



TREASURE COAST TECHNICAL ADVISORY COMMITTEE (TCTAC)

Regular Meeting

Date: February 9, 2023

Time: 2:00 pm

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

Public Participation/Accessibility

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

Participation by Webconference: Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/6692599064323870042>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to TPOAdmin@stlucieco.org; by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 1:00 pm on February 9, 2023.

AGENDA

1. Call to Order
2. Roll Call
3. Comments from the Public
4. Approval of Agenda
5. Approval of Minutes
 - *March 29, 2021 Regular Meeting*
6. Action Items
 - 6a. 2045 Treasure Coast Regional Long Range Transportation Plan (2045 RL RTP): Review of the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System for the 2045 RL RTP.

Action: Recommend approval of the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System, recommend approval with conditions, or do not recommend approval.

7. Discussion Items

- 7a. Transportation Regional Incentive Program (TRIP) 2023 Update: An update of the TRIP for 2023 will be provided by the Florida Department of Transportation District 4.

Action: Discuss and provide comments.

8. Recommendations/Comments by Members

9. Staff Comments

10. Adjourn

NOTICES

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

St. Lucie TPO Coco Vista Centre 466 SW Port St. Lucie Boulevard Suite 111 Port St. Lucie, Florida www.stlucietpo.org	Martin MPO 3481 SE Willoughby Boulevard Suite 101 Stuart, Florida www.martinmpo.com	Indian River County MPO Administration Building A 1st Floor 1801 27th Street Vero Beach, Florida www.irmpo.com
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The TCTAC satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcome without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou at 772-462-1593 or via email at lathoum@stlucieco.org.

Any St. Lucie County resident with questions or concerns about nondiscrimination, or who requires special accommodations under the Americans with Disabilities Act (ADA) or language translation services (free of charge) should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at lathoum@stlucieco.org at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Any Martin County resident with questions or concerns about nondiscrimination, or who requires special accommodations under the American with Disabilities Act or language translation services (free of charge) should contact Ricardo Vazquez, Senior Planner (Title VI/Non-discrimination Contact), at (772) 223-7983 or via email at rvazquez@martin.fl.us. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.

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

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

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

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

**TREASURE COAST TECHNICAL ADVISORY COMMITTEE
(TCTAC) MEETING**

Indian River County Administration Building B
Conference Room B1-501
1800 27th Street
Vero Beach, FL 32960
(72) 226-1455
www.irmpo.com

Monday, March 29, 2021 at 2:00 p.m.

MINUTES

1. CALL TO ORDER

Chair Chris Stephenson called the meeting to order at 2:04 PM.

2. ROLL CALL

Members in Attendance:

Chris Stephenson, Chairman, Indian River, Senior Resource Association (SRA), (Transit)
James Ennis, Indian River MPO (TAC), *Alternate*
Jim Gorton, Martin MPO
Lisa Wichser, Martin MPO, (TAC)
Marty Sanders, St. Lucie TPO
Murriah Dekle, St. Lucie TPO

Members Excused:

None

Members Absent:

None

Staff in Attendance:

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

Others Present via Zoom:

Caryn Gardner-Young, Florida Department of Transportation (FDOT)
Christine Fasiska, Florida Department of Transportation (FDOT)

Mira Skoroden, Florida Department of Transportation (FDOT)
Dan Smith, Florida Department of Transportation (FDOT)
John Podczerwinsky, Florida Department of Transportation (FDOT)
Michael Hicks, Florida Department of Transportation (FDOT)
Victoria Williams, Florida Department of Transportation (FDOT)
Rajendran Shanmugam, Florida Department of Transportation (FDOT)
Sabrina Aubery, Florida Department of Transportation (FDOT)
Siaosi Fine, Florida Department of Transportation (FDOT)
Paul Schilling, Martin County, Growth Management Director
Stewart Robertson, Kimley-Horn and Associates
Kim Delaney, Treasure Coast Regional Planning Council (TCRPC)
Tom Lanahan, Treasure Coast Regional Planning Council (TCRPC)
S Love

A quorum was present for this meeting.

3. APPROVE AGENDA

A motion was made by Ms. Lisa Wichser to approve the Agenda and seconded by Mr. James Ennis. The motion passed unanimously.

4. APPROVE MINUTES

A motion to approve the March 12, 2020 Treasure Coast Technical Advisory Committee (TCTAC) minutes was made by Mr. Jim Gorton and seconded by Ms. Lisa Wichser. The motion passed unanimously.

5. PUBLIC COMMENTS

None.

6. BUSINESS ITEMS

A. TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) GRANT APPLICATIONS FOR 2020

Ms. Beth Beltran provided background information on this project stating it is the same project from last year's TRIP grant application, the widening of Cove Road from SR 76 (Kanner Hwy) to SR 5 (US 1 / SE Federal Highway). The two phases from last year were the design phase and construction phase. Last year this project ranked #3. Design funding was received last year and this was drafted and put in the work program. This project will enhance the connectivity to the Interstate, thereby improving safety and efficiency in that area. The widening will increase the existing lanes from 2 to 4 lanes, a divided highway, with six-foot sidewalks and buffered bicycle lanes. Cove

Road, this portion along Old Dixie Highway is designated as the freight support corridor in Martin's Freight Improvement Plan. The construction phase is what is being requested this year.

Mr. Peter Buchwald provided background information on this project, the widening of Port St. Lucie Boulevard from Becker Road to Paar Drive. This project will include widening of existing 2 lanes to 4, landscape medians, a 10 foot wide multi-use path bike lanes and a bridge replacement. It will enhance the connectivity to the regional system with its connectivity to the regional system. Currently this project is unfunded, with TRIP funding it would allow for the construction to be funded in FY 2026/27. This will enhance the connectivity to US 1 and I-95. The estimated total cost for this project is approximately 16.4 million, with 8.2 million being requested from the 2020 TRIP cycle and the City of Port St. Lucie matching the other 8.2 million. Mr. Buchwald stated with this project being the highest ranked project among the others presented today, this should be prioritized the highest of the grant applications this year.

Mr. Brian Freeman provided background information on this project stating it is the same project as last years TRIP application, widening of the final phase of 66th Avenue project, adding bike lanes and sidewalks. The project limits for the final phase are from 69th Street, north to CR 510 (85th Street). 66th Avenue is one of major north/south corridors in the Indian River County region. This area is the principal north/south corridor between I-95 to the west and US 1 to the east. This has been the number one regional priority for the MPO for many years. There are two designs for this area as the southern part of the road has a major canal running along the east side.

Mr. Stephenson remarked these projects are very expensive compared to the 2.7 million dollars that was given out last year.

Mr. Freeman stated TRIP is not a primary source of funding for any of these projects, but it something that is used to compliment other sources of funding.

Mr. Buchwald added, the department has to typical "over subscribe" with the programs to obtain other TRIP funding, if available.

Mr. Freeman commented the curious thing about TRIP is that most other funding comes from fuel taxes which were in decline last year due to the pandemic. It's my understanding that documentary stamp collections were up last year from all of the real estate transactions that occurred. TRIP may not be a funding source that is not feeling the constraints that some of the other sources are seeing now in the current FDOT's work program.

Mr. Ennis asked if FDOT has any expectation this number is going to go up?

Ms. Aubrey replied that we won't know the allocations for FY 27 until the Fall, but I would anticipate the same amount of allocations for this upcoming cycle. The most

important thing is that the list of projects is prioritized and it is always best to over-subscribe. TRIP is a funding source that helps move these bigger projects along with the local fund match. It probably won't fund 50% of one of your projects, but it does help to get these projects in earlier fiscal years. Ms. Aubrey further stated all three of these projects are in the work program so we would try to fund them as they come in that fiscal year for the next available phase. The main thing we are looking for is a prioritized list.

Ms. Wischer referred to last year's meeting when it was agreed upon that Martin County would rank higher for funding this year since giving St. Lucie and Indian River a higher percentage last year.

Mr. Freeman stated that last year St. Lucie and Indian River's projects funded at 1.25 million and Martin County received \$200,000. This year we have three projects that are construction ready at this point. Right now, we are working off the 2.7 million dollar figure used last year, knowing it may come in higher. Whatever that number is, it's going to be less than what those projects cost or half of what their costs are.

