



## TREASURE COAST TRANSPORTATION COUNCIL (TCTC)

### Regular Meeting

Date: April 19, 2023  
 Time: 11:00 am  
 Location: St. Lucie TPO Boardroom  
 Coco Vista Centre  
 466 SW Port St. Lucie Boulevard, Suite 111  
 Port St. Lucie, Florida

#### Public Participation/Accessibility

Participation in Person: Public comments may be provided in person at the meeting. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (**free of charge**) should refer to the "Notices" at the end of this agenda.

Participation by Webconference: Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/7788625241720256088>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to [TPOAdmin@stlucieco.org](mailto:TPOAdmin@stlucieco.org); by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 10:00 am on April 19, 2023.

### AGENDA

1. Call to Order
2. Roll Call
3. Election of Officers
4. Comments from the Public
5. Approval of Agenda
6. Approval of Minutes
  - April 21, 2021 Regular Meeting
7. Action Items
  - 7a. 2045 Treasure Coast Regional Long Range Transportation Plan (2045 RL RTP): Review of the proposed 2045 RL RTP Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System for the 2045 RL RTP.

*Action: Approve the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System, approve with conditions, or do not approve.*

8. Discussion Items

- 8a. Transportation Regional Incentive Program (TRIP) 2023 Update: An update of the TRIP for 2023 will be provided by the Florida Department of Transportation District 4.

*Action: Discuss and provide comments.*

## 9. Recommendations/Comments by Members

## 10. Staff Comments

## 11. Adjourn

NOTICES

This agenda will be available to the public through the following offices and websites:

|   |  |  |
|---|--|--|
| St. Lucie TPO<br>Coco Vista Centre<br>466 SW Port St. Lucie Boulevard<br>Suite 111<br>Port St. Lucie, Florida<br><a href="http://www.stlucietpo.org">www.stlucietpo.org</a> | Martin MPO<br>3481 SE Willoughby Boulevard<br>Suite 101<br>Stuart, Florida<br><a href="http://www.martinmpo.com">www.martinmpo.com</a> | Indian River County MPO<br>Administration Building A<br>1st Floor<br>1801 27th Street<br>Vero Beach, Florida<br><a href="http://www.irmpo.com">www.irmpo.com</a> |
|---|--|--|

The TCTAC 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 at 772-462-1593 or via email at.

Any St. Lucie County resident with questions or concerns about nondiscrimination, or who requires special accommodations under the Americans with Disabilities Act (ADA) or language translation services (free of charge) 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](mailto:lathoum@stlucieco.org) at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Any Martin County resident with questions or concerns about nondiscrimination, or who requires special accommodations under the American with Disabilities Act or language translation services (free of charge) should contact Ricardo Vazquez, Senior Planner (Title VI/Non-discrimination Contact), at (772) 288-5412 or via email at [rvazquez@martin.fl.us](mailto:rvazquez@martin.fl.us). Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

Any Indian River County resident who needs special accommodation for this meeting will need to contact **the County's Americans with Disabilities Act (ADA) Coordinator at (772) 567-800, ext. 223** at least 48 hours in advance of the meeting.

Items not included on the agenda may also be heard in consideration of the best interests of the public's **health, safety, welfare, and as necessary to protect every person's right of access. If any person decides to appeal any decision made by the TCTAC with respect to any matter considered at a meeting, that person shall need a record of the proceedings, and for such a purpose, that person may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based.**

Kreyòl Ayisyen: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Ayisyen, tanpri rele nimewo 772-462-1593.

Español: Si usted desea recibir esta información en español, por favor llame al 772-462-1593.



## TREASURE COAST TRANSPORTATION COUNCIL (TCTC) MEETING

Indian River County Administration Building B  
Conference Room B1-501  
1800 27<sup>th</sup> Street  
Vero Beach, FL 32960  
(772) 226-1455  
[www.irmpo.com](http://www.irmpo.com)

**Tuesday, April 21, 2021 at 10:00 a.m.**

### MINUTES

#### 1. CALL TO ORDER

Commissioner Joseph Flescher called the meeting to order at 10:04 a.m.

#### 2. PLEDGE OF ALLEGIANCE

#### 3. ROLL CALL

##### **Members in Attendance:**

Commissioner Joseph Flescher, Chair, Indian River MPO  
Commissioner Troy McDonald, Martin MPO  
Commissioner Stacey Hetherington, Martin MPO  
Bob McPartlan, Indian River MPO  
Commissioner Chris Dzadovsky, St. Lucie TPO  
Jack Kelly, St. Lucie TPO, *Alternate*

##### **Members Absent:**

Darrell Drummond, St. Lucie TPO, TCTC Vice Chair

##### **Staff in Attendance:**

Beth Beltran, Martin MPO Administrator  
Ricardo Vazquez, Martin MPO Senior Planner  
Lisa Wischer, Martin County MPO County Engineer  
Don Donaldson, Martin County Deputy County Administrator  
Peter Buchwald, St. Lucie TPO Executive Director  
Brian Freeman, Indian River MPO Staff Director  
Phil Matson, IRC Community Development Director  
Jim Mann, Indian River MPO, Senior Planner  
Jon Howard, Indian River MPO, Senior Planner  
Patti Johnson, Indian River MPO Administrative Assistant III

##### **Others Present via Zoom:**

Marceia Lathou, St. Lucie County (TPO)  
Sabrina Aubrey, Florida Department of Transportation (FDOT)  
Rajendran Shanmugam, Florida Department of Transportation (FDOT)



Caren Gardner-Young, Florida Department of Transportation (FDOT)  
Christine Fasiska, Florida Department of Transportation (FDOT)  
Victoria Williams, Florida Department of Transportation (FDOT)

**A quorum was present for this meeting.**

#### **4. PLEDGE OF ALLEGIANCE**

#### **5. ELECTION OF OFFICERS**

**A motion to appoint Commissioner Joseph Flescher as the Treasure Coast Transportation Council (TCTC) Chair was made by Mr. Bob McPartlan and seconded by Commissioner Troy McDonald. The motion passed unanimously.**

**A motion to appoint Mr. Darrell Drummond as the Treasure Coast Transportation Council (TCTC) Vice Chair was made by Mr. Jack Kelly and seconded by Commissioner Chris Dzadovsky. The motion passed unanimously.**

#### **6. APPROVE AGENDA**

**A motion was made by Commissioner Troy McDonald to approve the Agenda and seconded by Commissioner Chris Dzadovsky. The motion passed unanimously.**

#### **7. APPROVE MINUTES**

**A motion was made to approve the April 23, 2020 Treasure Coast Transportation Council (TCTC) minutes was made by Commissioner Chris Dzadovsky and seconded by Commissioner Stacey Hetherington. The motion passed unanimously.**

#### **8. TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) GRANT APPLICATIONS FOR 2020**

Mr. Freeman opened the discussion on this item and provided background and history. Every year we get together as the Treasure Coast Transportation Council and we rotate among the three counties or MPO's/TPO's. One thing we always look at is the funding that is available through the TRIPs program, the Transportation Regional Incentive Program. That program is funded by the documentary stamps collected at the state level from real estate transactions. This year we have three applications for consideration, which are summarized in your agenda packet. Each MPO/TPO will make a presentation for their application, which has already been loaded up into the power point presentation. We will start the presentations off with Martin County.

Ms. Beltran thanked Indian River for hosting and proceeded to provide background on Martin County's TRIP project application. This year's project is the Cove Road Widening project. This presentation is similar to the one given last year when we were in the design phase of the project. This year we are submitting the application for the construction phase.



This project extends from Kanner Highway to US 1, and it does have a very important regional component. This corridor connects SR 76 (Kanner Highway) and US 1; this is the gateway to Martin County and the City of Stuart from the I-95 interchange. Cove Road from Kanner to Old Dixie has been designated a freight supported corridor. The Cove Road improvements include the widening the roadway, forming 4 lanes of divided urban highway; it includes additional turn lanes, six foot sidewalks and bicycle lanes. Ms. Beltran concluded her presentation and stated she will be happy to answer any questions.

Mr. Buchwald provided background on St. Lucie County's TRIP project application. This year's project is Port St. Lucie Blvd. from Becker Road to Paar Drive. This project is ranked 10th based on regional need.

Mr. Buchwald continued Cove Road and 66<sup>th</sup> Avenue are considered as secondary regional roadways. The Port St. Lucie Blvd project extends from Paar Drive south to Becker Road and just north of the Martin County line and connects with Citrus Boulevard in Martin County. The project consists of the widening of the existing two lane roads to four lane, along with a bridge replacement, with the addition of a landscaped median, and 10-foot wide multi-use paths. Half of the project funding for this is being matched by the City of Port St. Lucie.

Based on this project improving a primary regional corridor and being the highest ranked project of the 2021 TRIP grant cycle and the most shovel ready for construction, the TRIP grant application for the Port St. Lucie Blvd project should be prioritized the highest out of the 2021 TRIP grant applications and should receive the most funding from this grant cycle. Mr. Buchwald concluded his presentation and stated he will be happy to answer any questions.

Mr. Freeman provided background on Indian River County's TRIP project application. This year's project is the 66<sup>th</sup> Avenue widening project. This project is also on the Regional Long Range Plan. 66<sup>th</sup> Avenue serves as one of the primary north/south corridors in Indian River County, connecting the northern and southern parts of the county and is the primary flow over to I-95 and US 1. This is the third and final phase of the 66<sup>th</sup> widening project and it has been a number one regional priority for IRC MPO. The limits of this project is CR 510 at the north end limit and the south end limit is 69<sup>th</sup> Street. CR 510 provides access to the barrier islands heading east and to the west CR 512 going to I-95. There will be bike lanes on both sides of the road. Mr. Freeman concluded his presentation and stated he will be happy to answer any questions.



Mr. Freeman added at the TCTAC meeting, which was held on March 29<sup>th</sup> the TCTAC, as an advisory to this board, considered all three applications and recommended a split of 40%-40%-20%. Based on the recommendation from the Indian River TCTAC members, Martin and St. Lucie would receive 40% for their projects and Indian River would receive the remaining 20% for their project.

Ms. Beltran mentioned last year's TCTC meeting and explained the funding breakdown in which Indian River and St. Lucie County received the bulk of the funding. Last year Indian River stated when the funding came around for this year they would take the lesser amount of the funding.

Mr. Freeman stated the amount of TRIP funds hasn't been determined yet but FDOT has alluded it should be similar to last years. TRIP funds are received from documentary stamps (doc stamps) and with the real estate transactions over the past year, there's a possibility it may be more.

Commissioner Dzadovsky remarked St. Lucie County is growing by leaps and bounds thereby adding a substantial amount in doc stamps and proposed the split be 50% - 25% - 25%, with St. Lucie receiving the larger portion.

