funds allocated for TMAs; TALL – estimates of funds for areas with population under 200,000; and TALT – for any areas of the state.

- **Transportation Regional Incentive Program (TRIP) Funds** – Encourage regional planning and coordination by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. TRIP will fund up to 50 percent of project costs. FDOT has developed estimates of TRIP funds for each District; the estimates are based on statutory direction for allocating TRIP funds. M/TPO TRIP fund estimates included in the 2040 RLRTP are based on a percent of population within FDOT District Four.
- **State New Starts Transit Funds** – Funds are from the transportation proceeds of the Documentary Stamp Tax. Annually, 10% of the transportation proceeds is allocated for major new transit capital projects in metropolitan areas.
- **FDOT Transit Funds** – Provide technical and operating/capital assistance to transit, paratransit, and ridesharing systems.
- **Florida's Turnpike Enterprise (FTE)** – The FTE is not a State funding program but part of an agency of the State of Florida. FTE manages a self-supporting operation financed primarily with tolls and concession revenue with no reliance on other FDOT revenues to pay for its operations, maintenance, and debt service.

Table 10-1 summarizes the revenues from the Federal/State funding programs.

Table 10-1. Federal/State Total Revenues (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2040	Total
SIS	Martin	$ 32.7	$ 79.8	$ 442.2	$ 554.7
	St. Lucie	$ 9.9	$ 174.6	$ -	$ 184.6
	Indian River	$ 37.8	$ -	$ -	$ 37.8
	Total Region	**$ 80.4**	**$ 254.4**	**$ 442.2**	**$ 777.1**
OA	Martin	$ 27.6	$ 26.1	$ 57.2	$ 110.9
	St. Lucie	$ 61.0	$ 57.7	$ 126.1	$ 244.9
	Indian River	$ 27.1	$ 25.7	$ 56.2	$ 109.0
	Total Region	**$ 115.7**	**$ 109.5**	**$ 239.5**	**$ 464.8**
TMA	Martin	$ 8.9	$ 8.9	$ 17.8	$ 35.6
	St. Lucie	$ 16.5	$ 16.5	$ 33.0	$ 66.0
	Indian River	N/A	N/A	N/A	N/A
	Total Region	**$ 25.4**	**$ 25.4**	**$ 50.8**	**$ 101.6**
TA	Martin	$ 0.9	$ 0.9	$ 1.8	$ 3.5
	St. Lucie	$ 3.3	$ 3.3	$ 6.5	$ 13.1
	Indian River	$ 1.8	$ 1.8	$ 3.6	$ 7.1
	Total Region	**$ 6.0**	**$ 6.0**	**$ 11.8**	**$ 23.8**
TRIP	Martin	$ 0.4	$ 0.4	$ 0.8	$ 1.5
	St. Lucie	$ 0.6	$ 0.6	$ 1.3	$ 2.6
	Indian River	$ 0.4	$ 0.4	$ 0.7	$ 1.4
	Total Region	**$ 1.4**	**$ 1.4**	**$ 2.8**	**$ 5.5**
Transit	Martin	$ 15.5	$ 16.3	$ 34.3	$ 66.1
	St. Lucie	$ 23.8	$ 22.7	$ 48.5	$ 94.4
	Indian River	$ 15.3	$ 16.0	$ 33.7	$ 65.0
	Total Region	**$ 54.6**	**$ 55.0**	**$ 116.5**	**$ 226.1**

Local Revenues

Local revenue sources also play a role in funding transportation investments in the Treasure Coast region. Local sources are identified in each M/TPO's individual LRTP and include the following.

- **State-Collected Motor Fuel Taxes (FT) Distributed to Local Governments** – Represents a major portion of local transportation revenues.
    - Martin County has the following FT; 1st Local Option Fuel Tax (6 cents), 2nd Local Option Fuel Tax (5 cents), 9th Cent (1 cent), Constitutional (2 cents), and County (1 cent).

- St. Lucie County has the following Local Option Fuel Tax (12 cents) and 3 cents of State fuel tax for local use.
- Indian River County has the following 6-cent Local Option Gas Tax, Constitutional Gas Tax, and County Gas Tax.

- **Transportation Impact Fees (TIF)** – Assessed on new development to provide a portion of the revenue needed for the addition and expansion of local roadway facilities that are necessary to accommodate travel demand from new development.
- **Local Option Sales Tax (LOST)** – Indian River County has a 1-cent LOST that has been an established funding source for the last 25 years. The Indian River MPO Board voted to assume the 1-cent LOST will remain in place for purposes of developing estimates for the 2040 LRTP.
- **Local Transit Funds** – Each county has different local transit funds; Martin County has technical and operating/capacity assistance for transit, St. Lucie County has the Transit Municipal Services Taxing Unit (MSTU), and Indian River County has GoLine Local Transit revenues.

Table 10-2. Local Total Revenues (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2040	Total
FT	Martin	$ 52.8	$ 55.7	$ 120.9	$ 229.4
	St. Lucie	$ 73.4	$ 74.7	$ 142.3	$ 290.4
	Indian River	$ 28.8	$ 30.6	$ 67.3	$ 126.7
	Total Region	**$ 155.0**	**$ 161.1**	**$ 330.4**	**$ 646.5**
TIF	Martin	$ 11.9	$ 14.0	$ 35.9	$ 62.0
	St. Lucie	$ 89.1	$ 105.5	$ 218.7	$ 413.3
	Indian River	$ 22.5	$ 22.5	$ 44.9	$ 89.9
	Total Region	**$ 123.5**	**$ 142.0**	**$ 299.5**	$ **565.0**
LOST	Martin	N/A	N/A	N/A	N/A
	St. Lucie	N/A	N/A	N/A	N/A
	Indian River	$ 58.9	$ 69.3	$ 177.3	$ 305.5
	Total Region	**N/A**	**N/A**	**N/A**	**N/A**
Transit	Martin	$ 2.6	$ 3.1	$ 7.8	$ 13.5
	St. Lucie	$ 19.9	$ 22.3	$ 54.2	$ 96.4
	Indian River	$ 5.2	$ 6.0	$ 15.2	$ 26.4
	Total Region	**$ 27.7**	**$ 31.3**	**$ 77.2**	**$ 136.2**

Potential Additional Funding Sources

Given increasing transportation construction costs and operations and maintenance (O&M) costs along with expected decreases in gas tax revenues, the Treasure Coast counties face challenging decisions regarding the funding of transportation needs. The M/TPOs of the Treasure Coast have identified potential alternative revenue sources that may fund unmet transportation needs.

Discretionary Grants

Discretionary grants are administered by FHWA and FTA through various offices of the agency. These discretionary programs represent special funding categories where the federal agency solicits for candidate projects and selects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by regulation or administratively. Examples of discretionary programs include Transportation Investment Generating Economic Recovery (TIGER) and Transportation Infrastructure Financing and Innovation Act (TIFIA). The TIGER grant program supports innovative projects, including multimodal and multijurisdictional regional projects, which are difficult to fund through traditional transportation funding programs. TIFIA provides credit assistance for qualified projects of regional significance.

Developer Funding

Developer funding is part of local government development agreements for projects that will be built or paid for by the responsible party.

Public-Private Partnerships

Public-private partnerships (P3s) are contractual agreements formed between a public agency and a private sector entity that allow for greater private sector participation in the delivery of and financing of transportation projects. Typically, this participation involves the private sector taking on additional project risks, such as design, construction, finance, long-term operation, and traffic revenue. It is important to note that P3s are actually a procurement option, not a revenue source. Although P3s may increase financing capacity and reduce costs, public agencies must still identify a funding source to pay its share of the costs.

Shared-Use Nonmotorized (SUN) Trail

The Florida Shared-Use Nonmotorized (SUN) Trail is a funding program to develop a statewide system of paved non-motorized trails as a component of the FGTS. Funding comes from the redistribution of new vehicle tag revenues, which provides $25 million annually to SUN Trail projects. In order to be eligible for funding, the individual trails must meet the four eligibility criteria. In addition to the eligibility criteria, there

are selection criteria that if met will help the projects advance more quickly.

1. Project is a paved component of the FGTS Priority Land Trail Network.
2. Project is identified as a priority by the applicable jurisdiction.
3. Project has an entity formally committed to operation and maintenance.
4. Project is consistent with the applicable comprehensive plan or the long-term management plan.

Chapter 11. Conclusions

The 2040 Treasure Coast RLRTP provides a vision for the regional multimodal transportation network addressing roadway, transit, freight, bicycle, and pedestrian facility needs. This Plan provides a responsible guide for maintaining and improving the current transportation system and identifies regional priority projects.

Developing and adopting the 2040 RLRTP is the first step toward achieving a transportation system that facilitates critical regional travel flows in an accessible, efficient, and safe manner. The 2040 RLRTP is intended to be viewed as a living document that may be adjusted as implementation occurs. Adjustments that may be made include addition of projects, changes in priority rankings based on updated information, changes in the financial analyses underlying the plan, and changes due to new or updated federal legislation or regulation. The regional planning and coordination process should be undertaken through the TCTAC and TCTC process for any changes to the Plan.

Appendix A

Public Information Brochures

2040 TREASURE COAST REGIONAL LONG RANGE TRANSPORTATION PLAN

Martin, St. Lucie and Indian River Counties

What is the RLRTP?

The 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the ideas from the local plans for Martin, St. Lucie, and Indian River counties to create one long term transportation plan for the future. The RLRTP has a 25-year planning horizon, directing federal and state regional funding towards projects valued by the region.

What is the purpose?

The purpose of the plan is to identify projects to meet transportation needs and community goals pertaining to land use, economic development, environment (natural, human, and cultural), traffic demand, safety, health, and social needs.

What are the benefits of the RLRTP?

- Provides a focus for planning in the region
- Gives residents more options for how to move around
- Advances sustainable transportation modes like bicycles and walking
- Makes the pedestrian and bicycle experience safer within the Treasure Coast region

What goes into the RLRTP?

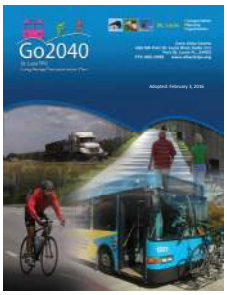
- Development of Regional Goals, Objectives, Policies and Performance Measures
- Identify Regional Multimodal Network and Needs
  - Roadway
  - Transit
  - Non-Motorized
  - Freight
- Estimate Revenue for Regional Funding
- Prioritize Regional Projects

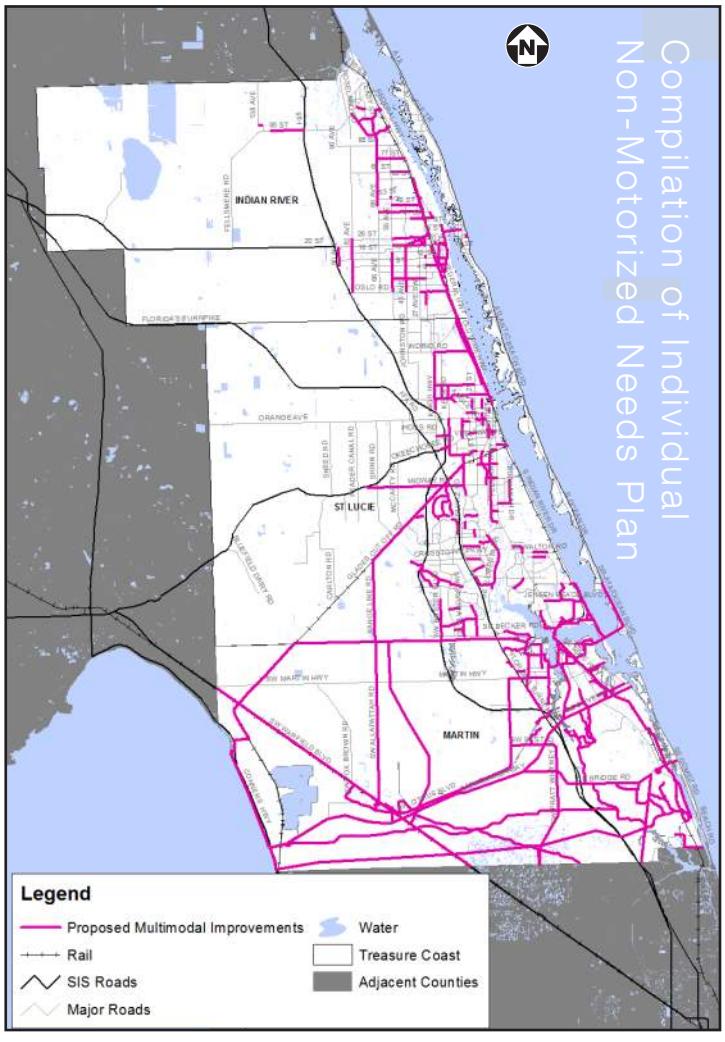
What types of projects are included in the RLRTP?

Rail Transit Car Bike

Ped Air Seaport Technology

Integrating the three local visions into one allows for better connectivity between counties, making for easier travel for our residents, businesses, and visitors.





2040 TREASURE COAST REGIONAL LONG RANGE TRANSPORTATION PLAN

Martin, St. Lucie and Indian River Counties

How do we get to work?

Source: 2010-2014 American Community Survey 5-Year Estimates

Public Transportation

United States	5.06%
Florida	2.09%
Treasure Coast	0.44%

Walked

United States	2.78%
Florida	1.53%
Treasure Coast	1.16%

Carpooled

United States	9.59%
Florida	9.61%
Treasure Coast	10.93%

Drove Alone

United States	76.41%
Florida	79.64%
Treasure Coast	79.46%

Bicycle

United States	0.59%
Florida	0.68%
Treasure Coast	0.52%

Worked at Home

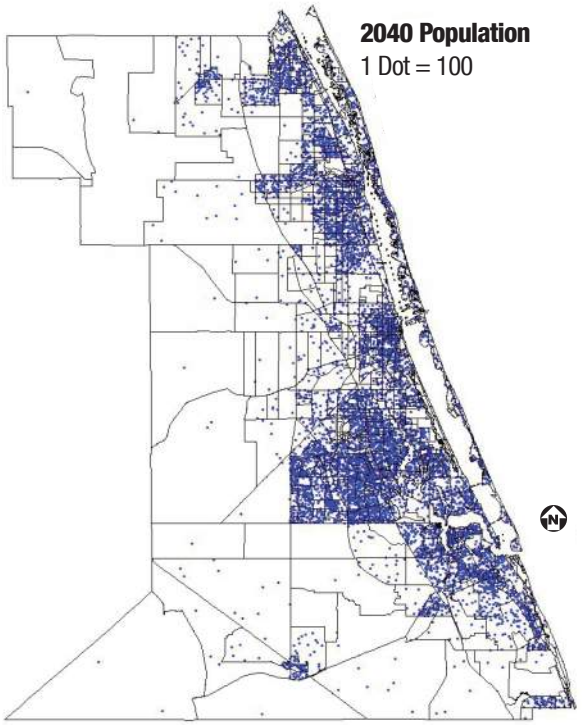
United States	4.37%
Florida	4.92%
Treasure Coast	5.86%

Other (including Taxicabs and Motorcycles)

United States	1.20%
Florida	1.53%
Treasure Coast	1.63%

What is the future 2040 population?

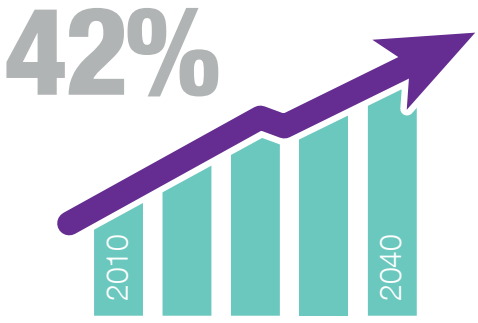
Source: Treasure Coast 2040 Zonal Data Projections



Urban Land Use Allocation Model (ULAM)

What is the total employment growth from 2010 to 2040?

Source: Treasure Coast 2040 Zonal Data Projections



2010: 245,855

2040: 349,966

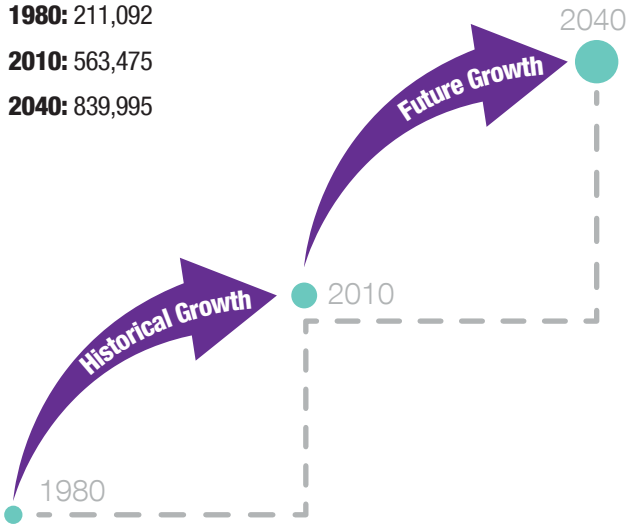
What is the 60 year population growth?

Sources: U.S. Census Bureau and BEBR

1980: 211,092

2010: 563,475

2040: 839,995



How do I get involved?

- Indian River County MPO (http://www.irmpo.com)
- Martin MPO (http://www.martinmpo.com)
- St. Lucie TPO (http://www.stlucietpo.org)

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with questions or concerns about nondiscrimination, or who require special accommodations under the American with Disabilities Act or language translation services (free of charge) should contact **Bolivar Gomez, Planner II (Title VI/Non-discrimination Contact) at (772) 288-5412 or bgomez@martin.fl.us.** Hearing impaired individuals are requested to telephone the **Florida Relay System at #711.** Transportation assistance for disabled or elderly persons may be arranged by calling **1-866-836-7034.**

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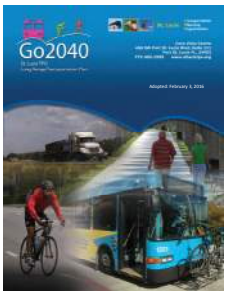

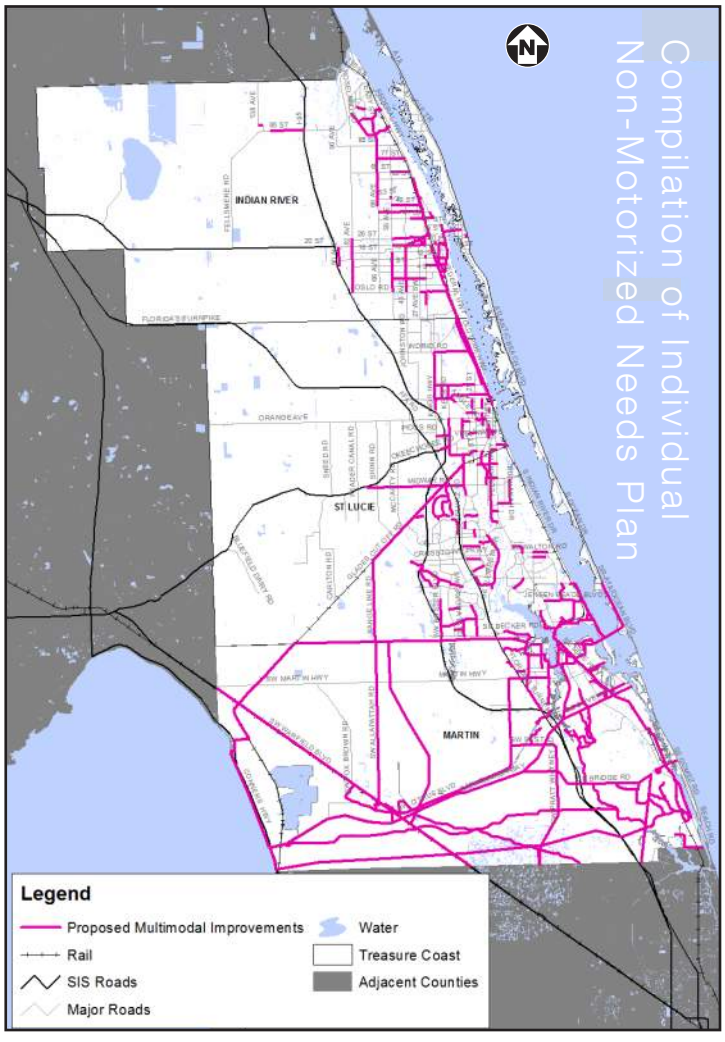

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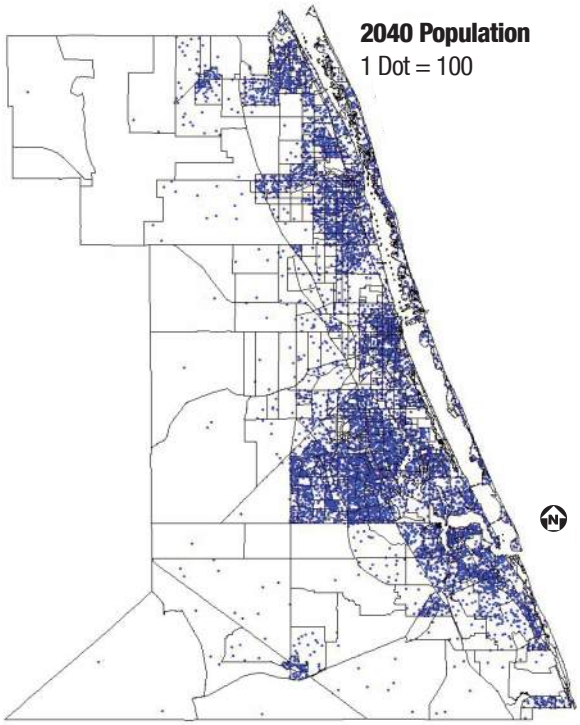

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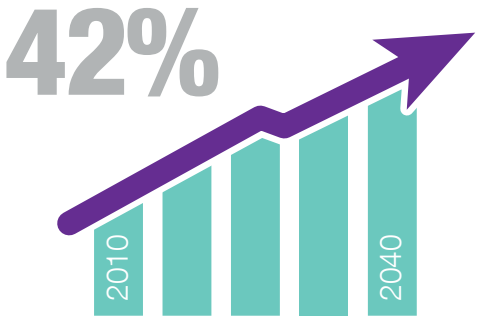

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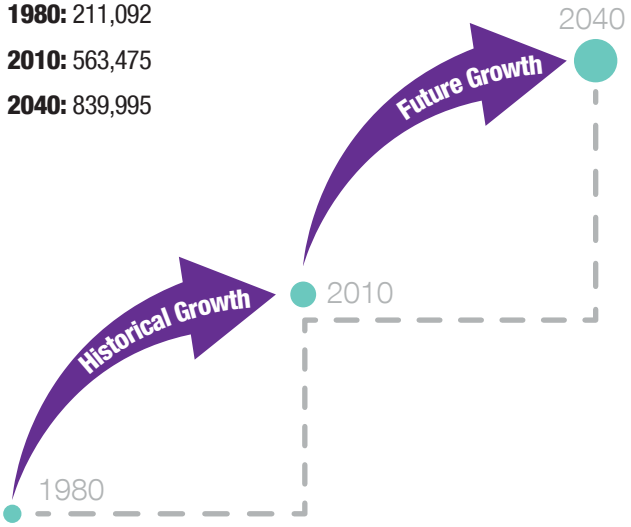

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The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including **Title VI of the Civil Rights Act of 1964.** Public participation is welcome without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact **Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593** or via email at **lathoum@stlucieco.org.** Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact **Marceia Lathou at 772-462-1593** at least five days prior to the meeting. Persons who are hearing or speech impaired may use the **Florida Relay System by dialing 711.**

2040 TREASURE COAST REGIONAL LONG RANGE TRANSPORTATION PLAN

Martin, St. Lucie and Indian River Counties

What is the RLRTP?

The 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the ideas from the local plans for Martin, St. Lucie, and Indian River counties to create one long term transportation plan for the future. The RLRTP has a 25-year planning horizon, directing federal and state regional funding towards projects valued by the region.

What is the purpose?

The purpose of the plan is to identify projects to meet transportation needs and community goals pertaining to land use, economic development, environment (natural, human, and cultural), traffic demand, safety, health, and social needs.

What are the benefits of the RLRTP?

- Provides a focus for planning in the region
- Gives residents more options for how to move around
- Advances sustainable transportation modes like bicycles and walking
- Makes the pedestrian and bicycle experience safer within the Treasure Coast region

What goes into the RLRTP?

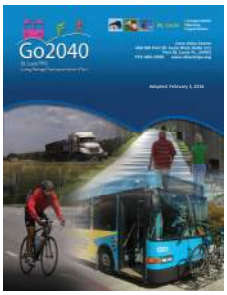
- Development of Regional Goals, Objectives, Policies and Performance Measures
- Identify Regional Multimodal Network and Needs
  - Roadway
  - Transit
  - Non-Motorized
  - Freight
- Estimate Revenue for Regional Funding
- Prioritize Regional Projects

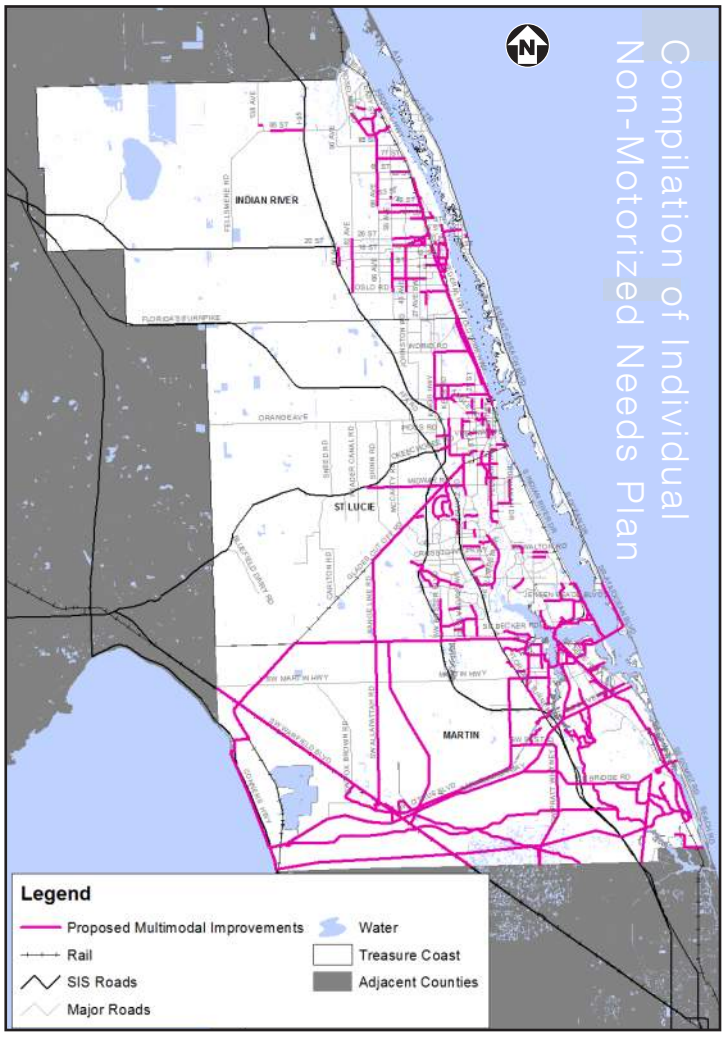
What types of projects are included in the RLRTP?

Rail Transit Car Bike

Ped Air Seaport Technology

Integrating the three local visions into one allows for better connectivity between counties, making for easier travel for our residents, businesses, and visitors.





2040 TREASURE COAST REGIONAL LONG RANGE TRANSPORTATION PLAN

Martin, St. Lucie and Indian River Counties

How do we get to work?

Source: 2010-2014 American Community Survey 5-Year Estimates

Public Transportation

United States	5.06%
Florida	2.09%
Treasure Coast	0.44%

Walked

United States	2.78%
Florida	1.53%
Treasure Coast	1.16%

Carpooled

United States	9.59%
Florida	9.61%
Treasure Coast	10.93%

Drove Alone

United States	76.41%
Florida	79.64%
Treasure Coast	79.46%

Bicycle

United States	0.59%
Florida	0.68%
Treasure Coast	0.52%

Worked at Home

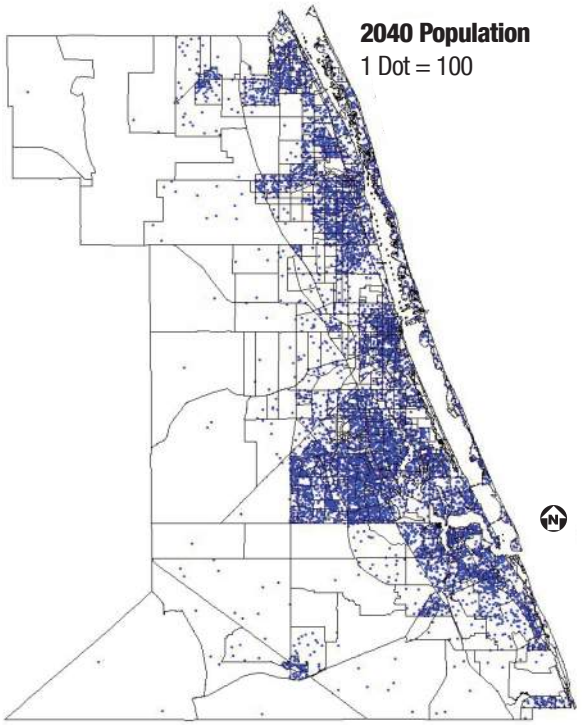
United States	4.37%
Florida	4.92%
Treasure Coast	5.86%

Other (including Taxicabs and Motorcycles)

United States	1.20%
Florida	1.53%
Treasure Coast	1.63%

What is the future 2040 population?

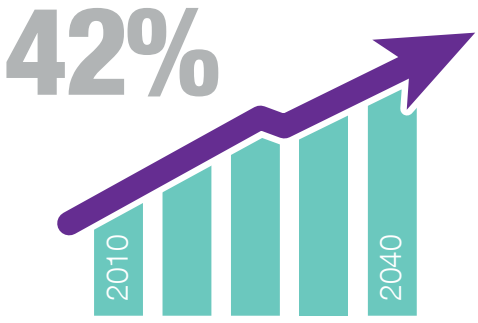
Source: Treasure Coast 2040 Zonal Data Projections



Urban Land Use Allocation Model (ULAM)

What is the total employment growth from 2010 to 2040?

Source: Treasure Coast 2040 Zonal Data Projections



2010: 245,855

2040: 349,966

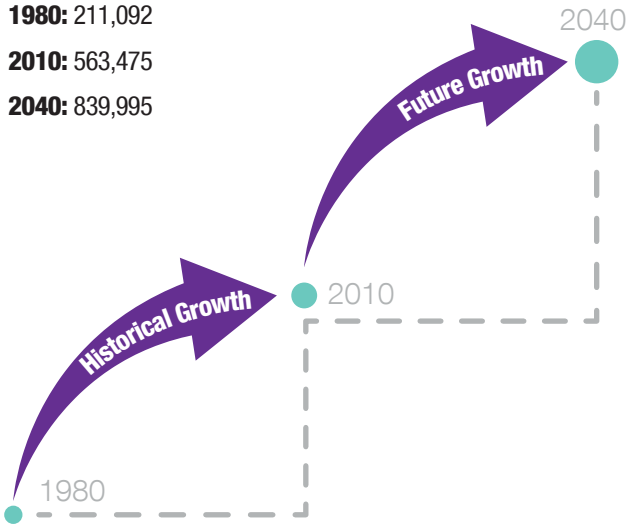
What is the 60 year population growth?

Sources: U.S. Census Bureau and BEBR

1980: 211,092

2010: 563,475

2040: 839,995



How do I get involved?

- Indian River County MPO (http://www.irmpo.com)
- Martin MPO (http://www.martinmpo.com)
- St. Lucie TPO (http://www.stlucietpo.org)

Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons with questions or concerns about nondiscrimination, or who require special accommodations under the American with Disabilities Act or language translation services (free of charge) should contact **Phil Matson, Title VI Coordinator (Title VI/Non-discrimination Contact) at (772) 226-1455 or pmatson@ircgov.com** at least seven days prior to the meeting.

Appendix B

Strategic Intermodal System (SIS) Projects

FIRST FIVE YEAR PLAN

Multi-Modal

FY 2016/2017 through FY 2020/2021

Capacity Projects on the Strategic Intermodal System
State of Florida Department of Transportation

2016/2017 FY 2020/2021

The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) Capacity Improvement projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The combined document set, as illustrated below, illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

First Five Year Plan*

The First Five Plan illustrates projects on the SIS that are funded by the legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 years.