Mr. Buchwald wanted to point out to the Committee, the City of Port St. Lucie has pledged 8 million dollars of its own local match and that is a significant local jurisdictional pledge toward the project.

Mr. Freeman responded the match for Indian River's project is local funds also.

Chairman Stephenson remarked these are all good projects, and they are construction ready, is there any discussion? Chairman Stephenson suggested doing a 33% split, evenly among the three counties, who anyone be opposed to that?

Mr. Ennis replied, based on the conversation from last years meeting, Martin County voluntarily took the short end and should be compensated this year.

Mr. Buchwald feels the funds should be divided according to the ranking on the Regional Project Prioritization – Roadway chart included in the packet, It's not right to have these procedures in place if we don't follow them.

After a thorough discussion the following motion was made:

Mr. James Ennis made a motion to recommend splitting \$2.5 million of the funds with 40% going to Martin County, 40% going to St. Lucie County, and the remaining 20% balance to Indian River County since all projects are in the construction phase. A second was provided by Mr. Marty Sanders. The motion passed unanimously.

B. REGIONAL LONG RANGE TRANSPORTATION PLAN SCOPE OF SERVICES

Mr. Freeman summarized the following changes:

- Use the update language
- Keep FDOT on the project management team
- Keep the model and freight planning in with FDOT, with the understanding that FDOT would support that effort if it included
- One last thing, as far as the adoption of that plan, with respective MPO's/TPO's to offer this to the TCTAC and the recommendation to the TCTC for approval
- June 1 as far as the project schedule revising it from saying six months to say from July 1 and finishing up around June 1, about eleven month schedule.

Mr. Buchwald suggested if there is an update, maybe the entire plan could be reviewed by all three boards before it going to the TCTAC and TCTC. The last time all we saw was the needs list. Mr. Freeman replied that possibly the budget management team could look at the sequence of the process.

Mr. Jim Gorton made a motion to recommend approval of the Regional Long Range Transportation Plan Scope of Services, to include the following: use "update language", keep FDOT on as the project management team, keep the model and freight plan in with the understanding FDOT would support the effort, the adoption of the plan, with respect to each of our MPO/TPO's recommending approval from the Treasure Coast Transportation Council (TCTC), and change the completion date to June 1st. A second was provided by Ms. Lisa Wichser. The motion passed unanimously.

C. TRANSPORTATION SYSTEMS MANAGEMENT AND OPERATIONS (TSM&O) PRESENTATION

Mr. Freeman provided background information and introduced Mr. Daniel Smith (FDOT District 4) who conducted the TSM&O presentation. Mr. Smith stated the new software they are currently using will allow access to individuals on-line. If anyone is interested in obtaining access to this feature, send an email to Mr. Smith and he will see if he is able to accommodate the request.

A question was asked if the system interacts with other counties and is there the ability to remote tap in, and the answer was yes. If there is an incident the signal timing engineers will make recommendations or assist the particular county with this. Mr. Smith stated when an incident occurs on the freeway, they are pretty confident in the path travelers will take and are able to make pre-made signal timing plans to alleviate back-ups as much as practical.

The recent issue with the Roosevelt Bridge in Martin County gave birth to a new program we are building right now called Rapid Traffic Management System. There will be mobile trailers with cameras on them that allows the monitoring of traffic in real time without putting infrastructure in the ground. The trailers will be equipped with cellular service or blue tooth devices and can be moved around to pertinent areas.

Mr. Smith did not get into the US 1 Corridor specifically but if there are any questions, he will be happy to answer them.

7. COMMENTS FROM COMMITTEE MEMBERS

Ms. Dekle added, for informational purposes only, St. Lucie County has achieved approximately 50% of funding needed to facilitate the construction of a new traffic operations and maintenance center off of Midway Road. The facility will be a type of headquarters and all of the buses in the county would be housed there.

8. COMMENTS FROM STAFF

Mr. Freeman thanked the members for their participation.

9. NEXT MEETING

The next TCTAC meeting will be determined at a later date. Ms. Beltran stated the next committee meeting will be the Regional Long Range Transportation Plan (RLRTP).

10. ADJOURN

With no further business items to discuss, the chair adjourned the meeting at 3:30 PM.

Recorded and Prepared by:

Patti Johnson, Staff Assistant III

Date: _____

Approved by:

Chris Stephenson, Chairman

Date: _____



AGENDA ITEM SUMMARY

Board/Committee: Treasure Coast Technical Advisory Committee (TCTAC)

Meeting Date: February 1, 2023

Item Number: 6a

Item Title: 2045 Treasure Coast Regional Long Range Transportation Plan (2045 RL RTP)

Requested Action: Recommend approval of the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System, recommend approval with conditions, or do not recommend approval.

Staff Recommendation: It is recommended that the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System for the 2045 RL RTP be reviewed and recommended for approval based on the comments provided during the review.

Attachments

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

TO: Treasure Coast Technical Advisory Committee (TCTAC)

FROM: Staff

DATE: February 1, 2023

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

BACKGROUND

At the meeting on March 29, 2021, the TCTAC reviewed the draft Scope of Services for the development of the 2045 RL RTP for the Treasure Coast Transportation Council (TCTC). Subsequently, the documents were finalized based on the comments received from the TCTAC, and the MOU was executed. Upon execution of the MOU, as agreed to by the St. Lucie TPO and the Indian River MPO, the Martin MPO contracted Kimley-Horn for the development of the 2045 RL RTP, and the Scope of Services was initiated.

ANALYSIS

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

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

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

comments, and form recommendations to the TCTC pertaining to the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System for the 2045 RL RTP.

RECOMMENDATION

It is recommended that the proposed Regional Goals, Objectives, and Performance Measures and the Regional Multimodal Transportation System for the 2045 RL RTP be reviewed and recommended for approval based on the comments provided during the review.

2045 Treasure Coast Regional Long Range Transportation Plan

Martin, St. Lucie, and Indian River Counties

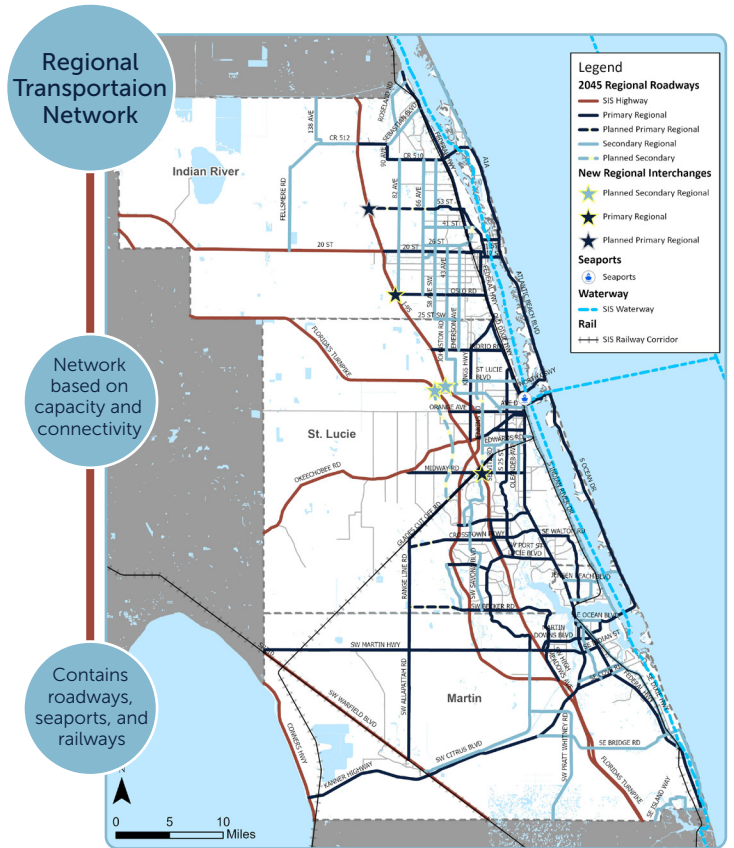
What is the RL RTP?



