



## REGULAR BOARD MEETING

Wednesday, February 3, 2016, 2:00 pm

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### AGENDA

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Roll Call**
4. **Approval of Minutes**
  - *December 16, 2015 Rescheduled Board Meeting*
5. **Comments from the Public**
6. **Comments from Advisory Committee Members (TAC/CAC/BPAC)**
7. **Approval of Agenda**
8. **Consent Agenda**
  - 8a. **Appointment to the St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB):** An appointment to the LCB to fill a vacancy.  
  
*Action: Appoint or do not appoint.*
9. **Action Items**
  - 9a. **Go2040 Long Range Transportation Plan (Go2040 LRTP):** Review and adoption of the Go2040 LRTP.  
  
*Action: Adopt the Go2040 LRTP, adopt with conditions, or do not adopt.*
  - 9b. **Memorandum of Understanding (MOU) for the Development of a Regional Long Range Transportation Plan (RLRTP):** Approval of a MOU with the Indian River Metropolitan Planning Organization (MPO) and Martin MPO for the development of a RLRTP.  
  
*Action: Approve the MOU, approve with conditions, or do not approve.*

**9c. By-Laws, Rules, and Procedures Update:** Review and adoption of proposed revisions to update the TPO's By-Laws, Rules, and Procedures.

**Action:** *Adopt the proposed revisions to update the TPO's By-Laws, Rules, and Procedures, adopt with conditions, or do not adopt.*

**10. FDOT Comments**

**11. Recommendations/Comments by Members**

**12. TPO Staff Comments**

**13. Next Meeting:** The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, April 6, 2016.

**14. Adjourn**

**NOTICES**

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

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

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 St. Lucie TPO with respect to any matter considered at this meeting, that person shall need a record of the proceedings, and for such a purpose, that person may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based.

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

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



## RESCHEDULED BOARD MEETING

**DATE:** Wednesday December 16, 2015

**TIME:** 10:00 am

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

### MINUTES

#### 1. **Call to Order**

Vice Chairwoman Hensley called the December 16, 2015, rescheduled meeting of the St. Lucie Transportation Planning Organization (TPO) Board to order at 10:03 am.

#### 2. **Pledge of Allegiance**

Vice Chairwoman Hensley led the Pledge of Allegiance.

#### 3. **Roll Call**

The roll was called. A quorum was confirmed with 8 members present.

#### **Members present:**

Kathryn Hensley, Vice Chairwoman  
Councilwoman Michelle Berger  
Mayor Gregory Oravec  
Commissioner Chris Dzadoovsky  
Commissioner Reginald Sessions  
Mayor Linda Hudson  
Commissioner Paula Lewis  
Vice Mayor Linda Bartz

#### **Representing:**

St. Lucie Co. School Board  
City of Port St. Lucie  
City of Port St. Lucie  
St. Lucie County  
City of Fort Pierce  
City of Fort Pierce  
St. Lucie County  
City of Port St. Lucie

**Others present:**

Peter Buchwald  
Ed DeFini  
Yi Ding  
Mary Holleran  
Crystal Wilson  
Heather Young  
Don West  
Craig Hauschild  
Leslie Olson  
Mark Satterlee  
Bob Adolphe  
Roxanne Chesser  
Murriah Dekle  
Arlene Tanis  
Yanique Kelly  
Bonnie Landry  
Alice Bojanowski  
Joseph DeFronzo  
Bob Wallace

**Representing:**

St. Lucie TPO  
St. Lucie TPO  
St. Lucie TPO  
Recording Specialist  
Consultant  
St. Lucie County Attorney  
St. Lucie County  
St. Lucie County  
St. Lucie County  
St. Lucie County  
St. Lucie County  
City of Port St. Lucie  
St. Lucie County  
FDOT District 4  
FDOT District 4  
Martin MPO  
Martin MPO  
Stanley Consultants  
Tindale-Oliver

**4. Approval of Minutes**

- October 7, 2015 Regular Board Meeting

\* **MOTION – MOVED** by Mayor Hudson to approve the Minutes of the TPO Board meeting held on October 7, 2015.

\*\* **SECONDED** by Councilwoman Berger Carried **UNANIMOUSLY**

**5. Comments from the Public – None**

**6. Comments from Advisory Committee Members (TAC/CAC/BPAC)**  
None

**7. Approval of Agenda**

\* **MOTION – MOVED** by Commissioner Lewis to approve the agenda.

\*\* **SECONDED** by Councilwoman Berger Carried **UNANIMOUSLY**

## 8. Consent Agenda

**8a. 2016 Meeting Dates:** Approval of the proposed 2016 meeting dates of the TPO Board.

**8b. Appointment to the Bicycle-Pedestrian Advisory Committee (BPAC)** - Appointment of a Resident Bicycling Representative to the BPAC to fill a vacancy.

**\*\* MOTION – MOVED** by Vice Mayor Bartz to approve the Consent Agenda.

**\*\* SECONDED** by Councilwoman Berger Carried **UNANIMOUSLY**

## 9. Action Items

**9a. Annual Officer Elections and Appointments:** Election of a Chairperson and Vice Chairperson and appointments of members to various committees.

Mr. Buchwald noted it was time for the Board to elect a Chairperson and Vice Chairperson and to confirm or approve appointments to the TPO Executive Committee, the Florida Metropolitan Planning Organization (MPOAC) and the Treasure Coast Transportation Council (TCTC). The process historically has been to rotate the officer positions of the Board among the different cities and jurisdictions represented on the Board.

The Recording Specialist called for nominations to elect a Chairperson of the TPO Board for 2016.

**\* NOMINATION** by Mayor Hudson of Vice Chairwoman Hensley for Chairwoman of the TPO Board.

**\*\* SECONDED** by Commissioner Lewis

A call was made for other nominations. Hearing none, the nominations were closed.

Vice Chairwoman Hensley agreed to serve if elected.

All those in favor of Vice Chairwoman Hensley serving as Chairwoman of the TPO Board signified by **saying "Aye."** **No one opposed.**

**\*\* ELECTION** Carried **UNANIMOUSLY.**

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Chairwoman Hensley thanked the Board for their support.

The Recording Specialist called for nominations of Vice Chairwoman to the Board.

\* **NOMINATION** by Councilwoman Berger of Mayor Hudson, representing the City of Fort Pierce, for Vice Chairwoman of the TPO Board for 2016.

\*\* **SECONDED** by Commissioner Sessions.

There were no other nominations. Hearing none, the nominations were closed.

Mayor Hudson agreed to serve if elected.

All those in favor Mayor Hudson serving as Vice Chairwoman of the TPO Board **signified by saying "Aye."** None were opposed.

\*\* **ELECTION** – Carried **UNANIMOUSLY.**

Chairwoman Hensley continued with the Annual Appointments.

### **Executive Committee**

Chairwoman Hensley identified the 2015 Executive Committee appointments consisting of Chairwoman Hensley, Vice Chairwoman Hudson, Past Chairman Drummond, Mayor Oravec, representing the City of Port St. Lucie and Commissioner Frannie Hutchinson, representing St. Lucie County.

There were no changes to the appointments to the Executive Committee, and no one opposed the reappointments.

### **MPOAC**

The appointments to the MPOAC for 2015 were identified as Mr. Drummond as the member, Chairwoman Hensley as the 1st Alternate, and Commissioner Hutchinson as the 2nd Alternate.

Commissioner Lewis commented on keeping individuals in place for consistency and leadership versus changing the appointments every year. It was also suggested that Mr. Drummond should be present to see if he would rather be appointed and stay on as is or serve as an alternate.

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- \* **MOTION - MOVED** by Commissioner Lewis to accept the MPOAC appointments from 2015.

Mayor Oravec indicated that he preferred having this conversation when Mr. Drummond is present to clarify his position and that having him remain on the MPOAC provided professional representation and continuity on that committee.

Mr. Buchwald indicated that perhaps he could be encouraged to remain as 2nd Alternate.

- \* **MOTION – REVISED** by Commissioner Lewis to appoint Chairwoman Hensley as the member, Vice Chairwoman Hudson as the 1st Alternate, and Mr. Drummond as the 2nd Alternate.

- \*\* **SECONDED** by Councilwoman Berger Carried **UNANIMOUSLY**

#### **Treasure Coast Transportation Council (TCTC):**

Mr. Buchwald identified the 2015 appointments as Mr. Drummond and Commissioner Chris Dzadvosky serving as the members and Chairwoman Hensley serving as the alternate.

There were no changes to the appointments to the MPOAC, and no one opposed the reappointments.

- 9b. Go2040 Long Range Transportation Plan (Go2040 LRTP) Cost Feasible Plan (CFP):** Review and adoption of the Go2040 LRTP CFP which includes the planning allocation of Federal Funds from the Federal Highway Administration for the Port St. Lucie Urbanized Area.

Mr. Buchwald provided background information on the development of the Go2040 LRTP CFP and introduced Mr. Bob Wallace, representing Tindale-Oliver & Associates, the TPO's consultant for the Go2040 LRTP.

With a PowerPoint presentation, Mr. Wallace reviewed the results of the presentations of the CFP alternatives to the local jurisdictions and the TPO Advisory Committees. Port St. Lucie and St. Lucie County favored Alternative 2-A, and Fort Pierce supported Alternative 2-C with a potential increase in the local sales tax. The CAC recommended moving forward with both CFP alternatives, Alternative 2-A and Alternative 2-C with the potential increase in the local sales tax. The TAC also recommended both alternatives moving forward and adding

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an increase to the Transit Municipal Services Taxing Unit (MSTU) to the potential increase in the local sales tax to support transit. The BPAC also recommended both alternatives moving forward and adding both an increase to the Transit MSTU and a new sidewalk MSTU to the potential increase in the local sales tax as well as adding the C-24 Canal Trail to the St. Lucie Walk-Bike Network.

Mr. Wallace also summarized the meeting that took place on November 20, 2015, with the Chairmen of the Martin MPO and the St. Lucie TPO. At that meeting, the Chairmen agreed to bring to their respective Boards for consideration at their next meeting a planning allocation for the Port St. Lucie Urbanized Area of 65 percent of the Federal Highway Administration (FHWA) funds being received by the St. Lucie TPO and 35 percent of the FHWA funds being received by the Martin MPO. In addition, a methodology for future allocations of FHWA funds and a mechanism for future communication and coordination between the St. Lucie TPO and the Martin MPO should be discussed and adopted jointly by their respective Boards.

Mr. Wallace then presented the two CFP alternatives, Alternative 2A and Alternative 2C with the potential increase in the local sales tax and an increase to the Transit MSTU, which included a comparison of the funded and unfunded projects of the alternatives, revenue summaries, project costs, the year of expenditure of the projects, and maps identifying the project locations.

Mr. Wallace identified the staff recommendation to move forward with the FHWA planning allocation for the Port St. Lucie Urbanized Area of 65 percent for the St. Lucie TPO and 35 percent for the Martin MPO with Alternative 2-A serving as the adopted CFP until local funding sources for Alternative 2-C are implemented and to add the C24 Canal Trail to the St. Lucie Walk-Bike Network.

Commissioner Dzadvosky had questions and called on County staff present at the meeting who asked how pavement management monies would be spent and if they could be utilized on local roads.

Mr. Buchwald explained that the TPO would make the decision on how the Federal funds would be used, and the use of the local funds would be at the discretion of the local jurisdictions.

Commissioner Dzadvosky questioned what happens if the city or county declines the sales tax referendum.



Mr. Buchwald explained if 2-A is adopted, then 2-C would only be available through an amendment should local funding become available.

Chairwoman Hensley called for a **motion on staff's** recommendation and added that the TPO will be having conversations with the Martin MPO to develop and adopt a joint methodology for future allocations of FWHA funds and discuss a mechanism for future coordination and communication between the St. Lucie TPO and the Martin MPO.

Vice Chairwoman Hudson referred to the letter from the City of Fort Pierce that was provided to the Board explaining their need to restore and improve local roads and pavement management and continue conversations about alternative funding for future needs.

\* **MOTION – MOVED** by Vice Chairwoman Hudson to accept staff's recommendation.

\*\* **SECONDED** by Commissioner Sessions

Councilwoman Berger commented on the amount of work that went into developing the Go2040 LRTP, the sales tax opportunity of 2-C being an option and not a recommendation to move forward with it, the difficulty of moving from 68 percent to 65 percent funding because of poor communication between the St. Lucie TPO and the Martin MPO, and the difficulty of returning to alignment with factual statistics regarding the split.

Commissioner Lewis commented on the sales tax referendum being undecided, being a Countywide discussion and it being relatively short-term with specific goals and expressed concern with the plan having a much longer time frame and faced with making a decision on something that has not been quantified and may be premature.

Councilwoman Berger commented that the motion and the second was the idea that Alternative 2-C was just an option, and the consensus was for 2-A, and not for the additional information in 2-C.

Mr. Buchwald indicated that the City of Fort Pierce supported 2-C and the City of Port St. Lucie and St. Lucie County supported 2-A.

Mayor Oravec asked how 2-C would be incorporated into the document.

Mr. Buchwald said it would not be adopted as part of the plan. It would be an appendix or a part of the description of the development of the CFP.

Mayor Oravec commented on their responsibility as elected officials to clearly communicate and act on the vision to create, on the low public perception of government in America, and on not putting forth plans that cannot be delivered. Mayor Oravec also expressed appreciation for Fort Pierce and the County Commission for wanting to work together, the importance of the **language and how it's presented** in the plan, and if it diminishes our credibility, it is not something he can support.

Commissioner Dzadvosky agreed with Commissioner Lewis to see clearly defined projects and the time frame in which the referendum or sales tax would be levied and heard the other Commissioners being firm on Alternative 2-A and will not support the current motion.

\* Chairwoman Hensley called the motion on the floor. All in favor signified by raising their hands.

\*\* **The motion failed 2-6. In favor of supporting the Motion:** Vice Chairwoman Hudson and Commissioner Sessions

**Those opposing the motion:** Chairwoman Hensley; Mayor Oravec; Councilwoman Berger; Commissioner Dzadvosky; Commissioner Lewis; and Vice Mayor Bartz.

\* **MOTION – MOVED** by Councilwoman Berger to adopt CFP Alternative 2-A and to approve the 65 percent-35 percent FHWA funding allocation.

\*\* **SECONDED** by Mayor Oravec.

Commissioner Lewis offered clarification to the motion that the consensus of the Board was to eliminate all local funding sources for Alternative 2-C until they are implemented. Councilwoman Berger agreed to amend the motion to include the clarification, and the motion was **SECONDED** by Mayor Oravec.

Chairwoman Hensley called the amended motion. All in favor signified by raising their hands.

\*\* **The motion CARRIED 6-2. In favor of supporting the motion:** Chairwoman Hensley; Mayor Oravec; Councilwoman Berger; Commissioner Dzadvosky; Commissioner Lewis; and Vice Mayor Bartz.

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**Opposing the motion:** Vice Chairwoman Hudson and Commissioner Sessions.

**9c. Bicycle Rack Plan:** Review and adoption of a Bicycle Rack Plan for the St. Lucie TPO area.

With a PowerPoint presentation, Mr. Edward DeFini, **the TPO's Bicycle-Pedestrian Program Manager**, presented the Bicycle Rack Plan that is **included in Task 3.5 of the TPO's Unified Planning Work Program (UPWP)**. The purpose of the Plan is to provide an inventory of bicycle racks in use, identify existing needs for bicycle racks, raise awareness of the lack of bicycle racks, and recommend locations for bicycle racks. This information can be used as an additional resource to jurisdictions that wish to adopt its use for improvements to install bicycle racks at various locations, or prioritize programs or projects that can be funded through the Transportation Alternatives Program (TAP) and other funding sources. Maps were provided showing various locations with and without bicycle racks.

The Board discussed grant funding opportunities for jurisdictions to enable them to install the bicycle racks.

Mayor Oravec asked if the TPO would draft an application for a grant on **behalf of the members' jurisdictions**. Mr. Buchwald said the UPWP includes the TPO staff supporting and assisting grant applications for the Bicycle Rack Plan.

\* **MOTION – MADE** by Mayor Oravec to approve adoption of the Bicycle Rack Plan and direct the TPO staff to apply for any available grant funding.

\*\* **SECONDED** by Commissioner Dzadvosky

Commissioner Sessions questioned the School Board's position and input for the location and placement of the bicycle racks.

Chairwoman Hensley said if it is the Bicycle Rack Plan, it gives their staff an opportunity to apply for grants, and it has no adverse effect on the School District at this time.

Vice Chairwoman Hudson commented in North Fort Pierce there is consideration to accommodate people without transportation to use their bikes as an option and a viable alternative to traveling to the bus.

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**\*\* MOTION Carried UNANIMOUSLY**

**9d. Walton Road Improvements Feasibility Study:** Review and approval of the Scope of Services for the Walton Road Improvements Feasibility Study.

With a PowerPoint presentation, Mr. Buchwald presented the Walton Road Improvements Feasibility Study which is included in the UPWP in Task 4.1. The objective of the task is to conduct a feasibility study of potential improvements to the section of Walton Road from Lennard Road to Indian River Drive which is in poor condition and does not include shoulders or any bicycle or pedestrian facilities. The Scope of Services contains tasks including analyses of the existing conditions, bicycle and pedestrian mobility and potential impacts and environmental concerns. The feasibility study is expected to be completed in six months for a cost of less than \$43,000, and the scope, cost, and schedule are consistent with Task 4.1.

Commissioner Dzadvosky commented on impacts to the Savannas, suggesting the importance of access and flow of the water either under or over the road. He mentioned the boat kayak launch in Fort Pierce and asked for consideration to include the kayak trail in the study.

Mayor Oravec believed this was an opportunity to improve the transportation, excavating and exploring the geology of the road, restoring the flow of water, and **for a "post card" signature moment with a raised bridge over the Savannas that could be special on a State-wide basis.**

Commissioner Lewis discussed this with County staff who indicated that to improve that road as it exists, it would probably have to be elevated.

**\* MOTION – MOVED** by Councilwoman Berger to approve the Scope of Services for the Walton Road Improvements Feasibility Study.

**\*\* SECONDED** by Mayor Oravec Carried **UNANIMOUSLY**

**10. FDOT Comments – None**

**11. Recommendations/Comments by Members - None**

**12. TPO Staff Comments**

**DRAFT**

Mr. Buchwald provided a **summary of the TPO's year in review**. He thanked everyone for their support, and wished all a happy holiday season. Members were invited to enjoy holiday refreshments.

Chairwoman Hensley acknowledged the progressive accomplishments of the TPO and thanked Mr. Buchwald and staff for their work and efforts.

**13. Next Meeting:** The next meeting is a regular TPO Board Meeting scheduled for 2:00 pm on Wednesday, February 3, 2016.

**14. Adjourn –** The meeting was adjourned at 11:40 am

Respectfully submitted:

Approved by:

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Mary F. Holleran  
Recording Specialist

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Kathryn Hensley, Chairwoman

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie TPO Board
<b>Meeting Date:</b>	February 3, 2016
<b>Item Number:</b>	8a
<b>Item Title:</b>	Appointment to the St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB)
<b>Item Origination:</b>	LCB By-Laws, Rules, and Procedures
<b>UPWP Reference:</b>	Task 3.8 – Transportation Disadvantaged (TD) Program & Ladders of Opportunity
<b>Requested Action:</b>	Appoint or do not appoint
<b>Staff Recommendation:</b>	It is recommended that Mr. Nelson Merchan-Cely be appointed as a Citizen Advocate to the LCB to fill a vacancy.

### Attachments

- Application



**APPLICATION FOR SERVING ON COMMITTEES/BOARD**

1. Name NELSON MERCHANT-CELY
  2. Home or Mobile Phone [REDACTED] 3. Email Address NELSONMERCHANTCELY1@GMAIL.COM
  4. Home Address 2451 DE BERSHIRE BLVD, PORT ST LUCIE, FL 34952
  5. How long have you lived at this location? 14 YEARS
  6. Business Address (optional) \_\_\_\_\_
  7. Business Phone (optional) \_\_\_\_\_
  8. Are you employed by a government agency? Yes \_\_\_\_\_ No X
  9. Do you now serve on a government committee or board? Yes \_\_\_\_\_ No X
  10. If Yes, which one(s)? \_\_\_\_\_
  11. Brief summary of your education MBA - JRD TWO YEARS SPECIALIZATION IN AUDITING SYSTEMS IN BREES, COLORADO - FLORIDA MASTER GARDENER. U.S. FL GUARD ASSOCIATION
  12. Brief summary of your experience 32 ADDITION ASSISTANT WHO/ON COORDINATOR. 14 YEARS PRESIDENT HISPANICS IN ACTION, INC. 7 YEARS TC COMMUNITY SINGERS. 14 YEARS VOLUNTEER 12 YEARS JOURNALIST BILINGUAL TEACHER
  13. Please select each St. Lucie Transportation Planning Organization (TPO) Board or Committee you are interested in serving on (more than one may be selected):  
 Transportation Disadvantaged Local Coordinating Board (LCB) X  
 Citizens Advisory Committee (CAC) \_\_\_\_\_  
 Bicycle-Pedestrian Advisory Committee (BPAC) \_\_\_\_\_
  14. May your application be submitted to the TPO Board whenever vacancies occur on the selected Board/Committee(s) until you are appointed? Yes \_\_\_\_\_ No \_\_\_\_\_
  15. Will you be able to attend quarterly LCB meetings, CAC meetings every other month, or BPAC meetings every other month? Yes X No \_\_\_\_\_
- SIGNATURE [Signature] Date 12/14/15

Submit completed application by mail, fax, or email to:

MAIL: St. Lucie Transportation Planning Organization  
466 SW Port St. Lucie Boulevard, Suite 111  
Port St. Lucie, FL 34953  
FAX: 772-785-5839  
EMAIL: TPOAdmin@stlucieco.org

**Note: Application is effective for two years from the date of completion**

TITLE VI STATEMENT: The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcomed 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](mailto:lathoum@stlucieco.org).

Crèole: Si ou ta rinmin recevua information sa en crèole si l bous plait rèlè 772-462-1777.

Español: Si usted desea recibir esta información en español, por favor llame al 772-462-1777.

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie TPO Board
<b>Meeting Date:</b>	February 3, 2016
<b>Item Number:</b>	9a
<b>Item Title:</b>	Go2040 Long Range Transportation Plan (LRTP)
<b>Item Origination:</b>	2040 LRTP Development Process
<b>UPWP Reference:</b>	Task 3.1 – Long Range Transportation Planning and MAP-21 Implementation
<b>Requested Action:</b>	Adopt the Go2040 LRTP, adopt with conditions, or do not adopt
<b>Staff Recommendation:</b>	Based on the recommendations of the TPO Advisory Committees and on the Go2040 LRTP complying with State and Federal requirements and addressing the needs of the TPO area, it is recommended that the Go2040 LRTP be adopted.

### Attachments

- Staff Report
- Draft Go2040 LRTP



**MEMORANDUM**

**TO:** St. Lucie TPO Board

**FROM:** Peter Buchwald  
 Executive Director

**DATE:** January 25, 2016

**SUBJECT: Go2040 Long Range Transportation Plan (LRTP)**

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**BACKGROUND**

The development of the Go2040 Long Range Transportation Plan (LRTP) was initiated in September 2014, and the following elements that comprise the Go2040 LRTP were reviewed by the TPO Board as follows:

<i><u>Input/Element</u></i>	<i><u>Meeting Date(s)</u></i>
Public Participation Plan	December 3, 2014
Growth Projections	February 4, 2015 April 8, 2015
Goals, Objectives, and Performance Measures	June 3, 2015
Needs Plan	August 5, 2015
Safety, Security, ITS, and CMP Elements	October 7, 2015
Cost Feasible Plan	October 7, 2015 December 16, 2015

The draft Go2040 LRTP has been prepared for review and consideration of adoption. The document incorporates all of the input received and the elements reviewed by the TPO Board during its development.

## **ANALYSIS**

The draft Go2040 LRTP contains seven chapters which incorporate the elements reviewed by the TPO Board as follows:

<i><u>Input/Element</u></i>	<i><u>Go2040 LRTP Chapter(s)</u></i>
Public Participation Plan	Chapter 2
Growth Projections	Chapters 2 and 3
Goals, Objectives, and Performance Measures	Chapters 2 and 7
Needs Plan	Chapter 3
Safety, Security, ITS, and CMP Elements	Chapter 3
Cost Feasible Plan	Chapters 4, 5, and 6

In addition, Chapter 1 contains introductory and background information; Chapter 2 establishes consistency of the Go2040 LRTP with Federal and State requirements and State, Regional, and local plans; and Chapter 3 incorporates the St. Lucie Freight Network, an Environmental Justice analysis, and environmental mitigation strategies. Furthermore, Chapter 4 summarizes the financial resources analysis, and Chapter 5 summarizes the transportation alternatives and scenario planning approach, all of which were utilized in the development of the Cost Feasible Plan (CFP) which is presented in Chapter 6. Finally, Chapter 7 identifies the LRTP performance measures, amendment process, and emerging issues.

The Go2040 LRTP contains many tables, figures, and maps to convey and depict the information in a clear and concise manner. A glossary of terms and acronyms and the Go2040 Public Participation Plan are included in the appendices.

The Go2040 LRTP is a multimodal transportation plan that includes in the CFP the projects from the existing TPO Master List of Priority Projects and adds the Jenkins Road Project from Angle Road to St. Lucie Boulevard. The US-1 Corridor Retrofit Program, the Congestion Management Program (CMP), and a total of 20 St. Lucie Walk-Bike Network Projects also are included in the CFP. In addition, the CFP maintains the transit program with the existing bus service on seven routes and the recent extended service enhancements.

The Go2040 LRTP addresses the needs of the TPO area based on the comprehensive stakeholder and public participation while minimizing or mitigating potential environmental impacts on a systemwide basis. Its CFP is consistent with its Vision, Goals, and Objectives. In addition, there is no disparity of impacts or benefits to the Environmental Justice populations of the TPO area. The Go2040 LRTP also addresses asset management, safety, and security of the transportation network and considers operational improvements as an alternative in addressing capacity issues. Finally, the Go2040 LRTP implements quantitative measures to assess the performance of the plan.

During the week of January 11th, the TPO Advisory Committees reviewed the draft Go2040 LRTP, provided comments, and recommended it for adoption. The comments received from the Advisory Committees were incorporated into the draft version.

### **RECOMMENDATION**

Based on the recommendations of the TPO Advisory Committees and on the Go2040 LRTP complying with State and Federal requirements and addressing the needs of the TPO area, it is recommended that the Go2040 LRTP be adopted.



**St. Lucie** Transportation  
Planning  
Organization

# Go2040

St. Lucie TPO  
Long Range Transportation Plan

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie FL, 34953  
772-462-1593 [www.stlucietpo.org](http://www.stlucietpo.org)

Adopted: \_\_\_\_\_

## DRAFT for Review



Photo courtesy of [www.seefloridago.org](http://www.seefloridago.org)

## Prepared for:



### **St. Lucie Transportation Planning Organization**

466 SW Port St. Lucie Boulevard, #111

Port St. Lucie, FL 34953

(772) 462-1593

## Prepared by:



1000 N. Ashley Drive, Suite 400

Tampa, FL 33602

(813) 224-8862

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In accordance with Title VI of the Civil Rights Act of 1964 and other nondiscrimination laws, public participation is solicited without regard to race, color, national origin, age, sex, religion, disability, or familial or income status. It is a priority for the TPO that all citizens of St. Lucie County be given the opportunity to participate in the transportation planning process, including low-income individuals, older adults, persons with disabilities, and persons with limited English proficiency. You may contact Marceia Lathou, the TPO's Title VI Specialist, at (772) 462-1953 if you have any nondiscrimination concerns.

# Go2040 LRTP

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Appendix C: 2040 Revenue Forecast – Appendix for the St. Lucie Metropolitan Area Long Range Plan Update

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Appendix E: Summary of Technical Memoranda

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## Chapter 1: Introduction

### 1.1 What is the TPO?

The St. Lucie Transportation Planning Organization (TPO) is an independent metropolitan planning organization (MPO) responsible for the transportation planning and programming for the City of Fort Pierce, City of Port St. Lucie, St. Lucie Village and the unincorporated areas of St. Lucie County. MPOs are established by federal requirements for urbanized areas that exceed 50,000 in population, and these requirements must be followed to receive federal transportation funds.

The St. Lucie TPO was established more than 25 years ago and is led by a Board consisting of:

- > Four (4) St. Lucie County Board of County Commissioners
- > Four (4) City of Port St. Lucie Councilmembers
- > Two (2) City of Fort Pierce Commissioners
- > One (1) St. Lucie County School Board member
- > One (1) Community Transit representative

The TPO Board meets regularly to act on plans and programs and determine how best to meet the transportation needs of the area.

One of the most important metropolitan planning federal requirements is the preparation of a long range transportation plan (LRTP) every five years. In addition, the expenditure of federal and state funds on projects can occur only if a project is first included in the adopted LRTP.

### 1.2 What is Go2040?

Go2040 is the LRTP prepared by the St. Lucie TPO. The Go2040 LRTP is intended to guide the investment in multimodal transportation options and identify projects to be completed over the next 25 years. It will include a vision and goals and will answer the following questions:

- > Where do people live, work, and play now?
- > Where will people be living, working, and playing in 2040?
- > How does the community want the transportation system to function in 2040 to accommodate current and future development needs?
- > What transportation options will be needed, such as transit, bicycle, pedestrian, trails or roads, and which are the most important in 2040?
- > How will these transportation options be paid for?
- > What are the keys to successful implementation of the Go2040 LRTP?

To answer the above questions, a variety of public involvement techniques were used in the development of the Go2040 LRTP. Details of the public participation process are discussed in Section 2.2.

## Chapter 1: Introduction

The Go2040 LRTP is a comprehensive, multimodal “blueprint” aimed at meeting the transportation needs of the TPO planning area, including the incorporated cities of Port St. Lucie, Fort Pierce, and St. Lucie Village.

As a multimodal transportation plan, Go2040 considers not only needed road improvements, but also public transportation, bicycle, pedestrian, freight, and other transportation projects. Go2040 relies heavily on input from the public to help identify and prioritize multimodal transportation projects in the development of the plan. Additionally, Go2040:

- > Recognizes the tie between land use and transportation.
- > Supports the economic development goals of the local communities.
- > Supports regional coordination and collaboration.
- > Places emphasis on maintenance and preservation of the existing transportation system.
- > Looks to provide safe, convenient, and accessible transportation options for all.
- > Analyzes and weighs the potential social, economic, and environmental impacts and benefits of the plan.
- > Is consistent with all applicable federal and State planning requirements.
- > Is a performance-based plan establishing metrics to monitor and evaluate the Go2040 goals and objectives.
- > Provides a fiscally-constrained financial plan to meet future transportation needs through 2040.

### 1.3 What is Included in Go2040?

Go2040 includes several components, each vital to the development of the overall plan. Following this Introduction are five major chapters comprising the plan and a series of appendices which provide additional information presented in the Go2040 LRTP. Appendix A includes a Glossary of Terms and Acronyms to aid in the reading of the Go2040 LRTP.

## Chapter 2: Guiding the Go2040 Vision

Chapter 2 presents the overall Vision for the St. Lucie TPO and the Go2040 LRTP. Connecting this vision with the outcomes of the plan is done through a series of Goals & Objectives along with the introduction of a series of performance measures designed to meet the expectations of MAP-21. The forecasted growth of population and employment in the TPO area over the next 25 years also is presented, connecting the land use and development trends with the vision for the TPO area. Areas of high growth will have an impact on the future transportation needs. This chapter also documents the approach and outcomes from the significant public participation process that occurred as part of Go2040.

## Chapter 1: Introduction

### Chapter 3: Establishing the Transportation Needs

Chapter 3 documents the Go2040 Multimodal Needs Plan for 2021–2040. This includes documenting the need for future transportation projects to meet travel needs as well as identifying transportation projects that are needed for improving quality of life and future economic development. Included is an assessment of:

- > Future travel demand estimated using the Treasure Coast Regional Planning Model
- > St. Lucie walk/bike network
- > Bus service improvements in the form of expanded hours, more frequent service, and new bus routes
- > Freight and goods movement
- > Transportation related safety and security improvements
- > Roadway congestion measures that do not require additional lanes

Chapter 3 also includes an assessment of the potential impacts transportation projects could have on the environment and established communities. Finally, an assessment of the costs of these needs is completed using standardized costs and other information available from more detailed project specific studies.

### Chapter 4: Financial Resources

Chapter 4 presents revenue forecasts for existing revenues and potential new revenue sources used in the scenario planning process for the Go2040 LRTP. Existing State and federal revenue forecasts were provided by the FDOT Central Office. Forecasts for existing local revenue sources were developed by Tindale Oliver based on information provided by local governments and include gas taxes, transportation impact fees, and a transit Municipal Services Taxing Unit (MSTU). Potential new revenue sources and forecasts could include a local option sales tax and an MSTU for walk/bike projects, as well as increasing the millage levy for the MSTU for transit to the current maximum allowed of 0.25 mil. These options and uses of these revenue sources are discussed.

### Chapter 5: Transportation Alternatives and Scenario Planning

Chapter 5 presents the transition of the multimodal transportation needs to a fiscally-constrained cost feasible plan. The development of the scenario planning financial alternatives provided opportunity for public discussion and review of the multimodal projects for inclusion in the Cost Feasible Plan.

### Chapter 6: Go2040 Cost Feasible Plan

Using the results of the financial alternatives, Chapter 6 documents the adopted Cost Feasible Plan and the factors which guided the selection of transportation projects for the Go2040 Cost Feasible Plan—technical criteria, policy input, citizen input, and available financial resources. This approach is documented along with an assessment of the future transportation system performance, potential impacts to the environment and an evaluation of how the transportation projects included in the Cost Feasible Plan enhance and provide improve connectivity for the Environmental Justice Areas.

### Chapter 7: Implementing the Plan

Chapter 6 concludes the report with an identification of the key next steps that must be taken to ensure that the plan transitions to implementation and that critical opportunities are pursued in the coming years. Progress in meeting these steps will be captured through the implementation of performance measures and the TPO's future updates of the Transportation Improvement Program (TIP), Congestion Management Process (CMP), and Unified Planning Work Program (UPWP). Also incorporated into the implementation actions is a series of emerging issues identified in MAP-21 that are key to the implementation of Go2040.

### Appendices

A series of appendices are included at the conclusion of this report. These documents further support or clarify information that is included within the seven chapters discussed above. These appendices include:

- > Appendix A: Glossary of Terms and Acronyms – included to aid the reader in understanding and becoming familiar with transportation terms.
- > Appendix B: Public Participation Plan – provides an overview of the extensive public involvement activities that were identified and guided the development of the Go2040 LRTP.
- > Appendix C: 2040 Revenue Forecast – Appendix for the St. Lucie Metropolitan Area Long Range Plan Update – outlines the revenue assumptions provided by FDOT and provides the methodology for determining revenue programs used by the TPO for the Cost Feasible Plan.
- > Appendix D: LRTP Checklist – provides a crosswalk between the federal and state requirements for metropolitan planning and the locations within this report where each component is discussed.
- > Appendix E: Summary of Technical Memoranda – provides a list of further technical documentation regarding the development of the Go2040 LRTP.

## 2.1 Introduction

This chapter describes the foundational work that was done to create the context for the Go2040 LRTP, including:

- > Development of a vision statement and goals for the development and prioritization of projects included in the LRTP and the subsequent evaluation of the performance of the projects.
- > Review of existing population and employment in St. Lucie County and the growth that is anticipated by 2040.
- > Identifying a set of planning assumptions based on a review of federal, State, regional, and local planning reports.

## 2.2 Public Involvement

### 2.2.1 Public Outreach Summary

To engage the public in a variety of different ways was, a guiding document, the LRTP Public Participation Plan (PPP) was developed to outline the techniques to be used for engaging the public during each phase of the plan development as depicted in Figure 2-1. The PPP is included in Appendix B. The Go2040 LRTP includes a significant social media component and provides additional focus on the impacts and benefits the transportation projects have on environmental justice (EJ) areas. Discussion about the identification of these areas and the emphasis on them for analysis of the Needs Plan projects can be found in Chapter 3, “Establishing Transportation Needs.”

### 2.2.2 Public Involvement Strategy (Phases and Techniques)

The public involvement plan was divided into the three phases to mirror the three phases of plan development process:

- > Phase I – Visioning/Plan Development
- > Phase II – Needs Plan
- > Phase III – Cost Feasible Plan



Figure 2-1: Public Engagement by Phase

Grassroots outreach was integral to the development of the plan, and Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), and TPO Board Committee meetings were used during all phases to review work products and to provide feedback and direction. Specific techniques are described below.

### Pop-up /Events

In addition to traditionally-scheduled events, in-person engagement for the Go2040 LRTP included the “pop-up” event; staff could piggy-back on scheduled community events or get feedback in high-traffic areas (e.g. bus station). A total of 17 events were conducted and at these events, maps along with the on-line and paper surveys were used to aid in the public engagement.

### Social Media, Project Website, Community Remarks Interactive Web-based Tool

With survey questions, project information, and maps, a website was designed as the project hub. The website was further enhanced by the integration of the Community Remarks engagement tool that allowed visitors to comment and vote on projects depicted on a user-friendly map. Because responses could be provided to comments posted, an on-line dialogue was facilitated.



### Environmental Justice Outreach



EJ areas were identified to ensure that the projects proposed in the Needs and Cost Feasible plans were reviewed by communities that have been traditionally under-served in the transportation decision-making process—communities in which income and minority populations meet established thresholds. Outreach in EJ areas has been emphasized in the planning process as a result of Executive Order 12898.

### Stakeholder Interviews

In addition to emphasizing events and community forums held in EJ areas, traditional public workshops and outreach meetings were effective in engaging the public. Early in the project, key stakeholders were identified that represented a variety of groups in St. Lucie County, including the minority community, veterans, older adults, low-income households, and representatives of public safety agencies, the Housing Authority of the City of Fort Pierce, Roundtable of St. Lucie County, public works departments, and County officials.



### Consensus-Building Workshop

At this event, community stakeholders who had been interviewed for the stakeholder interviews were invited to the TPO for a more in-depth review of the issues and findings, including a review of the road, transit, and bike/pedestrian projects considered for the Needs Plan and subsequent Cost Feasible Plan.

### Virtual Town Hall

To expand the reach of the public engagement effort, a virtual town hall meeting was held during Phase 3. This telephone and web-based event engaged the community in a series of polling questions and provided a question-and-answer session about transportation in the community. Polling question topics included ranking the most critical transportation issues, identifying the relative importance of walking and biking, and gauging the level of support for an increase in local sales tax.

### 2.2.3 Public Engagement by the Numbers

Table 2-1 provides a summary of the public outreach activities by phase during Go2040 LRTP development. Information is provided on the type and number of various outreach events and related measures of effectiveness. A total of 50 public outreach events were held during the development of the Go2040 LRTP. Of the 50 public outreach events held, 16 of them were targeted in environmental justice areas.

## 2.3 2040 Growth Forecast

Developing the growth forecast for Go2040 was based on two guiding factors: a scenario-based analysis of growth in the Martin–St. Lucie 2035 Regional LRTP (RLRTP) and county-wide growth totals developed by the Bureau of Economic and Business Research (BEBR) at the University of Florida.

### 2.3.1 Socio-economic Data Development Process

The growth forecast for Go2040 was developed using BEBR medium estimates for countywide growth and the Treasure Coast Urban Land-Use Allocation Model (TCULAM). The purpose of the TCULAM model is to provide an automated process to allocate future growth in the form of regional or county-wide population and employment control totals at the traffic analysis zone (TAZ) level for use in the Treasure Coast Regional Planning Model (TCRPM) 4.0. Table 2-2 shows the population growth forecast expected to occur over the next 25 years. Employment growth was forecasted using the same ratio of population to employment observed in 2010 and projected based on the BEBR estimate of population. Overall, St. Lucie County is anticipated to experience a 65% increase in population and a 58% increase in employment, with more than 150,000 jobs and 450,000 residents. Although industrial employment is forecasted as the fastest growing sector, the majority of the jobs in 2040 will continue to be service oriented.