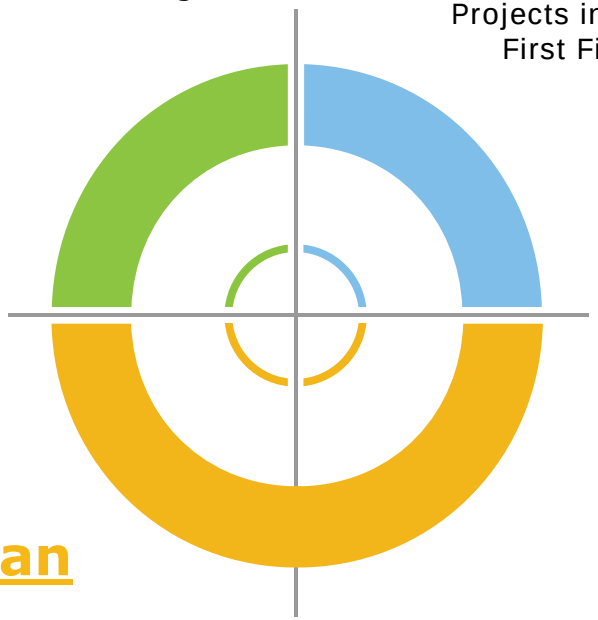
Update Cycle: Adopted annually by the Legislature, effective July 1st each year with the start of the new fiscal year.

*SIS Capacity Projects included in the Adopted Five-Year Work Program

Second Five Year Plan

The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program, excluding Turnpike. Projects in this plan could move forward into the First Five Year Plan as funds become available.

Update Cycle: Typically updated annually, usually in late summer following the First Five Plan update.



Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (years 11 to 25) of the State's Long Range Plan, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Needs Plan if revenues fall short of projections.

Update Cycle: Typically updated every 2 to 3 years as new revenue forecasts become available.

District 4 SIS Interstate Plan

MAP ID	FACILITY	DESCRIPTION	2017	2018	2019	2020	2021	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4363081	Eastbound SR-84 to Southbound SR-93/I-75 On-ramp	Modify Interchange	$0	$661	$0	$5,791	$0	$0	$6,452	$0		●	●		●
4208093	I-595/SR-862/ P3 from E. of I-75 to W. of I-95	Managed Lanes	$225,641	$301,905	$90,913	$89,149	$91,757	$737,749	$61,615	$0		●			●
4208095	I-595/SR-862/p3/cei from I-75 to W. of I-95	Managed Lanes	$201	$0	$0	$0	$0	$0	$201	$0					●
4327101	I-75/SR-93 at Griffin Rd.	Modify Interchange	$30	$0	$0	$0	$0	$0	$30	$0		●			
4327091	I-75/SR-93 East Side Ramp Improvements at Griffin Road	Modify Interchange	$160	$0	$16,300	$0	$0	$0	$16,460	$0		●			●
4093542	I-95/I-595 Express Lanes Direct Connect,I-95 Fr Stirling to Broward Bl	Modify Interchange	$9,558	$1,028	$6,570	$492,155	$79,169	$526,876	$61,603	$0		●	●	●	●
4111892	SR-862/I-595 E/w Central Broward Transit Analysis	Project Dev. & Env.	$18	$10	$0	$0	$0	$0	$28	$0	●				
4218542	SR-862/I-595/p3/r/w from I-75 to W. of I-95	Right Of Way	$517	$326	$0	$0	$0	$565	$278	$0				●	
4127331	SR-9/I-95 @ 10th Ave North In Lake Worth	Modify Interchange	$0	$330	$1,000	$0	$2,650	$2,620	$1,360	$0	●	●			
4369631	SR-9/I-95 @ 6th Avenue South	Modify Interchange	$45	$800	$0	$0	$4,818	$4,818	$845	$0	●	●		●	
2319321	SR-9/I-95 @ Gateway Blvd. Interchange	Modify Interchange	$7	$0	$0	$6,050	$0	$6,050	$7	$0	●	●			
4132571	SR-9/I-95 @ Hypoluxo Road	Modify Interchange	$0	$0	$325	$0	$2,250	$2,250	$325	$0	●	●			
4132581	SR-9/I-95 @ Lantana Road	Modify Interchange	$0	$0	$330	$0	$2,030	$2,000	$360	$0	●	●			
4353841	SR-9/I-95 @ Linton Boulevard Interchange	Modify Interchange	$7,318	$1,017	$11,749	$0	$0	$11,380	$8,704	$0	●	●	●	●	●
4358031	SR-9/I-95 @ Northlake Boulevard Interchange	Modify Interchange	$8	$0	$0	$0	$2,000	$1,900	$108	$0	●	●			
4130482	SR-9/I-95 @ Oslo Road Interchange	New Interchange	$71	$0	$0	$0	$9,626	$9,443	$253	$0	●	●		●	
4132651	SR-9/I-95 @ Pga Boulevard/central Boulevard	Modify Interchange	$25	$0	$0	$0	$10,517	$0	$10,542	$0	●	●		●	
4355161	SR-9/I-95 @ SR-80/southern Blvd. Interchg. Ultim. Imprvmt.	Modify Interchange	$9	$0	$0	$0	$7,625	$7,625	$9	$0	●	●			
4358041	SR-9/I-95 @ SR-804/boynton Beach Blvd Interchange	Modify Interchange	$5	$0	$0	$0	$5,150	$5,150	$5	$0	●	●			
4347221	SR-9/I-95 @ SR-806/atlantic Avenue Interchange	Modify Interchange	$1,134	$8,312	$1,550	$0	$0	$6,372	$4,623	$0		●		●	●
4124204	SR-9/I-95 @ SR-808/glades Road	Modify Interchange	$459	$287	$2,285	$3,788	$651	$0	$7,470	$0		●	●	●	
4369581	SR-9/I-95 @ SR-834/sample Rd Fr S of Nb Exit Ramp to N of Nb Ent. Ramp	Modify Interchange	$1,520	$0	$1,551	$826	$18,365	$18,365	$3,897	$0		●	●	●	●
4355131	SR-9/I-95 @ SR-842/broward Boulevard	Modify Interchange	$5	$0	$0	$0	$8,620	$8,620	$5	$0	●	●	●		
4391702	SR-9/I-95 @ SR-848/stirling Road Interim Improvements	Add Turn Lane	$1,015	$0	$0	$0	$0	$0	$1,015	$0	●	●			
4355141	SR-9/I-95 @ Sunrise Blvd. Interchange Improvement	Modify Interchange	$880	$0	$0	$11,508	$0	$11,508	$880	$0	●	●	●		
4369591	SR-9/I-95 @atlantic Blvd Fr S of Nb Exit Ramp to N of Nb Entrance Ramp	Modify Interchange	$2,020	$0	$0	$0	$21,829	$21,829	$2,020	$0		●	●		●
4369621	SR-9/I-95 @copans Rd Fr S of Nb Exit Ramp to N of Sb to Wb Exit Ramp	Modify Interchange	$2,520	$0	$0	$0	$21,227	$21,227	$2,520	$0		●	●		●
4363031	SR-9/I-95 And SR-824/pembroke Road	Add Turn Lane	$9	$0	$0	$1,726	$0	$1,625	$111	$0		●			●
4353371	SR-9/I-95 at St. Lucie West Blvd.	Modify Interchange	$6	$0	$7,558	$0	$0	$0	$4,453	$3,112		●			●
4331088	SR-9/I-95 Fr Miami-dade/broward County Line to Palm Beach County Line	Preliminary Engineering	$1,300	$2,250	$3,300	$3,000	$1,500	$7,000	$4,350	$0		●			●
4331094	SR-9/I-95 from Brow/palm Bch Co Line to South of Glades Rd.	Managed Lanes	$92,314	$0	$1,600	$1,050	$0	$53,129	$41,834	$0		●	●		●
4331091	SR-9/I-95 from Broward/palm Beach County Line to Linton Blvd.	Managed Lanes	$301	$0	$500	$0	$0	$500	$301	$0		●			
4331096	SR-9/I-95 from Broward/palm Beach County Line to North of Linton Blvd.	Preliminary Engineering	$1,154	$1,646	$2,300	$1,000	$1,000	$4,000	$3,100	$0		●			●
4259281	SR-9/I-95 from Miami-dade/broward Cl to SR-842/broward Blvd	Project Dev. & Env.	$0	$0	$0	$2,030	$0	$0	$2,030	$0	●				
4331081	SR-9/I-95 from N. of Stirling Road to Broward/palm Beach County Line	Managed Lanes	$1,200	$500	$1,500	$0	$0	$2,500	$700	$0		●			●
4365191	SR-9/I-95 from S of 45th Street to N of 45th St	Modify Interchange	$169	$0	$0	$0	$6,000	$5,900	$269	$0	●	●			
4331086	SR-9/I-95 from S. of Sw 10th Street to Broward/palm Beach County Line	Managed Lanes	$227,862	$0	$1,000	$1,500	$0	$125,021	$105,341	$0		●	●	●	●
4358081	SR-9/I-95 from S. of SR-870/commercial Blvd. to N. of Cypress Creek Rd	Project Dev. & Env.	$1	$0	$0	$0	$10,691	$0	$10,692	$0	●	●			

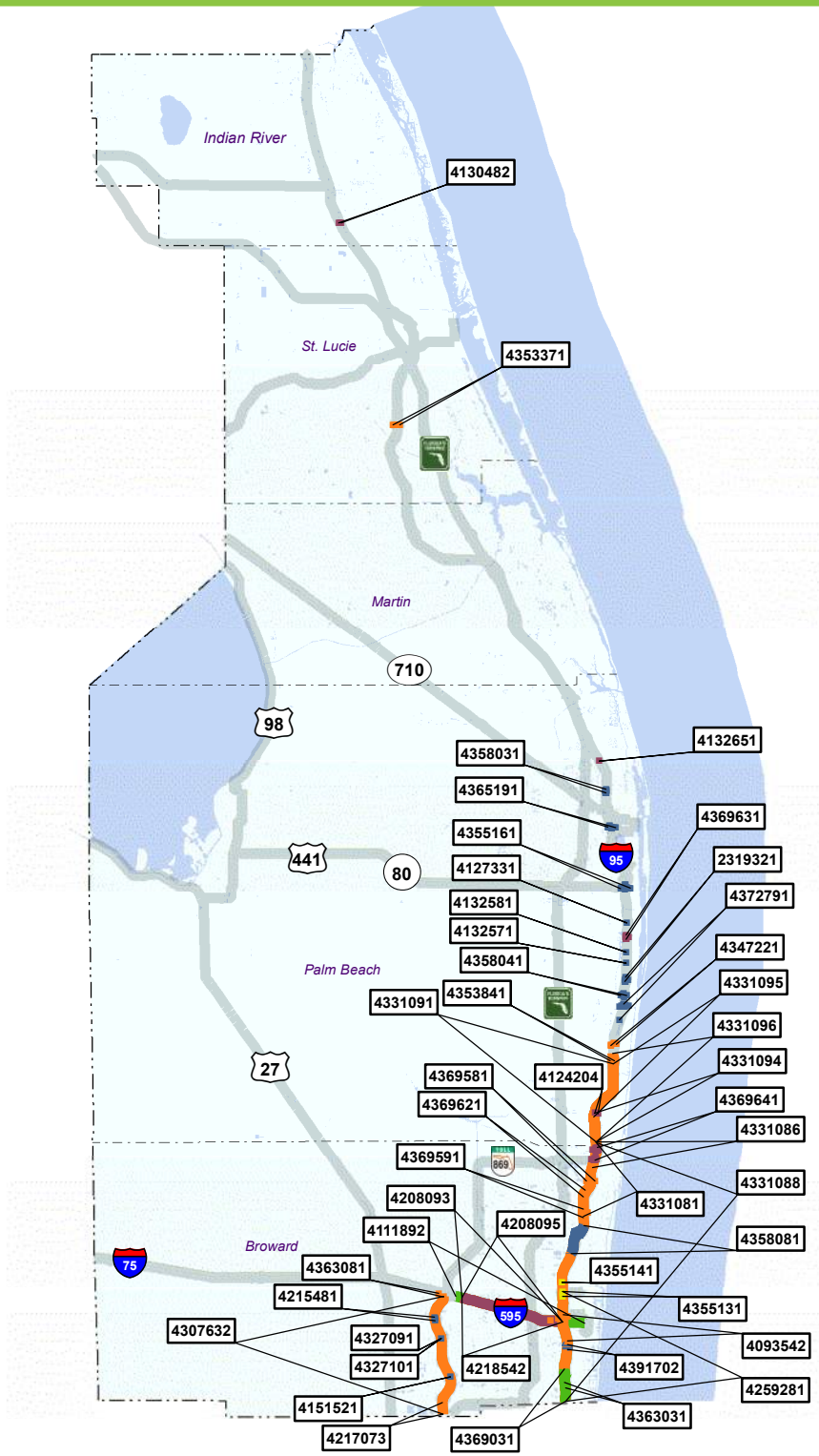
All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 4

First Five Years
Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2016/2017 through FY 2020/2021
(as of July 1, 2016)

LEGEND

Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.

0 5 10 20
Miles

FDOT HIGHWAY SIS

District 4 SIS Non-Interstate Plan

MAP ID	FACILITY	DESCRIPTION	2017	2018	2019	2020	2021	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4378511	Nw 136th Ave @ SR-84, Sis Facility Improvements	Add Turn Lane	$25	$1,200	$6,550	$0	$0	$6,940	$85	$750		●	●		●
4368681	SR-5/US-1 @ SR-70/virginia Avenue	Add Turn Lane	$255	$136	$0	$1,963	$0	$0	$2,355	$0		●		●	●
4192511	SR-710/beeline Hwy from Northlake Blvd to SR-708/blue Heron Blvd	Add 2 to Build 4 Lanes	$8	$865	$1,024	$100,061	$0	$100,062	$1,895	$0		●		●	●
4327051	SR-710/sw Warfield Blvd. from E. of SR-76 to Palm Beach/martin Co Line	Add 2 to Build 4 Lanes	$38,130	$0	$0	$0	$0	$36,972	$1,158	$0			●		●
4192522	SR-710/warfield Bl. Fr Martin Fpl Pwr Plant to Cr609/sw Allapattah Rd	Add 2 to Build 4 Lanes	$2	$1,035	$6,312	$910	$0	$0	$8,259	$0		●		●	
4193452	SR-80 from W of Lion Country Safari Rd to Forest Hill/crestwood Blvd.	Add 2 to Build 6 Lanes	$5,438	$48,604	$699	$0	$0	$10,118	$44,623	$0		●		●	●
4351581	SR-80/southern Blvd at Sansbury Way/lyons Rd.	Modify Intersection	$376	$6,749	$0	$0	$0	$0	$5,051	$2,073		●	●		●
4363071	SR-80/southern Blvd at Forest Hill Blvd	Add Turn Lane	$53	$0	$0	$4,781	$0	$4,675	$159	$0		●	●		●
4363021	SR-80/southern Blvd. from Pike Road to E. of Nb Turnpike Ramps	Add Turn Lane	$7	$1,322	$0	$0	$0	$7	$1,322	$0		●			●
4378681	SR-80/southern Blvd. Ramps And SR-7/US-441	Add Turn Lane	$0	$0	$0	$0	$589	$579	$10	$0		●	●		
4378651	SR-84/marina Mile from West of Sw 15th Ave to East of Sw15th Ave	Add Turn Lane	$472	$0	$0	$0	$0	$472	$0	$0					●
		ANNUAL TOTALS	$44,766	$59,911	$14,585	$107,715	$589	$159,825	$64,917	$2,823					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

ROW - Right-of-Way;
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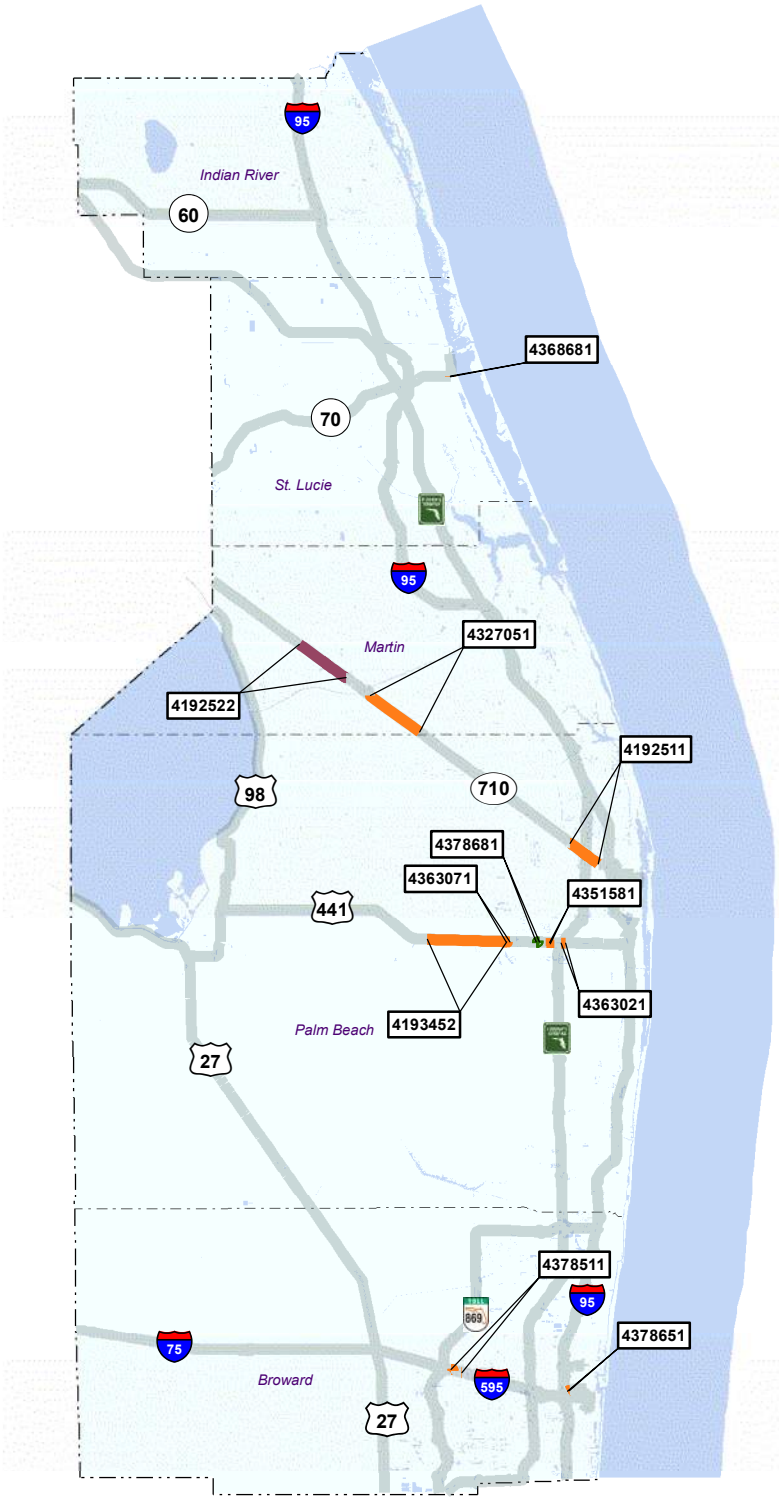
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 4

First Five Years
Non-Interstate Plan



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Adopted Work Program

FY 2016/2017 through FY 2020/2021
(as of July 1, 2016)

LEGEND

Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.

0 5 10 20
Miles

FDOT HIGHWAY SIS

SECOND FIVE YEAR PLAN

Multi-Modal

FY 2021/2022 through FY 2025/2026

Capacity Projects on the Strategic Intermodal System
State of Florida Department of Transportation

2021/2022 FY 2025/2026

The FDOT Systems Planning Office produces a document set known as the SIS Funding Strategy, which includes three inter-related sequential documents that identify potential Strategic Intermodal System (SIS) Capacity Improvement projects in various stages of development. All of the projects identified within the SIS Funding Strategy are considered financially feasible for implementation within the next 25 year period. The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The system encompasses transportation facilities of statewide and interregional significance, and is focused on the efficient movement of passengers and freight. The combined document set, as illustrated below, illustrates projects that are funded (Year 1), programmed for proposed funding (Years 2 through 5), planned to be funded (Years 6 through 10), and considered financially feasible based on projected State revenues (Years 11 through 25).

First Five Year Plan*

The First Five Year Plan illustrates projects on the SIS that are funded by the Legislature in the Work Program (Year 1) and projects that are programmed for proposed funding in the next 2 to 5 years.

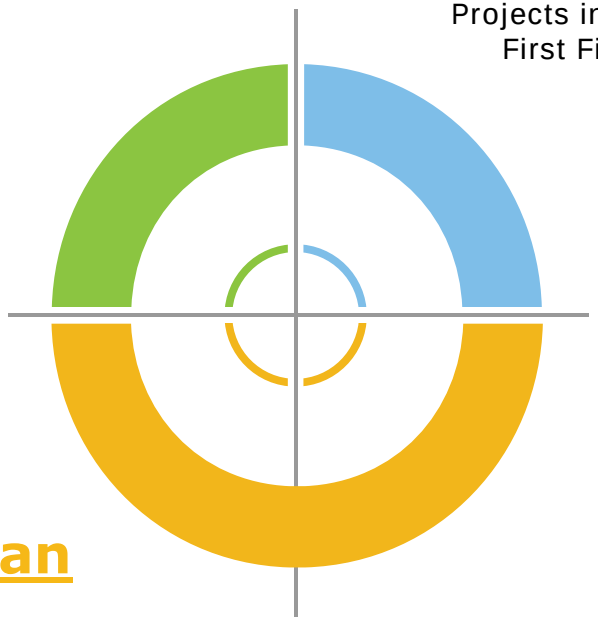
Update Cycle: Adopted annually by the FDOT Secretary, effective July 1st each year with the start of the new fiscal year.

*SIS Capacity Projects included in the Adopted Five-Year Work Program

Second Five Year Plan

The Second Five Year Plan illustrates projects that are planned to be funded in the five years (Years 6 through 10) beyond the Adopted Work Program, excluding Turnpike. Projects in this plan could move forward into the First Five Year Plan as funds become available.

Update Cycle: Typically updated annually, usually in late summer following the First Five Plan update.



Cost Feasible Plan

The Cost Feasible Plan illustrates projects on the SIS that are considered financially feasible during the last fifteen years (years 11 to 25) of the SIS Funding Strategy, based on current revenue forecasts. Projects in this plan could move forward into the Second Five as funds become available or backwards into the Unfunded Needs Plan if revenues fall short of projections.

Update Cycle: Typically updated every 2 to 3 years as new revenue forecasts become available.

District 4 SIS Plan

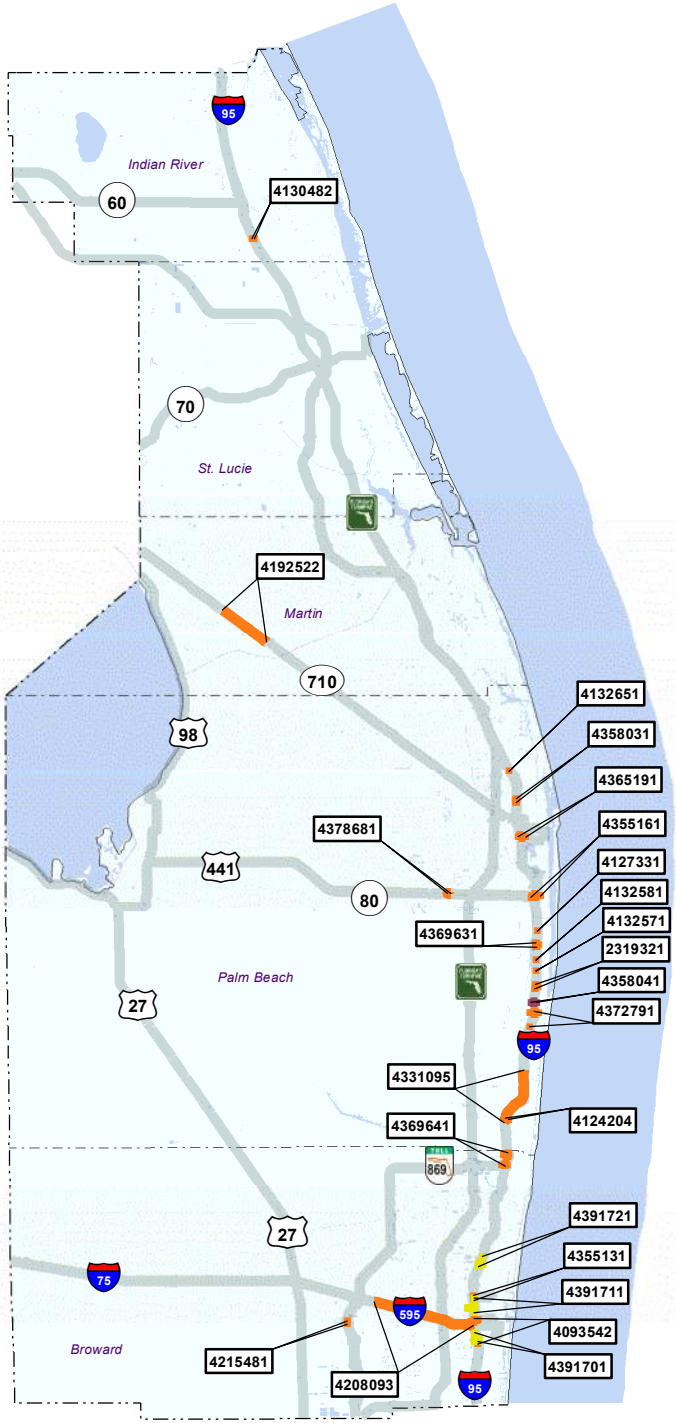
MAP ID	FACILITY	DESCRIPTION	2022	2023	2024	2025	2026	TOTAL STATE MANAGED	TOTAL DISTRICT MANAGED	TOTAL LOCAL FUNDS	PD&E	PE	ENV	ROW	CON
4208093	I-595/SR-862/ P3 FROM E. OF I-75 TO W. OF I-95	Managed Lanes	$94,442	$97,205	$100,050	$76,722	$79,014	$360,202	$87,231	$0		●			●
4093542	I-95/I-595 EXPRESS LANES DIRECT CONNECT,I-95 FR STIRLING TO BROWARD	Modify Interchange	$7,958	$0	$0	$0	$0	$3,600	$4,358	$0					●
4192522	SR-710/WARFIELD BL. FR MARTIN FPL PWR PLANT TO CR609/SW ALLAPATTAH	Add 2 to Build 4 Lanes	$0	$0	$0	$45,163	$0	$45,163	$0	$0					●
4378681	SR-80/SOUTHERN BLVD. RAMPS AND SR-7/US-441	Add Turn Lane	$242	$0	$4,974	$0	$0	$4,974	$242	$0				●	●
4127331	SR-9/I-95 @ 10TH AVE NORTH IN LAKE WORTH	Modify Interchange	$4,469	$0	$31,419	$0	$0	$35,706	$182	$0				●	●
4369631	SR-9/I-95 @ 6TH AVENUE SOUTH	Modify Interchange	$0	$6,805	$0	$0	$0	$6,805	$0	$0					●
2319321	SR-9/I-95 @ GATEWAY BLVD. INTERCHANGE	Modify Interchange	$1,000	$0	$45,472	$0	$0	$46,472	$0	$0				●	●
4132571	SR-9/I-95 @ HYPOLUXO ROAD	Modify Interchange	$587	$0	$19,724	$0	$0	$20,311	$0	$0				●	●
4132581	SR-9/I-95 @ LANTANA ROAD	Modify Interchange	$3,790	$0	$23,105	$0	$0	$26,655	$240	$0				●	●
4358031	SR-9/I-95 @ NORTHLAKE BOULEVARD INTERCHANGE	Modify Interchange	$53,659	$0	$16,317	$0	$0	$69,976	$0	$0				●	●
4130482	SR-9/I-95 @ OSLO ROAD INTERCHANGE	New Interchange	$0	$0	$32,398	$0	$0	$32,398	$0	$0					●
4132651	SR-9/I-95 @ PGA BOULEVARD/CENTRAL BOULEVARD	Modify Interchange	$0	$0	$91,246	$0	$0	$91,226	$20	$0					●
4355161	SR-9/I-95 @ SR-80/SOUTHERN BLVD. INTERCHG. ULTIM. IMPRVMT.	Modify Interchange	$5,828	$0	$100,087	$0	$0	$105,915	$0	$0				●	●
4358041	SR-9/I-95 @ SR-804/BOYNTON BEACH BLVD INTERCHANGE	Modify Interchange	$0	$0	$0	$0	$13,824	$13,824	$0	$0				●	
4124204	SR-9/I-95 @ SR-808/GLADES ROAD	Modify Interchange	$57,516	$0	$0	$0	$0	$57,516	$0	$0					●
4355131	SR-9/I-95 @ SR-842/BROWARD BOULEVARD	Modify Interchange	$1,000	$0	$128,027	$0	$0	$129,027	$0	$0				●	●
4391711	SR-9/I-95 AT DAVIE BOULEVARD	Modify Interchange	$0	$330	$1,000	$3,637	$0	$4,967	$0	$0	●	●	●		
4391721	SR-9/I-95 AT OAKLAND PARK BOULEVARD	Modify Interchange	$0	$330	$1,000	$0	$5,435	$6,765	$0	$0	●	●	●		
4365191	SR-9/I-95 FROM S OF 45TH STREET TO N OF 45TH ST	Modify Interchange	$14,915	$0	$0	$0	$71,904	$86,818	$0	$0				●	●
4331095	SR-9/I-95 FROM SOUTH OF GLADES RD. TO SOUTH OF LINTON BLVD.	Add 2 to Build 6 Lanes	$2,000	$0	$0	$0	$0	$0	$2,000	$0					●
4369641	SR-9/I-95 FROM SOUTH OF SW 10TH STREET TO NORTH OF HILLSBORO BLVD.	Modify Interchange	$64,468	$0	$0	$0	$0	$64,468	$0	$0					●
4372791	SR-9/I-95 FROM SOUTH OF WOOLBRIGHT ROAD TO NORTH OF WOOLBRIGHT	Modify Interchange	$19,698	$0	$14,353	$0	$0	$34,051	$0	$0				●	●
4391701	SR-9/I-95 FROM SOUTH OF SHERIDAN STREET TO NORTH OF GRIFFIN ROAD	Modify Interchange	$500	$2,500	$0	$0	$14,880	$17,880	$0	$0	●	●	●		
4215481	SR-93/I-75 INTRCHNG @ ROYAL PALM BLVD F N OF SW 36 ST TO S OF SW 14 S	Modify Interchange	$0	$14,926	$0	$0	$0	$14,926	$0	$0			●		●
		ANNUAL TOTALS	$332,072	$122,096	$609,172	$125,522	$185,057	$1,279,645	$94,273	$0					

All Values in Thousands of "As Programmed" Dollars

PD&E - Project Development & Environmental;
PE - Preliminary Engineering;
ENV - Environmental Mitigation;

ROW - Right-of-Way;
CON - Construction & Support (may Include Grants);
TOTAL LOCAL FUNDS include all funds that start with LF fund code;

DISTRICT 4
Second Five Years



STRATEGIC INTERMODAL SYSTEM

Capacity Improvement Projects

Approved Plan

FY 2021/2022 through FY 2025/2026
(as of July 1, 2016)

LEGEND

Project Phase

- Project Development & Environment
- Environmental Mitigation
- Preliminary Engineering
- Right-Of-Way
- Construction

NOTES

Projects color coded by highest project phase.

Some projects may overlap on map.

Project costs are subject to change.