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

Integrating Local Visions

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



Goals of the RL RTP

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

Goal 1

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

Goal 2

Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.

Goal 3

Protect the region's natural and social environment while minimizing adverse community impacts.

Goal 4

Conduct coordinated regional planning and decision-making that improves transportation options for the region.

Goal 5

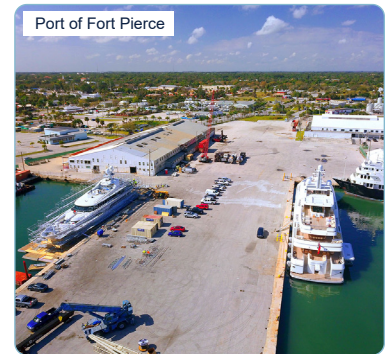
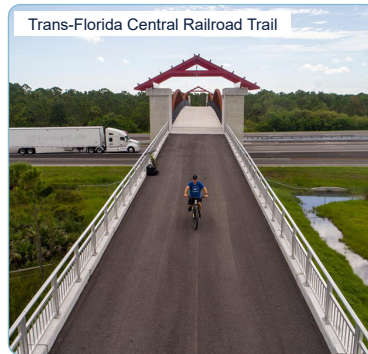
Protect and enhance the unique quality of life in the Treasure Coast region.

2045 Treasure Coast Regional Long Range Transportation Plan

Martin, St. Lucie, and Indian River Counties

Key Regional Facilities

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

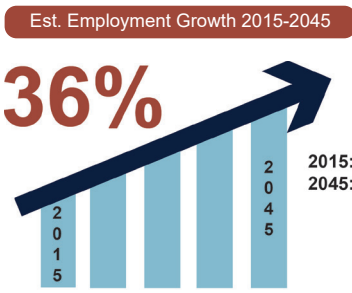


Benefits of the RL RTP

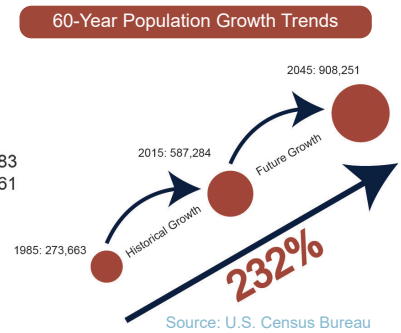
- » Consistent multimodal transportation plan
- » Increased mobility
- » Safety coordination
- » Advances sustainable transportation modes
- » Streamlined implementation
- » Clearly prioritized projects

Regional Trends

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

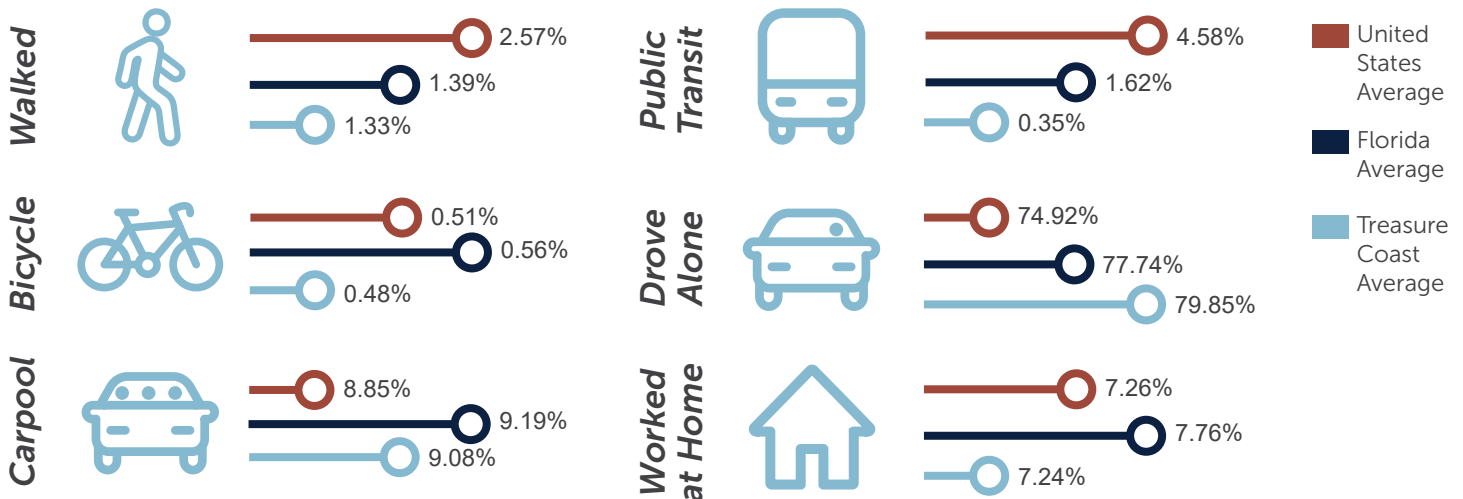


Source: Treasure Coast 2045 Zonal Data Projections



Source: U.S. Census Bureau

How do we get to work?



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

January 2023

2045 Treasure Coast

Regional Long Range

Transportation Plan

for Martin, St. Lucie and Indian River Counties

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



MARTIN
MPO



St. Lucie

Transportation
Planning
Organization



Prepared By:

Kimley»Horn

Review of Existing Plans, Regulations, and Requirements

The purpose of this section is to review and summarize federal and state plans that provide parameters for the 2045 RL RTP for the Treasure Coast. Regional transportation plans and studies were also reviewed and summarized. In addition, a review of the federal and state Long Range Transportation Planning requirements was conducted. The 2045 RL RTP will adhere to these preexisting guidelines and regulations.

Federal Plans, Regulations, and Initiatives

Infrastructure Investment and Jobs Act, 2021

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



The **INFRASTRUCTURE INVESTMENT and JOBS ACT**

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

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

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

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

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

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

- **Project Delivery** – The FAST Act adopted multiple Administration proposals to streamline and quicken the permitting and project delivery process.



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

The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) responsibility. Notable exceptions include three new provisions to expand the scope of the metropolitan planning process to include improving transportation system resiliency, mitigating the stormwater impacts of surface transportation, and enhancing travel and tourism.

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

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

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



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

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

State Plans and Legislation

Florida Department of Transportation 2023 Highway Safety Plan (HSP)

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

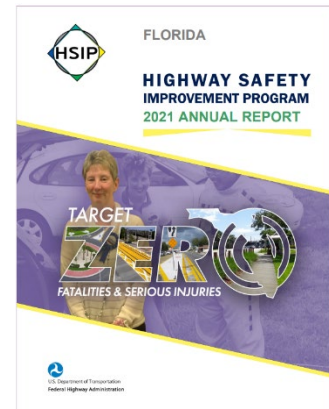
- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services
- Public Traffic Safety Professionals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



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

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

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



2021-2025 Florida Strategic Highway Safety Plan (SHSP)

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



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

Florida Transportation Plan (FTP)

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

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



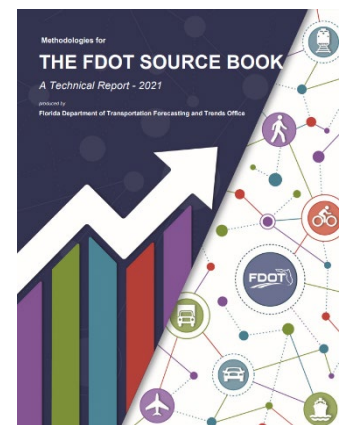
The Vision Element provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years. Key emphasis areas for implementing all seven goal areas include Innovation, Collaboration, Customer Service,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

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

The FDOT Source Book, 2021

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

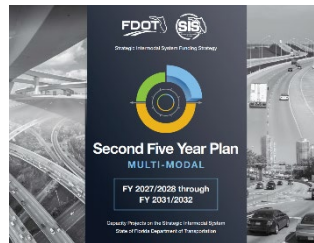
- All Vehicle
- Aviation
- Pedestrian/Bicycle
- Rail
- Seaport
- Spaceport
- Transit
- Truck
- Weekend



Strategic Intermodal System (SIS)

Florida's Strategic Intermodal System (SIS) was established by FDOT in 2003 to focus on the State's critical transportation facilities. According to FDOT, SIS facilities such as I-95/SR 9 and Florida's Turnpike are key to Florida's economy and quality of life. These facilities are incorporated within FDOT's Five Year Work Program under a special "SIS" designation and funded through FDOT's SIS Work Program. The SIS Funding Strategy timeframes are First Five-Year Plan (FY 2022/2023 through FY 2026/2027), Second Five Year Plan (FY 2027/2028 through FY 2031/2032), and Long-Range Cost Feasible Plan (2029 through 2045).