**Table 2-1: Go2040 Public Involvement**

Outreach Activity	Phase 1	Phase 2	Phase 3
<b>Grassroots Outreach Events</b>			
Pop-up events	2	10	5
Project website	Built	Updated	Updated
Virtual Town Hall Meeting			1
Targeted EJ populations and grassroots outreach/special events	1	4	4
Consensus-Building Workshop		1	
Environmental Justice Workshop		2	
Online survey	1	1	1
Email blasts	1	1	1
Stakeholder Interviews	14		
<b>Public Participation Plan Measures of Effectiveness</b>			
Total number of persons engaged in person (with special emphasis on tracking targeted EJ populations and grassroots outreach/special events)	70	156	
Total number of comments/questions received in person (special emphasis on tracking targeted EJ populations and grassroots outreach/special events)	187	220	
Total visits to website and online surveys	1,176	1,746	
Total number of volunteers/outreach ambassadors	4	4	
<b>Supplemental Measures of Effectiveness</b>			
Total number of persons engaged through social media	800	450	
Total number of persons reached through social media	17,200	7,451	
Total number of votes on Needs/Cost Feasible Plan projects		2,684	

**Table 2-2: Forecasted Population and Employment Growth, 2010–2040**

Time Period	Population	Total Employment	Industrial Employment	Commercial Employment	Service Employment
<b>2010</b>	275,598	95,059	18,260	23,897	52,902
<b>2040</b>	454,200	150,361	29,550	38,088	82,723
<b>Total Growth</b>	178,602	55,302	11,290	14,191	29,821
<b>Percent Growth</b>	64.81%	58.18%	61.83%	59.38%	56.37%

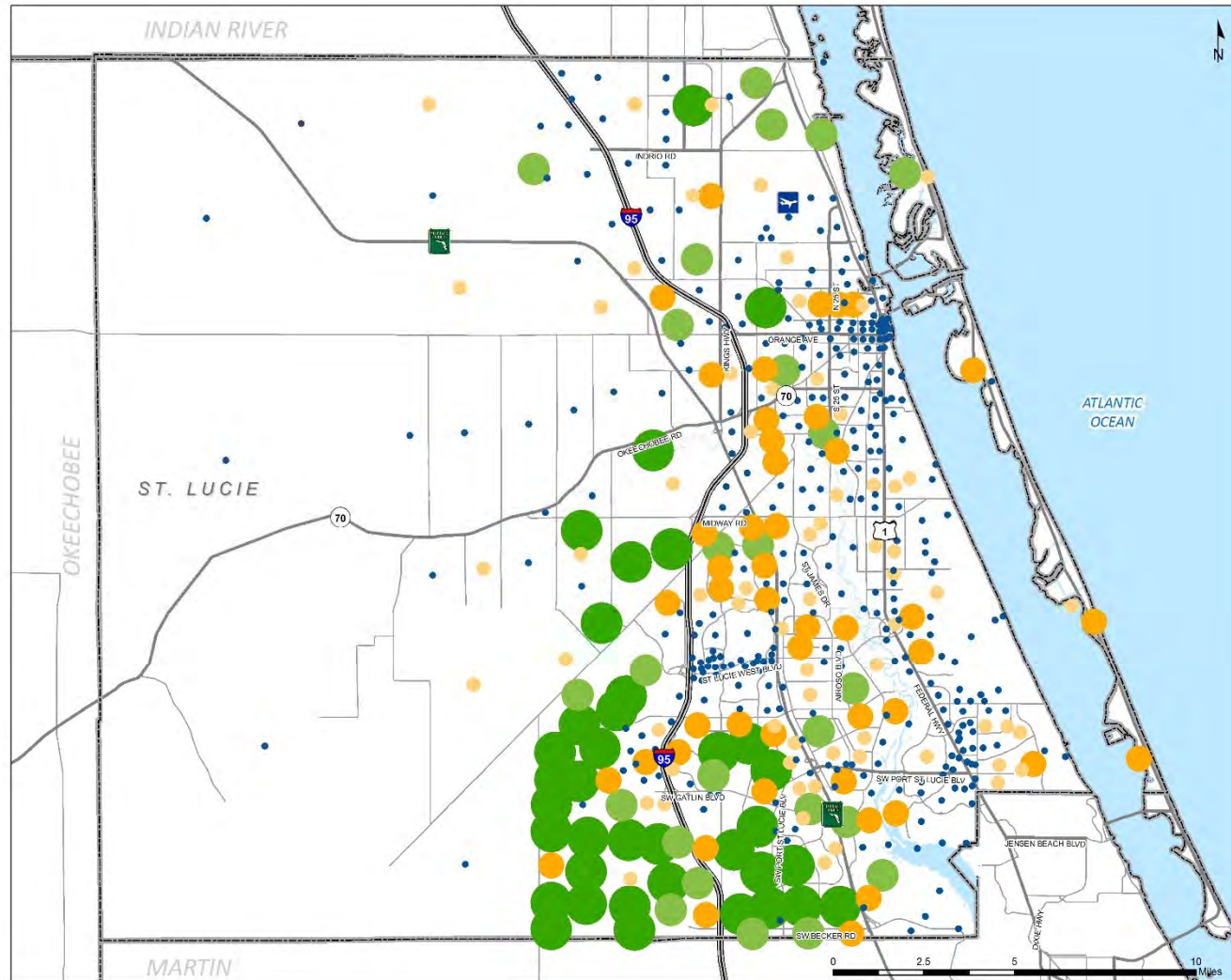
The forecasted population was distributed throughout the county using the following five guidelines:

- > *Review of land use densities* – identify the amount of future growth on a given parcel depending on the allowed maximum zoning adjusted for historical average consistent with the County’s Future Land Use Element.
- > *Review of vacant land* – identify opportunities to build, guided by Future Land Use and zoning designations excluding wetlands and environmentally sensitive lands.
- > *Review of approved development* – consider build-out timeframes and current level of build-out for Developments of Regional Impact (DRIs) and Planned Unit Developments (PUDs).
- > *Support of economic development* – consider local government comments and direction on where development should be targeted and encouraged.
- > *Land use allocation process* – use a parcel based land use allocation model that considers the above topics to produce 2040 population and employment projections that are consistent with the zoning and land use policies of the county and cities.

Using GIS, maps were created to illustrate the forecasted locations of the population and employment growth. Extensive review by City, and County staffs resulted in refinements to the data. Focus areas included the Jenkins Road Corridor where policies are in place to increase the amount of commercial development. The Riverland/Southern Grove area in southeast St. Lucie County was emphasized, as the area has shifted to an area of mixed-use. Map 2-1 shows the population growth between 2010 and 2040. Significant increases are primarily in areas south of Midway Road and east and west of I-95. Map 2-2 shows the employment growth between 2010 and 2040. The areas that experienced the largest increases are mainly in the area west of I-95 and south of SW Gatlin Boulevard.

There are several areas of economic emphasis in St. Lucie County. The Jenkins Road Corridor, and the Treasure Coast International Airport, part of the Freight Logistics Zone (FLZ) that encompasses the airport and the Port of Fort Pierce, are all part of the long-term economic development plan for the area. In the Jenkins Road corridor, the focus is in increasing commercial development. The FLZ concept, envisioned for the airport and port, is seen as a way to increase the economic strength of the county. The development of the FLZ is supported by several projects in the LRTP Needs Plan that focus on connectivity in the northeast part of the county.

Map 2-1: Population Growth, 2010–2040



**St. Lucie 2010 - 2040  
LRTP Population  
Growth**

**Legend**

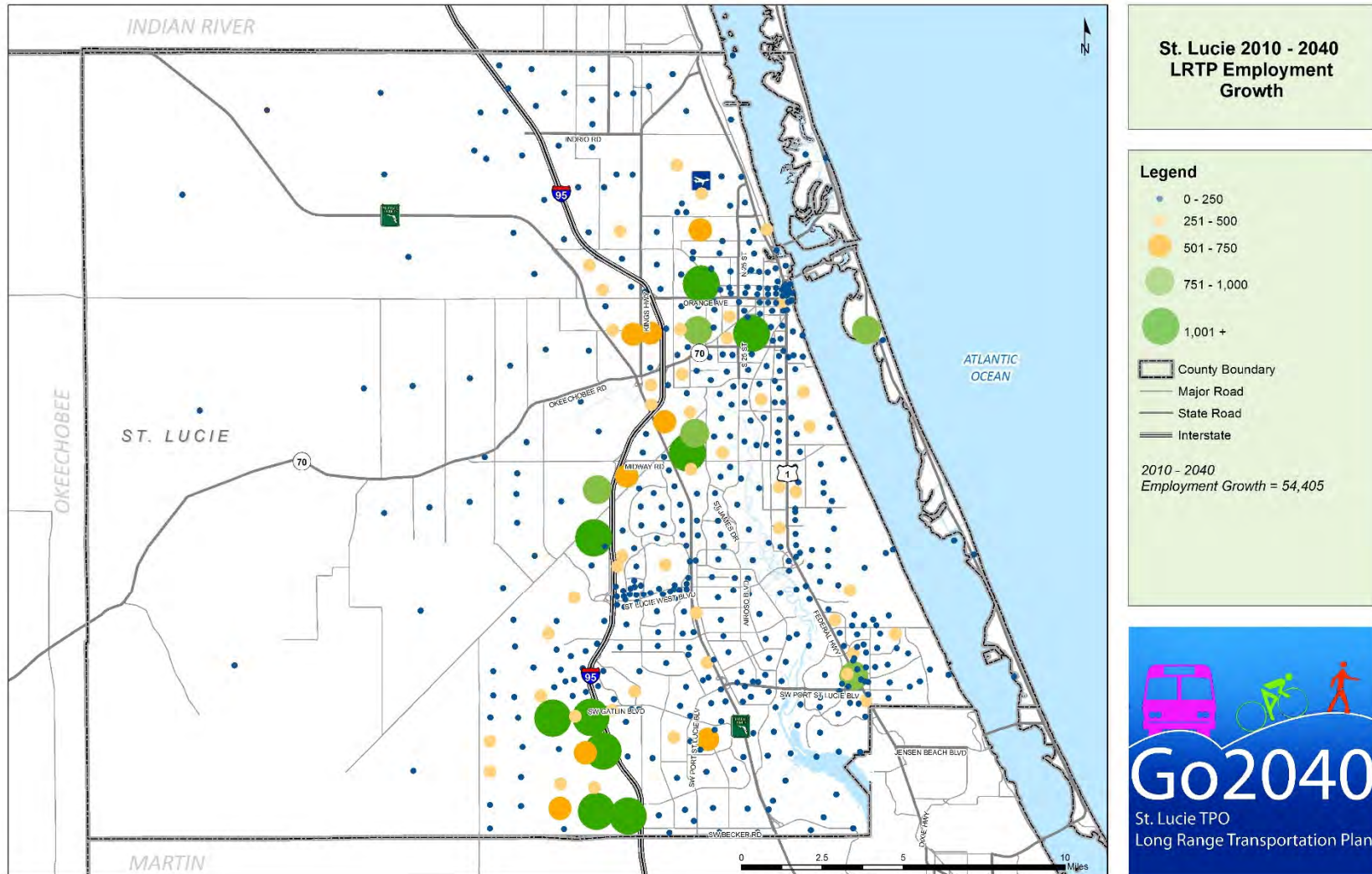
- 0 - 200
- 201 - 400
- 401 - 800
- 801 - 1,200
- 1,201 +

County Boundary  
 Major Road  
 State Road  
 Interstate

2010 - 2040  
Population Growth = 177,601

**Go2040**  
St. Lucie TPO  
Long Range Transportation Plan

Map 2-2: Employment Growth, 2010–2040



### 2.4 Federal and State Requirements Guiding Go2040

#### 2.4.1 Federal Requirements

The St. Lucie TPO is a federally-designated metropolitan planning organization and was formed as an independent and cooperative decision-making organization meeting the federal requirements for urbanized areas having a population greater than 50,000. Federal funds for transportation projects and programs are channeled through this process and subsequently are awarded to local agencies and jurisdictions to address planned transportation needs. In order to demonstrate that the Go2040 LRTP has met the federal requirements, a checklist of the requirements has been completed with the report sections included. This checklist has been included as Appendix D.

Since the population of St. Lucie County is greater than 200,000, the urbanized area is designated as a Transportation Management Area (TMA). Because of this designation, the TPO has additional roles and responsibilities for transportation planning identified within the federal metropolitan planning process.

The metropolitan planning process must be accomplished through a “continuing, cooperative, and comprehensive” (“3-C”) transportation planning process to be eligible to receive federal funding for transportation projects, planning, and programs. This process requires the TPO to work directly with local, State, and federal agencies and the public to develop and administer transportation programs, including the development of Go2040.

Signed into law by President Obama on July 6, 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) (Public Law 112-141) is the first highway authorization enacted since the Safe, Accountable, Flexible, Efficient Transportation Equity Action: A Legacy for Users (SAFETEA-LU) act became law in 2005.

MAP-21 is a milestone for the U.S. economy and the nation’s surface transportation program because it creates a streamlined and performance-based program and builds on many of the highway, transit, bike, and pedestrian programs and policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance and outcome-based program requires states to invest financial resources in projects that collectively will make progress toward achieving national multimodal transportation goals. Go2040 has been developed to ensure compliance with the requirements of MAP-21 and includes a performance-based approach to the transportation decision-making process. It also continues many of the previous requirements contained in SAFETEA-LU, including eight planning factors that illustrate the need to recognize and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for Go2040 as shown in Figure 2-2.

Figure 2-2: Federal Planning Factors



MAP-21 also includes additional requirements related to performance measures and targets in the metropolitan planning process. As a result, continued coordination with State and public transportation providers is required to establish targets to assess the performance of the multimodal transportation system in response to MAP-21.

Guiding future updates to the Go2040 LRTP will be the recently-signed Fixing America’s Surface Transportation (FAST) Act signed into law by President Obama on December 4, 2015. A Review of the initial summaries of this Act indicate continued emphasis and focus on highway safety, strengthening the relationship between planning and NEPA, federal grants for highway freight movement, restoration of bus and bus facilities cuts from MAP-21, and the inclusion of discretionary grant programs. Given the timing for

developing and implementing the regulations for the FAST ACT, it will likely be at least 2–3 years before any final rules for the FAST Act are promulgated.

### 2.4.2 State Requirements

The Florida Department of Transportation (FDOT), Office of Policy Planning coordinates with Florida MPOs and TPOs to publish the *MPO Program Management Handbook*. This handbook is used to provide guidance on State and federal legislation applicable to MPOs/TPOs. Go2040 was developed consistent with the guidance provided in this handbook. The TPO coordinates with the FDOT on an ongoing basis to plan, develop, and program transportation projects. In addition to the handbook providing guidance for the TPO’s planning activities, FDOT coordinated with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in developing the expectations for meeting the requirements of the LRTP. These expectations cover the following topics:

- Project consistency between the TPO’s planning document
- Fiscal constraint of the LRTP
- 20-year timespan covered by the LRTP
- Environmental Mitigation of transportation projects
- Transit projects and studies

In addition to reviewing and refining the phasing plans for transportation facilities, FDOT worked with the TPO in developing revenue projections, estimating project costs, and determining the demand for road widening and transit investments by modeling future travel patterns through the use of the Treasure Coast Regional Planning Model (TCRPM) 4.0.

State requirements also exist for public involvement, as outlined in Chapter 339.175, Florida Statutes (F.S.), requiring that citizens, public agencies, and other known interested parties be given the opportunity to comment during development of MPO/TPO plans and programs, including the Go2040 LRTP.

Additional requirements for public access to governmental proceedings are addressed in Chapter 286, F.S., commonly referred to as the “Sunshine Law.” This law requires that meetings of boards and commissions are open to the public, reasonable notice of such meetings is given, and minutes are taken and made available to the public in a timely manner. All public outreach and documentation for Go2040 has been done in accordance with the Sunshine Law.

## 2.5 Consistency with State, Regional, and Local Plans

Key to the development of Go2040 was identifying and ensuring consistency with various plans and visions within St. Lucie County. Below are highlights of the elements of the plans that had a major impact in guiding the Go2040 vision. Consistency was determined through a review of the following documents:

- > 2060 Florida Transportation Plan



- > Florida Department of Emergency Management Statewide Regional Evacuation Study
- > Florida’s Energy & Climate Change Action Plan
- > Local Government Comprehensive Plans
- > TPO plans and programs

### 2.5.1 State Plans

The 2060 Florida Transportation Plan (FTP) identifies goals, objectives, and strategies to guide transportation investments in Florida over the next 50 years to make the economy more competitive, communities more livable, and environment more sustainable for future generations. Table 2-3 lists the goals of the FTP and provides a cross-reference to the goals developed for Go2040.

The SIS was designated by FDOT as a network of high-priority transportation facilities. To plan for the regional transportation needs of people and freight, the SIS includes the highways of I-95 and Florida’s Turnpike, the Florida East Coast Railroad running the entire length of St. Lucie County parallel to US 1, and the Intercoastal Waterway. SR 70 west of the Turnpike to Okeechobee County and the rail line extending from Fort Pierce along Glades Cutoff Road towards Martin County have been designated as part of the Emerging SIS Network.

**Table 2-3: 2060 FTP Goals and Go2040 Goals**

2060 FTP Goals	Go2040 Goals
Invest in transportation systems to support a prosperous, globally competitive economy.	Goal 1 – Economic Prosperity and Growth Goal 4 - Cooperation
Make transportation decisions to support and enhance livable communities.	Goal 1 – Economic Prosperity and Growth Goal 5 – Health and Environment
Make transportation decisions to promote responsible environmental stewardship.	Goal 2 – Choices Goal 5 – Health and Environment
Provide a safe and secure transportation system for all users.	Goal 3 – Existing Assets and Services Goal 6 – Safety and Security
Maintain and operate Florida’s transportation system proactively.	Goal 3 – Existing Assets and Services Goal 4 – Cooperation
Improve mobility and connectivity for people and freight.	Goal 1 – Economic Prosperity and Growth Goal 2 – Choices Goal 4 - Cooperation

During the development of the Go2040 LRTP, FDOT began an update to the FTP and the SIS Policy Plan. This update resulted in a unified approach to ensuring consistency in the development of these two critical state plans. In addition to developing the LRTP consistent with these FDOT plans, the TPO engaged in staff-level coordination activities with FDOT throughout the LRTP development. These were an opportunity to receive

feedback from a variety of FDOT departments at key points, such as the development of goals and performance measures. Expected to be finalized in early 2016, the FTP and SIS Policy Plan will form the basis of the FDOT update to the SIS Multimodal Needs Plan and Cost Feasible Plan in the coming years.

Various plans, including Florida's Energy and Climate Change Action Plan (2009) and the Florida Department of Emergency Management Statewide Evacuation Study (2010), were reviewed in keeping with the goal to incorporate resiliency into the projects included in the Cost Feasible Plan. Each of these plans establishes policy guidance for addressing the impacts of climate change on the transportation infrastructure.

### 2.5.2 Regional and Local Plans

The Treasure Coast Transportation Council (TCTC) is an administrative entity created by Interlocal Agreement in April 2006 between the Indian River MPO, St. Lucie TPO and Martin MPO. Chapter 339.175 (5)(i)(2), Florida Statutes, establishes the TCTC membership, bi-annual meetings and responsibility for conducting the meetings. It also provides a formal process to coordinate regional transportation planning between the three TPO/MPOs, including the development and adoption of a Regional Long Range Transportation Plan. The first regional LRTP was the 2030 Treasure Coast Transportation Plan adopted in 2007. Another purpose of the TCTC is in prioritizing and securing Transportation Regional Incentive Program (TRIP) funds for regionally significant projects. The 2040 Regional Transportation Plan will be adopted through the TCTC.

Local comprehensive plans also were reviewed for consistency to ensure that projects and areas of emphasis identified by the local jurisdictions in the TPO area were included in the LRTP. Items of interest include objectives about maintaining the adopted roadway level of service, the interest in providing a balanced land use/transportation mix, and supporting economic development in targeted areas.

Additional work has been done by the TPO in planning for the enhancement of bus services and enhanced bicycle and pedestrian travel. The projects submitted in the Needs and Cost Feasible plans reflect the increasing emphasis by the local jurisdictions on non-automobile modes.

### 2.6 Vision and Goals for Go2040

Establishing a vision in long range planning is a critical component. Having a vision, while not federally required, indicates a commitment on the part of the TPO to the composition and function of the future transportation system. Having a vision provides a future target that the TPO is able to use in defining measurable goals and evaluation criteria for selecting transportation projects. The vision, goals, and supporting objectives form the framework of the Go2040 LRTP by serving as the blueprint for the multimodal transportation system in St. Lucie County through 2040.

The Go2040 Vision Statement and goals were shaped through a collaborative process that considered input from stakeholder interviews and survey questions, completed public surveys from several different meeting

venues and through the TPO website, input from the TAC and CAC meeting comments and responses to survey questions, and finally through several discussions with the TPO staff and consultant team. The TPO Board approved the Vision, Goals and Objectives.

### Go2040 Vision Statement

A balanced and funded transportation system that meets community needs.

Building on this vision, the TPO adopted a set of goals and objectives to reflect the TPO's effort to develop a transportation plan that truly the community vision and is consistent with the national planning factors identified in Section 2.4.1. To make the goals effective and understood, key phrases were identified for each. Shown in Figure 2-3 are the adopted Go2040 Goals. Throughout the development of the plan, consistency with the vision statement was reconfirmed and the transportation projects were subsequently evaluated in meeting the planning requirements and addressing the needs of the community.

Figure 2-3: Go2040 Goals



### 2.6.1 Consistency with National Planning Factors

National planning factors outlining the federal position on planning matters were presented in Chapter 1. The goals identified by the TPO were aligned with the national planning factors. Table 2-4 illustrates the relationship between the Go2040 LRTP goals and the MAP-21 planning factors.

### 2.6.2 Measuring Achievement of the Goals

In addition to developing the goals and objectives consistent with the vision, a connection was established between the measurement of the plan's performance and the project evaluation criteria applied to individual projects. Table 2-5 clearly shows the relationship between the goals and objectives, the plan performance measures, and the project evaluation criteria. This approach creates a unique opportunity for the St. Lucie TPO to address the federal requirements for establishing thresholds and measuring the performance of the transportation system.

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
<b>Choices</b>	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
<b>Existing Assets and Services</b>	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	
<b>Cooperation</b>	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
<b>Health and Environment</b>	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
<b>Safety and Security</b>	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

## Chapter 3: Establishing the Transportation Needs

### 3.1 Development of the Multimodal Needs Plan

The Go2040 LRTP includes the development of a Multimodal Needs Plan that includes walk, bike, transit, and roadway modes of travel. The development of the Multimodal Needs Plan includes the following components:

- > Pavement management
- > Project prioritization
- > Movement of freight and goods
- > Safety and security
- > Environmental justice analysis
- > Environmental lands assessment
- > Summary of public outreach
- > Cost of Needs Plan

Each of these sections is discussed below.

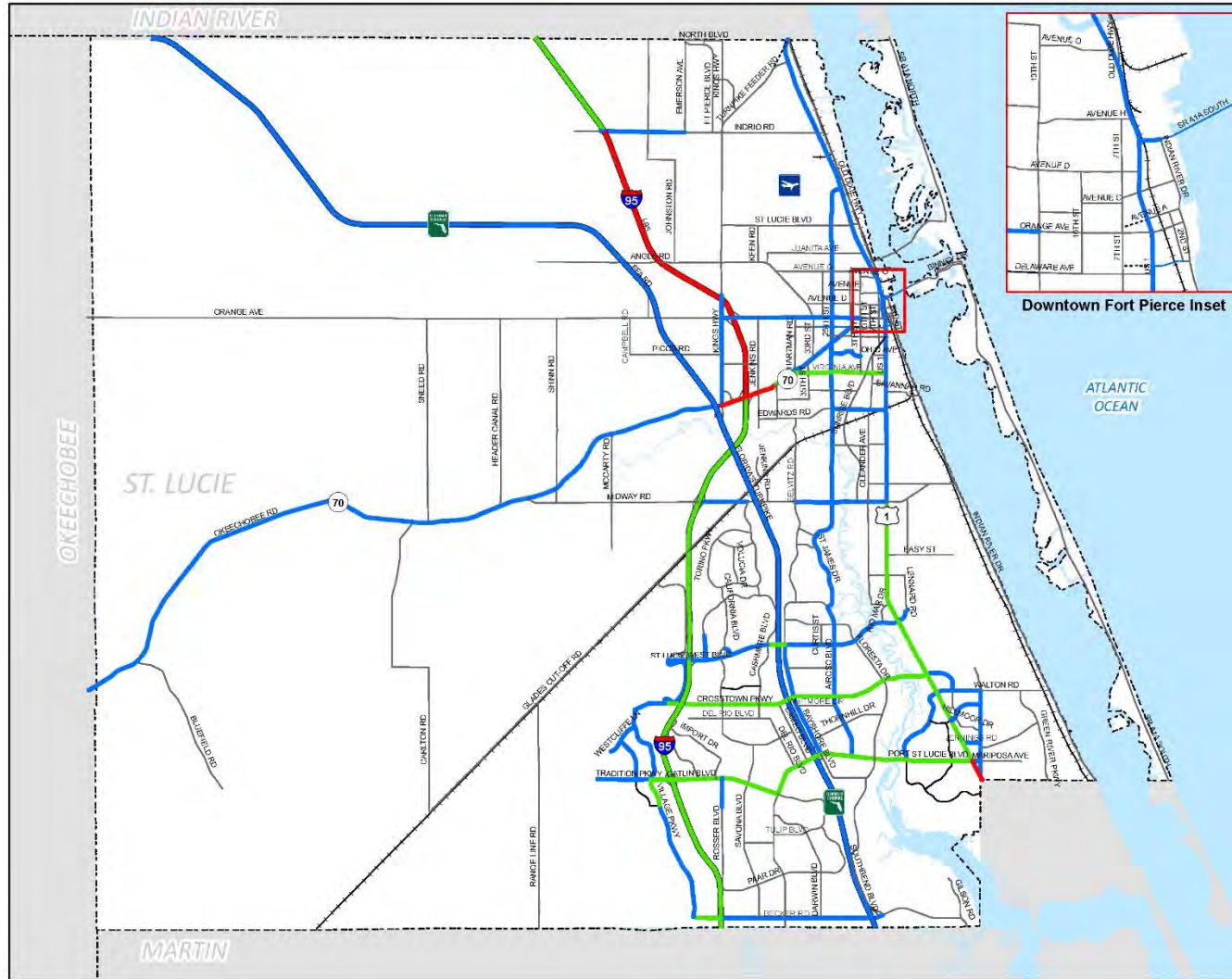
#### 3.1.1 Roadway

##### Existing and Committed (E+C) Roadway Network

The E+C Roadway Network was developed by adding to the roadway network that existed at the end of 2014 the projects in the FY15/16 adopted Transportation Improvement Program (TIP) that are expected to be completed by FY 19/20. These projects comprise the first five years (2016 to 2020) of the Cost Feasible Plan and are identified in Table 6-1.

The 2040 growth projections for population and employment, other demographic variables and the E+C roadway network were imported into the TCRPM Version 4.0. The TCRPM produced model volumes that represent the 2040 traffic volumes on the E+C roadway network (2020 roadway network). The results of this work effort are illustrated in Map 3-1, the 2020 roadway network number of lanes, and Map 3-2, the resulting level of service (LOS) of the 2020 roadway network. Roads projected to operate at LOS E and LOS F are shown in orange and red on Map 3-2.

Map 3-1: E+C Network Number of Lanes



St. Lucie TPO  
2040 Multimodal Long  
Range Transportation Plan  
2040 Preliminary Needs Plan  
Existing Plus Committed  
Number of Lanes/Road Type

**Legend**

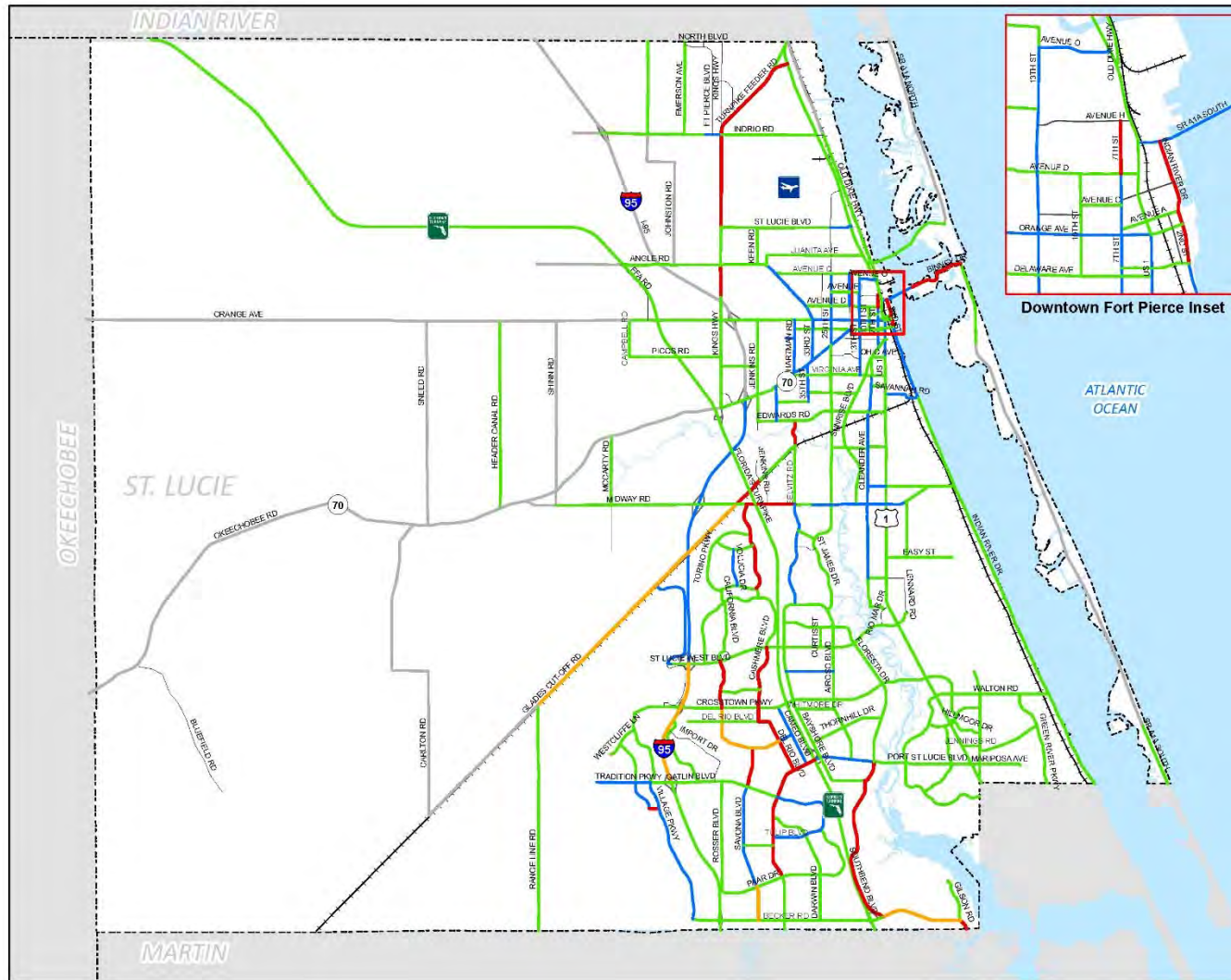
— 2U	— 4U	— 6F
— 2D	— 4D	— 8D
— 2O	— 6D	— 8F
— Ramps		

*Note: Road network is E+C with 2040 Socio-economic conditions applied to TCRPM model for future volumes under Existing + Committed conditions.  
Source: T.O. vTIMAS (Network), TCRPM v4.0 (traffic volumes)*





Map 3-2: E+C Network Level of Service



St. Lucie TPO  
2040 Multimodal Long  
Range Transportation Plan  
  
2040 Preliminary Needs Plan  
Facility Level Of Service

**Legend**

**Facility Level Of Service**

- No Data
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

*Note: Road network is E+C with 2040 Socio-economic conditions applied to TCRPM model for future volumes under Existing + Committed conditions.  
Source: T.O. vTIMAS (Network), TCRPM v4.0 (traffic volumes)*

**Go2040**  
St. Lucie TPO  
Long Range Transportation Plan

## Chapter 3: Establishing the Transportation Needs

### Needs Plan Network

Using the LOS deficiencies resulting from the E+C transportation network loaded with the growth projections summarized in Section 2.3, an initial 2040 Needs Plan network was developed that increased the number of lanes on deficient roadway segments. These improvements in the initial 2040 Needs Plan Network resolved these LOS deficiencies. However, US 1 through downtown Fort Pierce is a constrained facility, and it is not feasible to widen this section of US 1 from 4 to 6 lanes. Therefore, it will remain as 4 lanes and various Intelligent Transportation System (ITS) and congestion management and safety solutions will be developed as an alternative to optimize level of service and improve safety.

Additionally, during the development of the Go2040 Needs Plan, there were ongoing discussions with St. Lucie County concerning the development of a Freight Logistics Zone (FLZ) in northern St. Lucie County at the St. Lucie County International Airport (see Section 3.2, Movement of Freight and Goods). To support this FLZ concept and the economic development of the area, the County requested through the TAC and TPO Board the inclusion of three additional needs plan projects:

- > Jenkins Road as a new 4-lane road facility from Midway Road to St. Lucie Boulevard
- > Northern Connector from Florida's Turnpike to I-95 with 2 new interchanges (a private developer-built road)
- > Northern Connector from I-95 to Kings Highway

The North Mid-County Connector from Midway Road to Florida's Turnpike, which was included in the 2035 RL RTP and for which a TPO corridor study has been conducted, also was added to the Needs Plan.

The Final Needs Plan Network was created with the above referenced additional Needs Plan projects being added. Table 3-1 provides a listing of Final Roadway Needs Plan projects. It should be noted that the Final Needs Plan includes a listing of developer projects that were included in the Final Needs Plan Network. Construction of these projects is the responsibility of the developer, and these projects are part of development approvals with the responsible local government. Figure 3-1 shows the breakdown of the roadway projects by category. The total costs of the 2040 roadway needs is \$1.996 billion in present day costs (PDC).

The Final Needs Plan Network is illustrated in Map 3-3, the Final 2040 Needs Plan roadway network number of lanes, and Map 3-4, the resulting LOS of the Final 2040 Needs Plan network. There are two LOS concerns. The first is on US 1 and was discussed above. The second is on St. Lucie West at the I-95 Interchange and the section between Cashmere Boulevard and Bayshore Boulevard. The I-95 Interchange is in the FDOT Work Program to be improved and should solve the LOS problem. The eastern section between Cashmere Boulevard and Bayshore Boulevard should be considered for a potential congestion management and ITS study.

The TPO Board, considering committee recommendations, adopted the Final Needs Plan Network on August 5, 2015.

**Table 3-1: Final Roadway Needs Plan Projects**

Project #	Project Limits	Length (mi)	Project Description	Total Cost (\$ M)
<b>State Projects</b>				
1535	I-95: N of Glades Cut-Off Rd to S of SR-70	3.5	Add 2 auxiliary lanes	\$31.2
1536	I-95: N of Becker Rd to N of Glades Cut-Off Rd	10.0	Add 2 auxiliary lanes	\$100.8
550	Turnpike @ Midway Rd		Interchange	\$39.0
401	Turnpike Feeder Rd, Indrio Rd to US 1	2.7	Add 2 lanes, bike lanes, sidewalks	\$35.6
402	Kings Hwy: N of I-95 Overpass to Indrio Rd	4.4	Add 2 lanes, bike lanes, sidewalks	\$57.7
500	US 1: Martin County to Indian River County	21.4	Operational Improvement	\$26.3
<b>Local Projects</b>				
403	Glades Cut-Off Rd: Commerce Center Dr to Selvitz Rd	5.4	Add 2 lanes, bike lanes, sidewalks	\$70.1
404	Selvitz Rd: Glades Cut-Off Rd to Edwards Rd	0.7	Add 2 lanes, bike lanes, sidewalks	\$9.3
413	Midway Rd: Glades Cut-Off Rd to Selvitz Rd	1.6	Add 2 lanes, bike lanes, sidewalks	\$16.1
450	Jenkins Rd: Midway Rd to St Lucie Blvd	13.0	New 4 lanes, bike lanes, sidewalks	\$120.1
2702	Northern Connector: I-95 to Kings Hwy	2.2	New 4 lanes, bike lanes, sidewalks	\$40.6
2703	North Mid-County Connector: Turnpike to Midway Rd	8.2	New 4 lanes, bike lanes, sidewalks	\$150.8
405	California Blvd: Savona Blvd to St Lucie W Blvd	3.0	Add 2 lanes, bike lanes, sidewalks	\$39.3
406	East Torino Pkwy: Cashmere Blvd to Midway Rd	2.4	Add 2 lanes, bike lanes, sidewalks	\$31.7
407	Port St Lucie Blvd: Becker Rd to Paar Dr	1.2	Add 2 lanes, bike lanes, sidewalks	\$15.4
408	Port St Lucie Blvd: Paar Dr to Darwin Rd	1.7	Add 2 lanes, bike lanes, sidewalks	\$21.6
414	St Lucie W Blvd: E of I-95 to Cashmere Blvd	1.9	Add 2 lanes, bike lanes, sidewalks	\$25.6
415	Floresta Dr: Oaklyn St to Port St Lucie Blvd	0.6	Add 2 lanes, bike lanes, sidewalks	\$7.9
416	Southbend Blvd: Becker Rd to Floresta Dr	4.2	Add 2 lanes, bike lanes, sidewalks	\$54.4
428	Savona Blvd: Gatlin Blvd to California Blvd	1.1	Add 2 lanes, bike lanes, sidewalks	\$14.0
500	Floresta Dr: Port St Lucie Blvd to Crosstown Pkwy	3.5	Operational Improvement	\$15.0
<b>Developer Projects</b>				
2501	E-W-Road 6: Shinn Rd to Glades Cut-Off Rd	2.3	New 4 lanes, bike lanes, sidewalks	\$42.4
2502	Williams Rd: Shinn Rd to McCarty Rd	1.5	New 2 lanes, bike lanes, sidewalks	\$18.4
2503	Williams Ext: McCarty Rd to Glades Cutoff Rd	1.8	New 4 lanes, bike lanes, sidewalks	\$32.9
2504	Newell Rd: Shinn Rd to Arterial A	2.5	New 4 lanes, bike lanes, sidewalks	\$46.7
2505	Range Line Rd: Glades Cut-Off Rd to Midway Rd	5.5	New 4 lanes, bike lanes, sidewalks	\$47.1
2506	Shinn Rd: Midway Rd to Glades Cut-Off Rd	5.0	New 4 lanes, bike lanes, sidewalks	\$42.8
2507	McCarty Rd: Williams Rd to Midway Rd	1.3	Add 2 lanes, bike lanes, sidewalks	\$16.3
2508	McCarty Rd: Glades Cut-Off Rd to Williams Rd	2.0	New 4 lanes, bike lanes, sidewalks	\$36.3
2509	Arterial A: Glades Cut-Off Rd to Midway Rd	2.3	New 4 lanes, bike lanes, sidewalks	\$42.9
2601	Becker Rd: Village Pkwy to Range Line Rd	4.3	New 4 lanes, bike lanes, sidewalks	\$78.2
2602	Paar Dr (W): Village Pkwy to Range Line Rd	4.2	New 4 lanes, bike lanes, sidewalks	\$78.0
2603	Open View Dr (W): Village Pkwy to Range Line Rd	3.9	New 4 lanes, bike lanes, sidewalks	\$72.1
2604	E-W Road 2: Village Pkwy to N-S Road A	2.7	New 4 lanes, bike lanes, sidewalks	\$49.0
2605	Discovery Way: Village Pkwy to Community Blvd	0.3	Add 2 lanes, bike lanes, sidewalks	\$3.5
2606	Discovery Way: Community Blvd to Range Line Rd	3.0	New 4 lanes, bike lanes, sidewalks	\$55.8
2607	Stony Creek Way: Range Line Rd to Tradition Pkwy	1.7	New 4 lanes, bike lanes, sidewalks	\$30.8
2608	Tradition Pkwy: Range Line Rd to Stony Creek Way	2.1	New 4 lanes, bike lanes, sidewalks	\$37.9
2609	Crosstown Pkwy: Range Line Rd to Village Pkwy	2.7	New 4 lanes, bike lanes, sidewalks	\$49.8

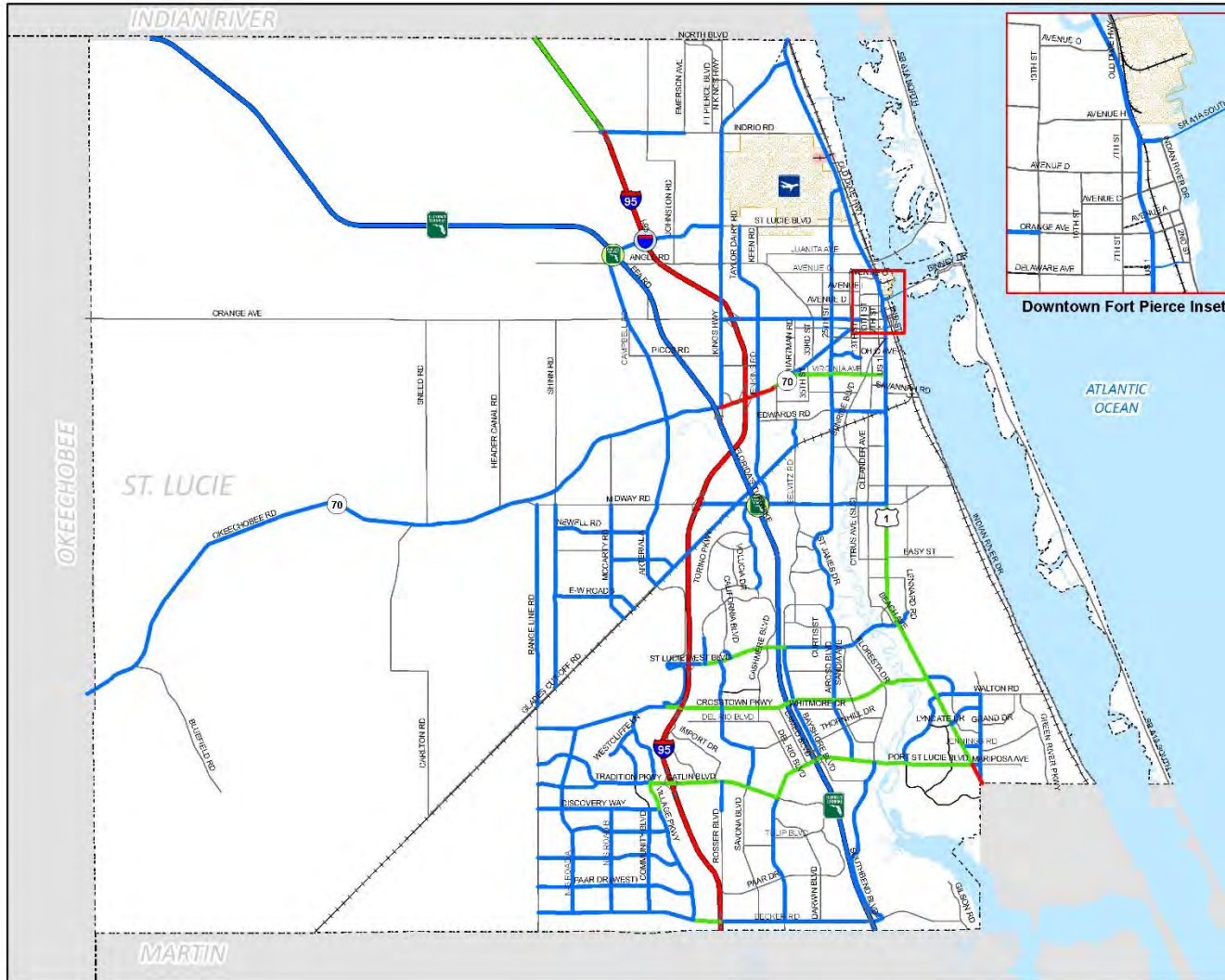
Project #	Project Limits	Length (mi)	Project Description	Total Cost (\$ M)
2610	N-S Road A: Crosstown Pkwy to Becker Rd	5.1	New 4 lanes, bike lanes, sidewalks	\$94.3
2611	N-S Road B: Becker Rd to Discovery Way	2.8	New 4 lanes, bike lanes, sidewalks	\$51.5
2612	Community Blvd: Discovery Way to Becker Rd	2.8	New 4 lanes, bike lanes, sidewalks	\$51.4
2701	Northern Connector: Turnpike to I-95	1.0	New 4 lanes, bike lanes, sidewalks	\$95.8
2701	Turnpike @ Northern Connector		Interchange	
2701	I-95 @ Northern Connector		Interchange	
<b>Total Cost</b>				<b>\$1,996</b>



**Figure 3-1: Roadway Needs Costs (\$M)**

Capital roadway needs costs including Developer Roads total \$1,996.40 million. Developer roadway projects are part of local government agreements (Development of Regional Impact (DRI), Planned Unit Development (PUD) and other development agreements) and will be built by the responsible party. Excluding Developer Roads results in a local and state roadway cost \$922.50 million.

