



TREASURE COAST TRANSPORTATION COUNCIL (TCTC)

Regular Meeting

Date: August 9, 2016

Time: 10:00 am

Location: St. Lucie TPO Boardroom
Coco Vista Centre
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida

AGENDA

1. Call to Order
 2. Pledge of Allegiance
 3. Roll Call
 4. Election of Officers
 5. Comments from the Public
 6. Approval of Agenda
 7. Approval of Minutes
 - *May 1, 2014 Regular Meeting*
 8. Action Items
 - 8a. Transportation Regional Incentive Program (TRIP) Grant Applications for 2016: Review of the TRIP grant applications for the 2016 grant cycle.

Action: Prioritize the applications or allocate the TRIP funding, prioritize or allocate with conditions, or do not prioritize or allocate.
 - 8b. 2040 Regional Long Range Transportation Plan (2040 RL RTP): Review of the Regional Trends and Conditions and the draft Goals and Objectives for the 2040 RL RTP.

Action: Accept the Regional Trends and Conditions and adopt the draft Goals and Objectives, accept and adopt with conditions, or do not accept and adopt.
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9. Recommendations/Comments by Members
10. Staff Comments
11. Adjourn

NOTICES

This agenda will be available to the public through the St. Lucie TPO office located in the Coco Vista Centre, 466 SW Port St. Lucie Blvd, Suite 111, Port St. Lucie, Florida or on the St. Lucie TPO website: www.stlucietpo.org.

This agenda also will be available through the Martin MPO office on the 2nd Floor of the Martin County Administration Center, 2401 SE Monterey Road, Stuart, Florida or on the Martin MPO website: www.martinmpo.com.

In addition, this agenda will be available to the public through the Indian River County MPO office on the 1st Floor of the Indian River County Administration Building A, 1801 27th Street, Vero Beach, Florida or on the Indian River County MPO website: www.irmpo.com.

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 TCTC 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.

The TCTC satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcome without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at lathoum@stlucieco.org.

Any St. Lucie County resident who requires special accommodations under the Americans with Disabilities Act (ADA) or who requires translation services (free of charge) should contact Marceia Lathou at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Any Martin County resident with a disability requiring accommodation to attend this meeting should contact the Martin County Administrators Office at (772) 288-5420 or TDD (772) 288-5940. Non-English speaking, deaf, or visually impaired persons needing an interpreter should contact the Martin County Administrators office at (772) 288-5240 or the TDD number listed above.

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.

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)

A meeting of the Treasure Coast Transportation Council (TCTC) was held at 10:00 AM on Thursday, May 1, 2014 in the County Administration Building "B", Room B1-501, 1800 27th Street, Vero Beach, Florida.

Note: An Audio recording of the meeting can be found at <http://www.ircgov.com/Boards/TCTC/Index.htm>

Present were: Commissioner Peter D. O'Bryan, Indian River County BCC Chairman; Mayor Susan Adams, Indian River MPO Board Chairman, Commissioner Chris Ddzadovsky, St. Lucie County Board Chairman; Darrell Drummond, TPO Vice-Chairman St. Lucie County; Mayor Troy McDonald (alternate), City of Stuart; Tom Bausch, Martin County MPO Board Chairman.

Absent were: Commissioner Sarah Heard, Martin County Board Chairman.

Also present were: Jim Wolfe, Florida Department of Transportation (FDOT) District 4 Secretary; Stacy Miller, Arlene Tanis, Robyn Chiarelli, Lois Bush, FDOT Staff; Steve Braun and Larry Merritt, FDOT Staff, (via Teleconference); Peter Buchwald, St. Lucie TPO Director; Corine Williams, St. Lucie County Transit; Beth Beltran, Martin County MPO Administrator; Bonnie Landry, Martin County MPO Staff.

Also present were IRC staff: Stan Boling, Community Development Director; Phil Matson, Indian River County MPO Staff Director; Brian Freeman, MPO Senior Planner; Sharon Schalm, MPO Staff Assistant III – Recording Secretary.

Call to Order

Phil Matson called the meeting to order at 10:13AM, at which time Election of Officers took place.

Election of Officers

ON MOTION by Commissioner O'Bryan, SECONDED by Mr. Bausch, Mayor Susan Adams was nominated as Chairman of the Treasure

Coast Transportation Council (TCTC), at which time Mayor Adams accepted the nomination. The members voted unanimously (5-0) to elect Ms. Adams as Chairman.

ON MOTION by Mr. Bausch, SECONDED by Commissioner O'Bryan, Mayor Troy McDonald was nominated as Vice-Chairman of the Treasure Coast Transportation Council (TCTC), at which time Mayor McDonald accepted the nomination. The members voted unanimously (5-0) to elect Mayor McDonald as Vice-Chairman.

Roll Call

Chairman Adams asked for an attendance Roll Call, at which time Ms. Schalm, recording secretary, conducted the Roll Call and determined that a quorum was present.

Approval of Minutes

ON MOTION by Mayor McDonald, SECONDED by Mr. Drummond the members voted unanimously (5-0) to approve the minutes of the August 29, 2011 TCTC Meeting as presented.

Public Comments

None

Commissioner Ddzadovsky arrived at 10:18 AM.

Consideration of 2014 TRIP Application Cycle

Mr. Matson noted that the Treasure Coast T/MPO's had submitted a number of pre-applications for TRIP grant funding for FY 2018/19. He also noted that since the TRIP allocation was insufficient to complete a substantial single transportation project, the T/MPOs were interested in allocating partial funding to a number of major projects throughout the region.

Mr. Matson noted that the Indian River MPO requested funding for the widening of 66th Avenue (north of 49th Street). Mr. Buchwald noted that the St. Lucie TPO requested funding for construction of improvements to the I-95 at St. Lucie West Boulevard Interchange. Ms. Beltran noted that the Martin MPO did not have a TRIP candidate application.

Discussion ensued concerning splitting the TRIP money. Ms. Beltran indicated that there was no TRIP application in Martin County but she did request that the “Rainbow” list be addressed and updated.

Secretary Wolfe noted that TRIP money should be spent in the year allocated. He also mentioned that certain parts of a project could be broken out and funded. Ms. Miller added that FDOT would like to program the funds, not redistribute them. Mr. Drummond stated that both projects should be funded and asked for an equitable split. Mayor McDonald asked how the TRIP money was distributed in prior years. Ms. Miller noted that St. Lucie had received the largest share of TRIP funds for the Crosstown Express. Commissioner Ddzadovsky mentioned that population growth should be taken in to account when deciding the disbursement of funds.

ON MOTION by Commissioner O’Bryan, SECONDED by Mayor McDonald, the members voted unanimously (6-0) to approve dispersing the Transportation Regional Incentive Program (TRIP) Grant Money 50/50 to Indian River and St. Lucie County as presented.

Appointment of Treasure Coast Transportation Council Technical Advisory Committee (TCTAC) Members

Mr. Matson explained that in 2007, the Regional Advisory Committee (RAC) was conceived by FDOT’s Consultant, Renaissance Planning Group, to be the body that makes recommendations regarding regional plans and projects to the Treasure Coast Transportation Council. Mr. Matson noted that, although a RAC meeting was conducted in August of 2007, it was unclear if the RAC was ever formally established by the TCTC or any other body. Mr. Matson explained that after the first RAC meeting, staff noted that the composition of the RAC presented a logistical challenge because of its size, and since meetings rotated, the old RAC structure required extensive travel by RAC members from either end of the region. He stated that it is the recommendation of the Treasure Coast T/MPO Staff Directors that the RAC be replaced by a new Technical Advisory Committee with fewer voting members.

Mr. Matson noted that the recommendation of the T/MPO Staff Directors was to establish a seven-member committee that would be comprised of two members from each T/MPO plus one additional voting member representing FDOT. He explained that, for each T/MPO, the two members would consist of the TAC chair and a transit agency representative, or two other members at the discretion of each T/MPO and that each member should have one alternate.

Mayor McDonald asked what the meeting schedule would be. Mr. Buchwald said that it would be up to the discretion of the board when it meets. Ms. Bush explained that the interlocal

agreement specified that they would meet before the TCTC meetings and it depends what job needed to be done. Mr. Drummond suggested following the recommendation of staff. Mr. Bausch stated that there needed to be a purpose for having a meeting and not just meet to have a meeting. Commissioner O'Bryan suggested meeting prior to any scheduled TCTC meeting. Ms. Beltran noted that it would be helpful to have a transit person from each county.

ON MOTION by Commissioner O'Bryan, SECONDED by Mayor McDonald, the members voted unanimously (6-0) to approve the selection of members of the TCTAC as presented.

Discussion of 2040 Regional Long Range Transportation Plan (RLRTP) Development

Mr. Matson gave a brief history of the 2030 Regional Long Range Transportation Plan; the establishment of the Regional Roadway network; the agreement upon criteria for prioritizing regional projects; and the 2030 "Rainbow" list that is used. He indicated that the task today was to determine what the 2040 Plan should look like as the Regional LRTP is revisited. Mr. Buchwald noted that it is at the discretion of the TCTC Board how the 2040 formation of the RLRTP is envisioned and how progressive it is. Ms. Beltran questioned the schedule of the RLRTP. Commissioner Ddzadovsky stated that the "Rainbow" list should be reevaluated because it was formed on 2006 data. Chairman Adams agreed that the list should be updated and also the methodology. Mr. Matson distributed a Criteria list explaining how the original list was formed. He noted that a new list could be formed for the next TRIP cycle. Mr. Buchwald stated that the list was the base line starting point and it could be part of a broader document.

Secretary Wolfe explained that there are several ways to produce a Regional plan. He gave an example of each MPO producing a list and then merging them to get the right amount of money. He said that he was opposed to this methodology. He said the way that Indian River, St. Lucie and Martin formed their Regional plan, allowing projects to stand on their own merit, was the right way to do it, and FDOT had respect for the way they approached TCTC and, looking at the original list, the TCTC had become a role model for other regions.

Mayor McDonald asked if many projects were completed from the original list. Ms. Beltran indicated that some were completed and some were removed. Chairman Adams asked if the list could be updated for the next meeting and Mr. Matson indicated that it could be. Discussion ensued concerning TRIP funding for the future. Secretary Wolfe emphasized that the MPO voice needed to be heard at the legislative level, and to Secretary Prasad. Commissioner O'Bryan noted that the TCTC had always worked well together and that staff did a great job. He also inquired how Brevard Space Coast factored in. Ms. Miller suggested working cooperatively with Brevard for

funding distribution. Commissioner O'Bryan asked if FDOT still has money set aside for train stations. Secretary Wolfe said yes, there is money set aside for funding. Discussion ensued concerning All Aboard Florida regional impact.