Other SIS elements include the SIS Policy Plan and SIS Multimodal Unfunded Needs Plan (2045). The SIS Policy Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. The 2045 SIS Multimodal Unfunded Needs Plan's purpose is to represent a compilation of unfunded transportation projects on the SIS that promote increased mobility and reduce congestion.



Florida Department of Emergency Management (DEM) Statewide Regional Evacuation Study, 2012

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

Florida Freight Mobility and Trade Plan (FMTP), 2020

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

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

Florida Greenways and Trails System Plan, 2019-2023

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

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

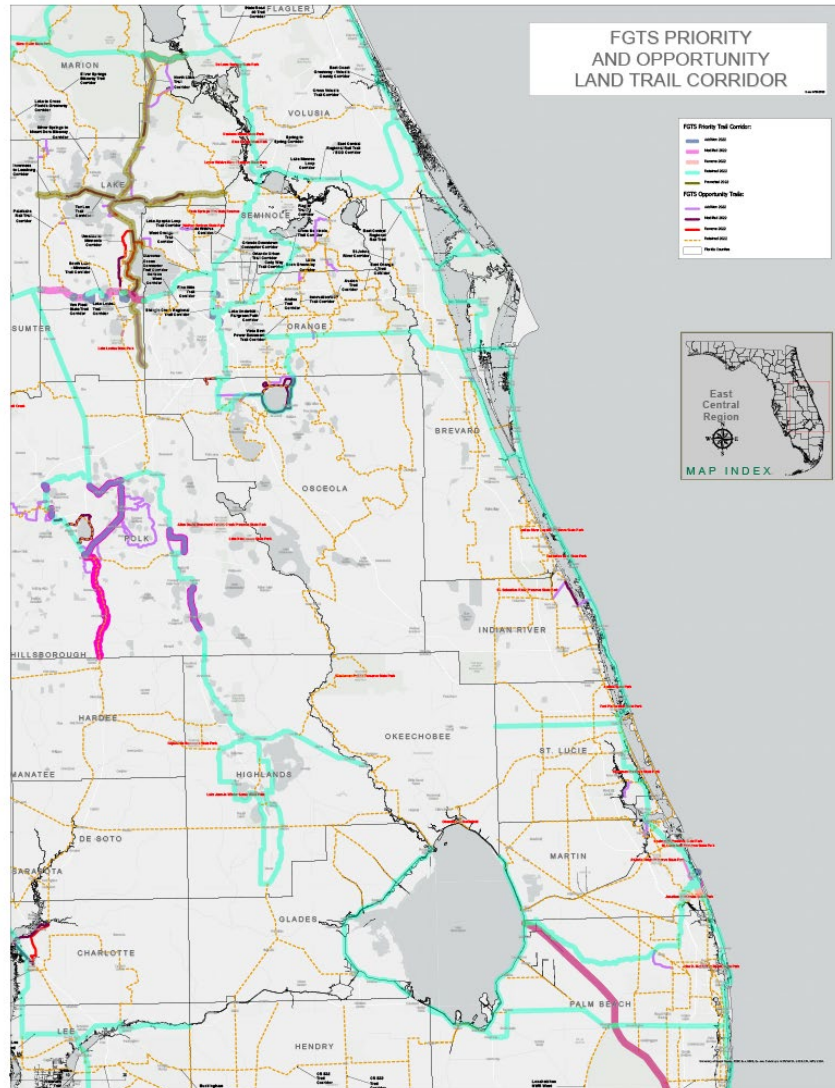
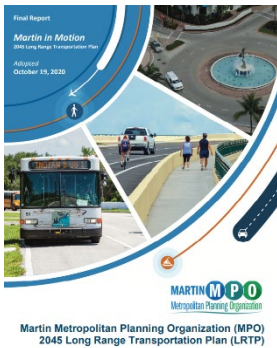


Figure 1. East Central Land Trail Opportunity Map

Regional Plans

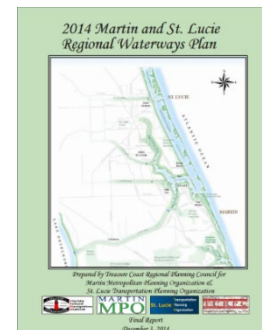
2045 Long Range Transportation Plans (LRTPs)

The adopted 2045 LRTPs for Martin, St. Lucie, and Indian River MPOs were reviewed. These plans serve as the mechanism for identifying and prioritizing multimodal transportation improvements over a 25-year planning horizon through the year 2045. The LRTPs set the vision for transportation for all modes by providing goals and objectives, multimodal needs plans, and cost feasible plans based on transportation revenue anticipated to be available. The regional projects identified in each LRTP will be included in the 2045 RL RTP.



Martin and St. Lucie Regional Waterways Plan, 2014

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



Public Transportation Agency Safety Plan (PTASP), 2020

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

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

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

Transportation Improvement Programs (TIPs), 2023-2027

Each MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. At the time of the data review phase, the adopted FY 2023 to FY 2027 TIPs are in effect. The TIP specifies programmed transportation improvements to be implemented over the next five years, whereas the LRTP presents planned projects within a long-range horizon. The projects in the TIP provide a short-term implementation plan for transportation in the Treasure Coast to build from with the RL RTP. TIP projects are included in this plan as funded, near-term improvements.

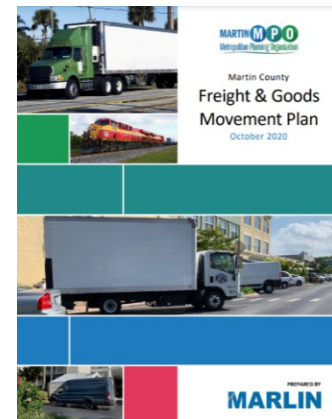


TRANSPORTATION IMPROVEMENT PROGRAM FY 2022/23 - FY 2026/27



Martin MPO Freight Plan, 2020

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

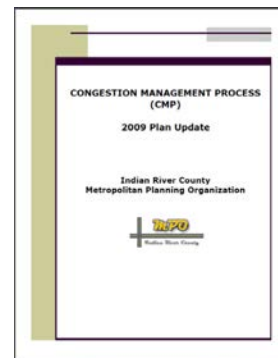
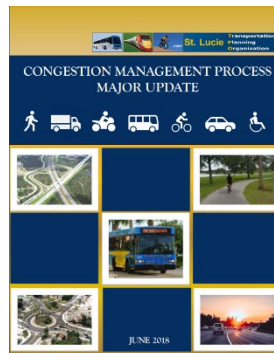
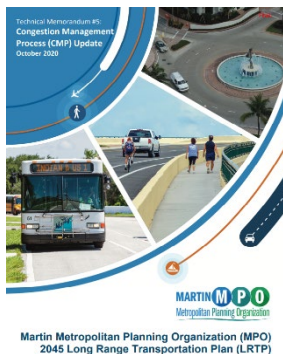


710 and there are very high percentages of trucks on the western, rural roadways including US 98, SR 710 and SR 76 and a link of US 1 objectives of this plan are given below:

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

Congestion Management Process (CMP) Update

Each MPO prepared a Congestion Management Process (CMP) Update. A CMP uses several analytic tools to define and identify congestion within a region, corridor, activity center, or project area. A CMP identifies where congestion exists, what can be done about it, and a coordinated implementation plan for appropriate strategies to reduce congestion or mitigate the impacts of congestion. At the time of the data review phase, the Martin MPO CMP Update 2020, St. Lucie TPO CMP Update 2018, and Indian River County MPO CMP Update 2009 were in effect.