Map 3-3: Final Needs Plan Network Number of Lanes



**St. Lucie TPO  
2040 Multimodal Long  
Range Transportation Plan**

**2040 Final Needs Plan  
Number of Lanes/Road Type**

**Legend**

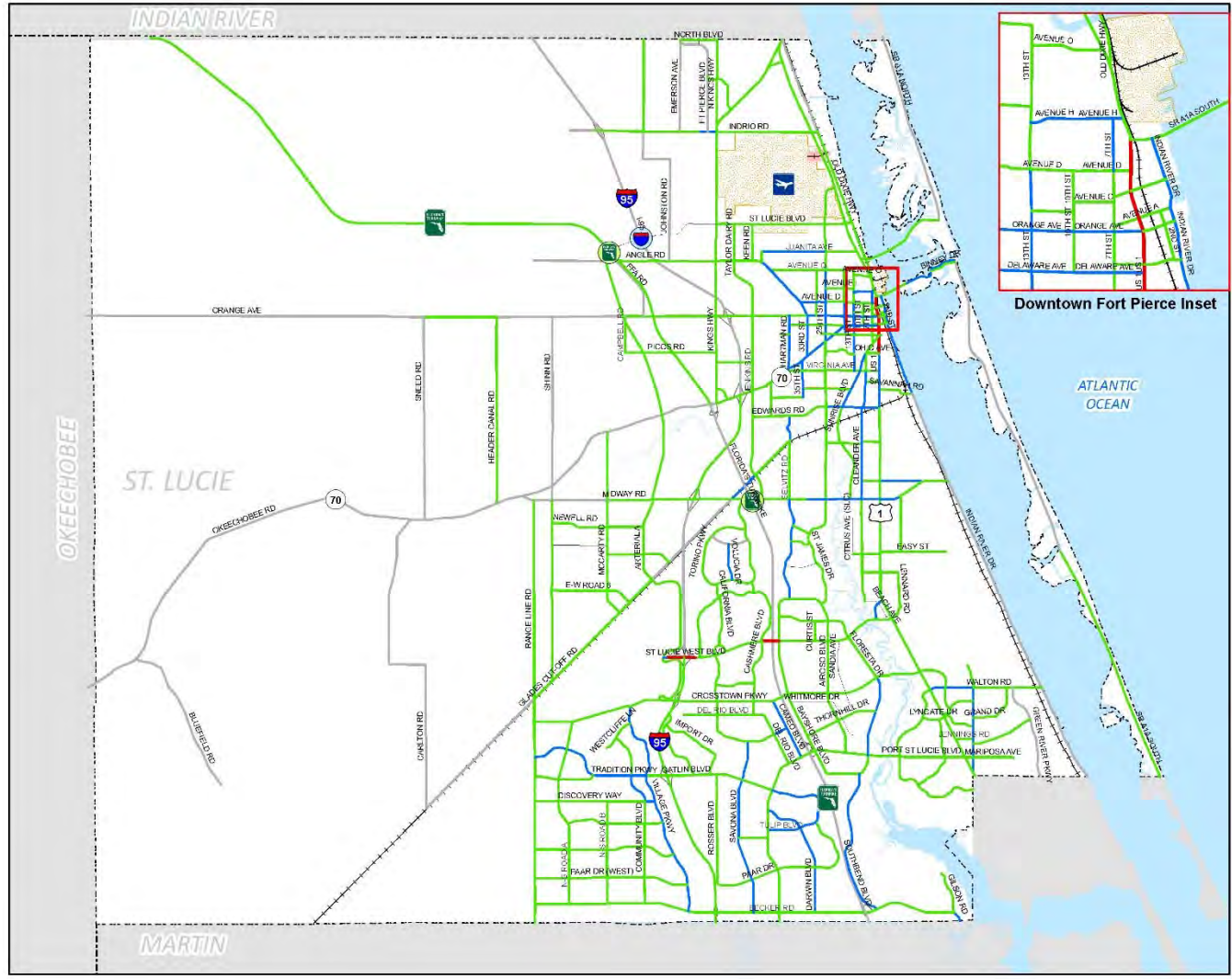
4U	6F
2U	4D
2D	4F
2O	6D
8D	8F

- New Interstate Interchange
- New Turnpike Interchange
- Ramps
- Proposed FLZ Rail Line
- Proposed Freight Logistics Zones

*Note: Road network is E+C with additional improvements to 2040 Needs Plan A3 conditions. Source: T.O. vTIMAS (Network)*

**Go2040**  
St. Lucie TPO  
Long Range Transportation Plan

Map 3-4: Final Needs Plan Level of Service



St. Lucie TPO  
2040 Multimodal Long  
Range Transportation Plan  
  
2040 Final Needs Plan  
Facility Level Of Service

**Legend**

**Facility Level Of Service**

- No Data
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

- New Interstate Interchange
- New Turnpike Interchange
- Proposed FLZ Rail Line
- Proposed Freight Logistics Zones

*Note: Road network is E+C with additional improvements to 2040 Needs Plan A3 conditions.  
Source: T.O. vTIMAS (Network)*



## 3.1.2 Walk / Bike Needs

The Bicycle and Pedestrian System Analysis (2007) and the St. Lucie Bicycle/Pedestrian Corridor Study (2010) completed by the TPO identified opportunities to enhance the walk/bike network throughout the TPO area. The System Analysis includes a prioritized list of sidewalk and bike lane projects, and the Corridor Study identifies a potential route for the Florida East Coast Greenway. Both of these reports lay the groundwork for the prioritization process that the TPO completes every year to rank projects for its List of Priority Projects and submission for Transportation Alternative (TA) funding. The Needs Plan consists of projects that have been included on the TA list as well as other projects identified by the TPO and the municipalities. In total, there are 110 miles of sidewalk gaps in St. Lucie County identified in the Needs Plan. The Needs Plan projects are listed in Table 3-2 and are shown on Map 3-5 and Map 3-6. The total cost of the sidewalk gaps is \$58.5 million

**Table 3-2: Sidewalk Needs**

On Street	From	To	Length (mi)
<b>2015/2016 Transportation Alternatives (TA) Priority Sidewalk Gaps</b>			
Oleander Ave	Midway Rd	Market Ave	1.30
Walton Rd	Lennard Rd	Green River Parkway	1.10
17th St Sidewalk Gaps	Georgia Ave	Ave Q	1.70
East Torino Parkway	Volucia Dr	Conus St	0.40
North Macedo Blvd	Selvitz Rd	St. James Dr	1.00
Selvitz Rd	Milner Dr	Peachtree Blvd	0.80
Thornhill Dr	Bayshore Blvd	Airoso Blvd	1.00
Parr Dr	Savona Blvd	Port St. Lucie Blvd	0.80
29th St Sidewalk Gaps	Avenue I	Avenue Q	0.50
Boston Ave	25th St	13th St	0.80
Curtis St	Prima Vista Blvd	Floresta Dr	0.50
Weatherbee Rd	U.S. Highway 1	Oleander Ave	0.50
Volucia Dr	Blanton Blvd	Torino Pkwy	1.00
Oleander Ave	Midway Rd	Saeger Ave	1.50
29th St	Avenue Q	Avenue T	0.10
Alcantarra Blvd	Port St. Lucie Blvd	Savona Blvd	0.80
Floresta Dr	Port St. Lucie Blvd	Southbend Blvd	0.60
Rosser Blvd	Openview	Bamberg St	2.10
Import Dr	Gatlin Blvd	Savage Blvd	2.00
Paar Dr	Bamberg St	Savona Blvd	0.80
Southbend Blvd	Oakridge Dr	Eagle Dr	0.20
Savage Blvd	Import Dr	Gatlin Blvd	1.70
Bayshore Blvd	Mountwell St	Port St. Lucie Blvd	0.80
Emil Dr	Oleander Ave	U.S. Highway 1	0.40
Idol Dr	Charter School	Savona Blvd	0.70
Oakridge Dr	Southbend Dr	Mountwell St	0.80
Selvitz Rd	Floresta Dr	Bayshore Blvd	0.50
Cashmere Blvd	Charter School	Westgate K-8 School	1.00
Tiffany Ave	Lennard Rd	Grand Dr	0.90
West Cedar Pedestrian Mall	2nd St	FEC Railroad	
<b>GO2040 LRTP Candidate Sidewalk Gap Projects</b>			

## Chapter 3: Establishing the Transportation Needs

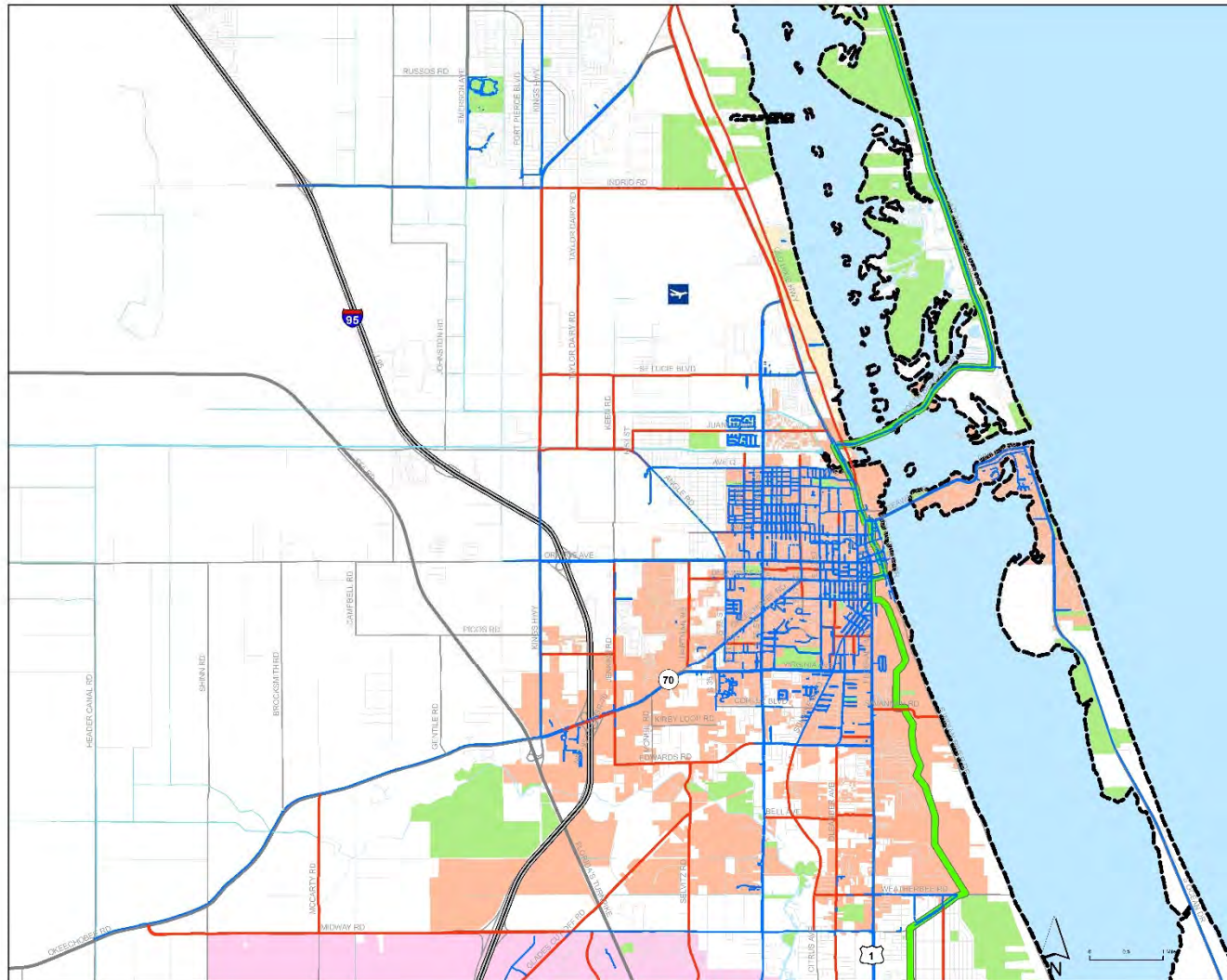
On Street	From	To	Length (mi)
W Midway Rd	Selvitz Rd	25th	0.99
N Kings Hwy	Angle Rd	Indrio Rd	3.55
Avenue D	Angle	25th	0.70
Sunrise Blvd	Midway	Edwards Rd	2.68
Okeechobee Rd	Hartman/Okeechobee	Georgia	3.37
St Lucie Blvd	N Kings Hwy	25th	2.98
Angle Rd	N Kings Hwy	Avenue Q	1.59
N 53rd St	Angle Rd	Juanita Ave	0.29
NW Blanton Blvd	Volucia	East Torino	0.56
NW California Blvd	West Torino	Wolverine	0.14
NW East Torino Pkwy	NW Blanton Blvd	Midway	1.18
Nw North Torino Pkwy	Shawbury	NW East Torino Pkwy	0.65
NW West Torino Pkwy	Shawbury	Volucia	2.22
SE Floresta Dr	Streamlet	Prima Vista	2.53
SW Fairgreen Rd	Crosstown	SW Cadima St	1.02
Juanita Ave	N 53rd St	N US HWY 1	2.62
SE Calmoso Dr	Sandia	SE Floresta Dr	0.60
W Midway Rd	Okeechobee	Glades Cutoff	7.83
Glades Cut Off Rd	Range Line Rd	Selvitz	9.99
Selvitz Rd	W Midway Rd	Edwards Rd	2.32
S Jenkins Rd	Edwards	Orange	2.74
W Weatherbee Rd	Sunrise Blvd	Oleander	0.30
SE Village Green Dr	Walton	US Hwy 1	2.08
SW Dalton Ave	Savona	Port St Lucie	0.94
SW Duval Ave	Bayshore	Airoso	1.27
SW Whitmore Dr	Bayshore	Airoso	1.04
SE Morningside Blvd	Westmoreland	Port St Lucie	2.22
Hartman Rd	Okeechobee	Orange	1.50
N 10th St	Avenue E	Avenue H	0.19
Ohio Ave	S 11th St	US Hwy 1	0.50
S 11th St	Virginia	Georgia	0.99
Farmers Market Rd	Oleander Ave	US Hwy 1	0.51
Kitterman Rd	Oleander Ave	US Hwy 1	0.50
Edwards Rd	Jenkins	25th	2.10
Calmoso Dr	Airoso	Sandia	0.27
NW Selvitz Rd	Milner	W Midway Rd	0.20
SW Abingdon Ave	Import	Savona	0.88
Keen Rd	Angle	St Lucie Blvd	1.00
Mississippi Ave	13th St	10th St	0.25
Oleander Ave	South Market	Edwards Rd	1.15
Quincy Ave	33rd/Okeechobee	25th	0.48
N Old Dixie Hwy	Avenue M/US Hwy 1	Turnpike Feeder	7.08
Savannah Rd	US Hwy 1	Indian River	0.96
Taylor Dairy Rd	Angle Rd	Indrio Rd	3.54
Indrio Rd	N Kings Hwy	N Old Dixie Hwy	2.78
N US Hwy 1	St Lucie Blvd	Turnpike Feeder	10.12
Delaware Ave	Hartman	33rd	0.50



On Street	From	To	Length (mi)
Easy St	US Hwy 1	Silver Oak Dr	0.93
Bell Ave	25th	Oleander Ave	0.98
Colonial Rd	Southern	Ohio Ave	0.25
Oleander Ave	Beach	N of Kitterman	1.26
SW Cadima St	SW Fairgreen Rd	Savage/Galiano	0.15
Graham Rd	Kings	Jenkins	1.00
McCarty Rd	W Midway Rd	Okeechobee	1.87
NW Gilson Rd	Martin Co Line	SE Becker Rd	0.35
Range Line Rd	Martin Co Line	Glades Cutoff	6.15
SE Becker Rd	E of Via Tesoro/Waterfall	NW Gilson Rd	1.86
SILVER Oak Dr	Easy St	Midway	1.79
BEACH Ave	Rio Mar	Oleander	0.39

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**Map 3-5: St. Lucie County Walk-Bike Needs (North County)**



**St. Lucie TPO  
2040 Long Range  
Transportation Plan (LRTP)  
Walk-Bike Network, North**

**LEGEND**

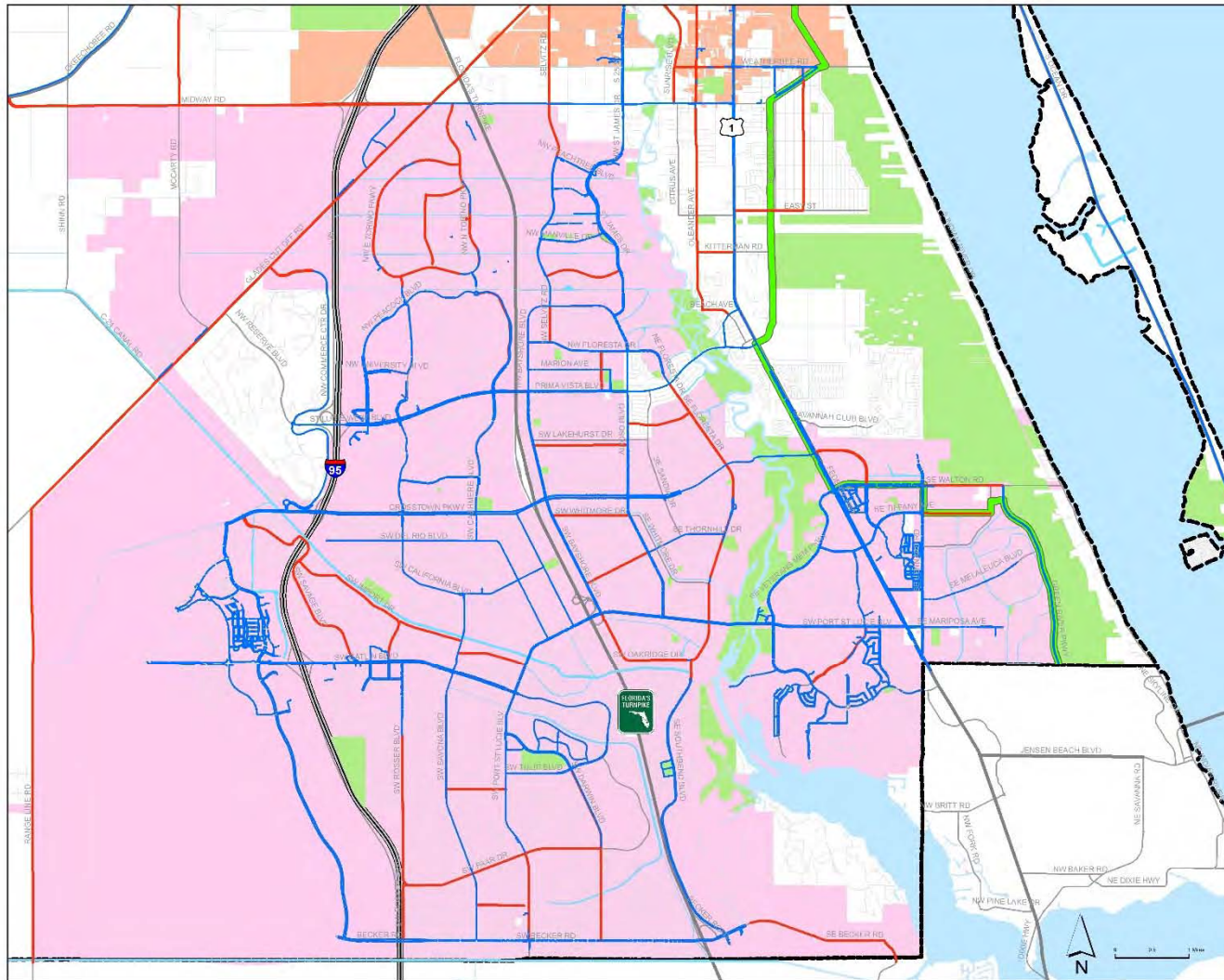
- Existing Sidewalks or Bike Lanes or Striped Shoulders (Width Varies) From Bike/Ped Inventory and FY 2015/16 - FY 2019/20 TIP
- Needed Sidewalks or Bike Lanes or Striped Shoulders From Bike/Ped Inventory and FY 2015 - 2016 LOPP
- Other Streets (95% Residential) Without Sidewalks or Bike Lanes or Striped Shoulders
- East Coast Greenway
- St. Lucie Parks and Preserves
- Fort Pierce
- Port St. Lucie
- St. Lucie Village

*Source: St. Lucie TPO map packages*

Date: 1/25/2016

**Go2040**  
St. Lucie TPO  
Long Range Transportation Plan

**Map 3-6: St. Lucie County Walk- Bike Network Needs (South County)**



**St. Lucie TPO  
2040 Long Range  
Transportation Plan (LRTP)  
Walk-Bike Network, South**

**LEGEND**

- Existing Sidewalks or Bike Lanes or Striped Shoulders (Width Varies) From Bike/Ped Inventory and FY 2015/16 - FY 2019/20 TIP
- Needed Sidewalks or Bike Lanes or Striped Shoulders From Bike/Ped Inventory and FY 2015 - 2016 LOPP
- Other Streets (95% Residential) Without Sidewalks or Bike Lanes or Striped Shoulders
- East Coast Greenway
- St. Lucie Parks and Preserves
- Fort Pierce
- Port St. Lucie
- St. Lucie Village

*Source: St. Lucie TPO map packages*

Date: 1/25/2016



### 3.1.3 Transit Needs Plan

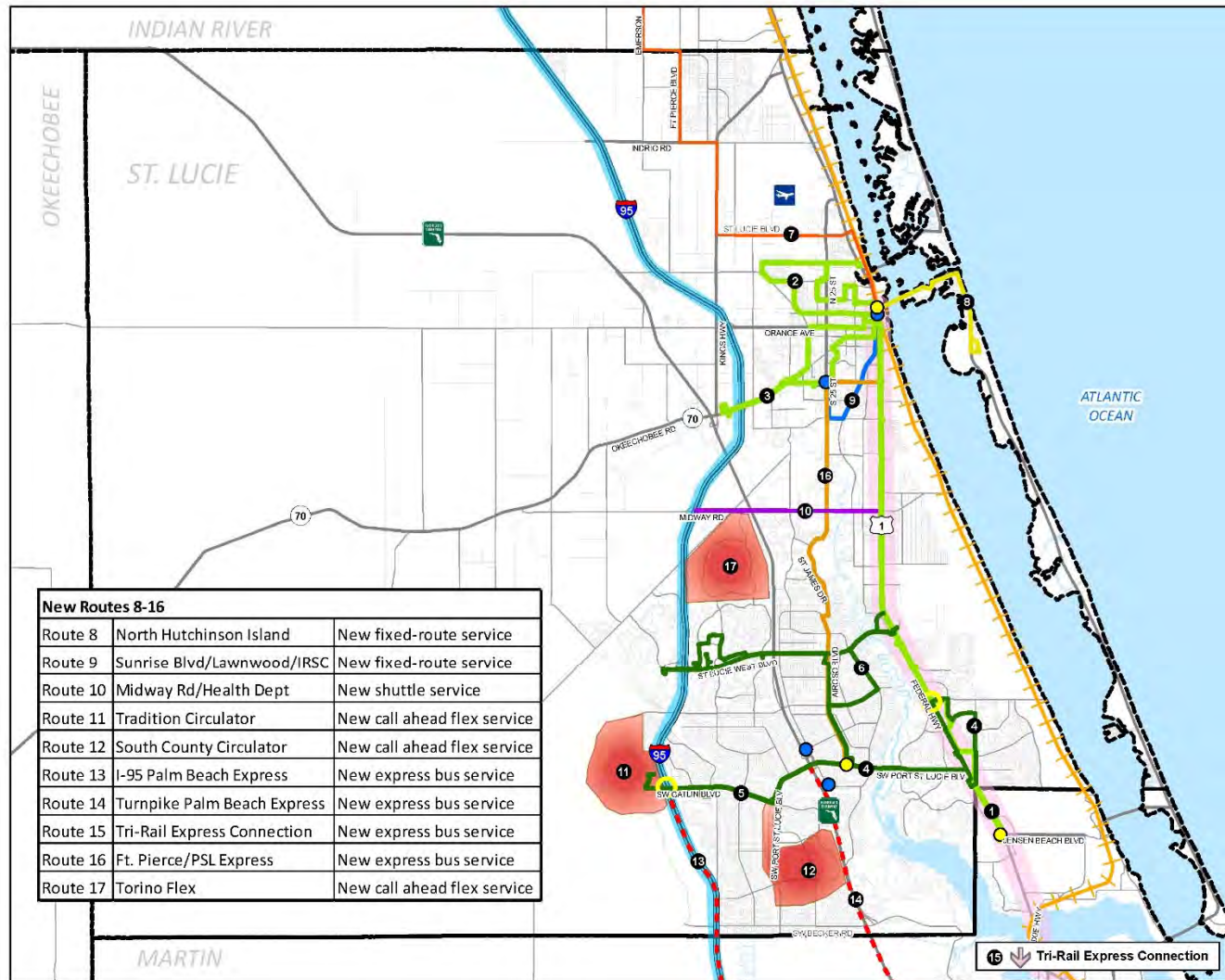
The 2040 Transit Needs Plan was developed in collaboration with the TPO and Community Transit, the division of Council on Aging of St. Lucie, Inc. that provides bus service for St. Lucie County. Currently, the fixed route service has seven routes as depicted on Map 3-7, two of which connect regionally to Martin and Indian River Counties. Ridership for the Fiscal Year for October 1, 2013 to September 30, 2014 was 312,454.

The 2040 Transit Needs Plan is based on the 2015-2024 Transit Development Plan (TDP) Update. This 10-year plan identifies public bus service improvement priorities for the County and determines the operating and capital costs to implement the priorities. Since the adoption of the TDP, Community Transit has been working with the Board of County Commissioners to fund additional service enhancements. Those enhancements include the increase of bus frequency to 30 minutes and expanded service hours on three routes (1, 2 and 3). Saturday service also is being added. Route 7, between Lakewood Park and Fort Pierce, was added in 2015.

Additional needs identified in the TDP were discussed with Community Transit and are included in the Final Transit Needs Plan, as shown on Map 3-7. In addition to implementation of new bus service, Community Transit also has identified the need for construction of a new administration and operations facility. The cost of these needed transit service improvements and facilities through 2040 are estimated to be \$50.4 million for capital and vehicle purchases and \$129.4 million for operating expenses. The total cost for the transit needs is \$179.8 million in current year dollars.

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Map 3-7: Final Transit Needs



New Routes 8-16		
Route 8	North Hutchinson Island	New fixed-route service
Route 9	Sunrise Blvd/Lawnwood/IRSC	New fixed-route service
Route 10	Midway Rd/Health Dept	New shuttle service
Route 11	Tradition Circulator	New call ahead flex service
Route 12	South County Circulator	New call ahead flex service
Route 13	I-95 Palm Beach Express	New express bus service
Route 14	Turnpike Palm Beach Express	New express bus service
Route 15	Tri-Rail Express Connection	New express bus service
Route 16	Ft. Pierce/PSL Express	New express bus service
Route 17	Torino Flex	New call ahead flex service

**St. Lucie TPO  
2040 Long Range  
Transportation Plan (LRTP)  
2040 Transit Needs**

**Legend**

- Routes 1-3 Existing
- Routes 4-6 Existing
- Route 7: Lakewood Park
- Route 8
- Route 9
- Route 10
- Route 13
- Route 14
- Route 16
- Circulators
- 95 Express Bus
- Passenger Train
- Transit Stations
- Existing Park and Ride
- Proposed Park and Ride

*\*Existing Services includes services adopted in the FY2024 TDP Major Update*

Source: 2024 TDP  
2035 St. Lucie-Martin RL RTP  
Map Date: 07/09/15



## Chapter 3: Establishing the Transportation Needs

### 3.1.4 Pavement Management

Federal regulations emphasize the preservation and maintenance of multimodal transportation infrastructure assets. As part of the development of the Go2040 LRTP, discussions occurred with local governments concerning the level of investments being made in the management of the pavement resurfacing programs in St. Lucie County. These discussions indicated that although local government representatives that are in charge of their respective pavement management programs understand the need for a reasonable pavement resurfacing lifecycle of at least 25 years, recent and current funding levels are simply not available to make this happen. The following information illustrates the pavement resurfacing funding need based on the adopted Go2040 Roadway Needs Plan for all collector and above roads designated on the St. Lucie TPO federal functional classification map for St. Lucie County.

#### Development of Funding Need

Information was collected and used to develop the lane miles of roadway that each local government is responsible to maintain, including the addition of new and widened roads included in the adopted Go2040 LRTP Needs Plan. The resurfacing cost per lane mile was developed from information provided by the local governments.

Collectively, to maintain a 25-year life cycle (average number of years between pavement resurfacing) for federal functionally-classified roads with a designation of collector and above, approximately 37 lane miles of roadways need to be resurfaced annually. At \$175,000 to resurface one lane mile and based on adopted budgets, Fort Pierce and St. Lucie County collectively would be able to resurface 2.4 lane miles in 2015. The countywide funding investment level to achieve a 25-year life cycle is \$6.5 million annually. This level of investment assumes that the condition of roads in St. Lucie County will not require roadway restoration, which is 2-3 times more expense than roadway resurfacing. Table 3-3 presents a summary of the pavement resurfacing need in St. Lucie County on an annual basis. For the Go2040 LRTP, the total cost over the 20-year period from 2021 to 2040 would be \$129.7 million.

For roadway maintenance activities undertaken by FDOT, guidance regarding the funding of these activities was provided to the TPO and is included in Appendix C. This guidance encompasses all of the non-capacity programs administered by the State. FDOT has indicated that sufficient revenue was reserved to meet the statewide objectives and policies for roadway maintenance when the metropolitan estimates for the LRTP were developed. Under the State resurfacing program, FDOT ensures that 80% of State Highway System pavement meets Department standards.

**Table 3-3: Countywide Pavement Resurfacing Needs**

Jurisdiction	2040 Needs Plan Lane Miles <sup>1</sup>	Lifecycle	Lane Miles / Year to Meet Life Cycle	Cost/ Lane Mile <sup>2</sup>	Annual Budget Need	Budget Allocation in FY15/16 <sup>4</sup>	Actual Lane Miles/ Year Resurfaced
Port St. Lucie <sup>3</sup>	446.0	25	17.8	\$ 175,000	\$ 3,122,112	\$ -	-
Fort Pierce	35.1	25	1.4	\$ 175,000	\$ 245,763	\$ 100,000	0.6
County	445.1	25	17.8	\$ 175,000	\$ 3,115,679	\$ 325,000	1.9
Total	926.2	N/A	37.0		\$ 6,483,554	\$ 425,000	2.4

**Notes:**

- <sup>1</sup> Includes federal functionally-classified collector roadways and above (does not include local roads).
- <sup>2</sup> Average cost/lane mile for pavement resurfacing based on discussions with Port St. Lucie and St. Lucie County staff.
- <sup>3</sup> Port St. Lucie recently implemented a Pavement Management System. Resurfacing needs are established on a project need basis based on funding availability instead of an annually budgeted amount.
- <sup>4</sup> Assumes 25% and 50% of pavement resurfacing budgets in Fort Pierce and the County, respectively, are allocated for this program, with remainder going toward resurfacing of local and subdivision roads.

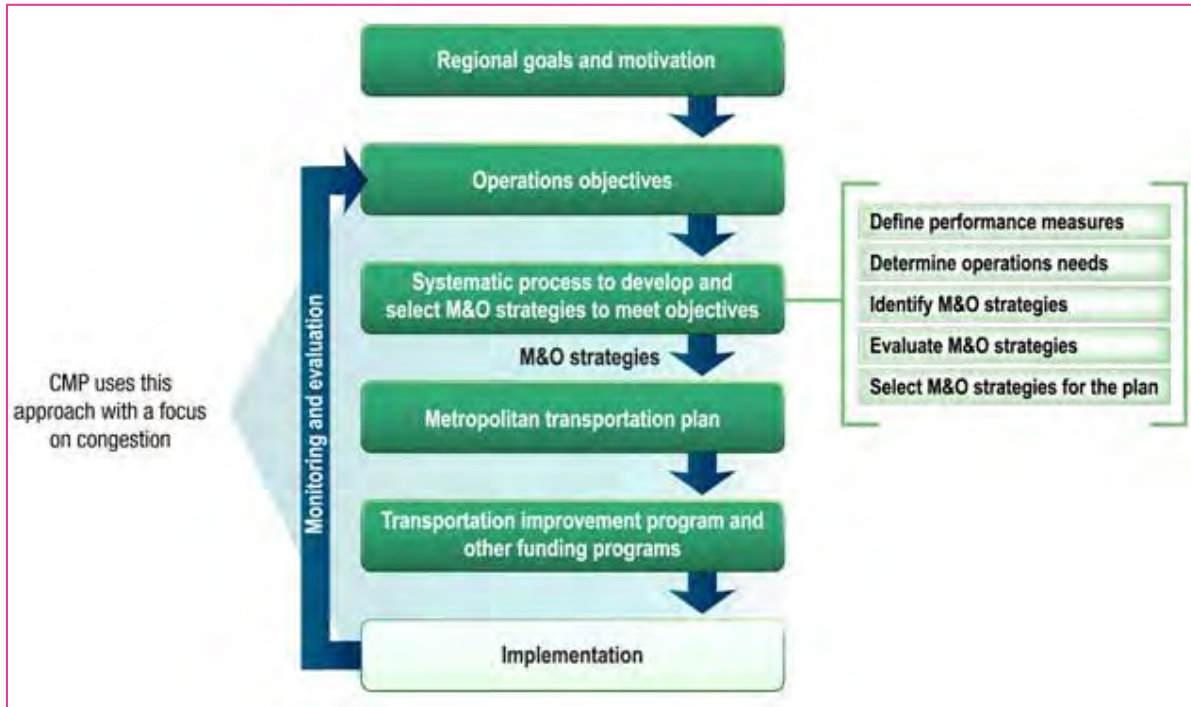
### 3.1.5 Intelligent Transportation Systems (ITS)

This section discusses the use and integration of ITS in the Go2040 LRTP, including how the regional ITS architecture is integrated into the TPO process, examples of how ITS is integrated into the TPO process, examples of how ITS is integrated into the LRTP, and a discussion on the future of ITS.

#### Connecting the Region’s ITS Plans to the LRTP

Figure 3-2 shows the linkages between metropolitan transportation planning and planning for management and operations of the transportation network. The core function of ITS is to support management and operations, focusing on improving the transportation network efficiency and safety. The St. Lucie TPO emphasizes the implementation of ITS by including it as a TIP project priority. Additionally, the TPO supports ITS through the funding of the US 1 Corridor Retrofit and Congestion Management Program (CMP), which is included in the Go2040 Needs Plan. St. Lucie County traffic, emergency, and data management systems also have been integrated into the regional ITS architecture, which is recognized in the Go2040 LRTP.

Figure 3-2: Integrating the LRTP Planning Process and ITS



## Integration of ITS in the LRTP

ITS promotes and supports a safe and efficient, multimodal transportation system. Areas in which ITS planning is integrated include the following:

- > ITS can be included as one of the solutions assessed in the CMP. Additionally, ITS supports the performance monitoring needs of the CMP (and the LRTP) by leveraging the data gathered by ITS for operations and by using it for performance monitoring.
- > ITS is one of several solutions that can be used to enhance the safety and operations of bicycle facilities and transit operations. Examples include implementing bicycle detection at traffic signals on bicycle corridors and to support transit operations for transit vehicle location.
- > An **Advanced Transportation Management System (ATMS) Master Plan** for St. Lucie County was completed in February 2013 and incorporates input from the regional transportation agencies into an integrated approach for ITS. The ATMS Master Plan includes a phasing plan and cost estimates to implement the short- to mid-term ITS systems and other ITS infrastructure. Integration of the ATMS Master Plan into the LRTP and Transportation Improvement Plan (TIP) processes has been accomplished. The Phase 1 improvements identified in the ATMS Master Plan include fiber optic infrastructure, cameras, poles, and data collection devices to interconnect 56 intersections on US 1 from Turnpike Feeder Road to Savanna Club Boulevard and on Okeechobee Road (SR-70) from Kings Highway to US 1. This will enable connection of these traffic signals and monitoring of operations to improve



## Chapter 3: Establishing the Transportation Needs

traffic flow on US 1 and Okeechobee Road. The Go2040 LRTP supports the US 1 ITS initiative by including it in both the Needs Plan and Cost Feasible Plan.

- > The FY2015–2024 **St. Lucie County TDP** identifies a planning and policy priority to add ITS enhancements to the existing and future bus fleet. This reflects the advance of transit ITS technology and the need to have more modern ITS systems in place to allow the transit operator to implement programs and track system performance more efficiently.
- > An ITS strategy that spans both transit and roadway improvements is the application of **Transit Signal Priority (TSP)**. Advancements in street-side signal equipment and on-bus detection, as well as signal timing programming, have allowed TSP to be applied with a positive impact on reducing bus travel time with a minimal impact on general traffic operations.

### The Future of ITS

High-bandwidth and field-hardened ITS communications infrastructure, wireless vehicle detection technologies, and “smart” traffic signal systems that respond to traffic demands in real time are all leading-edge realities today and will become more and more mainstream over time.