Chairman Adams summed up the RLTRP discussion, stating that there were 4 sub-tasks identified on the staff report, and these should be approached as a new plan with new projects, new ways of prioritizing, and working with FDOT to get the plan implemented, looking at this from a regional perspective. Mr. Buchwald expressed that he appreciated moving forward.

ON MOTION by Mayor McDonald, SECONDED by Commissioner O'Bryan, the members voted unanimously (6-0) to approve the development of a Regional Long Range Transportation Plan (RLRTP) with an updated "Rainbow" list of priorities.

Other Business

Ms. Beltran mentioned that All Aboard Florida had been discussed at the recent MPOAC meeting and the regional MPO's should have more of a voice. She pointed out that the FECI will have to follow Federal guidelines now that they are getting a Federal loan and that the MPO's need to review the environmental justice. Chairman Adams indicated that she will address those concerns next week at the Indian River County MPO meeting. Mayor McDonald respectfully asked each board to contact their Federal representatives and demand that Federal standards not be relaxed because of political pressure.

Chairman Adams reiterated that All Aboard Florida issues are on everyone's radar and she will bring those concerns to the MPO. Commissioner Ddzadovsky expressed interest in producing a regional video showing the impact of All Aboard Florida. He asked that the idea be brought back to the individual boards for discussion. Mr. Bausch and Chairman Adams agreed. Mr. Matson thanked FDOT for the generous offer to form the draft RLTRP Scope.

Adjournment

There being no further business, the meeting adjourned at 11:33 PM.



AGENDA ITEM SUMMARY

Board/Committee: Treasure Coast Transportation Council (TCTC)

Meeting Date: August 9, 2016

Item Number: 8a

Item Title: Transportation Regional Incentive Program (TRIP) Grant Applications for 2016

Requested Action: Prioritize the applications or allocate the TRIP funding, prioritize or allocate with conditions, or do not prioritize or allocate.

Staff Recommendation: Based on the recommendation of the Treasure Coast Technical Advisory Committee, the rankings of the projects in the Regionally Ranked Needs Project List, and the timing of the projects, it is recommended that the Port St. Lucie Boulevard Project is allocated the TRIP grant funding available in FY 2019/20 and that the 66th Avenue Project is allocated the TRIP grant funding available in FY 2020/21.

Attachments

- Staff Report
 - Regionally Ranked Needs Project List
 - Port St. Lucie Boulevard TRIP Grant Application Excerpts
 - 66th Avenue TRIP Grant Application Excerpts
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MEMORANDUM

TO: Treasure Coast Transportation Council (TCTC)

FROM: TCTC Staff

DATE: July 28, 2016

SUBJECT: Transportation Regional Incentive Program (TRIP)
Grant Applications for 2016

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 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.

The Florida Department of Transportation District 4 (FDOT) has indicated that the following TRIP funding is available districtwide:

Years of Availability	Districtwide Funding Amounts
FY 19/20	\$2,666,513
FY 20/21	\$5,720,465
Total	\$8,386,978

Potential projects for TRIP funding must meet eligibility requirements and are prioritized according to several criteria. The most significant of these requirements typically has been the 50 percent local match that is required for a TRIP project. In addition, projects considered for TRIP funding historically have been derived from the attached Regionally Ranked Needs Project List.

Two project applications, excerpts of which are attached, have been submitted through the St. Lucie TPO and the Indian River MPO for the 2016 TRIP grant cycle. The TCTC is responsible for prioritizing the TRIP grant applications and/or allocating the TRIP grant funding to the projects.

ANALYSIS

The application submitted through the St. Lucie TPO is for a project on Port St. Lucie Boulevard from Darwin Boulevard to Gatlin Boulevard. The project scope of work consists of widening the existing four-lane roadway to provide bicycle lanes, sidewalks, pedestrian lighting, and curb and gutter drainage. The roadway will be improved to an urban, complete street section with closed drainage to be consistent with the other existing and programmed sections of the Port St. Lucie Boulevard corridor.

The project addresses a significant multimodal gap in a corridor of the regional multimodal system. The gap is located between the State Highway System and an already-programmed and TRIP-funded improvement which is the Port St. Lucie Boulevard project from Paar Drive to Darwin Boulevard.

The project will increase multimodal capacity and improve vehicular and pedestrian safety along the corridor while enhancing the mobility of an Environmental Justice community of the regional transportation system. The project corridor is identified in the Regionally Ranked Needs Project List (#40), the Go2040 Long Range Transportation Plan, St. Lucie County Transit Development Plan, FDOT Work Program, and the St. Lucie TPO Transportation Improvement Program and List of Priority Projects.

The project is estimated to cost \$4.66 million, and a total of \$2.33 million of TRIP funding is being requested by the applicant for the project across FY 2019/20 and FY 2020/21.

The application submitted through the Indian River MPO is for a project on 66th Avenue from 49th Street to 81st Street. The project scope of work consist of widening 66th Avenue from a two-lane undivided highway to a four-lane divided highway; installation of exclusive turn lanes at major intersections; utility relocations; bridge replacement; and installation of sidewalks, pedestrian crossings, landscaping, and appropriate transit infrastructure.

The project complements the widening of 66th Avenue from 49th Street to State Route 60 and will enhance the regional transportation system by providing a major north/south corridor in Indian River County. This facility

provides direct access to the Indian River Mall, a major regional employer, and is one of only three arterials countywide that connect the North Indian River and South Indian River County areas. The project is identified in the Regionally Ranked Needs Project List (#17) and is consistent with the Indian River Long Range Transportation Plan, Transit Development Plan, Transportation Improvement Program, and the Indian River County Comprehensive Plan.

The project is estimated to cost \$5.72 million, and a total of \$2.86 million of TRIP funding is being requested for the project in FY 2020/21.

At its meeting on July 6th, the Treasure Coast Technical Advisory Committee (TCTAC) recommended that the Port St. Lucie Boulevard Project be allocated the TRIP grant funding available in FY 2019/20 and that the 66th Avenue Project be allocated the TRIP grant funding available in FY 2020/21 based on the rankings of the projects in the Regionally Ranked Needs Project List and the timing of the projects.

RECOMMENDATION

Based on the recommendation of the TCTAC, the rankings of the projects in the Regionally Ranked Needs Project List, and the timing of the projects, it is recommended that the Port St. Lucie Boulevard Project is allocated the TRIP grant funding available in FY 2019/20 and that the 66th Avenue Project is allocated the TRIP grant funding available in FY 2020/21.

Regionally Ranked 2030 Needs Projects

Regional Project Prioritization

Indian River, St. Lucie and Martin MPOs

Table 4 (Summary Table)

Project	From	To	Improvement	Total Lanes	Cost Feasible	Technical Score	Regional Technical Ranking
Tri-Rail Extension	Stuart	Palm Beach County	New Commuter Rail	-	N	36	1
U.S. 1	Roseland Rd	N. County Line	Add 2 Lanes	6	Y	27	2
Indian Street Bridge Prj	FL Turnpike	Willoughby Rd	Add 2-4 Lanes/New Bridge	6	Y	26	3
Stuart-WPB Express	Stuart	Palm Beach County	New Express Route	-	N	25	4
FixedRoute to IRC	Ft. Pierce	Indian River County	New Fixed Route	-	N	25	4
Jenkins Rd.	Midway	Edwards Rd	Add 2-4 Lanes/Bridge	4	Y	24	6
U.S. 1	Aviation Blvd	Old Dixie Hwy (N)	Add 2 Lanes	6	Y	24	6
Indian River Blvd	Royal Palm	37th St	Add 2 Lanes	6	Y	24	6
Crosstown Parkway	Floresta Dr	US 1	New 6 Lane Bridge	6	N	23	9
FL Turnpike	Okeechobee County Line	Martin County Line	Add 2 Lanes	6	N	23	9
S.R. 60	I-95	82nd Ave	Add 2 Lanes	6	Y	23	9
US 1	Edwards Rd	Midway Rd	Add 2 Lanes	6	Y	22	12
Jenkins Rd.	Okeechobee Rd	Edwards Rd	Add 2 Lanes	4	Y	21	13
I-95	FL Turnpike [in Martin Co]	Palm Beach County Line	Add 2 Lanes	8	N	21	13
Martin Downs Blvd	High Meadows Ave	Kanner Hwy	Add 2 Lanes	6	N	21	13
US 1	Jensen Beach Blvd	North of Roosevelt Bridge	Add 2 Lanes	8	N	21	13
Midway Rd	I-95	Selvitz Rd	Add 2 Lanes	6	Y	20	17
Rangeline Rd	Glades Cut Off	Martin County Line	Add 2 Lanes	4	N	20	17
US 1	Indian River County Line	Juanita Ave.	Add 2 Lanes	6	N	20	17
FL Turnpike	St. Lucie County Line	Palm Beach County Line	Add 2 Lanes	6	N	20	17
S.R. 60	98th Ave	I-95	Add 2 Lanes	6	Y	20	17
U.S. 1	S. County Line	Oslo Rd	Add 2 Lanes	6	Y	20	17
66th Ave	SR 60	C.R. 510	Add 2 Lanes	4	Y	20	17
25th Street	Virginia Ave	Edwards Rd.	Add 2 Lanes	6	N	19	24
Kings Hwy (South)	Angle Rd	Okeechobee Rd	Add 4 Lanes	6*	Y	19	24
Midway Rd	25th Street	US 1	Add 2 Lanes	4	Y	19	24
C.R. 512	Fellsmere City Limits	I-95	Add 2 Lanes	4	Y	19	24
C.R. 512	I-95	C.R. 510	Add 2 Lanes	6	Y	19	24
Orange Ave	Kings Highway	Jenkins Road	Add 4 Lanes	6	N	18	29
SR 714	Western Palm City Corridor	Martin Downs Blvd	Add 2 Lanes	4	N	18	29
I-95	S. County Line	N. County Line	Add 2 Lanes	6	Y	18	29
C.R. 510	C.R. 512	U.S. 1	Add 2 Lanes	4	Y	18	29
C.R. 510	U.S. 1	ICWW	Add 2 Lanes	4	Y	18	29
Okeechobee Rd	FL Turnpike	McNeil Rd	Add 4 Lanes	6	N	17	34
Orange Ave	Jenkins Road	25th Street	Add 2 Lanes	6	N	17	34
Indrio Rd	Emerson Avenue	Kings Highway	Add 2 Lanes	4	N	16	36
Kings Hwy (Middle)	Indrio Rd	Angle Rd	Add 4 Lanes	6*	Y	16	36
Okeechobee Rd	McNeil Rd	Virginia Ave	Add 2 Lanes	6	N	16	36
SR 710	Okeechobee County Line	Allapattah Rd / CR 609	Add 2 Lanes	4	N	16	36
25th Street	US 1	Orange Ave	Add 2 Lanes	6	N	15	40
Jenkins Rd.	Angle Rd	Okeechobee Rd	Add 2-4 Lanes	4	Y	15	40
Midway Rd	Selvitz Rd	25th Street	Add 2 Lanes	4	Y	15	40
Port St Lucie Blvd	Gatlin Rd	Becker Rd	Add 2 Lanes	4	Y	15	40
Walton Rd	Lennard Rd	Green River Pkwy	Add 2 Lanes	4	Y	15	40
SR 76	US 441	SR 710	Add 2 Lanes	4	N	15	40
SR 76	SR 710	CR 711	Add 2 Lanes	4	N	15	40
58th Ave	S County Line/Koblegard Rd	Oslo Rd	New 4 Lane	4	Y	15	40
Keen Rd	Angle Road	St. Lucie Blvd	Add 4 Lanes/New Bridge	4	N	14	48
Bridge Rd	CR 711	CR A1A	Add 2 Lanes	4	N	14	48
SR 76	CR 711	Monterey Rd	Add 2 Lanes	6	Y	14	48
US 1	Bridge Rd	Palm Beach County Line	Add 2 Lanes	6	N	14	48
27th Ave	Oslo Rd	S.R. 60	Add 2 Lanes	4	Y	14	48
Edwards Rd	Jenkins Rd	25th Street	Add 2 Lanes/Bridge	4	N	13	53
Glades Cut-Off Rd	Reserve Blvd	Selvitz Road	Add 2 Lanes	4	N	13	53
Cove Rd	SR 76	US 1	Add 2 Lanes	4	Y	13	53
27th Ave	S. County Line	Oslo Rd	Add 2 Lanes	4	Y	13	53
43rd Ave	Oslo Rd	8th St	Add 2 Lanes	4	Y	13	53
25th Street South	Midway Rd	Edwards Rd	Add 2 Lanes	6	N	12	58
Midway Rd	Okeechobee Rd	I-95	Add 2 Lanes	4	N	12	58
Okeechobee Rd	Brooksmith Rd	Florida's Turnpike	Add 2 Lanes	6	N	12	58
US 1	Midway Rd	Walton Rd	Add 2 Lanes	8	N	12	58
High Meadow Ave	Martin Hwy	I-95	Add 2 Lanes	4	N	12	58
SR 710	Kanner Hwy / CR 726	Palm Beach County Line	Add 2 Lanes	4	N	12	58
43rd Ave	S County Line	Oslo Rd	Add 2 Lanes	4	Y	12	58
Shinn Rd	Orange Ave	Glades Cut Off	New 2 Lane	2	N	11	65
St Lucie Blvd/Immokolee	Emerson Ave	25th Street	Add 2 Lanes	4	N	11	65
CR 609	St Lucie Co Line	SR 714	Add 2 Lanes	4	N	11	65
US 1	Osprey St	Bridge Rd	Add 2 Lanes	6	N	11	65
S.R. 60	6th Ave	Indian River Blvd	Add 2 Lanes	6	Y	11	65
82nd Ave	S County Line	Oslo Rd	New 2 Lane	2	Y	11	65
Kings Hwy (North)	US 1	Indrio Rd	Add 4 Lanes	6*	Y	11	65
25th Street	Orange Ave.	Virginia Ave.	Add 2 Lanes	6	N	10	72
Gatlin Blvd Ext	West Annex NS Road "B"	Village Parkway	Add 2 Lanes	6	N	10	72
Virginia Ave	25th Street	US 1	Add 2 Lanes	8	N	10	72