0 5 10 20 30
Miles

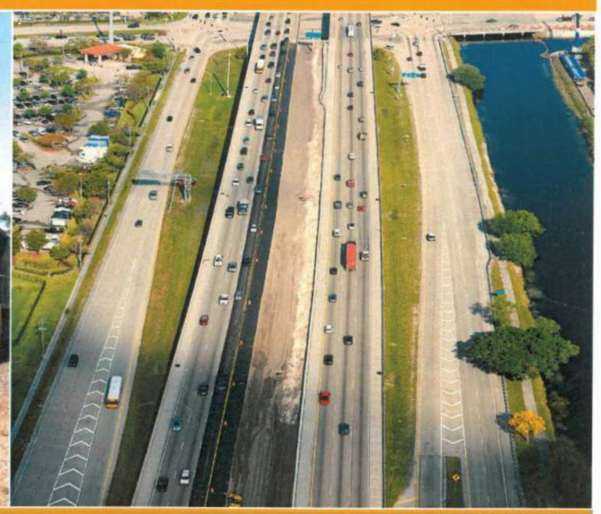
FDOT HIGHWAY SIS

FDOT

STRATEGIC INTERMODAL SYSTEM FUNDING STRATEGY

SIS Strategic Intermodal System

LONG RANGE COST FEASIBLE PLAN 2024-2040



2015 EDITION

YEAR OF EXPENDITURE

STRATEGIC INTERMODAL SYSTEM
COST FEASIBLE PLAN 2024-2040

ID	FACILITY	FROM	TO	Design			District Managed Funds			State Managed Funds			State Managed P3 Funds			Other Funds	IMPRV TYPE	Project Phasing			
				PDE	PE	TOTAL	ROW	CON	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL		PDE	PE	ROW	CON
1107	I-595	I-75	SR-7										**545,522**	2026	15		UP				
1428	I-75	at SR-820/Pines Blvd									76,235	**76,235**					M-INCH				
1527	I-95	at S 6th Ave								1,600	66,333	**67,933**					M-INCH				
1529	I-95	at 10th Ave N		619	2,887	**3,506**				4,303	45,484	**49,787**					M-INCH				
1530	I-95	at Hypoluxo Rd		619	2,784	**3,403**				8,040	62,451	**70,491**					M-INCH				
1532	I-95	at Boynton Beach Blvd			2,578	**2,578**				27,226	62,372	**89,598**					M-INCH				
1533	I-95	at Palm Beach Lakes Blvd		619	2,784	**3,403**	114,210		**114,210**		32,487	**32,487**					M-INCH				
1534	I-95	at PGA Blvd/Central Blvd					55,441	31,228	**86,669**								M-INCH				
1535	I-95	N of Glades Cutoff Rd	S of SR-70	619	1,093	**1,712**					42,158	**42,158**					A2-SUL				
1536	I-95	N of Becker Rd	N of Glades Cut-off Rd	2,062	6,128	**8,190**					132,477	**132,477**					A2-SUL				
1537	I-95	Martin/Palm Beach C/L	Bridge Rd	2,062	6,836	**8,898**		52,524	**52,524**								A2-SUL				
1609	I-95	at Hollywood Blvd		619		**619**		75,841	**75,841**								M-INCH				
1611	I-95	at Stirling Rd		619	5,742	**6,361**		78,004	**78,004**	3,000		**3,000**					M-INCH				
1538	I-95	Indiantown Rd	Martin/PB C/L	619	3,464	**4,083**					52,309	**52,309**					A2-SUL				
1539	I-95	S of Bridge Rd	S of High Meadows Ave	2,062	5,732	**7,794**		81,572	**81,572**								A2-SUL				
1540	I-95	S of High Meadows Ave	N of Becker Rd	2,578	5,732	**8,310**					137,823	**137,823**					A2-SUL				
1541	SR-710	Martin Powerplant Rd	CR 609/Allapattah Rd								66,886	**66,886**					A2-4				
1542	SR-710	Okeechobee/Martin C/L	Martin Powerplant Rd		7,447	**7,447**		154,671	**154,671**	5,125		**5,125**					A2-4				
1567	SR-710	Pratt Whitney Entrance	PGA Blvd		4,010	**4,010**	12,535		**12,535**		42,901	**42,901**					UP				
924	I-595 Causeway	SR-7	I-95		17,448	**17,448**				31,277	416,391	**447,668**					UP				
Funded CFP Totals						**87,762**			**656,026**			**1,316,878**	**545,522**								

LEGEND

FY 2025/2026 - 2029/2030	Mega Projects Phased Over Time
FY 2030/2031 - 2034/2035	Programmed, Planned, or Completed
FY 2035/2036 - 2039/2040	Unfunded Needs Plan

INFLATION FACTORS

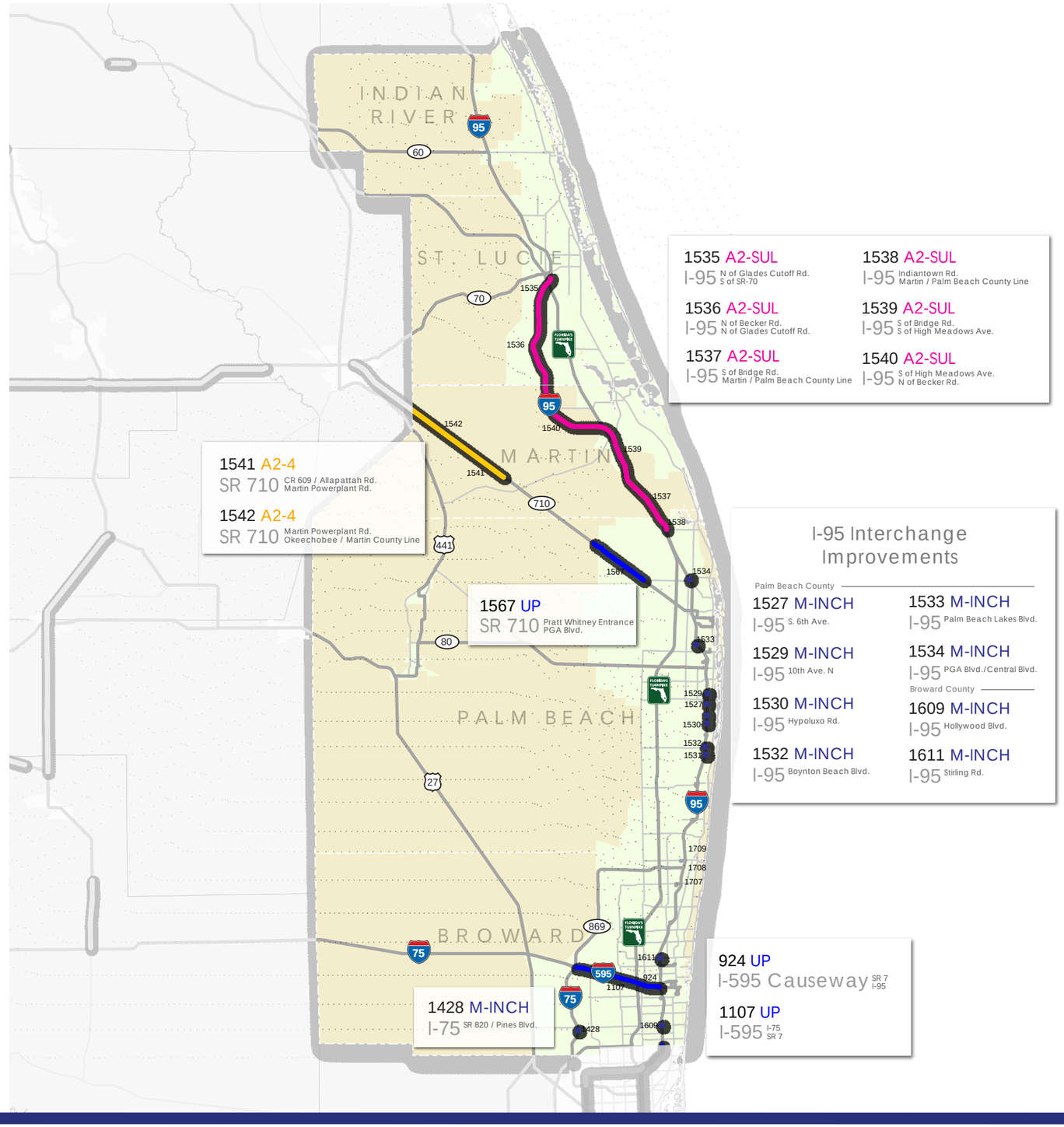
FY 2027/2028 - 1.430
FY 2032/2033 - 1.683
FY 2037/2038 - 1.979

NOTES

(1) Values in thousands of dollars in the year of expenditure, inflated to the middle year in each band.
(2) All phase costs shown as supplied by each District.
(3) CON includes both Construction (CON52) and Construction Support (CEI).
(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
(5) Project costs are subject to change.
(6) Revenue forecast provides separate values for PDE and PE than for ROW and CON. Therefore these phases have been separated in this table.
(7) Other Funds- assumed to be toll revenue or partner funded.
(8) Project Phasing- "COMP"- project underway or complete.

IMPROVEMENT TYPES

A2-4: Add 2 Lanes to Build 4
A2-6: Add 2 Lanes to Build 6
A2-8: Add 2 Lanes to Build 8
A4-6: Add 4 Lanes to Build 6
A2-SUL: Add 2 Special Use Lanes
A4-SUL: Add 4 Special Use Lanes
BRIDGE: Bridge
M-INCH: Modify Interchange
N-INCH: New Interchange
MGLANE: Managed Lanes
MCON: Modify Connector
NR: New Road
UP: Ultimate Improvement



1535 A2-SUL
I-95 N of Glades Cutoff Rd. / S of SR-70

1536 A2-SUL
I-95 N of Becker Rd. / N of Glades Cutoff Rd.

1537 A2-SUL
I-95 S of Bridge Rd. / Martin / Palm Beach County Line

1538 A2-SUL
I-95 Indiantown Rd. / Martin / Palm Beach County Line

1539 A2-SUL
I-95 S of Bridge Rd. / S of High Meadows Ave.

1540 A2-SUL
I-95 S of High Meadows Ave. / N of Becker Rd.

1541 A2-4
SR 710 CR 609 / Allapattah Rd. / Martin Powerplant Rd.

1542 A2-4
SR 710 Martin Powerplant Rd. / Okeechobee / Martin County Line

1567 UP
SR 710 Pratt Whitney Entrance / PGA Blvd.

I-95 Interchange Improvements

Palm Beach County

1527 M-INCH
I-95 S. 6th Ave.

1529 M-INCH
I-95 10th Ave. N

1530 M-INCH
I-95 Hypoluxo Rd.

1532 M-INCH
I-95 Boynton Beach Blvd.

1533 M-INCH
I-95 Palm Beach Lakes Blvd.

1534 M-INCH
I-95 PGA Blvd./Central Blvd.

Broward County

1609 M-INCH
I-95 Hollywood Blvd.

1611 M-INCH
I-95 Stirling Rd.

924 UP
I-595 Causeway SR 7 / I-95

1107 UP
I-595 I-75 / SR 7

1428 M-INCH
I-75 SR 820 / Pines Blvd.

IMPROVEMENT TYPE

- A2-4 - Add 2 Lanes to Build 4
- A2-6 - Add 2 Lanes to Build 6
- A2-SUL - Add 2 Special Use Lanes
- UP - Ultimate Improvement
- M-INCH - Modify Interchange

OTHER FEATURES

- SIS Highways
- Other State Highways
- Urban Areas

PROJECT LABELS

Project ID: 934 A2-4
Facility: SR 40 SR 326 (Silver Springs) / CR 314
Improvement Type
Limits

0 5 10 20 miles

FLORIDA'S

STRATEGIC INTERMODAL SYSTEM

Strategic Intermodal System

2040

Multi-Modal Unfunded Needs Plan

APPENDIX

OCTOBER 2011

Strategic Intermodal System
2040 SIS Multi-Modal Unfunded Needs Plan

October 2011

Highways Improvements - District 4

All values in 2010 dollars and subject to change

MAP ID	FACILITY	FROM	TO	HORIZON	IMPROVEMENT TYPE	TOTAL PROJECT COST
SIS						
H41-075-2220	I-75	at Sheridan Street		Short-Term	(M-INCH) Modify Interchange	$34,583,000
H41-075-2230	I-75	at Miramar Parkway		Short-Term	(M-INCH) Modify Interchange	$34,583,000
H41-075-2240	I-75	at SR 820/Pines Boulevard		Short-Term	(M-INCH) Modify Interchange	$34,583,000
H41-075-3130	I-75	at Sawgrass Expressway		Short-Term	(M-INCH) Modify Interchange	$45,988,000
H41-075-3940	I-75	at Griffin Road		Short-Term	(M-INCH) Modify Interchange	$34,583,000
H44-710-0770	SR 708/Blue Heron Boulevard	SR 710/Beeline Highway	I-95	Short-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$3,423,000
H44-710-6210	SR 710	Pratt Whitney Road	PGA Boulevard	Short-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$50,621,000
H44-710-6770	SR 710	Okeechobee County Line	West of Indiantown	Short-Term	(A2-4) Add 2 Lanes to Build 4 Lanes	$69,413,000
H44-80B-3070	SR 80	US 27	Avenue E	Short-Term	(AMS) Access Management System	$1,093,000
H44-80B-3080	SR 80	Avenue E	SR 15/Hooker Highway	Short-Term	(AMS) Access Management System	$598,000
H44-80B-3090	SR 80/Hooker Highway	SR 15	CR 880	Short-Term	(AMS) Access Management System	$4,553,000
H44-027-3920	US 27	South of Stirling Road	SW 26th Street (North of Griffin Road)	Short-Term	(SERV) Add Service / Frontage / C-D System	$5,208,000
H44-027-8810	US 27	Pembroke Road	South of Stirling Road	Short-Term	(SERV) Add Service / Frontage / C-D System	$6,527,000
					Short-Term Sub-total	$325,756,000
H41-095-8940	I-95	Palm Beach/Martin County Line	South of CR 708/Bridge Road	Mid-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$60,729,000
H41-095-8950	I-95	South of CR 708/Bridge Road	High Meadows Road	Mid-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$91,826,000
H41-095-8960	I-95	High Meadows Road	Martin/St Lucie County Line	Mid-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$103,993,000
H41-095-8970	I-95	Martin/St Lucie County Line	South of SR 70	Mid-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$198,022,000
H44-80B-6530	SR 80	CR 880	Forest Hill Boulevard	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$56,385,000
H44-027-0550	US 27	Broward/Palm Beach County Line	Milepost 12.4	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$52,373,000
H44-027-2180	US 27	Palm Beach/Hendry County Line	SR 80	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$53,328,000
H44-027-2250	US 27	Dade/Broward County Line	I-75	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$61,785,000
H44-027-3010	US 27	I-75	Broward/Palm Beach County Line	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$54,920,000
H44-027-3900	US 27	Milepost 12.4	SR 80	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$58,102,000
					Mid-Term Sub-total	$791,463,000
H48-402-3760	45th Street	I-95	Port of Palm Beach	Long-Term	(MCON) Modify Connector	$10,000,000
H48-408-3790	Boca Raton Tri-Rail Station	I-95	Boca Raton Tri-Rail Station	Long-Term	(MCON) Modify Connector	$20,000,000
H48-406-3800	Boynton Beach Tri-Rail Station	I-95	Tri-Rail Station	Long-Term	(MCON) Modify Connector	$10,000,000
H48-411-3810	Cypress Creek Tri-Rail Station	I-95	Tri-Rail Station	Long-Term	(MCON) Modify Connector	$20,000,000
H48-409-3820	Deerfield Amtrak/Tri-Rail Station	I-95	Amtrak/Tri-Rail Station	Long-Term	(MCON) Modify Connector	$10,000,000
H48-413-3830	FLL Airport (gate) northside entrance	I-95	Northside FLL Airport delivery entrance	Long-Term	(MCON) Modify Connector	$5,000,000
H41-095-3770	Ft Lauderdale Amtrak/Tri-Rail	Broward Boulevard at I-95	Amtrak/Tri-Rail Station	Long-Term	(M-INCH) Modify Interchange	$10,000,000
H48-412-3850	Ft Lauderdale Greyhound Bus Terminal	I-95	Terminal	Long-Term	(MCON) Modify Connector	$10,000,000
H48-413-3840	Ft. Lauderdale FEC Intermodal Terminal	I-95	FEC Terminal	Long-Term	(MCON) Modify Connector	$259,000
H48-417-3890	Hollywood Amtrak/Tri-Rail Station	I-95	Tri-Rail Station	Long-Term	(MCON) Modify Connector	$10,000,000
H41-595-6970	I-595 EB Causeway	East of Turnpike East Bound	East of SR 7	Long-Term	(M-INCH) Modify Interchange	$129,662,000
H41-595-0066	I-595 ML Connection	I-595 Managed Lanes	I-95 Managed Lanes	Long-Term	(M-INCH) Modify Interchange	$33,459,000
H41-595-6960	I-595 WB Causeway	at I-95/I-595 Interchange		Long-Term	(M-INCH) Modify Interchange	$150,000,000
H41-075-0610	I-75	HEFT	I-595	Long-Term	(A4-SUL) Add 4 Special Use Lanes	$280,000,000
H41-095-0048	I-95	CR 512/Fellsmere	Indian River/Brevard County Line	Long-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$19,800,000
H41-095-2110	I-95	at Central Boulevard		Long-Term	(N-INCH) New Interchange	$20,000,000
H41-095-3100	I-95	at Northlake Boulevard		Long-Term	(M-INCH) Modify Interchange	$85,000,000
H41-095-3120	I-95	at Woolbright & Gateway		Long-Term	(M-INCH) Modify Interchange	$70,630,000
H41-095-8800	I-95	at Blue Heron Boulevard		Long-Term	(M-INCH) Modify Interchange	$55,000,000
H41-095-8920	I-95	Miami-Dade/Broward County Line	Broward/Palm Beach County Line	Long-Term	(A2-SUL) Add 2 Special Use Lanes	$1,518,420,000
H41-095-8930	I-95	Broward/Palm Beach County Line	Indiantown Road	Long-Term	(A2-SUL) Add 2 Special Use Lanes	$2,651,100,000
H41-095-8990	I-95	at SR 710		Long-Term	(N-INCH) New Interchange	$60,000,000
H48-000-7430	Lake Worth Tri-Rail Station	I-95	Tri-Rail Station	Long-Term	(MCON) Modify Connector	$10,000,000
H48-422-4740	Mangonia Park Tri-Rail Station	I-95	Mangonia Park Tri-Rail Station	Long-Term	(MCON) Modify Connector	$10,000,000

STRATEGIC INTERMODAL SYSTEM
2040 SIS Multi-Modal Unfunded Needs Plan

October 2011

Highways Improvements - District 4

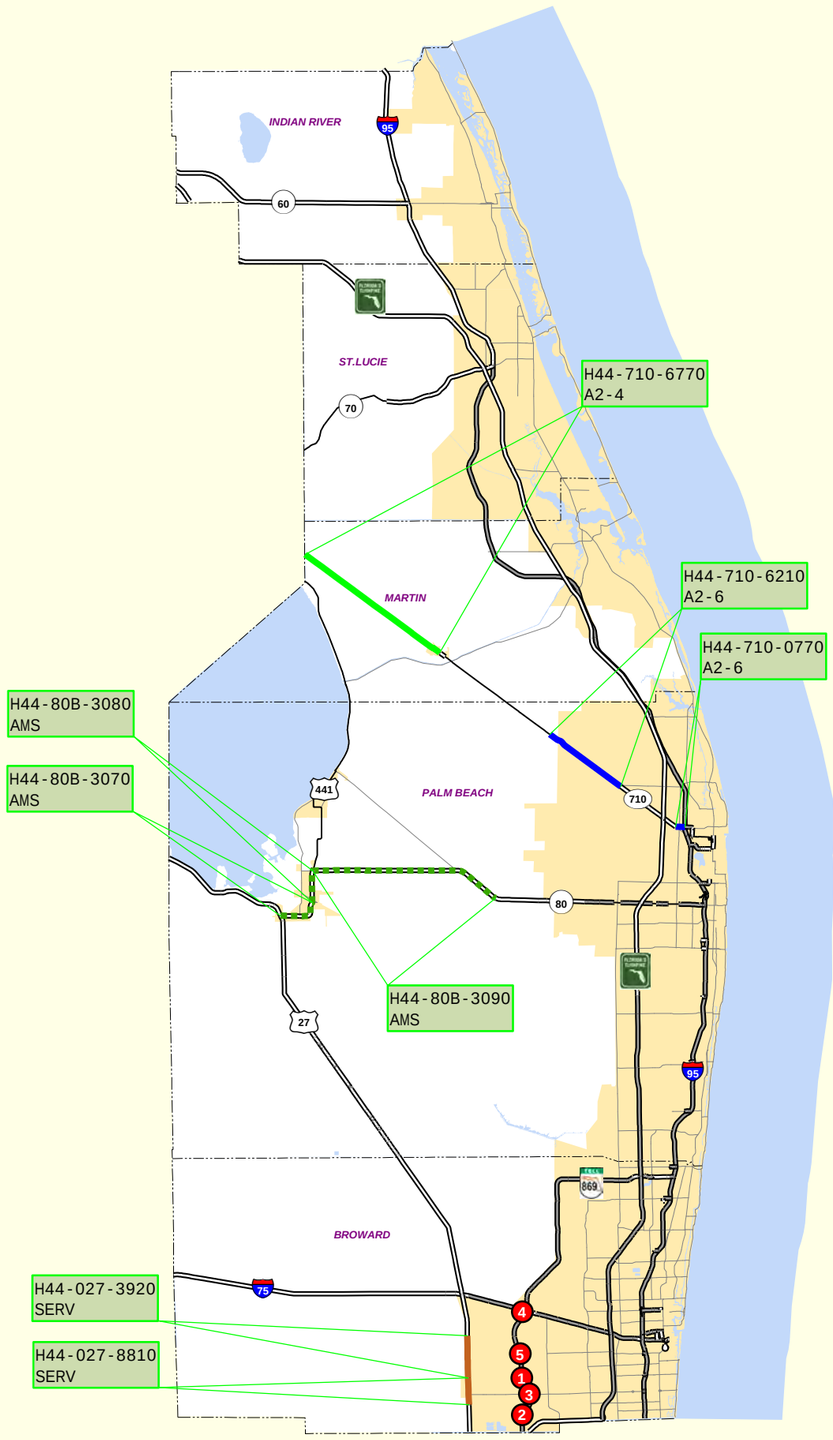
All values in 2010 dollars and subject to change

MAP ID	FACILITY	FROM	TO	HORIZON	IMPROVEMENT TYPE	TOTAL PROJECT COST
H48-410-3870	Pompano Beach Tri-Rail Station	I-95	Tri-Rail Station	Long-Term	(MCON) Modify Connector	$10,000,000
H48-413-3880	Port Everglades Connector/SR 84	I-95	Port Everglades	Long-Term	(MCON) Modify Connector	$20,000,000
H48-424-3780	Port of Palm Beach/Blue Heron Boulevard	I-95	Port of Palm Beach at US 1	Long-Term	(MCON) Modify Connector	$76,632,000
H48-710-0350	Port of Palm Beach/SR 710	Military Trail	Congress Avenue	Long-Term	(MCON) Modify Connector	$22,323,000
H44-710-0010	SR 710	at Seminole/Pratt Whitney Road		Long-Term	(N-INCH) New Interchange	$27,772,000
H44-710-9000	SR 710	at North Lake Boulevard		Long-Term	(N-INCH) New Interchange	$34,676,000
H44-710-9010	SR 710	at PGA Boulevard		Long-Term	(N-INCH) New Interchange	$27,772,000
H48-869-9030	SW 10th Street	Turnpike	I-95	Long-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$19,963,000
H44-027-2260	US 27	at Pines Boulevard		Long-Term	(N-INCH) New Interchange	$10,000,000
H44-027-2270	US 27	at Griffin Road		Long-Term	(N-INCH) New Interchange	$10,000,000
H44-027-3910	US 27	at Pembroke Road		Long-Term	(N-INCH) New Interchange	$10,000,000
H44-027-3930	US 27	at Stirling Road		Long-Term	(N-INCH) New Interchange	$10,000,000
H44-027-6250	US 27	at Sheridan Street		Long-Term	(N-INCH) New Interchange	$10,000,000
H44-441-7340	US 441	SR 700	Palm Beach/Martin County Line	Long-Term	(A2-4) Add 2 Lanes to Build 4 Lanes	$15,944,000
H48-403-3860	West Palm Beach Intermodal Center	I-95	Intermodal Center	Long-Term	(MCON) Modify Connector	$14,882,000
					Long-Term Sub-total	$5,518,294,000

Potential SIS

H41-595-4730	Ft Lauderdale International Airport	US 1	Direct Airport Access	Long-Term	(NCON) New Connector	$10,000,000
					Long-Term Sub-total	$10,000,000
					District Total	$6,645,513,000

NOTE:
SIS - Facilities that are currently designated as a SIS facility
Potential SIS - Facilities that potentially meet designation criteria and thresholds, but are not currently designated.



Strategic Intermodal System Unfunded Needs Plan

Highway Improvements Short-Term

District 4

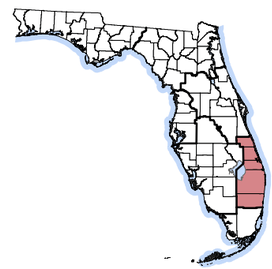
State of Florida Department of Transportation
Systems Planning Office

LEGEND

- Add 2 lanes to provide 4 lanes (A2-4)
- Add 2 lanes to provide 6 lanes (A2-6)
- Service/Frontage Roads
- Access Management & safety improvements (AMS)
- Interchange and Intersection Improvements

SIS
Needs Plan ID Number — **H41-408-0160**
Improvement Type — **A2-6**

Potential SIS
Needs Plan ID Number — **H28-000-8570**
Improvement Type — **NCON**



Existing SIS Conditions

- 2 lane roads
- 4 lane roads
- 6 & 6+ lane roads
- Other roads
- Planned SIS roads
- Water
- Urban Areas

0 5 10 20
Miles

Interchange and Intersection Improvements

1	H41-075-2220	*I-75*	*at Sheridan Street*
2	H41-075-2230	*I-75*	*at Miramar Parkway*
3	H41-075-2240	*I-75*	*at SR 820/Pines Boulevard*
4	H41-075-3130	*I-75*	*at Sawgrass Expressway*
5	H41-075-3940	*I-75*	*at Griffin Road*

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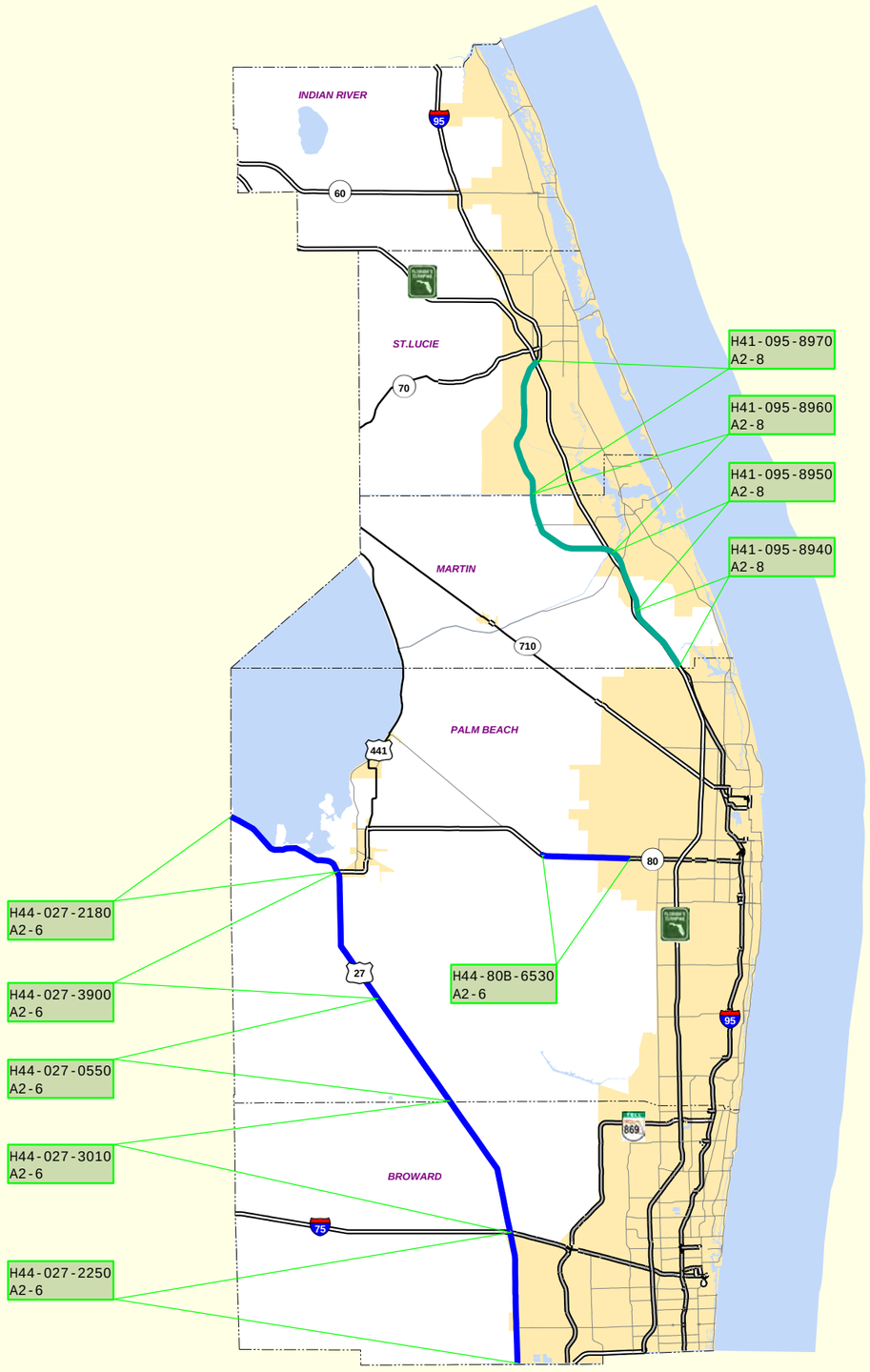


Strategic Intermodal System Unfunded Needs Plan

Highway Improvements Mid-Term

District 4

State of Florida Department of Transportation
Systems Planning Office

LEGEND

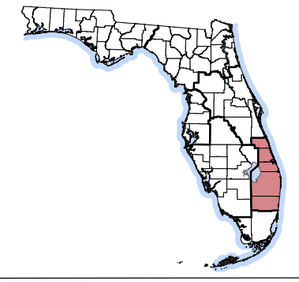
- Add 2 lanes to provide 4 lanes (A2-4)
- Add 2 lanes to provide 6 lanes (A2-6)
- Add 2 lanes to provide 8 lanes (A2-8)

SIS

Needs Plan ID Number — **H41-408-0160**
Improvement Type — **A2-6**

Potential SIS

Needs Plan ID Number — **H28-000-8570**
Improvement Type — **NCON**



Existing SIS Conditions

- 2 lane roads
- 4 lane roads
- 6 & 6+ lane roads
- Other roads
- Planned SIS roads
- Water
- Urban Areas

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Miles

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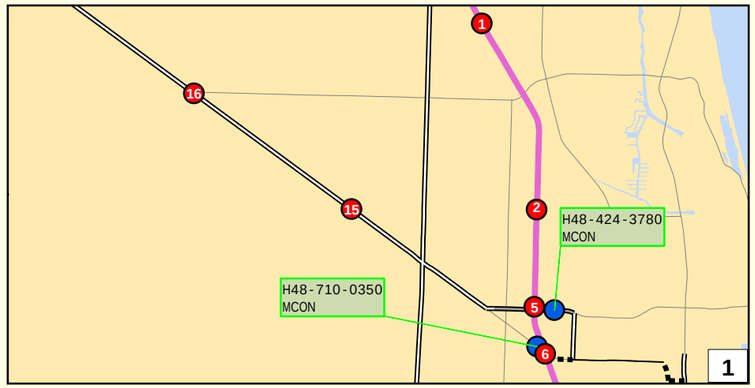
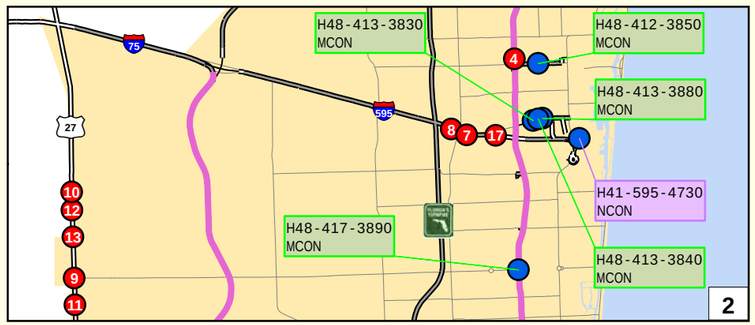


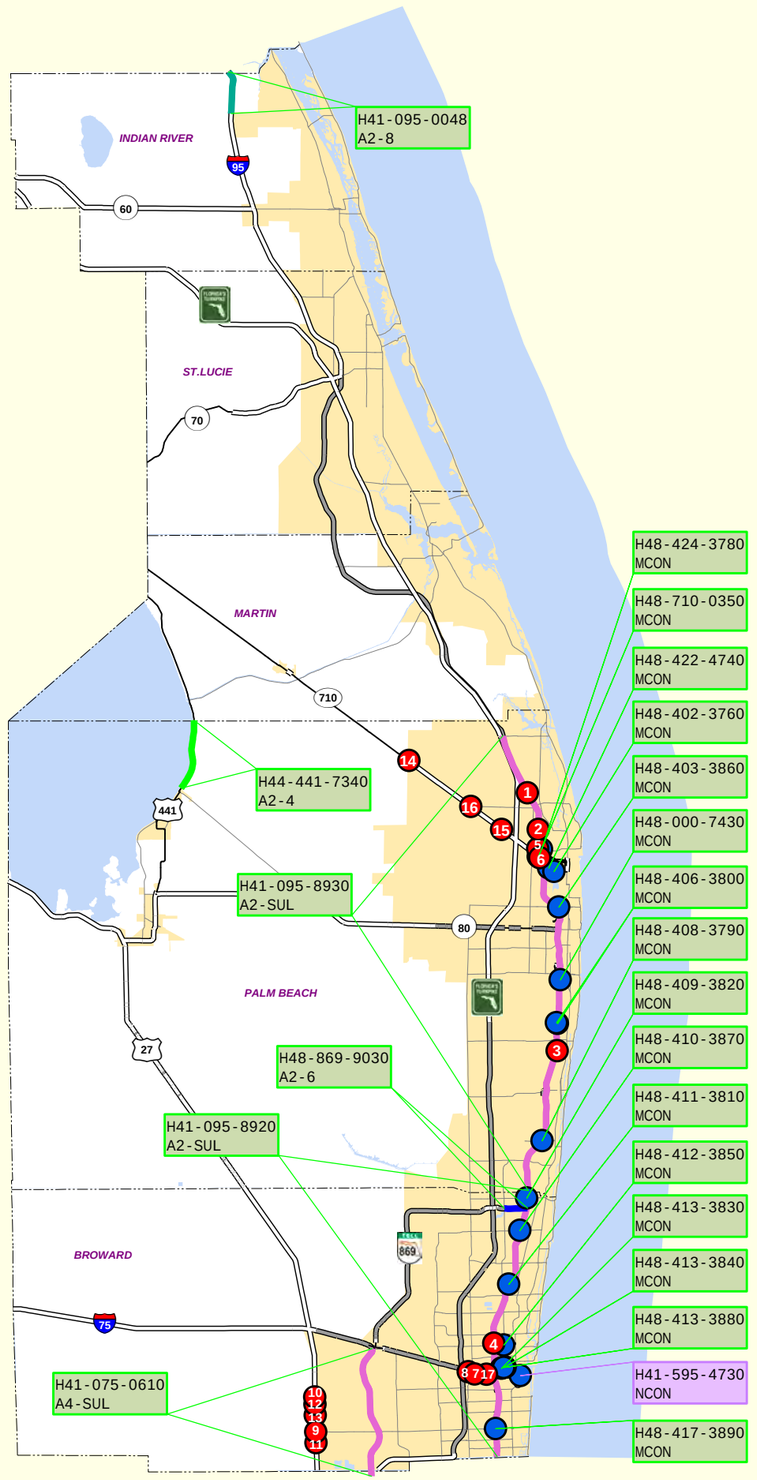
Palm Beach County Area



Broward County Area

Interchange and Intersection Improvements

1	H41-095-2110	*I-95*	*at Central Boulevard*
2	H41-095-3100	*I-95*	*at Northlake Boulevard*
3	H41-095-3120	*I-95*	*at Woolbright & Gateway*
4	H41-095-3770	*Ft Lauderdale Amtrak/Tri-Rail*	*at Broward Boulevard at I-95*
5	H41-095-8800	*I-95*	*at Blue Heron Boulevard*
6	H41-095-8990	*I-95*	*at SR 710*
7	H41-595-6960	*I-95/I-595*	*at I-95 To I-595 Interchange*
8	H41-595-6970	*I-595*	*at East of Turnpike*
9	H44-027-2260	*US 27*	*at Pines Boulevard*
10	H44-027-2270	*US 27*	*at Griffin Road*
11	H44-027-3910	*US 27*	*at Pembroke Road*
12	H44-027-3930	*US 27*	*at Stirling Road*
13	H44-027-6250	*US 27*	*at Sheridan Street*
14	H44-710-0010	*SR 710*	*at Seminole/Pratt Whitney Road*
15	H44-710-9000	*SR 710*	*at North Lake Boulevard*
16	H44-710-9010	*SR 710*	*at PGA Boulevard*
17	H41-595-0066	*I-595*	*at I-595 Managed Lanes*