Also, today, research and development by the government and private sectors is being conducted in the area of automated vehicles. Technologies such as collision-avoidance, in which the vehicle senses an impending crash and applies the brakes automatically, are now available on high-end vehicles. The evolution to self-driving cars is expected to continue, especially over the next 10–20 years.

### 3.1.6 Congestion Management Program

This section summarizes the St. Lucie County TPO Congestion Management Program (CMP) and preliminary screening of congested facilities for potential CMP concerns as they relate to the LRTP. This process includes updating traffic counts and the roadway facility database and conducting an LOS analysis on the 2015 and 2020 roadway study networks.

#### Congestion Management Process Recommendations

Table 3-4 is a list of corridors that were identified as Tier 1 candidates during the analysis of the 2020 projected congestion levels. This table also illustrates the points assigned to various volume to capacity ratios and the resultant weighting for each volume to capacity level. The 2020 LOS analysis results are shown in Map 3-8. This analysis was used to provide a county-wide congestion screening for the CMP element of the LRTP.

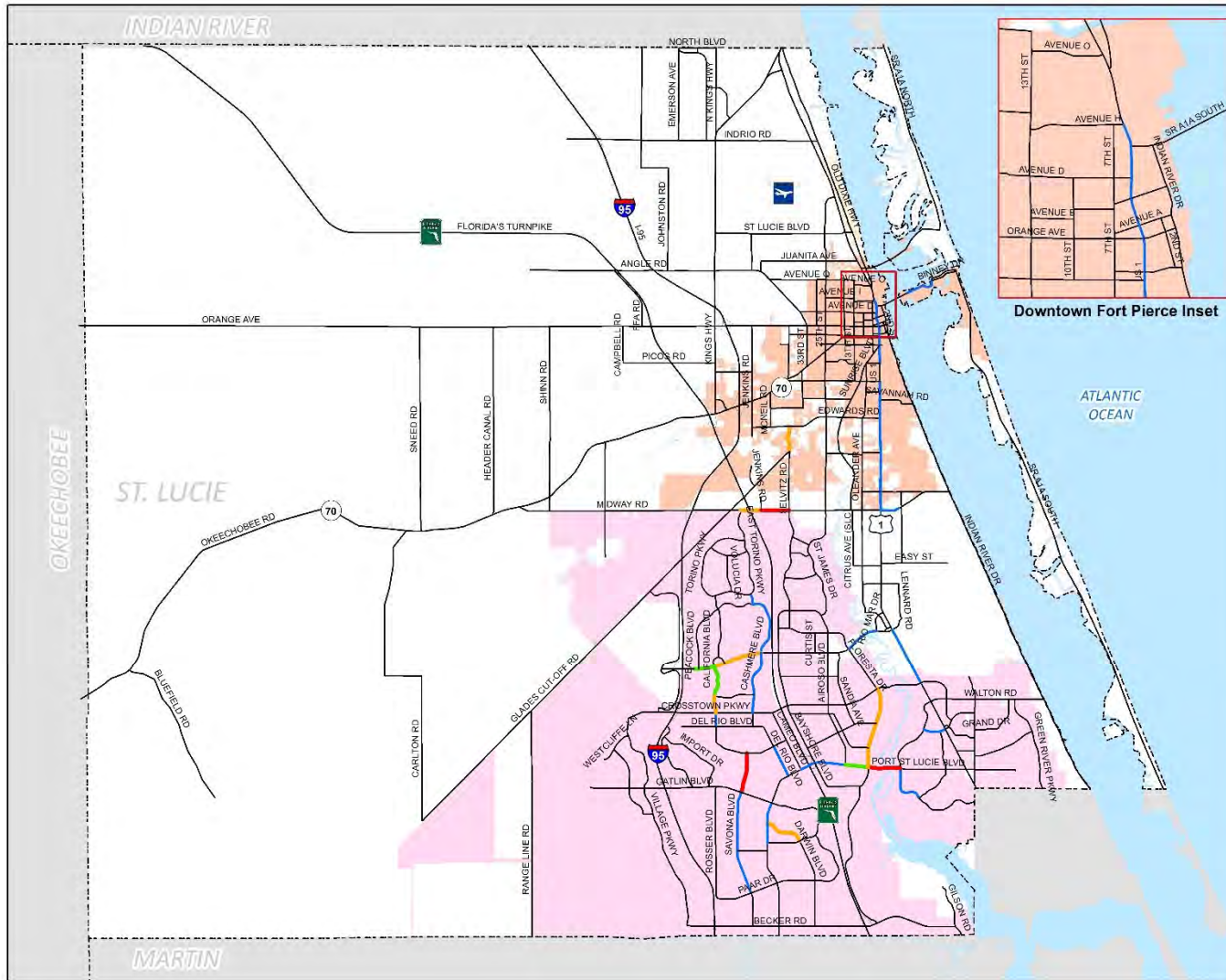
Corridors included in Table 3-4 that are not included in the 2040 Cost Feasible Plan or that are included in the 2040 Cost Feasible Plan but are scheduled for funding in the time band from 2031 to 2040 should be considered for a Tier II congestion mitigation analysis. The purpose of the Tier II congestion mitigation analysis is to identify potential congestion strategies and improvements that can be considered for funding in the Cost Feasible Plan Congestion Management Program.

**Table 3-4: 2020 Congested Corridors and CMP Recommendations**

V/C Ratio	Points
<=0.80	0
0.80-0.94	4
0.94-1.00	6
1.00-1.10	8
>1.10	10

2020 Analysis					
On Street	From	To	V/C	Points	Notes
Port St Lucie Blvd	Floresta	Veterans Memorial	> 1.10	10	Constrained
Midway Rd	Jenkins	Selvitz	> 1.10	10	Potential CMP improvement
Savona Blvd	Gatlin	California	> 1.10	10	Potential CMP improvement
Midway Rd	East Torino	Jenkins	1.00-1.10	8	Potential CMP concern
Selvitz Rd	Glades Cutoff	Edwards	1.00-1.10	8	Potential CMP concern
St Lucie W Blvd	California	Cashmere	1.00-1.10	8	Potential CMP concern
California Blvd	Crosstown	Heatherwood	1.00-1.10	8	Potential CMP concern
Floresta Dr	Crosstown	Port St Lucie	1.00-1.10	8	Potential CMP Concern
Darwin Blvd	Port St Lucie	Tulip	1.00-1.10	8	Potential CMP concern

### Map 3-8: E+C Congested Roadways



**St. Lucie TPO  
2040 Long Range  
Transportation Plan (LRTP)**

**E+C Conditions  
Congested Roadways**

**Legend**

**Volume To Capacity Ratio**

- V/C <= 0.80
- V/C > 0.80 < 0.94
- V/C > 0.94 < 1.00
- V/C > 1.00 < 1.10
- V/C >= 1.10

- Ramps
- Fort Pierce
- Port St. Lucie
- St. Lucie Village
- County Boundary

*Note: Road network is existing plus committed (E+C) conditions. Volumes are projected from historic County and State traffic counts (2005-2014). Source: T.O. vTIMAS (Network); St. Lucie TPO TDMS (Traffic Counts).*

**Go2040**  
St. Lucie TPO  
Long Range Transportation Plan

## Chapter 3: Establishing the Transportation Needs

### 3.1.7 Strategic Intermodal System

A portion of the SHS has been designated as the Strategic Intermodal System (SIS). The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. There are two levels of SIS facilities; SIS facilities and Emerging SIS facilities. SIS facilities support large areas major flows of interregional, interstate, and international trips. Emerging SIS facilities serve small but fast growing economic regions and areas showing the potential for future growth. Key SIS and emerging SIS facilities within the TPO area are listed below:

- > I-95 (SIS)
- > Florida's Turnpike (SIS)
- > Florida East Coast (FEC) Rail Line along the eastern Coast (SIS)
- > SR 70 from I-95 going west and connecting at US 441 (Emerging SIS)
- > FEC Rail Line going into Ft. Pierce known as the South Central Florida Express Railroad (Emerging SIS)

The 2013 SIS Cost Affordable Plan includes a project on I-95 that results in the addition of 2 auxiliary lanes from North of Becker Road to South of SR 70. This project is programmed for construction in the FY 2026/2030 time period.

The use of the SIS is further discussed in Section 3.2 Movement of Freight and Goods.

### 3.1.8 Project Prioritization

Table 2-5 in Chapter 2 illustrates the linkage between goals, objectives, performance measures, and proposed project ranking criteria. Each project ranking criterion has a corresponding point value that is assigned to each project. This produces a total technical score for each project. Additionally, local government representatives were asked to rank order the Needs Plan projects for each mode. The technical score was given a weight of 60% and the local government rankings were weighted at 40%. Table 3-5 provides the scoring.

**Table 3-5: Multimodal Project Priorities**

Jurisdiction / Mode	Project #	Project Location	Length (mi)	Project Description	Rank
State/Road	500	US 1: Edwards Rd to SR A1A South	3.07	Operational improvements	1
State/Road	402	Kings Hwy: N Of I-95 Overpass to Indrio Rd	4.44	Add 2 lanes, bike lanes, sidewalks	2
State/Road	401	Turnpike Feeder Rd: Indrio Rd to US 1	2.74	Add 2 lanes, bike lanes, sidewalks	3
County/Road	413	Midway Rd: East Torino Pkwy to Selvitz Rd	1.32	Add 2 lanes, bike lanes, sidewalks	1
County/Road	403	Glades Cut-Off Rd: Commerce Ctr Dr to Selvitz Rd	5.39	Add 2 lanes, bike lanes, sidewalks	2
County/Road	451	Jenkins Rd: Midway Rd to St. Lucie Blvd	12.95	Add 2 lanes, bike lanes, sidewalks	3
County & Dev/Road	2701	Northern Connector: Turnpike to Kings Hwy	3.24	New 4 lanes, bike lanes, sidewalks	4
County/Road	404	Selvitz Rd: Glades Cut-Off Rd to Edwards Rd	0.71	Add 2 lanes, bike lanes, sidewalks	5
County & Dev/Road	2702	North Mid-County Connector: Turnpike to Midway Rd	8.21	New 4 lanes, bike lanes, sidewalks	6
City/Road	414	St Lucie W Blvd: E Of I-95 to Cashmere Blvd	1.90	Add 2 lanes, bike lanes, sidewalks	1
City/Road	408	Port St Lucie Blvd: Paar Dr to Darwin Rd	1.70	Add 2 lanes, bike lanes, sidewalks	2
City/Road	407	Port St Lucie Blvd: Becker Rd to Paar Dr	1.19	Add 2 lanes, bike lanes, sidewalks	3
City/Road	406	E Torino Pkwy: Cashmere Blvd to Midway Rd	2.44	Add 2 lanes, bike lanes, sidewalks	4
City/Road	415	Floresta Dr: South Bend Blvd to Port St Lucie Blvd	0.61	Add 2 lanes, bike lanes, sidewalks	5
City/Road	416	Southbend Blvd: Becker Rd to Floresta Dr	4.18	Add 2 lanes, bike lanes, sidewalks	6
City/Road	428	Savona Blvd: Gatlin Blvd to California Blvd	1.08	Add 2 lanes, bike lanes, sidewalks	7
City/Road	405	California Blvd: Savona Blvd to St Lucie W Blvd	3.02	Add 2 lanes, bike lanes, sidewalks	8
City/Road		Floresta Dr: Port St Lucie Blvd to Crosstown Pkwy		Operational improvements	N/A
Transit		Route 16 - Ft. Pierce/PSL Express	N/A		1
Transit		Route 15 –Tri-Rail Express Connection	N/A		2
Transit		Route 10 –Midway Rd	N/A		3
Transit		Route 13 –I-95 Palm Beach Express	N/A		4
Transit		Route 9 – Sunrise Blvd	N/A		5
Transit		Route 14 –Turnpike Palm Beach Exp.	N/A		6
Transit		Route 11 –Tradition Circulator	N/A		7
Transit		Route 17 –Torino Flex	N/A		8
Transit		Route 8 –Hutchinson Island	N/A		9
Walk Bike		TPO Prioritized Projects	N/A		1
Walk Bike		Florida East Coast Greenway	N/A		2
Walk Bike		L RTP Prioritized Projects	N/A		3

### 3.2 Movement of Freight and Goods

The efficiency and effectiveness of freight movement, connecting producers to consumers, and providing access to domestic and international markets are factors that could enhance the economic competitiveness of St. Lucie County. Creating and sustaining a freight transportation system is an important component of the Go2040 LRTP. Below are the goals and objectives of the LRTP which relate to and support the movement of freight:

- > **Economic Prosperity and Growth**
  - Enable people and goods to move around efficiently.
  - Increase transportation options and improve access to destinations that support prosperity and growth.
- > **Existing Assets and Services**
  - Maintain condition of existing transportation assets.
  - Improve efficiency of existing transportation services.
- > **Safety and Security**
  - Improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles.

#### 3.2.1 Freight Assets

##### Highways

A critical highway that crosses St. Lucie County is I-95, which represents the transportation backbone, not just of Florida, but of the eastern U.S. In Florida, this highway links the south, central, and northern parts of the state, passing through the most populated areas. It also connects several of the state's most critical seaports, airports, and railroads, providing accessibility throughout the U.S. freight network. Another important highway passing through St. Lucie County is Florida's Turnpike, which connects South Florida to Central Florida. Both the Turnpike and I-95 are designated as SIS Corridors.

Also important is SR-70 (Okeechobee Road), which provides connection to Florida's west coast, leading straight into the Tampa-St. Petersburg Area. The part that serves as an interchange between the Florida Turnpike and I-95 has been designated as an SIS Highway Corridor, while the part of SR-70 west of the Florida Turnpike is designated as an Emerging SIS facility.

In addition to roads designated as SIS Corridors, St. Lucie County has many other roads that are important parts of the freight transportation system.

## Chapter 3: Establishing the Transportation Needs

### Rail

St. Lucie County is traversed by two railroads. The Florida East Coast Railroad (FEC) operates its mainline through the eastern coast of the state, starting in Jacksonville and going south until reaching Homestead and is the only designated SIS Railway Corridor in the TPO area. The other main railroad operating in St. Lucie County is the South Central Florida Express Railroad's K-Line, connecting the Port of Fort Pierce with CSX's A-Line. FEC operates an intermodal facility in West Palm Beach and another in Fort Pierce, both of which feed into CSX's main lines for transportation throughout the U.S.

### Seaports

Four ports in Florida have been designated as Major Cargo Gateway Ports, and an additional seven have been designated as Regional Cargo Gateway Ports. One of these regional gateway ports is located in St. Lucie County, the Port of Fort Pierce, a deep-water port in Fort Pierce operated by St. Lucie County. According to the FDOT Office of Freight, Logistics and Passenger Operations, among the main exports handled by the port are grocery products, building materials and logs and lumber. The main imports handled by the Port include crude minerals, synthetic resins and plastics.

In 2013, St. Lucie County completed an update to the Port Master Plan that provides the Port with clear path to update and upgrade the Port. The Port of Fort Pierce currently has 87 acres of adjacent land that it would like to develop. A project is underway to improve the drainage and lighting to prepare the Port for future development. The new development could include a mix of recreational, commercial and industrial uses.

### Air

The St. Lucie County International Airport currently does not handle significant cargo tonnages. However, the County is in the process of designating a Freight Logistics Zone which includes the Airport and nearly 1,000 acres just north of the Airport.

## 3.2.2 Opportunities and Emerging Issues

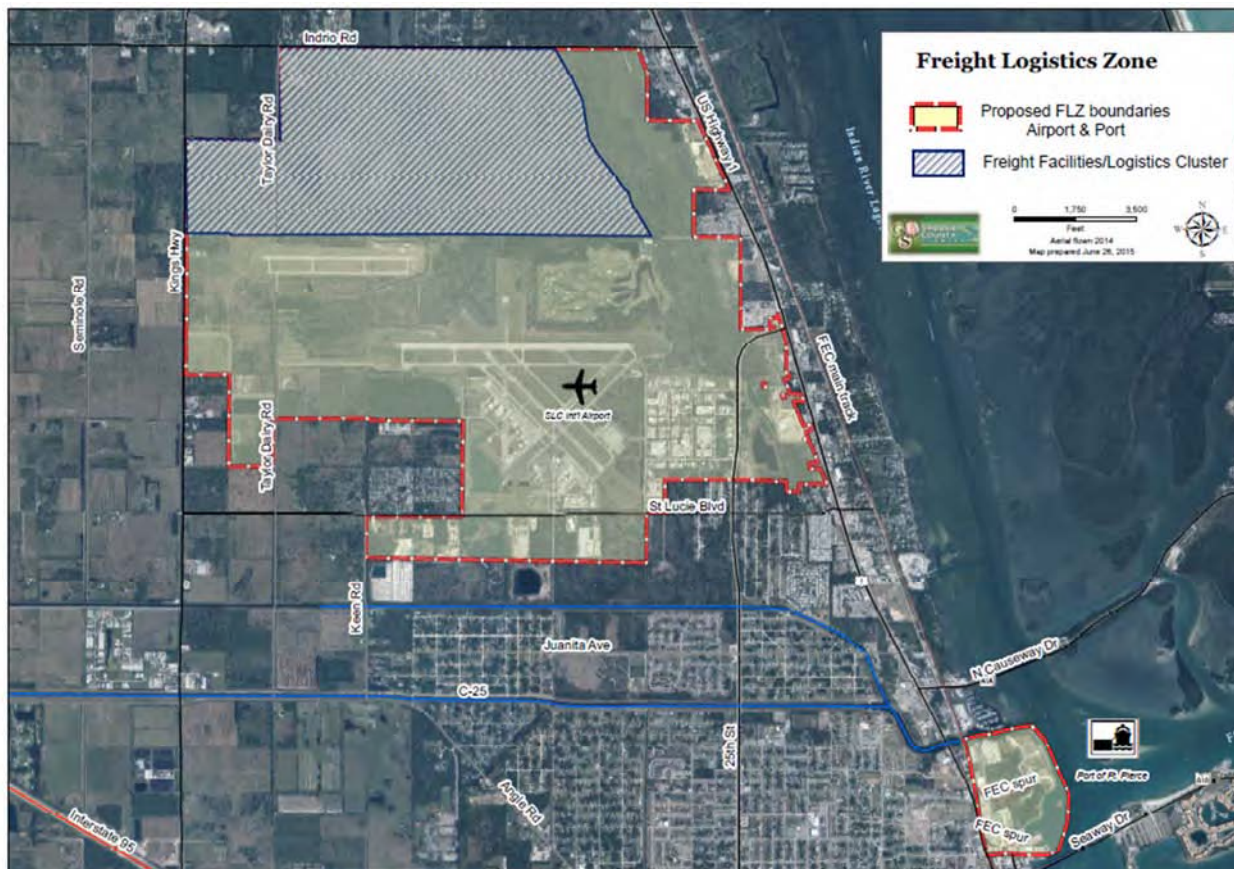
### Proposed Highway Connector

Construction of the Northern Connector from Florida's Turnpike to I-95 with 2 new interchanges (a private developer-built road) and the Northern Connector from I-95 to Kings Highway North are included in the Needs Plan. These two projects would link I-95 and Florida's Turnpike with St. Lucie Boulevard, providing a more direct route for trucks traveling on these highways to reach the Port of Fort Pierce, St. Lucie County International Airport and a proposed rail spur from the FEC rail line into the Airport property. There also are plans to develop 984 acres of land north of the airport into a logistics park, which would be facilitated by a better connection to the highway network as discussed above.

## North St. Lucie County Freight Logistics Zone (FLZ)

Discussions are underway to consider the development of an FLZ in northern St. Lucie County. County staff have had discussions with FDOT District 4 regarding this concept and development of a concept plan, which could lead to FLZ designation. Figure 3-3 shows the potential location of the FLZ in northern St. Lucie County.

**Figure 3-3: Proposed Freight Logistics Zone**

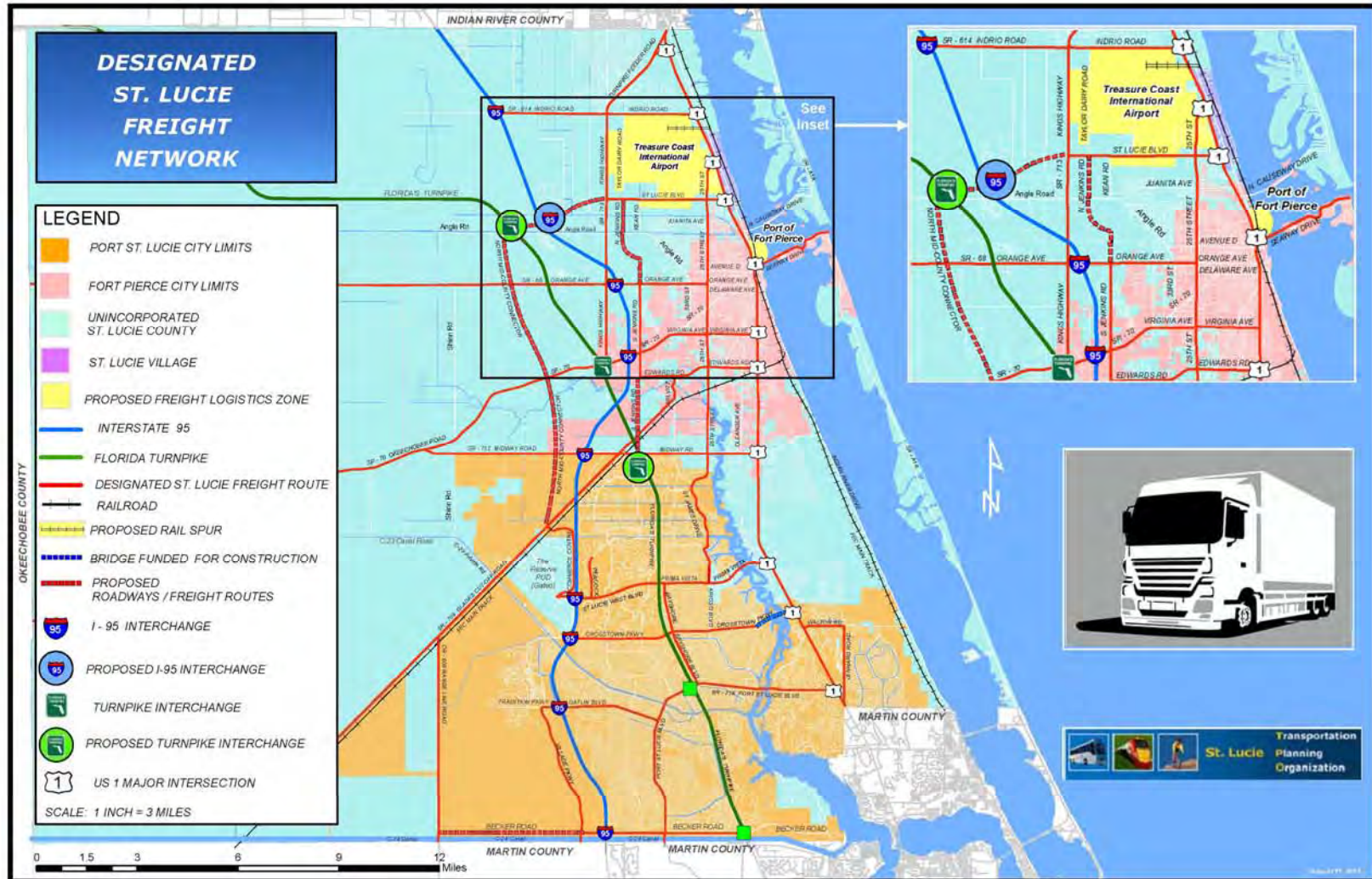


### 3.2.3 St. Lucie Freight Network

In response to recently-enacted federal and State legislation and policies, the U.S. Department of Transportation (USDOT) and FDOT are emphasizing planning for freight movement and investing in freight infrastructure. Accordingly, USDOT has designated a Primary Freight Network (PFN), and FDOT has developed a map of Regional Trucking Corridors. Consistent with these efforts, the TPO has developed the St. Lucie Freight Network. Designated by the TPO Board for the coordination of freight planning activities, this network, as shown in Map 3-9, incorporates port, airport, railroads, and the proposed FLZ and identifies the future freight corridors and interchanges listed in the LRTP.



## Map 3-9: St. Lucie Freight Network



## 3.3 Safety and Security

### 3.3.1 Safety

Consistent with the Go2040 LRTP Safety and Security goal and the objective to improve safety of transportation system, and the Choices goal and the objective to improve bike/pedestrian and public transportation networks, this section presents the Bicycle and Pedestrian Safety Element of the Go2040 LRTP. The Florida Strategic Highway Safety Plan (SHSP) includes a vulnerable road user Emphasis Area that includes bicyclists, pedestrians, and motorcyclists. This emphasis area tends to have higher injuries and fatalities compared to the other SHSP Emphasis Areas. The Vulnerable Road User is the focus of the analysis presented in this section.

Vulnerable Road User crashes within St. Lucie County were compared to Florida and the U.S., as shown in in Table 3-6. This table indicates that pedestrian, bicycle and motorcycle injury and fatality rates in St. Lucie County are significantly lower than the corresponding rates in the State of Florida. However, when compared to the United States as a whole, St. Lucie County rates are higher for pedestrian and bicycle crashes and lower for motorcycle crashes. While vulnerable user crash rates in St. Lucie County compare favorably within the State of Florida, the purpose of this Section is to develop recommendations and strategies that consider engineering, enforcement, education and emergency response to further reduce vulnerable user crash rates. Map 3-10 geographically illustrates all pedestrian, bicyclist, and motorcycle crashes that occurred from 2010 to 2014. Map 3-11 illustrates corridors and intersections that are candidates for future analysis based on number of crashes and fatalities.

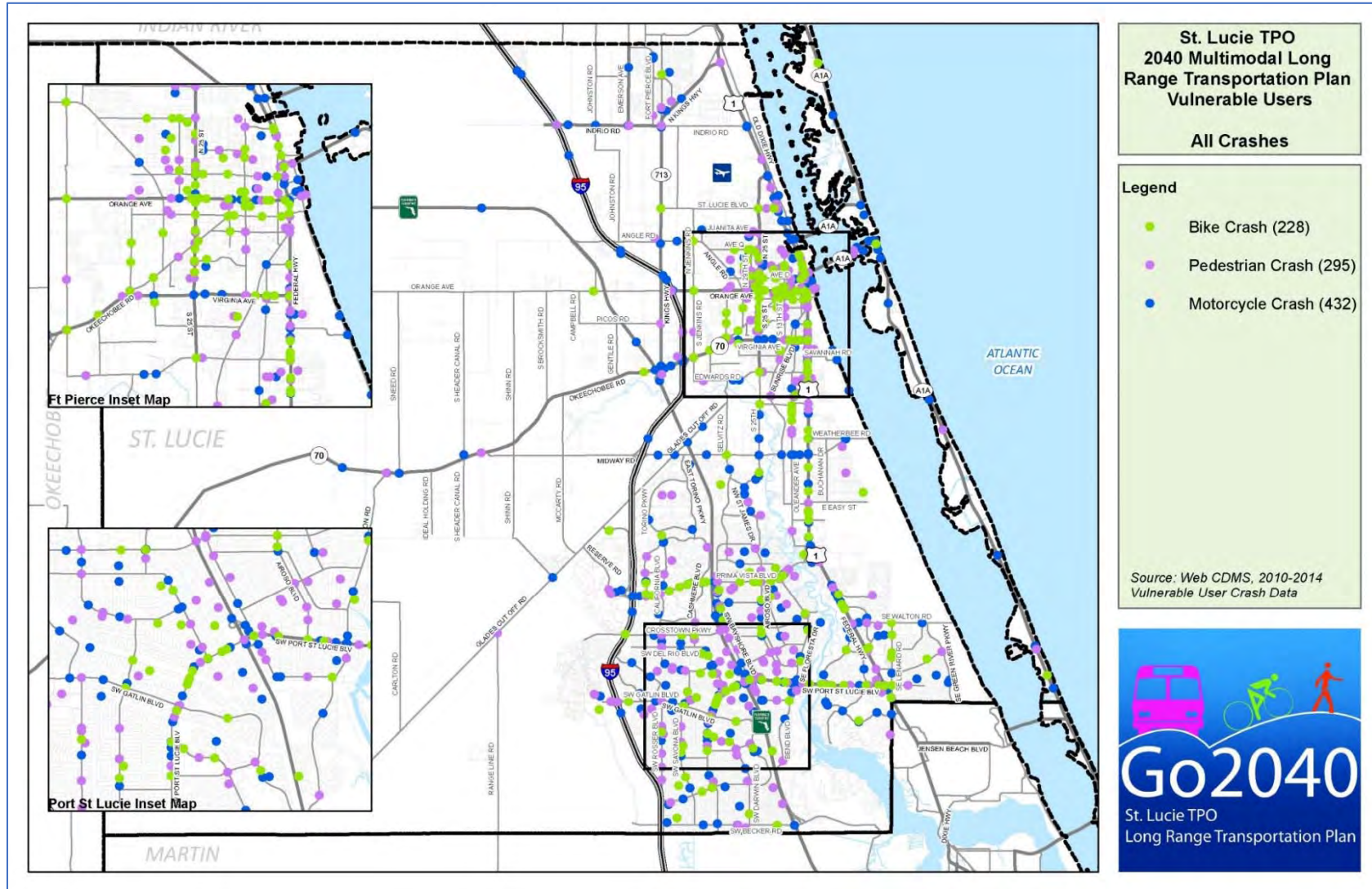
**Table 3-6: Vulnerable Users Crashes per 100,000 Miles, St. Lucie County**

	St. Lucie		Florida*		National**	
Population (2013)	281,151		19,259,543		316,128,839	
	Mean Crashes Per Year (2010-2013)	Rate Per 100,000	2013 Crashes	Rate per 100,000	2013 Crashes	Rate Per 100,000
Pedestrian Injuries	68	24.2	7,467	38.77	66,000	20.88
Pedestrian Fatalities	2.8	1.0	498	2.59	4,735	1.50
Bicycle Injuries	60.2	21.4	6,520	33.85	48,000	15.18
Bicycle Fatalities	1.6	0.6	135	0.70	743	0.24
Motorcycle Injuries	69.6	24.8	8,742	45.39	88,000	27.84
Motorcycle Fatalities	3.4	1.2	462	2.40	4,668	1.48

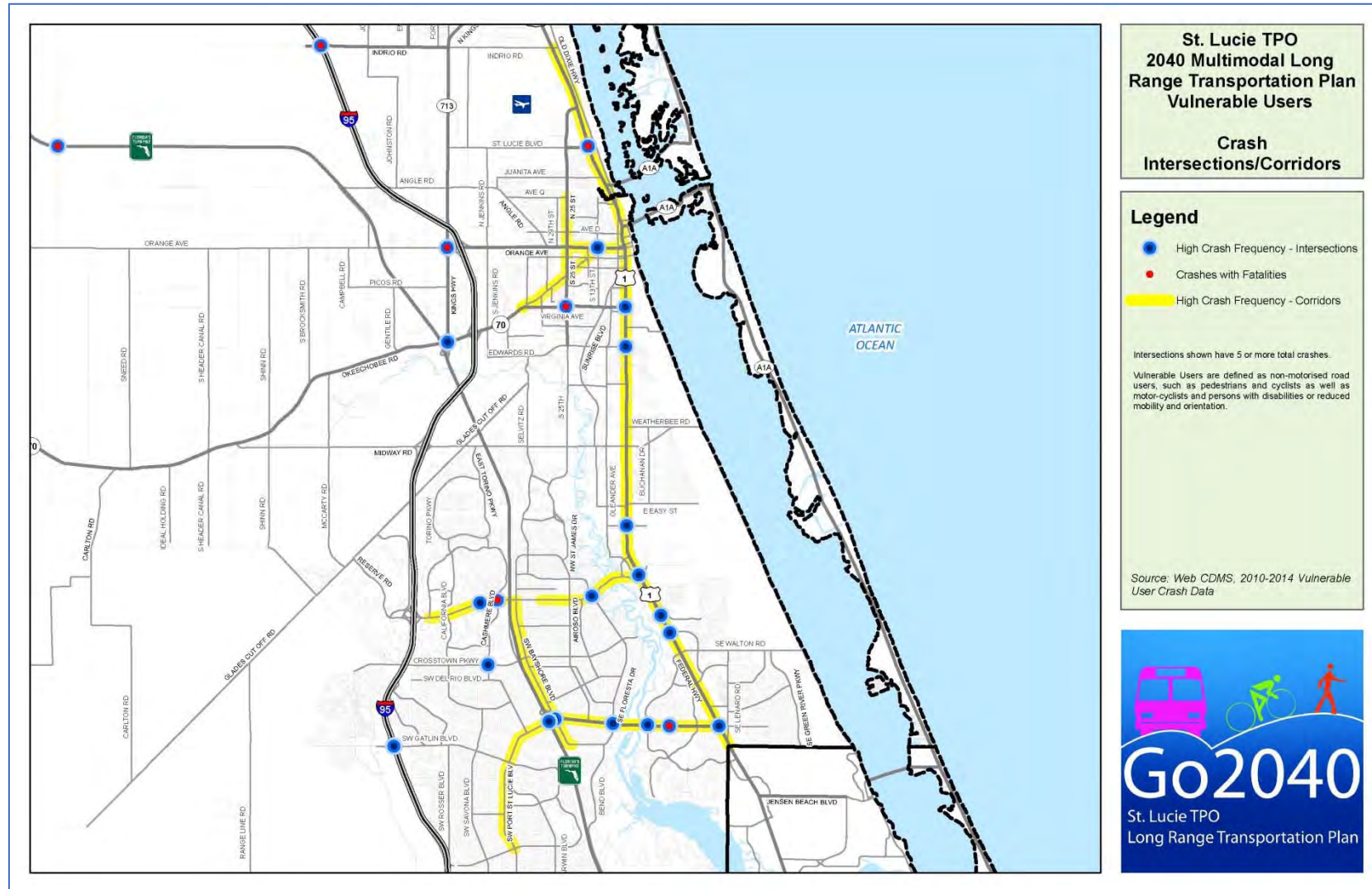
\*Florida Traffic Crash Facts Annual Report 2013

\*\*US Department of Transportation - Traffic Safety Facts 2013

Map 3-10: Vulnerable Road User Crashes in St. Lucie County



**Map 3-11: Vulnerable Road User High Crash Corridors and Intersections in St. Lucie County**



## Chapter 3: Establishing the Transportation Needs

### 3.3.2 Overall Safety Recommendations

The review of vulnerable user crash data between 2010 and 2014 identified the following corridors and intersections that offer the greatest opportunities for safety improvements involving pedestrians, bicyclists, or motorcyclists:

- > SR-5/US-1 (Federal Highway) from Martin County to Indrio Road
- > SR-716 (SW Port St. Lucie Boulevard) from SW Paar Drive to SR-5/US-1 (Federal Highway)
- > St. Lucie W Boulevard from SR-9/I-95 to SR-91 (Turnpike)
- > SW Prima Vista Boulevard from NW Hibiscus Street to SR-5/US-1 (Federal Highway)
- > SR-615 (N 25<sup>th</sup> Street/S 25<sup>th</sup> Street) from SR-70 (Okeechobee Road/Virginia Avenue) to Avenue Q
- > Downtown Fort Pierce area – SR-68 (Orange Avenue) from SR-615 (N 25<sup>th</sup> Street/S 25<sup>th</sup> Street) to SR-5 / US-1 (Federal Highway)
- > Area of SW Del Rio Boulevard, SW California Boulevard, SR-91 (Turnpike), and SW Port St. Lucie Boulevard
- > Intersections include Indrio Road and I-95, SW Gatlin Blvd and I-95, Turnpike Rest Stop, Kings Highway and Orange Avenue, Kings Highway and SR-70, and Crosstown Parkway and Cashmere Blvd

Based on the crash review and analysis, it is recommended that these corridors and intersections be further reviewed for safety improvements to protect vulnerable road users.

### 3.3.3 Security

Security includes planning to prevent, manage, and respond to risks and threats to the regional transportation system and its users. Potential threats include natural disasters such as hurricanes, flooding, tornadoes, and earthquakes and also may include acts of violence or terrorism. Transit and highway systems play a vital role in moving people safely in the region, including in times of crisis, and that investments in state-of-the-practice ITS, communication systems, and other elements of the infrastructure are important for providing dependable and safe transportation.

Table 3-7 lists possible roles the TPO could play in security planning. Recommendations for near-term consideration are included in the following section under “Candidate TPO Security Planning Efforts.”

**Table 3-7: Role Opportunities for TPOs in Security Planning and Transportation System Response**

Stage of Incident	Possible TPO Role
Prevention	<ul style="list-style-type: none"> <li>&gt; Fund new strategies/technologies/projects that can help prevent events.</li> <li>&gt; Conduct vulnerability analyses on regional transportation facilities and services.</li> <li>&gt; Secure management of data and information on transportation system vulnerabilities.</li> <li>&gt; Provide a forum for security/safety agencies to coordinate surveillance and prevention strategies.</li> <li>&gt; Fund and coordinate regional transportation surveillance systems that can identify potential danger prior to it occurring.</li> <li>&gt; Coordinate drills and exercises among transportation providers to practice emergency plans.</li> <li>&gt; Coordinate with security officials in development of prevention strategies.</li> <li>&gt; Support hazardous route planning.</li> <li>&gt; Support research on structural integrity in explosion circumstances and standard designs.</li> </ul>
Mitigation	<ul style="list-style-type: none"> <li>&gt; Analyze transportation network for redundancies in moving large numbers of people (e.g., model person and vehicle flows with major links removed or reversed, accommodate street closures, adaptive signal control strategies, impact of traveler information systems), strategies for dealing with “choke” points such as toll booths).</li> <li>&gt; Analyze transportation network for emergency route planning and strategic gaps in network.</li> <li>&gt; Provide forum for discussions on coordinating emergency response.</li> <li>&gt; Disseminate best practices in incident-specific engineering design and emergency response.</li> <li>&gt; Disseminate public information on options available for possible response.</li> <li>&gt; Fund communications systems and other technology to speed response to incidents.</li> </ul>
Monitoring	<ul style="list-style-type: none"> <li>&gt; Fund surveillance and detection systems.</li> <li>&gt; Propose protocols for non-security/safety agency response (e.g., local governments).</li> <li>&gt; Coordinate public information dissemination strategies.</li> <li>&gt; Fund communications systems for emergency response teams and agencies.</li> </ul>
Recovery	<ul style="list-style-type: none"> <li>&gt; Conduct transportation network analyses to determine most effective recovery investment strategies.</li> <li>&gt; Act as a forum for developing appropriate recovery strategies.</li> <li>&gt; Fund recovery strategies.</li> <li>&gt; Develop recovery strategies, including support for transportation disadvantaged.</li> <li>&gt; Coordinate stockpiling of strategic road/bridge components for rapid reconstruction.</li> <li>&gt; Coordinate communication between agencies.</li> </ul>
Investigation	<ul style="list-style-type: none"> <li>&gt; Provide any data collected as part of surveillance/monitoring that might be useful for an investigation.</li> </ul>
Institutional Learning	<ul style="list-style-type: none"> <li>&gt; Act as forum for regional assessment of organizational and transportation systems response.</li> <li>&gt; Conduct targeted studies on identified deficiencies and recommending corrective action.</li> <li>&gt; Coordinate changes to multi-agency actions that will improve future responses.</li> <li>&gt; Fund new strategies/technologies/projects that will better prepare region for next event.</li> </ul>

\* Michael D. Meyer, Georgia Institute of Technology, “The Role of the MPO in Preparing for Security Incidents and Transportation System Response.”

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### 3.3.4 Candidate TPO Security Planning Efforts

The top candidate opportunities identified in Table 3-7 that the TPO should consider implementing prior to the next LRTP update include:

- > Analyzing transportation network for emergency route planning/strategic gaps in network.
- > Analyzing transportation network for redundancies in moving large numbers of people (e.g., modeling person and vehicle flows with major links removed or reversed, accommodating street closures, adaptive signal control strategies, impact of traveler information systems), strategies for dealing with “choke” points such as toll booths).
- > Coordinating public information dissemination strategies.
- > Funding new strategies/technologies/projects that will better prepare region for next event.

### 3.3.5 Transit Security in St. Lucie County

St. Lucie County transit services are provided by Community Transit, a division of the Council on Aging of St. Lucie, Inc., which serves the greater population through a contract with St. Lucie County. As required by Florida Statutes, Community Transit developed and regularly updates its Security Program Plan that addresses how it responds to emergencies. This includes all aspects of transit operations, from implementation of new systems and equipment to hiring and training employees, managing the agency, and its role in providing transit service in an emergency.

### 3.3.6 Other Transportation Modes

As key transportation facilities in the county, both the St. Lucie County International Airport and the Port of Fort Pierce factor security into their planning efforts.

The St. Lucie County International Airport adopted a Master Plan in 2011 that governs all aspects of the airport’s operations, including security. As a result of the adopted security plan, the airport has successfully obtained federal grant funding for a number of measures, including the construction of a perimeter fence, badging procedures for employees, and the establishment of access control systems.