US 1 Multimodal Corridor Study, 2014

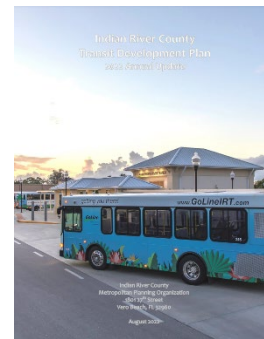
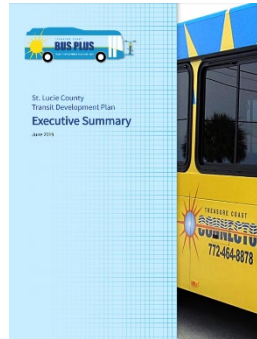
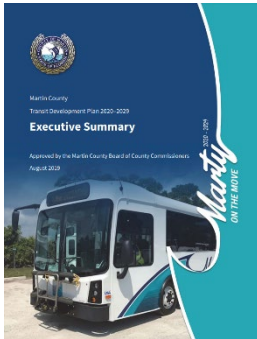
The US 1 corridor is defined as the section of US 1 from south of Cove Road in Port Salerno to north of Juanita Avenue in Fort Pierce as shown in **Figure 2**. US 1 is the primary north-south arterial for the coastal communities of Martin and St. Lucie counties east of I-95 and the Florida Turnpike.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



Figure 2. US 1 Multimodal Corridor Study Area

Transit Development Plan (TDP)

The Transit Development Plan (TDP) is the strategic guide for public transportation over the next ten (10) years. It identifies public transportation service improvement priorities for the county, determines the operating and capital costs to implement these service improvement priorities, and outlines a strategy for implementing those service improvements. A major update is required every five years, with annual (or minor) updates in the interim years. At the time of the data review phase, the Martin County TDP 2020-2029 Major Update, St. Lucie County TDP 2020-2029 Major Update, and Indian River County TDP 2022 Annual Update were in effect.



Airport Master Plan

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

Treasure Coast 2040 Zonal Data Projections

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

Trends and Conditions

When creating a transportation plan for the future, it is important to observe the present trends and conditions facing the region and develop a plan to best optimize opportunities and address the issues. Trends that will be examined include population growth, changes and evolution of the workforce, the means by which residents commute to work, and future land use. Focusing on these trends will allow the 2045 RL RTP to efficiently grow the transportation network based on population trends and the new jobs and industries that will employ residents.

Population Growth

Like many regions in the Sun Belt, the Treasure Coast has experienced a large influx of people over the past 30 years. From 1985 to 2015, the Treasure Coast more than doubled in population growing from 273,663 people to a population of 587,284, according to data from the U.S. Census Bureau. As the area grows and more people flock to warmer weather and areas with year-round recreation, the Treasure Coast is expected to grow by an additional 320,967 people from the U.S. Census Bureau, for a total population of 908,251 and a percent growth of 54.65% between 2015 to 2045. This growth will increase demand for a comprehensive and efficient multimodal transportation network.

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

In addition, population growth is not uniform throughout the region. St. Lucie County houses approximately one-half of the population of the region, while Martin County and Indian River County each contain about one-quarter of the population. This is primarily the result of a higher percentage of population growth in St. Lucie County since 1985 (152%) than in Indian River County (89%) or Martin County (85%). The trend of a higher population growth percentage in St. Lucie County is anticipated to continue in the foreseeable future.

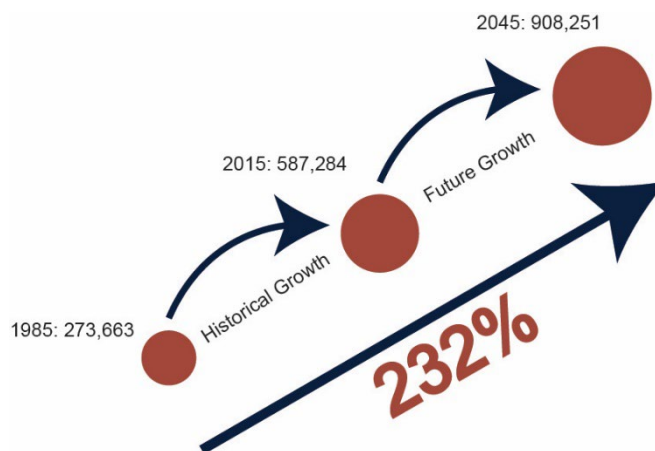


Figure 4. 60 Year Population Growth Trends

Changes in Employment

According to data compiled for the Treasure Coast Regional Planning Model¹ (TCRPM), 277,183 people worked within Martin, St. Lucie, and Indian River Counties in 2015. This indicates that the employment market in the Treasure Coast is just less than half of the population as compared to the TCRPM data.

By 2045, the Treasure Coast is expected to add an additional 99,778 workers, an increase of 36%, according to data compiled for the Treasure Coast Regional Planning Model¹ (TCRPM). St. Lucie County is projected to experience the largest gross gains in the workforce from 2015 to 2045.

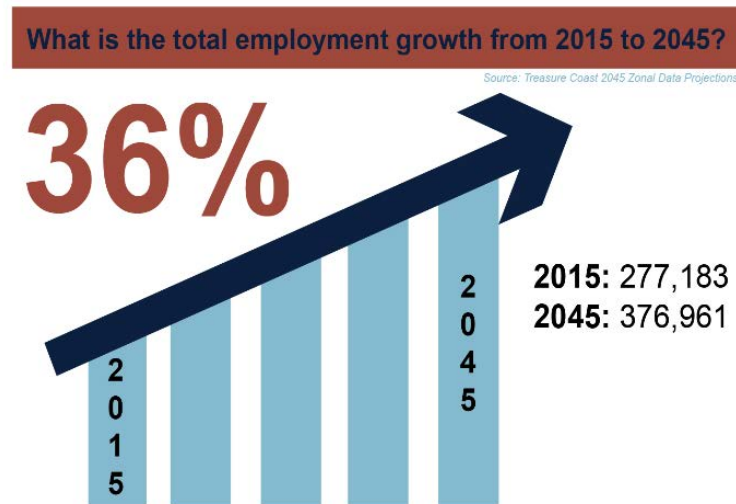


Figure 5. Employment Growth Trends From 2015 to 2045

Transportation

The foundation of the transportation system in the Treasure Coast is largely built on auto-dependence. As the region grows, commute times for all modes will be longer, but will disproportionately be felt by those continuing to commute by car. With this growth in mind, it is necessary for the 2045 RL RTP to address both current and future needs. Current trends within the region and around the country have shown an increasing number of people commuting via other means such as public transit, bicycle, and walking, suggesting the potential need to provide and maintain the infrastructure that will optimize these other modes while slowing the increasing traffic congestion to remain attractive for future residents and industries. The breakdown of commuters in the Treasure Coast by percentage of mode used within the overall transportation network is shown below. The rate of walking, bicycling, and taking public transportation to work is lower in the Treasure Coast than the nation and state as a whole shown in **Table 1**. However, the rate of carpooling to work and working at home are higher in the Treasure Coast than the nation but not the state.

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

Table 1. Means of Transportation to Work

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

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

A brief review and analysis of regional travel flows utilizing the OnTheMap application of the United States Census Bureau were conducted, a mapping tool that reports where people live and where they earn their paychecks. The underlying data for the OnTheMap application is the 2019 Longitudinal Employer-Household Dynamics (LEHD) data developed by the Center for Economic Studies of the United States Census Bureau. LEHD data provides information to analyze work trips including those that cross jurisdictional boundaries. The Treasure Coast region is characterized by a significant amount of cross-county travel flows for work trips, including within the region as well as to the Southeast Florida region. Approximately 58 percent (58%) of workers in the region commute outside of their home county for work.

Future Land Use

Understanding future land use data is important to mitigate the effects of land use on transportation and to enhance the efficient use of resources with minimal impact on future generations. Shown in **Figure 6** is Martin County's future land use map. The majority of Martin County is land that is designated for agriculture and related land uses.