Chairman Flescher interjected that all of the Treasure Coast counties are experiencing a phenomenal amount of growth. You can't pass a block without seeing some type of activity.

Commissioner Hetherington agreed with Chairman Flescher and gave her support for the 40%-Martin, 40%-St. Lucie and 20%-Indian River.

Mr. Kelly feels that St. Lucie County has more growth than the other counties, therefore taking in more funds through doc stamps and supports the recommendation of Commissioner Dzadovsky (50%-St. Lucie, with Indian River and Martin receiving 25% respectively). It would be a dis-service to the citizens of St. Lucie to ask for anything less.

Commissioner McDonald commented the City of Stuart and Martin County are growing rapidly and are impacted by traffic from Port St. Lucie. There is a lot of traffic that comes from Palm Beach traveling through Martin County. In the past, this Committee normally supports whatever is best for all three counties, not singling out one over another. I support the recommendation of Commissioner Hetherington (40%-Martin, 20%-St. Lucie and 20%-Indian River).

Chairman Flescher feels that last year's recommendation was a little one-sided and staff should be commended for opting to taking the lower percentage this year for the continuing project.



Commissioner Dzadovsky wanted the Committee to know Port St. Lucie will match the \$8.2 million dollars for this project. In addition, noting the population in St. Lucie County is between 325-330,000 currently and that warrants the roadway improvements.

Chair Flescher voiced his appreciated for the additional comments and opened the floor for any other comments or statements.

Commissioner Hetherington commented she was new to this committee, but respects the process and recommendations of the TCTAC and would like to make a motion.

Mr. Buchwald added some technical information regarding the state highway network. St. Lucie County has only 10% of their roadway network on the state system, the least amount in District 4.

Mr. Kelly stated he disagrees with the proposed motion and stating the funding should be split based on the rankings. Mr. Kelly continued stating St. Lucie County brings in more money through doc stamps and therefore should receive the bigger portion.

Chairman Flescher stated the criteria has been established in this process. Based on the information, I believe this determination was accurately done.

During the conversation, Mr. Don Donaldson, Martin County Deputy County Administrator, addressed some points that have been stated. Concerning the property values in Martin County, they have exceeded those in St. Lucie County for quite some time. The four-laning of Port St. Lucie Boulevard up to Citrus could cause a problem if Martin County is not prepared for the added traffic. The equitable distribution of funds is a very important issue.

Commissioner McDonald wanted to address the doc stamp comment. The regional council determines where the funds go and if the intent was to distribute the money based on how much is generated by doc stamps then that is how it should be distributed.

Chairman Flescher stated doc stamps are not the basis for which the criteria is based on. Each jurisdiction has a certain passion for their own benefits. The council is to do what is fair, equal and appropriate for another jurisdiction.

Mr. McPartlan agrees with the 40%-40%-20% split of Martin, St. Lucie and Indian River respectively.

Mr. Matson commented this is a controversial challenge from FDOT, for the three counties to come together and nominate the best project, irrespective of



jurisdiction and population. FDOT has a large pocket of money for funding available. There was only one region in the state that did that and it was this one. Sometimes the best thing you can do for a county are things that benefit another county. I would like to see FDOT reward the areas that have those tough decisions to make.

Commissioner Dzadovsky agreed with Mr. Matson regarding the funds accessible to FDOT. He would also like to emphasize Mr. Buchwald's statement concerning the 10% of roads in St. Lucie that are on the state system. Commissioner Dzadovsky states the rankings of the project should carry some weight when doling out funding.

Commissioner Hetherington feels we should stick with the recommendation from the TCTAC. That Committee went through the process of analyzing and looking at the rankings to base their decision.

Mr. Matson would like to add at the TCTAC meeting it was brought up that since Martin County took less in funding last year, this year they would be made whole and receive a major portion.

Chairman Flescher replied that St. Lucie's project may have ranked higher, but the recommendation of the split was 40%-Martin, 40%-St. Lucie, and 20%-Indian River. Obviously, each county feels their project is more important than the others.

Mr. Buchwald stated he has been doing this for 13 years and it does get difficult. In the past, there was a time we would submit a prioritized list, number one, two and three. For seven years, only St. Lucie submitted a project. If there is going to be more money than the \$2.7 million, maybe FDOT should filter down the funds so everyone receives additional funds.

Mr. Matson commented FDOT asks us for more direction than a typical numbered list. The TCTAC came up with a recommendation for funding through their technical process and took hits on how it was prioritized. St. Lucie has made excellent arguments. We should stick to the ranking, large growth rates and in future years work on an equitable rebalancing.

Chairman Flescher believes the system works and the committee vetted and looked at the integrity of the project and the necessity for the applying jurisdiction and remove some of the politics out of the decision arena.

Commissioner Dzadovsky wanted to make one final statement on behalf of the City of Port St. Lucie, as a St. Lucie County representative. Port St. Lucie is



the 7<sup>th</sup> largest city in the State of Florida and based on that, I will not be supporting the motion.

Mr. Kelly reiterated our main argument is why have a regional plan and ranking if we are not going to use it. St. Lucie County is projected to have 500-600k people and we have been working on being ready when the time comes.

Chairman Flescher feels the split is fair and honorable and after a great debate, based on the technical review, I support the motion.

Chairman Flescher opened the floor for the motion.

Commissioner Hetherington made a motion to follow the TCTAC's recommend splitting the TRIP funds with 40% going to Martin County, 40% going to St. Lucie County, and the remaining 20% balance to Indian River County. Commissioner McDonald provided a second. The motion passed with a vote of 4-2. Commissioner Dzadovksy and Mr. Jack Kelly opposed.

## 9. REGIONAL LONG RANGE TRANSPORTATION PLAN SCOPE OF SERVICES

Mr. Freeman introduced the Regional Long Range Transportation Plan Scope of Services and opened the floor for any comments from the other counties. The process we used five years worked very well with Martin County taking the lead and working with the consulting firm of Kimley-Horn & Associates. Based on the success of the previous process, we have developed a scope of services that has been recommended for approval by the TCTAC.

Chairman Flescher opened the floor for discussion.

Mr. Donaldson reference a letter from Ms. Taryn Kryzda, Martin County Administrator, reflecting on the importance of a regional plan. Our recommendation is about the science and the data of how we manage our modeling efforts and future attempts to coordinate better when changes are made to the models. Perhaps FDOT can help us or we can do our own facilitation of this regional model and how we can maintain it over the intervening years so that it reflects all of the changes made on our local levels through that model.

The recommendation in the letter was that the RL RTP scope of services include a common component for FDOT's assistance in modeling activities associated with the development of the RL RTP. In addition, that it includes language that commits the parties to coordinate with other parties during this effort and all future planning efforts.



Commissioner Hetherington added it is very important that the counties continuously communicate and collaborate. If St. Lucie County is planning for 600k people, it is critical we work together to make sure there is transportation and natural resources available so we can plan accordingly.

Commissioner Dzadovsky reflected on an incident that occurred several years ago concerning the SW Village Green Parkway and the conflict with that project.

Mr. Kelly stated if there is anything done (like modeling) the developer should cover these added costs. If you don't, the funds you have will dwindle quickly.

Mr. Donaldson replied that particular case was to be paid by the developer and that development. We added it into our long range plan looking for the developer to pay for it and that connection, as we know, is impossible today. To make all of our western connections work, it is going to take all of us working together so that is benefits all of us.

Mr. Matson wanted to recognize Mr. Buchwald for bringing us together so do an activity based model, opposed to a 4-step model. It was a state of the art model and we were skeptical but it provides a sound, technical basis for this plan and model.

Mr. Freeman added task 6 of the scope of services does have a regional needs assessment so we would be developing a regional network and FDOT has indicated they would provide any modeling tasks necessary in compiling that regional network. Currently we are working with the 2045 plan, which was developed by FDOT. I don't see a new model being created, just synthesizing it together for a regional model and plan and we do have the recommendation of approval from the TCTAC.

Ms. Beltran stated that it appears everyone is on the same page and FDOT District 4 is willing to work with us and do some modeling and the development of this plan. As Mr. Donaldson remarked it is important that the model is correct. Furthermore, as St. Lucie County has, Martin County completed our federal certification from the Federal Highway Transit and Administration. This is done every four years because we share an urbanized area. During that certification, a question was asked if St. Lucie has a mechanism in place to include Indian River in the discussions when they start sharing urbanized areas.

Mr. Buchwald stated he was not asked that question, and currently the census has not been completed so it is difficult to say whether the two areas will be merged.

Ms. Gardner-Young, via Zoom, introduced herself as the FDOT District 4 Liaison to the TCTC and wanted to make sure everyone was clear on FDOT's obligations are with the Long Range Transportation Plan (LRTP). FDOT is



committed to help regarding the modeling. We will take the information and put it into our model. Mr. Raj Shanmugam (System Analytic) is on the call if anyone has any questions.

Ms. Gardner-Young continued she would like to make sure there is a provision in the long-term plan for a freight plan, if you would like FDOT to update it. I want to make sure there are sufficient funds in there to do that. I want to make sure you have all of the most current information when you are making your decision.

Ms. Beltran mentioned at the TCTAC meeting the Martin County MPO has done a lot on freight the past couple of years.

Commissioner Dzadovsky asked for clarification on the definition of freight.

Ms. Gardner-Young replied that freight is defined differently by different organizations. In District 4, freight is listed under mobility multi-modal, which includes airports, transit, trucks on the highway and anything in that freight is delivered or transported. The intent it to update the existing freight plan you have, not to create a whole new one.

Commissioner Dzadovsky pointed out St. Lucie is engaged in the seaport standpoint with our master plan, which includes limited cargo. From an overall planning standpoint, our airport is staged to be a future air cargo and passenger service. There are also other things that will be significant to road transportation.

Mr. Buchwald commented the last update occurred in 2017 and there have been many changes especially concerning the seaport activities. Not to mention over the past year over 10 million square feet of warehouse and distribution has been approved in St. Lucie County.

**Mr. Kelly made a motion to recommend approval of the Regional Long Range Transportation Plan Scope of Services, Commissioner Dzadovsky provided a second. The motion passed unanimously.**

## **10. COMMENTS FROM COMMITTEE MEMBERS**

Chairman Flescher asked if anyone wanted to add any comments.

Mr. Kelly inquired as to why some are called MPO's and some TPO's. Since we are transportation, we should all use the TPO. Mr. Buchwald commented that Palm Beach County changed to TPA and should the urbanized areas merge and we have to merge, it could possibly be called the Treasure Coast TPO.

Commissioner Dzadovsky complimented Chairman Flescher on his chairmanship of the meeting. The conversation was spirited at times, but noted



how respectful the members were and in today's politics that doesn't always happen.

Chairman Flescher remarked each county should be pleased with the representation you have given them. A lot of good points and debates were made and everyone has been very respectful while voicing their opinions during this meeting and it was appreciated this will be better for all jurisdictions.