Strategic Intermodal System
Unfunded Needs Plan

Highway Improvements Long-Term

District 4

State of Florida Department of Transportation
Systems Planning Office

LEGEND

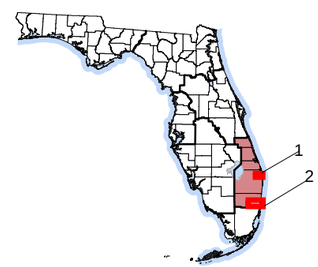
- Add 2 lanes to provide 4 lanes (A2-4)
- Add 2 lanes to provide 6 lanes (A2-6)
- Add 2 lanes to provide 8 lanes (A2-8)
- Special Use and Auxillary Lanes
- SIS Connector Improvements
- Interchange and Intersection Improvements

SIS

Needs Plan ID Number — **H41-408-0160**
Improvement Type — **A2-6**

Potential SIS

Needs Plan ID Number — **H28-000-8570**
Improvement Type — **NCON**



Existing SIS Conditions

- 2 lane roads
- 4 lane roads
- 6 & 6+ lane roads
- Other roads
- Planned SIS roads
- Water
- Urban Areas

N W E S

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Miles

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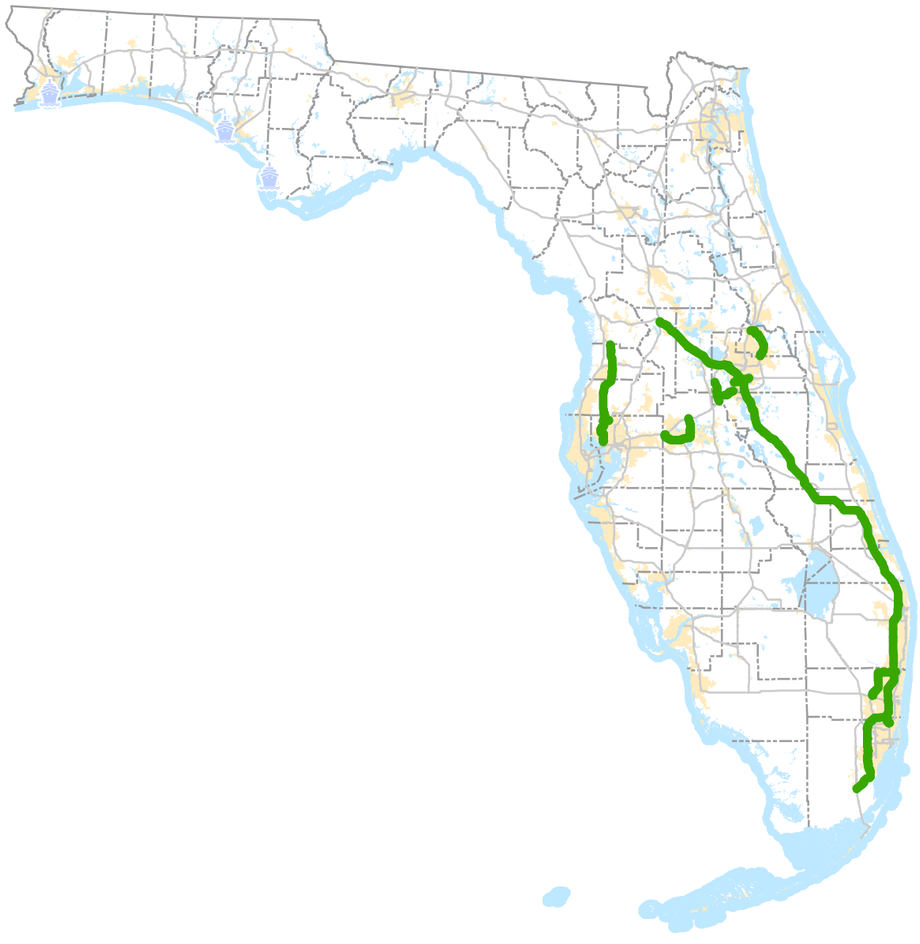
SIS Multi-Modal Unfunded Needs
Turnpike Enterprise Tables and Maps



October 2011

Highways Improvements - Turnpike Enterprise

All values in 2010 dollars and subject to change

MAP ID	FACILITY	FROM	TO	HORIZON	IMPROVEMENT TYPE	TOTAL PROJECT COST
SIS						
H82-528-7930	Beach Line West Expressway/SR 528	I-4	Turnpike Mainline	Short-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$72,965,000
H82-821-0590	HEFT/SR 821	Tallahassee Road	SW 216th Street	Short-Term	(A4-8) Add 4 Lanes to Build 8 Lanes	$140,038,000
H82-821-7470	HEFT/SR 821	SR 874	Kendall Drive	Short-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$66,700,000
H82-821-7490	HEFT/SR 821	Caribbean Drive	North of Eureka Drive	Short-Term	(A2-10) Add 2 Lanes to Build 10 Lanes	$32,704,000
H82-821-7500	HEFT/SR 821	Kendall Drive	60th Street Canal	Short-Term	(A4-10) Add 4 Lanes to Build 10 Lanes	$157,759,000
H82-821-7510	HEFT/SR 821	East of NW 57th Street	Turnpike Mainline	Short-Term	(A4-8) Add 4 Lanes to Build 8 Lanes	$35,951,000
H82-091-7520	Turnpike Mainline/SR 91	HEFT	North of Johnson Street	Short-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$46,051,000
H82-091-7530	Turnpike Mainline/SR 91	North of Johnson Street	Griffin Road	Short-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$84,737,000
H82-091-7540	Turnpike Mainline/SR 91	North of Boynton Beach Boulevard	Lake Worth Road	Short-Term	(A4-8) Add 4 Lanes to Build 8 Lanes	$125,747,000
H82-091-7810	Turnpike Mainline/SR 91	Lake Worth Road	Okeechobee Boulevard	Short-Term	(A4-8) Add 4 Lanes to Build 8 Lanes	$77,773,000
H82-091-7920	Turnpike Mainline/SR 91	Okeechobee Boulevard	PGA Boulevard	Short-Term	(A4-8) Add 4 Lanes to Build 8 Lanes	$132,177,000
H82-589-7940	Veterans Expressway/SR 589	South of Gunn Highway	Suncoast Parkway	Short-Term	(A4-8) Add 4 Lanes to Build 8 Lanes	$152,184,000
					Short-Term Sub-total	$1,124,786,000
H82-821-7950	HEFT/SR 821	SW 216th Street	Caribbean Drive	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$32,704,000
H82-821-7960	HEFT/SR 821	North of Eureka Drive	SR 874	Mid-Term	(A2-10) Add 2 Lanes to Build 10 Lanes	$163,297,000
H82-821-7970	HEFT/SR 821	NW 106th Street	I-75	Mid-Term	(A4-10) Add 4 Lanes to Build 10 Lanes	$50,072,000
H82-821-8020	HEFT/SR 821	Campbell Drive	Tallahassee Road	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$33,104,000
H82-821-8030	HEFT/SR 821	60th StreetCanal	SR 836/Dolphin Expressway	Mid-Term	(A2-10) Add 2 Lanes to Build 10 Lanes	$233,087,000
H82-821-8040	HEFT/SR 821	SR 836/Dolphin Expressway	NW 106th Street	Mid-Term	(A2-10) Add 2 Lanes to Build 10 Lanes	$135,649,000
H82-821-8050	HEFT/SR 821	I-75	East of NW 57th Avenue	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$50,072,000
H82-417-8640	Seminole Expressway/SR 417	Red Bug Lake Road	CR 427	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$61,749,000
H81-570-9100	SR 570/Polk Parkway	South of Pace Road	CR 546	Mid-Term	(A2-4) Add 2 Lanes to Build 4 Lanes	$42,250,000
H81-570-9110	SR 570/Polk Parkway	Harden Boulevard	US 98	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	TBD
H82-589-8670	Suncoast Parkway/SR 589	Veterans Expressway	SR 54	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	TBD
H82-091-0910	Turnpike Mainline/SR 91	Sawgrass Expressway	Broward/Palm Beach County Line	Mid-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$37,182,000
H82-091-0920	Turnpike Mainline/SR 91	Broward/Palm Beach County Line	Glades Road	Mid-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$348,705,000
H82-091-0930	Turnpike Mainline/SR 91	Glades Road	North of Boynton Beach Boulevard	Mid-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$214,997,000
H82-091-0940	Turnpike Mainline/SR 91	PGA Boulevard	Jupiter/Indiantown Road	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$81,390,000
H82-091-0950	Turnpike Mainline/SR 91	Jupiter/Indiantown Road	SR 714/Stuart	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$161,970,000
H82-091-7980	Turnpike Mainline/SR 91	SR 714/Stuart	Becker Road	Mid-Term	(A4-8) Add 4 Lanes to Build 8 Lanes	$45,630,000
H82-091-7990	Turnpike Mainline/SR 91	Becker Road	Port St Lucie Boulevard	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$35,541,000
H82-091-8000	Turnpike Mainline/SR 91	Osceola Parkway	Beachline West Expressway	Mid-Term	(A4-8) Add 4 Lanes to Build 8 Lanes	$63,026,000
H82-091-8060	Turnpike Mainline/SR 91	County Line Road	HEFT	Mid-Term	(A2-10) Add 2 Lanes to Build 10 Lanes	$300,000
H82-091-8070	Turnpike Mainline/SR 91	North of Atlantic Boulevard	Sawgrass Expressway	Mid-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$125,141,000
H82-091-8620	Turnpike Mainline/SR 91	US 192/441 North	Osceola Parkway	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$57,008,000
H82-091-8630	Turnpike Mainline/SR 91	SR 50	Leesburg South/US 27	Mid-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$129,079,000
					Mid-Term Sub-total	$2,101,953,000
H82-528-8740	Beachline Expressway/SR 528	AET PH 7 Beachline West Plaza	MP 6	Long-Term	(TOLL) Toll Facility or Sunpass	$1,614,000
H82-821-1060	HEFT/SR 821	at Lucy Street		Long-Term	(N-INCH) New Interchange	$6,160,000
H82-821-1070	HEFT/SR 821	at NW 170th Street		Long-Term	(N-INCH) New Interchange	$34,392,000
H82-821-1380	HEFT/SR 821	at I- 75		Long-Term	(M-INCH) Modify Interchange	$26,523,000
H82-570-8790	Polk Parkway/SR 570	AET Ph 9 All Plazas MP 3	MP 23	Long-Term	(TOLL) Toll Facility or Sunpass	$55,431,000
H82-417-8720	Seminole Expressway/SR 417	Orange/Seminole County Line	Aloma Avenue/SR 426	Long-Term	(A4-8) Add 4 Lanes to Build 8 Lanes	$46,278,000
H82-417-8770	Seminole Expressway/SR 417	AET Ph 7 All Plazas MP 38	MP 52	Long-Term	(TOLL) Toll Facility or Sunpass	$18,774,000
H82-417-8750	Southern Connector/SR 417	AET Ph 7 All Plazas MP 1	MP 3	Long-Term	(TOLL) Toll Facility or Sunpass	$10,266,000
H82-589-1050	Suncoast Parkway/SR 589	at (future) Ridge Road		Long-Term	(N-INCH) New Interchange	$10,858,000
H82-000-1040	Turnpike Mainline/SR 91	at Sand Lake Road		Long-Term	(N-INCH) New Interchange	$65,856,000
H82-091-1080	Turnpike Mainline/SR 91	at SR 417		Long-Term	(N-INCH) New Interchange	$126,860,000
H82-091-1090	Turnpike Mainline/SR 91	at Hills of Minneola		Long-Term	(N-INCH) New Interchange	$39,001,000

October 2011

Highways Improvements - Turnpike Enterprise

All values in 2010 dollars and subject to change

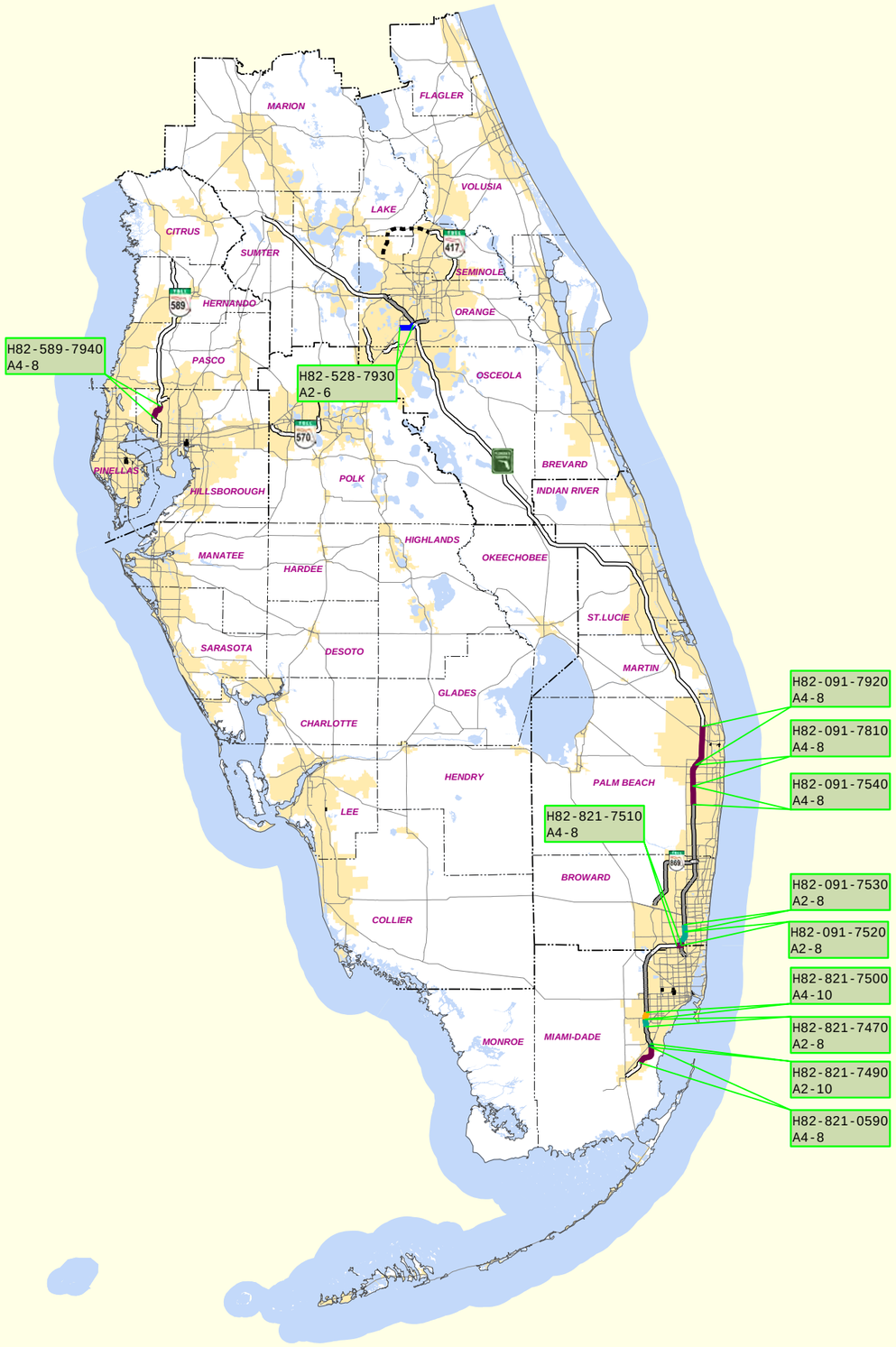
MAP ID	FACILITY	FROM	TO	HORIZON	IMPROVEMENT TYPE	TOTAL PROJECT COST
H82-468-1100	Turnpike Mainline/SR 91	at CR 468		Long-Term	(N-INCH) New Interchange	$19,501,000
H82-091-1390	Turnpike Mainline/SR 91	at Golden Glades		Long-Term	(M-INCH) Modify Interchange	TBD
H82-091-1400	Turnpike Mainline/SR 91	at Hollywood Boulevard		Long-Term	(M-INT) Modify Intersection	$71,037,000
H82-091-1410	Turnpike Mainline/SR 91	at Sunrise Boulevard		Long-Term	(M-INCH) Modify Interchange	$87,639,000
H82-091-1420	Turnpike Mainline/SR 91	at Commercial Boulevard		Long-Term	(M-INCH) Modify Interchange	$11,573,000
H82-091-1430	Turnpike Mainline/SR 91	at Beachline West Expressway/SR 528		Long-Term	(M-INCH) Modify Interchange	$2,315,000
H82-091-1440	Turnpike Mainline/SR 91	at I-4		Long-Term	(M-INCH) Modify Interchange	$9,027,000
H82-091-1450	Turnpike Mainline/SR 91	at I-75		Long-Term	(M-INCH) Modify Interchange	$134,643,000
H82-091-8650	Turnpike Mainline/SR 91	Golden Glades	Dolphin Center	Long-Term	(A2-8) Add 2 Lanes to Build 8 Lanes	$1,200,000
H82-091-8660	Turnpike Mainline/SR 91	Port St Lucie Boulevard	SR 70 (Fort Pierce)	Long-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$99,199,000
H82-091-8680	Turnpike Mainline/SR 91	SR 70 (Fort Pierce)	Yeehaw Junction	Long-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$401,582,000
H82-091-8690	Turnpike Mainline/SR 91	Yeehaw Junction	US 92/441 South	Long-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$480,278,000
H82-091-8700	Turnpike Mainline/SR 91	US 27 (Leesburg North)	CR 470	Long-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$69,169,000
H82-091-8710	Turnpike Mainline/SR 91	CR 470	US 301	Long-Term	(A2-6) Add 2 Lanes to Build 6 Lanes	$79,695,000
H82-091-8730	Turnpike Mainline/SR 91	AET Ph 7 All Plazas MP 240	MP 296	Long-Term	(TOLL) Toll Facility or Sunpass	$35,276,000
H82-091-8780	Turnpike Mainline/SR 91	AET Ph 8 All Plazas MP 88	MP 236	Long-Term	(TOLL) Toll Facility or Sunpass	$54,724,000
H82-429-8760	Western Beltway/SR 429	AETPh 7 All Plazas MP 1	MP 11	Long-Term	(TOLL) Toll Facility or Sunpass	$9,676,000
					Long-Term Sub-total	$2,008,547,000

Potential SIS

H82-000-4280	Suncoast Parkway 2	North Terminus of Suncoast 1 at US 98	US 19 (North of Crystal River)	Long-Term	(NR) New Road	$820,000,000
					Long-Term Sub-total	$820,000,000

District Total	$6,055,286,000

NOTE:
SIS - Facilities that are currently designated as a SIS facility
Potential SIS - Facilities that potentially meet designation criteria and thresholds, but are not currently designated.



Strategic Intermodal System
Unfunded Needs Plan

Highway Improvements Short-Term

Turnpike Enterprise

State of Florida Department of Transportation
Systems Planning Office

LEGEND

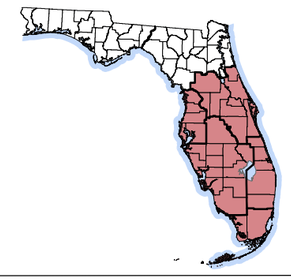
- Add 2 lanes to provide 6 lanes (A2-6)
- Add 2 lanes to provide 8 lanes (A2-8)
- Add 2 lanes to provide 10 lanes (A2-10)
- Add 4 lanes to provide 8 lanes (A4-8)
- Add 4 lanes to provide 10 lanes (A4-10)

SIS

Needs Plan ID Number: **H41-408-0160**
Improvement Type: **A2-6**

Potential SIS

Needs Plan ID Number: **H28-000-8570**
Improvement Type: **NCON**



Existing Turnpike Conditions

- 2 lane roads
- 4 lane roads
- 6 & 6+ lane roads
- Other roads
- Planned SIS roads
- Water
- Urban Areas

N W E S

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Miles

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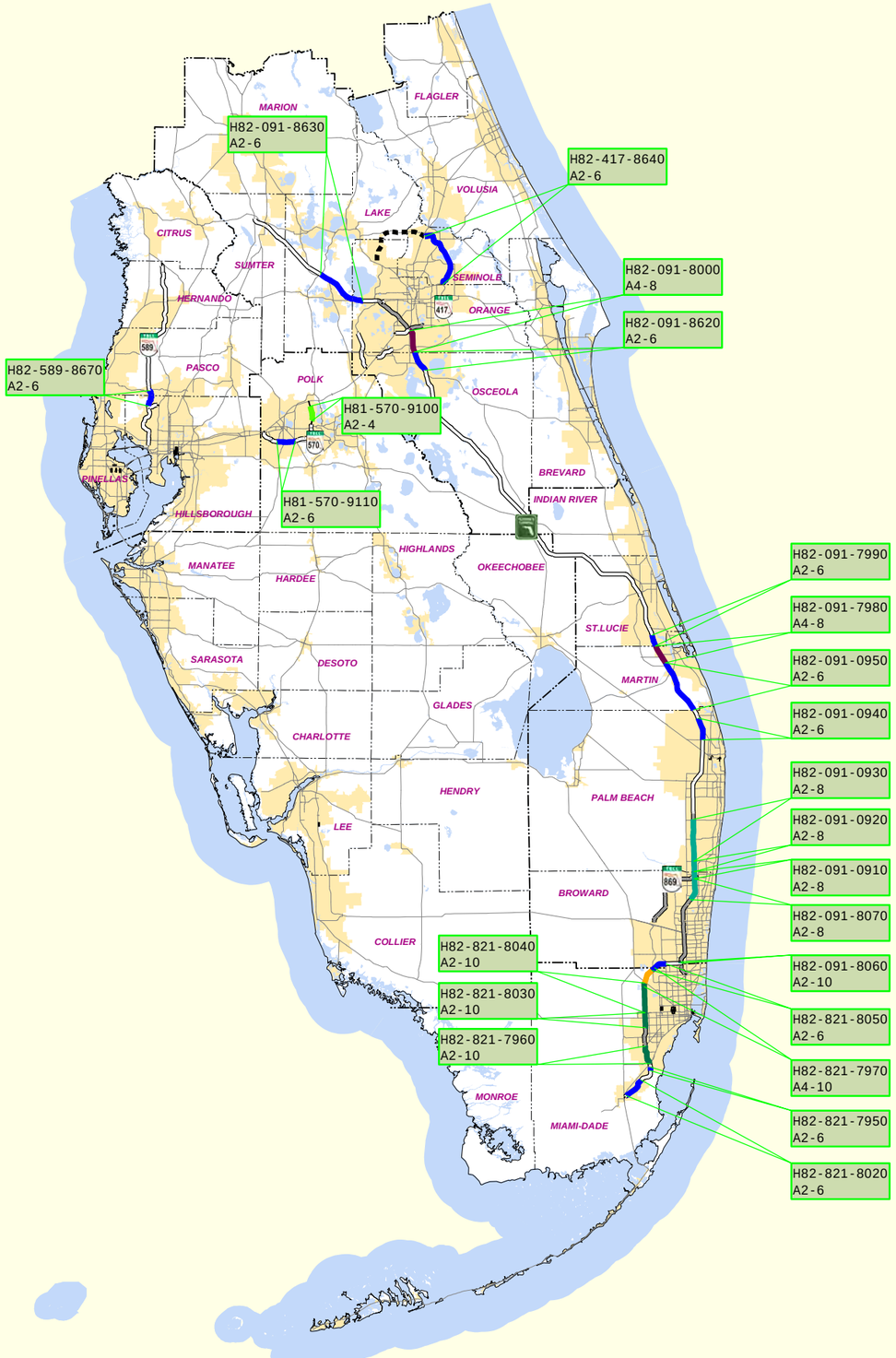


Strategic Intermodal System Unfunded Needs Plan

Highway Improvements Mid-Term

Turnpike Enterprise

State of Florida Department of Transportation
Systems Planning Office

LEGEND

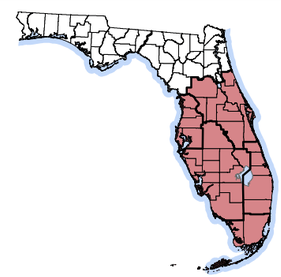
- Add 2 lanes to provide 6 lanes (A2-4)
- Add 2 lanes to provide 6 lanes (A2-6)
- Add 2 lanes to provide 8 lanes (A2-8)
- Add 2 lanes to provide 10 lanes (A2-10)
- Add 4 lanes to provide 8 lanes (A4-8)
- Add 4 lanes to provide 10 lanes (A4-10)

SIS

Needs Plan ID Number — **H41-408-0160**
Improvement Type — **A2-6**

Potential SIS

Needs Plan ID Number — **H28-000-8570**
Improvement Type — **NCON**



Existing Turnpike Conditions

- 2 lane roads
- 4 lane roads
- 6 & 6+ lane roads
- Other roads
- Planned SIS roads
- Water
- Urban Areas

N W E S

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Miles

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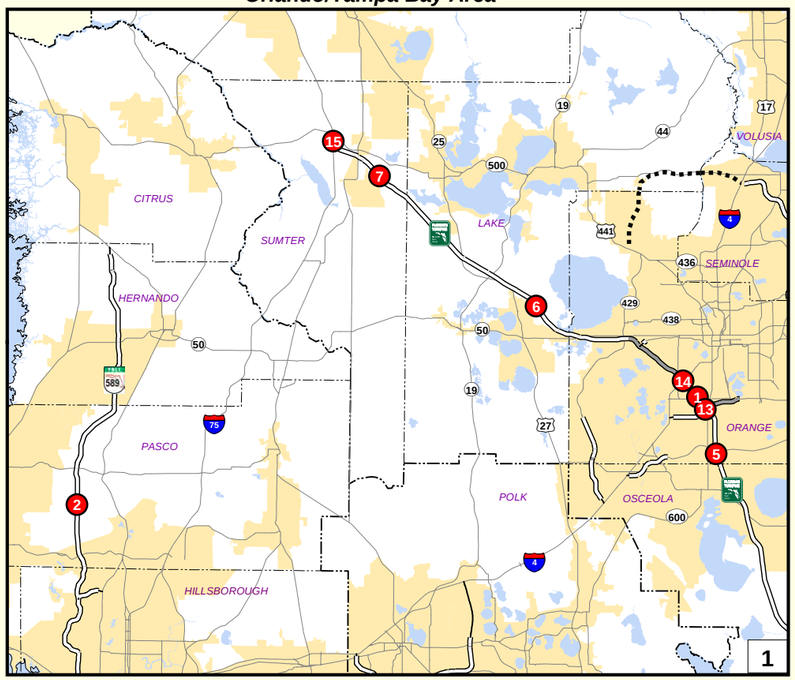
Strategic Intermodal System
Unfunded Needs Plan

Highway Improvements
Long-Term

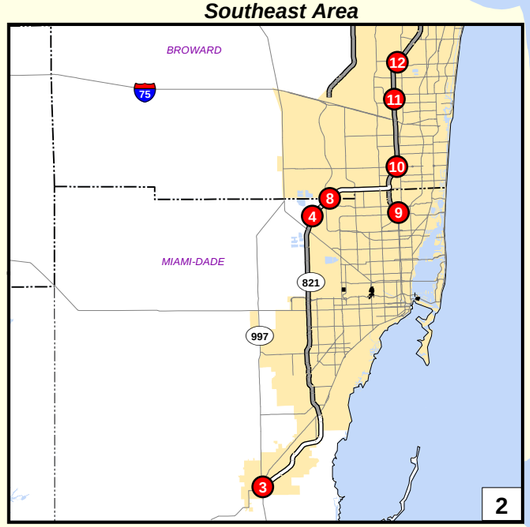
Turnpike Enterprise

State of Florida Department of Transportation
Systems Planning Office

Orlando/Tampa Bay Area

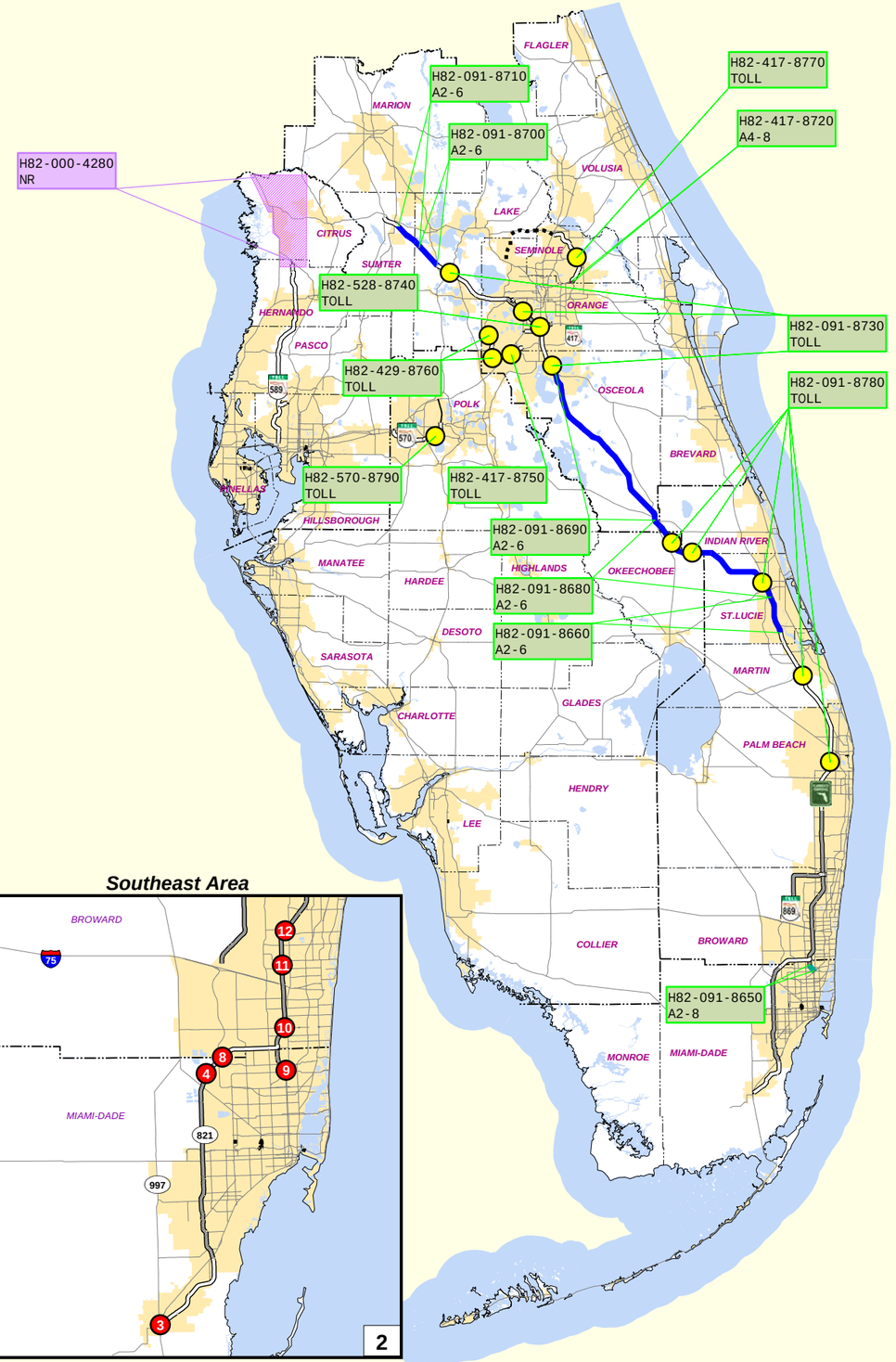


Southeast Area



Interchange and Intersection Improvements

1	H82-000-1040	*Turnpike Mainline/SR 91*	*at Sand Lake Road*
2	H82-589-1050	*Suncoast Parkway/SR 589*	*at (future) Ridge Road*
3	H82-821-1060	*HEFT/SR 821*	*at Lucy Street*
4	H82-821-1070	*HEFT/SR 821*	*at NW 170th Street*
5	H82-091-1080	*Turnpike Mainline/SR 91*	*at SR 417*
6	H82-091-1090	*Turnpike Mainline/SR 91*	*at Hills of Minneola*
7	H82-468-1100	*Turnpike Mainline/SR 91*	*at CR 468*
8	H82-821-1380	*HEFT/SR 821*	*at I- 75*
9	H82-091-1390	*Turnpike Mainline/SR 91*	*at Golden Glades*
10	H82-091-1400	*Turnpike Mainline/SR 91*	*at Hollywood Boulevard*
11	H82-091-1410	*Turnpike Mainline/SR 91*	*at Sunrise Boulevard*
12	H82-091-1420	*Turnpike Mainline/SR 91*	*at Commercial Boulevard*
13	H82-091-1430	*Turnpike Mainline/SR 91*	*at Beachline West Expressway/SR 528*
14	H82-091-1440	*Turnpike Mainline/SR 91*	*at I-4*
15	H82-091-1450	*Turnpike Mainline/SR 91*	*at I-75*