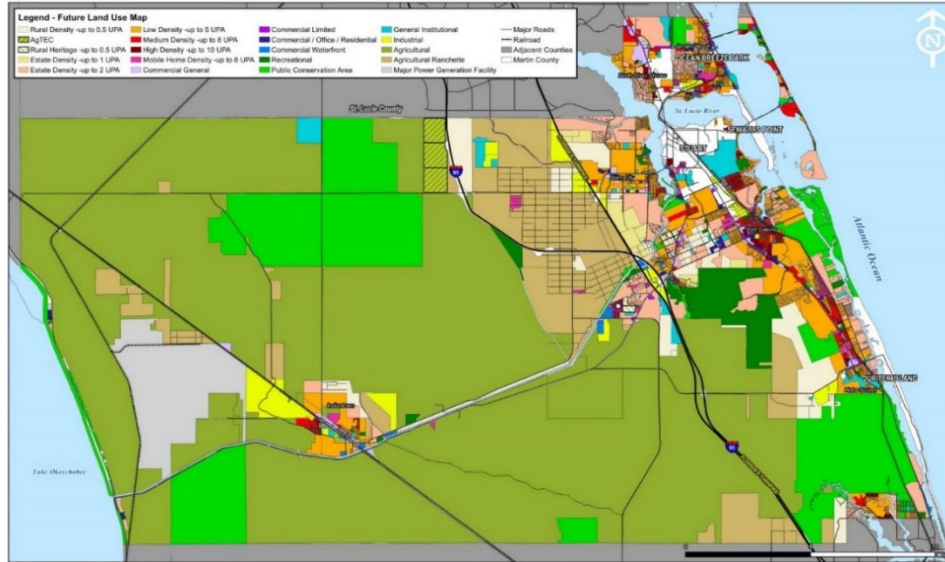


Figure 6. Martin County's Future Land Use Map

Shown below in **Figure 7** is St. Lucie County's future land use map. The majority of St. Lucie County is land that is designated for rural and agriculture land uses.

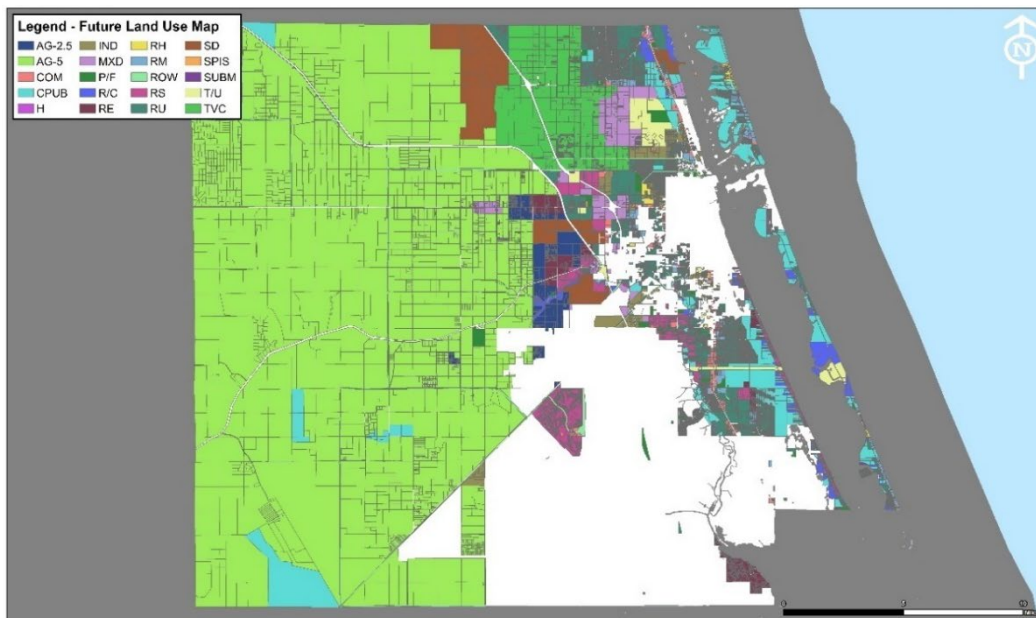


Figure 7. St. Lucie County's Future Land Use Map

Shown in **Figure 8** is Indian River County's 2035 LRTP Infill Alternative Plan. The Infill Alternative Plan includes new neighborhood, corridor, and district areas that will become the focus of infill redevelopment and business recruitment.

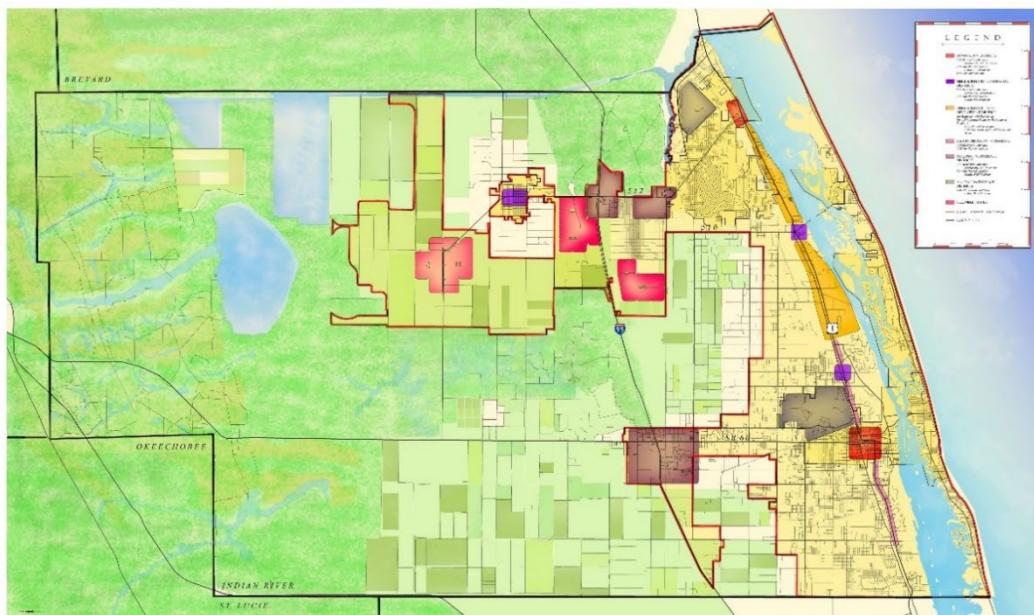


Figure 8. Indian River County's 2035 LRTP Infill Alternative Plan

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

Each M/TPO conducted a series of stakeholder interviews and public workshops to establish the land use visioning process during their respective 2040 LRTPs and maintained these land use assumptions during the 2045 LRTP process. The M/TPOs have adopted LRTPs that can generally be described as proposing to retrofit a multimodal approach to integrating transportation into the current development pattern

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MPO



St. Lucie Transportation
Planning
Organization



MPO
Indian River County



Kimley»»Horn

January 2023

2045 Treasure Coast

Regional Long Range

Transportation Plan

for Martin, St. Lucie and Indian River Counties

Task 3. Regional Goals, Objectives, and Performance Measures



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St. Lucie Transportation Planning Organization

Indian River County Florida MPO Indian River County

Prepared By:
Kimley»»Horn

Regional Goals, Objectives, & Performance Measures

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

Review of Individual Treasure Coast's LRTP

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

Martin MPO 2045 LRTP "Martin in Motion"

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

St. Lucie TPO LRTP "SmartMoves 2045"

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

Indian River County MPO LRTP "Connecting IRC"

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

2045 RL RTP Goals, Objectives, & Performance Measures

The Treasure Coast 2045 RL RTP is intended to guide transportation decision making at the regional level to a more connected future over the next 25 years. To support this process, a review of the relevant federal, state, regional, and local documentation was conducted along with careful and thoughtful review and consideration of the individual M/TPO's transportation planning process and input received during the individual M/TPO LRTPs. Concepts of regional significance that may not have been the focus of individual LRTPs were then analyzed and incorporated. The collective goals, objectives, and performance measures will help guide the region in identifying and prioritizing investments as shown in **Table 4-1**.