Mr. Buchwald and Ms. Beltran thanked Mr. Freeman for hosting the meeting. They realize it is a lot of work to organize these meetings and appreciate everyone's assistance.

#### **11. COMMENTS FROM STAFF**

Mr. Freeman thanked the members for their participation.

#### **12. NEXT MEETING**

To be determined.

#### **13. ADJOURN**

With no further business items to discuss, the chair adjourned the meeting at 11:53 AM.

Recorded and Prepared by:

\_\_\_\_\_  
Patti Johnson, Staff Assistant III

Date: \_\_\_\_\_

Approved by:

\_\_\_\_\_  
Joseph Flescher, Chairman

Date: \_\_\_\_\_



## AGENDA ITEM SUMMARY

|                       |  |
|-----------------------|--|
| Board/Committee:      | Treasure Coast Transportation Council (TCTC)   |
| Meeting Date:         | April 19, 2023   |
| Item Number:          | 7a   |
| Item Title:           | 2045 Treasure Coast Regional Long Range Transportation Plan (2045 RL RTP)  |
| Requested Action:     | Approve the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System, approve with conditions, or do not approve.                 |
| Staff Recommendation: | It is recommended that the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System for the 2045 RL RTP be reviewed and approved. |

### Attachments

- Staff Report
  - Draft Fact Sheet Brochure
  - Task 2 Report: Review of Existing Plans, Regulations, and Requirements
  - Task 3 Report: Regional Goals, Objectives, and Performance Measures
  - Task 4 Report: Regional Multimodal Transportation System
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## MEMORANDUM

TO: Treasure Coast Transportation Council (TCTC)

FROM: Staff

DATE: April 11, 2023

SUBJECT: 2045 Treasure Coast Regional Long Range  
Transportation Plan (2040 RL RTP)

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### BACKGROUND

At the meeting on April 21, 2021, the TCTC reviewed and approved the draft Scope of Services for the development of the 2045 RL RTP for the Treasure Coast Transportation Council (TCTC). Subsequently, the documents were finalized based on the comments received from the TCTC, and the MOU was executed. Upon execution of the MOU, as agreed to by the St. Lucie TPO and the Indian River MPO, the Martin MPO contracted Kimley-Horn for the development of the 2045 RL RTP, and the Scope of Services was initiated.

### ANALYSIS

Significant work has been completed to date on the following tasks of the Scope of Services:

- Ø Task 2: Review of Existing Plans, Regulations, and Requirements
- Ø Task 3: Regional Goals, Objectives, and Performance Measures
- Ø Task 4: Regional Multimodal Transportation System

In addition to a draft Fact Sheet Brochure for the 2045 RL RTP, the deliverables associated with the above-listed tasks are attached. Kimley-Horn will provide a presentation on the work completed to date, and the TCTC is requested to review and approve the work completed to date.

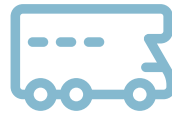
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At its meeting on February 9, 2023, the Treasure Coast Transportation Advisory Committee (TCTAC) reviewed and recommended for approval the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System for the 2045 RL RTP. The comments provided by the TCTAC have been incorporated into the draft deliverables.

### RECOMMENDATION

It is recommended that the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System for the 2045 RL RTP be reviewed and approved.

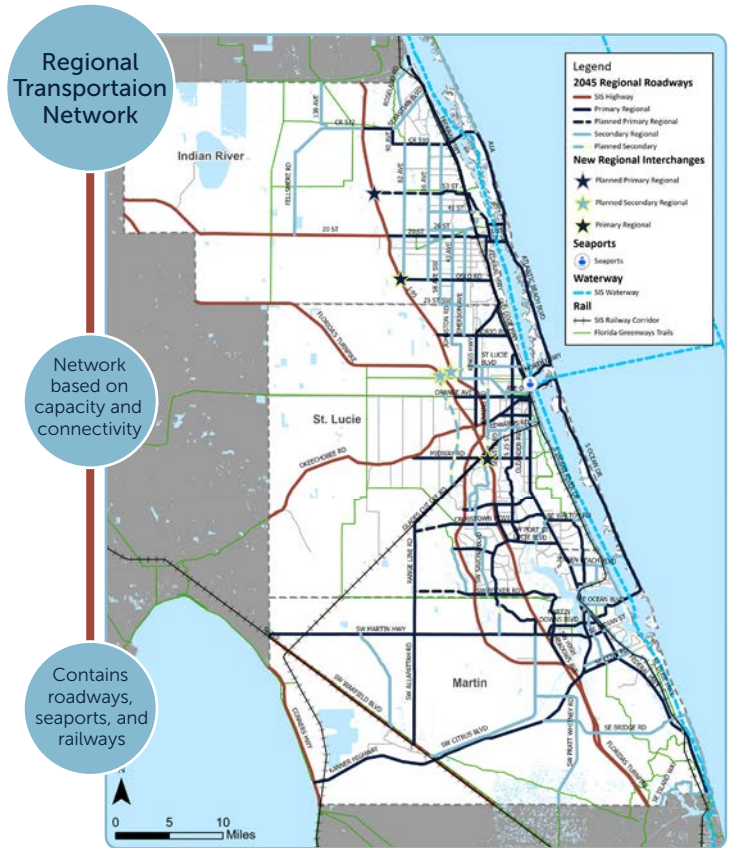
## What is the RL RTP?



The 2045 Treasure Coast Regional Long Range Transportation Plan (RL RTP) creates a regional overlay and gathers the transportation-related projects identified in the individual 2045 LRTP's from Martin, St. Lucie, and Indian River counties to create one long-term transportation plan for the future. The 2045 RL RTP will ensure connectivity and continuity between facilities throughout the counties, well integrated with land use, to meet community/county level and regional level transportation needs.

## Integrating Local Visions

Analyzing the needs and priority projects from each county's LRTP ensures connectivity and seamless transitions between counties and contributes to a unified vision for the Treasure Coast.



## Goals of the RL RTP

The following goals are based on a review of goals and objectives from the individual county 2045 LRTP's, where concepts of regional significance that may not have been the focus of the 2045 LRTPs were analyzed and incorporated to form a set of regional transportation goals that will guide future initiatives and transportation projects within the Treasure Coast Region.

### Goal 1

Provide a safe, connected, and efficient multimodal transportation system for the regional movement of people and goods.

### Goal 2

Support economic prosperity through targeted, equitable 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.

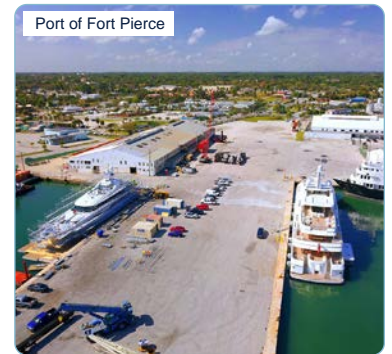
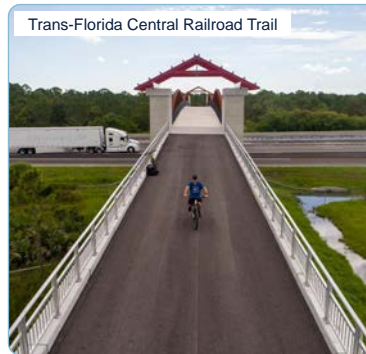
## Key Regional Facilities

Identifying key intermodal facilities in the Treasure Coast Region is a major component of the RL RTP. Regional intermodal facilities indicate areas of frequent transportation activity that provide critical connections to major destinations and/or multimodal facilities. Improving these facilities is critical to advancing the multimodal goals of the region.



## Benefits of the RL RTP

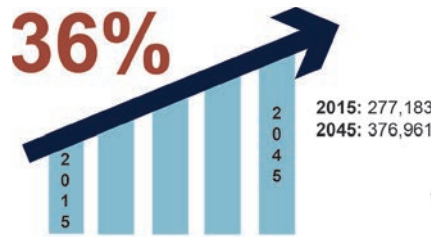
- » Consistent multimodal transportation plan
- » Increased mobility
- » Safety coordination
- » Advances sustainable transportation modes
- » Streamlined implementation
- » Clearly prioritized projects



## Regional Trends

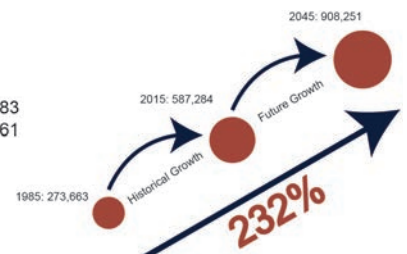
Population and employment trends help gauge the future demand on all modes of transportation. Shown to the right are future employment and population projections. A breakdown of commuting trends to work by multiple forms of travel are displayed below.

Est. Employment Growth 2015-2045



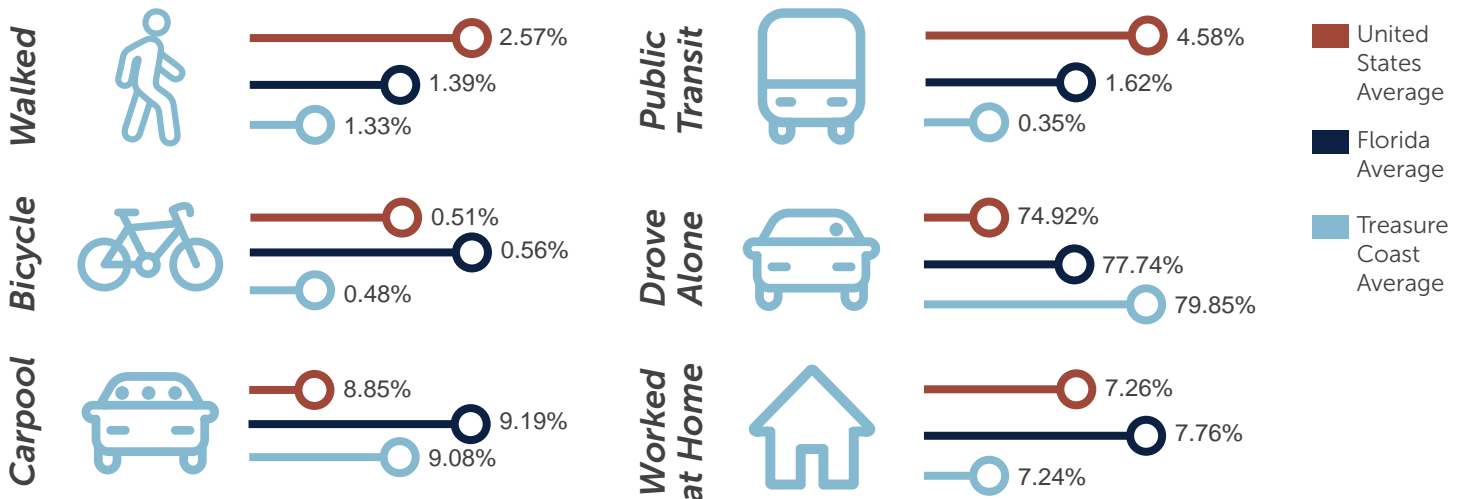
Source: Treasure Coast 2045 Zonal Data Projections

60-Year Population Growth Trends



Source: U.S. Census Bureau

### How do we get to work?



Source: 2015-2020 American Community Survey 5-Year Estimates

# 2045 Treasure Coast

Regional Long Range

Transportation Plan

*for Martin, St. Lucie and Indian River Counties*

*Task 2. Review of Existing Plans,  
Regulations, and Requirements*



MARTIN  
MPO



St. Lucie

Transportation  
Planning  
Organization



Prepared By:

Kimley»Horn

## 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 2045 RL RTP 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 2045 RL RTP will adhere to these preexisting guidelines and regulations.