Regionally Ranked 2030 Needs Projects

Regional Project Prioritization

Indian River, St. Lucie and Martin MPOs

Table 4 (Summary Table)

Project	From	To	Improvement	Total Lanes	Cost Feasible	Technical Score	Regional Technical Ranking
US 1	Osprey St	Seabranh Blvd	Add 2 Lanes	6	N	10	72
Oslo Rd	I-95	58th Ave	Add 2 Lanes	4	Y	10	72
Gatlin Blvd Ext	Village Parkway	I-95	Add 2 Lanes	6	N	9	77
Indrio Rd	Johnston Rd	Emerson Ave	Add 2 Lanes	4	N	9	77
Green River Parkway	SR 707	St Lucie County line	Add 2 Lanes	4	Y	9	77
Western Palm City Corridor	Becker Rd	SR 714	Add 2 Lanes	4	N	9	77
Green River Parkway	Walton Rd	Martin County Line	Add 2 Lanes	4	N	8	81
Indian River (Walton) Bridge	Indian River Dr	A1A	New 4 Lane Bridge	4	N	8	81
25th Street	Midway Rd	Airoso Blvd	Add 2 Lanes	6	N	7	83
Indrio Rd	Kings Hwy	US 1	Add 2 Lanes	4	N	7	83
Koblegard Rd	Indian River County Line	Indrio Rd	Add 2 Lanes	4	N	7	83
New TVC Road I	New TVC Road B	New TVC Road C	New 4 Lane	4	N	7	83
Orange Ave	Shinn Road	Kings Highway	Add 2 Lanes	4	N	7	83
Shinn Rd Ext.	New TVC Road C	Orange Ave	New 2 Lane	2	N	7	83
St. Lucie West Blvd	Peacock	Bayshore Blvd	Add 2 Lanes	6	N	7	83
Indrio Rd	New TVC Road D	Johnston Rd	Add 2 Lanes	4	N	6	90
TPike Interchange	Midway Rd	Turnpike	Interchange	-	N	6	90
CR 711	SR 76	Palm Beach County Line	Add 2 Lanes	4	N	6	90
SR 714	I - 95	Western Palm City Corridor	Add 2 Lanes	4	N	6	90
82nd Ave	26th St	C.R. 510	New 2 Lane	2	Y	6	90
Emerson Ave	Indian River Co Line	St Lucie Blvd	Add 2 Lanes	4	N	5	95
48th Ave	SR 714	96th Street	Add 2 Lanes	4	N	5	95
96th St	48th Ave	Kanner Hwy	Add 2 Lanes	4	N	4	97
TPike Interchange	TVC Road C	Turnpike	Interchange	-	N	2	98
Johnston Rd	Indian River County Line	Angle Rd.	Add 2 Lanes	4	N	0	99

*Total lane miles needed differs from the 2030 Regional L RTP Needs Assessment per local policy direction.

Legend:

St. Lucie MPO	Martin MPO	Indian River MPO	Transit Projects	SIS Projects
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Transportation Regional Incentive Program (TRIP) Project Application

TRIP was created to improve regionally significant transportation facilities in “regional transportation areas.” State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

If selected for funding, the Florida Department of Transportation (FDOT) will pay for up to 50 percent of project/phase costs, or up to 50 percent of the non-federal share of project/phase costs for public transportation facility projects.

While there is no rigid application procedure, the Department has created this application to facilitate the assembly of pertinent project information by implementing agencies and Regional Transportation Areas related to candidate TRIP projects. The goal of this document is to provide a framework to project sponsors.

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

Local Agency: **City of Port St. Lucie**

Address: **121 SW Port St. Lucie Boulevard, Port St. Lucie, Florida 34984**

Project Manager: **Roxanne Chesser, P.E.**

Phone: **(772) 871-5186**

E-mail: **roxannec@cityofpsl.com**

D4 Total funding for this cycle:

FY 19/20	\$2,666,513
FY 20/21	\$5,720,465
Total	\$8,386,978

Note: The funding is an estimated allocation from FDOT, and is subject to change. While the Department strives to statutorily divide the funding between the two regional transportation areas, programming will be subject to updating existing project cost estimates, the number of submitted eligible applications, and their associated cost estimates.

Project Information:

Project Name: **Port St Lucie Boulevard from Darwin Boulevard to Gatlin Boulevard**

County Location: **St. Lucie**

Facility (must be on the regional priority list of the respective regional transportation area): **#40: Port St. Lucie Boulevard, Gatlin Boulevard to Becker Road.**

Road number (if applicable): **N/A**

Project limits (include begin/end limits): **Darwin Boulevard to Gatlin Boulevard**

A location map with an aerial view is attached (Location_Map.pdf)

Scope of work to be performed or capital equipment to be purchased, please include the typical section: (for transit project include quantities and cost per item, i.e. bus, train, passenger shelters, benches etc...):

The project scope of work consists of widening the existing 4 lane roadway to provide bicycle lanes, sidewalks, pedestrian lighting, and curb and gutter drainage. The roadway will be improved to an urban, complete street section with closed drainage to be consistent with the other existing and programmed sections of the corridor.

A more detailed scope of work is attached. (Use attached Scope.doc)

Typical section is attached (Typical_Section.pdf)

Explain how the project enhances the regional transportation system.

The project addresses a significant multimodal gap in a corridor of the regional multimodal system. The gap is located between a programmed and TRIP-funded improvement and the State Highway System. The project adds multimodal capacity to a corridor identified in the Regionally Ranked Needs Project List. The project also will enhance the mobility of an Environmental Justice (EJ) community of the regional transportation system.

Describe the project and what it will accomplish.

Is the project consistent with:

- Long Range Transportation Plan
- Transit Development Plan
- Transportation Improvement Plan
- Local Comprehensive Plan(s)

Please provide the priorities and identify the page numbers for each below:

The project will increase multimodal capacity and improve vehicular and pedestrian safety along the corridor by providing sidewalks, bicycle lanes and pedestrian lighting to the existing 4-lane roadway. The project corridor is identified in the Regionally Ranked Needs Project List (#40); the Go2040 Long Range Transportation Plan with respect to Need (pages 3-3, 3-5, and 3-23), Transit (page 3-15), Freight (page 3-29), Safety (pages 3-32 and 3-33), EJ (pages 3-37 and 6-20), and Cost Feasibility (pages 6-2, 6-4, 6-5, and 6-6); the FY 2014/15 – FY 2023/24 Transit Development Plan with regard to Need (pages 103-104) and Implementation (pages 122-129); the FY 2016/17 – FY2020/21 Draft Tentative Work Program (pages 12, 13, and 14); the FY 2015/16 – FY2019/20 Transportation Improvement Program (pages C 1-14 and C 1-15); and the St. Lucie TPO's 2015/16 List of Priority Projects. Port St. Lucie Boulevard is classified by the adopted comprehensive plans of St. Lucie County and the City of Port St. Lucie as an Urban Principal Arterial critical to facilitating the north-south movement of traffic in southern St. Lucie County.

Describe how the project will improve regional mobility within the Regional Transportation Area:

(For example, describe how this transit project facilitates the intermodal or multimodal movement of people and/or goods.)

The project will improve regional mobility within the Regional Transportation Area by addressing a significant multimodal gap and increasing the multimodal capacity of the Port St. Lucie Boulevard corridor that serves as a major arterial through the southern portion of the Regional Transportation Area. The project also will improve the mobility for an EJ community. The Port St. Lucie Boulevard corridor provides connections into Martin County and connectivity to U.S. Highway 1 and Florida's Turnpike.