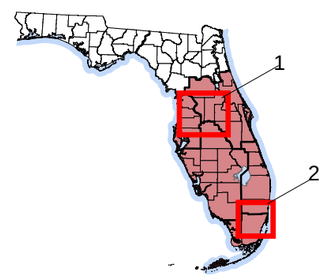


LEGEND

- Add 2 lanes to provide 6 lanes (A2-6)
- Add 2 lanes to provide 8 lanes (A2-8)
- Add 4 lanes to provide 8 lanes (A4-8)
- Suncoast Parkway 2 Study Area
- Interchange and Intersection Improvements
- Toll Plaza Enhancements

SIS
Needs Plan ID Number: H41-408-0160
Improvement Type: A2-6

Potential SIS
Needs Plan ID Number: H28-000-8570
Improvement Type: NCON



Existing Turnpike Conditions

- 2 lane roads
- 4 lane roads
- 6 & 6+ lane roads
- Other roads
- Planned SIS roads
- Water
- Urban Areas

N W E S

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Miles

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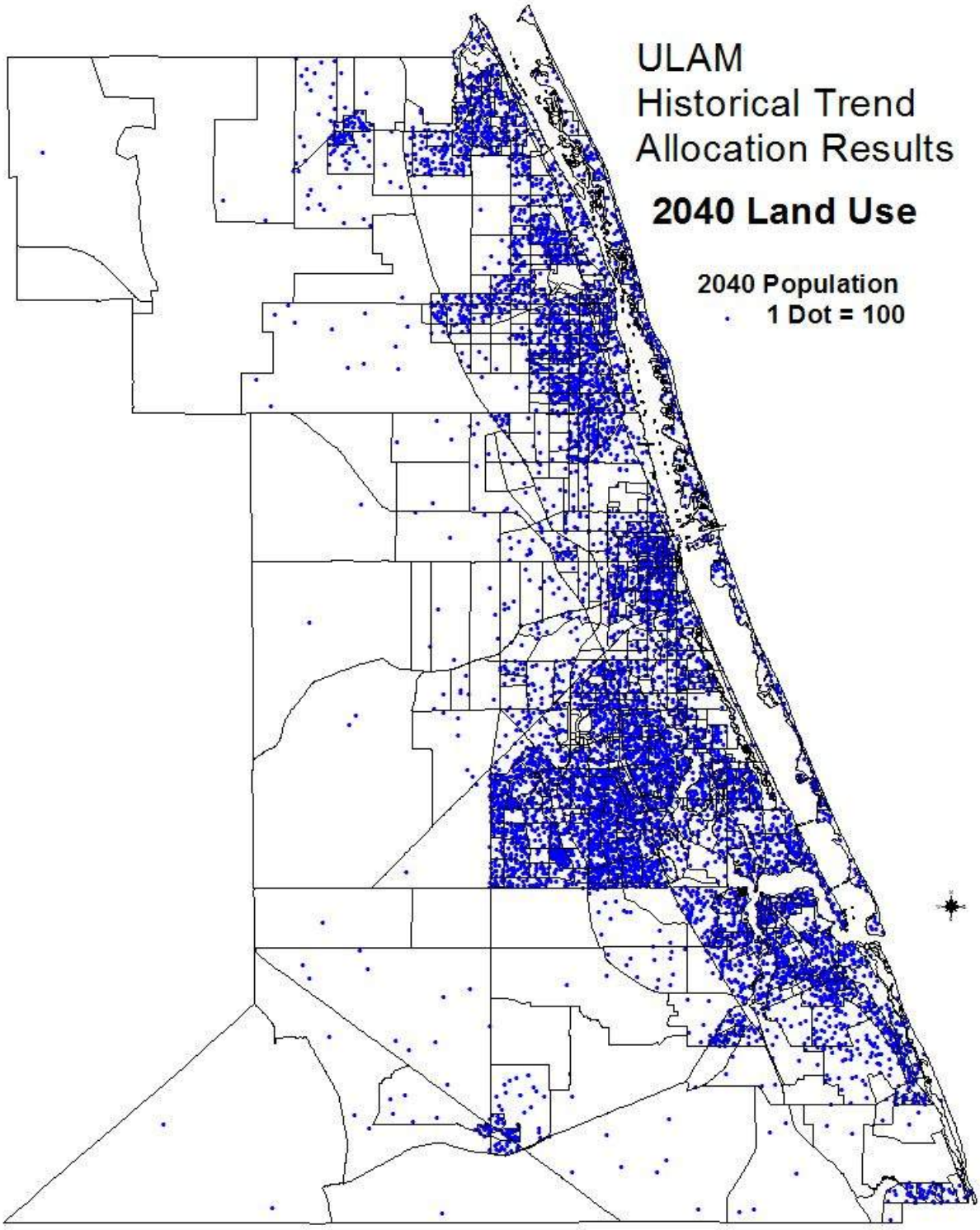
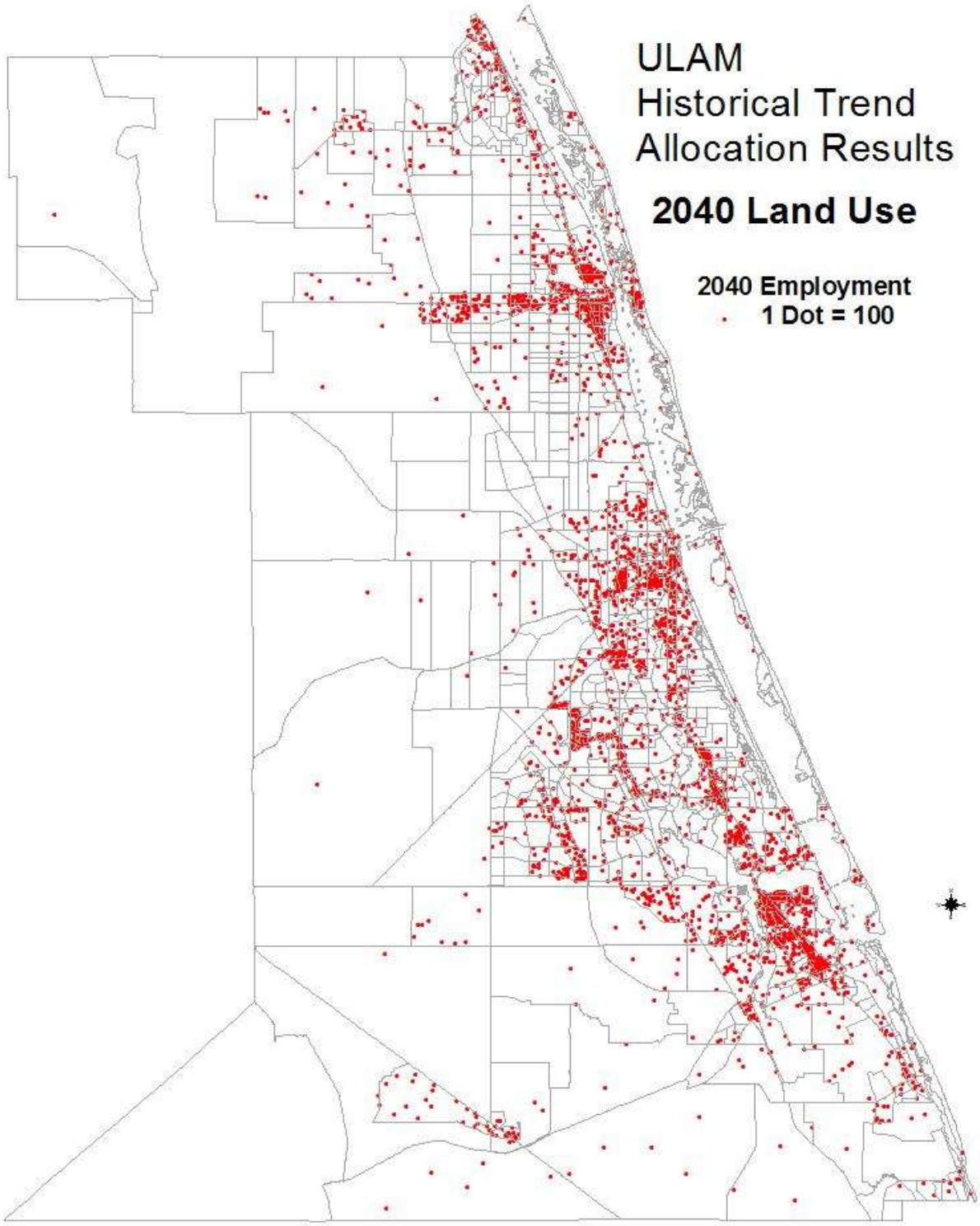
Appendix C

Urban Land Use Allocation Model (ULAM)


ULAM
Historical Trend
Allocation Results
2040 Land Use
2040 Population
1 Dot = 100


ULAM
Historical Trend
Allocation Results
2040 Land Use
2040 Employment
1 Dot = 100

Appendix D

Individual LRTP Goals, Objectives, and Performance Measures

Martin MPO

Table 3-1. Goals, Objectives, and Performance Measures

Goal/Objectives	MAP-21 Goals							2060 Florida Transportation Plan Goals						Performance Measures
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Economic Competitiveness	Community Livability	Environmental Stewardship	Safety and Security	Maintenance and Operations	Mobility and Connectivity	
Goal 1: An efficient multimodal transportation system that supports the local economy and maintains the quality of life.														
A. Prioritize improvements that maintain acceptable travel performance.			◆	◆	◆			◆				◆	◆	Vehicle miles of travel operating at or better than the adopted level of service standard. (Higher is better)
B. Support improvements to major roadway freight corridors.			◆	◆	◆			◆				◆	◆	Percent vehicle miles of travel operating at or better than the adopted level of service standard on freight corridors. (Higher is better)
C. Implement strategies to reduce per capita vehicle miles of travel.			◆	◆		◆			◆	◆				Vehicle miles of travel per capita. (Lower is better)
D. Prioritize funding to support smaller scale congestion management projects and programs.	◆		◆	◆	◆		◆	◆	◆		◆	◆	◆	Dollars of funding to plan, design, and implement congestion management projects and programs. (Higher is better)
E. Assume the established land use policies identified by the Cities and County.					◆				◆	◆				Consistent with established land use policies and projected growth assumed by the plan. (Yes is preferred)
F. Increase the sidewalk coverage on roadways serving concentrations of population and employment in urban areas.	◆		◆	◆	◆	◆		◆	◆	◆	◆		◆	Miles of pedestrian facilities on the major roadway system. (Higher is better)
G. Increase the bicycle facility coverage throughout the planning area.	◆		◆	◆	◆	◆		◆	◆	◆	◆		◆	Miles of bicycle facilities on the major roadway system. (Higher is better)
H. Plan projects that improve access to transit facilities.	◆		◆	◆	◆	◆		◆	◆	◆	◆		◆	Percent of major roadways with transit service that include bicycle and/ or pedestrian facilities. (Higher is better)
I. Prioritize projects that improve multi-modal access to community activities.	◆		◆	◆	◆	◆		◆	◆	◆	◆		◆	Percent of major roadways that access community places and services with bicycle and pedestrian facilities. (Higher is better)
J. Support projects that enhance the local economy.	◆	◆	◆	◆	◆	◆		◆	◆	◆	◆	◆	◆	Transportation projects that are located in Indiantown or other community redevelopment areas. (More is better)
K. Implement strategies that increase the miles of multi-use trails and support the trail network.	◆			◆	◆			◆	◆				◆	Miles of multiuse trails. (Higher is better)
L. Prioritize funding for projects that improve existing corridors that address multimodal transportation needs with context sensitive designs.	◆	◆	◆	◆	◆	◆		◆	◆	◆	◆	◆	◆	Percent of major roadways with appropriate bicycle and pedestrian facilities. (Higher is better)
M. Prioritize improvements that provide non-motorized access to recreational opportunities.	◆				◆			◆	◆				◆	Percent of major roadways that access recreational opportunities with bicycle and pedestrian facilities. (Higher is better)
N. Improve transit commuter access to employment.			◆		◆			◆	◆				◆	Percent of population with access to transit. (Higher is better)

Table 3-1. Goals, Objectives, and Performance Measures (continued)

Goal/Objectives	MAP-21 Goals							2060 Florida Transportation Plan Goals						Performance Measures
	Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Economic Competitiveness	Community Livability	Environmental Stewardship	Safety and Security	Maintenance and Operations	Mobility and Connectivity	
Goal 2: A safe multimodal transportation system.														
A. Prioritize projects that improve hurricane evacuation needs.	◆		◆	◆	◆			◆	◆		◆		◆	Centerline miles of roadway on evacuation routes operating at or better than the adopted level of service standard. (Higher is better)
B. Prioritize projects and programs that improve safety on corridors with highest number of crashes with fatal and incapacitating injuries by mode.	◆		◆	◆	◆			◆	◆		◆	◆	◆	Number of projects funded for corridor improvements with high number of fatal or incapacitating crashes corridors. (Higher is better)
C. Identify and continually monitor locations with a high occurrence of fatal and incapacitating injury crashes and prioritize appropriate safety improvements.	◆		◆	◆	◆			◆	◆		◆	◆	◆	Fatal and incapacitating injury crashes. (Lower is better)
Goal 3: Protect the existing transportation system and the natural environment, minimizing adverse community impacts.														
A. Minimize adverse impacts to the natural environment.					◆	◆		◆	◆	◆				Acres of impacted wetlands or significant wildlife habitat. (Lower is better)
B. Minimize adverse impacts to the minority and/or low income populations.	◆				◆			◆	◆		◆			Centerline miles of six lane or undivided multilane roadways in environmental justice areas.* (Lower is better)
C. Support funding for transportation operations and maintenance.		◆		◆								◆		Dollars of funding dedicated to transportation operations and maintenance. (Higher is better)
D. Implement elements of the MPO Waterways Plan to include projects that connect all aspects of the transportation network.			◆										◆	MPO Waterways Plan projects addressed in the Plan. (Higher is better)
Goal 4: A transportation system that addresses the needs and concerns of the public.														
A. Consider and be responsive to all public input in the development of the plan.	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	Document significant public input and how it is recorded in the plan. (N/A)
B. Use proactive public involvement to avoid disproportionately high and adverse human health or environmental effects on minority populations and low-income populations.	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	◆	Document how the plan identifies and addresses the needs of the transportation disadvantaged and underserved populations. (N/A)

*These types of roadways typically result in abnormally high pedestrian and bicycle crashes in minority and low income areas.

St. Lucie TPO

Table 2-4: Go2040 LRTP Goals Compared to MAP-21 Planning Factors

Go2040 Goals \ MAP-21 Planning Factors	Economic Vitality	Safety	Security	Movement of People and Freight	Environment and Quality of Life	Integration and Connectivity	System Management and Operation	System Preservation
(1) Economic Prosperity and Growth	✓	✓	✓	✓	✓	✓	✓	✓
(2) Choices	✓			✓	✓	✓		
(3) Existing Assets and Services		✓	✓				✓	✓
(4) Cooperation	✓		✓	✓		✓	✓	
(5) Health and Environment					✓	✓		✓
(6) Safety and Security		✓	✓				✓	✓

Table 2-5: Goals, Objectives, and Evaluation Criteria

Goals	Objectives	Proposed Plan Performance Measures	Proposed Project Ranking Criteria	Score
Economic Prosperity and Growth	Enable people and goods to move around efficiently.	Lane miles of additional capacity along existing congested (V/C>0.85) corridors	0.85-1.00 volume/capacity ratio	1
			1.00-1.20 volume/capacity ratio	2
			Volume / capacity ratio > 1.20	3
		% truck miles severely congested	Is project on St. Lucie freight network? Yes	5
	Increase transportation options and improve access to destinations that support prosperity and growth.	% population within ¼ mile of Activity Centers	Is project within ¼ mile of Activity Center(s)? Yes	5
		Transit routes providing access to Activity Centers	Is project located on transit needs network? Yes	5

Goals	Objectives	Proposed Plan Performance Measures	Proposed Project Ranking Criteria	Score
Choices	Improve bike/pedestrian and public transportation networks.	% of roadways with sidewalks and bike lanes	Is project on bike/ped needs network? Yes	5
		% of transit stops with sidewalk access	Is project adjacent to a transit stop? Yes/No	5
	Provide for transportation needs of transportation disadvantaged that may include use of automated vehicles.	Miles of fixed route transit service	Is project a new transit route? Yes	5
		% of low-income, older adults, persons with disabilities within ¼ mile of transit route	Is project in an EJ area? Yes	5
Existing Assets and Services	Maintain condition of existing transportation assets.	Pavement condition, 70 or less	Does project improve pavement condition? Yes	2
		Bridge condition, 50 or less	Does project improve bridge condition? Yes	2
		Percent transit fleet beyond useful life	Does project replace aging fleet? Yes	5
	Improve efficiency of existing transportation services.	VMT of roads operating at adopted LOS	Does project improve multimodal LOS? Yes	5
		Passenger trips per vehicle mile of service	Does project increase ridership? Yes	5
Cooperation	Facilitate unified transportation decision-making through intergovernmental cooperation.	Attendance at TPO meetings	Is project supported by a public-private partnership? Yes	4
		Collaboration opportunities with local and resource agencies	Is project supported by local and resource agencies? Yes	1
	Ensure community participation is representative.	Collaboration opportunities with community and public groups	Is project supported by community and public groups? Yes	1
		Opportunities for engagement in traditionally underserved areas	Is project supported by groups from traditionally-underserved areas? Yes	2
Health and Environment	Support healthy living strategies, programs, and improvements.	Community Walkscores	Does project add a sidewalk? Yes	5
		Number of bicycle riders	Does project add a bike lane? Yes	5
	Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation.	Number of additional roadway lane miles of impacting environmentally-sensitive areas	Is project not in an environmentally-sensitive area depicted in Go2040 LRTP? Yes	5
		Increase transit frequency and span of service	Does project increase service hours or frequency? Yes	5
Safety and Security	Improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles.	Number and rate of fatalities/serious Injuries, motorized	Does project address a motorized safety issue? Yes	5
		Number of fatalities/serious Injuries, non-motorized	Does project address a non-motorized safety issue? Yes	5
	Improve transportation system's stability/resiliency in event of climate change, emergencies, or disasters.	Number of projects permanently inundated by Mean Sea Level (MSL + 5 inches)	Is project resilient or does it provide stability/ resiliency in event of climate change, emergencies, or disasters? Yes	5

Indian River County MPO

Table 2-1. Goals, Objectives, and Performance Measures

Goals/Objectives		Map-21 Goals							2060 Florida Transportation Plan Goals						Polices	Performance Measures
		Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Economic Competiveness	Community Livability	Environmental Stewardship	Safety and Security	Maintenance and Operations	Mobility and Connectivity		
Goal 1: A connected, responsive, aesthetically pleasing and efficient transportation system that meets the needs of Indian River County residents, visitors, and businesses.																
1.01	Maintain the adopted level of service standard for all functionally classified roads through the year 2040.			x	x	x			x	x		x		x	Implement multimodal improvements identified in the 2040 Cost Feasible Plan, consistent with the Interim Year Roadway Improvement Sets.	Percent of lane miles meeting the adopted level of service standard.
1.02	Maintain a 12 hour hurricane evacuation clearance time on roads designated as hurricane evacuation routes through the year 2040.	x			x				x	x		x		x	Implement multimodal improvements identified in the 2040 Cost Feasible Plan for roadways designated as hurricane evacuation routes.	Hurricane evacuation clearance time measured through actual event. Lane miles of roadway improvements on hurricane evacuation routes.
1.03	Enhance the grid roadway network by constructing an average of two centerline miles of new roadway corridors with appropriate multimodal improvements each year from 2020 to 2040.	x	x	x	x	x		x	x	x		x	x	x	Implement new corridor multimodal improvements identified in the 2040 Cost Feasible Plan.	Average annual centerline miles of new roadway corridors constructed during the period from 2011 to 2040.
1.04	Enhance the FDOT's Strategic Intermodal System (SIS) by constructing the Oslo Road Interchange at Interstate 95 by 2040.	x		x	x	x			x	x		x		x	Implement improvements to the SIS on Interstate 95 at Oslo Road by 2040.	New Interchange on SIS.
1.05	Optimize functionality and efficiency of existing infrastructure and ROW through 2040.	x	x	x	x	x	x	x	x	x	x	x	x	x	Incorporate Transportation Systems Management and Operations (TSM&O) which includes Intelligent Transportation System (ITS) and/or Connected Vehicle architecture into all new roadway projects.	Number of new roadways that incorporate TSM&O or Connected Vehicle Architecture.
Goal 2: A transportation system that provides travel alternatives which enhance mobility for people and freight.																
2.01	Maintain Transit Quality and LOS "A" for reliability.			x			x		x	x	x			x	Make Capital and Operational improvements consistent with the adopted Transit Development Plan.	Percentage of buses arriving within 5 minutes of schedule.
2.02	Maintain Transit Quality and LOS "B" for Service Coverage.			x			x		x	x	x			x	Improve service coverage consistent with the adopted Transit Development Plan.	System compliance with adopted level of service standard
2.03	Expand weekday hours of service to 12 hours a day on at least one bus route every two years during the period from 2020 to 2040 so that all weekday bus routes operate at least 12 hours per day by 2040.			x			x		x	x	x			x	Expand weekday hours of operation on fixed-route bus network consistent with the adopted Transit Development Plan.	Average number of weekday bus routes with 12 hours of service added during the period from 2020 to 2040.
2.04	Maintain Bike/Ped LOS "D" on 80% percent of roadways in Indian River County through 2040.	x		x			x		x	x	x	x		x	Implement sidewalk improvements consistent with the adopted Bicycle/Pedestrian Plan. Implement bicycle facility improvements consistent with the adopted Bicycle/Pedestrian Plan.	Percentage of roadways meeting adopted level of service standard

Table 2-1. Goals, Objectives, and Performance Measures

Goals/Objectives		Map-21 Goals							2060 Florida Transportation Plan Goals						Polices	Performance Measures
		Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Economic Competiveness	Community Livability	Environmental Stewardship	Safety and Security	Maintenance and Operations	Mobility and Connectivity		
2.05	Add an average of two miles of bicycle facilities on functionally classified roadways or trails each year during the period from 2020 to 2040.	x		x			x	x	x	x	x	x		x	Implement bicycle facility improvements consistent with the adopted Bicycle/Pedestrian Plan. Adapt abandoned railroad corridors, roadway alignments and military trails for bicycle facilities, wherever possible.	Average annual number of new bicycle facilities added during the period from 2020 to 2040.
2.06	Enhance freight mobility by improving an average of one centerline mile of roadway with appropriate multimodal improvements each year that are identified as serving freight movement			x	x	x			x	x				x	Implement the freight mobility improvements identified in the 2040 Cost Feasible Plan	Average annual centerline miles of new and improved roadway corridors constructed to serve freight movement during the period from 2020 to 2040. Percent of vehicle miles of traveled on roads serving freight movement meeting the adopted level of service.
2.07	Increase the efficiency and convenience of connecting multiple modes by adding an average of one shelter or transfer facility per year through 2040.				x				x	x				x	Add bus shelters and improve hubs consistent with the Transit Development Plan.	Number of new shelters/improved transit hubs
Goal 3: A transportation system that is sensitive to the natural and social environment.																
3.01	Limit average increase in CO, HC, and NO emissions to less than 15 percent from the previous five-year period for each five year period from 2020 to 2040.						x		x	x	x				Implement the transportation improvements identified in the 2040 Cost Feasible Plan.	Percent change in CO, HC, and NO emissions (in kilograms) for each five year period from the base year for the period from 2020 to 2040.
3.02	Ensure that all collector roadways are less than six lanes through the year 2040.	x								x		x		x	Implement the transportation improvements identified in the 2040 Cost Feasible Plan.	Centerline miles of collector roadways with six or more lanes.
3.03	Increase resiliency of infrastructure for extreme weather and climate trends.	x			x				x	x		x		x	Incorporate higher elevations, increased drainage capacity, and more resilient construction materials as appropriate into new projects.	Percentage of new projects incorporating enhanced features.
3.04	Improve mobility in economically disadvantaged areas consistent with the Federal "Ladders of Opportunity" initiative.	x	x	x	x	x	x		x	x	x	x	x	x	Identify and prioritize key multimodal improvements in economically disadvantaged areas.	Miles of improved multimodal corridors added in economically disadvantaged areas.
Goal 4: A safe transportation system for Indian County residents, visitors, and businesses.																
4.01	Reduce the crash rate by 10% through 2040.	x		x	x				x	x		x		x	Implement intersection and other improvements related to safety as identified in the Cost Affordable Plan including Congestion Management Process plan.	Annual percent change in the crash rate per million vehicle miles traveled.
4.02	Reduce the crash injury rate by 10% through 2040.	x		x	x				x	x		x		x	Implement intersection and other improvements related to safety as identified in the MPO Congestion Management Process plan.	Annual percent change in the crash injury rate per million vehicle miles traveled.

Table 2-1. Goals, Objectives, and Performance Measures

Goals/Objectives		Map-21 Goals							2060 Florida Transportation Plan Goals						Polices	Performance Measures
		Safety	Infrastructure Condition	Congestion Reduction	System Reliability	Freight Movement and Economic Vitality	Environmental Sustainability	Reduced Project Delivery Delays	Economic Competiveness	Community Livability	Environmental Stewardship	Safety and Security	Maintenance and Operations	Mobility and Connectivity		
4.03	Reduce the crash fatality rate by 10% through 2040.	x		x	x				x	x		x		x	Implement intersection and other improvements related to safety as identified in the MPO Congestion Management Process plan.	Annual percent change in the crash fatality rate per million vehicle miles traveled.
Goal 5: A transportation system that is preserved and maintained through adequate investment and management of the infrastructure.																
5.01	Maintain a FHWA pavement index rating score of at least 3.0 on 80 percent of the major roads through the year 2040.	x	x		x				x	x		x	x		Resurface a minimum of four percent of the major roads on an annual, life cycle basis through the year 2040.	Miles and percent of major roads with a FHWA pavement index rating pavement condition of 3.0 or better.
5.02	Maintain a public bridge network with 0% of bridges classified as structurally deficient through the year 2040.	x	x		x				x	x		x	x		Evaluate the structural integrity of bridges on the major road network and implement rehabilitation projects as appropriate, and in coordination with FDOT.	Percent of bridges that exceeds structural rating per FDOT bridge evaluation criteria.