### Federal Plans, Regulations, and Initiatives

#### *Infrastructure Investment and Jobs Act, 2021*

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, as a funding and authorization bill to guide federal transportation investment over the next five (5) years. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward new investments and programs. Within this, it includes \$110 billion in new funds for roads, bridges, and major projects.



*The* **INFRASTRUCTURE  
INVESTMENT  
and JOBS ACT**

The IIJA is considered the single largest dedicated bridge investment since the interstate highway system. It also is the largest federal investment in transportation investment bill in over ten (10) years to provide long-term certainty regarding surface transportation planning and investment. Competition for funding resources is at an all-time high, with discretionary grant programs being a key vehicle for the rollout of IIJA funding. The overall emphasis on grant funding is highlighted by favoring projects that focus on resiliency, equity, and safety. Within the IIJA there is a renewed emphasis on performance-based planning at both the state and Metropolitan Planning Organization (MPO) levels. The IIJA provides funding to several programs primarily involving transportation including:

- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program** – A new formula-funded grant program that will distribute \$7.3 billion in grants over five years. Additionally, \$1.4 billion in competitive discretionary grants are available to help states and local agencies improve the resilience of transportation infrastructure. State funds from the PROTECT program can be spent on resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure.
- **Carbon Reduction Program** – This formula program in the new infrastructure law will require states to develop a carbon reduction strategy within two years. This program will invest in projects that support a reduction in transportation emissions, such as transportation electrification, EV charging, public transportation, bicycle and walking corridors, infrastructure to support congestion pricing, port electrification, and diesel engine retrofit programs.

- **Safe Streets and Roads for All** – Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
- **Bridge Investment Program** – Establishes a new bridge investment program to award competitive grants for projects that improve the condition of bridges.
- **National Electric Vehicle Infrastructure Formula Program** – provides funding to states to build out EV charging infrastructure and to establish an interconnected network to facilitate access and reliability for zero-emission vehicles.
- **Railroad Crossing Elimination Program** – A new grant program for projects that make improvements to highway and at-grade rail crossings.
- **The Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program** – A new grant program designed to support state, local, or community demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

The IIJA continues the Metropolitan Planning program. The program establishes that MPOs must use 2.5% of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. It also includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For Transportation Management Areas (TMA), the transportation planning process may address the integration of housing, transportation, and economic development strategies. It also may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization.

### *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. Although the IIJA (see above) has since been enacted into law, the FAST Act was reviewed because the three Treasure Coast MPOs initiated their most recent Long Range Transportation Plans (LRTPs) under the provisions of the FAST Act. 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.

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 (FHWA)/Federal Transit Administration (FTA) responsibility. 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.

### *U.S. Department of Transportation (USDOT) Strategic Plan, FY 2022-2026*

The U.S. Department of Transportation (USDOT) Strategic Plan is a roadmap for transformative investments that will modernize our infrastructure to deliver safer, cleaner, and more equitable transportation systems. The strategic goals and objectives of the USDOT Strategic Plan include the following.

- **Safety** – Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.
- **Economic Strength and Global Competitiveness** – Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.
- **Equity** – Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.
- **Climate and Sustainability** – Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.
- **Transformation** – Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and, in the decades, to come.



- **Organizational Excellence** – Strengthen our world-class organization. Advance the Department’s mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public's resources.

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 RL RTP will be developed consistent with the criteria presented in the USDOT Strategic Plan.

## State Plans and Legislation

### *Florida Department of Transportation 2023 Highway Safety Plan (HSP)*

The 2023 Highway Safety Plan (HSP) is Florida’s action plan for distribution of National Highway Traffic Safety Administration (NHTSA) highway safety funds. The plan was assembled to implement projects and programs that will seek to lower the number of fatalities and serious injuries with the ultimate target of zero fatalities. The safety programs are the focus and foundation of Florida’s 2023 HSP and separated in the following FDOT program areas:

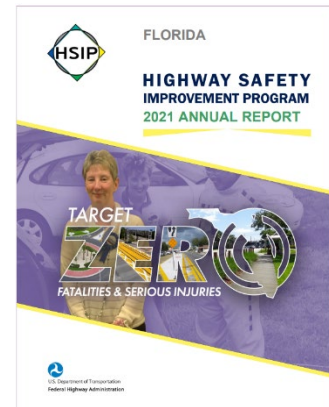
- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services
- Public Traffic Safety Professionals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



## *Florida Department of Transportation 2021 Highway Safety Improvement Program (HSIP)*

The 2021 Highway Safety Improvement Program (HSIP) is a core Federal-aid program with a purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The primary intent of this plan is to implement engineering safety improvements. These highway safety improvement projects are implemented in four ways.

- **Systemic Projects** – focus on mitigating highly prevalent crash types or contributing factors in the Strategic Highway Safety Plan (SHSP) that result in large numbers of fatalities and serious injuries across the network.
- **Hotspot Projects** – focus on the roadway segments, corridors, intersections, or ramps with the highest overall potential for safety improvement across the network.
- **Policy-Based Projects** – improvements to bring roadway design or operational features up to a standard.
- **Data and Analysis Projects** – enhance the delivery of the HSIP by advancing planning, implantation, and evaluation methods.



## *2021-2025 Florida Strategic Highway Safety Plan (SHSP)*

The 2021-2025 Florida Strategic Highway Safety Plan (SHSP) was adopted to provide a framework for eliminating fatalities and serious injuries on all public roads. It identifies safety priorities relevant to every jurisdiction within the state. The primary focus is on motor vehicle safety but includes all roadway users. The SHSP's goals affirms the target of zero traffic fatalities and serious injuries. The key strategies detailed in the 2021-2025 SHSP include the following.



- Engineering
- Education
- Enforcement
- Emergency Response
- Intelligence
- Innovation
- Insight Into Communities
- Investments and Policies

### *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



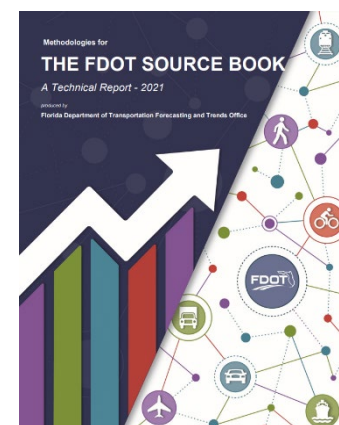
The Vision Element provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years. Key emphasis areas for implementing all seven goal areas include Innovation, Collaboration, Customer Service, Strategies Investments, 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 FTP and provides guidance to state, regional, and local transportation partners in making transportation decisions.

### *The FDOT Source Book, 2021*

The FDOT Source Book presents insights into Florida's transportation user demographics, system reliability, and injury and fatality data. The FDOT Source Book uses this data to show trends that give indicators of Florida's transportation system performance and critical safety figures. The FDOT Source Book also shows how electric vehicles, transportation network companies, and other emerging technologies are being deployed on the roadways. The data was acquired from both public and private sectors and describes the mobility conditions along Florida's state roadway network, transit network, airports, railways, spaceports, and seaports. There are mobility performance and safety-related measures laid out in the FDOT Source Book. The specific mobility performance measures are identified below:

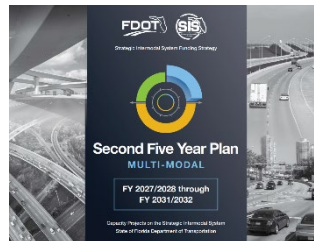
- |                      |             |
|----------------------|-------------|
| • All Vehicle        | • Spaceport |
| • Aviation           | • Transit   |
| • Pedestrian/Bicycle | • Truck     |
| • Rail               | • Weekend   |
| • Seaport            |             |



## *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 2022/2023 through FY 2026/2027), Second Five Year Plan (FY 2027/2028 through FY 2031/2032), and Long-Range Cost Feasible Plan (2029 through 2045).

Other SIS elements include the SIS Policy Plan and SIS Multimodal Unfunded Needs Plan (2045). 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 2045 SIS Multimodal Unfunded Needs Plan's purpose is to represent a compilation of unfunded transportation projects on the SIS that promote increased mobility and reduce congestion.



## *Florida Department of Emergency Management (DEM) 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 identify 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 identify updates to roadway improvements and construction projects that are required to meet the demands during an evacuation scenario.

### *Florida Freight Mobility and Trade Plan (FMTP), 2020*

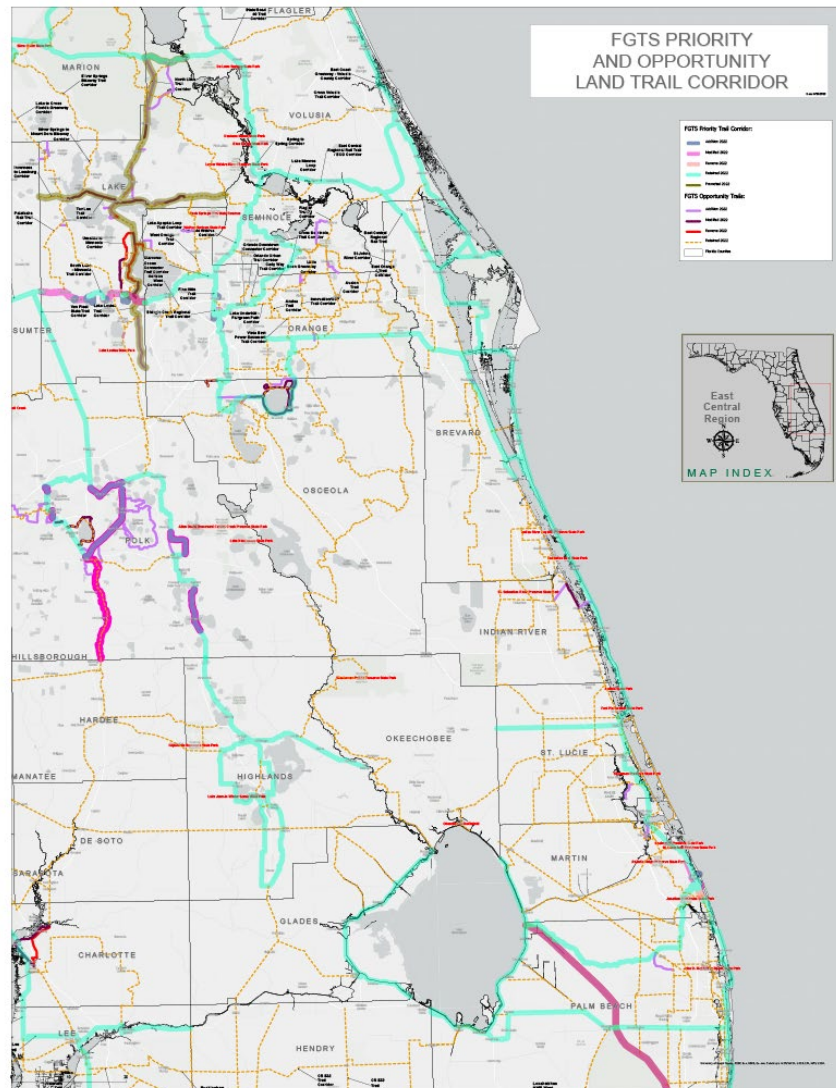
The Freight Mobility and Trade Plan (FMTP) identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP objectives were developed by examining goals and objectives from the FTP, FDOT Modal Plans, partner agency plans, as well as by incorporating feedback provided by the Florida Freight Advisory Committee (FLFAC). The following objectives were determined:

- Leverage multisource data and technology to improve freight system safety and security
- Create a more resilient multimodal freight system
- Ensure the Florida freight system is in a state of good repair
- Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
- Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
- Improve last mile connectivity for all freight modes
- Continue to forge partnerships between public and private sectors to improve trade and logistics
- Capitalize on emerging freight trends to promote economic development
- Increase freight-related regional and local transportation planning and land use coordination
- Promote and support the shift to alternatively fueled freight vehicles

### *Florida Greenways and Trails System Plan, 2019-2023*

The Florida Greenways and Trails System Plan was developed by the Florida Department of Environmental Protection (FDEP) in 2019. The plan outlines FDEP's vision for greenways and trails in the State of Florida as shown in **Figure 1**. Within the Treasure Coast region, the plans focus on the implementation of the East Coast Greenway and the blue way 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.

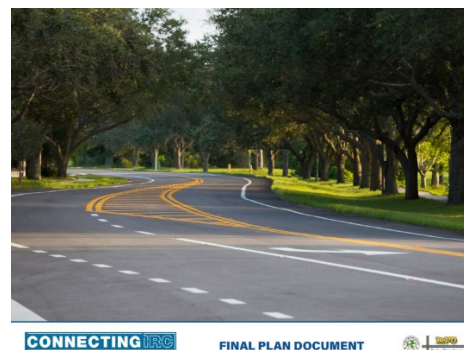
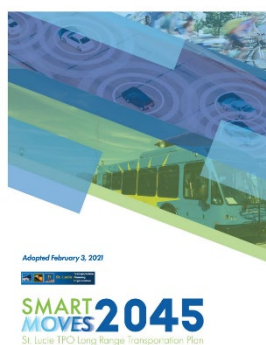
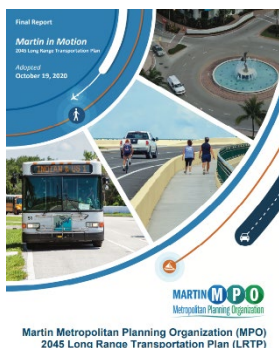


**Figure 1. East Central Land Trail Opportunity Map**

## Regional Plans

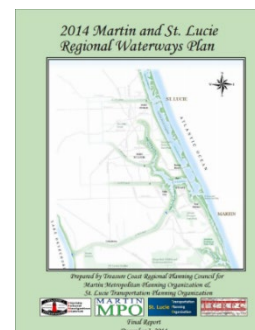
### *2045 Long Range Transportation Plans (LRTPs)*

The adopted 2045 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 2045. 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 L RTP will be included in the 2045 RL RTP.



### *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.



### *Public Transportation Agency Safety Plan (PTASP), 2020*

The Treasure Coast Connector St. Lucie County Public Transportation developed the Public Transportation Agency Safety Plan (PTASP). The PTASP provides policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to achieve a safe environment for all. The goal is to eliminate the human and fiscal cost of avoidable personal injury and vehicle accidents. The PTASP objectives are listed below.

- Integrate safety management and hazard control practices within each of Treasure Coast Connector's departments.
- Assign responsibilities for developing, updating, complying with, and enforcing safety policies, procedures, and requirements.

- Verify compliance with Treasure Coasts Connector's safety policies, procedures, and requirements through performance evaluations, accident/incident trends, and internal audits.
- Investigate all accidents/incidents, including identifying and documenting the causes for implementing corrective action to prevent a recurrence.
- Increase investigation and systemic documentation of near misses.
- Identify, analyze, and resolve safety hazards promptly.
- Minimize system notifications during the operational phase by establishing and utilizing safety controls as system design and procurement phases.
- Ensure that system modifications do not create hazards.
- Provide training to employees and supervisors on the safety components of their job functions.

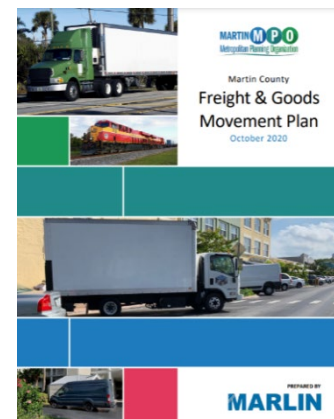
### *Transportation Improvement Programs (TIPs), 2023-2027*

Each MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. At the time of the data review phase, the adopted FY 2023 to FY 2027 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 RL RTP. TIP projects are included in this plan as funded, near-term improvements.



### *Martin MPO Freight Plan, 2020*

The Freight & Goods Movement plan explores existing and future transportation and land use conditions to leverage the transportation network to support economic development and the integration of freight into the multi-modal network within Martin County. Martin County is located in the heart of Florida's "Treasure Coast" and is an important gateway into the South Florida region. The County's freight transportation infrastructure provides the means by which freight and goods move into, out of, and within the County and connectivity to land use is an important factor on what goods move throughout the County. The plan identifies the most significant truck volumes on the major limited access facilities, including I-95 and the Florida's Turnpike. Other significant truck traffic volumes found are on SR 714, US 1, and SR

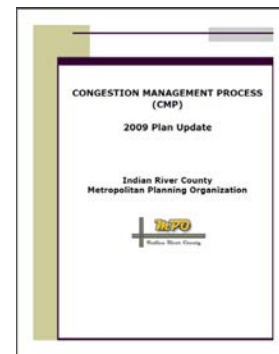
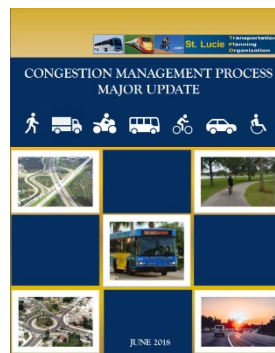
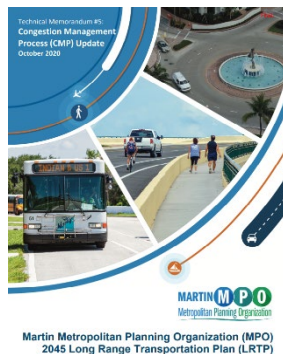


710 and there are very high percentages of trucks on the western, rural roadways including US 98, SR 710 and SR 76 and a link of US 1 objectives of this plan are given below:

- **Safety and Security** – Leverage multisource data and technology to improve freight system safety and security.
- **Efficient and Reliable Mobility** – Drive innovation to reduce congestion, bottlenecks and improve travel-time reliability.
- **Economic Competitiveness** – Continue to forge partnerships between the public and private sectors to improve trade and logistics and capitalize on emerging freight trends to promote economic development.
- **Quality Places** – Increase freight-related regional and local transportation planning and land use coordination.

### *Congestion Management Process (CMP) Update*

Each MPO prepared a Congestion Management Process (CMP) Update. A CMP uses several 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 2020, St. Lucie TPO CMP Update 2018, and Indian River County MPO CMP Update 2009 were in effect.



### *US 1 Multimodal Corridor Study, 2014*

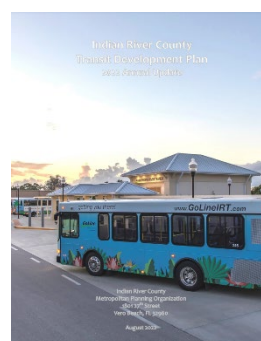
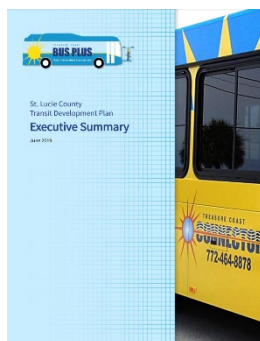
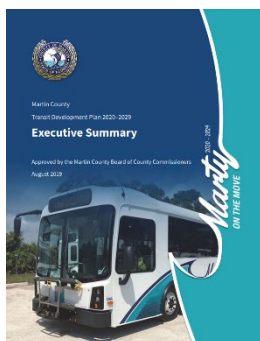
The US 1 corridor is defined as the section of US 1 from south of Cove Road in Port Salerno to north of Juanita Avenue in Fort Pierce as shown in **Figure 2**. US 1 is the primary north-south arterial for the coastal communities of Martin and St. Lucie counties east of I-95 and the Florida Turnpike. 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 RL RTP and 2040 individual LRTPs in St. Lucie TPO and Martin County.



Figure 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 ten (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 2020-2029 Major Update, St. Lucie County TDP 2020-2029 Major Update, and Indian River County TDP 2022 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 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 with 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.

## 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 2045 RL RTP 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 1985 to 2015, the Treasure Coast more than doubled in population growing from 273,663 people to a population of 587,284, 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 320,967 people from the U.S. Census Bureau, for a total population of 908,251 and a percent growth of 54.65% between 2015 to 2045. This growth will increase demand for a comprehensive and efficient multimodal transportation network.

The expected population growth trend indicates that the raw population growth over the next thirty years (320,967 persons) is anticipated to be more than the actual growth during the 1985-2015 period (313,621 persons). This indicates that the Treasure Coast region is expected to continue to grow with an increased growth rate.

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 1985 (152%) than in Indian River County (89%) or Martin County (85%). The trend of a higher population growth percentage in St. Lucie County is anticipated to continue in the foreseeable future.