Illustrate how the project reflects the statutory (339.2819) guidelines under which the District will prioritize and select candidate projects for funding:

- Provide connectivity to the SIS
- Support economic development and goods movement in rural areas of opportunity
- Are subject to local ordinances that establish corridor management techniques
- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET)

The project will increase the multimodal capacity of the corridor and provide enhanced connectivity to the SIS and U.S. Highway 1 which will support the economic development and facilitate the sustainability of the region by providing multimodal access to residential properties, shopping centers, schools, and recreational facilities as identified in the Project Development & Environmental Study (PD&E) for Port St. Lucie Boulevard from Becker Road to Darwin Boulevard.

How will TRIP funding accelerate the project's implementation?

TRIP funding will accelerate the start of construction with \$1,165,000 in FY 19/20 and its completion with \$1,165,000 in FY 20/21.

Provide detailed project cost estimates for each phase requested (required). Construction estimates shall be broken down to FDOT typical pay items to allow for verification of eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from the Local Agency’s Engineering office. Each phase requested (ie, design, right-of-way, construction, CEI) requires a 50% local agency match.

For transit projects include a budget in accordance with FTA guidance for the Section 5307 Program consistent with FTA C 9030.1.

A detailed cost estimate is attached (use attached Estimate.xlsx)

Describe source of matching funds per phase requested and any restrictions on availability. Each phase requested (ie, design, right-of-way, construction, CEI) requires at least a 50% local agency match. Each phase requested shall be separated by at least 2 fiscal years (the Department’s fiscal year runs from July to June).

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	_____	_____	_____
<input checked="" type="checkbox"/> Construction	<u>19/20 & 20/21</u>	<u>\$1,165,000 each FY</u>	<u>\$1,165,000 each FY</u>
<input type="checkbox"/> CEI	_____	_____	_____

Project Qualification Information:

- Will this project affect any historic property that is included or eligible for inclusion in the National Register of Historic Places? If so, has the Division of Historical Resources been given a chance to comment on the project?
No
- Will this project involve the demolition or substantial alteration of a historic property in a way which adversely affects the character, form, integrity, or other qualities which contribute to the historical, architectural, or archaeological value of the property? If so, timely steps must be taken to determine that no feasible and prudent alternative to demolition or substantial alteration exists, and, where no such alternative exists, timely steps must be taken to mitigate the adverse effects or to undertake an appropriate archaeological salvage excavation or other recovery action to document the property as it existed prior to demolition or alteration.
No

Please note. If federal funding or a federal permit will be involved, then the requirements of the National Historic Preservation Act of 1966 (as amended) and 36 Code of Federal Regulations Part 800 apply.

The Department's process for complying with federal and state historic preservation requirements is found in the Project Development and Environment Manual; Part 2, Chapter 12 (Archeological and Historical Resources). If the local agency does not have its own process, we recommend they use the Department's.

- Describe the project's existing Right-of-Way ownerships. This description shall identify when the Right-of-Way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys, easements).

The right-of-way is owned by the City of Port St. Lucie as dedicated in the plat of Port St. Lucie Section Sixteen and recorded in Plat Book 13, page 7, 7A to 7C of the Public Records of St. Lucie County, Florida.

Please also provide, in addition to this application, location map, scope, typical section, and cost estimate requested above, the following information:

Attachment A: Documentation showing that the facility to be improved has been identified by the Regional Transportation Area as part of an integrated regionally significant transportation system.

Attachment B: The prioritized list of regionally significant projects developed by the Regional Transportation Area.

Attachment C: Project support data, as appropriate.

Attachment D: Provide implementation schedules for all appropriate phases.

Attachment E: Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan.

Attachment F: Document that level-of-service standards for the facility to be improved have been adopted by the local government with jurisdiction and are consistent with the level-of-service standards adopted by FDOT.

Attachment G: Document that the candidate project meets the following TRIP statutory eligibility requirements.

- Support facilities that serve national, statewide or regional functions and function as an integrated transportation system,
- Be identified in appropriate local government capital improvements program(s) or long term concurrency management system(s) that are in compliance with state comprehensive plan requirements,
- Be consistent with the Strategic Intermodal System(SIS),
- Be in compliance with local corridor management policies, and
- Have commitment of local, regional or private matching funds.

Please transmit a Regional Prioritize List, with the Project Applications and any additional supporting information and documentation to your respective TRIP Coordinator.

This document has been developed at an overview level; please refer to the FDOT Office of Policy Planning website (<http://www.dot.state.fl.us/planning/trip/>) or contact Sabrina Aubery, FDOT District 4 TRIP Coordinator or Aiah Yassan, FDOT District 6 TRIP Coordinator, for detailed program requirements.

Port St. Lucie Boulevard

Darwin Boulevard to Gatlin Boulevard

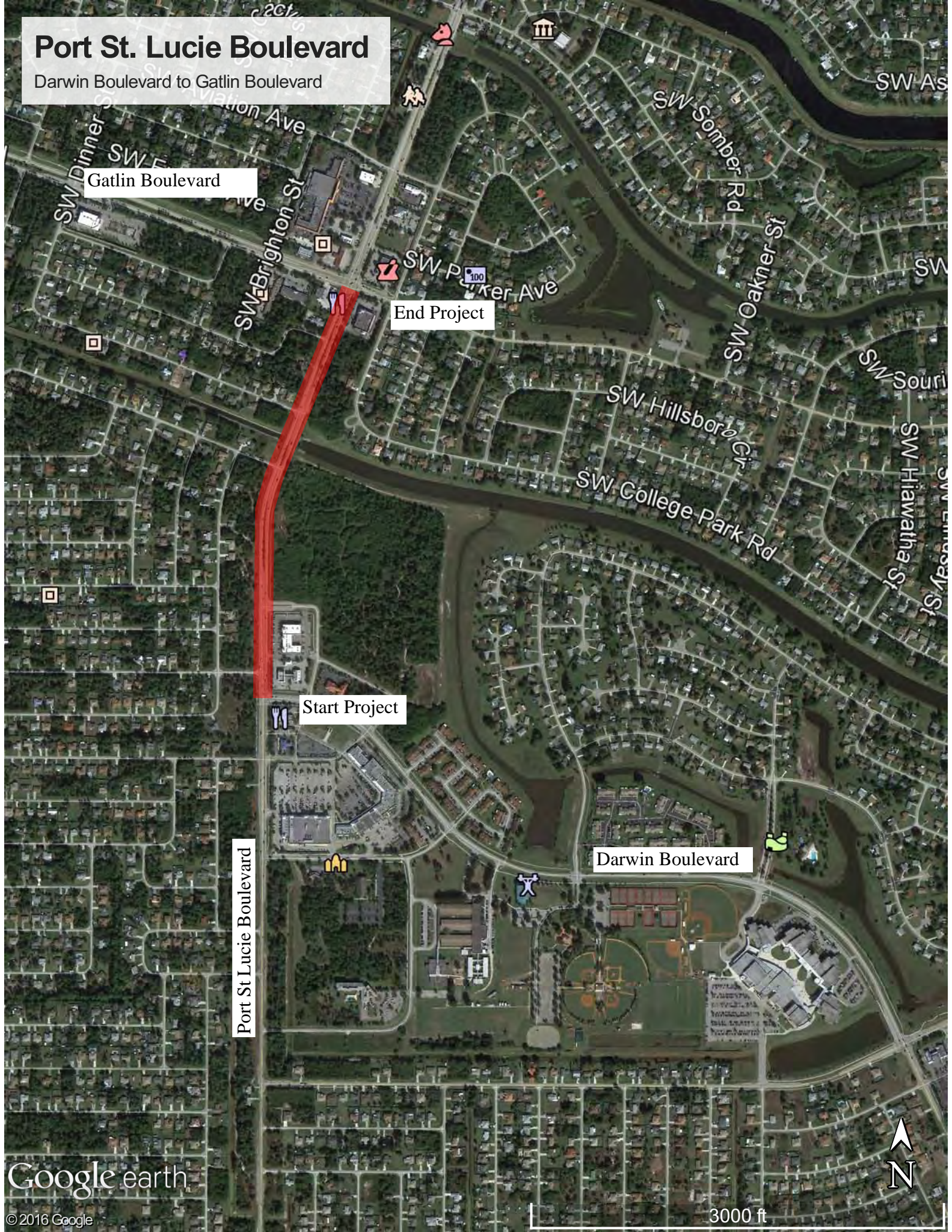
Gatlin Boulevard

End Project

Start Project

Port St Lucie Boulevard

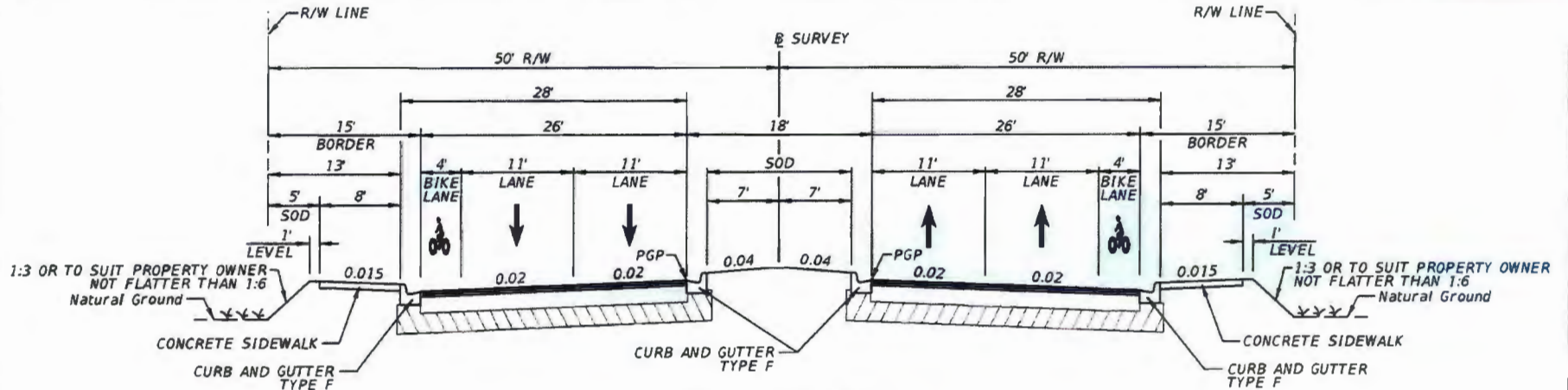
Darwin Boulevard



PROJECT IDENTIFICATION

FINANCIAL PROJECT ID 431752-2-52-01 FEDERAL AID PROJECT NO. 8886-271-A COUNTY NAME ST. LUCIE
 SECTION NO. 94000 ROAD DESIGNATION PORT ST. LUCIE BLVD. LIMITS/MILEPOST MP 1.357-MP 3.213
 PROJECT DESCRIPTION PORT ST. LUCIE BLVD. FROM SOUTH OF PARR DR. TO NORTH OF DARWIN BLVD.