The Port of Fort Pierce’s 2013 Master Plan Update, includes several policies that address security, stressing the importance of complying with federal, state, and local laws. Objective 2.5 specifically calls for a security management plan for the port operations area.

## 3.4 Environmental Justice Analysis

Compliance with Environmental Justice (EJ) is required by Title VI of the Civil Rights Act of 1964 and reinforced by the Executive Order on Environmental Justice, #12898 (February 11, 1994). EJ prohibits discrimination based on race, color, and national origin and requires the inclusion of minority and low-income populations in the planning process to ensure that the following three major components are addressed:

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- > Avoid, minimize, or mitigate disproportionately-high and adverse human health and environmental impacts, including social and economic effects, on minority and low-income populations.
- > Ensure the participation of the traditionally under-served and under-represented segments of the population in the transportation plan development process.
- > Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

The St. Lucie Go2040 LRTP development process included efforts to identify areas with high concentrations of traditionally under-served and under-represented populations and ensure their participation in public involvement discussions concerning the development of the multimodal 2040 Needs and Cost Feasible Plans.

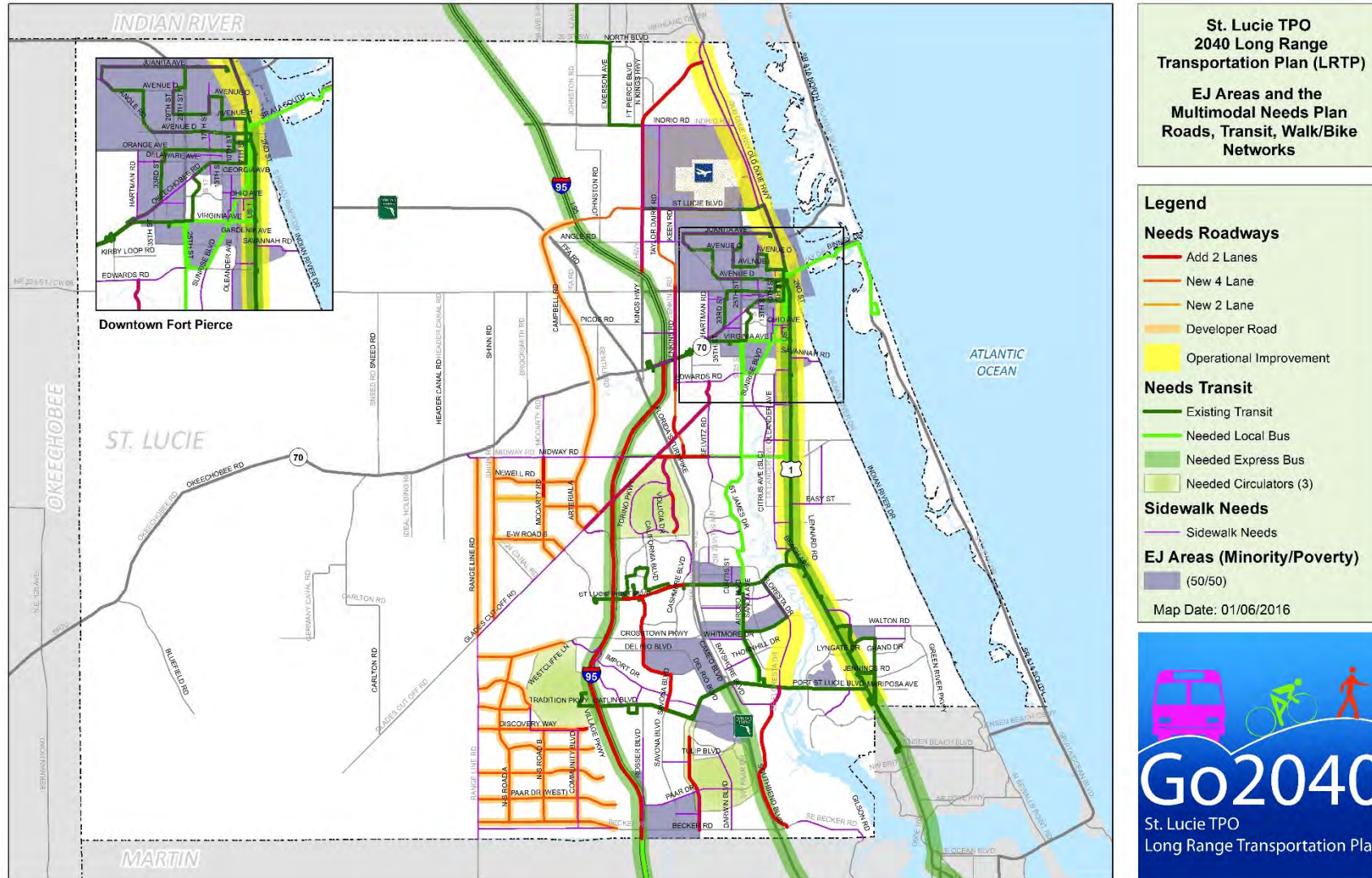
EJ areas were defined by using data identifying the locations of minorities and households in poverty. The minority population and number of households in poverty were defined by a threshold of 50%. Individual block groups where the minority population and/or number of households in poverty were above the 50% threshold were classified as an EJ area.

Map 3-12 shows the EJ areas overlaid with the 2040 Needs Plan for roadways, transit and sidewalks. This map shows that the existing transit routes provide service in EJ areas. New transit routes will enhance service in some of the EJ areas. Several of the sidewalk needs included on the map will provide improved connectivity in EJ areas. Finally, Needs Plan road projects shown on the map will enhance accessibility adjacent to EJ areas.

As future projects are advanced into the Cost Feasible Plan and further into design and construction, continued review of community and environmental impacts should be undertaken so that minority and low-income communities are not being disproportionately impacted by transportation projects, but rather, show benefits to EJ areas. Providing roadway, walk-bike, and transit investments is an indicator that the mobility and accessibility needs of the community are being considered in developing the Go2040 LRTP.



Map 3-12: Environmental Justice Areas and 2040 Multimodal Needs Plan Projects



### 3.5 Environmental Lands Assessment

The environmental-sensitivity analysis assessed the impacts of planned roadway expansions on environmentally-sensitive areas. The St. Lucie 2040 LRTP anticipates demand for both new roadway construction and the widening of existing facilities. The avoidance of potential environmental impacts from prospective projects is an initial indication of project priority. Minimization of potential environmental impacts is a criteria for project selection.

A review of available GIS databases was used to identify and locate the following natural features.

- > Large water bodies
- > Major hydrology
- > Major canals
- > National Hydrography Dataset water bodies
- > Environmental lands
- > Special Emphasis Areas (including Hawks Bluff, Lennard Road, Indian River Drive, Narrows Area, North Fork St. Lucie River, 10 Mile Creek Area, Mariposa Cane Slough Preserve )

Data collected were then used to develop a base map of potential area impacts. A unique aspect of the development of the base map was a workshop that included the Conservation Alliance, County Environmental Management and the TPO staff and its' Consultant. Through this workshop, the initial base map was modified to reflect enhanced local data provided by the Conservation Alliance that was reviewed and agreed upon by the parties during the workshop. The end result was the creation of a refined environmental base map by County Environmental Management that replaced the County's existing base map. The revised environmental base map was used by the Consultant in the evaluation of the Final Needs Plan projects.

Locations of the proposed projects in the 2040 LRTP were subsequently incorporated onto the map to identify possible resource impacts. The impacts were classified into categories of low, medium, and high sensitivity areas. If one environmental feature was within ¼ mile of a proposed transportation improvement, the impact was considered low. If two or three features overlapped and was within ¼ mile of a proposed improvement, the impact was considered medium; if four or five features overlapped and was within ¼ mile of a proposed improvement, the impact was considered high. With few exceptions, most of the proposed LRTP projects are situated in parts of St. Lucie County with a generally low environmental sensitivity.

Using the revised environmental base map, Table 3-8 and Map 3-13 show the transportation projects that have the potential to impact environmentally-sensitive lands.

#### 3.5.1 Environmental Mitigation Strategies

Transportation projects can impact many aspects of the environment, including wildlife and their habitats, wetlands, and groundwater resources. In situations in which impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the

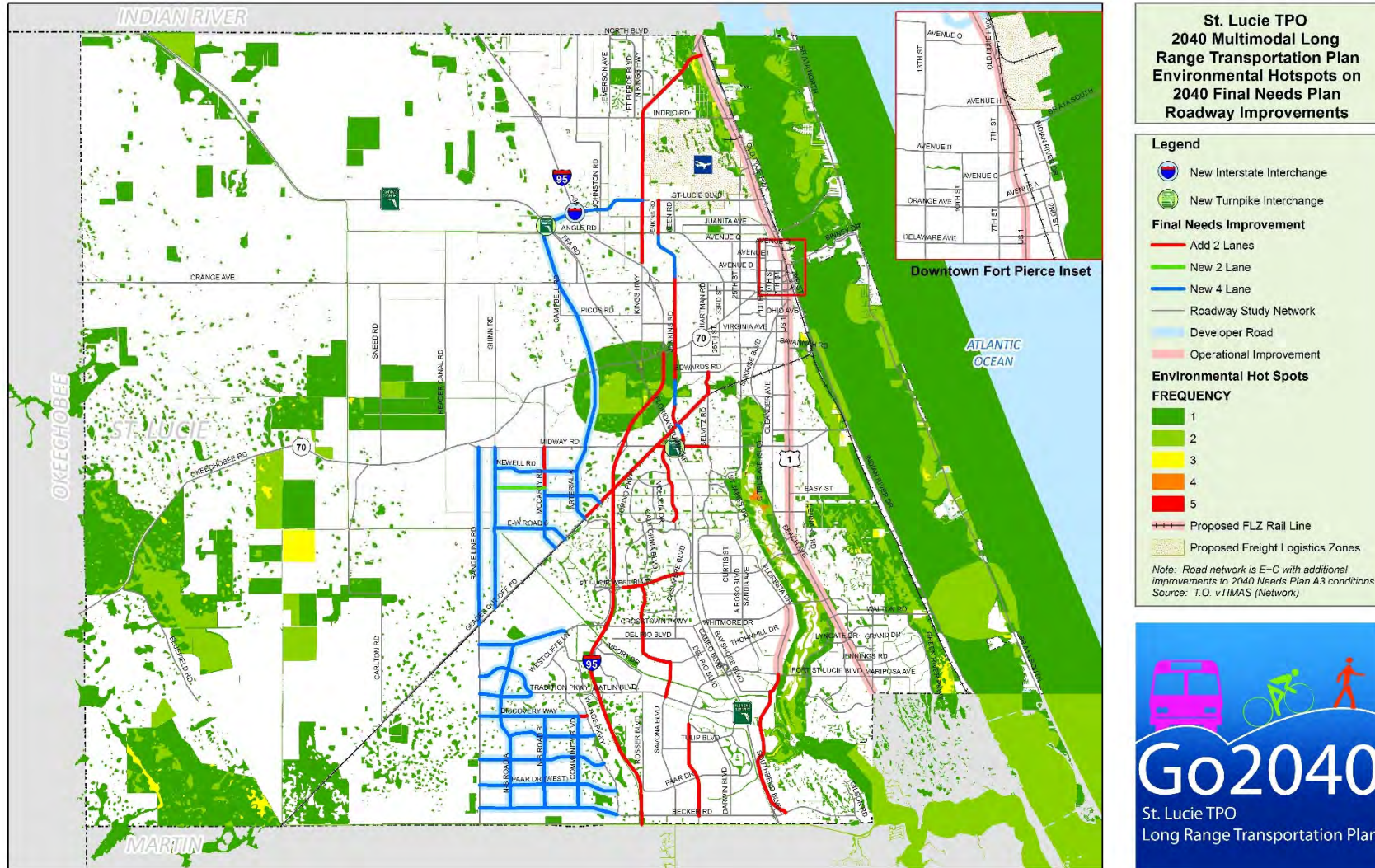
environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation, and/or preservation projects that serve to offset unavoidable environmental impacts.

The St. Lucie TPO is committed to minimizing and mitigating the negative impacts of transportation projects on the natural and built environment to preserve and enhance the quality of life. In Florida, environmental mitigation for transportation projects is completed through a partnership between the MPO, FDOT, and State and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (DEP). These activities are directed through Section 373 of the Florida Statutes, which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation of habitat impacts. Under this statute, FDOT must identify projects requiring mitigation, determine a cost associated with the mitigation, and place funds into an escrow account within the Florida Transportation Trust Fund. State transportation trust funds are programmed in the FDOT work program for use by the WMDs to provide mitigation for the impacts identified in the annual inventory.

**Table 3-8: 2040 LRTP Roadway Needs Projects with Potential Impacts to Environmentally-Sensitive Areas**

Project #	Street	From	To	Miles	Description	Potential Environmental Impact	Funded
2702	North Mid-County Connector	Turnpike	Midway Rd	8.21	New 4 lane	Medium	No
401	Turnpike Feeder Rd	Indrio Rd	US 1	2.74	Add 2 lanes	Medium	No
415	Floresta Dr	Oaklyn St	Port St Lucie Blvd	0.61	Add 2 lanes	Medium	No
416	Southbend Blvd	Becker Rd	Floresta Dr	4.18	Add 2 lanes	Medium	No
500	Operational improvements – countywide					Varies	Yes
1535	I-95	N of Glades Cut-Off Rd	S of SR 70		Add 2 lanes	Medium	Yes
1536	I-95	N of Becker Rd	N of Glades Cut-Off Rd		Add 2 lanes	Medium	Yes
450A	Jenkins Rd	Midway Rd	Okeechobee Rd	2.84	Add 2 lanes	Medium	No
450B	Jenkins Rd	Okeechobee Rd	Angle Rd	2.55	Add 2 lanes; new 4 lane	Low	No
450C	Jenkins Rd	Angle Rd	St Lucie Blvd	1.01	Add 2 lanes	Low	Yes
550	Florida's Turnpike	At Midway Rd	N/A	N/A	New interchange	Low	No

Map 3-13: LRTP Roadway Needs Projects with Potential Impacts to Environmentally-Sensitive Areas



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Section 373.4137 of the Florida Statutes establishes the FDOT mitigation program that is administered by the state's WMDs, which are responsible for developing an annual mitigation plan with input from federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program offers a method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, MPOs, and local agencies. Sections 373.4137 and 373.4139 of the Florida Statutes require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the WMDs and Florida DEP.

When addressing mitigation, there is a general rule to first avoid all impacts, then minimize impacts, and finally mitigate impacts when impacts are unavoidable. This rule can be applied at the planning level, when MPOs are identifying areas of potential environmental concern due to the development of a transportation project. The Go2040 LRTP has applied this rule within the following approach:

- > Avoid impacts altogether.
- > Minimize a proposed activity/project size or its involvement.
- > Rectify the impact by repairing, rehabilitating, or restoring the affected environment.
- > Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action.
- > Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site.

Table 3-9 lists the levels of environmental impacts and the potential environmental mitigation opportunities that will be considered when addressing environmental impacts from future projects proposed by the St. Lucie TPO.

**Table 3-9: Resource Impacts and Potential Mitigation Strategies**

Resource/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	Restore degraded wetlands. Create new wetland habitats. Enhance or preserve existing wetlands. Improve storm water management. Purchase credits from a mitigation bank.
Forested and other natural areas	Use selective cutting and clearing. Replace or restore forested areas. Preserve existing vegetation.
Habitats	Construct underpasses, such as culverts. Other design measures to minimize potential fragmenting of animal habitats.
Streams	Stream restoration. Vegetative buffer zones. Strict erosion and sedimentation control measures.
Threatened or Endangered Species	Preservation. Enhancement or restoration of degraded habitat. Creation of new habitats. Establish buffer areas around existing habitat.

A potential wetland mitigation strategy identified in the above table is mitigation banking. Mitigation banking is a practice in which an environmental enhancement and preservation project is conducted by a public agency or private entity (“banker”) to provide mitigation for unavoidable wetland impacts within a defined region (mitigation service area). The bank is the site itself, and the currency sold by the banker to the impact permittee is a credit, which represents the wetland ecological value equivalent to the complete restoration of one acre. The number of potential credits permitted for the bank and the credit debits required for impact permits are determined by the permitting agencies. Chapter 373.4135 of the Florida Statutes states: “Mitigation banks and offsite regional mitigation should emphasize the restoration and enhancement of degraded ecosystems and the preservation of uplands and wetlands as intact ecosystems rather than alteration of landscapes to create wetlands. This is best accomplished through restoration of ecological communities that were historically present.”

The Mitigation Bank Statute (373.4136) and Mitigation Bank Rule (62-342) provide the framework for permitting banks. Mitigation banks are authorized by a State permit, issued by either a WMD or Florida DEP and by the U.S. Army Corps of Engineers as a Mitigation Bank Instrument (MBI). The Corps maintains a website for federally-approved or under-review wetland Mitigation Banks called “RIBITS.”

A benefit to mitigation banks is that they preserve or restore large tracts of ecologically important habitats as functioning communities, as opposed to scattered sites which are less impactful. Mitigation banks can be established, for example, to protect the headwaters of streams or to preserve rookeries of colonial-nesting bird species.

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Bluefield Ranch Mitigation Bank (BRMB) in St. Lucie and Martin counties offers State and federal wetland mitigation credits and numerous other environmental mitigation opportunities to offset environmental impacts in a 120-square mile area of East Central Florida. BRMB is a 2,675-acre parcel of land located in St. Lucie and Martin counties that is being restored to its historic mosaic of wetland and upland systems. BRMB also will be enhancing and restoring upland habitat and vegetation and is a certified habitat for relocation of the Gopher Tortoise and Indigo Snake. Another option is the Bear Point Mitigation Bank, which is owned by St. Lucie County and is an excellent example of ecosystem-based habitat restoration and how development can fund restoration projects that can greatly improve our natural resources. Both of these mitigation banks are federally approved.

In addition to the process outlined in the Florida Statutes and implemented by the St. Lucie TPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects.

During the development of the Needs Plan, a review of projects previously screened through the ETDM process identified six projects which had been screened. These projects include:

- I-95 from Becker Road to SR 70 (ETDM # 12982)
- Turnpike and Midway Road interchange (ETDM #6192)
- Kings Highway/Turnpike Feeder Rd from I-95 overpass to US 1 (ETDM # 8667)
- Midway Road from Glades Cut Off Road to Selvitz Road (ETDM # 14177)
- Port St. Lucie Blvd from Becker Rd to Darwin Rd (ETDM # 13802).

Using the guidelines provided by FDOT in the *MPO Program Management Handbook*, The identification of candidate projects requiring screening was coordinated with FDOT. During this coordination, FDOT indicated that the screening of additional projects would depend upon the results of funding in the Cost Feasible Plan.

### 3.6 Public Input Summary

As part of the significant public involvement effort, the public was given the opportunity to cast votes for their most desired Go2040 Multimodal Needs Plan projects. Public votes came through public outreach events, Community Remarks (the TPO’s on-line web tool), and a public comment form on the TPO’s website. More than 4,000 votes were received from the public.

Table 3-10 presents the results of the public voting on the Go2040 Needs Plan projects that received public votes. The public votes have been grouped into three tiers; projects in the 1st Tier received the most votes and projects in the 3rd Tier received the least votes. Within each tier, projects are identified by mode: roadway (includes sidewalk and bike lanes built concurrently with road project), sidewalk, operational improvements and transit service expansion. Information from public votes on the Go2040 Multimodal Needs Plan was considered in the development of the Go2040 Multimodal Cost Feasible Plan.

**Table 3-10: Public Votes on Needs Plan Projects**

Project Description	Number of Votes
<b>Tier 1</b>	
St. Lucie W Blvd from I-95 to Cashmere Blvd (Add 2 lanes)	1 <sup>st</sup> Tier
Kings Hwy from St. Lucie Blvd to Indrio Rd (Add 2 lanes, bike lanes, sidewalks)	1 <sup>st</sup> Tier
US 1 Corridor from Martin Co to Indian River Co (Operational Improvements)	1 <sup>st</sup> Tier
Walton Rd from Lennard Rd to Green River Pkwy (Sidewalk)	1 <sup>st</sup> Tier
N. Macedo Blvd from Selvitz Road to St. James Dr (Sidewalk)	1 <sup>st</sup> Tier
Boston Ave from 25 <sup>th</sup> St to 13 <sup>th</sup> St (Sidewalk)	1 <sup>st</sup> Tier
Curtis St from Prima Vista Blvd to Floresta Drive (Sidewalk)	1 <sup>st</sup> Tier
Volucia Dr from Blanton Blvd to Torino Pkwy (Sidewalk)	1 <sup>st</sup> Tier
Alcantarra Blvd from Port St Lucie Blvd to Savona Blvd (Sidewalk)	1 <sup>st</sup> Tier
Emil Dr from Oleander Ave to US 1 (Sidewalk)	1 <sup>st</sup> Tier
SE Village Green Dr from Walton Rd to US 1 (Sidewalk)	1 <sup>st</sup> Tier
Graham Rd from Kings Hwy to Jenkins Rd (Sidewalk)	1 <sup>st</sup> Tier
North Hutchinson Island Transit (New Service Expansion)	1 <sup>st</sup> Tier
<b>Tier 2</b>	
Floresta Dr from Port St. Lucie Blvd to Crosstown Pkwy (Operational Improvements)	2 <sup>nd</sup> Tier
Selvitz Rd from Glades Cut-Off Rd to Edwards Rd (Add 2 lanes, bike lanes, sidewalks)	2 <sup>nd</sup> Tier
Port St. Lucie Blvd from Becker Rd to Paar Dr (Add 2 lanes, bike lanes, sidewalks)	2 <sup>nd</sup> Tier
Jenkins Rd from Midway Rd to Okeechobee Rd (Add 2 lanes, bike lanes, sidewalks)	2 <sup>nd</sup> Tier
E Torino Pkwy from Cashmere Blvd to Midway Rd (Add 2 lanes, bike lanes, sidewalks)	2 <sup>nd</sup> Tier
Turnpike/I-95 Connector from Florida’s Turnpike to I-95 (New 4 lane, bike lanes, sidewalk)	2 <sup>nd</sup> Tier
Weatherbee Rd from US 1 to Oleander Ave (Sidewalk)	2 <sup>nd</sup> Tier
Oleander Ave from Midway Rd to Saeger Ave (Sidewalk)	2 <sup>nd</sup> Tier
Import Dr from Gatlin Blvd to Savage Blvd (Sidewalk)	2 <sup>nd</sup> Tier
Idol Dr from Charter School to Savona Blvd (Sidewalk)	2 <sup>nd</sup> Tier
Fort Pierce / Port St. Lucie Express Bus (New service expansion)	2 <sup>nd</sup> Tier
Sunrise Blvd / Lawnwood / ISRC Transit (New service expansion)	2 <sup>nd</sup> Tier
Palm Beach Express (New transit service)	2 <sup>nd</sup> Tier
Turnpike Palm Beach Express (New transit service)	2 <sup>nd</sup> Tier
South County Circulator (New transit service)	2 <sup>nd</sup> Tier
Torino Flex Bus Service (New transit service)	2 <sup>nd</sup> Tier
<b>Tier 3</b>	
Glades Cut-Off Rd from Commerce Center Dr to Midway (Add 2 lanes, bike lanes, sidewalks)	3 <sup>rd</sup> Tier
Savona Blvd from Gatlin Blvd to California Blvd (Add 2 lanes, bike lanes, sidewalks)	3 <sup>rd</sup> Tier
Thornhill Drive from Bayshore Blvd to Airoso Blvd (Sidewalk)	3 <sup>rd</sup> Tier
Midway Rd / Health Department Transit (New service expansion)	3 <sup>rd</sup> Tier
Tri-Rail Express Connection (New service expansion)	3 <sup>rd</sup> Tier
Tradition Circulator (New service expansion)	3 <sup>rd</sup> Tier



## Chapter 3: Establishing the Transportation Needs

### 3.7 Multimodal Needs Plan

#### 3.7.1 Needs Plan Cost Assumptions

To determine the financial feasibility of the 2040 LRTP, specific estimates for roadway, non-motorized (bicycle and pedestrian projects), and transit service improvements were developed.

#### Roadway Widening Projects

Estimates for widening local and State roadways were developed in coordination with the County and FDOT District 4, as presented in Table 3-11. Based on the availability of estimates from recently-completed projects and a review of centerline mile costs from other districts within Florida, the cost estimates listed in Table 3-11 were used for state and local projects and assume an urban section is constructed with curb and closed drainage.

**Table 3-11: Roadway Construction Costs per Centerline Mile**

Improvement Type	Product Support (1)	Right-Of-Way (2)	Construction (3)	CEI (4)	Total
<i>Urban Section Design – Cost per Centerline Mile</i>					
New Construction, 0 to 2 lanes	\$1,430,825	\$3,251,875	\$6,503,750	\$975,564	\$12,162,014
New Construction, 0 to 4 lanes	\$2,162,875	\$4,915,625	\$9,831,250	\$1,474,688	\$18,384,438
New Construction, 0 to 6 lanes	\$2,429,075	\$5,520,625	\$11,041,250	\$1,656,188	\$20,647,138
Lane Addition, 2 to 4 lanes	\$1,530,650	\$3,478,750	\$6,957,500	\$1,043,625	\$13,010,525
Lane Addition, 4 to 6 lanes	\$1,580,563	\$3,592,188	\$7,184,375	\$1,077,656	\$13,434,782
Lane Addition, 4 to 8 lanes	\$2,229,425	\$5,066,875	\$10,133,750	\$1,520,063	\$18,950,113
Lane Addition, 6 to 8 lanes	\$1,597,200	\$3,630,000	\$7,260,000	\$1,089,000	\$13,576,200
(1) Product Support estimated at 22% of construction cost based on 2040 Revenue Forecast Handbook. Product Support Activities generally include the Project Development and Environment Study and the Preliminary Design. (2) ROW, or property acquisition, is estimated at 50% of construction cost based on current project estimates. (3) Construction cost per centerline mile (length of roadway project) was developed using local and statewide bid information provided by FDOT District 4. (4) Construction Engineering Inspection (CEI) is estimated at 15% of construction cost. CEI is conducted by inspectors during construction to ensure accuracy and quality.					

#### Non-Motorized Facility Costs

The unit costs for non-motorized transportation modes were developed using cost figures estimated in the FDOT 2004 Transportation Costs Report, the 2014 Broward County Average Costs, and the FDOT District 4 Estimates Office. These estimates are shown in Table 3-12.

**Table 3-12: Non-Motorized Facility Unit Costs**

Component	Unit Cost
<b>Shared Use Path Unit Cost</b>	
Multi-Use Trail per mile (12' width – 1 side)	\$198,373
<b>Bicycle Facilities Units Costs</b>	
Bike Path per Mile (12' width) rail to trail conversion	\$198,373
Bike Lane per Mile (4' width – 2 sides) when widening road, urban	\$331,846
Bike Lane per Mile (5' width – 2 sides) pavement extension, rural	\$414,810
<b>Pedestrian Facilities Unit Costs</b>	
Sidewalks per Mile (5' width – 1 side)	\$200,486
Sidewalks per Mile (6' width – 1 side)	\$240,581
<b>Pedestrian Facilities Unit Costs</b>	
Paved Shoulder Per Mile (4' width – 2 sides)	\$138,546

## Transit System Costs

Funding of improvements to the transit system includes identifying the cost of capital or vehicles as well as the operating cost of providing the transit service. Listed in Table 3-13 are the assumptions used to develop the cost of future transit service in St. Lucie County.

**Table 3-13: Transit Service Cost Factors**

Assumption	Unit Cost	Notes/Source
<b>Operating</b>		
Bus Operating Cost per Revenue Hour – Fully Loaded	\$110	Full-loaded cost, <sup>2</sup> including facilities, adjusted to match budget, and ADA
Fixed Route Operating Cost per Revenue Hour <sup>1</sup>	\$65	Provided by Community Transit
Paratransit Operating Expense per Revenue Hour	\$80	Provided by Community Transit
Operating Cost Inflation Rate	2.5%	BLS 10-year percent change average inflation
Operating Revenue Inflation Rate	1.0%	Conservative assumption based on cost inflation
<b>Capital</b>		
Cutaway DR Vehicles <sup>1</sup>	\$105,000	27-ft cutaway vehicles
Cutaway DR Vehicles <sup>2</sup>	\$130,000	31-ft. cutaway vehicles
Bus	\$450,000	29-ft Gillig
Administration & Operations Facility	\$10,000,000	Provided by Community Transit

<sup>1</sup> Revenue hours are defined as the number of hours a transit vehicle is providing service.

<sup>2</sup> Fully-loaded costs include direct, indirect and general administrative costs.

## Inflation Factors

The costs presented earlier are in base year or 2014 dollars. For cost projections in the LRTP, FDOT provides present day cost inflation factors for future transportation projects. Listed below in Table 3-14 are the inflation factors used to convert project costs into future Year of Expenditure format.

**Table 3-14: Present Day Cost Multiplier  
(Inflation Factors)**

Year of Expenditure	Construction Factor
2021–2025	1.31
2026–2030	1.54
2031–2040	1.97

### 3.7.2 Needs Plan Summary

As discussed previously, the individual costs for the Needs Plan modes have been documented and the total present day cost (PDC) is \$2,363.0 million for the capital and operating/maintenance needs. When developer roadway project are excluded, the resulting total cost for the federal, state and local capital and operating/maintenance needs is \$1,289.1 Million.

Along with the results of the prioritization process and input from the public, the Cost Feasible Plan was developed based on the availability of revenues. This discussion in Chapter 5 will include an evaluation of several financial scenarios that were considered by the public, TPO Board and Committees in developing the Go2040 Cost Feasible Plan that is discussed in Chapter 6.

## 4.1 Introduction

The availability of revenues is a key component in identifying the individual projects from the Needs Plan that comprise the Cost Feasible Plan. Consistent with State and federal requirements for LRTPs, three multi-year bands have been used to report available revenues. The connection of these time bands in the LRTP to the programming of projects through the TPO’s TIP is illustrated in Figure 4-1.

**Figure 4-1: 2040 LRTP Time Bands**

St. Lucie TPO 2040 Long Range Transportation Plan				
Funding Document	TIP	LRTP Cost Feasible Plan		
Time Band	Present–2020	2021–2025 (5 years)	2026–2030 (5 years)	2031–2040 (10 years)

Also consistent with federal rules for the LRTP, the revenues and all of the cost feasible project costs are shown in Year of Expenditure (YOE) dollars to reflect inflation. This chapter summarizes the revenues identified for the Go2040 LRTP and identifies the gap of revenue needed to fund the projects listed in the Needs Plan.

## 4.2 Financial Methodology

The 2040 LRTP includes revenue projections from federal, State, and local sources. Developed in coordination with FDOT, Appendix C provides the methodology used for developing statewide estimates of federal and State revenues for use in the metropolitan planning process. The Go2040 LRTP is based on future expected revenues from federal, State, and local sources.

## 4.3 Available Revenues

The development of a Cost Feasible LRTP is built upon an assumption of reasonably-available revenues for transportation projects. The following provides a discussion of each sub-component of the revenues projected to fund the multimodal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and intermodal facilities.

### 4.3.1 Federal/State Revenue Sources

Projections of federal and State revenues for use in LRTPs are generated by FDOT. Through enhanced federal, State, and TPO cooperation and guidance provided by the MPO Advisory Council, FDOT has provided a long-range revenue estimate through 2040. At a statewide level, these forecasts are allocated to the seven FDOT Districts. FDOT District 4 has further subdivided the forecast of annual federal and State revenue projections by Urbanized Area for use in the 2040 LRTP. The district sub-allocation of federal and State revenues is documented Appendix C.

Table 4-1 presents a summary of the total projected revenues available from existing sources in millions of future YOE dollars that are anticipated to be available for the Go2040 LRTP.

**Table 4-1: LRTP Available Revenues – Existing Sources**

Jurisdiction	Revenue Source	2021-2025 (\$ millions)	2026-2030 (\$ millions)	2031-2040 (\$ millions)	Total Revenues (\$ millions)
<b>Existing Revenues for Highway Projects</b>					
State	Strategic Intermodal System (SIS)	\$9.9	\$174.6	\$0.0	\$184.6
State	Other Arterial & Construction (OA) <sup>(1)</sup>	\$61.0	\$57.7	\$126.1	\$244.9
State	Transportation Regional Incentive Program (TRIP)	\$0.6	\$0.6	\$1.3	\$2.6
Local	Transportation Impact Fees (TIF)	\$89.1	\$105.5	\$218.7	\$413.3
Local	Fuel Taxes (FT) <sup>(2)</sup>	\$73.4	\$74.7	\$142.3	\$290.4
<b>Total for Roadways:</b>		<b>\$234.0</b>	<b>\$413.1</b>	<b>\$488.4</b>	<b>\$1,135.7</b>
<b>Revenues dedicated to transit projects</b>					
Federal	Transit (Section 5307, 5310, 5311, 5339)	\$20.0	\$18.7	\$39.9	\$78.1
State	Transit (Block Grant)	\$3.8	\$4.0	\$8.6	\$16.3
Local	Transit (Advertising, MSTU, Farebox)	\$19.9	\$22.3	\$54.2	\$96.4
<b>Total for Transit:</b>		<b>\$43.7</b>	<b>\$45.0</b>	<b>\$102.2</b>	<b>\$190.8</b>
<b>Existing Flexible Revenues for All Projects</b>					
Federal	Transportation Management Area (TMA) <sup>(3)</sup>	\$16.5	\$16.5	\$33.0	\$66.0
Federal	Transportation Alternatives (TA) <sup>(4)</sup>	\$3.3	\$3.3	\$6.5	\$13.1
<b>Total for Non-Transit, Non-Roadway:</b>		<b>\$19.8</b>	<b>\$19.8</b>	<b>\$39.5</b>	<b>\$79.1</b>
<b>Total All modes, All sources:</b>		<b>\$297.5</b>	<b>\$477.9</b>	<b>\$630.1</b>	<b>\$1,405.6</b>

- (1) Revenue estimate includes additional 22% for Product Support Activities (PD&E Study and Preliminary Design) based on guidance provided by FDOT in the 2040 Revenue Forecast for the St. Lucie Metropolitan Area.
- (2) Revenue estimate is net of current debt service obligations and is inclusive of fuel tax revenues dedicated to roadway maintenance.
- (3) Estimate of TMA revenues based on split of the urbanized area population between St. Lucie and Martin counties. Revenues provided by FDOT for Urbanized Area were split 65% for St. Lucie TPO and 35% for Martin County MPO based on coordination between the St. Lucie TPO and Martin County MPO Boards.
- (4) Estimate of TA revenues based on split of 2014 population for Transportation Alternatives Any Area (TALT) and Transportation Alternatives Urbanized Area (TALU). For St. Lucie TPO, 65% of TALU and 7.06% of TALT revenues provided by FDOT in 2040 Revenue Forecast Handbook were used.

The different revenue sources in the above table are further discussed as follow:

### Transportation Management Area (TMA)

These federal funds are distributed to an urbanized area with a population greater than 200,000 (TMA), as designated by the U.S. Census Bureau following the decennial census. These revenues are listed as the Surface Transportation Program Urban Attributable (SU) funds in the FDOT five-year work program. Based on the estimate included in the *Appendix for the St. Lucie Metropolitan Area Long Range Plan Update – 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans* provided by FDOT, \$101.6 million in future revenues will be available from 2021–2040 for the Port St. Lucie Urbanized Area, which is a TMA. Since the Urbanized Area is spread across St. Lucie and Martin counties, the TMA revenues available for the St. Lucie TPO

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were estimated at **\$66.0 million** or 65% based on distribution of the urbanized area population and by agreement between the St. Lucie TPO and the Martin MPO Boards.

### Transportation Alternatives Program (TAP)

Created as a funding program under current federal transportation legislation (MAP-21), TAP was designed solely to fund projects that are non-auto-based. Approximately **\$13.10 million** in future transportation alternatives revenues are estimated to be available to the St. Lucie TPO from 2021–2040. As with the TMA revenues, the revenue estimate of \$103.2 million provided by FDOT for all of District 4 was split based on population estimates.

### Strategic Intermodal System (SIS)

This capacity program provides funds for construction, improvements, and associated right-of-way (ROW) on the State Highway System (SHS) roadways that are designated as part of the SIS. Approximately **\$184.54 million** in improvements were identified for 2021–2040 in the 2014 SIS Cost Feasible Plan.

### Other Arterial Construction/Right-of-Way (OA)

This capacity program provides funds for construction, improvements, and associated ROW on SHS roadways that are not designated as part of the SIS. OA revenues include additional funding for the Economic Development Program and the County Incentive Grant Program. These revenues are available for non-SHS roadways when certain criteria are met. Guidance in the *Appendix for the St. Lucie Metropolitan Area Long Range Plan Update – 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans* provided by FDOT indicates that the OA revenues used for developing the LRTP can be increased by 22% to account for additional product support activities. To that end, **\$244.85 million** in future revenues will be available for roadway infrastructure projects for the 2021–2040 timeframe.

### Transportation Regional Incentive Program (TRIP)

This program is intended to encourage regional planning by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. For long-range planning purposes, the districtwide allocation of TRIP funds was divided on a population basis. Approximately **\$2.76 million** could be available to the St. Lucie TPO under this scenario during the 2021–2040 timeframe.

### Federal/State Transit Revenue

Using the Treasure Coast Connector (TCC) 10-Year Transit Development Plan (TDP) as the backdrop, assumptions of available revenues were developed for the LRTP. Beyond the 10-year horizon of the TDP, additional revenues have been projected through 2040. Unlike highway funding, in which most of the revenue stream is more predictable, much of the transit revenues come through federal and State discretionary/competitive grant programs. The underlying assumption for developing these transit revenues includes capturing some of these grant funds, which the TCC historically has received. The total federal and State transit

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revenues assumed for the 2021–2040 planning timeframe in future year dollars are **\$75.49 million** for capital improvements and **\$18.94 million** for operating expenses.

### 4.3.2 Existing Local Revenue Sources

In addition to federal and state funding, the TPO also considered local revenue sources that could be available for building and maintaining the countywide transportation network.

#### Transportation Impact Fees (TIF)

TIF revenues are assessed on new development to provide a portion of the revenue needed for the addition and expansion of local roadway facilities that are necessary to accommodate travel demand from new development. For the LRTP, **\$413.27 million** in future-year revenues are anticipated to be available should local governments agree to use this source to fund LRTP projects. The local TIF is collected by St. Lucie County and the cities of Fort Pierce and Port St. Lucie. Revenue projections were based on adopted population growth through 2040 previously discussed in the Planning Assumptions section of this report. The County currently adjusts TIF rate schedule up or down on an annual basis using the Consumer Price Index (CPI), and this was continued at an average increase of 0.6% annually from 2021 to 2040.

#### Fuel Taxes

Historically, fuel taxes have represented a major portion of the local transportation revenues within St. Lucie County. Currently, the County charges 12 cents of Local Option Fuel Tax (LOFT) in addition to 3 cents of State fuel tax for local use. The majority of the fuel tax revenue is dedicated to operations and maintenance, with some funds used for transportation capacity expansion and debt service repayment. After the current debt obligations are fulfilled through fuel tax revenues, **\$290.40 million** of future revenues between 2021 and 2040 are estimated for the LRTP. These revenue estimates were adjusted consistent with FDOT Central Office guidance using a negative deflation factor of approximately -3.0%. This deflation factor considers recent trends in driver behavior and recent government fuel-efficiency standards for new vehicles.

#### Local Transit Revenues

Locally-generated funding for fixed-route bus service is generated primarily through a property tax assessment known as the Transit Municipal Services Taxing Unit (MSTU). This assessment currently is applied at the rate of 0.1269 per \$1,000 of taxable value. Projected through 2021–2040 using population growth and property value increase, the MSTU is estimated to generate \$70.89 million. In addition to the MSTU, transit revenues are generated locally through fares and advertising. In total, **\$165.3 million** in transit revenues, including federal, state and local, are available for the 2021–2040 timeframe.

### 4.3.3 Potential Local Revenue Sources

In addition to estimating future revenues from local sources, an analysis was conducted to determine the potential of additional future revenue sources that could be used to fund transportation projects for the Go2040 LRTP. Three sources were specifically identified during this analysis: a 0.10 mill MSTU or general ad valorem to

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fund county-wide walk-bike improvements; increasing the existing county-wide MSTU for transit by 0.1231 mill to the maximum that exists in the approved St. Lucie County Ordinance # 02-197 of 0.25 mill for transit service enhancements and new routes; and a sales tax of 0.5%, of which one-half ( $\frac{1}{4}$  of 1%) would be allocated for transportation. For the purposes of forecasting future revenues, the transportation allocation in Port St. Lucie and the unincorporated county was assumed to be split, with 70% being allocated to capacity projects and 30% to pavement management county-wide. In the City of Fort Pierce, the sales tax allocation was split equally between capacity projects and pavement management.