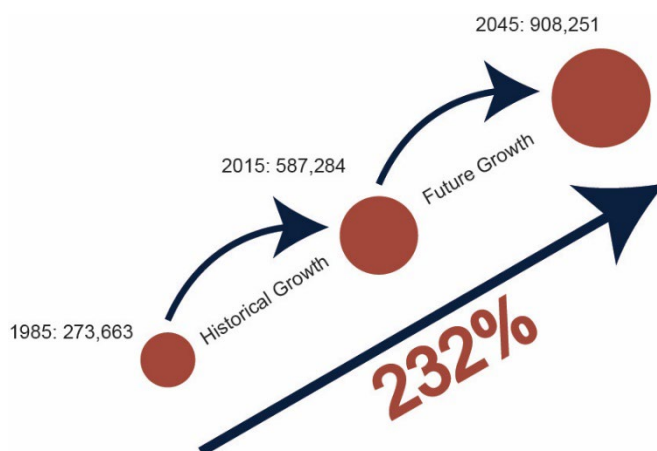


Figure 4. 60 Year Population Growth Trends

## Changes in Employment

According to data compiled for the Treasure Coast Regional Planning Model<sup>1</sup> (TCRPM), 277,183 people worked within Martin, St. Lucie, and Indian River Counties in 2015. This indicates that the employment market in the Treasure Coast is just less than half of the population as compared to the TCRPM data.

By 2045, the Treasure Coast is expected to add an additional 99,778 workers, an increase of 36%, according to data compiled for the Treasure Coast Regional Planning Model<sup>1</sup> (TCRPM). St. Lucie County is projected to experience the largest gross gains in the workforce from 2015 to 2045.

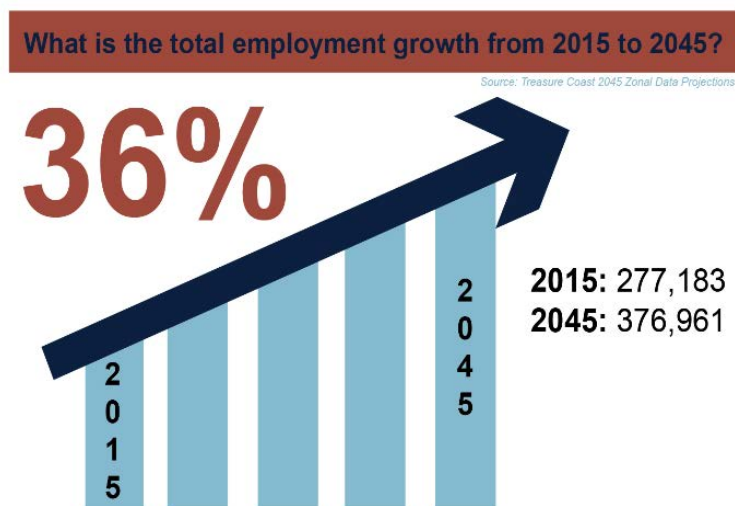


Figure 5. Employment Growth Trends From 2015 to 2045

## 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 2045 RL RTP 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 below. 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 1**. However, the rate of carpooling to work and working at home are higher in the Treasure Coast than the nation but not the state.

<sup>1</sup> The TCRPM was developed by FDOT and is used to project future transportation conditions and evaluate alternatives for future roadway system improvements.

**Table 1. Means of Transportation to Work**

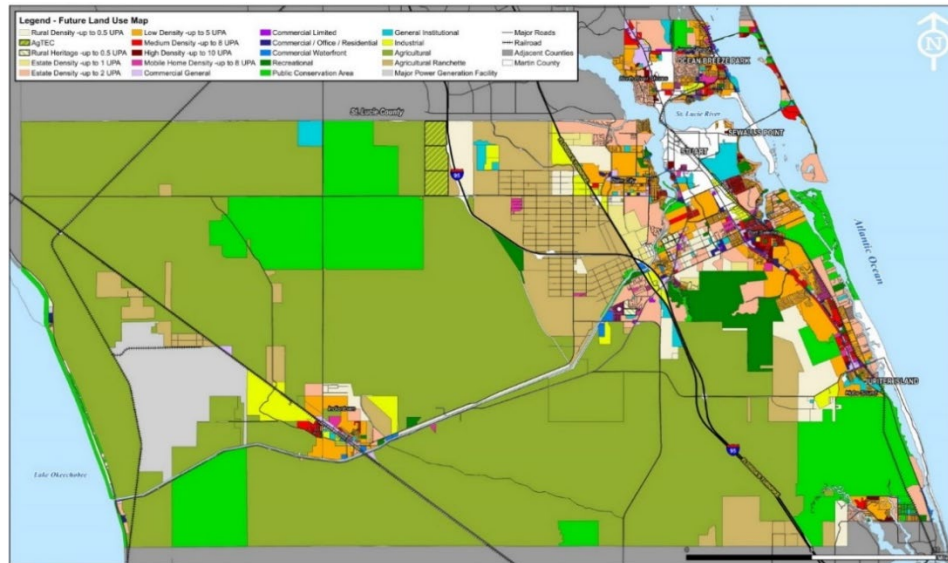
| Modes of Transportation                    | United States | Florida | Treasure Coast |
|--|---------------|---------|----------------|
| Drove Alone                                | 74.92%        | 77.74%  | 79.85%         |
| Carpooled                                  | 8.85%         | 9.19%   | 9.08%          |
| Public Transportation                      | 4.58%         | 1.62%   | 0.35%          |
| Bicycle                                    | 0.51%         | 0.56%   | 0.48%          |
| Walked                                     | 2.57%         | 1.39%   | 1.33%          |
| Other (Including Taxicabs and Motorcycles) | 1.31%         | 1.74%   | 1.67%          |
| Worked at home                             | 7.26%         | 7.76%   | 7.24%          |

*Source: 2015-2020 American Community Survey (ACS) 5-Year Estimates*

A brief review and analysis of regional travel flows utilizing the OnTheMap application of the United States Census Bureau were conducted, a mapping tool that reports where people live and where they earn their paychecks. The underlying data for the OnTheMap application is the 2019 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 58 percent (58%) of workers in the region commute outside of their home county for work.

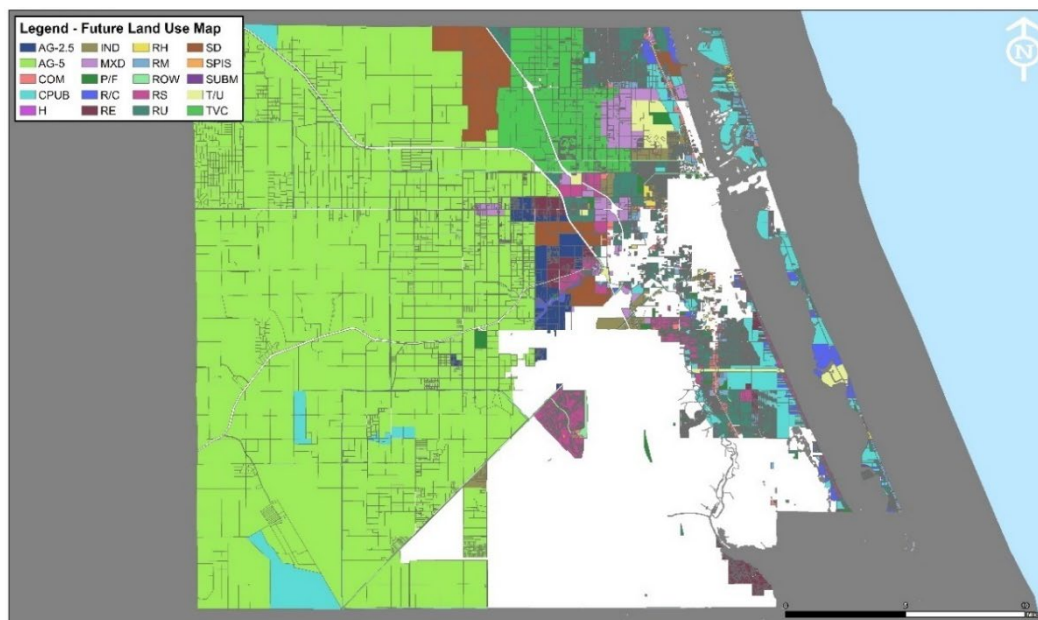
## Future Land Use

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 6** is Martin County's future land use map. The majority of Martin County is land that is designated for agriculture and related land uses.



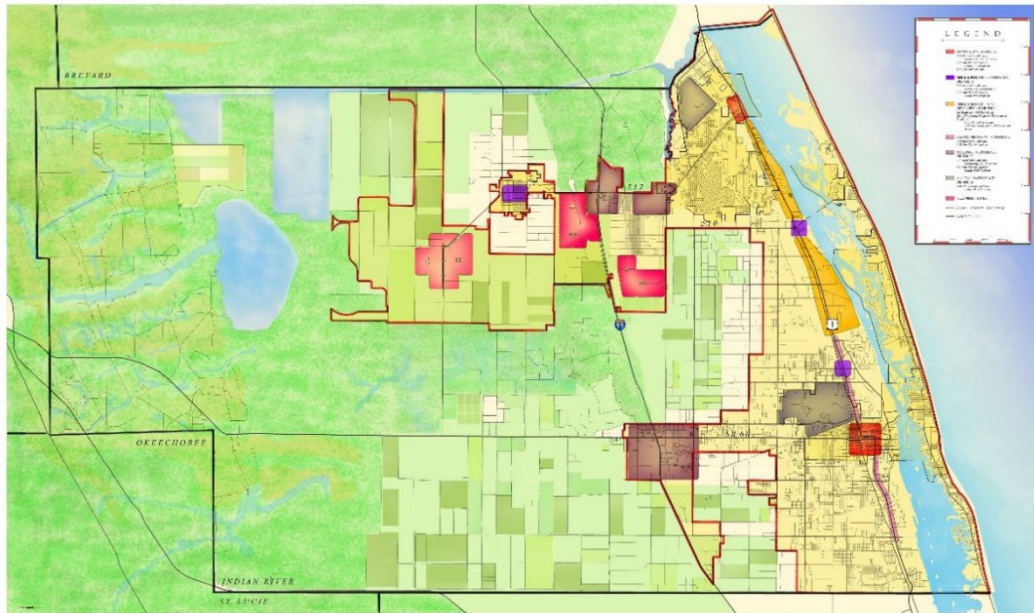
**Figure 6. Martin County's Future Land Use Map**

Shown below in **Figure 7** 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 7. St. Lucie County's Future Land Use Map**

Shown in **Figure 8** 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 8. 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 2040 LRTPs and maintained these land use assumptions during the 2045 LRTP process. The M/TPOs have adopted LRTPs that can generally be described as proposing to retrofit a multimodal approach to integrating transportation into the current development pattern



# 2045 Treasure Coast

Regional Long Range

Transportation Plan

*for Martin, St. Lucie and Indian River Counties*

*Task 3. Regional Goals, Objectives, and  
Performance Measures*

MARTIN  
MPO



St. Lucie

Transportation  
Planning  
Organization



Prepared By:

Kimley»Horn

## Regional Goals, Objectives, & Performance Measures

The goals, objectives, and performance measures for the 2045 RL RTP are based on a review of goals and objectives from the individual Long Range Transportation Plans (LRTPs) for the Martin Metropolitan Planning Organization (MPO), St. Lucie Transportation Planning Organization (TPO), and Indian River County MPO.