PROPOSED ROADWAY TYPICAL SECTION



AMERICAN CONSULTING ENGINEERS OF FLORIDA, INC.
 2000 Palm Beach Lakes Boulevard, Suite 1400
 West Palm Beach, FL 33411
 Phone: (561) 253-9550 Fax: (561) 253-9551
 Certificate of Registration No. 88094
 Christopher N. O'Reilly, P.E. No. 44084

APPROVED BY Christopher N. O'Reilly

FDOT CONCURRENCE

CITY OF PORT ST. LUCIE CONCURRENCE

Christopher N. O'Reilly, P.E.
 Engineer Of Record

Date

Howard Webb, P.E.
 FDOT District Design Engineer

Date

Patricia Roebbing, P.E.
 City Engineer

Date

Transportation Regional Incentive Program (TRIP) Project Application

TRIP was created to improve regionally significant transportation facilities in “regional transportation areas.” State funds are available throughout Florida to provide incentives for local governments and the private sector to help pay for critically needed projects that benefit regional travel and commerce.

If selected for funding, the Florida Department of Transportation (FDOT) will pay for up to 50 percent of project/phase costs, or up to 50 percent of the non-federal share of project/phase costs for public transportation facility projects.

While there is no rigid application procedure, the Department has created this application to facilitate the assembly of pertinent project information by implementing agencies and Regional Transportation Areas related to candidate TRIP projects. The goal of this document is to provide a framework to project sponsors.

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

Local Agency: Indian River County

Address: 1801 27th Street Vero Beach, FL 32960

Project Manager: Rich Szpyrka

Phone: 772-226-1221

E-mail: rszpyrka@ircgov.com

D4 Total funding for this cycle:

FY 19/20	\$2,666,513
FY 20/21	\$5,720,465
Total	\$8,386,978

Note: The funding is an estimated allocation from FDOT, and is subject to change. While the Department strives to statutorily divide the funding between the two regional transportation areas, programming will be subject to updating existing project cost estimates, the number of submitted eligible applications, and their associated cost estimates.

Project Information:

Project Name: 66th Avenue Widening

County Location: Indian River County

Facility (must be on the regional priority list of the respective regional transportation area):

Road number (if applicable):

Project limits (include begin/end limits): 49th Street to 81st Street

A location map with an aerial view is attached (Location_Map.pdf)

Scope of work to be performed or capital equipment to be purchased, please include the typical section: (for transit project include quantities and cost per item, i.e. bus, train, passenger shelters, benches etc...):

Widening 66th Avenue from a 2 lane to a 4 lane (divided) highway. The project will involve widening; installation of exclusive turn lanes at major intersections; utility relocation; bridge replacement; and installation of sidewalks, crossings, landscape, and appropriate transit infrastructure.

A more detailed scope of work is attached. (Use attached Scope.doc)

Typical section is attached (Typical_Section.pdf)

Explain how the project enhances the regional transportation system.

It is anticipated that this project, which complements the widening of 66th avenue from 49th Street to SR 60, will enhance the regional transportation system by providing a major north/south corridor in Indian River County.

Describe the project and what it will accomplish.

Is the project consistent with:

- Long Range Transportation Plan
- Transit Development Plan
- Transportation Improvement Plan
- Local Comprehensive Plan(s)

Please provide the priorities and identify the page numbers for each below:

The project is consistent with the Long Range Transportation Plan, Transit Development Plan, Transportation Improvement Plan and the Local Comprehensive Plan.

In the 2040 LRTP, the project is included on page 46 (cost feasible plan) and page 7-11 (LRTP Needs Plan)

In the TDP the project is included as a future bus route once completed.

In the TIP, the project is the highest ranked 'regional project'.

Describe how the project will improve regional mobility within the Regional Transportation Area:
(For example, describe how this transit project facilitates the intermodal or multimodal movement of people and/or goods.)

This facility provides direct access to the Indian River Mall, a major regional employer. This facility is also one of only three arterials countywide that connect the North Indian River and South Indian River County areas. All of these facilities are presently experiencing major congestion.

Illustrate how the project reflects the statutory (339.2819) guidelines under which the District will prioritize and select candidate projects for funding:

- Provide connectivity to the SIS
- Support economic development and goods movement in rural areas of opportunity
- Are subject to local ordinances that establish corridor management techniques
- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET)

The project meets numerous TCTC priority criteria and is included in the 2030 Regional Long Range Plan. The criteria used by the TCTC include congestion relief; connectivity to the SIS; access to high employment concentrations; access to CRAs and developments incorporating traditional neighborhood design; and aesthetic and bike/ped enhancement projects. In addition, this project represents one of the most congested links in Indian River County; serves one of the highest concentrations of employment on the Treasure Coast; and is subject to a corridor plan for county arterials adopted by Indian River County.

How will TRIP funding accelerate the project’s implementation?

The project is needed to address capacity deficiencies on county roadways. The project can possibly be accelerated with incentive funding. The earlier the implementation of the project, the sooner the capacity deficiencies will be addressed.

Provide detailed project cost estimates for each phase requested (required). Construction estimates shall be broken down to FDOT typical pay items to allow for verification of eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from the Local Agency’s Engineering office. Each phase requested (ie, design, right-of-way, construction, CEI) requires a 50% local agency match.

For transit projects include a budget in accordance with FTA guidance for the Section 5307 Program consistent with FTA C 9030.1.

A detailed cost estimate is attached (use attached Estimate.xlsx)

Describe source of matching funds per phase requested and any restrictions on availability. Each phase requested (ie, design, right-of-way, construction, CEI) requires at least a 50% local agency match. Each phase requested shall be separated by at least 2 fiscal years (the Department’s fiscal year runs from July to June).

Local County matching funds.

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	_____	_____	_____
<input checked="" type="checkbox"/> Construction	<u>20/21</u>	<u>\$5,720,465</u>	<u>\$2,860,232.5</u>
<input type="checkbox"/> CEI	_____	_____	_____

Project Qualification Information:

- Will this project affect any historic property that is included or eligible for inclusion in the National Register of Historic Places? If so, has the Division of Historical Resources been given a chance to comment on the project?

No impacts to properties listed (or eligible for listing) on the National Register of Historic Places are anticipated.

- Will this project involve the demolition or substantial alteration of a historic property in a way which adversely affects the character, form, integrity, or other qualities which contribute to the historical, architectural, or archaeological value of the property? If so, timely steps must be taken to determine that no feasible and prudent alternative to demolition or substantial alteration exists, and, where no such alternative exists, timely steps must be taken to mitigate the adverse effects or to undertake an appropriate archaeological salvage excavation or other recovery action to document the property as it existed prior to demolition or alteration.

No.

Please note. If federal funding or a federal permit will be involved, then the requirements of the National Historic Preservation Act of 1966 (as amended) and 36 Code of Federal Regulations Part 800 apply.

The Department's process for complying with federal and state historic preservation requirements is found in the Project Development and Environment Manual; Part 2, Chapter 12 (Archeological and Historical Resources). If the local agency does not have its own process, we recommend they use the Department's.

- Describe the project's existing Right-of-Way ownerships. This description shall identify when the Right-of-Way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys, easements).

Right-of Way is county-owned or privately owned property to be purchased and dedicated as ROW.

Please also provide, in addition to this application, location map, scope, typical section, and cost estimate requested above, the following information:

Attachment A: Documentation showing that the facility to be improved has been identified by the Regional Transportation Area as part of an integrated regionally significant transportation system.

Attachment B: The prioritized list of regionally significant projects developed by the Regional Transportation Area.

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- Support facilities that serve national, statewide or regional functions and function as an integrated transportation system,
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- Be consistent with the Strategic Intermodal System(SIS),
- Be in compliance with local corridor management policies, and
- Have commitment of local, regional or private matching funds.

Supporting narrative:

The project meets numerous TCTC priority criteria and is included in the 2030 Regional Long Range Plan. The criteria used by the TCTC include congestion relief; connectivity to the SIS; access to high employment concentrations; access to CRAs and developments incorporating traditional neighborhood design; and aesthetic and bike/ped enhancement projects. In addition, this project represents one of the most congested links in Indian River County; serves one of the highest concentrations of employment on the Treasure Coast; and is subject to a corridor plan for county arterials adopted by Indian River County.

Please transmit a Regional Prioritize List, with the Project Applications and any additional supporting information and documentation to your respective TRIP Coordinator.

This document has been developed at an overview level; please refer to the FDOT Office of Policy Planning website (<http://www.dot.state.fl.us/planning/trip/>) or contact Sabrina Aubery, FDOT District 4 TRIP Coordinator or Aiah Yassan, FDOT District 6 TRIP Coordinator, for detailed program requirements.