Using any of the potential local revenue sources for the Cost Feasible Plan will require specific endorsement by the TPO Board, including an actionable implementation plan that results in these revenues being available by January 1, 2021. Absent such an actionable implementation plan, revenue sources cannot be used to fund the Cost Feasible Plan.

### Sidewalk MSTU

The sidewalk MSTU is projected to generate approximately **\$55.8 million** for sidewalks to be built in the 2021–2040 timeframe.

### Transit MSTU

The additional transit MSTU of 0.1231 mill is projected to generate approximately **\$68.70 million** for the 2021–2040 timeframe. These funds could be used for capital and operating costs associated with transit service improvements such as new transit routes.

### Local Option Sales Tax

The  $\frac{1}{4}$ -cent portion of the  $\frac{1}{2}$ -cent local option sales tax is projected to generate approximately **\$261.67 million** during the 2021–2040 timeframe. As indicated above, these funds will be split between capacity projects and county-wide pavement management.

## 4.4 Funding Challenges

Costs presented in the Chapter 3 Final Needs Plan were developed in present day costs. As indicated in this chapter, both revenues and project costs must be in year of expenditure format. Existing revenues (excluding SIS and local transportation impact fee and fuel tax revenues) presented in Table 4-1 total \$517.4 million. In order to develop year of expenditure costs, projects must be included into one of the three Cost Feasible Plan Time Bands illustrated in Figure 4-1. Using Needs Plan project priorities, and the distribution of existing revenues across the three time bands an estimate of year of expenditure costs was developed that includes state and local Needs Plan roadways projects, existing and proposed transit needs, and time band funding allocations for congestion management, walk bike needs, and pavement resurfacing. The total year of expenditure cost of the Needs Plan is \$1,425.5 million. The resulting overall funding shortfall for the Go2040 Multimodal Needs Plan is \$908.1 million. In short, current available revenues fund about 36% of the total costs of the Go2040 Multimodal Needs Plan. Three planning scenarios will be presented in Chapter 5 as options to be considered in the development and adoption of the Go2040 Cost Feasible Plan.



### 5.1 Development of the Transportation Alternatives and Scenario Planning

As the cost of the Go2040 Multimodal Needs Plan exceeds the available federal and State revenues allocated to the St. Lucie TPO, developing the Go2040 LRTP included the development of various transportation alternatives and scenarios.

An initial alternative was developed to demonstrate how the majority of the Go2040 Multimodal Needs Plan projects could be funded through inclusion of existing and alternative local funding options. However, further review and discussion of this approach led to the development of three incremental scenario planning financial alternatives. These alternatives, developed incrementally to directly tie funding to specific multimodal projects, ranged from using only federal, State and local dedicated transit funding to alternatives that added existing and alternative local revenue sources. This approach was designed to show the public, local government elected officials and the TPO Board and its committees specifically what multimodal projects, programs and services could be funded as additional revenue sources became available in the 2021 to 2040 timeframe.

### 5.2 Scenario Planning Approach

The Financial Scenario Planning Approach involved the following steps integrated within the Go2040 LRTP development process:

- > Establish the vision, goals and objectives.
- > Tie the vision goals and objectives to the performance measures and project evaluation criterion and allocation of project points.
- > Establish baseline conditions of where we are today with respect to needed multimodal improvements and associated costs, existing available revenue sources and needed revenues to fund the shortfall.
- > Obtain public input to:
  - o Gauge support and willingness to implement additional revenue sources to fund needed multimodal improvements.
  - o Cast votes for the multimodal projects determined to be the most important to the community.
- > Establish three scenario planning funding alternatives that incrementally build the cost feasible plan by adding additional revenue sources for consideration.

The initial three scenario planning funding alternatives were 1) Federal and State Funds, 2) Federal, State and Existing Local Funds and 3) Federal, State, Existing Local Funds and New Local Funds. Each of these alternatives are summarized in the sections below.

#### 5.2.1 Alternative A: Federal and State Funds

Alternative A represents the minimum financial investment in the Go2040 Cost Feasible Plan. It includes only federal, State and dedicated local transit funding. Below is a summary of the highlights of Alternative A:

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- > State and federal revenue sources:
  - For roadway, walk/bike, operational/ITS/safety and congestion management include TMA, OA and TAP funding sources. YOE revenues from 2021 to 2040 from these sources total \$323.97 million.
  - Federal and state transit capital and operating revenues come from discretionary and competitive grants for which St. Lucie County Community Transit has been proactive in obtaining. Additionally, dedicated local funding comes from an existing countywide transit MSTU. Total transit revenues, including \$70.89 million from the countywide transit MSTU total \$165.32 million.
  - Total revenue for Alternative A is \$489.29 million
- > Includes the following multimodal projects and services:
  - Completes a total of 12 road projects based on the existing TPO Master List of Priority Projects.
    - Kings Highway (Add 2 lanes, bike lanes, sidewalks) N of I-95 Overpass to St. Lucie Blvd. and from St. Lucie Blvd. to Indrio Rd.;
    - Port St. Lucie Blvd. (Add 2 lanes, bike lanes, sidewalks) from Paar Dr. to Darwin Rd. and from Paar Dr. to Becker Rd.
    - Midway Rd. (Add 2 lanes, bike lanes, sidewalks) from Glades Cutoff Rd. to Selvitz Rd.
    - Jenkins Road (New 4 lanes, bike lanes, sidewalks) from Midway Road to Okeechobee Road,
    - The US-1 Corridor Retrofit Program, funded in each of the three time bands.
    - The Congestion Management Program (CMP), funded in each of the three time bands.
  - Includes 22 Developer projects in the 2031 to 2040 time band. The actual construction of these projects is dependent on Development Agreements and other binding project approvals. These projects remain the same in all the financial alternatives.
  - A total of 20 St. Lucie Walk/Bike Network Projects from the TPO Priority LOPP
  - Continues the existing transit services provided by Community Transit through 2040, including the existing bus service on seven routes and the recently implemented service improvements for Routes 1, 2, and 3 enhancements.
- > Includes \$425,000 per year (\$8.93 Million for the LRTP timeframe) for pavement resurfacing or about 7% of the annual funding need to maintain a 25 year life cycle.

### 5.2.2 Alternative B: Federal, State and Existing Local Funds

Alternative B adds existing local funding to Alternative A. Below is a summary of the highlights of Alternative B:

- > Adds local gas tax and impact fee revenues within the County and Cities that total \$535.12 million.
- > Total Revenue for Alternative2B is \$1,024.44 million.
- > Includes all multimodal projects and services from A.
- > Adds the following additional multimodal projects and services

## Chapter 5: Transportation Alternatives and Scenario Planning

- Completes a total of 10 additional road projects
  - Jenkins Rd. (New 4 lanes, bike lanes and sidewalks) from Angle Rd. to St Lucie Blvd.
  - Floresta Dr. (Add 2 lanes, bike lanes, sidewalks) from Southbend Blvd. to Port St Lucie Blvd.
  - Selvitz Rd. (Add 2 lanes, bike lanes, sidewalks) from Glades Cut-Off Rd. to Edwards Rd.
  - Floresta Dr. (Operational Improvements) from Port St Lucie Blvd. to Crosstown Parkway
  - St. Lucie West Blvd. (Add 2 lanes, bike lanes, sidewalks) from E. of I-95 to Cashmere Blvd.
  - Jenkins Rd. (New 4 lanes, bike lanes and sidewalks) from Okeechobee Rd. to Angle Rd.
  - Savona Blvd. (Add 2 lanes, bike lanes, sidewalks) from Gatlin Blvd. to California Blvd.
  - Southbend Blvd. (Add 2 lanes, bike lanes, sidewalks) from Becker Rd. to Floresta Dr.
  - Glades Cut-Off Rd. (Add 2 lanes, bike lanes, sidewalks) from Midway Rd. to Selvitz Rd.
  - Airport Connector (New 4 lanes, bike lanes and sidewalks) from I-95 to Kings Highway
- Completes the top 27 St. Lucie Walk/Bike Network Projects from the TPO Priority LOPP and Sidewalk Gap List.
- Continues the existing transit services provided by Community Transit through 2040, including the existing bus service on seven routes and the recently implemented service improvements for Routes 1, 2, and 3 enhancements.

### 5.2.3 Alternative C: Federal, State, Existing and New Local Funds

Alternative C adds new local funding sources to Alternative B. Below is a summary of the highlights of Alternative C:

- > Adds the following new local revenue sources which are projected to generate a total \$385.86 million from 2021 to 2040:
  - Increase the Transit MSTU to 0.25 mills, an increase of .1321 mills which is projected to generate \$68.70 million from 2021 to 2040.
  - Adds a Sidewalk MSTU of 0.10 mills, an increase in the general ad valorem assessment of 0.10 mills, which is projected to generate \$55.84 million from 2021 to 2040.
  - Adds a ¼ cent sales tax for transportation (½ of a ½ cent) which is projected to generate \$261.32 million from 2021 to 2040.
- > Total Revenue for Alternative C is \$1,410.30 million.
- > Includes all multimodal projects and services from B.
- > Adds the following additional multimodal projects and services
  - Completes a total of 2 additional road projects
    - Glades Cut-off Rd. (Add 2 lanes, bike lanes, sidewalks) from Commerce Center Dr. to Midway Rd.

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- East Torino Parkway (Add 2 lanes, bike lanes, sidewalks) from Cashmere Blvd. to Midway Rd.
- A total of 76 St. Lucie Walk/Bike Network Projects from the TPO Priority LOPP and Sidewalk Gap List are completed which includes all the projects on the current list.
- The enhanced Transit Program includes 7 new routes and a new Administration and Operations Building.
  - Fort Pierce/Port St. Lucie 25<sup>th</sup> Street/Airosa Boulevard Express
  - Tradition Circulator
  - I-95/Palm Beach County Express
  - Midway Road/St. Lucie County Health Department
  - South Hutchinson Island
  - Tri-Rail Express Connection or Turnpike/Palm Beach County Express
  - Sunrise Boulevard/Lawnwood Medical Center/IRSC
  - New Transit Administration and Operations Facility

### 5.2.4 Refined Alternatives A and C: Federal, State and New Local Funds

Refined Alternative A has only 1 change from the initial Alternative A scenario. The limits of the Jenkins Road project were changed to be Angle Rd. to St. Lucie Blvd. This change was due to funding constraints on state and federal revenue sources as well as the desire to more directly serve the St. Lucie County International Airport and proposed Freight Logistics Zone.

Refined Alternative C removes the existing local funds and new Sidewalk MSTU financial investments shown in Alternative C. Below is a summary of the highlights of Refined Alternative C:

- > Removes existing local revenues, gas tax and impact fees, previously included in Alternative C
- > Removes the Sidewalk MSTU of 0.10 mills from Alternative C and retains the following new local revenue sources which are projected to generate a total \$330.02 million from 2021 to 2040:
  - Increase the Transit MSTU to 0.25 mills, an increase of .1321 mills which is projected to generate \$68.70 million from 2021 to 2040.
  - Adds a ¼ cent sales tax for transportation (½ of a ½ cent) which is projected to generate \$261.32 million from 2021 to 2040.
- > Total Revenues for Refined Alternative C are \$819.35 million.
- > Includes all multimodal projects and services in Refined Alternative A.
- > Adds and/or maintains the following additional multimodal projects and services
  - Completes a total of 3 additional road projects
    - Floresta Dr. (Add 2 lanes, bike lanes, sidewalks) from Southbend Blvd. to Port St Lucie Blvd.
    - Floresta Dr. (Operational Improvements) from Port St Lucie Blvd. to Crosstown Parkway

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- Glades Cut-Off Rd. from Midway Rd. to Selvitz Rd.
- Maintains and completes the 76 St. Lucie Walk/Bike Network Projects from the TPO Priority LOPP and Sidewalk Gap List which includes all projects on the current lists.
- Maintains the enhanced Transit Program which includes 7 new routes and a new Administration and Operations Building.
  - Fort Pierce/Port St. Lucie 25<sup>th</sup> Street/Airosa Boulevard Express
  - Tradition Circulator
  - I-95/Palm Beach County Express
  - Midway Road/St. Lucie County Health Department
  - South Hutchinson Island
  - Tri-Rail Express Connection or Turnpike/Palm Beach County Express
  - Sunrise Boulevard/Lawnwood Medical Center/Indian River State College (IRSC)
  - New Transit Administration and Operations Facility

### 5.3 Alternatives and Scenarios Review

In addition to the extensive public involvement activities and review by the TPO Board and its Committees, the Go2040 Alternatives and Scenario review included two workshops that afforded the County Administrator and the two City Managers the opportunity to discuss the issues and challenges the County and two cities face in addressing multimodal transportation needs and funding. The three sections below discuss local agency coordination, TPO Board and Committee meetings and public input received during the development of the Go2040 Cost Feasible Plan.

#### 5.3.1 Local Agency Coordination

Two local agency coordination workshops occurred with the County Administrator and the City Managers of Port St. Lucie and Fort Pierce. The first workshop occurred in August 2015 and included discussions on LRTP revenue assumptions and forecasts, needs plan costs and revenues, and project evaluation criteria and weighting. Comments received during the first workshop confirmed that alternative scenarios were needed for walk/bike projects, countywide pavement resurfacing, enhanced transit service and roadway capacity projects. Support was given to explore new local revenues that could be developed to fund multimodal projects. Assumptions associated with revenues, costs, evaluation criteria and pavement management were sent to the respective staffs of the County and the two Cities for review and comments.

The second workshop occurred in October 2015 and included discussions on the 3 initial scenarios, existing and new local revenue sources, multimodal project funding and leveraging state and federal funding for local projects. Comments received during the second workshop supported the review of these 3 financial scenarios, including the use of existing local and new local funding sources for review by the TPO Board at its October Board meeting.

## Chapter 5: Transportation Alternatives and Scenario Planning

### 5.3.2 TPO Board and Committees

The TPO Board adopted the Go2040 Multimodal Needs Plan at its August 5, 2015 Board meeting. The adopted Go2040 Multimodal Needs Plan included the Walk/Bike Network, Existing and Future Transit Service and Roadway Needs, including developer funded projects.

Initially, Scenario C was developed considering federal, State, local funding and new local revenue sources. However, comments at the Joint Meeting of the CAC, TAC and BPAC on September 15, 2015 suggested the development of the two refined scenarios discussed in Section 5.2.

At the October TPO Board Meeting, scenarios A, B and C were presented and discussed. After much discussion, there was consensus by the TPO Board members to present these scenarios to their respective elected boards for public discussion and recommendation.

Prior to the December TPO Board meeting, each local government met and provided the following recommendations concerning the scenarios.

- > Port St. Lucie recommended moving forward with Alternative A
- > St. Lucie County was leaning toward Alternative A
- > Fort Pierce recommended moving forward with Alternative C and approved sending a letter of support for this alternative.

Based on the local government recommendations, Alternative B was removed from further consideration and alternatives A and C were refined and presented to TPO Committees which recommended the following:

- > The CAC recommended adopting alternatives A and C with only the sales tax as a new revenue.
- > The TAC recommended adopting Alternative A and with Alternative C remaining for discussion purposes.
- > The BPAC recommended adopting Alternative C with all existing and new local revenues. The BPAC also recommended that the C24 Canal Trail from the Crosstown Parkway to Southbend Boulevard be added to the 2C alternative.

At the December TPO Board meeting, refined Alternatives A and Alternative C were presented to the TPO Board for their consideration. After much discussion, the TPO Board refined Alternative A as the Cost Feasible Plan.

## Chapter 6: Go2040 Cost Feasible Plan

### 6.0 Cost Feasible Plan

This chapter provides both a tabular listing of projects and maps that illustrate the adopted multimodal projects included in the cost feasible plan. Coordinated with the TPO's Transportation Improvement Program (TIP), projects included in the Cost Feasible Plan have been divided into two distinct time frames (2016-2020; 2021-2040) with the later time period sub-divided further.

#### 6.0.1 Cost Feasible Plan Projects 2016-2020

As previously identified in Chapter 3, projects included in the currently adopted TIP with funding commitments through the 2019/2020 Fiscal Year were included in the E+C Network. Documentation concerning the funding of these projects is shown in Table 6-1.

**Table 6-1: Summary of TIP Committed Improvements**

Project Number	Project Limits	Project Description	Phase	Cost	Year
2302567	Kings Hwy from N of Picos Rd to N of I-95 Overpass	Add lanes & reconstruct	ROW Construction	\$4,159,000 \$16,631,000	2016–2018 2019
2302566	Kings Hwy from S of SR 70 to N of Picos Rd	Add lanes & reconstruct	ROW Construction	\$14,652,000 \$26,291,000	2016–2018 2018
2303384	Indrio Rd from W of I-95 to E of Emerson Ave	Add lanes & reconstruct	ROW Construction	\$2,163,000 \$31,745,000	2016–2018 2016
2314402	Midway Rd from S 25 <sup>th</sup> St to US 1	Widen to 4 lanes, add bike lanes	ROW Construction	\$13,450,000 \$33,256,000	2016–2019 2016
2314403	Midway Rd from Glades Cutoff Rd to Selvitz Rd	PD&E study	Design	\$2,150,000	2017
4108444	Crosstown Parkway from Manth Ln to US 1	Right-of-way for bridge	ROW	\$8,990,000	2020
4241431 4241432	Kings Highway @ Indrio Road	Add turn lanes	ROW Construction	\$7,004,000 \$14,891,000	2016-2019 2016-2017
4268401	South Causeway Bridge from West End of Bridge to East End of Bridge	Bridge Rehabilitation	Construction	\$5,551,000	2017
4289841	SR 70, from 900 ft W to 2700 ft E of Jenkins Rd	Add lanes & rehabilitate pavement	ROW	\$1,245,000	2016–2018
4299362	North Causeway Bridge from US 1 to E Bridge Terminus	Bridge reconstruction	Design Construction	\$5,010,000 \$61,758,000	2016–2017 2019
4317522	Port St. Lucie Blvd from Darwin Blvd to Paar Dr	Add lanes & reconstruct	Environment ROW	\$185,000 \$506,000	2016 2017
4323261	25 <sup>th</sup> St from St. Lucie Blvd to US 1	Resurface, add sidewalk	Construction	\$2,419,000	2017
4352451	US 1 from Savana Club Blvd to Kings Hwy / SR 70 from Kings Hwy to US 1	ATMS – Arterial Traffic Management	Design	\$203,000	2016
4351351	Port St. Lucie Blvd @ Gatlin Blvd / Tulip Blvd	Add turn lanes	Design ROW	\$5,000 \$595,000	2016 2018
4353371	St. Lucie West Blvd @ I-95	Add lanes & reconstruct	Construction	\$7,402,000	2019
4368681	US 1 @ SR 70/Virginia Ave	Add turn lane	Design ROW	\$255,000 \$1,282,000	2017 2020

### 6.0.2 Public Comment

Table 6-2 presents the results of the public voting on the Go2040 Cost Feasible Plan for projects that received public votes. The public votes have been grouped into three tiers; projects in the 1st Tier received the most votes and projects in the 3rd Tier received the least votes. Within each tier, projects are identified by mode, roadway (includes sidewalk and bike lanes built concurrently with road project), sidewalk, operational improvements and transit service. Information from public votes serve to support projects included in the Cost Feasible Plan.

**Table 6-2: Public Votes on Cost Feasible Plan Projects**

Project Description	Number of Votes
<b>Tier 1</b>	
Kings Hwy from St. Lucie Blvd to Indrio Rd (Add 2 lanes, bike lanes, sidewalks)	1st Tier
Midway Rd. from Glades Cut-Off Rd. to Selvitz Rd. (Add 2 lanes, bike lanes, sidewalks)	1st Tier
Florida East Coast Greenway from Martin Co Line to Downtown Ft Pierce (Multi-Use Trail)	1st Tier
Florida East Coast Greenway, (SR A1A) from Ft Pierce to Indian River Co Line (Multi-Use Trail )	1st Tier
Alcantarra Boulevard from Port St. Lucie Boulevard to Savona Boulevard (Sidewalk)	1st Tier
Walton Road from Lennard Road to Green River Parkway (Sidewalk-1.1 miles)	1st Tier
North Macedo Boulevard from Selvitz Road to St. James Drive (Sidewalk)	1st Tier
Boston Avenue from 25th Street to 13th Street (Sidewalk)	1st Tier
Curtis Street from Prima Vista Boulevard to Floresta Drive (Sidewalk)	1st Tier
Volucia Drive from Blanton Boulevard to Torino Parkway (Sidewalk)	1st Tier
<b>Tier 2</b>	
Port St. Lucie Blvd from Becker Rd to Paar Dr. (Add 2 lanes, bike lanes, sidewalks)	2nd Tier
Thornhill Drive from Bayshore Boulevard to Airoso Boulevard (Sidewalk)	2nd Tier
Weatherbee Road from U.S. Highway 1 to Oleander Avenue (Sidewalk)	2nd Tier
Oleander Avenue from Midway Road to Saeger Avenue (Sidewalk)	2nd Tier
<b>Tier 3</b>	
Kings Hwy from N. of I-95 Overpass to St. Lucie Blvd (Add 2 lanes, bike lanes, sidewalks)	3rd Tier
Port St. Lucie Blvd from Paar Dr. to Darwin Rd. (Add 2 lanes, bike lanes, sidewalks)	3rd Tier
US 1 Corridor Retrofit from Indian River Co Line to Martin Co Line (Corridor Improvements)	3rd Tier
Jenkins Rd. from Angle Rd to St Lucie Blvd (New 4 lanes, bike lanes, sidewalks)	3rd Tier
Oleander Avenue from Midway Road to Market Avenue (Sidewalk)	3rd Tier
East Torino Parkway from Volucia Drive to Conus Street (Sidewalk)	3rd Tier
29th Street from Avenue Q to Avenue T (Sidewalk)	3rd Tier
Floresta Drive from Port St. Lucie Boulevard to Southbend Boulevard (Sidewalk)	3rd Tier
Rosser Boulevard from Openview to Bamberg Street (Sidewalk)	3rd Tier



## Chapter 6: Go2040 Cost Feasible Plan

### 6.1 Cost Feasible Plan Projects 2021-2040

Developed to meet the federal requirements, the Cost Feasible Plan was developed to consider the future cost of the transportation projects. This means that the current year cost estimates for construction were inflated to future Year of Expenditure (YOE) dollars.

#### 6.1.1 Roadway Projects

Nine roadway projects are included in the adopted Cost Feasible Plan and illustrated in Map 6-1 and Table 6-3. Projects in Table 6-3 are sorted by the three LRTP time bands discussed in Chapter 4: 2021–2025, 2026–2030 and 2031–2040. Other information presented in this table are the project number, street name and termini, improvement description, and source for the project (2035 LRTP Cost Feasible Plan, Go2040 Multimodal Needs Plan, Go2040 Congestion Management Plan element).

Included in Table 6-3 is a line item in each time band which sets aside future revenues for the Congestion Management Program and Walk-Bike Network Improvements. Specific CMP and Walk-Bike projects are identified on an annual basis as part of the TPO prioritization processes.

Developer built projects included in the Cost Feasible Plan are also listed in Table 6-3 in the 2031–2040 time band. These projects are supported by local government agreements, development orders and or Development of Regional Impact documentation.

SIS roads have previously been documented in the Go2040 Multimodal Needs. Cost feasible improvement priorities on SIS facilities are established by Florida DOT in consultation and coordination with MPOs. They are included in the Go2040 Cost Feasible Plan based on the most current adopted SIS Cost Feasible Plan with the understanding that an update to the SIS plan will be completed in the next two years. Updates to the SIS Cost Feasible Plan will need to be amended into the Go2040 LRTP for inclusion in the Cost Feasible Plan.

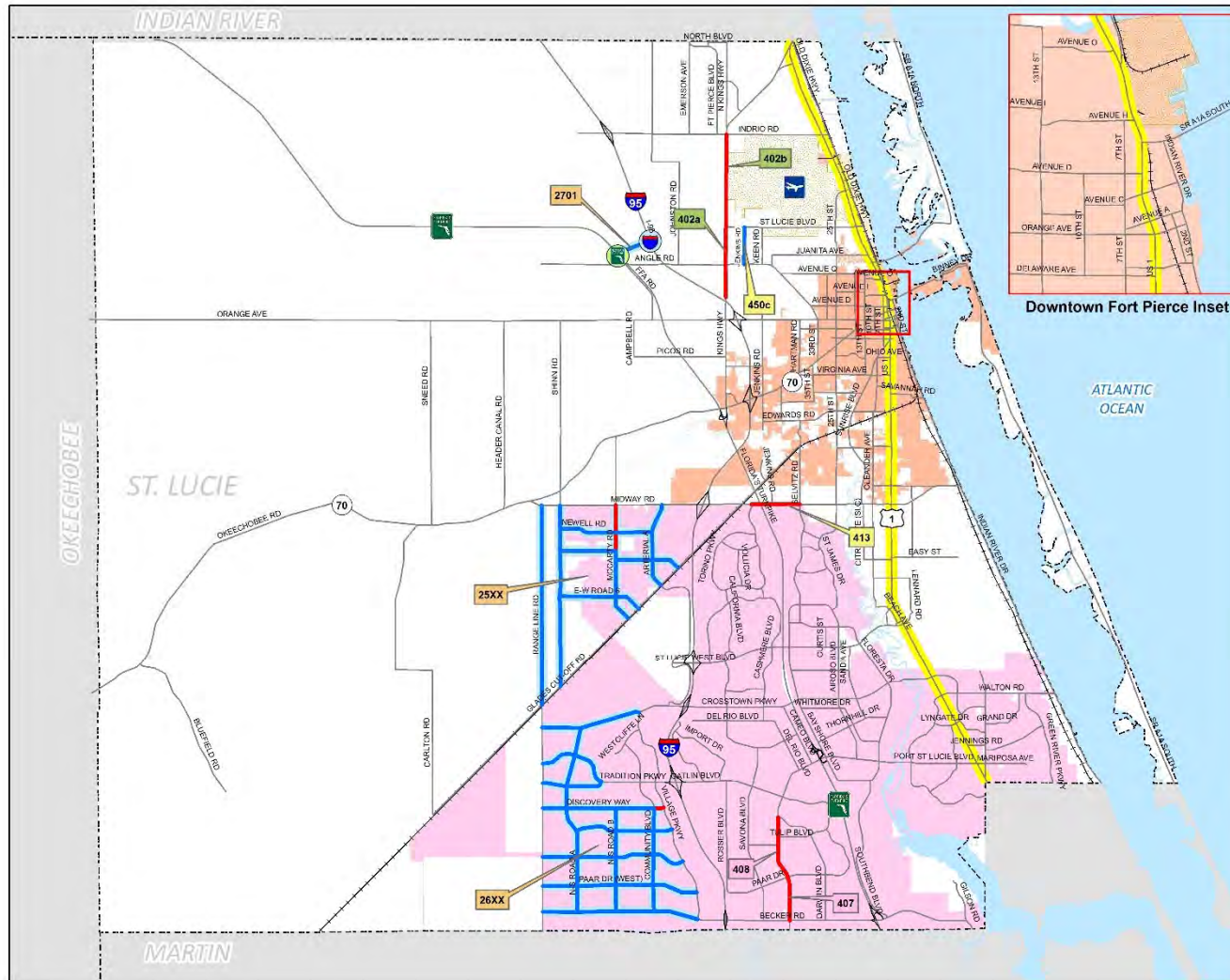
#### 6.1.2 Walk/Bike Projects

Map 6-2 and Map 6-3, and Table 6-4 present the Walk/Bike projects that are included in the Go2040 LRTP Cost Feasible Plan. While Walk/Bike projects are prioritized on an annual basis by the TPO, the top 20 Walk/Bike projects incorporated in this Cost Feasible Plan are included on the current TPO project priority list and are listed here as future candidate projects.

#### 6.1.3 Transit Service

The existing transit service is continued in the Go2040 LRTP Cost Feasible Plan. It should be noted that St. Lucie County's adopted FY2015/16 budget includes funding for the new Lakewood Park Route as well as extended hours of service and improved frequency for existing routes 1 to 3. Map 6-4 and Table 6-5 illustrate the existing transit service that is included in the Cost Feasible Plan. Per discussions with Community Transit, it was indicated that the County's intent is to fund the service enhancements mentioned above through some combination of general fund and/or transit MSTU increases. The County has maintained the transit MSTU to fund transit for over 10 years and has established a track record of supporting the Community Transit program.

Map 6-1: Go2040 Cost Feasible Plan Roadway Improvements



**St. Lucie TPO  
2040 Long Range  
Transportation Plan (LRTP)**

**2040 Cost Feasible Plan  
Roadway Improvements**

**Legend**

- Add 2 Lanes
- New Road
- New Interstate Interchange
- New Turnpike Interchange
- Ramps
- Developer Road
- Operational Improvement
- Proposed FLZ Rail Line
- Proposed Freight Logistics Zones
- Fort Pierce
- Port St. Lucie
- St. Lucie Village
- 401 State Project
- 403 County Project
- 408 City Project (PSL)
- 25XX Developer Project

*Note: Road network is E+C with additional improvements to 2040 CF Plan 2A conditions.  
Source: I.O. vIMAS (Network)*



Table 6-3: Go2040 Cost Feasible Plan Roadway Improvements

Project Number	On Street	From	To	Improvement*	Project Source	Total Cost (YOE)
<b>2021-2025</b>						
402a	Kings Hwy	N. of I-95 Overpass	St. Lucie Blvd	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$27,510,000
408	Port St. Lucie Blvd	Paar Dr.	Darwin Rd.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$17,800,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$6,750,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$3,270,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$4,410,000
<b>2026-2030</b>						
402b	Kings Hwy	St. Lucie Blvd	Indrio Rd	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$40,000,000
413	Midway Rd.	Glades Cut-Off Rd.	Selvitz Rd.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$24,050,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$17,600,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$4,210,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$9,870,000

\* - All roadway improvements shall incorporate an urban cross section that includes curbs, gutters, and closed drainage.

## Chapter 6: Go2040 Cost Feasible Plan



Project Number	On Street	From	To	Improvement*	Project Source	Total Cost (YOE)
<b>2031-2040</b>						
407	Port St. Lucie Blvd	Becker Rd	Paar Dr.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$29,360,000
450c	Jenkins Rd.	Angle Rd	St Lucie Blvd	New 4 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$36,540,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$35,000,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$15,790,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$51,810,000
<b>Developer Roads (2031-2040)</b>						
2501	E-W-Road 6	Shinn Rd	Glades Cut-Off Rd	New 4 lane road	Developer agreement	\$83,440,000
2502	Williams Rd	Shinn Rd	McCarty Rd	New 2 lane road	Developer agreement	\$36,300,000
2503	Williams Ext	McCarty Rd	Glades Cutoff Rd	New 4 lane road	Developer agreement	\$64,870,000
2504	Newell Rd	Shinn Rd	Arterial A	New 4 lane road	Developer agreement	\$92,030,000
2505	Range Line Rd	Glades Cut-Off Rd	Midway Rd	New 4 lane road	Developer agreement	\$92,820,000
2506	Shinn Rd	Midway Rd	Glades Cut-Off Rd	New 4 lane road	Developer agreement	\$84,260,000
2507	McCarty Rd	Williams Rd	Midway Rd	Add 2 lanes	Developer agreement	\$32,120,000
2508	McCarty Rd	Glades Cut-Off Rd	Williams Rd	New 4 lane road	Developer agreement	\$71,530,000
2509	Arterial A	Glades Cut-Off Rd	Midway Rd	New 4 lane road	Developer agreement	\$84,570,000
2601	Becker Rd	Village Pkwy	Range Line Rd	New 4 lane road	Developer agreement	\$154,000,000
2602	Paar Dr (West)	Village Pkwy	Range Line Rd	New 4 lane road	Developer agreement	\$153,630,000
2603	Open View Dr (West)	Village Pkwy	Range Line Rd	New 4 lane road	Developer agreement	\$142,120,000
2604	E-W Road 2	Village Pkwy	N-S Road A	New 4 lane road	Developer agreement	\$96,590,000
2605	Discovery Way	Village Pkwy	Community Blvd	Add 2 lanes	Developer agreement	\$6,950,000

\* - All roadway improvements shall incorporate an urban cross section that includes curbs, gutters, and closed drainage.

## Chapter 6: Go2040 Cost Feasible Plan

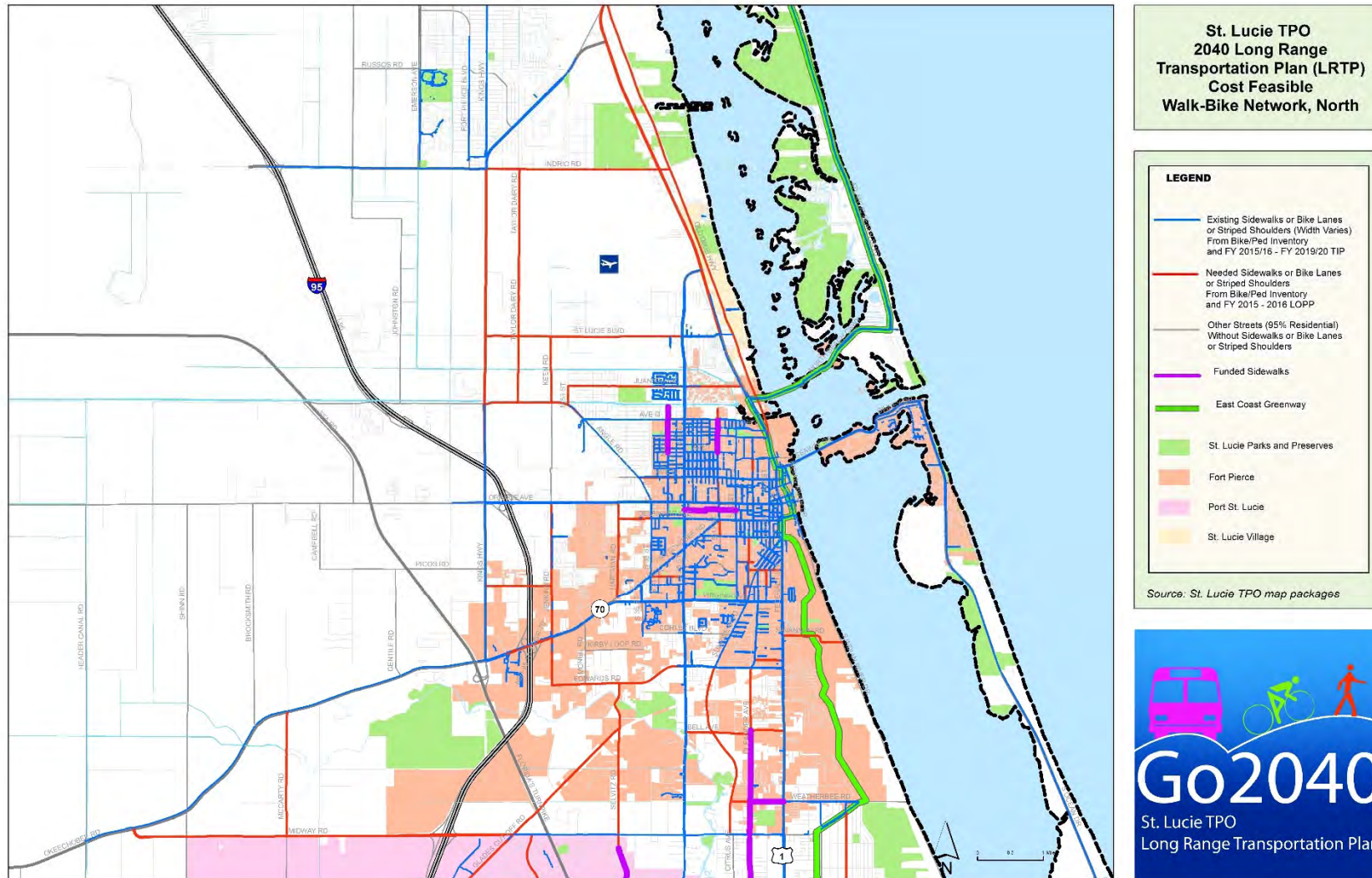


Project Number	On Street	From	To	Improvement*	Project Source	Total Cost (YOE)
2606	Discovery Way	Community Blvd	Range Line Rd	New 4 lane road	Developer agreement	\$109,920,000
2607	Stony Creek Way	Range Line Rd	Tradition Pkwy	New 4 lane road	Developer agreement	\$60,660,000
2608	Tradition Pkwy	Range Line Rd	Stony Creek Way	New 4 lane road	Developer agreement	\$74,720,000
2609	Crosstown Pkwy	Range Line Rd	Village Pkwy	New 4 lane road	Developer agreement	\$98,110,000
2610	N-S Road A	Crosstown Pkwy	Becker Rd	New 4 lane road	Developer agreement	\$185,790,000
2611	N-S Road B	Becker Rd	Discovery Way	New 4 lane road	Developer agreement	\$101,480,000
2612	Community Blvd	Discovery Way	Becker Rd	New 4 lane road	Developer agreement	\$101,300,000
2701	Turnpike/I-95 Connector	Florida's Turnpike	I-95	New 4 lane road	Developer agreement	\$188,750,000

\* - All roadway improvements shall incorporate an urban cross section that includes curbs, gutters, and closed drainage.