Appendix E
Non-Motorized Needs

County	Roadway	Limits	Type
Martin	SR 714/Martin Highway	SW Citrus Boulevard to Florida Turnpike	Bike Lanes
Martin	CR 713/High Meadow Avenue	Martin Highway to I-95	Bike Lanes
Martin	Kanner Highway	Lost River Road to Monterey Road	Bike Lanes
Martin	CR 713/High Meadow Avenue	Martin Highway to Murphy Road	Bike Lanes
Martin	SR 714/Martin Highway	SR 91/Florida's Turnpike to Mapp Road	Bike Lanes
Martin	Cove Road	Kanner Highway to End of Cove Road	Bike Lanes
Martin	Monterey Road	Mapp Road to Dixie Highway	Bike Lanes
Martin	SE Dixie Highway	SE Monterey Road to Wright Boulevard	Bike Lanes
Martin	Murphy Road	SW Matheson Avenue to St. Lucie County Line	Bike Lanes
Martin	Indian River Drive	Palmer Street to St. Lucie County Line	Bike Lanes
Martin	Salerno Road	Dixie Highway to US 1	Bike Lanes
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Bike Lanes
Martin	Savannah Road	Cardinal Avenue to Jensen Beach Boulevard	Bike Lanes
Martin	US 1	Roosevelt Bridge to Contractors Way	Bike Lanes
Martin	Jensen Beach Blvd	US 1 to Roundabout	Bike Lanes
Martin	Bridge Road	Kanner Highway to Flora Avenue	Bike Lanes
Martin	SE County Line Road	SE Girl Scout Camp to US 1	Bike Lanes
Martin	Kanner Highway	SR 710 to US 98	Bike Lanes
Martin	SW Citrus Blvd	Martin Highway to Warfield Boulevard	Bike Lanes
Martin	Palm City Road	Monterey Road to US 1	Bike Lanes
Martin	Willoughby Boulevard	Monterey Road to US1	Bike Lanes
Martin	Sewall's Point Road	Ocean A1A to Palmer Street	Bike Lanes
Martin	CR 711/Pratt Whitney	Kanner Highway to Citrus	Bike Lanes
Martin	CR 711/Pratt Whitney	Kanner Highway to Palm Beach County Line	Bike Lanes
Martin	Sand Trail	Sand Avenue to Martin Downs Boulevard	Bike Lanes
Martin	N/A	East Coast Greenway - Martin Corridor	FDEP Trail
Martin	N/A	Treasure Coast Loop Trail Corridor	FDEP Trail
Martin	N/A	Robert B. Jenkins C-23 Trail Corridor	FDEP Trail
Martin	N/A	Okeechobee County to Palm City Connector	FDEP Trail
Martin	N/A	MC11 - St. Lucie Canal Corridor	FDEP Trail
Martin	N/A	Bridge Road Trail Corridor	FDEP Trail
Martin	N/A	Ocean to Lake Trail Corridor	FDEP Trail
Martin	N/A	FEC Rail with Trail Corridor	FDEP Trail
Martin	N/A	Atlantic Ridge Trail Corridor	FDEP Trail
Martin	N/A	Beeline Highway Corridor	FDEP Trail
Martin	N/A	FNST Corridor	FDEP Trail
Martin	N/A	Indian River Drive Trail Corridor	FDEP Trail
Martin	N/A	St. Lucie Canal Trail Corridor	FDEP Trail
Martin	N/A	Allapattah Flats Trail Corridor	FDEP Trail
Martin	N/A	Historic Jupiter to Indiantown Road Corridor	FDEP Trail

County	Roadway	Limits	Type
Martin	N/A	Lake Okeechobee Scenic Trail Corridor	FDEP Trail
Martin	N/A	Martin East West Corridor	FDEP Trail
Martin	N/A	MC 20 - St. Lucie Canal Corridor	FDEP Trail
Martin	N/A	Jessup Trail	FDEP Trail
Martin	N/A	Hutchinson Island Trail Corridor	FDEP Trail
Martin	Dixie Highway	SE Bridge Road to St. Lucie County Line	Greenway
Martin	Treasure Coast Loop Trail Corridor	Ocean Boulevard/A1A to St. Lucie County Line	Shared Use Path
Martin	Old Dixie Highway	US 1 to Bridge Road	Shared Use Path
Martin	Willoughby Boulevard	Salerno Road to Pomeroy Street	Shared Use Path
Martin	Indian River Drive	A1A to St. Lucie County Line	Shared Use Path
Martin	Kanner Highway	Warfield Boulevard to Lost River	Shared Use Path
Martin	SW Allapatah Road	SW Warfield Boulevard to St. Lucie County Line	Shared Use Path
Martin	US 1	Sand Road to Dixie Highway	Shared Use Path
Martin	Bridge Road	US 1 to Beach Road	Shared Use Path
Martin	SR 714 /Martin Highway	Martin Downs Boulevard to High Meadow Avenue	Sidewalks
Martin	Baker Road	Green River Parkway to NE Braille Place	Sidewalks
Martin	SR 714 /Martin Highway	Citrus Boulevard to 42 Avenue	Sidewalks
Martin	Bridge Road	US 1 to Gomez Avenue	Sidewalks
St. Lucie	SW Port St Lucie Boulevard	SW Becker Road to SW Paar Drive	Bike Lanes/Sidewalks
St. Lucie	Midway Road	Glades Cut Off Road to Selvitz Road	Bike Lanes/Sidewalks
St. Lucie	Port St. Lucie Boulevard	Paar Drive to Darwin Boulevard	Bike Lanes/Sidewalks
St. Lucie	Range Line Road	Glades Cut Off Road to Martin County Line	Bike Lanes/Sidewalks
St. Lucie	N US Highway 1	St Lucie Boulevard to Indian River County Line	Bike Lanes/Sidewalks
St. Lucie	SE Becker Road	SE Via Tesoro to NW Gilson Road	Bike Lanes/Sidewalks
St. Lucie	Glades Cut Off Road	Range Line Road to Midway Road to	Bike Lanes/Sidewalks
St. Lucie	Indrio Road	I-95 to US 1	Bike Lanes/Sidewalks
St. Lucie	Okeechobee Road	I-95 to Jenkins Road	Bike Lanes/Sidewalks
St. Lucie	W Midway Road	SR 70/Okeechobee Road to Glades Cut Off Road	Bike Lanes/Sidewalks
St. Lucie	N Kings Highway	Indrio Road to North of I-95	Bike Lanes/Sidewalks
St. Lucie	Selvitz Road	Midway Road to Edwards Road	Bike Lanes/Sidewalks
St. Lucie	S Jenkins Road	Edwards Road to Orange Avenue	Bike Lanes/Sidewalks
St. Lucie	Angle Road	Kings Highway to Avenue Q	Bike Lanes/Sidewalks
St. Lucie	Savannah Road	US 1 to S Indian River Drive	Bike Lanes/Sidewalks
St. Lucie	St Lucie Boulevard	North Kings Hwy to N 25 Street	Bike Lanes/Sidewalks
St. Lucie	Northern Connector	I-95 to Kings Highway	Bike Lanes/Sidewalks
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Bike Lanes/Sidewalks
St. Lucie	SE Walton Road	SE Lennard Road to SE Green River Parkway	Bike Lanes/Sidewalks
St. Lucie	Edwards Road	S Jenkins Road to S 25 Street	Bike Lanes/Sidewalks
St. Lucie	NW East Torino Parkway	Cashmere Road to Midway Road	Bike Lanes/Sidewalks
St. Lucie	NW West Torino Parkway	NW California Boulevard to NW Volucia Drive	Bike Lanes/Sidewalks

County	Roadway	Limits	Type
St. Lucie	Taylor Dairy Road	W Angle Road to St Lucie Boulevard	Bike Lanes/Sidewalks
St. Lucie	NW Gilson Road	SE Becker Road to South of SE Becker Road	Bike Lanes/Sidewalks
St. Lucie	N/A	East Coast Greenway - St. Lucie Corridor	FDEP Trail
St. Lucie	N/A	Florida Cracker Trail Corridor	FDEP Trail
St. Lucie	N/A	FEC Rail with Trail Corridor	FDEP Trail
St. Lucie	N/A	Kings Highway Corridor	FDEP Trail
St. Lucie	N/A	Okeechobee Road Trail Corridor	FDEP Trail
St. Lucie	N/A	Treasure Coast Loop Trail Corridor	FDEP Trail
St. Lucie	N/A	Western Greenway Corridor	FDEP Trail
St. Lucie	N/A	Crosstown Parkway Corridor	FDEP Trail
St. Lucie	N/A	Midway Road Connector Corridor	FDEP Trail
Indian River	20 Street/SR 60	58 Avenue to 20 Avenue	Bike Lanes
Indian River	20 Street/SR 60	6 Avenue to Indian River Boulevard	Bike Lanes
Indian River	Oslo Road	27 Avenue to US 1/SR 5	Bike Lanes
Indian River	Indian River Boulevard	41 Street to 45 Street	Bike Lanes
Indian River	Roseland Road	CR 512 to US 1	Bike Lanes/Sidewalks
Indian River	43 Avenue	25 Street SW to 26 Street	Bike Lanes/Sidewalks
Indian River	CR 512	I-95 to CR 510	Bike Lanes/Sidewalks
Indian River	Indian River Boulevard	US1/4 Street to 37 Street	Bike Lanes/Sidewalks
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Bike Lanes/Sidewalks
Indian River	CR 512	Willow Street to I-95	Bike Lanes/Sidewalks
Indian River	CR 510	CR 512 to Intracoastal Waterway	Bike Lanes/Sidewalks
Indian River	66 Avenue	49 Street to Barber Street	Bike Lanes/Sidewalks
Indian River	US 1	27 Street to CR 510	Bike Lanes/Sidewalks
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Bike Lanes/Sidewalks
Indian River	82 Avenue	26 Street to CR 510	Bike Lanes/Sidewalks
Indian River	25 Street SW	58 Avenue to 27 Avenue	Bike Lanes/Sidewalks
Indian River	53 Street	Fellsmere N-S Rd 1 to 58 Avenue	Bike Lanes/Sidewalks
Indian River	58 Avenue	St. Lucie County Line to 16 Street	Bike Lanes/Sidewalks
Indian River	Oslo Road	I-95 to 58 Avenue	Bike Lanes/Sidewalks
Indian River	N/A	Trans-Florida Railroad Corridor	FDEP Trail
Indian River	N/A	St. Sebastian River Greenway Corridor	FDEP Trail
Indian River	N/A	East Coast Greenway - Indian River Corridor	FDEP Trail
Indian River	N/A	Central Indian River Greenway Corridor	FDEP Trail
Indian River	N/A	Indian River Connector Corridor	FDEP Trail
Indian River	N/A	Ten Mile Ridge / Sand Lakes Conservation Area Corridor	FDEP Trail
Indian River	US 1	4 St/Indian River Boulevard to 8 Street	Sidewalks
Indian River	58 Avenue	49th Street to 1,100 feet north of 49 Street	Sidewalks
Indian River	CR 507	Myrtle Street to Broadway Street	Sidewalks
Indian River	53 St/Indian River Boulevard	US 1 to Indian River Boulevard	Sidewalks

Appendix F

Treasure Coast Regional Needs Assessment Modeling Scenarios

Treasure Coast Regional Needs Assessment

(Modeling Scenarios)
The Corradino Group
04/27/2016

Introduction:

The Florida of Department of Transportation District Four (FDOT D4) has retained The Corradino Group to perform the travel demand modeling scenario assessment as part of the Treasure Coast Regional Needs Assessment project. The study included testing of alternatives for regional roadway and transit projects. In this study, the Treasure Coast Regional Planning Model, version 4.0 (TCRPM 4.0) was used to develop forecasts. The TCRPM4 model is based on the Coordinated Travel Regional Activity-Based Modeling Platform (CT-RAMP) family of Activity-Based Models (ABM).

The TCRPM4 model was used to develop the recent 2040 Long Range Transportation Plans (LRTPs) for the region's Metropolitan/Transportation Planning Organizations (M/TPO). The model has a 2010 base year and 2040 horizon year. The model's 2040 horizon year scenario consists of the MPO approved 2040- Traffic Analysis Zones (TAZ) data and the 2040 cost feasible network inputs. TCRPM4 is a time of day model that uses period-specific traffic assignments. The daily volumes are then estimated as the sum of the traffic assigned from all the time periods. The five periods that are modeled in TCRPM4 are as follows:

1) Early AM Period (10:00 PM – 5:59 AM)
2) AM-Peak Period (6:00 AM – 8:59 AM)
3) Midday Period (9:00 AM – 2:59 PM)
4) PM-Peak Period (3:00 PM – 6:59 PM)
5) Evening Period (7:00 PM – 9:59 PM)

Regional Projects Testing

Both Highway and transit projects from the cost feasible and needs plans of the individual M/TPOs were tested as part of the regional needs plan. The Treasure Coast Regional Plan team has decided to test 3 Cost Feasible projects and 2 Needs projects per county using the 2040 Cost Feasible model of TCRPM4. The M/TPO-provided Cost Feasible project list is presented in Table 01 and, the Needs Plan project list in Table 02. Martin County has only provided the Cost Feasible projects to be modeled. As a result, a total of 13 highway project scenarios (9 Cost Feasible, and 4 Needs Plan projects) were tested.

In addition to the highway projects, three transit scenarios were tested:

1. BRT service with 2-mile spacing between stops on the US 1 corridor
2. Express Bus Service connecting Vero Beach, Fort Pierce, Port St. Lucie and Stuart Downtowns
3. A combination of scenario the above-mentioned transit scenarios.

Table 01: Selected Cost Feasible Projects by M/TPOs

SNO	Cost Feasible	County	Cost Feasible Project Description	Cost Feasible ID
1	66th Avenue (CR 510 – 49th Street)	IR	Widen from 2-Lanes to 4-Lanes	3011, 3012*
2	Aviation Boulevard (66th Avenue – US 1)	IR	Widen from 2-Lanes to 4-Lanes	3014
3	CR 512 (Willow Street – CR 510)	IR	Add 2-Lanes	3007, 3008
4	Kings Highway from North of I-95 Overpass to Indrio Road	STL	Add 2-Lanes	2005 (2004 & 2005)
5	Port St. Lucie Boulevard from Becker Road to Darwin Boulevard	STL	Widen from 2-Lanes to 4-Lanes	2015, 2016
6	Midway Road from Glades Cut Off Road to Selvitz Road	STL	Widen from 2-Lanes to 4-Lanes	2009
7	SR 714 (from Citrus Blvd to Martin Downs Blvd)	MA	Widen from 2-Lanes to 4-Lanes	1007
8	CR 713/High Meadow Ave (from I-95 to CR 714)	MA	Widen from 2-Lanes to 4-Lanes	1006
9	Cove Road (from SR 76/Kanner Hwy to US 1)	MA	Add 2-Lanes	1003, 1004
** Partial Corridor coded in E+C*				

Table 02: Needs Plan Projects by M/TPOs

SNO	Needs Project	County	Needs Project Description
1	27th Avenue (Oslo Road – St. Lucie County)	IR	Widen from 2-Lanes to 4-Lanes
2	53rd Street (Interchange, I-95-58th Avenue)	IR	New Interchange
3	Jenkins Road from Midway Road to St. Lucie Boulevard	STL	New 2-Lanes Extension
4	Airport/Northern Connector from New Turnpike/I-95 Interchanges to Kings Highway	STL	New 2-Lanes Immokolee Road Extension

Regional Roadways Network Model Runs Approach

In order to test each of the 13 projects, the projects are separately coded on a baseline scenario, developed based on the region's Cost Feasible network. The baseline network was developed by eliminating the 9 Cost Feasible projects from the 2040 Cost Feasible network. A total of 13 separate build scenarios were developed, by coding the highway projects on the base line network, as presented in Figures 01-13.

Firstly, the baseline model run was set-up and a complete model was performed. By locking the trip tables of the baseline scenario, the 13 build scenarios model runs were performed. For each scenario, this was performed by running the model steps until the input network to highway assignment was created. Then the scenario model run was terminated, and its highway assignment step was run by the option of "Run current group only".

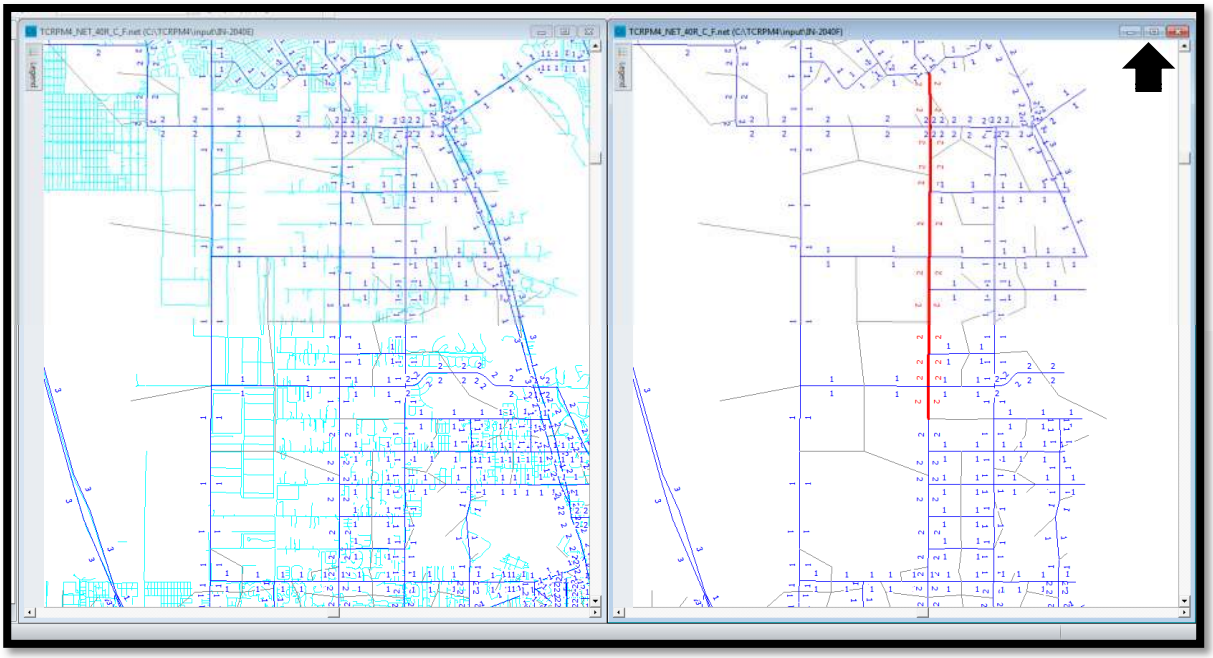


Figure 01: Scenario 1 - 66th Avenue widening from 2-Lanes to 4-Lanes

(Cost Feasible Project - Indian River County)

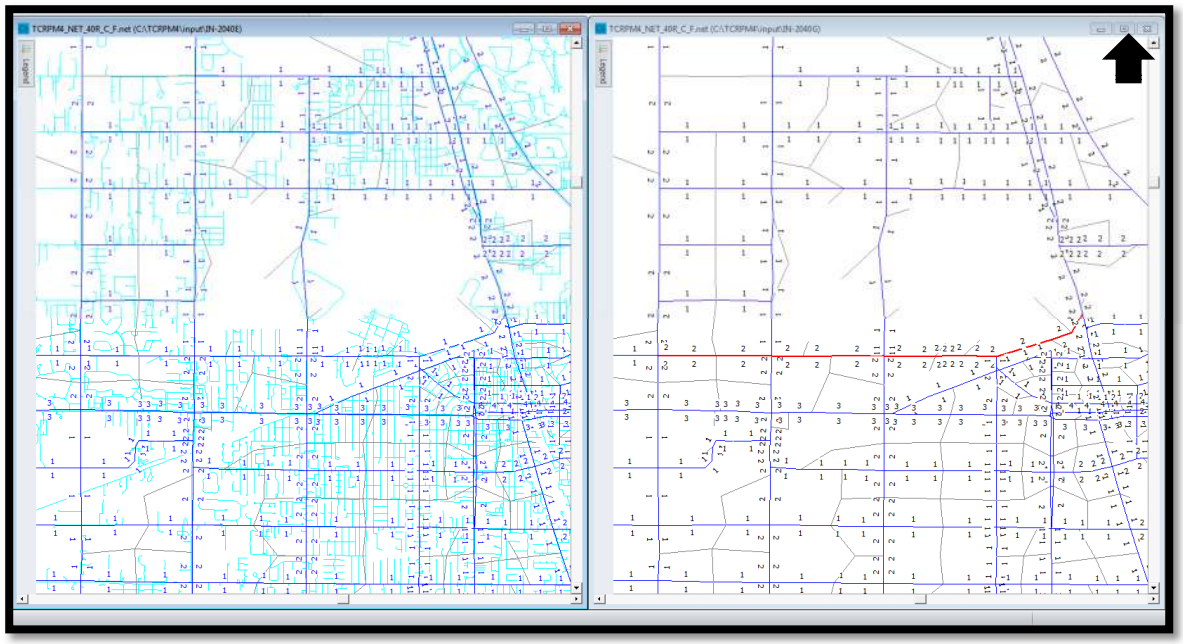


Figure 02: Scenario 2 - Aviation Boulevard widening from 2-Lanes to 4-Lanes

(Cost Feasible Project - Indian River County)

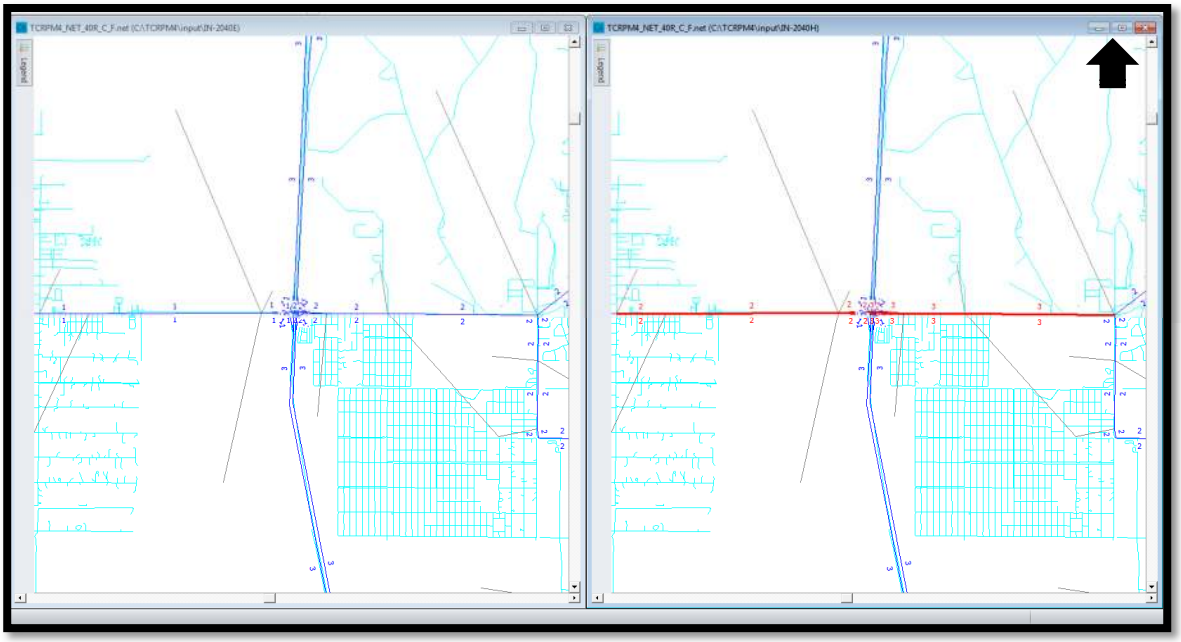


Figure 03: Scenario 3- CR 512 add 2 lanes

(Cost Feasible Project - Indian River County)

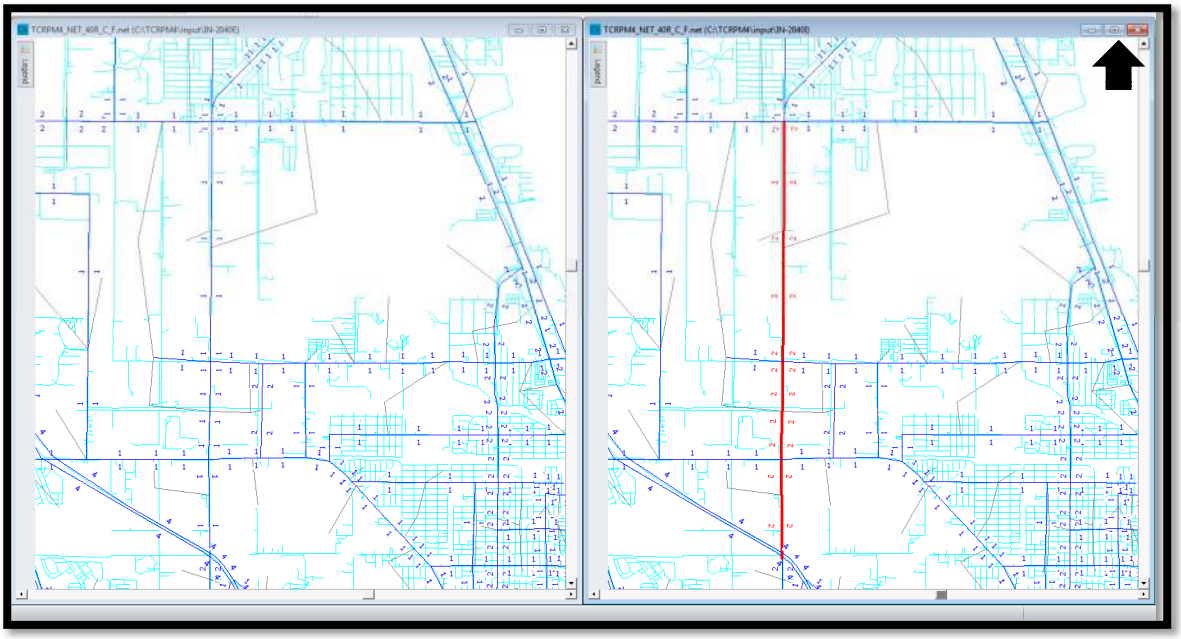


Figure 04: Scenario 4- Kings Highway Extension Add 2-Lanes

(Cost Feasible Project – St. Lucie County)

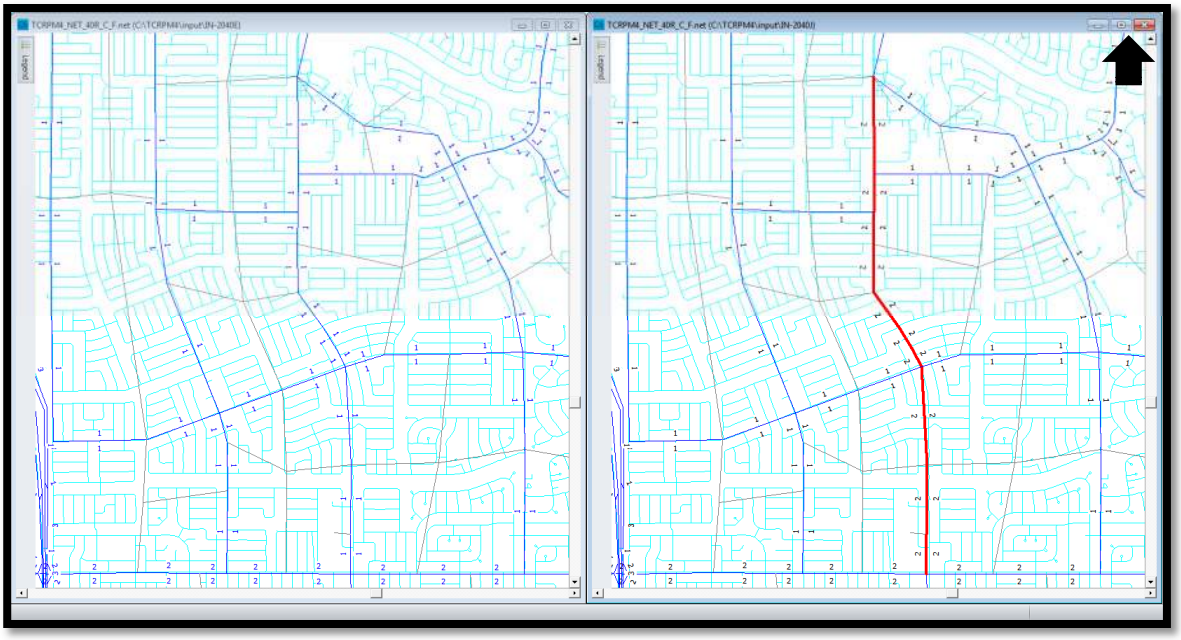


Figure 05: Scenario 5- Port St. Lucie Boulevard widening from 2-Lanes to 4-Lanes

(Cost Feasible Project – St. Lucie County)

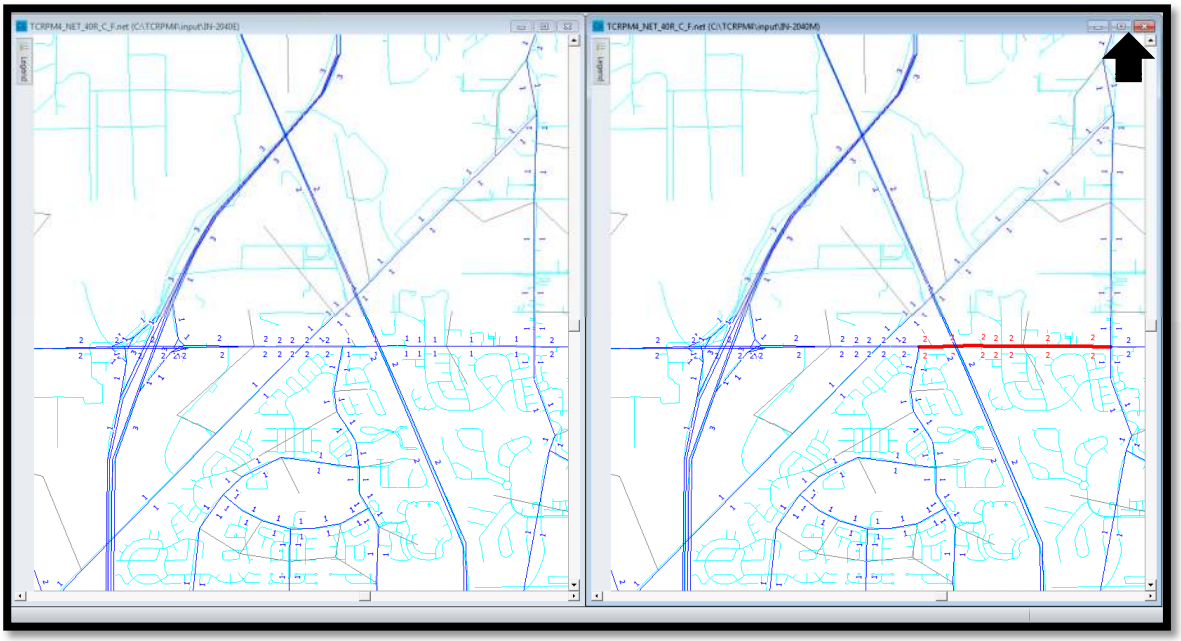


Figure 06: Scenario 6- Midway Road widening from 2-Lanes to 4-Lanes

(Cost Feasible Project – St. Lucie County)

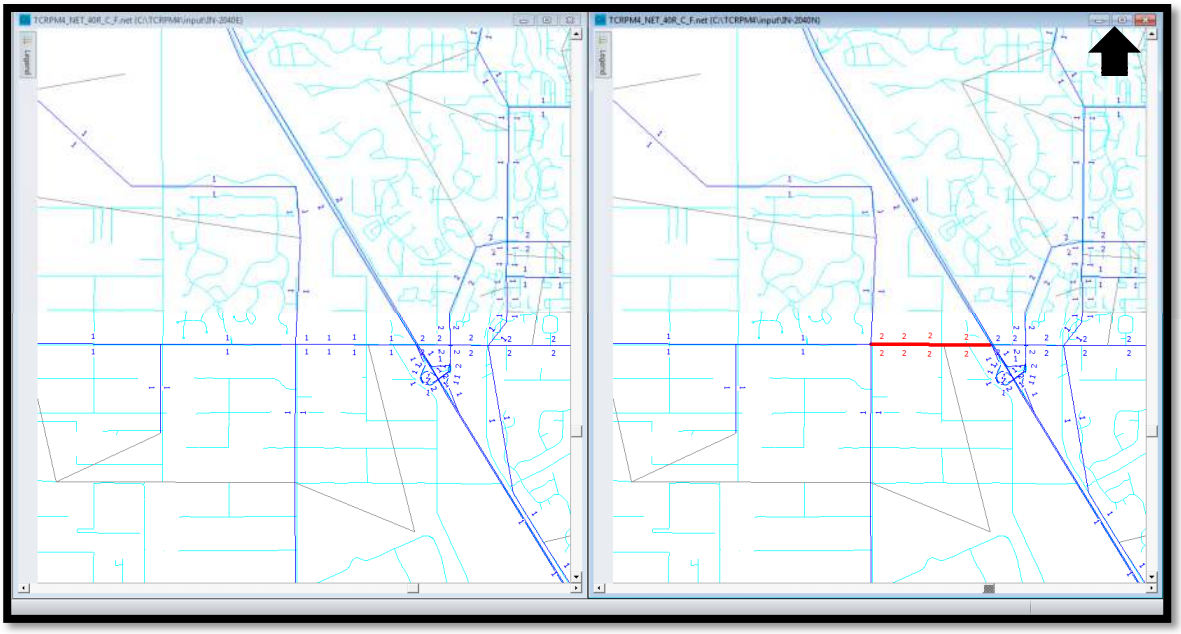


Figure 07: Scenario 7- SR 714 widening from 2-Lanes to 4-Lanes

(Cost Feasible Project - Martin County)

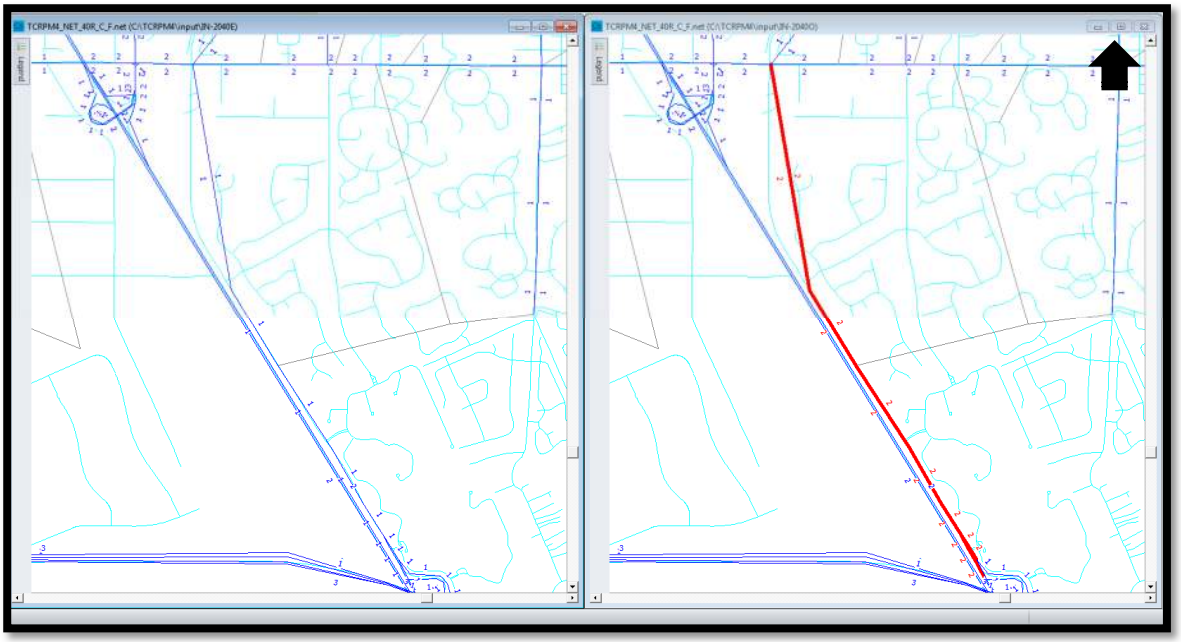


Figure 08: Scenario 8- CR 713/High Meadow Ave widening from 2-Lanes to 4-Lanes

(Cost Feasible Project - Martin County)

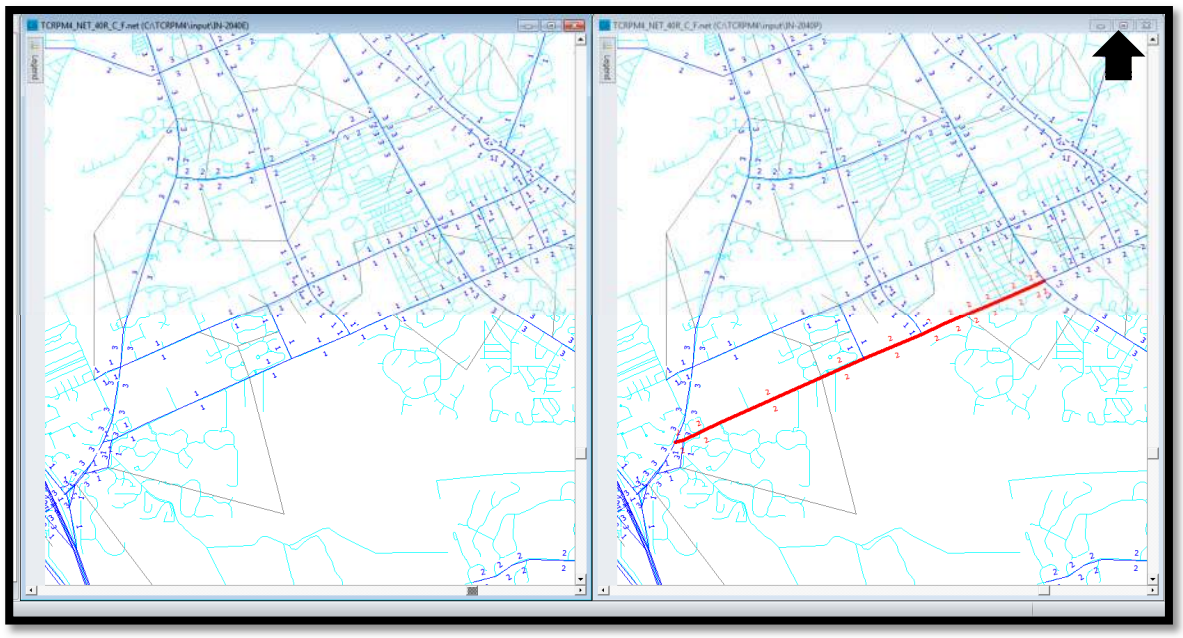


Figure 09: Scenario 9- Cove Road add 2 lanes

(Cost Feasible Project - Martin County)