Table 1. Goals, Objectives, and Performance Measures

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 1	Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.		
	Objective 1.A	Prioritize transportation investments that maintain acceptable travel performance.	
		1	Increase the percentage of miles meeting/exceeding roadway level of service standards.
	Objective 1.B	Ensure travel time reliability on major roadway freight corridors.	
		1	Increase roadway miles on the regional freight network with SIS corridor improvements to decrease the number of congestion hotspots/bottlenecks.
		2	Increase the percentage of vehicle miles traveled (VMT) that are reliable.
	Objective 1.C	Implement the regional greenways and trails system.	
		1	Increase miles of greenways and trails implemented.
	Objective 1.D	Identify and fund the regional transit network.	
		1	Reduce headways on transit services/improved on time performance when compared to previous years.
		2	Increase number of Regional Transit projects implemented/completed.
	Objective 1.E	Improve the safety of the transportation system, which may include communications infrastructure to provide opportunities for more efficient travel flow and infrastructure to support automated vehicles.	
		1	Decrease crash rate over each five-year period of the Regional Plan.
		2	Increase number of regional projects that include a TSM&O component that could be adapted to support autonomous vehicles.
Goal 2	Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.		
	Objective 2.A	Improve access to regional destinations that support economic prosperity.	
		1	Implement strategies that improve equitable access to regional transportation destinations and multimodal opportunities.
	Objective 2.B	Ensure adequate funding for congestion management and maintenance.	
		1	Increase number of implemented congestion management projects.
		2	Increase private and grant funding of transportation infrastructure.
	Objective 2.C	Prioritize projects that improve multimodal access to community activity centers.	
		1	Increase concentration of multimodal transportation options (bicycle facilities, bike share, bus shelters, etc.) nearby to community activity centers (regional malls, medical centers, libraries, and transit hubs).
Objective 2.D	Promote consistency between transportation projects and the efficient operation and management of the regional transportation system including providing opportunities for incorporating broadband fiber optic network communications.		
	1	Increase length/coverage of the fiber optic network within regional transportation corridors.	

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 3	Protect the region's natural and social environment while minimizing adverse community impacts.		
	Objective 3.A	Improve air quality and reduce greenhouse gas emissions.	
		1	Maintain or improve results of local emissions/air quality tests (tons of CO, HC, an NO emissions) at regular intervals throughout the planning horizon.
	Objective 3.B	Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.	
		1	Decrease the project acreage in sensitive environmental areas in comparison to previous years.
	Objective 3.C	Reduce regional waterway impacts from roadway runoff.	
		1	Reduce the amount of roadway runoff to regional waterways.
Goal 4	Conduct coordinated regional planning and decision-making that improves transportation options for the region.		
	Objective 4.A	Implement strategies to reduce reliance on single occupant automobiles.	
		1	Increase transit ridership over time.
		2	Increase the mileage of bicycle lanes, shared-use paths, and sidewalks.
		3	Reduce vehicle miles traveled (VMT) per capita as measured from the regional travel demand model.
	Objective 4.B	Provide a transportation system that reduces per capita fuel consumption.	
		1	Reduce carbon emissions compared to previous model output based on the TCRPM.
		2	Reduce per capita highway hours of delay based on the model output from the TCRPM.
	Objective 4.C	Manage the regional transportation system in a collaborative manner to improve the system's resiliency to climate change and performance during hurricane evacuations, emergencies, and disasters.	
		1	Increase miles of improvements along or supporting evacuation routes.
	Objective 4.D	Conduct regional meetings to provide an update of the implementation of the regional transportation plan and discuss items of regional transportation significance.	
		1	Increase the number of regional transportation projects implemented.
	2	Create an updated priorities list across the region based on an amendment process.	
Goal 5	Protect and enhance the unique quality of life in the Treasure Coast region.		
	Objective 5.A	Provide for the transportation needs of the disadvantaged.	
		1	Support funding for transportation disadvantaged services.
		2	Increase transit/sidewalk ADA compliance and accessibility (stations, vehicles, crosswalks etc.).
	Objective 5.B	Support healthy living strategies, programs, and improvements.	
		1	Support and promote use of transit oriented development policies.
		2	Participate in community health plans and programs; consider shared performance measures with health plans.
Objective 5.C	Support Target Zero policies.		
	1	Reduce per capita rate of fatalities and serious injury crashes per year.	

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Kimley»»Horn

January 2023

2045 Treasure Coast

Regional Long Range

Transportation Plan

for Martin, St. Lucie and Indian River Counties

Task 4. Regional Multimodal Transportation System



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Prepared By:

Kimley»»Horn

Regional Multimodal Transportation System

The purpose of this task is to produce a 2045 Regional Multimodal Transportation System map based on the regional roadway network and the designated Strategic Intermodal System (SIS). The result will be a regional transportation network that will define the roadways upon which regional transportation needs will be based.

Regional roadway facilities were defined by criteria established in the 2040 RL RTP. The regional criteria were reviewed and determined to be applicable.

Primary Regional Facilities

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

- **Multi-County** – Facilities that traverse more than one (1) county.
- **SIS Connectivity** – Facilities that connect a SIS highway to another SIS Highway.
- **SIS Intermodal** – Hubs, corridors, and connectors identified as SIS and emerging SIS.
- **Freight and Passenger Hubs** – Freight and passenger hubs not on the SIS such as airports, bus terminals, ports, or rail yards that function as intermodal hubs.
- **Intermodal Connectivity** – Facilities serving non-SIS freight and passenger intermodal hubs.
- **SIS Access** – Facilities that connect a SIS highway to another arterial or major collector.
- **Evacuation Route** – Facilities that are designated hurricane evacuation routes, per local comprehensive plans.

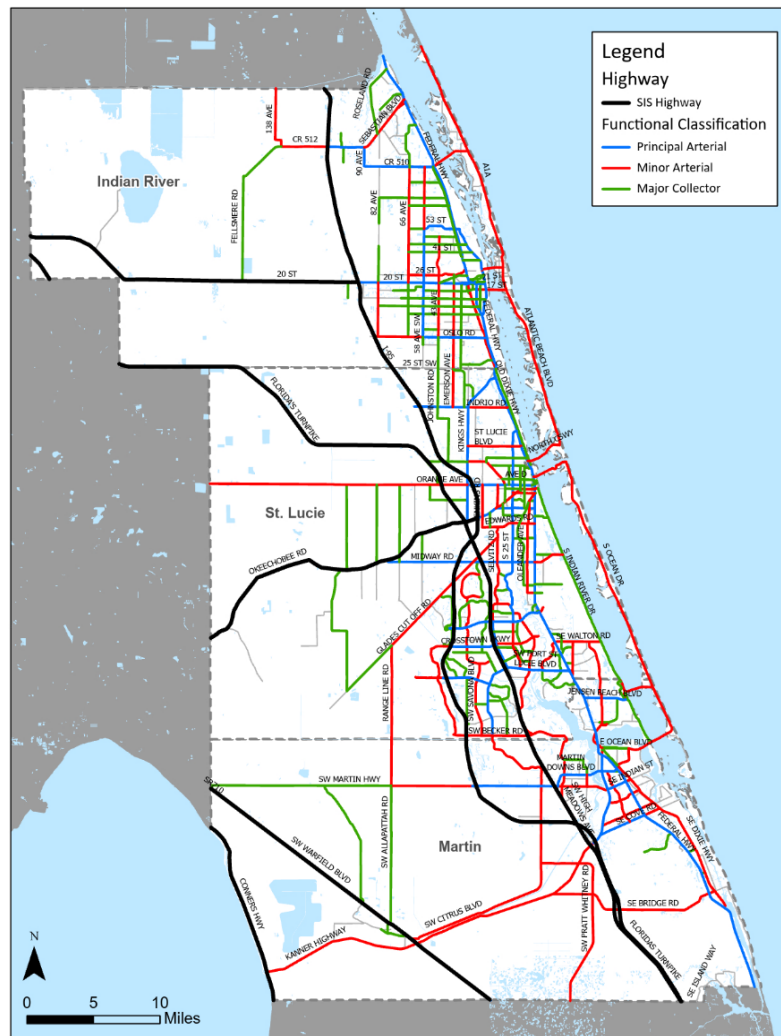


Figure 1. SIS Roadways and FDOT Functional Classifications

- **Regional Employment Access** – Facilities that connect to a regional employment hub (defined as a transportation analysis zone (TAZ) where the employment is two percent (2.0%) or greater of the region’s employment or where the industrial employment is two percent (2.0%) or greater of the region’s industrial employment).
- **Regional Connectivity** – Facilities that connect with the SIS or serve another regional facility such as a regional park, sports complex, beach, university, or intermodal hub.