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Map 6-2: Go2040 Cost Feasible Walk/Bike Improvements, (North County)



Map 6-3: Go2040 Cost Feasible Walk/Bike Improvements, (South County)

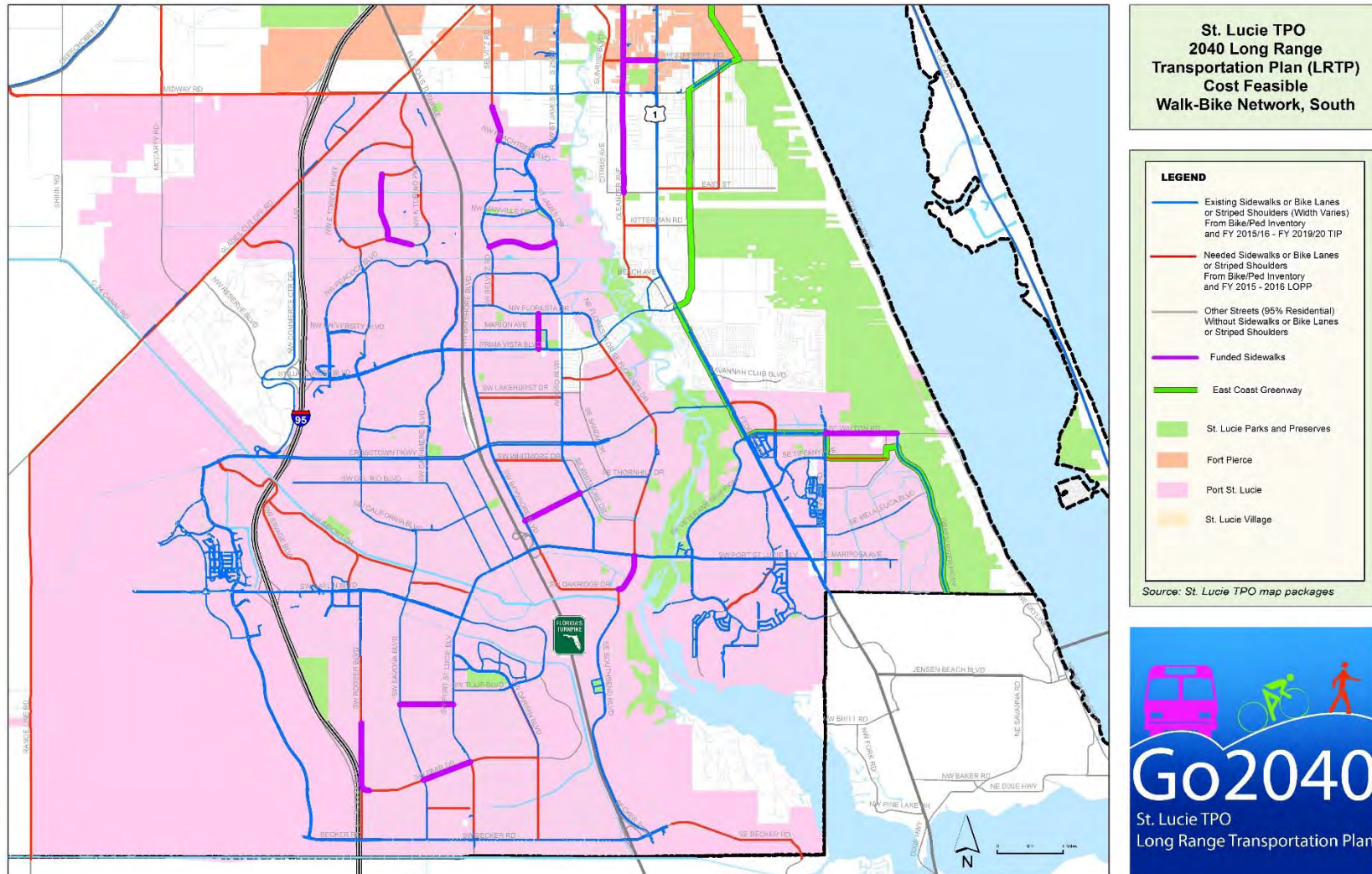


Table 6-4: Go2040 Walk/Bike Cost Feasible Illustrative Projects

Project Number	On Street	From	To	Improvement	Project Source	Total Cost (YOE)
<b>Walk-Bike Network Improvements</b>						
	Oleander Avenue	Midway Road	Market Avenue	Sidewalk-1.3 miles	2015 TA Grant Application	\$1,202,125
	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	St. Lucie County School District	\$632,730
	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	2010/11 LOPP	\$222,700
	East Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	St. Lucie County School District	\$220,080
	North Macedo Boulevard	Selvitz Road	St. James Drive	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$688,038
	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.8 miles	2010/11 LOPP	\$520,397
	Thornhill Drive	Bayshore Boulevard	Airosa Boulevard	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$916,023
	Parr Drive	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List	\$529,837
	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	2010/11 LOPP	\$77,000
	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	2010/11 LOPP	\$123,200
	Curtis Street	Prima Vista Boulevard	Floresta Drive	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List	\$710,895
	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	St. Lucie County School District	\$445,220
	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 miles	St. Lucie County School District	\$870,425

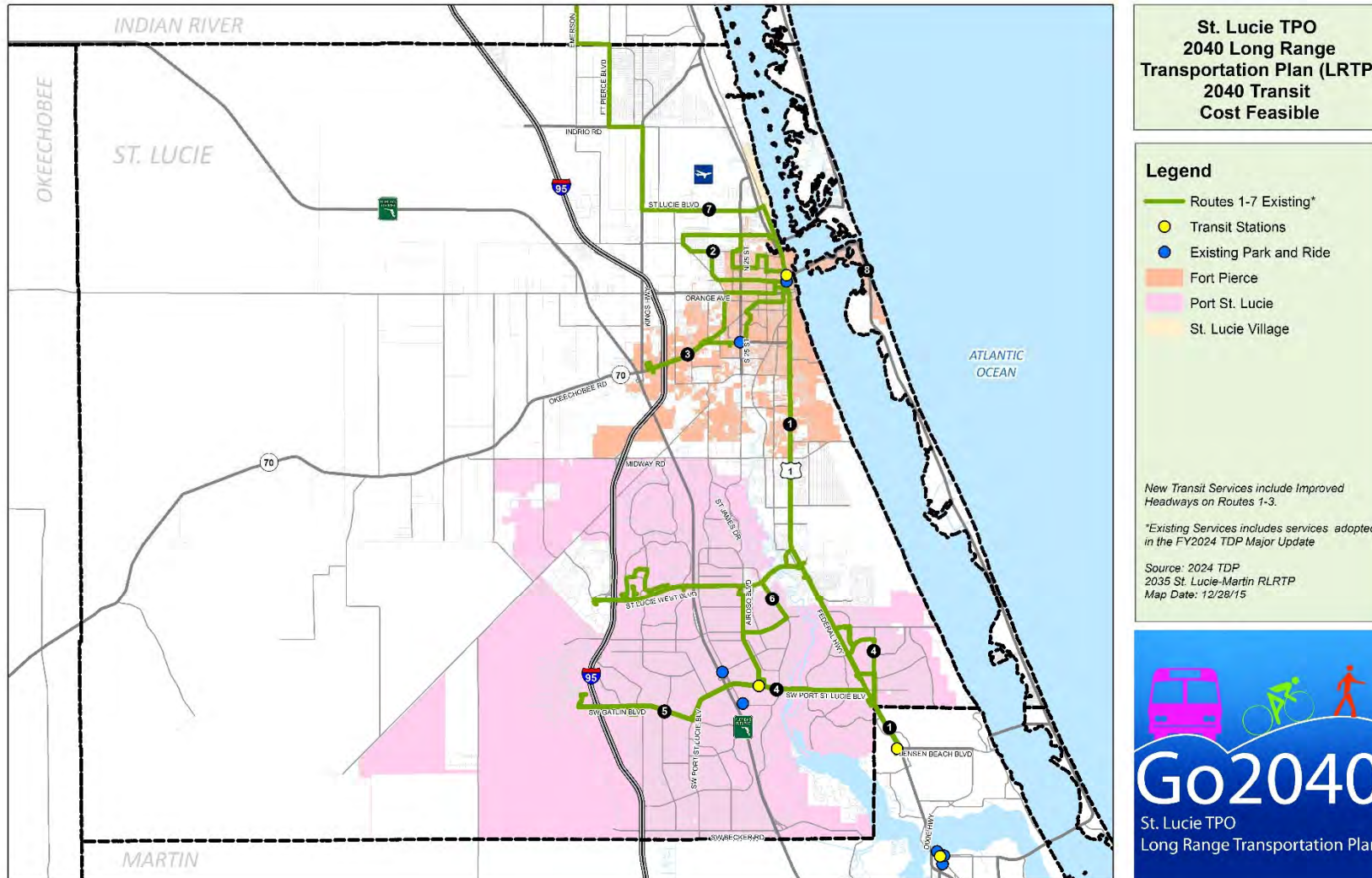


## Chapter 6: Go2040 Cost Feasible Plan



Project Number	On Street	From	To	Improvement	Project Source	Total Cost (YOE)
	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	St. Lucie County School District	\$1,323,840
	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	2010/11 LOPP	\$19,700
	Alcantarra Boulevard	Port St. Lucie Boulevard	Savona Boulevard	Sidewalk-0.8 miles	St. Lucie County School District	\$703,290
	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	Port St. Lucie Sidewalk List #8	\$964,947
	Rosser Boulevard	Openview	Bamberg Street	Sidewalk-2.1 miles	Port St. Lucie Sidewalk List #1	\$1,999,182
	Florida East Coast Greenway	Martin Co Line	Downtown Ft Pierce	Multi-Use Trail per Mile (10'-12' width - 1 side)	2040 Needs Plan	\$6,757,225
	Florida East Coast Greenway, (SR A1A)	Ft Pierce	Indian River Co Line	Multi-Use Trail per Mile (10'-12' width - 1 side)	2040 Needs Plan	\$3,412,760

Map 6-4: Go2040 Cost Feasible Plan Transit Service



**Table 6-5: Go2040 Cost Feasible Transit Service**

<b>Bus Service (2021-2040)</b>					
	Continued Operations Cost for Routes 1-7*				\$189,364,000
	Vehicle Replacement (Capital) Cost for Routes 1-7*				\$46,288,000

\* - Funding for the existing transit system includes a transfer of General Fund revenues and/or increasing the transit MSTU, to continue the current level of transit service.

## 6.2 Cost Feasible Plan Cost and Revenue Summary

Table 6-6 presents a summary of the revenues used to fund the Go2040 LRTP Cost Feasible Plan. The first part of this table summarizes the roadway and Walk/Bike Cost Feasible Plan modes. As indicated below this is a fiscally constrained program through 2040. For the transit system, the costs include the recently expanded service discussed in Section 6.1.3 and assumes their continuation. Detailed funding and phasing of the transportation projects included in the Cost Feasible Plan are shown in Table 6-7 and Table 6-8. Table 6-7 provides the Present Day Cost (PDC) of the projects included in the Cost Feasible Plan and the future YOE cost for each phase of the project implementation. Additionally, the projects from the Needs Plan which remain unfunded are also included in Table 6-7. Table 6-8 shows the YOE operating and capital costs for the Cost Feasible transit projects.

**Table 6-6: Go2040 Cost Feasible Plan Revenue Summary**

LRTP Revenue Summary Excluding Transit		2021-2025	2026-2030	2031-2040	Total (\$ M)
<b>Federal and State Revenues</b>	Revenue Available	\$80.78	\$77.49	\$165.70	<b>\$323.97</b>
	Project Costs	\$80.78	\$77.49	\$165.70	<b>\$323.97</b>
	<b>Remaining Available</b>	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>
<b>Developer Revenues</b>	Revenue Available	\$0.00	\$0.00	\$2,115.96	<b>\$2,115.96</b>
	Project Costs	\$0.00	\$0.00	\$2,115.96	<b>\$2,115.96</b>
	<b>Remaining Available</b>	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>
<b>All Revenues</b>	Revenue Available	\$80.78	\$77.49	\$2,281.66	<b>\$2,439.93</b>
	Project Costs	\$80.78	\$77.49	\$2,281.66	<b>\$2,439.93</b>
	<b>Remaining Available</b>	\$0.00	\$0.00	\$0.00	<b>\$0.00</b>
<b>Transit System Revenues</b>					
<b>Existing Revenue Sources</b>	Federal Revenues	\$20.03	\$18.71	\$39.44	<b>\$78.18</b>
	State Revenues	\$3.78	\$3.97	\$8.55	<b>\$16.3</b>
	Local Revenues	\$18.03	\$22.32	\$54.22	<b>\$94.57</b>
	Capital Costs	\$12.38	\$10.90	\$23.00	<b>\$46.29</b>
	Operating Costs	\$38.97	\$44.09	\$106.31	<b>\$189.36</b>

Table 6-7: Cost Feasible Plan Funding Details – Roadway and Walk/Bike

Project #	Project Limits	PD&E / PE (\$ millions)				Right-Of-Way (\$ millions)				Construction (\$ millions)				Total (\$millions)		
		PDC Cost	Source	Timing	YOE Cost	PDC Cost	Source	Timing	YOE Cost	PDC Cost	Source	Timing	YOE Cost	YOE Cost		
<b>State Roadways</b>																
402a	Kings Hwy from N. of I-95 Overpass to St. Lucie Blvd	\$2.92	OA	2021-2025	\$3.82	\$6.63	OA	2021-2025	\$8.69	\$11.44	OA	2021-2025	\$14.99	\$27.51		
402b	Kings Hwy from St. Lucie Blvd to Indrio Rd	\$3.87	OA	2021-2025	\$5.08	\$8.80	OA	2021-2025	\$11.53	\$15.19	OA	2026-2030	\$23.39	\$40.00		
500	US 1 from Martin County to Indian River County, Operational Improvements									\$5.15	OA	2021-2025	\$6.75	\$59.35		
										\$11.43	OA	2026-2030	\$17.60			
401	Kings Hwy from Indrio Rd to US 1	\$4.19		Unfunded	\$0.00	\$9.52		Unfunded	\$0.00	\$21.89		Unfunded	\$0.00	\$0.00		
	Congestion Management Program - State Roads									\$3.37	OA	2021-2025	\$4.41	\$66.09		
										\$6.41	OA	2026-2030	\$9.87			
										\$26.30	OA	2031-2040	\$51.81			
	Walk / Bike Improvements on State Roads	\$0.61	OA	2026-2030	\$0.94					\$4.70	OA	2031-2040	\$9.25	\$10.19		
<b>Local Roads</b>																
408	Port St. Lucie Blvd from Paar Dr. to Darwin Rd.		Completed				\$0.37	Underway			\$0.00	\$12.60	TMA	2021-2025	\$16.51	\$17.80
											\$0.98	OA	2021-2025	\$1.29		
413	Midway Rd. from Glades Cut-Off Rd. to Selvitz Rd.	\$2.15	Committed				\$3.39	OA	2021-2025	\$4.44	\$9.58	TMA	2026-2030	\$14.76	\$24.05	
											\$3.16	OA	2026-2030	\$4.86		
407	Port St. Lucie Blvd from Becker Rd to Paar Dr.	\$1.14	TMA	2026-2030	\$1.75	\$4.12	TMA	2031-2040	\$8.12	\$1.48	TMA	2031-2040	\$2.68	\$29.36		
		\$0.68	OA	2026-2030	\$1.04					\$8.00	OA	2031-2040	\$15.77			
414	St. Lucie West Blvd from E of I-95 to Cashmere Blvd	\$3.01	Unfunded			\$0.00	\$6.84	Unfunded			\$0.00	\$15.73	Unfunded		\$0.00	
450a	Jenkins Rd. from Midway Rd to Okeechobee Rd	\$5.46	Unfunded			\$0.00	\$12.41	Unfunded			\$0.00	\$29.72	Unfunded		\$0.00	
450c	Jenkins Rd from Angle Rd to St Lucie Blvd	\$2.18	TMA	2031-2040	\$4.30	\$4.96	TMA	2031-2040	\$9.77	\$4.14	TMA	2031-2040	\$8.15	\$36.54		
										\$7.27	OA	2031-2040	\$14.32			
404	Selvitz Rd from Glades Cut-Off Rd to Edwards Rd	\$1.09	Unfunded			\$0.00	\$2.48	Unfunded			\$0.00	\$5.71	Unfunded		\$0.00	
450b	Jenkins Rd from Okeechobee Rd to Angle Rd	\$6.82	Unfunded			\$0.00	\$15.50	Unfunded			\$0.00	\$37.09	Unfunded		\$0.00	
403	Glades Cut-Off Rd from Commerce Ctr Dr to Selvitz Rd	\$8.25	Unfunded			\$0.00	\$18.74	Unfunded			\$0.00	\$43.11	Unfunded		\$0.00	
2702	Airport Connector from I-95 to Kings Highway	\$4.78	Unfunded			\$0.00	\$10.86	Unfunded			\$0.00	\$24.99	Unfunded		\$0.00	
2703	North Mid-County Connector from Midway Rd to Florida's Turnpike	\$15.33	Unfunded			\$0.00	\$34.85	Unfunded			\$0.00	\$80.16	Unfunded		\$0.00	
415	Floresta Dr from South Bend Blvd to Port St Lucie Blvd	\$0.94	Unfunded			\$0.00	\$2.13	Unfunded			\$0.00	\$4.89	Unfunded		\$0.00	

# Chapter 6: Go2040 Cost Feasible Plan



Project #	Project Limits	PD&E / PE (\$ millions)				Right-Of-Way (\$ millions)				Construction (\$ millions)				Total (\$millions)
		PDC Cost	Source	Timing	YOE Cost	PDC Cost	Source	Timing	YOE Cost	PDC Cost	Source	Timing	YOE Cost	YOE Cost
428	Savona Blvd from Gatlin Blvd to California Blvd	\$1.65	Unfunded		\$0.00	\$3.75	Unfunded		\$0.00	\$8.63	Unfunded		\$0.00	\$0.00
406	East Torino Pkwy from Cashmere Blvd to Midway Rd	\$3.73	Unfunded		\$0.00	\$8.48	Unfunded		\$0.00	\$19.51	Unfunded		\$0.00	\$0.00
416	South Bend Blvd from Becker Rd to Floresta Dr	\$6.40	Unfunded		\$0.00	\$14.54	Unfunded		\$0.00	\$33.44	Unfunded		\$0.00	\$0.00
405	California Blvd from Savona Blvd to St Lucie West Blvd	\$4.63	Unfunded		\$0.00	\$10.51	Unfunded		\$0.00	\$24.18	Unfunded		\$0.00	\$0.00
500	Floresta Dr from Port St Lucie Blvd to Crosstown Parkway, Operational Improvements									\$15.00	Unfunded		\$0.00	\$0.00
	Congestion Management Program- St Lucie County									\$2.53	Unfunded		\$0.00	\$0.00
	Congestion Management Program - Port St. Lucie									\$1.31	Unfunded		\$0.00	\$0.00
	Congestion Management Program - Fort Pierce									\$1.31	Unfunded		\$0.00	\$0.00
	Pavement Management Program - St Lucie County									\$23.49	Unfunded		\$0.00	\$0.00
	Pavement Management Program - Port St Lucie									\$18.75	Unfunded		\$0.00	\$0.00
	Pavement Management Program - Fort Pierce									\$4.66	Unfunded		\$0.00	\$0.00
	Walk / Bike Improvements on non-State Roads (illustrative projects in Table 6-4)	\$0.37	TA	2021-2025	\$0.49					\$2.12	TA	2021-2025	\$2.78	\$13.08
		\$0.32	TA	2026-2030	\$0.49					\$1.80	TA	2026-2030	\$2.78	
		\$0.50	TA	2031-2040	\$0.98					\$2.82	TA	2031-2040	\$5.56	
<b>Developer Roads</b>														
2501	E-W-Road 6 from Shinn Rd to Glades Cut-Off Rd	\$4.98		2031-2040	\$9.82	\$11.33		2031-2040	\$22.31	\$26.05		2031-2040	\$51.32	\$83.44
2502	Williams Rd from Shinn Rd to Mccarty Rd	\$2.17		2031-2040	\$4.27	\$4.93		2031-2040	\$9.71	\$11.33		2031-2040	\$22.32	\$36.30
2503	Williams Ext from Mccarty Rd to Glades Cutoff Rd	\$3.87		2031-2040	\$7.63	\$8.80		2031-2040	\$17.34	\$20.25		2031-2040	\$39.89	\$64.87
2504	Newell Rd from Shinn Rd to Arterial A	\$5.50		2031-2040	\$10.83	\$12.49		2031-2040	\$24.61	\$28.73		2031-2040	\$56.59	\$92.03
2505	Range Line Rd from Glades Cut-Off Rd to Midway Rd	\$5.54		2031-2040	\$10.92	\$12.60		2031-2040	\$24.82	\$28.98		2031-2040	\$57.08	\$92.82
2506	Shinn Rd from Midway Rd to Glades Cut-Off Rd	\$5.03		2031-2040	\$9.91	\$11.44		2031-2040	\$22.53	\$26.30		2031-2040	\$51.82	\$84.26
2507	Mccarty Rd from Williams Rd to Midway Rd	\$1.92		2031-2040	\$3.78	\$4.36		2031-2040	\$8.59	\$10.03		2031-2040	\$19.75	\$32.12
2508	Mccarty Rd from Glades Cut-Off Rd to Williams Rd	\$4.27		2031-2040	\$8.42	\$9.71		2031-2040	\$19.13	\$22.33		2031-2040	\$43.99	\$71.53
2509	Arterial A from Glades Cut-Off Rd to Midway Rd	\$5.05		2031-2040	\$9.95	\$11.48		2031-2040	\$22.61	\$26.40		2031-2040	\$52.01	\$84.57
2601	Becker Rd from Village Pkwy to Range Line Rd	\$9.20		2031-2040	\$18.12	\$20.90		2031-2040	\$41.18	\$48.07		2031-2040	\$94.70	\$154.00
2602	Paar Dr (West) from Village Pkwy to Range Line Rd	\$9.17		2031-2040	\$18.07	\$20.85		2031-2040	\$41.08	\$47.96		2031-2040	\$94.48	\$153.63
2603	Open View Dr (West) from Village Pkwy to Range Line Rd	\$8.49		2031-2040	\$16.72	\$19.29		2031-2040	\$38.00	\$44.36		2031-2040	\$87.40	\$142.12

## Chapter 6: Go2040 Cost Feasible Plan



Project #	Project Limits	PD&E / PE (\$ millions)				Right-Of-Way (\$ millions)				Construction (\$ millions)				Total (\$millions)
		PDC Cost	Source	Timing	YOE Cost	PDC Cost	Source	Timing	YOE Cost	PDC Cost	Source	Timing	YOE Cost	YOE Cost
2604	E-W Road 2 from Village Pkwy to N-S Road A	\$5.77		2031-2040	\$11.36	\$13.11		2031-2040	\$25.83	\$30.15		2031-2040	\$59.40	\$96.59
2605	Discovery Way from Village Pkwy to Community Blvd	\$0.41		2031-2040	\$0.82	\$0.94		2031-2040	\$1.86	\$2.17		2031-2040	\$4.27	\$6.95
2606	Discovery Way from Community Blvd to Range Line Rd	\$6.56		2031-2040	\$12.93	\$14.92		2031-2040	\$29.39	\$34.31		2031-2040	\$67.60	\$109.92
2607	Stony Creek Way from Range Line Rd to Tradition Pkwy	\$3.62		2031-2040	\$7.14	\$8.23		2031-2040	\$16.22	\$18.94		2031-2040	\$37.31	\$60.66
2608	Tradition Pkwy from Range Line Rd to Stony Creek Way	\$4.46		2031-2040	\$8.79	\$10.14		2031-2040	\$19.98	\$23.32		2031-2040	\$45.95	\$74.72
2609	Crosstown Pkwy from Range Line Rd to Village Pkwy	\$5.86		2031-2040	\$11.54	\$13.32		2031-2040	\$26.23	\$30.63		2031-2040	\$60.34	\$98.11
2610	N-S Road A from Crosstown Pkwy to Becker Rd	\$11.10		2031-2040	\$21.86	\$25.22		2031-2040	\$49.68	\$58.00		2031-2040	\$114.26	\$185.79
2611	N-S Road B from Becker Rd to Discovery Way	\$6.06		2031-2040	\$11.94	\$13.77		2031-2040	\$27.13	\$31.68		2031-2040	\$62.41	\$101.48
2612	Community Blvd from Discovery Way to Becker Rd	\$6.05		2031-2040	\$11.92	\$13.75		2031-2040	\$27.09	\$31.62		2031-2040	\$62.30	\$101.30
2701	Turnpike/I-95 Connector from Florida's Turnpike to I-95	\$11.10		2031-2040	\$21.86	\$4.77		2031-2040	\$9.39	\$79.95		2031-2040	\$157.51	\$188.75

PDC: Present Day Costs

YOE: Year of Expenditure

OA: Other Arterial

TMA: Transportation Management Area

TA: Transportation Alternatives

Table 6-8: Cost Feasible Plan Funding Details – Transit

Transit Service Description	Service Start Year (\$ millions)	Capital Cost (\$ millions)	Operating Cost (\$ millions)	Total Cost (\$ millions)
<b>Transit System</b>				
Continue Existing Fixed-Route Service (Routes 1 through 6)	On-Going	\$18.95	\$45.72	\$64.66
Continue Existing Paratransit Service (ADA and TD)	On-Going	\$23.66	\$97.74	\$121.41
Lakewood Park - New Local Service	2015	\$1.42	\$5.71	\$7.13
Bus Stop Infrastructure Upgrades	On-Going	\$0.44	\$0.00	\$0.44
<b>Existing Service Improvements</b>				
Route 1 - Improve Frequency to 30 mins	2016	\$0.61	\$11.43	\$12.03
Route 1 - Expand Service: 6:00AM to 8:00PM	2016	\$0.00	\$3.12	\$3.12
Route 1 - Add Saturday Service	2016	\$0.00	\$2.33	\$2.33
Route 2 - Expand Service: 6:00AM to 8:00PM	2016	\$0.00	\$1.56	\$1.56
Route 2 - Add Saturday Service	2016	\$0.00	\$1.17	\$1.17
Route 2 - Improve Frequency to 30 mins	2016	\$0.61	\$7.27	\$7.88
Route 3 - Expand Service: 6:00AM to 8:00PM	2016	\$0.00	\$1.56	\$1.56
Route 3 - Add Saturday Service	2016	\$0.00	\$1.17	\$1.17
Route 3 - Improve Frequency to 30 mins	2016	\$0.61	\$7.27	\$7.88
Expanded Paratransit Service (ADA and TD)	2016	\$0.00	\$3.32	\$3.32
PSL Trolley - Combine with Route 5	Unfunded	\$0.00	\$0.00	\$0.00
Route 5 - Extend to US 1	Unfunded	\$0.00	\$0.00	\$0.00
<b>New Service Expansion</b>				
Ft. Pierce/PSL Express	Unfunded	\$0.00	\$0.00	\$0.00
Midway Rd/Health Dept	Unfunded	\$0.00	\$0.00	\$0.00
Tri-Rail Express Connection	Unfunded	\$0.00	\$0.00	\$0.00
Sunrise Blvd/Lawnwood/IRSC	Unfunded	\$0.00	\$0.00	\$0.00
I-95 Palm Beach Express	Unfunded	\$0.00	\$0.00	\$0.00
Tradition Circulator	Unfunded	\$0.00	\$0.00	\$0.00
Turnpike Palm Beach Express	Unfunded	\$0.00	\$0.00	\$0.00
North Hutchinson Island	Unfunded	\$0.00	\$0.00	\$0.00
South County Circulator	Unfunded	\$0.00	\$0.00	\$0.00
Torino Flex	Unfunded	\$0.00	\$0.00	\$0.00
New Administration & Operation Facility	Unfunded	\$0.00	\$0.00	\$0.00



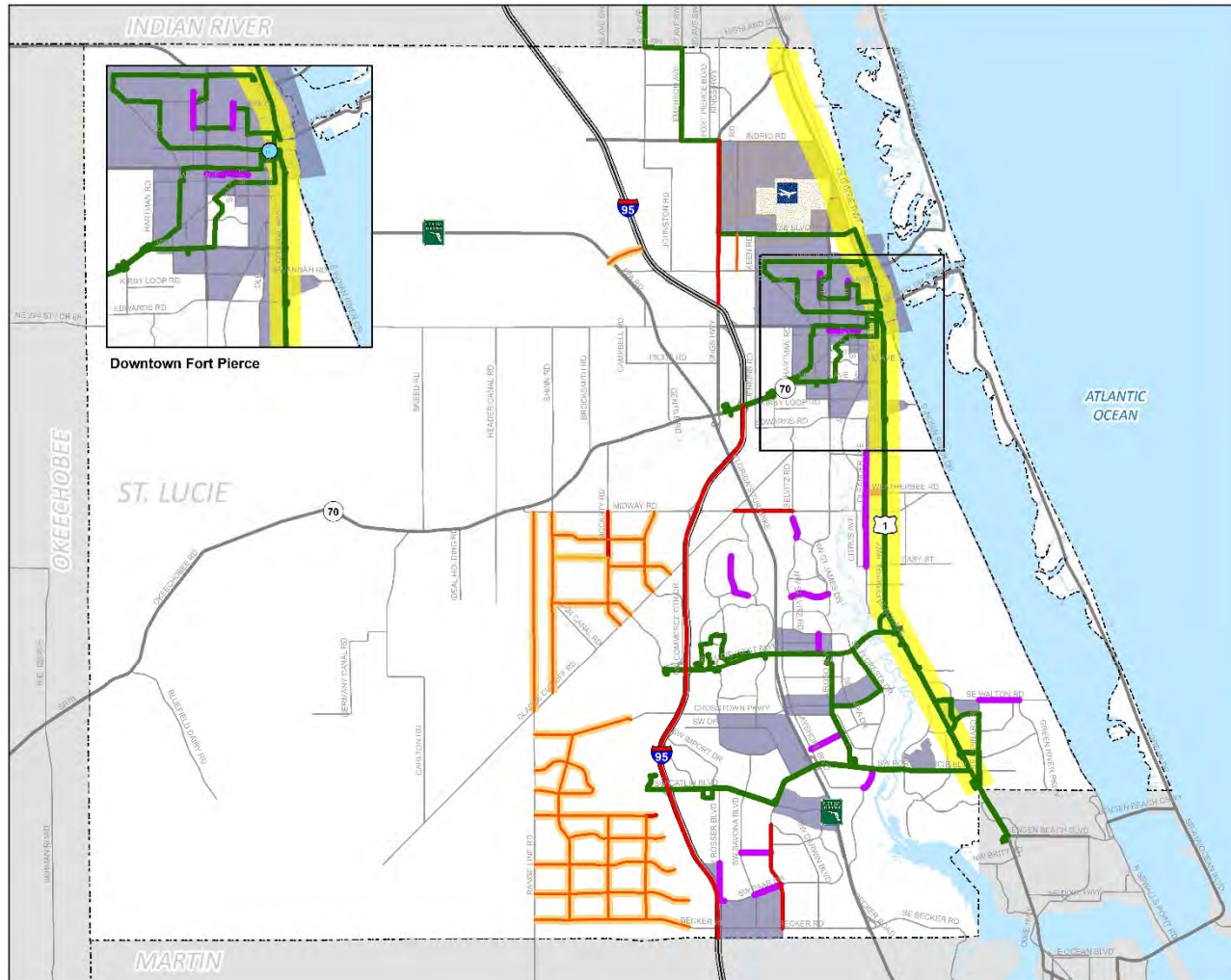
### 6.3 Environmental Justice Analysis

Consistent with the process used in Chapter 3, EJ Outreach was conducted throughout the Go2040 LRTP process. Map 6-5 shows the EJ areas overlaid with the 2040 Cost Feasible Plan for roadways, transit and sidewalks. This map shows that the existing transit routes provide service within the EJ areas.

Existing transit routes connect almost all of the EJ areas today, and in the Cost Feasible Plan, three of these routes will have more frequent headways (30 minutes instead of 60 minutes). Saturday service is being added for these three routes as well. Several of the candidate sidewalk gap projects shown on the map will provide improved connectivity in EJ areas throughout the TPO area. Finally, Cost Feasible roadway projects shown on the map will enhance accessibility adjacent to EJ areas.

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Map 6-5: EJ Areas and the Multimodal Cost Feasible Plan



St. Lucie TPO  
2040 Long Range  
Transportation Plan (LRTP)

EJ Areas and the  
Multimodal Cost Feasible  
Plan Alt 2A (2040)

**Legend**

**Cost Feasible Roads Alt 2A**

- Add 2 Lanes
- New 4 Lane
- New 2 Lane
- Developer Road
- Operational Improvement

**Cost Feasible Transit Plan 2A**

- Existing Transit

**Sidewalk Projects Alt 2A**

- Sidewalk Projects

**EJ Areas (Minority/Poverty)**

- (50/50)

12/22/2015



### 6.4 Review of Potential Environmental Impacts

The environmental analysis completed and overlaid with the Needs roadway network in Chapter 3 is now overlaid with the Go2040 LRTP Cost Feasible Plan network. The environmental analysis shows sensitive areas with a relative classification of low (Frequency 1), medium (Frequency 2-3), and high (Frequency 4-5).

Map 6-6 and Table 6-9 indicate that the Cost Feasible Plan roadway projects are almost entirely out of environmentally sensitive areas. The Jenkins Road project from Angle to St. Lucie Boulevard is projected to have low impact.

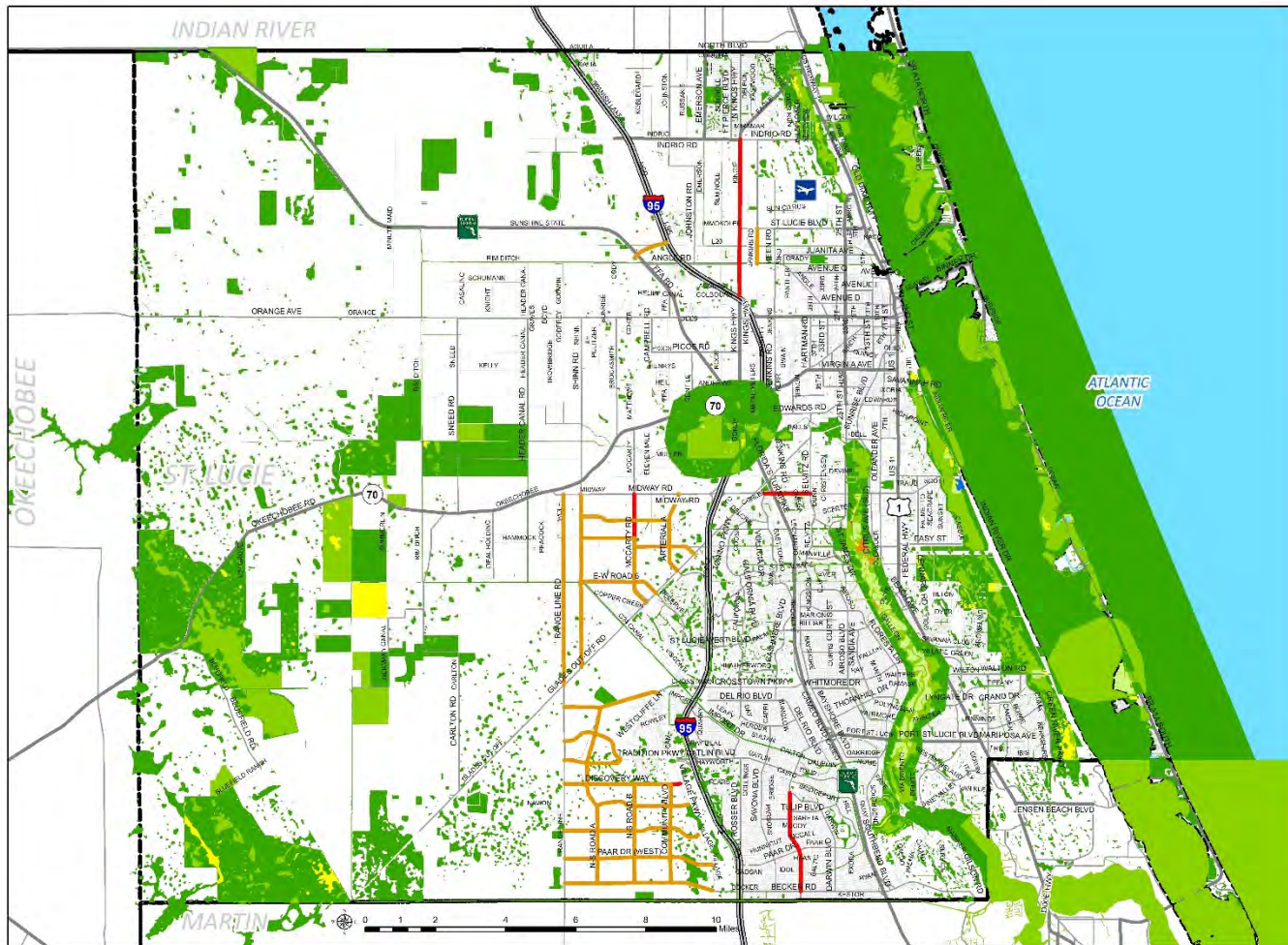
**Table 6-9: 2040 Cost Feasible Roadway Projects with Potential Environmental Impact**

Project #	Street	From	To	Miles	Description	Potential Environmental Impact	Funded
450C	Jenkins Rd	Angle Rd	St Lucie Blvd	1.01	New 4 lanes	Low	YES

Some of the Developer funded road projects (Paar Dr West and Becker Rd Extension) may have environmental impacts at their east ends. However, mitigation of these impacts will need to be addressed prior to construction thorough the agency coordination and mitigation approaches discussed in Chapter 3.

In addition to the process outlined in the Florida Statutes and implemented by the TPO and its partner agencies, the ETDM process is used for seeking input on individual qualifying long range transportation projects, which allows for documentation of specific community impacts. Following the initial coordination of the LRTP projects during the Needs Plan evaluation, an assessment of the Cost Feasible transportation projects was conducted to identify candidates for screening through ETDM. Compared to the list of projects shown in Section 3.5.1, the construction of Jenkins Road from Angle Road to St. Lucie Blvd is the only federally or state funded project which has not been previously screened. In order to prepare for the screening of this project and coordination of the Cost Feasible Plan in general, the environmental analysis conducted for the LRTP was submitted to the Florida Fish and Wildlife Conservation Commission, the South Florida Water Management District, and the Florida Department of Environmental Protection.

Map 6-6: Cost Feasible Plan Roadway Projects with Potential Environmental Impacts



St. Lucie TPO  
2040 Long Range  
Transportation Plan (LRTP)  
Environmental Map with  
Cost Feasible Projects

**Legend**

- Roadway Project, Add 2 Lanes
- Roadway Project, New Road

**Environmental Hot Spots**

**FREQUENCY**

- 1
- 2
- 3
- 4
- 5

Sources:  
2035 St. Lucie-Martin RL RTP  
The National Map  
Hydrologic Database  
Date 12/29/2015



## 7.1 Performance Measures

Table 7-1 presents the initial performance measures for the Go2040 LRTP. These performance measures are based on current available data. Performance measures where n/a is indicated are either still being evaluated based on current data sources or will require additional data collection efforts by the TPO.

**Table 7-1: LRTP Performance Measures**

Goals		Objectives	Plan Performance Measures	E+C with 2040 SE Data	Adoped Needs Plan	Cost Feasible Plan
1	Economic Prosperity & Growth	Enable people and goods to move around safely and efficiently.	Lane miles of additional capacity along congested (V/C>0.85) corridors	Base	53	15
			% truck miles severely congested	16.07	1.575	2.87
		Increase transportation options and improve access to destinations that support prosperity and growth.	% population within ¼ mile of activity centers	21%	16%	16%
			Transit routes providing access to activity centers	7	17	7
2	Choices	Improve the bike/pedestrian and public transportation networks.	% of roadways with sidewalks and bike lanes	46%	59%	43%
			% of transit stops with sidewalk access	86%	85%	86%
		Provide for transportation needs of transportation disadvantaged that may include use of automated vehicles.	Miles of fixed-route transit service	74	104	74
			% of low-income, older adults, and persons with disabilities within ¼ mile of transit route	25%	33%	19%
3	Existing Assets & Services	Maintain condition of existing transportation assets.	Pavement condition, 70 or less	n/a	n/a	n/a
			Bridge condition, 50 or less	n/a	n/a	n/a
			Percent transit fleet beyond useful life	n/a	n/a	n/a
		Improve safety and efficiency of existing transportation services.	VMT of roads operating at adopted LOS	440,060	474,940	456,076
			Passenger trips per vehicle mile of service	n/a	n/a	n/a
4	Cooperation	Facilitate unified transportation decision making through intergovernmental cooperation.	Attendance at TPO meetings	n/a	n/a	n/a
			Collaboration opportunities with local and resource agencies	n/a	n/a	n/a
		Ensure community participation is representative.	Collaboration opportunities with community and public groups	13	12	8
			Opportunities for engagement in traditionally-underserved areas	6	6	4
5	Health & Environment	Support healthy living strategies, programs, and improvements.	Community Walkscores	n/a	n/a	n/a
			Number of bicycle riders	n/a	n/a	n/a
		Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation.	Number of additional roadway lane miles potentially impacting environmentally-sensitive areas	n/a	32.96	0.01
			Increased transit frequency and span of service	60 min	Routes 1 to 3 30 minute headways add Saturday service; add 10 new routes	Routes 1 to 3 30 minute headways add Saturday service
6	Safety & 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	n/a	n/a	n/a
			Number of fatalities/serious injuries,	n/a	n/a	n/a
			Number of vulnerable user crashes and rate	total crashes 955; 67.7 per 100,000 population	n/a	n/a
		Improve transportation system's stability/resiliency in event of climate change, emergencies, or disasters.	Percent of system resilient in vulnerable areas	n/a	n/a	n/a

## Chapter 7: Implementing and Measuring the Plan

### 7.2 LRTP Amendment Process

The TPO may find it necessary to revise the adopted Go2040 LRTP. The Code of Federal Regulations defines two types of revisions. They include administrative modifications and amendments. Guidelines are provided in the FDOT Metropolitan Planning Organization Program Management Handbook.

An **administrative modification** is a minor revision to the LRTP. It includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. Changes to project/phase initiation years can be within the existing 5 year time band or an adjacent time band. An administrative modification does not require public review and comment or re-demonstrating fiscal constraint.

An **amendment** is a major revision to the LRTP. It includes adding or deleting projects from the plan, major changes to project costs (changes by more than 50 percent of the current project costs), initiation dates, or design concepts and scopes for existing projects. An amendment requires public review and comment in accordance with TPO's adopted Public Involvement Process and re-demonstrating fiscal constraint. Demonstrating fiscal constraint requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars and be based on reasonable financial principles and information. The most current available revenues forecasting document prepared by Florida DOT should be consulted.

The LRTP can be revised at any time. Florida Statute requires that the TPO Board adopt any amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present.

Florida DOT is in the process of updating the SIS Cost Feasible Plan. Once that Plan is updated, it will be necessary to amend the Go2040 LRTP Cost Feasible Plan. The handling of any changes to the Go2040 LRTP Cost Feasible Plan will be coordinated with Florida DOT District 4.

### 7.3 Emerging Issues

During the development of the Go2040 LRTP several existing and emerging issues were discussed that are worthy of mention and are summarized below.

- > The transition to Performance-Based Planning and Programming initiated in MAP-21 continues. The TPO continues to evaluate data needs associated with this transition.
- > Federal rule making has been delayed multiple times, but eventually MPOs will need to implement performance based targets to measure the success and benefits of completed projects. This emphasis is continued in the new FAST Act.
- > Guiding future updates to the Go2040 LRTP will be the recently-signed FAST Act. A review of the initial summaries of this Act indicate the following:
  - o continued emphasis and focus on highway safety
  - o Strengthening the relationship between planning and NEPA
  - o Federal grant opportunities for highway freight movement
  - o Restoration of bus and bus facilities cuts from MAP-21, and the inclusion of discretionary grant programs.