Project Location / Limits Map

Project Limit 81st Street



77TH ST

69TH ST

65TH ST

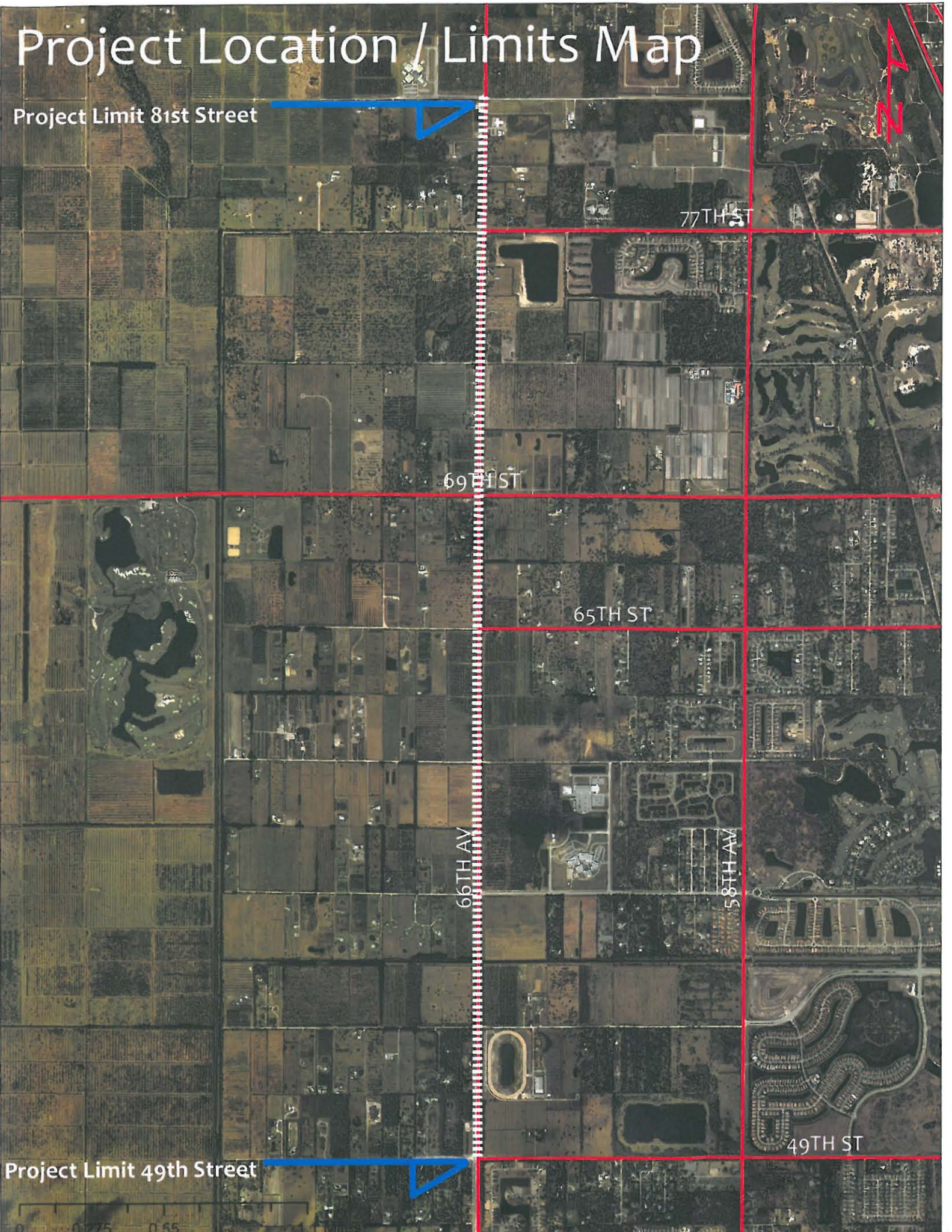
66TH AV

58TH AV

49TH ST

Project Limit 49th Street

0 0.275 0.55





AGENDA ITEM SUMMARY

Board/Committee: Treasure Coast Transportation Council (TCTC)

Meeting Date: August 9, 2016

Item Number: 8b

Item Title: 2040 Regional Long Range Transportation Plan (2040 RL RTP)

Requested Action: Accept the Regional Trends and Conditions and adopt the draft Goals and Objectives, accept and adopt with conditions, or do not accept and adopt.

Staff Recommendation: Based on the recommendations of the TCTAC and that the comments received to date have been addressed, it is recommended that the Regional Trends and Conditions are accepted and that the draft Goals and Objectives are adopted.

Attachments

- Staff Report
 - Regional Trends and Conditions Draft Report
 - Regional Goals, Objectives, and Performance Measures Draft Report
-



MEMORANDUM

TO: Treasure Coast Transportation Council (TCTC)

FROM: TCTC Staff

DATE: July 29, 2016

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

BACKGROUND

At its meeting on November 5, 2015, the Treasure Coast Technical Advisory Committee (TCTAC) reviewed the draft Scope of Services and the draft Memorandum of Understanding (MOU) for the development of the 2040 RL RTP for the TCTC. Subsequently, the documents were finalized based on the comments received from the TCTAC, and the MOU with the Scope of Services attached was authorized by the St. Lucie TPO, Indian River MPO, and Martin MPO Boards for execution. Upon execution of the MOU and with agreement by the St. Lucie TPO and the Indian River MPO, Kimley-Horn & Associates (KHA) was contracted by the Martin MPO for the development of the 2040 RL RTP, and the Scope of Services was initiated.

Significant work has been completed to date on Task 2.0, *Project Initiation and Data Compilation/Review*, and Task 3.0, *Regional Goals, Objectives, and Performance Measures*, of the Scope of Services. The deliverables associated with these tasks, the *Regional Trends and Conditions Draft Report*, and the *Regional Goals, Objectives, and Performance Measures Draft Report* are attached. KHA will provide a presentation on the work completed to date.

ANALYSIS

The *Regional Trends and Conditions Draft Report* summarizes the reviews of Federal and State plans and requirements that may provide parameters for the 2040 RL RTP. Regional transportation plans and studies also were

reviewed and summarized. Trends and conditions that were examined included population growth, changes and evolution of the workforce, commuting profiles, and future land use.

The *Regional Goals, Objectives, and Performance Measures Draft Report* summarizes the development of draft goals and objectives for the 2040 RL RTP based on reviews of the Regional Trends and Conditions and the goals and objectives from the individual Long Range Transportation Plans for the three MPOs. Based on the reviews, 5 goals and 18 objectives are proposed for the 2040 RL RTP that are summarized in the report.

At its meeting on July 6th, the Treasure Coast Technical Advisory Committee (TCTAC) reviewed and recommended acceptance of the Regional Trends and Conditions and adoption of the draft Goals and Objectives. The comments provided as a result of the reviews by the TCTAC and the Florida Department of Transportation, District 4 have been incorporated into the draft reports.

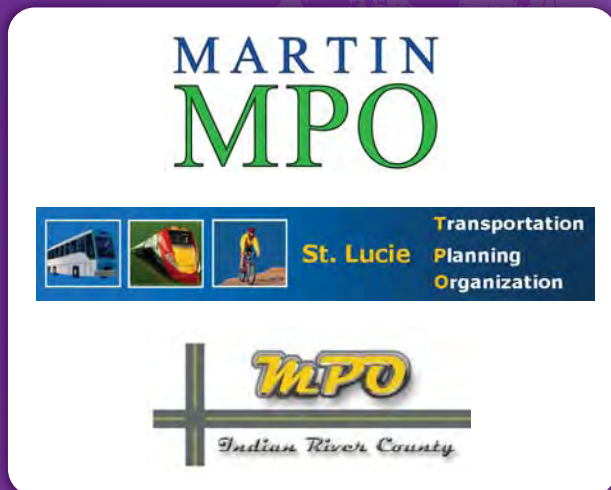
RECOMMENDATION

Based on the recommendations of the TCTAC and that the comments received to date have been addressed, it is recommended that the Regional Trends and Conditions are accepted and that the draft Goals and Objectives are adopted.

2040

REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)

for Martin, St. Lucie and Indian River Counties



MARTIN
MPO

St. Lucie Transportation
Planning
Organization

MPO
Indian River County

DRAFT

Regional Trends and Conditions

Prepared by

Kimley»»Horn





TABLE OF CONTENTS

Review of Existing Plans, Regulations, and Requirements	1
Federal Plans, Regulations, and Initiatives	1
State Plans and Legislation	4
Regional Plans	9
Trends and Conditions	13
Population Growth	13
Changes in Employment	14
Transportation	16
Future Land Use	17

LIST OF FIGURES

Figure 1. East Central Land Trail Opportunity Map	8
Figure 2. US 1 Multimodal Corridor Study Area	11
Figure 2. 60 Year Population Growth Trends	13
Figure 3. Martin County's Future Land Use Map	18
Figure 4. St. Lucie County's Future Land Use Map	18
Figure 5. Indian River County's 2035 LRTP Infill Alternative Plan	19

LIST OF TABLES

Table 1. Martin County Employment Trends	15
Table 2. St. Lucie County Employment Trends	15
Table 3. Indian River County Employment Trends	16
Table 4. Treasure Coast Employment Trends	16
Table 5. Means of Transportation to Work	17



REVIEW OF EXISTING PLANS, REGULATIONS, AND REQUIREMENTS

The purpose of this section is to review and summarize federal and state plans that provide parameters for the 2040 Regional Long Range Transportation Plan (RLRTP) for the Treasure Coast (*Martin County, St. Lucie County, and Indian River County*). The 2040 RLRTP for the Treasure Coast Transportation Council (TCTC) will build upon the 2040 Long Range Transportation Plans (LRTPs) for the three M/TPOs. The 2040 RLRTP will be complementary, with the LRTPs focused on the community/county level and the RLRTP will focus on the regional level. Regional transportation plans and studies were also reviewed and summarized. In addition, a review of the federal and state Long Range Transportation Planning requirements was conducted. The 2040 RLRTP will adhere to these preexisting guidelines and regulations.

Federal Plans, Regulations, and Initiatives

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

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



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



- **Transit** – Reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.
- **Ladders of Opportunity** – The FAST Act takes on several initiatives to improve workforce training and improve regional planning by allocating additional funds to local leaders and decision makers and providing planners with greater design flexibility such as the option to seek funding for the implementation of Transit Oriented Development (TOD).

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

MAP-21 Regulations (USDOT), 2012

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

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

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



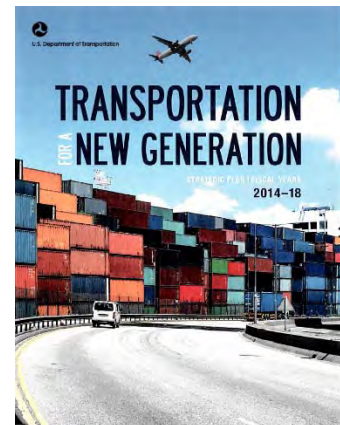
- **Freight Movement and Economic Vitality** – improving access in rural communities to goods from large trade markets, support regional economic development
- **Environmental Sustainability** – protecting and improving the natural environment while improving the performance of the transportation system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

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

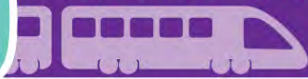
U.S. Department of Transportation (USDOT) Strategic Plan, FY 2014-2018

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

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



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

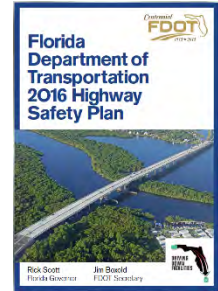


State Plans and Legislation

Florida Department of Transportation 2016 Highway Safety Plan (HSP)

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

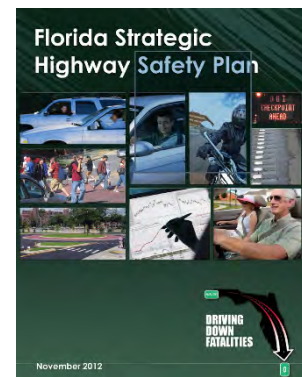
- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection/Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services
- Public Traffic Safety Professionals Training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



2012 Florida Strategic Highway Safety Plan (SHSP)

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

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





Florida Transportation Plan (FTP)

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



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

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

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

Strategic Intermodal System (SIS)

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



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



Florida Department of Emergency Management Statewide Regional Evacuation Study, 2012

The Florida Department of Emergency Management (DEM) obtained federal funding for a Statewide Regional Evacuation Study Program (SRESP) in response to the severe hurricane seasons experienced in 2004 and 2005. The program generates hypothetical evacuation scenarios for local government agencies, residents, and visitors in the region. The Transportation Analysis in the SRESP includes the impact of storms on transportation networks and roadways, and determines populations that will evacuate and which routes they are most likely to take. Those routes are subject to change due to various construction projects and the additional demand on the routes due to the evacuation. Data from hurricane models identifies potential surge zones and in turn which roadways are most at risk of being flooded and obsolete. Given the Treasure Coast's susceptibility to hurricanes and proximity to the large population centers of South Florida, it is vital to create safe and efficient escape routes, as well as identifying updates to roadway improvements and construction projects that are required to meet the demands during an evacuation scenario.