Secondary Regional Facilities

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

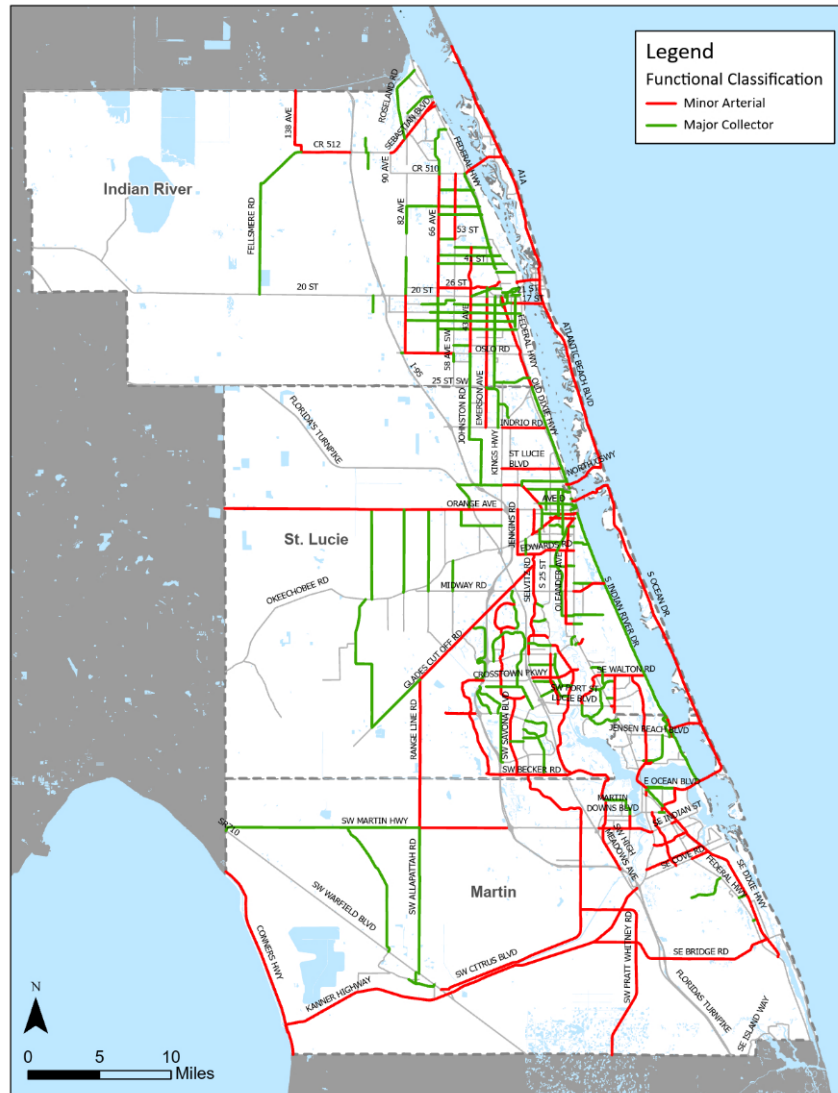


Figure 2. Minor Arterial and Major Collector Roadways

Network Evaluation

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

Network Changes

Labeling Changes

Removal of the term “emerging”

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

Additions

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

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

Secondary Regional to Primary Regional

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

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

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

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

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

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

Emerging Primary Regional to Primary Regional

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

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

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

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

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

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

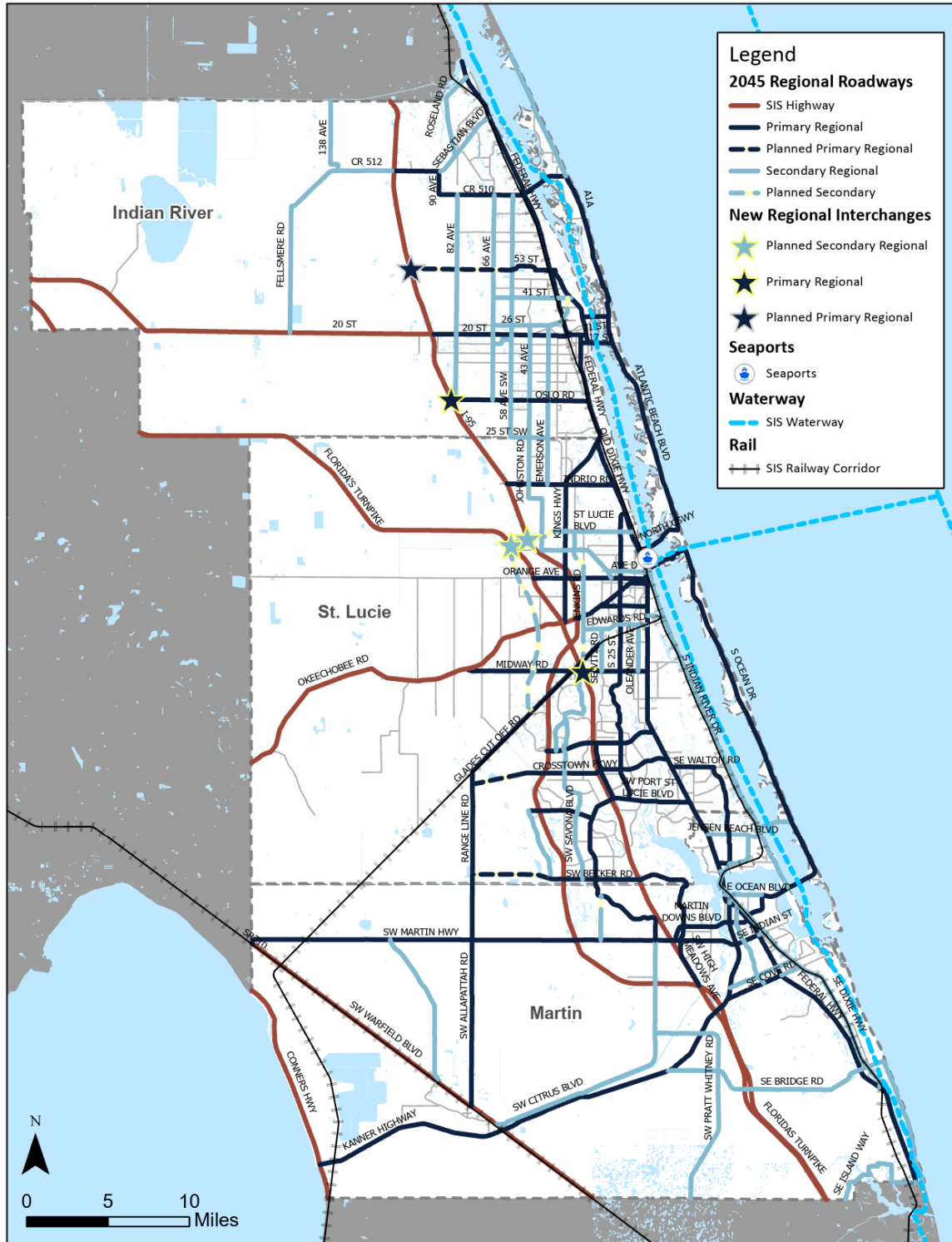


Figure 3. Regional Multimodal Transportation System
See ArcGIS Online Map Viewer [Here](#)

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AGENDA ITEM SUMMARY

Board/Committee: Treasure Coast Technical Advisory Committee (TCTAC)

Meeting Date: February 1, 2023

Item Number: 7a

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

Requested Action: Discuss and provide comments

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

Attachments

- Staff Report
-



MEMORANDUM

TO: Treasure Coast Technical Advisory Committee (TCTAC)

FROM: Staff

DATE: February 1, 2023

SUBJECT: Transportation Regional Incentive Program (TRIP)
2023 Update

BACKGROUND

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

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

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

ANALYSIS

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

RECOMMENDATION

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