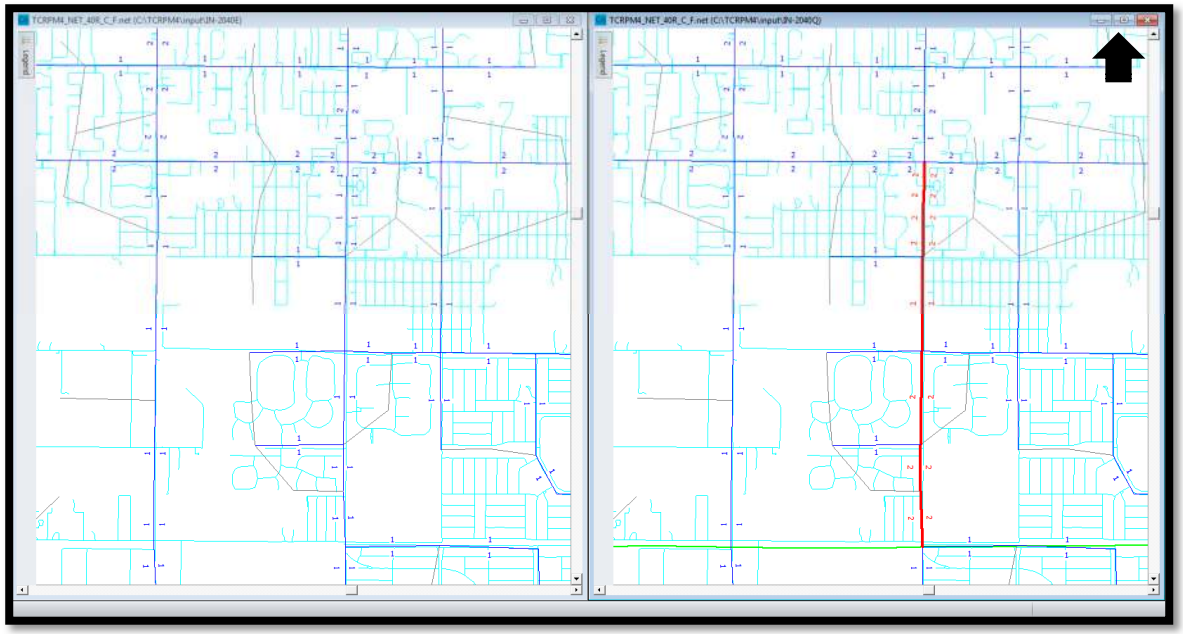


Figure 10: Scenario 10- 27th Avenue widening from 2-Lanes to 4-Lanes

(Needs Project - Indian River County)

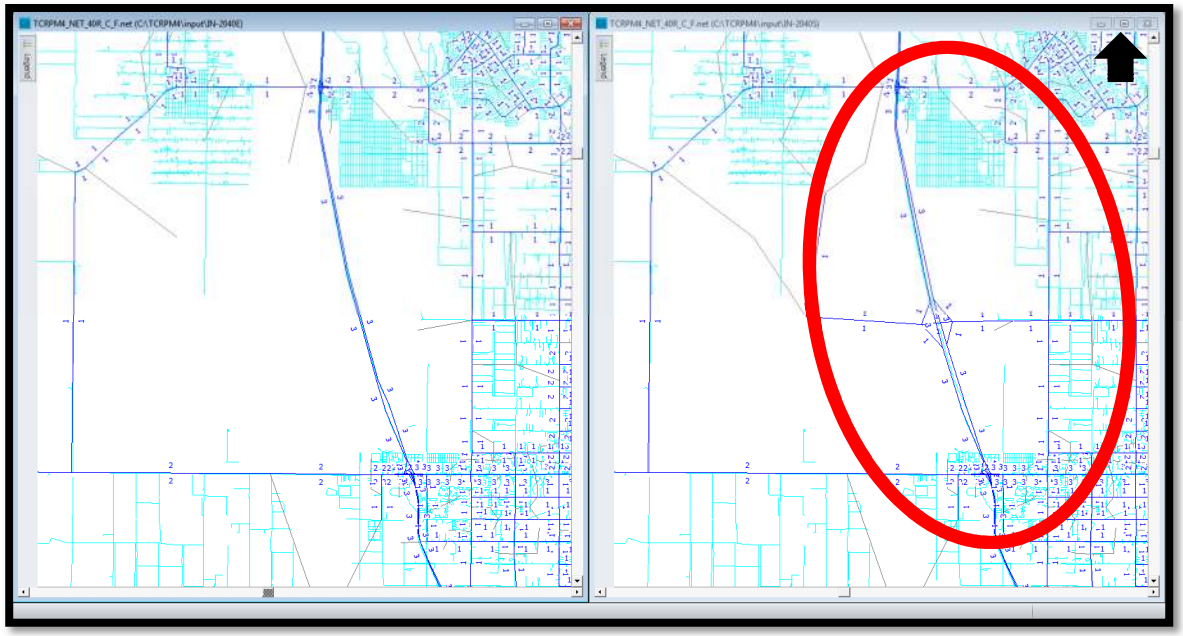


Figure 11: Scenario 11- 53rd Street & I-95 New interchange

(Needs Project - Indian River County)

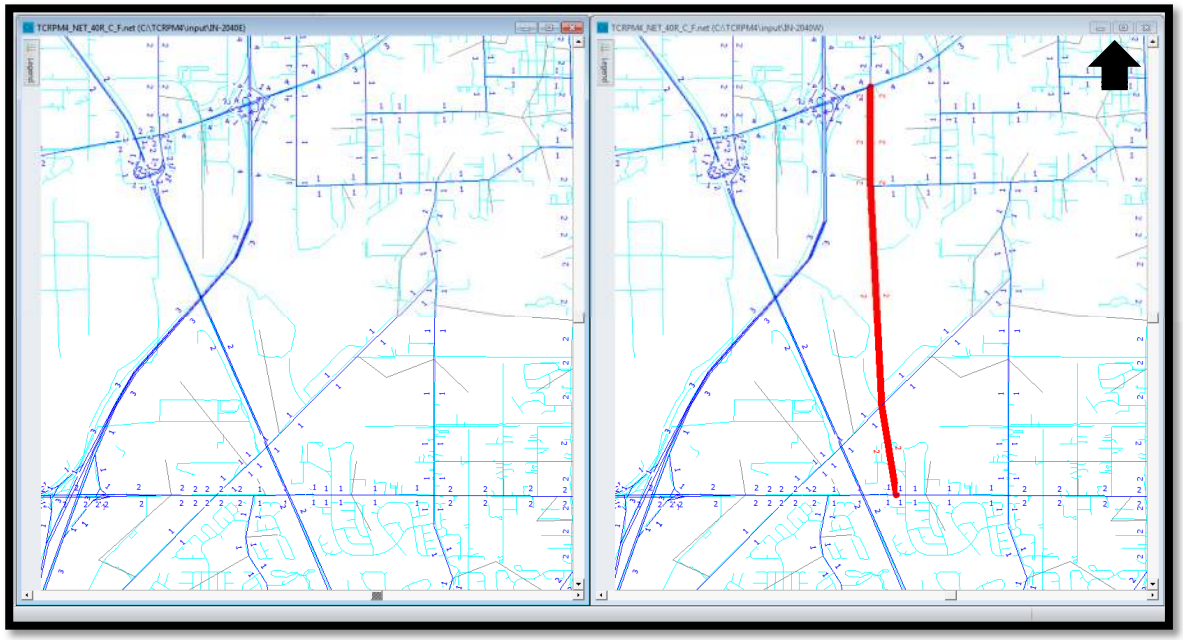


Figure 12: Scenario 12 Jenkins Road extension 2-lanes

(Needs Project - St Lucie County)

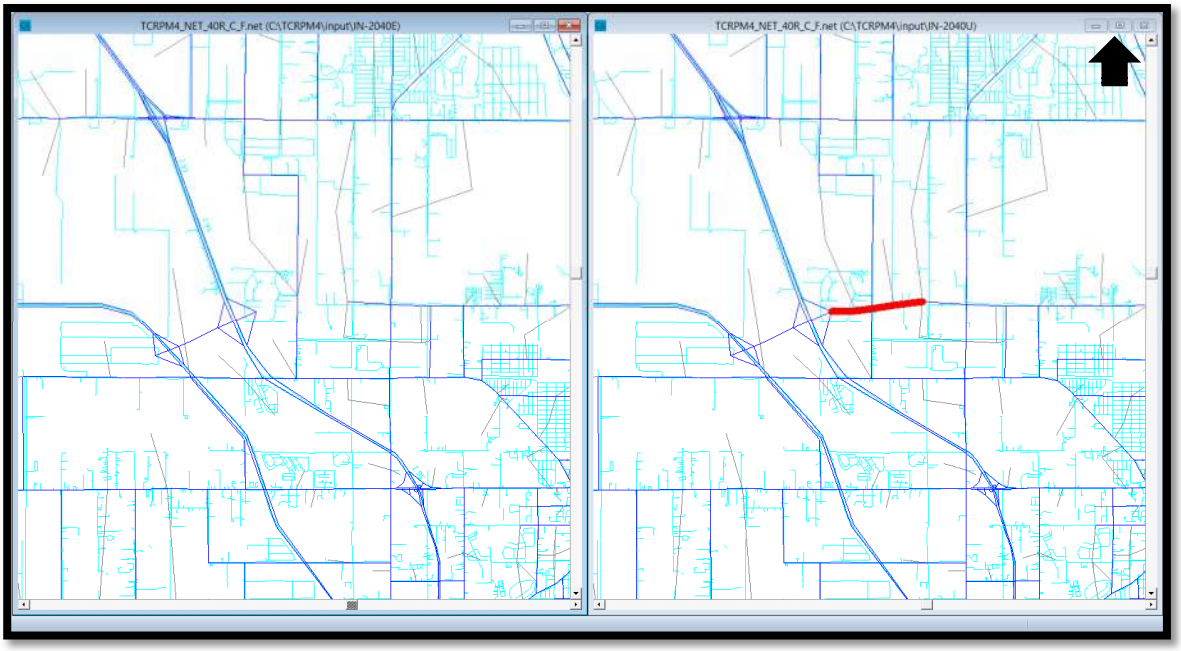


Figure 13: Scenario 13 Airport/Northern Connector from New Turnpike/I-95 Interchanges to Kings Highway

(Needs Project - St Lucie County)

Regional Roadways Network Model Results

The Highway Evaluation Statistics (HEVAL) reports for build scenarios were compared to the baseline to assess the impact of these projects at the regional level and the corridor level. The regional and corridor results are presented in Table 03 and Table 04, respectively. Since the individual projects of relatively short length are being tested, only a slight impact on the system wide statistics is observed. The congested speeds show slight improvement for the build scenarios compared to the baseline.

Table 03: System-wide Highway Evaluation Statistics

Performance Measure	Baseline	2040 Cost Feasible Projects									2040 Needs Projects			
		66th Avenue (CR 510 – 49th Street)	Aviation Boulevard (66th Avenue – US 1)	CR 512 (Willow Street – CR 510)	Kings Highway from North of I-95 Overpass to Indrio Road	Port St. Lucie Boulevard from Becker Road to Darwin Boulevard	Midway Road from Glades Cut Off Road to Selvitz Road	SR 714 (from Citrus Blvd to Martin Downs Blvd)	CR 713/High Meadow Ave (from I-95 to CR 714)	Cove Road (from SR 76/Kanner Hwy to US 1)	27th Avenue (Oslo Road – St. Lucie County)	53rd Street (Interchange, I-95-58th Avenue)	Jenkins Road from Midway Road to St. Lucie Boulevard	Airport/Northern Connector from New Turnpike/I-95 Interchanges to Kings Highway
Total Number of Directional Links	8,143	8,143	8,143	8,143	8,143	8,143	8,143	8,143	8,143	8,143	8,143	8,157	8,157	8,151
Total Lane Miles	4,235.68	4,244.73	4,243.52	4,245.71	4,244.83	4,241.47	4,238.28	4,237.39	4,240.93	4,242.09	4,239.71	4,254.86	4,260.41	4,240.69
Total Directional Miles	2,864.45	2,864.45	2,864.45	2,864.45	2,864.45	2,864.45	2,864.45	2,864.45	2,864.45	2,864.45	2,864.45	2,883.67	2,874.05	2,866.96
Total Volume All Links	62,329,878	62,316,592	62,297,813	62,316,488	62,317,997	62,303,255	62,322,999	62,272,834	62,290,577	62,300,659	62,351,253	62,259,563	62,113,992	62,223,647
Average (Directional) Volumes of All Links	7,654.41	7,652.78	7,650.47	7,652.77	7,652.95	7,651.14	7,653.57	7,647.41	7,649.59	7,650.82	7,657.04	7,632.65	7,614.81	7,633.87
Total VMT All Links	22,604,266	22,606,219	22,602,820	22,604,684	22,589,467	22,597,146	22,602,100	22,587,314	22,602,686	22,602,301	22,600,943	22,592,179	22,587,016	22,592,779
Total VHT All Links	607,300	607,092	606,781	605,590	606,326	606,614	606,466	605,501	606,691	604,752	607,075	606,125	605,876	606,512
SYSTEM USER SPEED SUMMARY (excludes Centroid Connectors)														
Original Speed (VMT/Freeflow VHT)	49.52	49.53	49.53	49.54	49.54	49.53	49.53	49.52	49.54	49.55	49.52	49.51	49.53	49.55
Congested Speed (VMT/Congested VHT)	37.22	37.24	37.25	37.33	37.26	37.25	37.27	37.3	37.26	37.37	37.23	37.27	37.28	37.25
Total Volume-to-Capacity Ratio at LOS E	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39	0.39
Total Volume-to-Capacity Ratio at LOS D	0.44	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Total Volume-to-Capacity Ratio at LOS C	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53	0.53

The corridor level highway statistics show increase in the average link volume and VMT. This indicates that the corridor is attracting more traffic in the build scenario. Furthermore, the congested speeds in the build scenario improved compared to the baseline conditions.

Table 04: Corridor Highway Evaluation Statistics (Before and After)

	Scenario 1		Scenario 2		Scenario 3		Scenario 4		Scenario 5		Scenario 6		Scenario 7		Scenario 8		Scenario 9		Scenario 10		Scenario 11		Scenario 12		Scenario 13	
	66th Avenue (CR 510 – 49th Street)		Aviation Boulevard (66th Avenue – US 1)		CR 512 (Willow Street – CR 510)		Kings Highway from North of I-95 Overpass to Indrio Road		Port St. Lucie Boulevard from Becker Road to Darwin Boulevard		Midway Road from Glades Cut Off Road to Selvitz Road		SR 714 (from Citrus Blvd to Martin Downs Blvd)		CR 713/High Meadow Ave (from I-95 to CR 714)		Cove Road (from SR 76/Kanner Hwy to US 1)		27th Avenue (Oslo Road – St. Lucie County)		53rd Street (Interchange, I-95-58th Avenue)		Jenkins Road from Midway Road to St. Lucie Boulevard		Airport/Northern Connector from New Turnpike/I-95 Interchanges to Kings Highway	
	Baseline	Build	Baseline	Build	Baseline	Build	Baseline	Build	Baseline	Build	Baseline	Build	Baseline	Build	Baseline	Build	Baseline	Build	Baseline	Build	Baseline	Build	Baseline	Build	Baseline	Build
Total Number of Directional Links	42	42	48	48	26	26	30	30	28	28	16	16	10	10	17	17	30	30	26	26			12	16		
Total Lane Miles	24.07	33.15	9.58	17.45	15.78	25.84	13.15	22.33	8.65	14.47	7.89	10.52	1.74	3.48	5.64	10.92	7.56	14.00	7.50	11.56			3.74	14.25		
Total Directional Miles	21.98	21.98	9.11	9.11	10.55	10.55	13.15	13.15	8.65	8.65	5.26	5.26	1.74	1.74	5.64	5.64	7.56	7.56	7.50	7.50			3.74	8.28		
Total Volume All Links	250,312	294,639	286,647	302,886	245,376	261,138	238,481	303,929	231,743	296,536	199,728	237,754	109,296	143,943	117,053	130,436	218,814	324,967	175,084	225,804			69,502	115,064		
Average (Directional) Volumes of All Links	5,960	7,015	5,972	6,310	9,438	10,044	7,949	10,131	8,277	10,591	12,483	14,860	10,930	14,394	6,885	7,673	7,294	10,832	6,734	8,685			5,792	7,192		
Total VMT All Links	100,163	120,839	49,856	53,300	128,107	136,559	103,423	130,867	69,976	88,644	92,481	99,505	19,128	25,109	39,486	44,624	56,744	83,375	42,264	52,189	Not Applicable. New Interchange		21,308	48,979		
Total VHT All Links	2,430	2,614	1,632	1,610	5,221	3,362	3,147	3,099	2,248	2,237	2,321	2,062	1,431	689	923	884	2,174	2,339	1,387	1,308			598	1,292	Not Applicable. New Interchange	
SYSTEM USER SPEED SUMMARY (excludes Centroid Connectors)																										
Original Speed (VMT/Freeflow VHT)	48.05	48.24	36.17	36.14	44.32	44.31	46.97	47.12	42.60	42.92	53.95	51.73	43.27	43.25	52.25	52.18	43.24	43.38	45.40	45.69			39.56	39.68		
Congested Speed (VMT/Congested VHT)	41.23	46.22	30.55	33.10	24.54	40.62	32.86	42.22	31.13	39.63	39.84	48.26	13.37	36.47	42.78	50.49	26.11	35.65	30.47	39.91			35.64	37.90		
Total Volume-to-Capacity Ratio at LOS E	0.39	0.30	0.48	0.30	0.44	0.35	0.59	0.36	0.82	0.58	0.71	0.50	0.92	0.57	0.42	0.23	0.70	0.54	0.57	0.41			0.42	0.33		
Total Volume-to-Capacity Ratio at LOS D	0.46	0.33	0.50	0.32	0.48	0.37	0.67	0.39	0.97	0.65	0.75	0.52	0.96	0.60	0.50	0.26	0.74	0.56	0.67	0.45			0.48	0.36		
Total Volume-to-Capacity Ratio at LOS C	0.59	0.42	0.58	0.34	0.53	0.40	0.81	0.46	1.61	1.03	0.85	0.56	1.03	0.62	0.62	0.31	0.80	0.59	0.90	0.57			0.57	0.39		

The new projects in Scenario 11, and Scenario 13 (new interchange or Roadway from the needs plan list) were evaluated based on before-after evaluation statistics of the adjacent interchange cross streets. The 2-way volumes and the average congested speeds on the adjacent interchange cross streets were used to assess the impact of the project in Table 05. The volumes and speeds of the adjacent cross streets have improved as a result of the new interchanges/connections.

Table 05: Adjacent Interchange Volume and Congested Speeds

	No-Build				Build			
	East of Interchange		West of Interchange		East of Interchange		West of Interchange	
	Volume	Daily Congested Speed	Volume	Avg. Daily Congested Speed	Volume	Avg. Daily Congested Speed	Volume	Avg. Daily Congested Speed
Scenario 11								
Fellsmere Road	32,361	39.82	19,890	26.96	31,380	41.4	19,030	31.3
53rd Street*					3,450	37.3	2,330	37.4
SR 60 / 20th Street	23,070	41.46	16,600	56.25	21,770	41.55	15,300	56.4
Scenario 13								
Indrio Road	22,597	41.7	4,077	37.35	20,420	42.86	4,080	46.72
I-95 Interchange to Kings Hwy Connection*			21,103	40.3	6,460	44.1	21,000	40.62
Orange Ave	21,781	38.2	27,278	28.52	21,760	38.2	26,130	29.43
* New Interchange \ Connection								

Regional Transit-A Scenario

The Treasure Coast Regional Plan also considered a few transit improvement scenarios as described below

U.S. 1 Corridor Bus Rapid Transit (BRT) Options – This transit scenario includes an analysis of bus rapid transit (BRT) service along the U.S. 1 corridor in Indian River County, St. Lucie County, and Martin County. The service was intended to emulate a premium transit service with limited stops, frequent headways, and system speed improvements such as transit signal priority (TSP) and queue jumper lanes. The BRT integrates with existing local bus routes to improve transit service quality and accessibility within the region. The following 3 transit scenarios were tested:

- **Route A1 (Treasure Coast MAX)** – This limited stop BRT route operates along the U.S. 1 corridor with stops approximately spaced once every two miles or more depending on surrounding land use as shown in Figure 14. The peak headway 15 minutes and off-peak headway 30 minutes.

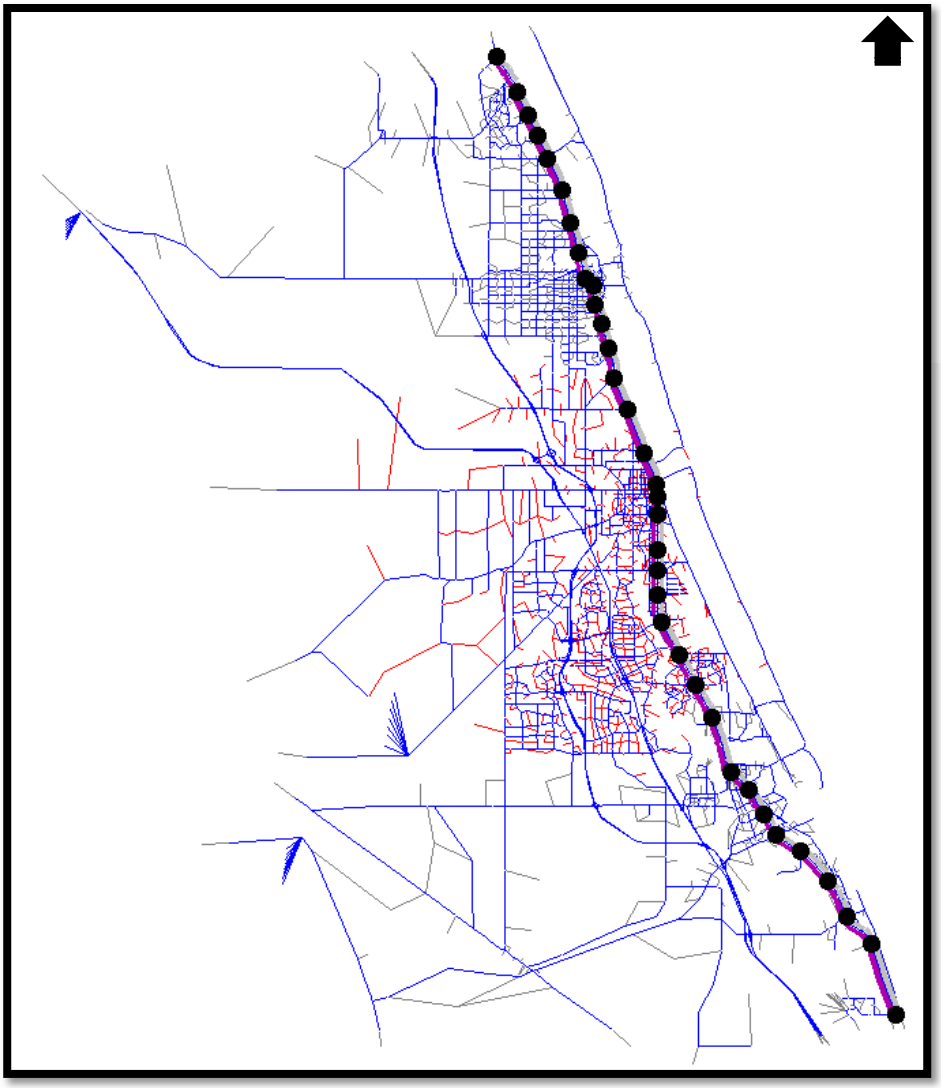


Figure 14: Route A1 – "Treasure Coast MAX"

- **Route A2 (Treasure Coast Express)** – This express BRT route serves linking Vero Beach, Fort Pierce, Port St. Lucie, and Stuart. Six Park-N-Ride stops were coded along the route at the existing bus stops for connectivity to local routes. This route is meant to serve longer distance commuter trips between the four largest towns along U.S.1 as shown in Figure 15. The peak headway 30 minutes and off-peak headway 60 minutes.

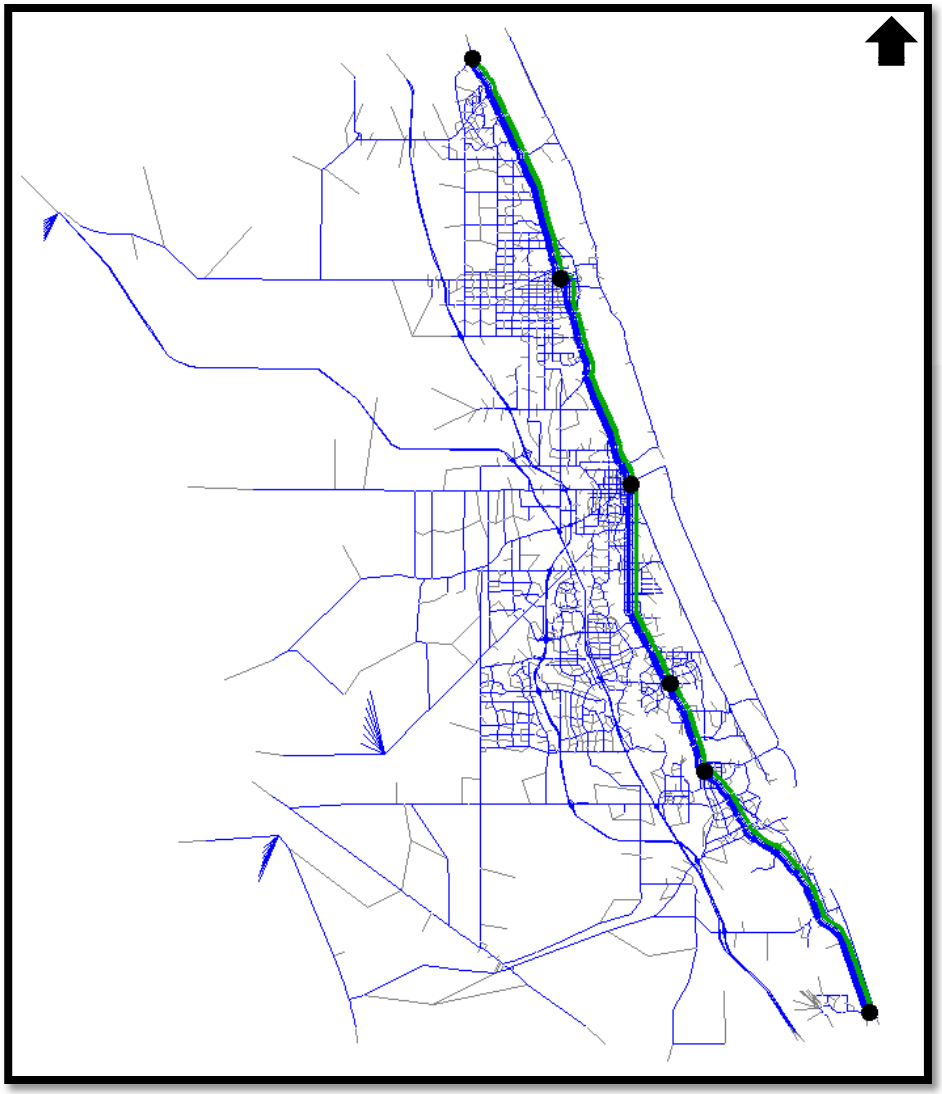


Figure 15: Route A2 – "Treasure Coast Express"

- **Hybrid (Route A1 plus Route A2):** This scenario includes express BRT route and BRT route service along U.S.1.

The following assumptions were made for modeling all the transit scenarios.

- Coded the routes in mixed traffic, from Martin/Palm Beach County Line to Indian River/Brevard County Line along U.S.1.
- Dwell time of 30 seconds at the stops
- $2 fare (St Lucie Operator Code)
- Major transit hubs were coded as Park-N-Ride in Figure 16.

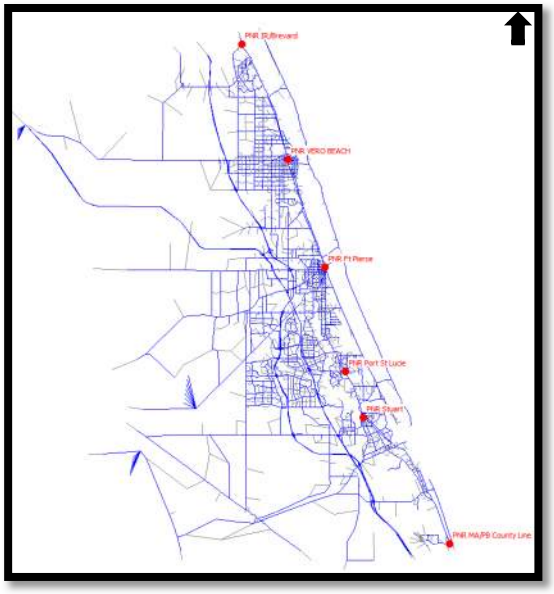


Figure16: Park-N-Ride Locations in Treasure Coast along U.S.1 Corridor

- Extended the nearby local routes to Park-N-Ride stop to provide better connectivity.
- The Cost Feasible network includes other transit services along U.S. 1. These services were not excluded from the transit alternatives testing. These routes are shown in Figure 17. It can be noted that some of these routes may compete with the newly proposed routes and some of the routes may complement, providing the additional feeder service.

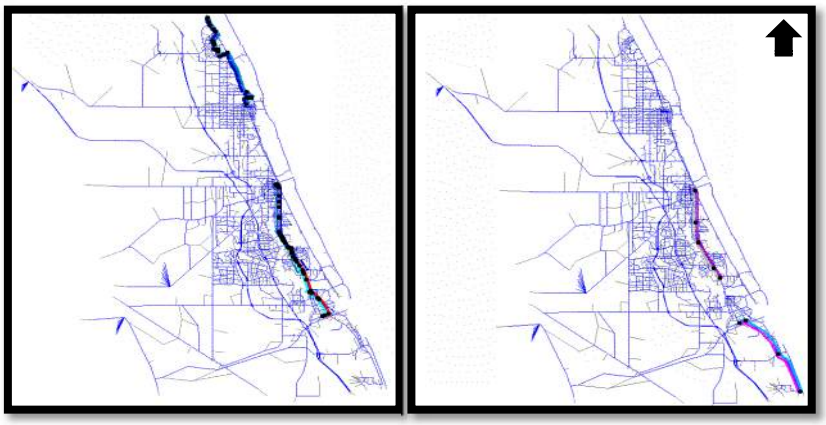


Figure 17: Other Transit Routes along U.S. 1 Corridor

Model Run Approach and Results: The individual full model runs were performed for each of the scenarios using a 100% CT-Ramp sample rate. The regional, subarea (1-miles) and corridor-level highway and transit ridership statistics are presented in Table 06. The Express scenario (Route A2) attracts 635 new riders. The BRT scenario (Route A2) attracts 2,429 new riders. The hybrid scenario attracts 2,568 new riders. In addition to the new rider characteristics, the corridor transit potential ridership including the ridership of all the transit services on U.S. 1 are summarized, for each scenario. As noted earlier, a few competing/complementing routes on U.S.1 corridor exist in the model network. The corridor potential total ridership is presented as the ridership sum of all the routes along U.S.1 corridor. The BRT scenario with two mile spacing (Route A1) attracts the highest ridership per bus. In addition, the regional and subarea (1-mile) and Corridor VMT statistics were evaluated for all three transit scenarios. Both regional and subarea VMT statistics indicate reduction, although small, in highway VMT as result of the transit services. The U.S.1 corridor VMT reduced slightly for the BRT and the Hybrid scenarios. However, the Express scenario corridor-level VMT increased, and it might be due to the traffic shift to the corridor due to improved conditions on the U.S.1 corridor.