### Review of Individual Treasure Coast's LRTP

Each of the three individual M/TPOs' goals, objectives, and performance measures from their respective 2045 LRTPs were reviewed. Each of the individual LRTP's demonstrates consistency between the M/TPO's goals, objectives, and performance measures with the Florida Transportation Plan (FTP) Next 50 Years and national goals identified in the Fixing America Surface Transportation Act (FAST Act). These goals, objectives, and performance measures were analyzed to identify and include consistent themes for the 2045 RL RTP. In addition, common issues of regional significance were identified for inclusion.

#### *Martin MPO 2045 LRTP "Martin in Motion"*

- **Goal #1: Infrastructure Maintenance and Congestion Management.** An efficient Multimodal transportation system that supports economic growth and enhances the quality of life.
- **Goal #2: Safety.** A safe multimodal transportation system that meets the needs of all the users.
- **Goal #3: Environmental and Equity.** Preserve natural environment and promote equity and healthy communities.
- **Goal #4: Innovation.** A transportation system with an ability to harness changes in the future.
- **Goal #5: Project Streamlining and Delivery.** A transportation system that reflects the community's needs and desires.

#### *St. Lucie TPO LRTP "SmartMoves 2045"*

- **Goal #1: Support Economic Activities.**
- **Goal #2: Provide Travel Choices.**
- **Goal #3: Maintain the Transportation System.**
- **Goal #4: Provide Equitable, Affordable, and Sustainable Urban Mobility.**
- **Goal #5: Improve Safety and Security.**

#### *Indian River County MPO LRTP "Connecting IRC"*

- **Goal #1: Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.**
- **Goal #2: Enhancing mobility for people and freight and provide travel alternatives.**
- **Goal #3: Protecting the natural and social environment.**
- **Goal #4: Maintaining a safe transportation system for all users.**
- **Goal #5: Preserving and maintaining the transportation system and transportation infrastructure.**

## 2045 RL RTP Goals, Objectives, & Performance Measures

The Treasure Coast 2045 RL RTP 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 as shown in **Table 4-1**.



Table 1. Goals, Objectives, and Performance Measures

| Goal   | Objective   | Performance 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 on the regional freight network with SIS corridor improvements to decrease the number of congestion hotspots/bottlenecks.  |
|        |   | 2  | Increase the percentage of vehicle miles traveled (VMT) that are reliable.  |
|        | 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 transit 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, equitable 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 equitable 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   | Objective  | Performance Measure Number   | Performance Measure Description   |
|--------|--|--|---|
| 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, and 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.  |
| Goal 4 | Conduct coordinated regional planning and decision-making that improves transportation options for the region. |  |   |
|        | Objective 4.A  | Implement strategies to reduce reliance on single occupant automobiles.  |   |
|        |  | 1  | Increase transit ridership over time.   |
|        |  | 2  | Increase the mileage of bicycle lanes, shared-use paths, and sidewalks.   |
|        |  | 3  | Reduce vehicle miles traveled (VMT) per capita as measured from the regional travel demand model.   |
|        | Objective 4.B  | Provide a transportation system that reduces per capita fuel consumption.  |   |
|        |  | 1  | Reduce carbon emissions compared to previous model output based on the TCRPM.   |
|        |  | 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 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 based on an amendment process.  |
| Goal 5 | Protect and enhance the unique quality of life in the Treasure Coast region.                                   |  |   |
|        | Objective 5.A  | Provide for the transportation needs of the disadvantaged.   |   |
|        |  | 1  | Support funding for transportation disadvantaged services.  |
|        |  | 2  | Increase transit/sidewalk ADA compliance and accessibility (stations, vehicles, crosswalks etc.).   |
|        | Objective 5.B  | Support healthy living strategies, programs, and improvements.   |   |
|        |  | 1  | Support and promote use of transit oriented development policies.   |
|        |  | 2  | Participate in community health plans and programs; consider shared performance measures with health plans.   |
|        | Objective 5.C  | Support Target Zero policies.  |   |
|        |  | 1  | Reduce per capita rate of fatalities and serious injury crashes per year.   |



April 2023

45

# 2045 Treasure Coast

Regional Long Range

Transportation Plan

*for Martin, St. Lucie and Indian River Counties*

*Task 4. Regional Multimodal Transportation System*



MARTIN  
MPO



St. Lucie

Transportation  
Planning  
Organization



Prepared By:

Kimley»Horn

## Regional Multimodal Transportation System

The purpose of this task is to produce a 2045 Regional Multimodal Transportation System map based on the regional roadway network and the designated Strategic Intermodal System (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 2040 RL RTP. The regional criteria were reviewed and determined to be applicable.

### Primary Regional Facilities

All SIS and Planned 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 (1) 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 serving 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.

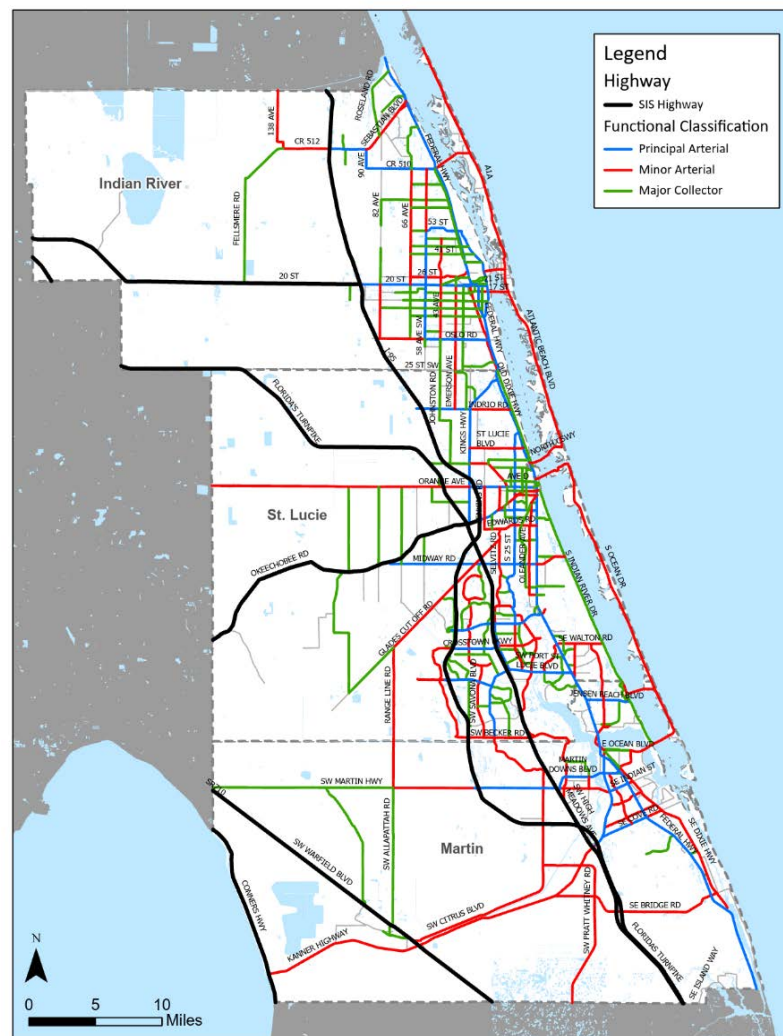


Figure 1. SIS Roadways and FDOT Functional Classifications

- **Regional Employment Access** – Facilities that connect to a regional employment hub (defined as a transportation analysis zone (TAZ) where the employment is two percent (2.0%) or greater of the region’s employment or where the industrial employment is two percent (2.0%) or greater of the region’s industrial employment).
- **Regional Connectivity** – Facilities that connect with the 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.

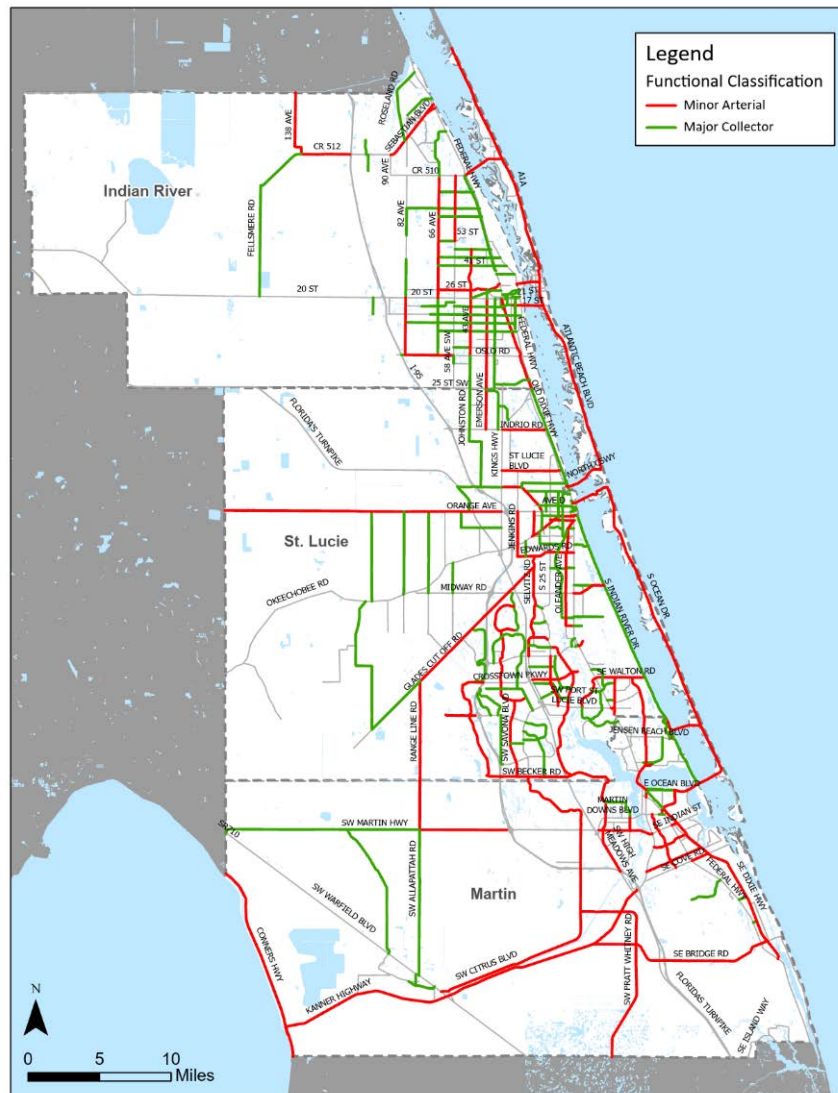


Figure 2. Minor Arterial and Major Collector Roadways

## Network Evaluation

Geographic information systems (GIS) data from the 2040 RL RTP were used as the starting point for the regional roadway network analysis. The project team evaluated each roadway in the Treasure Coast region to confirm their inclusion on the regional roadway network and evaluated additional roads for adding to the regional roadway. An interactive map was utilized to obtain comments from the Regional Plan Management Team (RPMT) members. **Figure 3** depicts the 2045 Regional Transportation Network.