Florida Freight Mobility and Trade Plan, Investment Plan, 2014

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



FDOT Five-Year Work Program, 2016

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

<http://www2.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx>

Florida Greenways and Trails System Plan, 2013

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

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



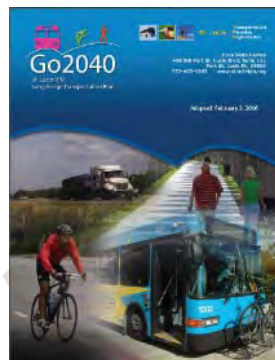
Figure 1. East Central Land Trail Opportunity Map



Regional Plans

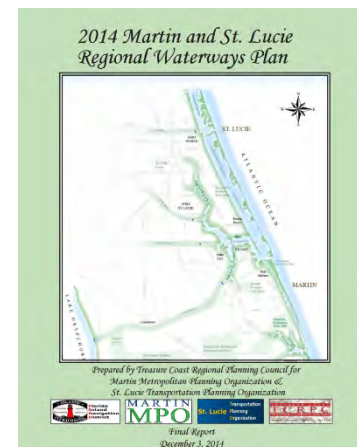
2040 Long Range Transportation Plans (LRTPs)

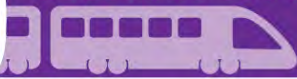
The adopted 2040 LRTPs for Martin, St. Lucie, and Indian River MPOs were reviewed. These plans serve as the mechanism for identifying and prioritizing multimodal transportation improvements over a 25-year planning horizon through the year 2040. The LRTPs set the vision for transportation for all modes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



Martin and St. Lucie Regional Waterways Plan, 2014

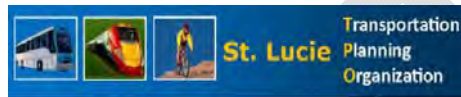
The Waterways Plan was developed to identify waterway access needs and facilities while optimizing the economic development opportunities waterfront property has to offer. The plan recommended sustaining existing waterfront land and protecting the surrounding environment through actions and education. 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.



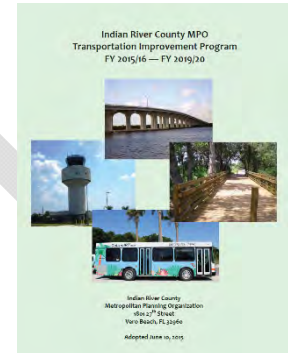


Transportation Improvement Programs (TIPs), 2016

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

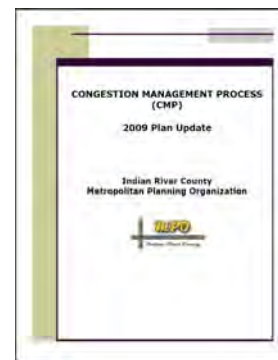
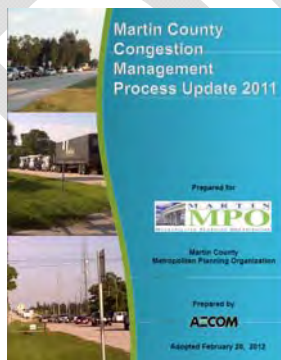


**TRANSPORTATION IMPROVEMENT PROGRAM
FY 2015/16 - FY 2019/20**



Congestion Management Process (CMP) Update

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



US 1 Multimodal Corridor Study, 2014

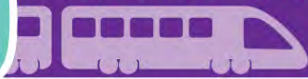
The US 1 corridor is defined as the section of US 1 from south of Cove Road in Port Salerno to north of Juanita Avenue in Fort Pierce as shown in Figure 2. US 1 is the primary north-south arterial for the coastal



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.

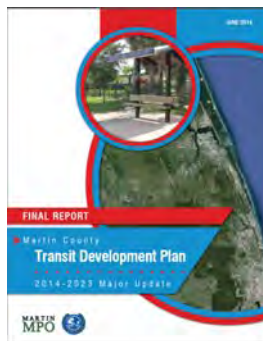


Figure 2. US 1 Multimodal Corridor Study Area



Transit Development Plan (TDP)

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



Airport Master Plan

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

Treasure Coast 2040 Zonal Data Projections

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



TRENDS AND CONDITIONS

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

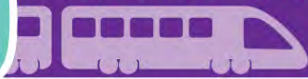
Population Growth

Like many regions in the Sun Belt, the Treasure Coast has experienced a large influx of people over the past 30 years. From 1980 to 2010, the Treasure Coast more than doubled in population growing from 211,092 people to a population of 562,135, 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 262,465 people according to the University of Florida Bureau of Economic and Business Research (BEER), for a total population of 824,600 and a percent growth of 47% between 2010 to 2040. This growth will increase demand for a comprehensive and efficient multimodal transportation network.



Sources: U.S. Census Bureau and BEBR

Figure 3. 60 Year Population Growth Trends



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

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

Changes in Employment

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

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

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



Table 1. Martin County Employment Trends

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

Table 2. St. Lucie County Employment Trends

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

Source: Treasure Coast 2040 Zonal Data Projections



Table 3. Indian River County Employment Trends

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

Table 4. Treasure Coast Employment Trends

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

Source: Treasure Coast 2040 Zonal Data Projections

Transportation

The foundation of the transportation system in the Treasure Coast is largely built on auto-dependence. As the region grows, commute times for all modes will be longer, but will disproportionately be felt by those continuing to commute by car. With this growth in mind, it is necessary for the 2040 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 on the following page. The rate of walking, bicycling, and taking public transportation to work is lower in the Treasure Coast than the nation and state as a whole shown in Table 5. However, the rate of carpooling to work and working at home are higher in the Treasure Coast than the nation and state.



Table 5. Means of Transportation to Work

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

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



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

Future Land Use

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

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

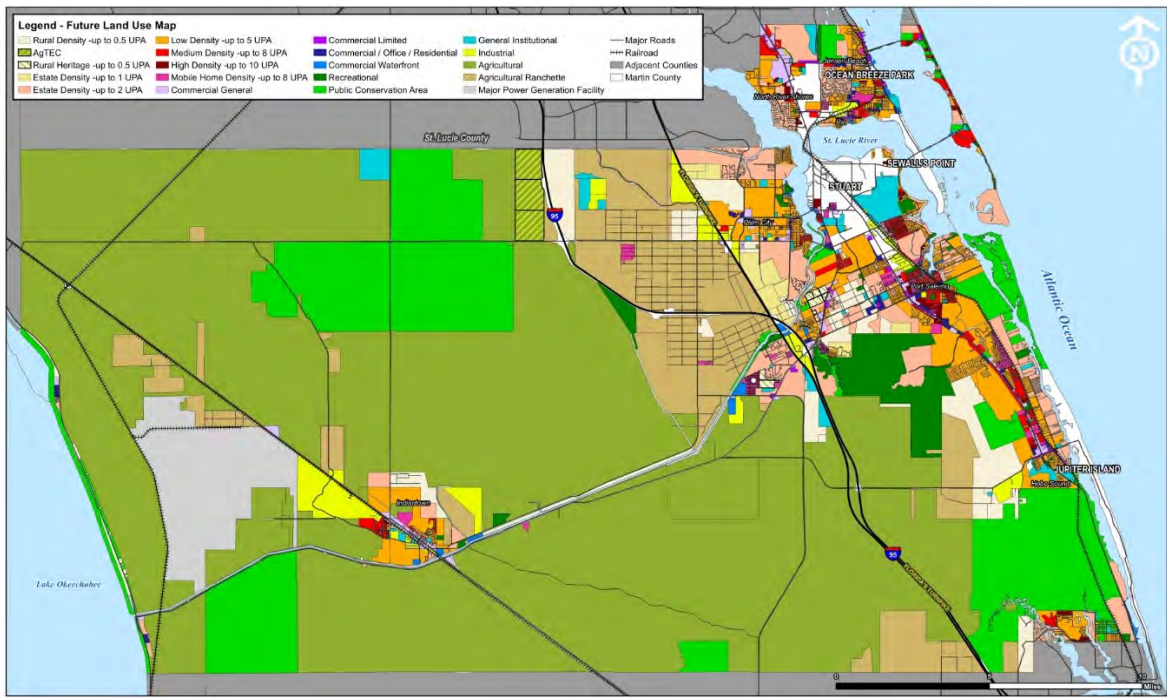


Figure 4. Martin County's Future Land Use Map

Shown in Figure 4, 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.

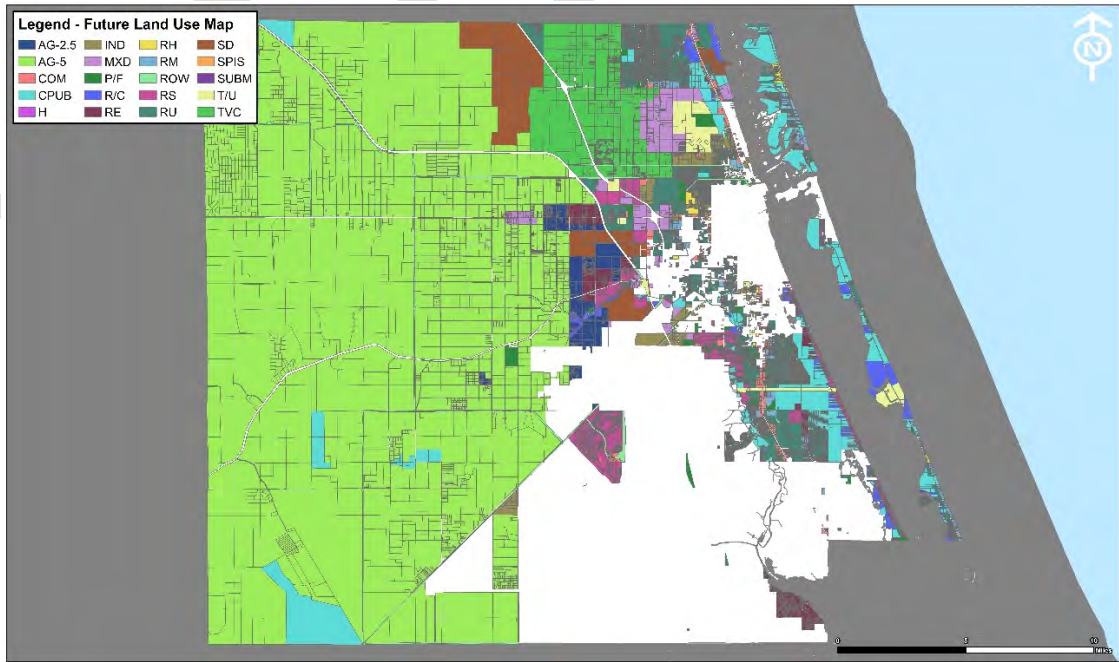


Figure 5. St. Lucie County's Future Land Use Map



Shown in Figure 5, 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.