Table 06: Transit Scenario Evaluation and Ridership Statistics – Regional, Subarea and Corridor-Level

Evaluation Variables	Regional				Subarea (1-Mile)				Corridor			
	No-Build*	Express Route	BRT Route	Hybrid (BRT+Express Routes)	No-Build*	Express Route	BRT Route	Hybrid (BRT+Express Routes)	No-Build*	Express Route	BRT Route	Hybrid (BRT+Express Routes)
Total Number of Directional Links	8,143	8,143	8,143	8,143	2,882	2,882	2,882	2,882	557	557	557	557
Total Lane Miles	4,294	4,294	4,294	4,294	969	969	969	969	335	335	335	335
Total Directional Miles	2,864	2,864	2,864	2,864	623	623	623	623	136	136	136	136
Total Volume All Links	62,990,406	62,959,068	62,925,154	62,921,459	22,202,326	22,194,049	22,164,696	22,169,192	10,611,496	10,616,386	10,589,123	10,597,967
Average (Directional) Volumes of All Links	7,736	7,732	7,728	7,727	7,704	7,701	7,691	7,692	19,051	19,060	19,011	19,027
Total VMT All Links	22,857,022	22,851,274	22,836,999	22,839,355	4,964,208	4,962,645	4,955,369	4,957,404	2,669,216	2,670,092	2,662,830	2,665,299
Total VHT All Links	645,083	645,069	644,093	644,084	249,176	249,169	248,352	248,600	82,053	82,255	81,664	81,973
SYSTEM USER SPEED SUMMARY (excludes Centroid Connectors)												
Original Speed (VMT/Freeflow VHT)	49.54	49.54	49.54	49.55	39.60	39.60	39.60	39.60	43.10	43.10	43.10	43.10
Congested Speed (VMT/Congested VHT)	35.43	35.42	35.46	35.46	19.92	19.92	19.95	19.94	32.53	32.46	32.61	32.51
Total System-wide Ridership	10,636	11,359	13,596	13,862	- NA -				- NA -			
New Routes Ridership Along US-1		635	2,429	2,568								
Other Routes Along US-1	1,297	1,359	1,160	1,139								
Potential Transit Ridership Along US-1	1,297	1,994	3,589	3,707								

For the Express scenario (Route A2), a more in-depth look at the ridership statistics was conducted by stop. This was performed to assess where the largest potential of commuter ridership exists. The express routes boarding and alighting summary is presented in Table 07. The top boarding and alighting location are at the following stations: PNR Vero Beach, PNR Ft Pierce, PNR Port St Lucie and PNR IR/Brevard. It is to be noted that there is a large worker flow potential between Palm Beach and Martin Counties. This effort could not completely address such ridership potential, as Palm Beach County is outside the model study area. Additional efforts by extending the model study area or by using other tools such as STOPs or TBEST can be conducted to further evaluate the inter-regional commuter ridership assessment.

Table 07: Express Route Stop-level: Boarding and Alighting

PNR Ridership	Boarding	Alighting
PNR IR/Brevard	129	153
PNR Vero Beach	191	161
PNR Ft Pierce	164	175
PNR Port St Lucie	92	91
PNR Stuart	52	48
PNR MA/PB County Line	7	7
Total	**635**	**635**

Appendix G

Freight Prioritization Worksheet

Freight Prioritization Worksheet

Prioritizing roadway needs based on freight movement.

1- Truck Traffic

Truck Percentage _____ Total Truck AADT _____

_____

Truck Traffic - 40 Points			
Percentage (20 pts)	***1-20 pts***	***Volume (20 pts)***	***1-20 pts***
≥30%	20 pts	>10,000	20 pts
25-29%	19 pts	9,501-10,000	19 pts
21-24%	18 pts	9,001-9,500	18 pts
18-20%	17 pts	8,501-9,000	17 pts
16-17%	16 pts	8,001-8,500	16 pts
15%	15 pts	7,501-8,000	15 pts
14%	14 pts	7,001-7,500	14 pts
13%	13 pts	6,501-7,000	13 pts
12%	12 pts	6,001-6,500	12 pts
11%	11 pts	5,501-6,000	11 pts
10%	10 pts	5,001-5,500	10 pts
9%	9 pts	4,501-5,000	9 pts
8%	8 pts	4,001-4,500	8 pts
7%	7 pts	3,501-4,000	7 pts
6%	6 pts	3,001-3,500	6 pts
5%	5 pts	2,501-3,000	5 pts
4%	4 pts	2,001-2,500	4 pts
3%	3 pts	1,501-2,000	3 pts
2%	2 pts	1,001-1,500	2 pts
1%	1 pts	<1,000	1 pt

Truck Percent Score (1-20) _____
Truck Volume Score (1-20) _____
"Truck Traffic" Total Score (1-40) _____

2- Truck Activity Centers (located within 0.5-mile distance)

Number of Transportation businesses (threshold 10 employees or more): _____

Number of Manufacturing businesses (threshold 20 employees or more): _____

Number of Retail/Restaurant businesses (threshold 50 employees or more): _____

Total Number of Establishments: _____

Truck Activity Centers - 25 Points	
Number of Establishments	***1-25 pts***
> 30	25 pts
27-29	24 pts
24-26	23 pts
22-23	22 pts
21	21 pts
20	20 pts
…	… pts
1	1 pts

"Truck Activity Center" Score (1-25): _____

3- Type of Project. The projects were categorized into the following groups: Infrastructure, Operational/Technology, and Regulatory/Institutional/Other. "Infrastructure" includes projects that increase current capacity on a given corridor. "Operational/Technology" includes projects that streamline traffic flow without increasing capacity. "Regulatory/Institutional/Other" includes projects related to policies and regulations, or projects that could not be categorized into the two preceding categories.

Type of Projects - 15 Points	
Infrastructure	***5-15 pts***
Adding lanes/New roadways	15 pts
Improving Interchanges	10 pts
Improving Intersections	5 pts
Operational/Technology	***3-10 pts***
Intelligent Transportation Systems	10 pts
Geometric/Traffic Improvements	8 pts
Congestion Management	3 pts
Regulatory/Institutional/Other	***5 pts***

"Type of Project" Score: _____

4- Facility Type. This identifies the roadway classification of the corridor or arterial that the project will occur on.

Facility Type - 10 Points	
SIS Corridor	10 pts
SIS Connector	8 pts
Other Principal Arterial	4 pts
Other Minor Arterial	2 pts

"Facility Type" Score: _____

5- Intermodal Connectivity. This identifies whether a project improves access to an intermodal facility.

Intermodal Connectivity - 10 Points	
Connectivity to an intermodal facility	10 pts
None	0 pts

"Intermodal Connectivity" Score: _____

Total Project Score (out of 100): _____

Appendix H

Regional Prioritization Projects

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
St. Lucie	Kings Highway	North of I-95 Overpass to Indrio Road	Widen 2 to 4L	1	1	1	1	0.58	1	1	1	1	0.6	**9.18**	**1**
Indian River	Roseland Road	CR 512 to US 1	Widen 2 to 4L	1	1	1	1	0.33	1	1	1	1	0.4	**8.73**	**2**
Martin/St. Lucie/Indian River	US 1	Cove Road to Indian River County/Brevard County Line	Corridor Retrofit	1	1	0.5	1	0.64	1	1	1	1	0.4	**8.54**	**3**
Indian River	CR 512	I-95 to CR 510	Widen 4 to 6L	0.6	1	0.5	1	0.40	1	1	1	1	0.2	**7.70**	**5**
St. Lucie	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6L	0.8	0.5	0.5	1	0.47	1	1	1	1	0.4	**7.67**	**6**
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4L	0.8	0.5	0.5	1	0.63	1	1	1	0.5	0.6	**7.53**	**7**
Indian River	Indian River Boulevard	US 1/4 Street to 37 Street	Widen 4 to 6L	0.4	1	1	1	0.41	1	0	1	1	0.6	**7.41**	**8**
St. Lucie	Glades Cut-Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L	0.4	0.5	0.5	1	0.63	1	1	1	0.5	0.6	**7.13**	**9**
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4L	0	1	0.5	1	0.36	1	1	1	1	0.2	**7.06**	**10**
St. Lucie	Port St. Lucie Boulevard	Paar Drive to Darwin Boulevard	Widen 2 to 4L	1	1	0.5	1	0.25	0	1	1	1	0.2	**6.95**	**11**
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L	0.6	1	0.5	1	0.39	1	0	1	1	0.4	**6.89**	**13**
Indian River	66 Avenue	49 Street to Barber Street	Widen 2 to 4L	0.4	1	1	1	0.32	1	0	1	0.5	0.6	**6.82**	**14**
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L	0.2	1	0.5	1	0.66	1	1	1	0	0.4	**6.76**	**16**
St. Lucie	I-95	Northern Connector	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	**6.73**	**17**
St. Lucie	I-95	N of Becker Road to N of Glades Cut Off Road	Widen 6 to 8L	0.2	1	0.5	1	0.59	1	1	1	0	0.4	**6.69**	**18**
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4L	0.2	1	0.5	0	0.38	1	1	1	1	0.6	**6.68**	**19**
Indian River	CR 512	Willow Street to I-95	Widen 2 to 4L	1	0	0.5	1	0.40	1	1	1	0.5	0.2	**6.60**	**20**
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L	0.2	1	0.5	1	0.64	1	1	1	0	0.2	**6.54**	**23**
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L	0.2	1	0.5	1	0.54	1	1	1	0	0.2	**6.44**	**24**
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L	1	1	0.5	0	0.34	1	1	1	0.5	0	**6.34**	**26**
St. Lucie	SR 91/Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L	0	1	0.5	1	0.61	1	1	1	0	0.2	**6.31**	**27**
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L	1	1	1	0.5	0.39	1	0	0	1	0.4	**6.29**	**29**
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L	0	0.5	0.5	1	0.80	1	1	0	1	0.4	**6.20**	**30**
Indian River	43 Avenue	25 Street SW to 26 Street	Widen 2 to 4L	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	**6.16**	**32**
Indian River	CR 510	CR 512 to Intracoastal Waterway	Widen 2 to 4L	0.2	1	0.5	1	0.32	1	0	1	0.5	0.6	**6.12**	**33**
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Widen 2 to 4L	1	0.5	0.5	0	0.45	1	0	1	1	0.6	**6.05**	**34**
Martin	SR 91/Florida's Turnpike	Jupiter/Indiantown Road to SR 714/Stuart	Widen 4 to 6L	0	0.5	0.5	1	0.57	1	1	1	0	0.4	**5.97**	**41**
Martin	SR 91/Florida's Turnpike	SR 714/Stuart to Becker Road	Widen 4 to 8L	0.2	0.5	0.5	1	0.55	1	1	1	0	0.2	**5.95**	**42**
Indian River	US 1	53 Street to CR 510	Widen 4 to 6L	0.4	0.5	0.5	1	0.42	1	0	1	0.5	0.6	**5.92**	**43**
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L	0.6	1	1	0.5	0.38	1	0	0	1	0.4	**5.88**	**45**
Indian River	I-95	Oslo Road	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	**5.86**	**46**
St. Lucie	I-95	Glades Cut Off Road to S of SR 70	Widen 6 to 8L	0.2	1	0.5	1	0.53	0	1	1	0	0.6	**5.83**	**47**
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4L	0.4	1	0.5	0	0.51	1	0	1	1	0.4	**5.81**	**48**
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L	0.2	1	0.5	0.5	0.45	1	1	0	1	0	**5.65**	**55**
Indian River	Oslo Road	I-95 to 58 Avenue	Widen 2 to 4L	0	0.5	0.5	0.5	0.23	1	1	1	0.5	0.4	**5.63**	**56**
Indian River	I-95	53 Street	New Interchange	0	1	0.5	1	0.39	0	1	1	0.5	0.2	**5.59**	**64**
St. Lucie	Airport Connector	I-95 to Kings Highway	New 4L	0	0	1	0	0.49	1	1	1	0.5	0.6	**5.59**	**65**
St. Lucie	Northern Connector	SR 91/Florida's Turnpike to I-95	New 4L	0	0	1	0	0.49	1	1	1	0.5	0.6	**5.59**	**65**
St. Lucie	SR 91/Florida's Turnpike	Northern Connector	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	**5.57**	**67**
St. Lucie	SR 91/Florida's Turnpike	Port St. Lucie Boulevard to SR 70 (Fort Pierce)	Widen 4 to 6L	0	0	0.5	1	0.73	0	1	1	0	0.6	**4.83**	**91**
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L	0	0.5	0.5	0	0.36	1	1	0	1	0.4	**4.76**	**94**
St. Lucie	Selvitz Road	Glades Cut Off Road to Edwards Road	Widen 2 to 4L	0.8	0.5	0.5	1	0.25	0	0	1	0.5	0.2	**4.75**	**95**
St. Lucie	SR 91/Florida's Turnpike	SR 70 (Fort Pierce) to Yeehaw Junction	Widen 4 to 6L	0	0	0.5	1	0.58	0	1	1	0	0.6	**4.68**	**100**
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to Midway Road	Widen 2 to 4L	0.2	0.5	0.5	0	0.53	1	0	1	0.5	0.4	**4.63**	**101**

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
Martin	Cove Road	SR 76/Kanner Highway to Willoughby Boulevard	Widen 2 to 4L	0.8	0	1	0.5	0.39	1	0	0	0.5	0.4	**4.59**	**104**
St. Lucie	North-Mid County Connector	SR 91/Florida's Turnpike to Midway Road	New 4L	0	0	1	0	0.49	1	1	0	0.5	0.6	**4.59**	**104**
St. Lucie	SR 91/Florida's Turnpike	Midway Road	New Interchange	0	1	0.5	1	0.62	0	1	0	0	0.4	**4.52**	**106**
Indian River	82nd Avenue	26 Street to Laconia Street	New 2L	0	1	0.5	0	0.38	1	0	0	1	0.2	**4.08**	**133**
Indian River	53 Street	82 Avenue to 58 Avenue	New 2L	0	0.5	1	0	0.36	1	0	0	0.5	0.4	**3.76**	**147**
Indian River	58 Avenue	St. Lucie County Line to Oslo Road	New 2L	0	0.5	1	0	0.26	0	1	0	0.5	0.4	**3.66**	**154**
Indian River	53 Street	Fellsmere N-S Road 1 to 82 Avenue	New 2L	0	0	1	0	0.36	0	1	0	0.5	0.2	**3.06**	**163**
St. Lucie	Arterial A	Glades Cut-Off Road to Midway Road	New 4L	0	0	0.5	0	0.43	1	0	0	0.5	0.6	**3.03**	**164**
St. Lucie	Becker Road	Range Line Road to Village Parkway	New 4L	0	0	0.5	0	0.34	0	0	1	0.5	0.6	**2.94**	**165**
St. Lucie	Crosstown Parkway	Range Line Road to Village Parkway	New 4L	0	0	0.5	0	0.34	1	0	0	0.5	0.6	**2.94**	**165**

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
Martin/St. Lucie/Indian River	US 1 Bus Rapid Transit	Hobe Sound to Sebastian	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	**7.90**	**4**
Martin/St.Lucie	I-95 Express Bus Route	Palm Beach County to Gatlin Boulevard/I-95	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	**6.30**	**28**
Martin/St.Lucie	Turnpike Express Bus Route	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	**6.01**	**35**
Martin/St. Lucie	Tri-Rail Extension	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	**6.00**	**36**
Martin	SR710/CSX Connector	Palm Beach County to SW Allapattah Road	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	**4.90**	**89**

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
Indian River	Roseland Road	CR 512 to US 1	Bike Lanes/Sidewalks	1	1	N/A	1	N/A	1	1	1	0.5	0.4	**6.90**	**12**
Indian River	43 Avenue	25 Street SW to 26 Street	Bike Lanes/Sidewalks	0.4	1	N/A	1	N/A	1	1	1	1	0.4	**6.80**	**15**
Martin	SR 714/Martin Highway	SW Citrus Boulevard to Florida Turnpike	Bike Lanes	0.4	1	N/A	1	N/A	1	1	1	1	0.2	**6.60**	**20**
Martin	Dixie Highway	SE Bridge Road to St. Lucie County Line	Greenway	0.6	1	N/A	1	N/A	1	1	0	1	1	**6.60**	**22**
St. Lucie	SW Port St Lucie Boulevard	SW Becker Road to SW Paar Drive	Bike Lanes/Sidewalks	0	1	N/A	1	N/A	1	1	1	1	0.4	**6.40**	**25**
St. Lucie	Midway Road	Glades Cut Off Road to Selvitz Road	Bike Lanes/Sidewalks	0.8	0.5	N/A	1	N/A	1	1	1	0.5	0.4	**6.20**	**30**
St. Lucie	N/A	East Coast Greenway - St. Lucie Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	1	**6.00**	**36**
St. Lucie	N/A	Florida Cracker Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	1	**6.00**	**36**
Martin	N/A	East Coast Greenway - Martin Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	1	**6.00**	**36**
Martin	SR 714 /Martin Highway	Martin Downs Boulevard to High Meadow Avenue	Sidewalks	0.8	1	N/A	1	N/A	1	0	1	1	0.2	**6.00**	**36**
Indian River	CR 512	I-95 to CR 510	Bike Lanes/Sidewalks	0.4	1	N/A	1	N/A	1	1	1	0.5	0	**5.90**	**44**
St. Lucie	N/A	FEC Rail with Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.8	**5.80**	**49**
Martin	N/A	Treasure Coast Loop Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.8	**5.80**	**49**
Martin	CR 713/High Meadow Avenue	Martin Highway to I-95	Bike Lanes	0.8	0.5	N/A	0	N/A	1	1	1	1	0.4	**5.70**	**51**
Indian River	N/A	Trans-Florida Railroad Corridor	FDEP Trail	N/A	1	N/A	0.5	N/A	1	1	1	1	0.2	**5.70**	**51**
St. Lucie	Port St. Lucie Boulevard	Paar Drive to Darwin Boulevard	Bike Lanes/Sidewalks	1	1	N/A	1	N/A	0	1	1	0.5	0.2	**5.70**	**51**
St. Lucie	Range Line Road	Glades Cut Off Road to Martin County Line	Bike Lanes/Sidewalks	0.6	0	N/A	1	N/A	1	1	1	0.5	0.6	**5.70**	**54**
St. Lucie	N US Highway 1	St Lucie Boulevard to Indian River County Line	Bike Lanes/Sidewalks	0.2	0	N/A	1	N/A	1	1	1	1	0.4	**5.60**	**57**
Martin	Kanner Highway	Lost River Road to Monterey Road	Bike Lanes	0.2	1	N/A	1	N/A	1	1	0	1	0.4	**5.60**	**57**
St. Lucie	SE Becker Road	SE Via Tesoro to NW Gilson Road	Bike Lanes/Sidewalks	0.4	0.5	N/A	1	N/A	1	1	1	0.5	0.2	**5.60**	**57**
St. Lucie	Glades Cut Off Road	Range Line Road to Midway Road to	Bike Lanes/Sidewalks	0	0.5	N/A	1	N/A	1	1	1	0.5	0.6	**5.60**	**60**
St. Lucie	N/A	Kings Highway Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.6	**5.60**	**60**
St. Lucie	N/A	Okeechobee Road Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.6	**5.60**	**60**
Martin	N/A	Robert B. Jenkins C-23 Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.6	**5.60**	**60**
St. Lucie	N/A	Treasure Coast Loop Trail Corridor	FDEP Trail	N/A	0.5	N/A	N/A	N/A	1	1	1	1	1	**5.50**	**68**
St. Lucie	N/A	Western Greenway Corridor	FDEP Trail	N/A	0.5	N/A	N/A	N/A	1	1	1	1	1	**5.50**	**68**
Indian River	Indian River Boulevard	US1/4 Street to 37 Street	Bike Lanes/Sidewalks	0.4	1	N/A	1	N/A	1	0	1	0.5	0.6	**5.50**	**68**
St. Lucie	Indrio Road	I-95 to US 1	Bike Lanes/Sidewalks	0	1	N/A	1	N/A	1	0	1	1	0.4	**5.40**	**71**
St. Lucie	N/A	Crosstown Parkway Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.4	**5.40**	**71**
Indian River	N/A	St. Sebastian River Greenway Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.4	**5.40**	**71**
St. Lucie	Okeechobee Road	I-95 to Jenkins Road	Bike Lanes/Sidewalks	0.2	0.5	N/A	1	N/A	1	1	1	0.5	0.2	**5.40**	**71**
Martin	N/A	Okeechobee County to Palm City Connector	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.4	**5.40**	**71**
Martin	CR 713/High Meadow Avenue	Martin Highway to Murphy Road	Bike Lanes	0.8	1	N/A	0	N/A	1	0	1	1	0.6	**5.40**	**76**
St. Lucie	N/A	Midway Road Connector Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	0.5	0.8	**5.30**	**77**
Martin	SR 714/Martin Highway	SR 91/Florida's Turnpike to Mapp Road	Bike Lanes	0.8	1	N/A	0	N/A	1	1	1	0.5	0	**5.30**	**77**
St. Lucie	W Midway Road	SR 70/Okeechobee Road to Glades Cut Off Road	Bike Lanes/Sidewalks	0.2	0	N/A	1	N/A	1	1	1	0.5	0.6	**5.30**	**77**
Martin	Cove Road	Kanner Highway to End of Cove Road	Bike Lanes	0.8	1	N/A	0	N/A	1	0	1	1	0.4	**5.20**	**80**
Martin	Monterey Road	Mapp Road to Dixie Highway	Bike Lanes	0.4	1	N/A	1	N/A	1	0	0	1	0.8	**5.20**	**80**
Martin	N/A	MC11 - St. Lucie Canal Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.2	**5.20**	**80**
St. Lucie	N Kings Highway	Indrio Road to North of I-95	Bike Lanes/Sidewalks	0.6	0	N/A	1	N/A	1	0	1	1	0.6	**5.20**	**83**
Indian River	20 Street/SR 60	58 Avenue to 20 Avenue	Bike Lanes	0	1	N/A	1	N/A	1	0	1	0.5	0.6	**5.10**	**84**
Indian River	20 Street/SR 60	6 Avenue to Indian River Boulevard	Bike Lanes	0	1	N/A	1	N/A	1	0	1	0.5	0.6	**5.10**	**84**
Indian River	N/A	East Coast Greenway - Indian River Corridor	FDEP Trail	N/A	0.5	N/A	N/A	N/A	1	1	1	1	0.6	**5.10**	**84**
Indian River	US 1	4 St/Indian River Boulevard to 8 Street	Sidewalks	0	1	N/A	1	N/A	1	0	1	0.5	0.6	**5.10**	**84**
St. Lucie	Selvitz Road	Midway Road to Edwards Road	Bike Lanes/Sidewalks	0.8	0.5	N/A	1	N/A	1	0	1	0.5	0.2	**5.00**	**88**
Martin	N/A	Bridge Road Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	0.5	0.4	**4.90**	**89**
Martin	SE Dixie Highway	SE Monterey Road to Wright Boulevard	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.8	**4.80**	**92**
Martin	Treasure Coast Loop Trail Corridor	Ocean Boulevard/A1A to St. Lucie County Line	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.8	**4.80**	**92**
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Bike Lanes/Sidewalks	0.2	1	N/A	0	N/A	1	1	1	0.5	0	**4.70**	**96**
Indian River	CR 512	Willow Street to I-95	Bike Lanes/Sidewalks	1	0	N/A	1	N/A	1	1	0	0.5	0.2	**4.70**	**96**
St. Lucie	S Jenkins Road	Edwards Road to Orange Avenue	Bike Lanes/Sidewalks	0	0.5	N/A	1	N/A	1	0	1	1	0.2	**4.70**	**96**
Martin	N/A	Ocean to Lake Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	0.5	0.2	**4.70**	**96**

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
Martin	Murphy Road	SW Matheson Avenue to St. Lucie County Line	Bike Lanes	1	1	N/A	0	N/A	1	0	0	1	0.6	**4.60**	**102**
Indian River	N/A	Central Indian River Greenway Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	0	1	1	0.6	**4.60**	**102**
Indian River	CR 510	CR 512 to Intracoastal Waterway	Bike Lanes/Sidewalks	0.4	1	N/A	1	N/A	1	0	0	0.5	0.6	**4.50**	**107**
St. Lucie	Angle Road	Kings Highway to Avenue Q	Bike Lanes/Sidewalks	0	0.5	N/A	1	N/A	1	0	1	0.5	0.4	**4.40**	**108**
Martin	Indian River Drive	Palmer Street to St. Lucie County Line	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.4	**4.40**	**108**
St. Lucie	Savannah Road	US 1 to S Indian River Drive	Bike Lanes/Sidewalks	0	1	N/A	0	N/A	1	0	1	1	0.4	**4.40**	**108**
Indian River	58 Avenue	49th Street to 1,100 feet north of 49 Street	Sidewalks	0	0.5	N/A	1	N/A	1	0	1	0.5	0.4	**4.40**	**108**
Martin	N/A	FEC Rail with Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	0	1	1	0.4	**4.40**	**108**
Martin	N/A	Atlantic Ridge Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	0	1	1	0.4	**4.40**	**108**
Martin	N/A	Beeline Highway Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	1	0.4	**4.40**	**108**
Martin	N/A	FNST Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	0	0.4	**4.40**	**108**
Martin	N/A	Indian River Drive Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	0	1	1	0.4	**4.40**	**108**
Martin	Old Dixie Highway	US 1 to Bridge Road	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	**4.40**	**108**
Martin	Salerno Road	Dixie Highway to US 1	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.4	**4.40**	**108**
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.4	**4.40**	**108**
Martin	Savannah Road	Cardinal Avenue to Jensen Beach Boulevard	Bike Lanes	0.2	1	N/A	1	N/A	1	0	0	1	0.2	**4.40**	**108**
St. Lucie	St Lucie Boulevard	North Kings Hwy to N 25 Street	Bike Lanes/Sidewalks	0	0.5	N/A	1	N/A	1	0	1	0.5	0.4	**4.40**	**108**
Martin	US 1	Roosevelt Bridge to Contractors Way	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.4	**4.40**	**108**
Martin	N/A	St. Lucie Canal Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	0	1	0.5	0.8	**4.30**	**123**
Indian River	66 Avenue	49 Street to Barber Street	Bike Lanes/Sidewalks	0.2	1	N/A	1	N/A	1	0	0	0.5	0.6	**4.30**	**123**
Martin	Baker Road	Green River Parkway to NE Braille Place	Sidewalks	0	1	N/A	1	N/A	1	0	0	1	0.2	**4.20**	**125**
Martin	Jensen Beach Blvd	US 1 to Roundabout	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.2	**4.20**	**125**
Martin	Bridge Road	Kanner Highway to Flora Avenue	Bike Lanes	0.2	0	N/A	1	N/A	1	1	0	0.5	0.4	**4.10**	**127**
St. Lucie	Northern Connector	I-95 to Kings Highway	Bike Lanes/Sidewalks	0	0	N/A	0	N/A	1	1	1	0.5	0.6	**4.10**	**128**
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Bike Lanes/Sidewalks	0	0	N/A	0	N/A	1	1	1	0.5	0.6	**4.10**	**128**
Indian River	N/A	Indian River Connector Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.6	**4.10**	**128**
Indian River	US 1	27 Street to CR 510	Bike Lanes/Sidewalks	0.4	0	N/A	1	N/A	1	0	1	0.5	0.2	**4.10**	**128**
Martin	SR 714 /Martin Highway	Citrus Boulevard to 42 Avenue	Sidewalks	0.4	0	N/A	1	N/A	1	0	1	0.5	0.2	**4.10**	**128**
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Bike Lanes/Sidewalks	0.4	0.5	N/A	0	N/A	1	0	1	0.5	0.6	**4.00**	**134**
Martin	SE County Line Road	SE Girl Scout Camp to US 1	Bike Lanes	0.8	1	N/A	0	N/A	1	0	0	1	0.2	**4.00**	**134**
Martin	Willoughby Boulevard	Salerno Road to Pomeroy Street	Shared Use Path	0.6	1	N/A	0	N/A	1	0	0	1	0.4	**4.00**	**134**
Martin	Indian River Drive	A1A to St. Lucie County Line	Shared Use Path	0	1	N/A	1	N/A	1	0	0	0.5	0.4	**3.90**	**137**
Martin	Kanner Highway	SR 710 to US 98	Bike Lanes	0	0	N/A	1	N/A	1	1	0	0.5	0.4	**3.90**	**137**
Martin	Kanner Highway	Warfield Boulevard to Lost River	Shared Use Path	0	0	N/A	1	N/A	1	1	0	0.5	0.4	**3.90**	**137**
Martin	N/A	Allapattah Flats Trail Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.4	**3.90**	**137**
Martin	N/A	Historic Jupiter to Indiantown Road Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.4	**3.90**	**137**
Martin	N/A	Lake Okeechobee Scenic Trail Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.4	**3.90**	**137**
Martin	N/A	Martin East West Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.4	**3.90**	**137**
Martin	N/A	MC 20 - St. Lucie Canal Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.4	**3.90**	**137**
Martin	SW Allapatah Road	SW Warfield Boulevard to St. Lucie County Line	Shared Use Path	0	0	N/A	1	N/A	1	1	0	0.5	0.4	**3.90**	**137**
St. Lucie	SE Walton Road	SE Lennard Road to SE Green River Parkway	Bike Lanes/Sidewalks	0	0.5	N/A	0	N/A	1	0	1	0.5	0.8	**3.80**	**146**
Martin	N/A	Jessup Trail	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.2	**3.70**	**148**
Indian River	82 Avenue	26 Street to CR 510	Bike Lanes/Sidewalks	0	1	N/A	0	N/A	1	1	0	0.5	0.2	**3.70**	**148**
Indian River	CR 507	Myrtle Street to Broadway Street	Sidewalks	0	0	N/A	1	N/A	1	0	1	0.5	0.2	**3.70**	**148**
Indian River	N/A	Ten Mile Ridge / Sand Lakes Conservation Area Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.2	**3.70**	**148**
Indian River	Oslo Road	27 Avenue to US 1/SR 5	Bike Lanes	0	1	N/A	0	N/A	1	0	1	0.5	0.2	**3.70**	**148**
Martin	SW Citrus Blvd	Martin Highway to Warfield Boulevard	Bike Lanes	0	0	N/A	1	N/A	1	1	0	0.5	0.2	**3.70**	**148**
Indian River	25 Street SW	58 Avenue to 27 Avenue	Bike Lanes/Sidewalks	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	**3.60**	**155**
Indian River	53 St/Indian River Boulevard	US 1 to Indian River Boulevard	Sidewalks	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	**3.60**	**155**
St. Lucie	Edwards Road	S Jenkins Road to S 25 Street	Bike Lanes/Sidewalks	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	**3.40**	**157**
Martin	Palm City Road	Monterey Road to US 1	Bike Lanes	0	1	N/A	0	N/A	1	0	0	1	0.4	**3.40**	**158**
Martin	Willoughby Boulevard	Monterey Road to US1	Bike Lanes	0	1	N/A	0	N/A	1	0	0	1	0.4	**3.40**	**158**

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
Martin	Sewall's Point Road	Ocean A1A to Palmer Street	Bike Lanes	0.4	1	N/A	0	N/A	1	0	0	0.5	0.4	**3.30**	**160**
St. Lucie	NW East Torino Parkway	Cashmere Road to Midway Road	Bike Lanes/Sidewalks	0.2	0.5	N/A	0	N/A	0	0	1	1	0.4	**3.10**	**161**
Martin	N/A	Hutchinson Island Trail Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	0	1	0.5	0.6	**3.10**	**161**
St. Lucie	NW West Torino Parkway	NW California Boulevard to NW Volucia Drive	Bike Lanes/Sidewalks	0	0.5	N/A	0	N/A	0	0	1	1	0.4	**2.90**	**167**
Martin	US 1	Sand Road to Dixie Highway	Shared Use Path	0	0	N/A	1	N/A	1	0	0	0.5	0.4	**2.90**	**167**
Martin	Bridge Road	US 1 to Beach Road	Shared Use Path	0	0	N/A	1	N/A	1	0	0	0.5	0.2	**2.70**	**169**
Martin	Bridge Road	US 1 to Gomez Avenue	Sidewalks	0	0	N/A	1	N/A	1	0	0	0.5	0.2	**2.70**	**169**
Martin	CR 711/Pratt Whitney	Kanner Highway to Citrus	Bike Lanes	0	0	N/A	1	N/A	1	0	0	0.5	0.2	**2.70**	**169**
Martin	CR 711/Pratt Whitney	Kanner Highway to Palm Beach County Line	Bike Lanes	0	0	N/A	0	N/A	1	1	0	0.5	0.2	**2.70**	**169**
Indian River	53 Street	Fellsmere N-S Rd 1 to 58 Avenue	Bike Lanes/Sidewalks	0	0	N/A	0	N/A	1	1	0	0.5	0.2	**2.70**	**169**
St. Lucie	Taylor Dairy Road	W Angle Road to St Lucie Boulevard	Bike Lanes/Sidewalks	0	0	N/A	0	N/A	1	0	1	0.5	0.2	**2.70**	**169**
Indian River	Indian River Boulevard	41 Street to 45 Street	Bike Lanes	0	0	N/A	0	N/A	1	0	0	1	0.6	**2.60**	**175**
St. Lucie	NW Gilson Road	SE Becker Road to South of SE Becker Road	Bike Lanes/Sidewalks	0.2	0.5	N/A	0	N/A	0	0	1	0.5	0.2	**2.40**	**176**
Indian River	58 Avenue	St. Lucie County Line to 16 Street	Bike Lanes/Sidewalks	0	0.5	N/A	0	N/A	0	1	0	0.5	0.4	**2.40**	**177**
Indian River	Oslo Road	I-95 to 58 Avenue	Bike Lanes/Sidewalks	0	0.5	N/A	0	N/A	0	1	0	0.5	0.4	**2.40**	**177**
Martin	Sand Trail	Sand Avenue to Martin Downs Boulevard	Bike Lanes	0	1	N/A	0	N/A	0	0	0	0.5	0	**1.50**	**179**