### *Network Changes*

#### Labeling Changes

##### ***Removal of the term “emerging”***

- **2040 Classification:** Emerging Regional Roadway
- **2045 Classification:** Planned Regional Roadway

#### Network Additions

##### ***Glades Cutoff Road from Midway Road to Selvitz Road (St. Lucie)***

- **2045 Classification:** Primary Regional Roadway

##### ***SE Veterans Memorial Parkway from SE Port St. Lucie Boulevard to US-1 (St. Lucie)***

- **2045 Classification:** Secondary Regional Roadway

##### ***SE Walton Road from SE Green River Parkway to S Indian River Drive (St. Lucie)***

- **2045 Classification:** Secondary Regional Roadway

##### ***E Midway Road from US-1 to S Indian River Drive (St. Lucie)***

- **2045 Classification:** Secondary Regional Roadway

##### ***Citrus Avenue from US-1 to S Indian River Drive (St. Lucie)***

- **2045 Classification:** Secondary Regional Roadway

##### ***Village Parkway from Becker Road to SW Tradition Parkway (St. Lucie)***

- **2045 Classification:** Secondary Regional Roadway

##### ***NW Green River Parkway/NW Dixie Highway from Baker Road to SW Ocean Boulevard (Martin)***

- **2045 Classification:** Secondary Regional Roadway

##### ***Wright Boulevard from US-1 to NW Dixie Highway (Martin)***

- **2045 Classification:** Secondary Regional Roadway

***SE Indian Street from US-1 to Dixie Highway (Martin)***

- **2045 Classification:** Secondary Regional Roadway

***Fox Brown Road from Martin Highway to SR-710 (Martin)***

- **2045 Classification:** Secondary Regional Roadway

***84<sup>th</sup> Avenue from Martin Highway to SW Busch Street (Martin)***

- **2045 Classification:** Secondary Regional Roadway

***84<sup>th</sup> Avenue from SW Busch Street to Citrus Boulevard (Martin)***

- **2045 Classification:** Planned Secondary Regional Roadway

***Aviation Boulevard Extension from the intersection of US 1/Aviation Boulevard northeast to 37<sup>th</sup> Street then north to 41<sup>st</sup> Street (Indian River)***

- **2045 Classification:** Planned Secondary Regional Roadway

Secondary Regional to Primary Regional

***Tradition Parkway from I-95 to Village Parkway (St. Lucie)***

- **2040 Classification:** Secondary Regional Roadway
- **2045 Classification:** Primary Regional Roadway

***SE Baker Road from US-1 to Green River Parkway (Martin)***

- **2040 Classification:** Secondary Regional Roadway
- **2045 Classification:** Primary Regional Roadway

***SE Ocean Boulevard from SR-714/SE Monterey Road to N Sewall's Point Road (Martin)***

- **2040 Classification:** Secondary Regional Roadway
- **2045 Classification:** Primary Regional Roadway

***SR-714/SE Monterey Road from US-1 to SE Ocean Boulevard (Martin)***

- **2040 Classification:** Secondary Regional Roadway
- **2045 Classification:** Primary Regional Roadway

***SE Cove Road from S Kanner Highway to SE Federal Highway (Martin)***

- **2040 Classification:** Secondary Regional Roadway
- **2045 Classification:** Primary Regional Roadway

Emerging Primary Regional to Primary Regional

***Becker Road from Village Parkway to I-95 (St. Lucie)***

- **2040 Classification:** Emerging Primary Regional Roadway
- **2045 Classification:** Primary Regional Roadway

***Crosstown Parkway from SW Village Parkway to US-1 (St. Lucie)***

- **2040 Classification:** Emerging Primary Regional Roadway
- **2045 Classification:** Primary Regional Roadway

***SE Walton Road from S US-1 to SE Green River Parkway (St. Lucie)***

- **2040 Classification:** Emerging Primary Regional Roadway
- **2045 Classification:** Primary Regional Roadway

***SE Green River Parkway from NW Dixie Highway to SE Walton Road (St. Lucie)***

- **2040 Classification:** Emerging Primary Regional Roadway
- **2045 Classification:** Primary Regional Roadway

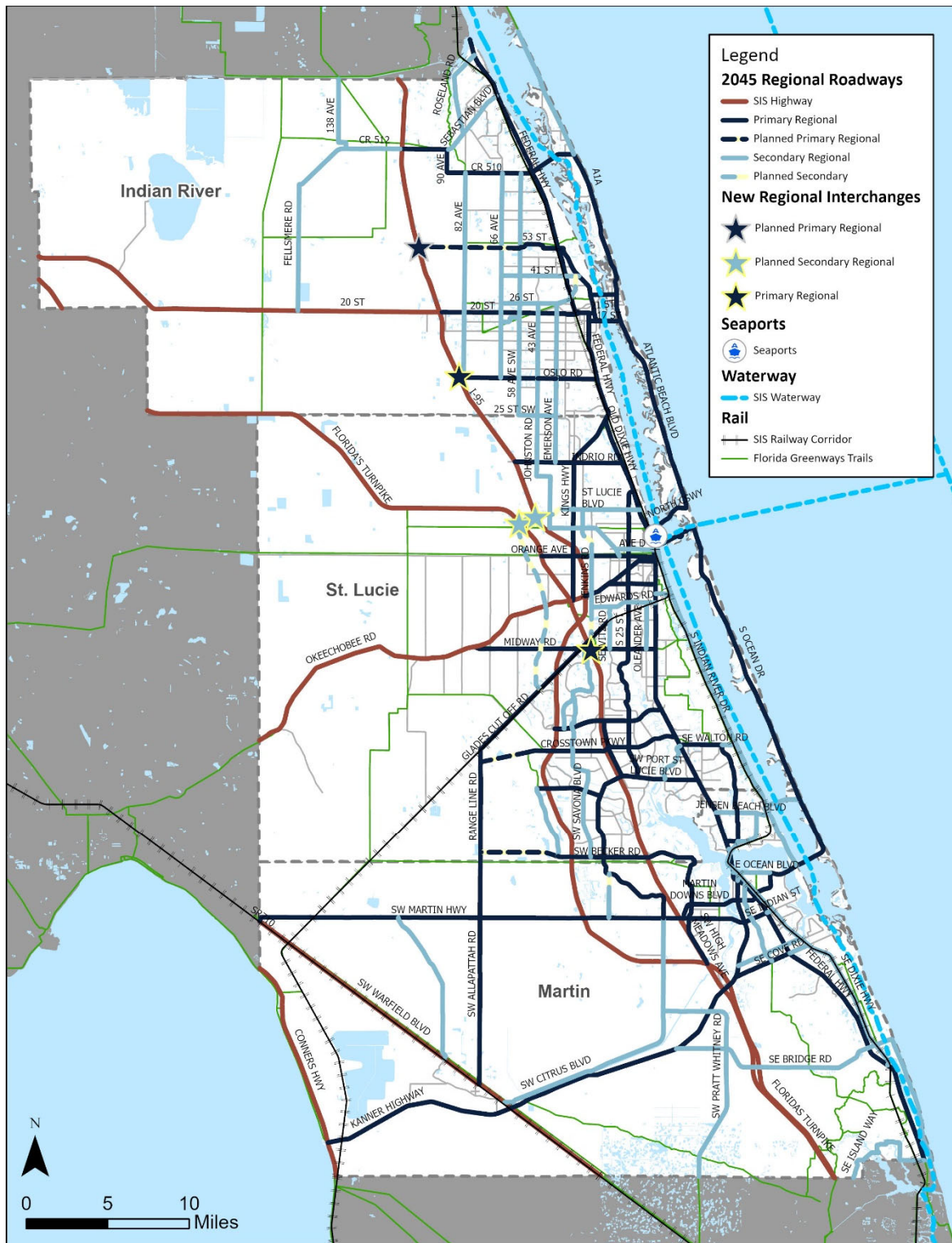


Figure 3. Regional Multimodal Transportation System See ArcGIS Online Map Viewer [Here](#)





## AGENDA ITEM SUMMARY

Board/Committee: Treasure Coast Transportation Council (TCTC)

Meeting Date: April 19, 2023

Item Number: 8a

Item Title: Transportation Regional Incentive Program (TRIP) 2023 Update

Requested Action: Discuss and provide comments

Staff Recommendation: It is recommended that the information received during the TRIP Update is discussed and comments, if any, are provided to the Florida Department of Transportation District 4.

### Attachments

- Staff Report



## MEMORANDUM

TO: Treasure Coast Transportation Council (TCTC)

FROM: Staff

DATE: April 12, 2023

SUBJECT: Transportation Regional Incentive Program (TRIP)  
2023 Update

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### BACKGROUND

In 2005, TRIP was created by Florida legislation for the purpose of providing funds to improve regionally significant transportation facilities, including transit facilities, in regional transportation areas. In 2006, the Treasure Coast Transportation Council (TCTC), consisting of two members each from the St. Lucie Transportation Planning Organization (TPO) and the Indian River and Martin Metropolitan Planning Organizations (MPOs), was created as a regional transportation area to pursue TRIP funds for the Treasure Coast region.

TRIP will pay for up to 50 percent of the non-Federal share of the project or phase costs of transit projects and up to 50 percent of the total project or phase costs of other types of projects. Projects considered for TRIP funding must be identified as Regional Needs in the Treasure Coast Regional Long Range Transportation Plan (RLRTP).

To date, the Florida Department of Transportation District 4 (FDOT) has not identified the TRIP funding that is available to the District for the 2023 grant cycle.

### ANALYSIS

An update of the TRIP for 2023 will be provided by the Florida Department of Transportation District 4.

At its meeting on February 9th, the Treasure Coast Transportation Advisory Committee (TCTAC) passed a motion to recommend that the Cove Road widening project and adding three buses for the US 1 route be added to this

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cycle for TRIP funding with the understanding that the bus additions would require further evaluation.

#### RECOMMENDATION

It is recommended that the information received during the TRIP Update is discussed and comments, if any, are provided to the Florida Department of Transportation District 4.