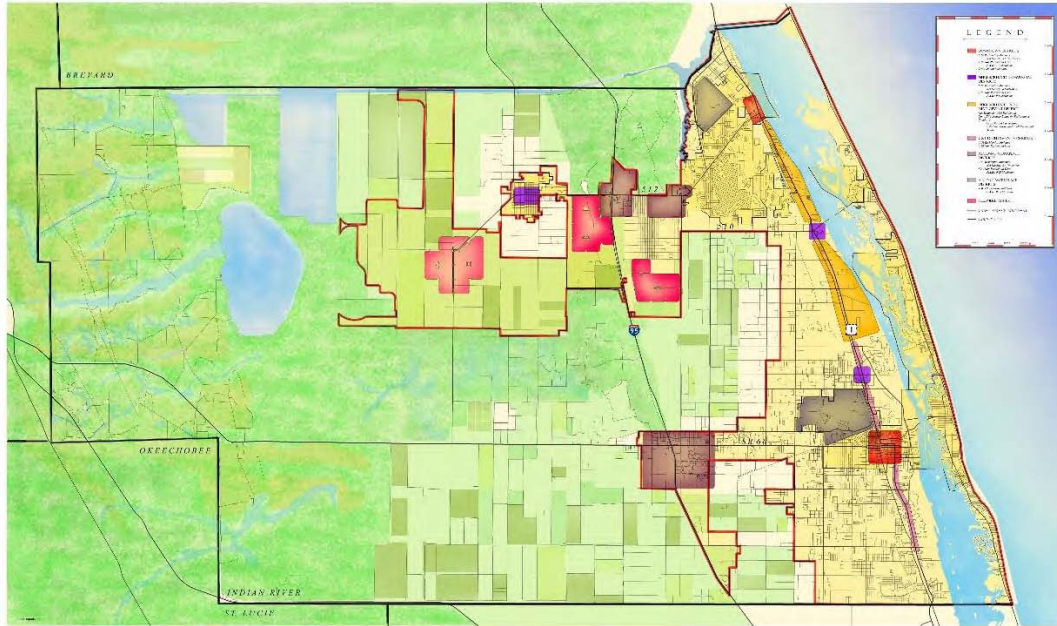


Figure 6. Indian River County's 2035 LRTP Infill Alternative Plan

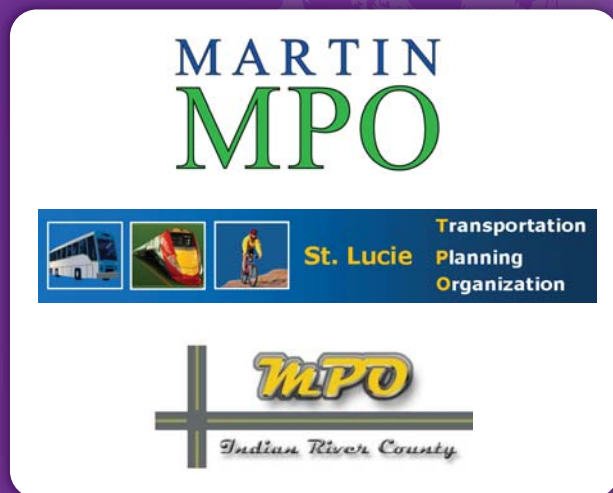
The county seats in each of the Treasure Coast counties consist of Stuart, Fort Pierce, and Vero Beach, all of which pre-date World War II. However, most of the development in the Treasure Coast generally occurred during the golden age of the automobile in the second half of the 20th century. As such,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

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

2040

REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)

for Martin, St. Lucie and Indian River Counties



DRAFT

Regional Goals, Objectives,
and Performance Measures

Prepared by

Kimley»»Horn





TABLE OF CONTENTS

Regional Goals, Objectives, and Performance Measures 1
Review of Individual LRTP Goals and Objectives 1
Draft Regional Goals and Objectives 1

LIST OF TABLES

Table 1. Draft Regional Goals and Objectives 3

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REGIONAL GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The purpose of this section is to develop draft goals and objectives for the Treasure Coast 2040 Regional Long Range Transportation Plan (RLRTP) based on the results of the Data Compilation and Review chapter of this report and a review and summary of goals and objectives from the individual Long Range Transportation Plans for the Martin MPO, St. Lucie TPO, and Indian River MPO.

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

Review of Individual LRTP Goals and Objectives

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

Federal Planning Factors

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

Freight and Goods Movement

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

Draft Regional Goals and Objectives

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



LRTPs were then analyzed and incorporated. The regional goals and objectives are intended to be developed through a collaborative process. It is anticipated that the draft regional goals and objectives will be reviewed and deliberated by the regional transportation advisory committee and regional transportation council before being finalized. The collective goals, objectives, and performance measures will help guide the region in identifying and prioritizing investments.

Table 1 presents the draft regional goals and objectives. Since the development of performance measures are closely tied to objectives, detailed performance measures will be developed once initial feedback is gained on the draft goals and objectives.

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Table 1. Draft Regional Goals and Objectives

Goal 1	Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.
	<p>Objective 1.A Prioritize transportation investments that maintain acceptable travel performance.</p> <p>Objective 1.B Ensure travel time reliability on major roadway freight corridors.</p> <p>Objective 1.C Implement the regional greenways and trails system.</p> <p>Objective 1.D Identify and fund the regional bus and train network.</p> <p>Objective 1.E Improve the safety of the transportation system, which may include infrastructure to support automated vehicles.</p>
Goal 2	Support economic prosperity through targeted regional transportation investments that preserve the existing system while expanding modal options.
	<p>Objective 2.A Improve access to regional destinations that support economic prosperity.</p> <p>Objective 2.B Ensure adequate funding for congestion management and maintenance.</p> <p>Objective 2.C Prioritize projects that improve multimodal access to community activity centers.</p> <p>Objective 2.D Promote consistency between transportation projects and the efficient operation and management of the regional transportation system.</p>
Goal 3	Protect the region's natural and social environment while minimizing adverse community impacts.
	<p>Objective 3.A Improve air quality and reduce greenhouse gas emissions.</p> <p>Objective 3.B Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.</p>
Goal 4	Conduct coordinated regional planning and decision-making that improves transportation options for the region.
	<p>Objective 4.A Implement strategies to reduce reliance on private automobiles.</p> <p>Objective 4.B Provide a transportation system that reduces per capita fuel consumption.</p> <p>Objective 4.C Manage the regional transportation system in a collaborative manner to improve the system's stability/resiliency to climate change and performance during hurricane evacuations, emergencies, and disasters.</p> <p>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.</p>
Goal 5	Protect and enhance the unique quality of life in the Treasure Coast region.
	<p>Objective 5.A Provide for the transportation needs of the disadvantaged.</p> <p>Objective 5.B Support healthy living strategies, programs, and improvements.</p> <p>Objective 5.C Reduce traffic fatalities and serious injury crashes on the regional roadway network.</p>

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Appendix

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Indian River MPO Connecting IRC 2040 LRTP

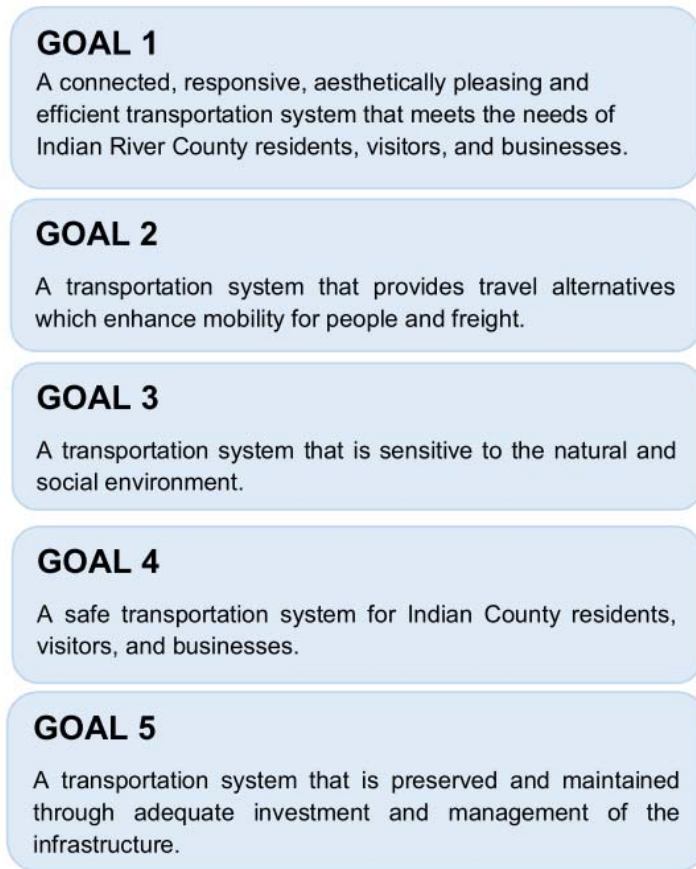


Figure 1. Indian River MPO 2040 LRTP Goals

The Indian River MPO 2040 LRTP incorporates five goals. Themes of the goals include connectivity, aesthetics, efficiency, enhancing mobility through alternatives, sensitivity to the natural and social environment, safety, and system preservation and maintenance. Each goal includes two to seven objectives with corresponding policies and one or more performance measures. The following pages present the Indian River MPO 2040 LRTP goals, objectives, policies, and performance measures.

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

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

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

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

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

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

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Figure 2. St. Lucie TPO 2040 LRTP Goals

The St. Lucie TPO Go 2040 LRTP includes six goals. Themes of the goals are clearly defined as economic prosperity and growth, choices, existing assets and services, cooperation, health and the environment, and safety and security. Each goal includes two objectives and numerous performance measures that are tied directly to proposed project ranking criteria and scoring. The following pages present the St. Lucie TPO 2040 LRTP goals, objectives, performance measures, and proposed project ranking criteria.

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

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

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

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

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

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

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



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

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

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