## Chapter 7: Implementing and Measuring the Plan

- > Several TPOs/MPOs in Florida and nationwide develop LRTPs that include the commitment of local government revenue sources to leverage federal and state funding. This was discussed during the development of the Go2040 LRTP but was not implemented in the Go2040 LRTP.
- > The need for additional funding was discussed extensively particularly as it pertains to walk/bike projects, expanded transit service, and countywide pavement resurfacing. Funding for road maintenance projects was also discussed. Public surveys asked questions about the willingness of the public to invest in transportation infrastructure and multiple survey responses ranged from 60 percent to over 80 percent of respondents indicating such willingness.
- > The Federal TMA and TAP funding sources have been split based on board actions by the Martin MPO and the St. Lucie TPO. The percentage distribution is 65 percent for the St. Lucie TPO and 35 percent for the Martin MPO. Additionally, the development of a future methodology to establish the distribution of these funding sources is to be accomplished with a coordination process.
- > The need exists to continue to identify transportation connectivity gaps in access to essential services such as housing, employment, health care, schools/education and recreation.

The above existing and emerging issues should be evaluated for subsequent actions and implementation as appropriate.

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## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie TPO Board
<b>Meeting Date:</b>	February 3, 2016
<b>Item Number:</b>	9b
<b>Item Title:</b>	Memorandum of Understanding (MOU) for the Development of a Regional Long Range Transportation Plan (RLRTP)
<b>Item Origination:</b>	Unified Planning Work Program (UPWP) and the Treasure Coast Transportation Council
<b>UPWP Reference:</b>	Task 3.1 – Long Range Transportation Planning and MAP-21 Implementation
<b>Requested Action:</b>	Approve the MOU, approve with conditions, or do not approve.
<b>Staff Recommendation:</b>	Based on the Scope of Services and cost still being consistent with Task 3.1 of the UPWP, it is recommended that the MOU be approved.

### **Attachments**

- Staff Report
- Draft MOU



## MEMORANDUM

**TO:** St. Lucie TPO Board

**FROM:** Peter Buchwald  
Executive Director

**DATE:** January 26, 2016

**SUBJECT: Memorandum of Understanding (MOU) for the Development of a Regional Long Range Transportation Plan (RLRTP)**

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### BACKGROUND

The FY 2014/15 – FY 2015/16 Unified Planning Work Program (UPWP) for the St. Lucie TPO contains Task 3.1, *Long Range Transportation Planning and MAP-21 Implementation*, which includes the development of a 2040 RLRTP with the two other Treasure Coast Metropolitan Planning Organizations (MPOs), the Martin and Indian River MPOs, that comprise the Treasure Coast Transportation Council (TCTC).

At the meeting on August 5, 2015, the TPO Board reviewed the proposed Scope of Services for the TCTC 2040 RLRTP and provided authorization for its completion by a TPO General Planning Consultant (GPC) at a cost to the TPO of not to exceed \$20,000. At the time, it was anticipated that a consultant available under existing GPC agreements with all three Treasure Coast MPOs would complete the scope of services, and each of the three MPOs would contract with this consultant for one-third of the project under their individual GPC agreements.

Subsequently, the Martin MPO objected to this proposed arrangement preferring instead the execution of a Memorandum of Understanding (MOU) among the three MPOs with one of the MPOs contracting with the consultant and serving as the Lead Agency. Such an MOU has been prepared, and the Scope of Services that previously was approved by the TPO Board last August remains unchanged and is attached as Exhibit A to the MOU. The MOU is being brought before the TPO Board for review and consideration of approval.

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**ANALYSIS**

The MOU designates the Martin MPO as the Lead Agency which would contract with one of its GPCs, subject to approval by the other two MPOs, for the completion of the Scope of Services. The cost for the development of the 2040 RL RTP is not to exceed \$60,000, of which the TPO still would be responsible for no more than \$20,000. The TPO's share of the cost would be paid by the TPO in two \$10,000 payments upon the completion of specific deliverables to the satisfaction of the TPO. The Scope of Services and cost of the 2040 RL RTP still are consistent with Task 3.1 of the UPWP.

The draft MOU was reviewed by the Treasure Coast Technical Advisory Committee (TCTAC) at its meeting on November 5, 2015, and the comments provided by the TCTAC were incorporated into the draft version. The TPO Attorney reviewed the proposed MOU for legal form and correctness, and the MOU subsequently was approved by the Martin and Indian River MPOs.

**RECOMMENDATION**

Based on the Scope of Services and cost still being consistent with Task 3.1 of the UPWP, it is recommended that the MOU be approved.

**MEMORANDUM OF UNDERSTANDING BETWEEN  
THE MARTIN METROPOLITAN PLANNING ORGANIZATION, THE  
INDIAN RIVER METROPOLITAN PLANNING ORGANIZATION AND THE  
ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION**

This Memorandum of Understanding is entered into on the \_\_\_\_\_ day of \_\_\_\_\_, 2015, by and between the Martin Metropolitan Planning Organization (hereinafter referred to as “MMPO”), the Indian River Metropolitan Planning Organization (hereinafter referred to as “IRMPO”) and the St. Lucie Transportation Organization (herein referred to as “TPO”), all constituting a public agency as defined in Part I of Chapter 163, Florida Statutes.

**W I T N E S S E T H :**

Whereas the Sebastian/Vero Beach Urbanized Area (represented by the Indian River MPO) and the Port St. Lucie Urbanized Area (represented by the St. Lucie TPO and Martin MPO) have, as a result of the 2010 Census, been determined to be contiguous to one another; and

Whereas, the three parties have agreed to cooperate in the development of a Regional Long Range Transportation Plan (RLRTP) for Martin, St. Lucie and Indian River counties; and

Whereas, the Martin Metropolitan Planning Organization (MMPO) has agreed to act as the Lead Agency, to contract with one of its General Planning Consultants (GPC) and to manage the overall project budget and milestones; and

Whereas, the MMPO has agreed to pay up to and no more than \$20,000 towards the cost of developing the Plan; and

Whereas, the IRMPO has agreed to pay up to and no more than \$20,000 towards the cost of developing the Plan; and

Whereas, the TPO has agreed to pay up to and no more than \$20,000 towards the cost of developing the Plan; and

Whereas, the Florida Department of Transportation (FDOT) has agreed to provide technical staff support, to conduct the transportation modeling and to complete the freight component of this RLRTP project.

NOW, THEREFORE, the three parties, in reliance upon the above facts and in consideration of the mutual promises and covenants contained herein, do hereby agree as follows:

1. The MMPO will contract with one of its GPCs, subject to approval by IRMPO and TPO, for development of a Regional Long Range Transportation Plan (RLRTP) to benefit all three parties in accordance with Exhibit A “Scope of Services” which is attached hereto and incorporated herein. Since the source of funds will consist of federal highway planning (PL) funds from each of the three parties, all contractual provisions required by USDOT will be incorporated into the RLRTP contract by the MMPO. Once a final contract and project schedule is developed, such contract and project schedule will be provided to IRMPO and TPO for review and comment. Any comments shall be submitted to the MMPO within ten (10) business days after receipt of such contract and project schedule by IRMPO and TPO.

2. The IRMPO acknowledges and agrees that it will be liable and shall pay to the MMPO its share of the cost for the RLRTP in the amount of Twenty Thousand Dollars (\$20,000). IRMPO agrees to pay MMPO Ten Thousand Dollars (\$10,000) (half) upon completion by the GPC of Tasks 1.0 thru 5.0, as more particularly described in Exhibit A and to pay Ten Thousand Dollars (\$10,000) upon completion of Tasks 6.0 thru 11.0, as more particularly described in Exhibit A.

3. The TPO acknowledges and agrees that it will be liable and shall pay to the MMPO its share of the cost for the RLRTP in the amount of Twenty Thousand Dollars (\$20,000). TPO agrees to pay MMPO Ten Thousand Dollars (\$10,000) (half) upon completion by the GPC of Tasks 1.0 thru 5.0, as more particularly described in Exhibit A and to pay Ten Thousand Dollars (\$10,000) upon completion of Tasks 6.0 thru 11.0, as more particularly described in Exhibit A. A task shall be considered complete when the materials/deliverables associated with a task, as more particularly described in Exhibit A, are accepted by the MMPO in accordance with Section 4 of this Memorandum of Understanding.

4. The MMPO shall review all materials or deliverables submitted for the RLRTP and either preliminarily accept or disapprove same. If approved, MMPO shall send such materials/deliverables for IRMPO and TPO review. IRMPO and TPO shall have 10 business days after the receipt of such materials/deliverables to object or provide comments to MMPO’s approval. If IRMPO and TPO do not object or provide comments prior to the expiration of this time period, MMPO shall accept such materials or deliverables. If IRMPO or TPO object and/or provide comments prior to the expiration of this time period, MMPO’s approval shall be considered withdrawn, and the materials/deliverables subsequently shall not be approved by the MMPO until the objection and/or comments are addressed to the satisfaction of the IRMPO and TPO.

5. Disputes under this Agreement may be resolved by the parties’ authorized representatives. If such Authorized Representatives are unable to reach

a resolution and the parties agree that the issue is of sufficient merit, the parties may select a mediator mutually acceptable to all parties to conduct a mediation of the issues involved and make a recommendation to the parties. The parties agree to be responsible for their respective costs and fees incurred during the mediation and that the mediator's fees and costs shall be paid in equal amounts by each party.

6. A Regional Plan Management Team (RPMT), composed of the MMPO, IRMPO and TPO and Florida Department of Transportation (FDOT) Staff will meet and oversee the development of the RL RTP in accordance with a mutually agreed upon schedule.

7. This agreement may be amended only by written agreement of the three parties. A party requesting amendment of the Agreement must propose such amendment in writing to the other party at least thirty-days (30) prior to the proposed effective date of the amendment.

8. This Agreement incorporates and includes all prior and current negotiations, correspondence, conversations, agreements, and understandings applicable to the matters contained herein and the parties agree that there are no commitments, agreements, or understandings concerning the subject matter of this Agreement that are not contained in this document. Accordingly, it is agreed that no deviation from the terms hereof shall be predicated upon any prior and current representatives or agreements, whether oral or written.

9. If any term or provision of this Agreement or the application thereof to any person or circumstance shall, to any extent be held invalid or unenforceable for the remainder of this agreement, then the Application of such term or provision to persons or circumstances other than those as to which it is held invalid or unenforceable shall not be affected, and every other term and provision of this agreement shall be deemed valid and enforceable to the extent permitted by law.

10. Any notice, request, demand, consent, approval or other communication required or permitted by this Agreement shall be given or made in writing and shall be served (as elected by the party giving such notice) by one of the following methods: (i) e- (ii) hand delivery to the other party; (iii) delivery by commercial overnight courier service; or (iv) mailed by registered or certified mail (postage prepaid), return receipt requested. For purposes of notice the addresses are:

**MMPO**

Martin MPO  
Beth Beltran, MPO Administrator  
2401 SE Monterey Road  
Stuart, FL 34996

**IRMPO:**

Indian River TPO  
Phil Matson, MPO Staff Director  
Administration Building A  
1801 27th Street  
Vero Beach, FL. 32960

**TPO:**

St. Lucie TPO  
Peter Buchwald, Executive Director  
466 SW Port St. Lucie Blvd., Suite 111  
Port St. Lucie, FL 34953

Notice given in accordance with the provision of this paragraph shall be deemed to be delivered and effective of the date of the e-mail or the date of hand delivery.

11. The Project Manager for the MMPO is Beth Beltran, MPO Administrator, 2401 SE Monterey Road, Stuart, FL 34996, telephone number (772) 221-1498. The Project Manager for the IRMPO is Phil Matson, MPO Staff Director, Administration Building A, 1801 27th Street, Vero Beach, FL 32960, (772) 226-1455. The Project Manager for the TPO is Peter Buchwald, Executive Director, 466 SW Port St. Lucie Blvd., Port St. Lucie, FL 34953; telephone number (772) 462-1593.

12. In the event one of the parties materially breaches this Agreement and does not comply with the covenants contained herein, there shall arise in the other parties the right of unilateral termination of this Agreement. Following 30 days notice to the breaching party and a failure of the breaching party to remedy such breach within said 30 days following notice, or within such additional time as the parties may agree, the other terminating party(ies) may take action at a scheduled public meeting to terminate this Agreement. The breaching party shall be liable to the other party(ies) for all costs or damages incurred by the other party(ies) as a result of the breach of this Agreement by the breaching party.

13. Unless otherwise terminated as provided herein, this Agreement shall terminate upon final acceptance of the Plan by the parties.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Understanding on the date indicated above with an effective date of \_\_\_\_\_, 2015.

ATTEST: Martin Metropolitan Planning Organization

By: \_\_\_\_\_ By: \_\_\_\_\_  
Name: Beth Beltran  
Title: MPO Administrator

ATTEST: Indian River Metropolitan Planning Organization

By: \_\_\_\_\_ By: \_\_\_\_\_  
Name: Phil Matson  
Title: MPO Staff Director

ATTEST: St. Lucie Transportation Planning Organization

By: \_\_\_\_\_ By: \_\_\_\_\_  
Name: Peter Buchwald  
Title: Executive Director

# **EXHIBIT A SCOPE OF SERVICES**

## **Treasure Coast Transportation Council 2040 Regional Long Range Transportation Plan For Martin, Indian River and St Lucie Counties**

The 2040 Regional Long Range Transportation Plan (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. The intent is for the four plans together to provide for a complete transportation system, well integrated with land use, able to meet community/county level and regional level transportation needs.

### **Task 1.0 Project Management and Schedule Coordination**

This task will focus on project management and schedule coordination. Consultants available under existing contracts with the M/TPOs and/or the Florida Department of Transportation will be utilized to complete tasks in the scope of services as a team (Consultant Team). A Regional Plan Management Team (RPMT), composed of representatives from the three M/TPOs and FDOT, will oversee development of the 2040 RLRTP following an agreed upon schedule. The Treasure Coast Technical Advisory Committee (TCTAC) will serve in a technical advisory role to the TCTC, the final decision-making body for the plan. The TCTAC also will serve in a coordination role between the 2040 RLRTP and the 2040 LRTPs being developed by the three M/TPOs.

Deliverable: Project schedule.

### **Task 2.0 Project Initiation and Data Compilation/Review**

This task will include conducting kickoff activities to inform the M/TPO advisory committees and boards about the 2040 RLRTP and initiating interactions between the Consultant Team and the TCTAC and the TCTC supporting development of the plan.

The task will involve having the Consultant Team compile and review documents and data relevant to development of the 2040 LRTPs, including land use, population and employment data, as well as regional model data. The Consultant Team will summarize findings from the review, and bring any actual or potential conflicts or inconsistencies between or among the documents and data reviewed to the RPMT and, subsequently, the TCTAC, if necessary. This effort will draw upon document/data compilations and reviews done for the three 2040 LRTPs. The task will include preparation of a summary of regional trends and conditions to set the context for Task 3.0.

Deliverable: Written summary of Regional Trends and Conditions.

### **Task 3.0 Regional Goals, Objectives, and Performance Measures**



This task will involve reviewing the goals, objectives, and performance measures from the three 2040 LRTPs including consideration of the emphasis placed on performance-based planning and programming in the Moving Ahead for Transportation in the 21<sup>st</sup> Century (MAP-21) Act.

Deliverable: Written Summary of Regional Goals, Objectives and Performance Measures.

#### **Task 4.0 Regional Multimodal Transportation System**

This task will involve producing a 2040 regional multimodal transportation system that will be depicted on a map, based on the 2040 LRTPs, including the designated Strategic Intermodal System (SIS). The task will present an opportunity to expand that focus to be more inclusive of intermodal and multimodal regional corridors and hubs.

Deliverable: DRAFT Regional Map depicting 2040 Regional Transportation Corridors and the designated SIS, in 11x17 printed color format plus digital GIS layer files.

#### **Task 5.0 Regional Public Involvement**

The purpose of this task will be to produce and distribute a fact sheet or brochure explaining the 2040 RL RTP's purpose and how it will be developed and be complementary to the 2040 LRTPs.

Deliverable: Printed 2-page color fact sheet/brochure plus digital file for distribution and reproduction purposes.

#### **Task 6.0 Regional Needs Assessment**

This task will involve completion of a multimodal needs assessment from a regional perspective based on the multimodal needs assessments done for the three 2040 LRTPs, including the modeling criteria and other methods used by each M/TPO to identify needs. It will include utilization of the 2040 socioeconomic data developed for the 2040 LRTPs, the Existing + Committed (E+C) Network generated for the 2040 LRTPs using TCRPM 4.0, and modeling criteria appropriate for identifying needs on the regional multimodal transportation system. Needed projects will be identified based on analysis of the regional multimodal transportation system, and will include appropriate regional projects identified in current plans including the LRTPs, modal plans and SIS plans. The Regional Needs Assessment will cover needs for highways, regional transit and access to regional transit (Task 7.0), and regional freight movement (Task 8.0). It will identify regional level needs involving greenways, waterways, and park and ride lots for commuters. It will consider the effects of implementing Transportation Demand Management and Transportation Systems Management and Operations/Intelligent Transportation Systems programs and projects (Task 9.0). Planning level cost estimates, including operations and maintenance costs, for projects on the regional 2040 needs map produced under this task will be assembled. The mapped projects will be prioritized using a regional project prioritization process to be developed for the 2040 RL RTP in Task 10.0.

Note: The modeling activities associated with this task will be completed by FDOT and its consultant in coordination with the Consultant Team. Within 6 weeks of receiving notice to proceed on Task 6.0, FDOT will complete up to 4 different model scenario runs using the TCRPM 4.0 model, with results documented in a technical memorandum for inclusion in the Regional Long Range Transportation Plan.

## **Task 7.0 Regional Transit and Non-Motorized Transportation Component**

This task will involve developing a regional transit vision from the transit development plans (TDPs) for Martin, St. Lucie, and Indian River counties as a group. It will continue with a review of components addressing transit, particularly beyond the 10-year planning horizon for TDPs, and non-motorized modes in the 2040 LRTPs for the three M/TPOs. It will include providing opportunities for engagement by and input from the Treasure Coast Transit Meeting. Any connectivity gaps across county lines from the 2040 LRTPs will be identified, and additional analysis will be conducted to inform development and implementation of the regional transit vision (e.g., on trip origins and destinations from a regional perspective).

## **Task 8.0 Regional Freight Component**

The purpose of this task is to develop a component that will address freight movement from a regional perspective and in relation to land use. The task will start with consideration of prior and current plans and studies pertinent to freight movement within and through the tri-county region and a review of components in the three 2040 LRTPs addressing freight movement. It will involve compiling information and conducting analysis (e.g., on logistics infrastructure, freight-related land uses, and economic impact), identifying needs and priorities, and developing strategies and recommendations. It will include coordinating with other freight-related initiatives within or affecting the region and providing opportunities for engagement by and input from freight and other interested stakeholders as the component is developed. The Regional Freight Plan will be a multimodal plan and consider projects needed not only for trucks moving freight on the roadway network, but also projects that facilitate more efficient movement of freight on railroads and through the seaports and airports.

Note: This task will be completed by FDOT and its consultant in coordination with the Consultant Team.

## **Task 9.0 Regional Project Prioritization**

This task will involve reviewing the project prioritization processes in the 2040 LRTPs. It will consider performance measures or expectations from other tasks and utilize best available data and tools. The updated process will be applied to all needs on the designated regional multimodal transportation system through 2040 to create a list of regional project priorities. This list will position the region to advocate more effectively for additional resources. This task will include presentations of the list of regional project priorities to the individual MPOs.

Deliverable: GIS Regional Needs Assessment Map depicting 2040 Regional Transportation Corridors, including transit and non-motorized facilities, as well as the SIS, in 11x17 printed color format plus digital GIS layer files. A Ranked List of Projects that are shown on the Regional Needs Assessment Map and Presentations of the Map and List to the three MPOs.

## **Task 10.0 Regional Revenue Resources**

This task will focus on identifying and documenting existing and potential revenue sources for constructing and operating and maintaining projects on the designated regional multimodal transportation system. It will include a review of the 2040 estimates of state and federal revenues provided to the three M/TPOs for development of their 2040 LRTPs, financial/revenue analyses done for the three 2040 LRTPs, and revenue estimates for projects on the Strategic Intermodal System (SIS) in the tri-county region.

## **Task 11.0 Meetings and Documentation**

This task will summarize the products and technical documentation to be completed. Those products and the technical documentation will serve as the basis for producing the 2040 RL RTP, an executive summary, and a 2040 RL RTP brochure under this task. The draft 2040 RL RTP will be presented to the TCTAC and the TCTC for review and comment. The final version of the plan will be presented to the TCTAC for endorsement and to the TCTC for adoption.

Deliverable: RL RTP written Plan, with Executive Summary; Presentations to TCTAC and TCTC.

## **Proposed Schedule**

The project will be completed within six months of the Consultant Team receiving notice to proceed.

DRAFT

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie TPO Board
<b>Meeting Date:</b>	February 3, 2016
<b>Item Number:</b>	9c
<b>Item Title:</b>	By-Laws, Rules, and Procedures Update
<b>Item Origination:</b>	Administrative business
<b>UPWP Reference:</b>	Task 1.1: Program Management
<b>Requested Action:</b>	Adopt the proposed revisions to update the TPO's By-Laws, Rules, and Procedures, adopt with conditions, or do not adopt
<b>Staff Recommendation:</b>	Based on the recommendations of the TPO Advisory Committees, it is recommended that the proposed revisions to the TPO's By-Laws, Rules, and Procedures be adopted.

### Attachments

- Staff Report
- By-Laws, Rules, and Procedures with Proposed Revisions

## **MEMORANDUM**

**TO:** St. Lucie TPO Board

**FROM:** Peter Buchwald  
Executive Director

**DATE:** January 25, 2016

**SUBJECT: By-Laws, Rules, and Procedures Update**

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### **BACKGROUND**

The current By-Laws, Rules, and Procedures of the St. Lucie Transportation Planning Organization (St. Lucie TPO) were last revised in October 2010. Significant changes associated with the St. Lucie TPO, such as its move to its current location and the withdrawal of the Martin Metropolitan Planning Organization (Martin MPO) from the *Interlocal Agreement for Creating the St. Lucie Metropolitan Planning Organization* (Creation Agreement), compel updates to the current By-Laws, Rules, and Procedures.

### **ANALYSIS**

The proposed revisions to update the By-Laws, Rules, and Procedures are indicated by strikethroughs and underlines in the attachment. The proposed revisions generally include the following:

- Section 1.1: removing the Martin MPO as a party to the Creation Agreement pursuant to its withdrawal.
- Section 2.1.2: clarifying and streamlining notification with regard to Board member alternates.
- Section 2.1.3: clarifying when officers are elected.
- Section 2.2: updating the membership names and categories of the TPO Advisory Committees; establishing a rotation of the officers, quorum requirements, and voting procedures for the joint meetings of

the TPO Advisory Committees; clarifying the attendance requirements of the Bicycle-Pedestrian Advisory Committee (BPAC); and formalizing the Executive Committee.

- Section 3.2: updating the information with respect to public access.
- Section 3.3: clarifying the public notice methods for regular meetings and workshops of the TPO Advisory Committees.
- Section 3.4: removing redundant language and adding language to include the TPO Advisory Committees with regard to the order of agenda items and agenda requests.
- Section 3.5: clarifying language pertaining to the public notice methods of emergency meetings and workshops.

On November 23, 2015, the TPO Executive Committee reviewed the proposed revisions to the TPO's By-Laws, Rules, and Procedures, and the TPO Attorney reviewed the proposed revisions for legal form and correctness. During the week of January 11, 2016, the TPO Advisory Committees reviewed the proposed revisions to the TPO's By-Laws, Rules, and Procedures, provided comments, and recommended them for adoption. The comments received from the TPO Advisory Committees were incorporated into the draft version.

## **RECOMMENDATION**

Based on the recommendations of the TPO Advisory Committees, it is recommended that the proposed revisions to the TPO's By-Laws, Rules, and Procedures be adopted.



**St. Lucie** Transportation  
Planning  
Organization

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, Florida 34953  
772-462-1593 [www.stlucietpo.org](http://www.stlucietpo.org)

***DRAFT***

**BY-LAWS, RULES, AND PROCEDURES**

Adopted

October 7, 2009

Revised

October 6, 2010

February 3, 2016

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## 1.0 OVERVIEW

### 1.1 ESTABLISHMENT

The St. Lucie Transportation Planning Organization (TPO) is created pursuant to 23 U.S.C. Section 134, 49 U.S.C. Sections 5303-5307, 23 C.F.R. Section 450.310, Florida Statutes Section 339.175, and the *Interlocal Agreement for Creation of the Metropolitan Planning Organization*, dated September 13, 2006 (Creation Agreement). The parties to the Creation Agreement are as follows:

City of Fort Pierce  
City of Port St. Lucie  
St. Lucie County  
St. Lucie County School Board  
Council on Aging of St. Lucie, Inc.  
~~Martin Metropolitan Planning Organization (Martin MPO)~~  
Florida Department of Transportation (FDOT)

### 1.2 PURPOSE

The TPO was created for the purpose as described in Article 2 of the Creation Agreement. The purpose of the By-Laws, Rules, and Procedures contained herein are to establish rules and procedures that effectuate the powers, responsibilities, and obligations enumerated in the Creation Agreement.

### 1.3 AUTHORITY

The TPO is provided with the general and specific authorities specified in Article 5 of the Creation Agreement. The By-Laws, Rules, and Procedures contained herein are established pursuant to Article 5 of the Creation Agreement.

The State and Federal Authorities are further enumerated as follows:

163.01 F.S.; 339.175 F.S.; 23 USC Sections 134 as amended by 49 USC Sections 1602(a) (2) and (e) (1), 1603(a), 1604(g) (1) and (1); 23 CFR, Part 450. Law Implemented Sections 163.01, F.S.; 120.54 F.S.; 339.175 F.S., 23 USC Section 134 as amended by 49 USC Sections 1602(a) (2) and (e) (1), 1603(a), 1604(g) (1) and (1); 23 CFR, Part 450. History - New.

## 2.0 STRUCTURE

### 2.1 BOARD

#### 2.1.1 Composition, Membership, Terms of Office

The composition, membership, and terms of office of the Governing Board (Board) of the TPO are specified by Article 4 of the Creation Agreement.

#### 2.1.2 Alternates

A TPO member agency may appoint, by action at an official meeting of the agency, an alternate for one (1) or more of its appointed members according to the following terms:

- (i) The alternate member must be an elected official or serve the same agency that the regular member serves as defined in Section 339.175(3), Florida Statutes.
- (ii) The alternate member's term shall be for no longer than the term of the member he or she represents as defined in Section 339.175(3), Florida Statutes.

The member agency shall notify the ~~TPO Chairperson and the TPO staff~~ ~~Executive Director~~ in writing or by email that the appointed individual may act as an alternate member in accordance with Section 339.175(3), Florida Statutes, if the regular member cannot attend a meeting. ~~A copy of the agency's minutes of the meeting when the alternate member was appointed shall accompany this written notification.~~

The TPO ~~Board Secretary~~ shall maintain the records of such appointment and provide copies of the notification upon request.

#### 2.1.3 Officers

The Board shall elect a Chairperson and a Vice Chairperson of the Board at its first meeting in December ~~following the general elections held in November~~. The Chairperson and Vice Chairperson shall serve for a period of one (1) year or until a successor is elected. The Chairperson and Vice Chairperson shall be voting members of the Board. The Chairperson shall call and preside at all meetings of the Board. The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson. In the absence of both the Chairperson and the Vice Chairperson from a meeting, a temporary Chairperson shall be elected by the Board for the meeting.

#### **2.1.4 Minutes**

The staff of the TPO shall maintain the minutes and other records of the Board. The minutes shall accurately reflect the proceedings of the Board.

#### **2.1.5 Voting**

As long as it does not constitute a conflict of interest, all members of the Board that are present, including the Chairperson, shall be required to vote on any question involving TPO action.

An affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.

#### **2.1.6 Quorum**

A majority of the voting members of the Board must be present for the TPO to conduct business.

### **2.2 COMMITTEES**

Committees are established that are advisory to the Board and include the following:

#### **2.2.1 Technical Advisory Committee (TAC)**

(a) Duties and Responsibilities

The responsibility of the TAC shall be to serve the TPO in an advisory capacity on technical matters including promoting communication among members, promoting coordination of transportation planning and programming, reviewing technical sufficiency, accuracy, and completeness of appropriate studies, making recommendations for the transportation plan and program implementation, and providing technical responses on other transportation planning issues.

(b) Membership

The TAC shall consist of the following voting members:

St. Lucie County ~~Growth Management Director~~Planning and Development Services Department

Fort Pierce ~~Community Development Director~~Planning Department

Port St. Lucie Planning ~~Director~~Department

St. Lucie County ~~Engineer~~Public Works Department

Fort Pierce ~~City-Engineer~~ing Department

Port St. Lucie ~~City Engineer~~Public Works Department

~~St. Lucie County~~Treasure Coast International Airport  
~~Director~~

~~Superintendent of~~ St. Lucie County Schools District

~~Council on Aging of St. Lucie, Inc. Transit~~  
~~Director~~Community Transit

St. Lucie County Fire District ~~Chief~~

~~FDOT District 4 Planning & Environmental Engineer~~

~~FDOT District 4 Modal Development Administrator~~

~~Florida Department of Environmental Protection Air Quality~~  
~~Engineer~~

St. Lucie ~~County TPO~~ Area Freight Representative

St. Lucie County Sheriff's Office

St. Lucie County Transit Managerment

In addition, the TAC shall include ~~atwo (2)~~ non-voting ~~members~~  
~~advisor~~ who ~~is a~~ are ex-officio representatives of ~~the Martin MPO~~  
~~TAC~~FDOT.

Each TAC member may designate an alternate to replace them in their absence.

(c) Officers

The TAC shall elect a Chairperson and a Vice Chairperson of the TAC at its first meeting of the calendar year. The Chairperson and Vice Chairperson shall serve for a period of one (1) year or until a successor is elected. The Chairperson and Vice Chairperson shall be voting members of the TAC. The Chairperson of the TAC shall call and preside at all meetings of the TAC. The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson. In the absence of both the Chairperson and the Vice Chairperson from

a meeting, a temporary Chairperson shall be elected by the TAC for the meeting. During joint meetings with the Citizens Advisory Committee and the Bicycle-Pedestrian Advisory Committee, the officers of the joint meeting shall rotate among the officers of the advisory committees.

(d) Minutes

The staff of the TPO shall maintain the minutes and other records of the TAC. The minutes shall accurately reflect the proceedings of the TAC.

(e) Quorum

A majority of the voting members of the TAC must be present for the TAC to conduct business.

During joint meetings with the Citizens Advisory Committee and the Bicycle-Pedestrian Advisory Committee, a majority of the voting members of all three committees must be present for business to be conducted at the joint meeting.

(f) Voting

An affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.

During joint meetings with the Citizens Advisory Committee and ~~for~~ the Bicycle-Pedestrian Advisory Committee, an affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.~~the vote of the TAC on any motion will be tallied and recorded separately.~~

### 2.2.2 Citizens Advisory Committee (CAC)

(a) Duties and Responsibilities

The function of the CAC is to advise the TPO by reviewing, reacting to, and providing comment, including original suggestions, on transportation planning issues and needs.

(b) Membership

The CAC shall consist of the following voting members appointed by the Board:

Two (2) City of Fort Pierce Residents

Two (2) City of Port St. Lucie Residents

Two (2) Unincorporated St. Lucie County Residents

Two (2) Minority Residents of St. Lucie County

Two (2) At-Large Residents of St. Lucie County

One (1) Disabled Resident of St. Lucie County

~~In addition, the CAC shall include one (1) non-voting member who is an ex-officio representative of the Martin MPO CAC.~~

Each CAC member may designate an alternate, who is of the same membership type as the member, to replace them in their absence.

(c) Officers

The CAC shall elect a Chairperson and Vice Chairperson of the CAC at its first meeting of the calendar year. The Chairperson and Vice Chairperson shall serve for a period of one (1) year or until a successor is elected. The Chairperson and Vice Chairperson shall be voting members of the CAC. The Chairperson of the CAC shall call and preside at all meetings of the CAC. The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson. In the absence of both the Chairperson and the Vice Chairperson from a meeting, a temporary Chairperson shall be elected by the CAC for the meeting. During joint meetings with the TAC and the Bicycle Pedestrian Advisory Committee, the officers of the joint meeting shall rotate among the officers of the advisory committees.

(d) Minutes

The staff of the TPO shall maintain the minutes and other records of the CAC. The minutes shall accurately reflect the proceedings of the CAC.

(e) Quorum

A majority of the CAC members must be present for the CAC to conduct business.

During joint meetings with the TAC and the Bicycle Pedestrian Advisory Committee, a majority of the voting members of all three

committees must be present for business to be conducted at the joint meeting.

(f) Attendance

A voting member shall be considered to have voluntarily resigned their membership after two (2) consecutive unexcused absences by the voting member and/or their designated alternate from regular CAC meetings.

(g) Voting

An affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.

During joint meetings with the TAC and ~~for~~ the Bicycle-Pedestrian Advisory Committee, an affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail. ~~the vote of the CAC on any motion will be tallied and recorded separately.~~

### 2.2.3 Bicycle-Pedestrian Advisory Committee (BPAC)

(a) Duties and Responsibilities

The function of the BPAC is to provide recommendations regarding the bicycle and pedestrian planning and programming activities for the St. Lucie TPO and to work with local and State government agencies to coordinate bicycle and pedestrian planning and programming activities.

(b) Membership

The BPAC shall consist of the following voting members ~~appointed by the Board~~:

St. Lucie County Parks and Recreation ~~Director~~ Department

City of Port St. Lucie Parks and Recreation ~~Director~~ Department

City of Fort Pierce Public Works ~~Director~~ Department

St. Lucie County Environmental Resources ~~Director~~ Department

In addition, the BPAC shall consist of the following voting members appointed by the Board:

One (1) Resident of St. Lucie County Experiencing or Representing a Disability~~St. Lucie County School District PTA Representative~~

~~FDOT District 4 Bicycle/Pedestrian Coordinator~~

Two (2) Resident Bicycling Representatives

Two (2) Resident Running/Hiking Representatives

In addition, the BPAC shall include a non-voting advisor who is a representative of the FDOT.

Each BPAC voting member may designate an alternate, who is of the same membership type as the voting member, to replace them in their absence.

(c) Officers

The BPAC shall elect a Chairperson and Vice Chairperson of the BPAC at its first meeting of the calendar year. The Chairperson and Vice Chairperson shall serve for a period of one (1) year or until a successor is elected. The Chairperson and Vice Chairperson shall be voting members of the BPAC. The Chairperson of the BPAC shall call and preside at all meetings of the BPAC. The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson. In the absence of both the Chairperson and the Vice Chairperson from a meeting, a temporary Chairperson shall be elected for the meeting. During joint meetings with the TAC and CAC, the officers of the joint meeting shall rotate among the officers of the advisory committees.

(d) Minutes

The staff of the TPO shall maintain the minutes and other records of the BPAC. The minutes shall accurately reflect the proceedings of the BPAC.

(e) Quorum

A majority of the BPAC voting members must be present for the BPAC to conduct business.



During joint meetings with the TAC and CAC, a majority of the voting members of all three committees must be present for business to be conducted at the joint meeting.

(f) Attendance

A voting member appointed by the Board shall be considered to have voluntarily resigned their membership after two (2) consecutive unexcused absences by the voting member and/or their designated alternate from regular BPAC meetings. An absence by a voting member appointed by the Board shall be considered as excused or unexcused by an affirmative vote, as defined in Section 2.2.3(g), of the BPAC at the meeting at which the member is absent.

(g) Voting

An affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.

During joint meetings with the TAC and ~~or~~ CAC, an affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.~~the vote of the BPAC on any motion will be tallied and recorded separately.~~

#### **2.2.4 Executive Committee**

(a) Duties and Responsibilities

The function of the Executive Committee is to provide recommendations to the Board regarding the operations, tasks, and activities of the St. Lucie TPO.

(b) Membership

The Executive Committee shall consist of the following five (5) voting members:

Current Chairperson of the Board

Current Vice Chairperson of the Board

Past Chairperson of the Board

One representative each appointed by the Board from the City of Fort Pierce, City of Port St. Lucie, St. Lucie County,

St. Lucie County School Board, or Council on Aging of St. Lucie, Inc. that is not represented by the Current Chairperson, Current Vice Chairperson, or the Past Chairperson.

(c) Officers

The current Chairperson of the Board shall serve as Chairperson of the Executive Committee. The current Vice Chairperson of the Board shall serve as the Vice Chairperson of the Executive Committee. The Chairperson of the Executive Committee shall call and preside at all meetings of the Executive Committee. The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson. In the absence of both the Chairperson and the Vice Chairperson from a meeting, a temporary Chairperson shall be elected for the meeting.

(d) Minutes

The staff of the TPO shall maintain the minutes and other records of the Executive Committee. The minutes shall accurately reflect the proceedings of the Executive Committee.

(e) Quorum

A majority of the Executive Committee members must be present for the Executive Committee to conduct business.

(g) Voting

An affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.

### 3.0 OPERATING PROCEDURES

#### 3.1 ADMINISTRATIVE OPERATIONS

The administrative operations of the TPO shall be in accordance with the *Interlocal Agreement between the St. Lucie Transportation Planning Organization and St. Lucie County for Administrative Support Services*, ~~dated October 7, 2009~~; applicable State and federal regulations; and as directed by the Board or delegated by the Board to the Executive Director of the TPO.

#### 3.2 PUBLIC ACCESS

All public records of the TPO are available for inspection and examination in accordance with applicable State and federal regulations. Public records inquiries may be submitted during regular business hours to the offices of the St. Lucie TPO, ~~2300 Virginia Avenue, Fort Pierce, Florida, 34982 located at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953.~~

All meetings, workshops and proceedings shall be open to the public. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact the TPO 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. ~~Anyone with a disability requiring accommodation to attend a meeting, workshop, and/or proceeding should contact the St. Lucie County Community Services Director at (772) 462-1177 or TDD (772) 462-1428 at least forty-eight (48) hours prior to the meeting.~~

#### 3.3 NOTICE OF MEETINGS AND WORKSHOPS

Except in the case of emergency meetings or workshops, the TPO shall provide generally at least seven (7) days public notice of Board and Committee meetings and workshops by posting an agenda of the meeting or workshop at the TPO office and on the TPO website and forwarding the agenda of the meeting or workshop to the local jurisdictions for posting. In addition, the TPO shall provide generally at least seven (7) days public notice in a newspaper of general circulation in the St. Lucie County area of any Board meeting or Board workshop at which policy-making decisions will be made. The notice of such meeting or workshop shall provide the following information:

- (i) The date, time, and location of the meeting or workshop.
- (ii) A brief description of the agenda or of the nature of the meeting or workshop.

- (iii) Contact information where interested persons may obtain a copy of the agenda.

### 3.4 AGENDA

~~At least seven (7) days prior to a Board meeting or workshop at which policy-making decisions will be made, an agenda shall be available for distribution on request by any interested person.~~ The Board and Committee agendas shall list the items in the general order they are to be considered provided, however, that for cause stated in the record by the Chairperson, items may be considered at the Board or Committee meeting out of their listed order. The agenda shall be specific as to items to be considered. All matters involving the exercise of Board discretion and policy making shall be listed on the agenda.

Any person desiring to have an item placed on the agenda of a regular ~~Board~~ meeting shall request of the Board or Committee in person or in writing that the item be considered for placement on the agenda. Requests in person shall be made at a regular ~~Board~~ meeting, and the Board or Committee will consider whether to place the item on the agenda for a subsequent regular meeting. Requests in writing must be received by the TPO at least fourteen (14) days in advance of a scheduled regular ~~Board~~ meeting and must describe and summarize the item. The written requests shall be emailed or delivered to the TPO at the address specified in Section 3.2. The Board or Committee then will consider at the scheduled regular meeting whether to place the item requested in writing on the agenda for a subsequent regular meeting.

Upon approval by the Chairperson, ~~or the Board,~~ or Committee, additional items not included on the meeting agenda may be considered at a meeting ~~of~~ by the Board for the purpose of acting upon matters affecting the public health, safety, or welfare or which are in the best interests of the public.

### 3.5 EMERGENCY MEETINGS AND WORKSHOPS

The TPO may conduct an emergency meeting or workshop for the purpose of acting upon matters affecting the public health, safety, or welfare or which are in the best interests of the public. Whenever an emergency ~~Board~~ meeting or workshop is scheduled to be held, the TPO shall provide public notice of such meeting or workshop as soon as possible using the methods for publication in a newspaper of general circulation in the St. Lucie County area. ~~Such notice shall contain the information~~ specified in Section 3.3.

### 3.6 MEETING RULES AND PROCEDURES

All meetings of the Board and the Committees shall be governed by the rules and procedures contained in Robert's Rules of Order which are applicable and

which are not inconsistent with these By-Laws, Rules, and Procedures or with any special rules of order that the Board may adopt.

### **3.7 AMENDMENTS**

These By-Laws, Rules, and Procedures may be amended at any Board meeting by the affirmative vote of the majority of the voting members of the Board provided that a copy of the proposed amendment(s) shall have been mailed or e-mailed to each Board member at least four calendar days prior to the meeting.