Go2040

St. Lucie TPO
Long Range Transportation Plan

St. Lucie Transportation Planning Organization

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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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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.

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 six 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 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 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 transportation alternatives and the use of scenario planning enhanced the 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 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 and Measuring the Plan

Chapter 7 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 and 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 Federal and State Requirements

2.2.1 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.

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 2-1.

Figure 2-1: 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.

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.

2.2.2 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.

2.3 Public Involvement

2.3.1 Public Outreach Summary

To engage the public in a variety of different ways, a guiding document, the Go2040 LRTP Public Participation Plan (PPP), was prepared 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."

2.3.2 Public Involvement Strategy (Phases and Techniques)

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

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

Figure 2-2: 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.

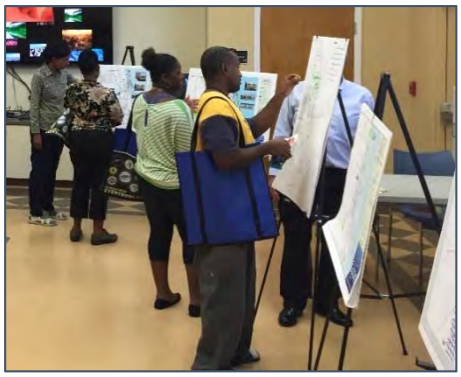
Pop-up Events

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

2.3.3 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.

Table 2-1: Go2040 Public Involvement

Outreach Activity	Phase 1	Phase 2	Phase 3
Grassroots Outreach Events			
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		
Public Participation Plan Measures of Effectiveness			
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	
Supplemental Measures of Effectiveness			
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	

2.4 2040 Growth Forecast

The growth forecast for Go2040 was based on county-wide growth totals developed by the Bureau of Economic and Business Research (BEBR) at the University of Florida.

2.4.1 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 2-2: Forecasted Population and Employment Growth, 2010–2040

Time Period	Population	Total Employment	Industrial Employment	Commercial Employment	Service Employment
2010	275,598	95,059	18,260	23,897	52,902
2040	454,200	150,361	29,550	38,088	82,723
Total Growth	178,602	55,302	11,290	14,191	29,821
Percent Growth	64.81%	58.45%	61.83%	59.38%	56.37%

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

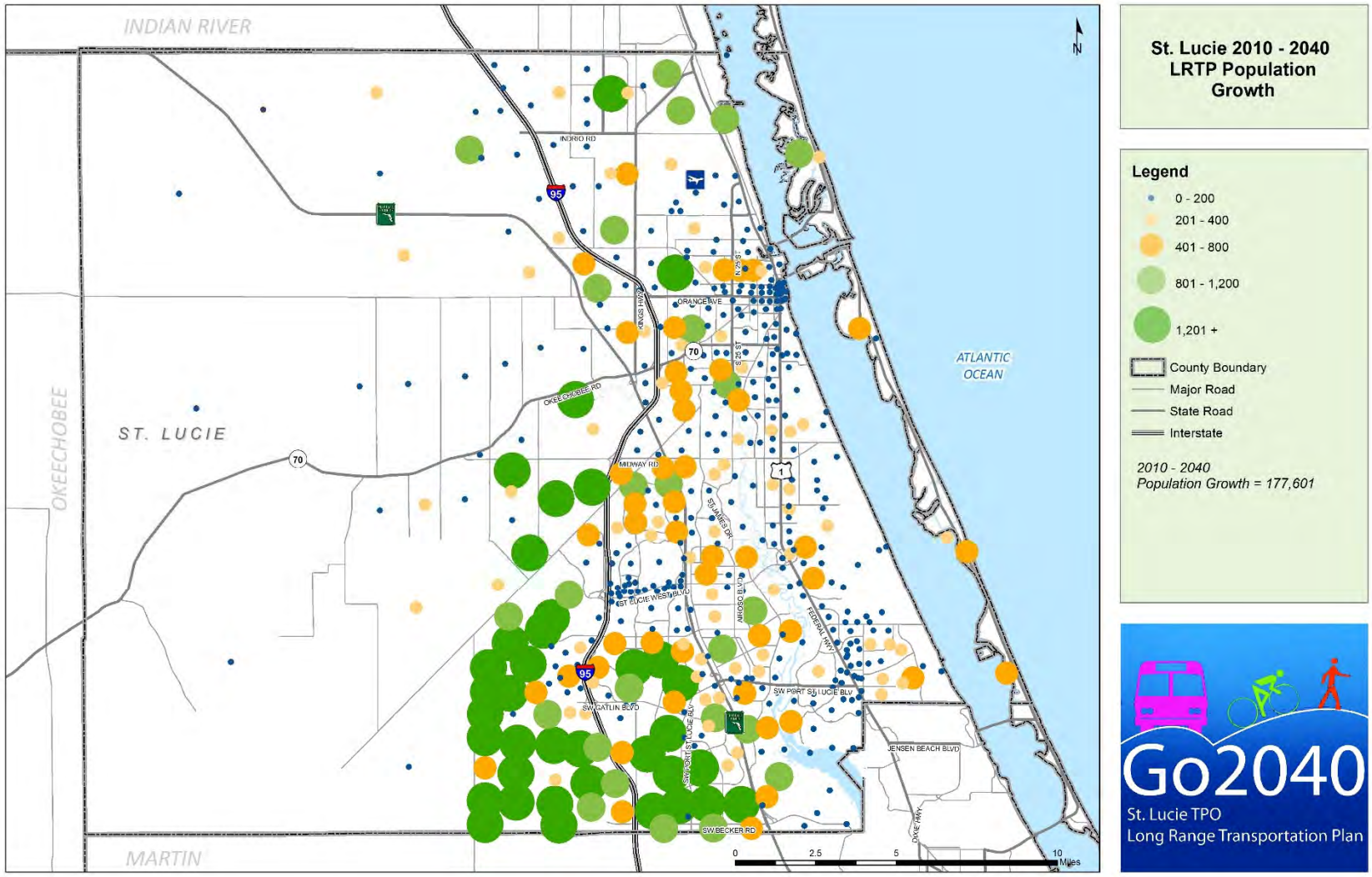
- *Review of land use densities* – identify the amount of future growth on a given parcel depending on the allowed maximum zoning adjusted for historical average consistent with the County's Future Land Use Element.
- *Review of vacant land* – identify opportunities to build, guided by Future Land Use 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.

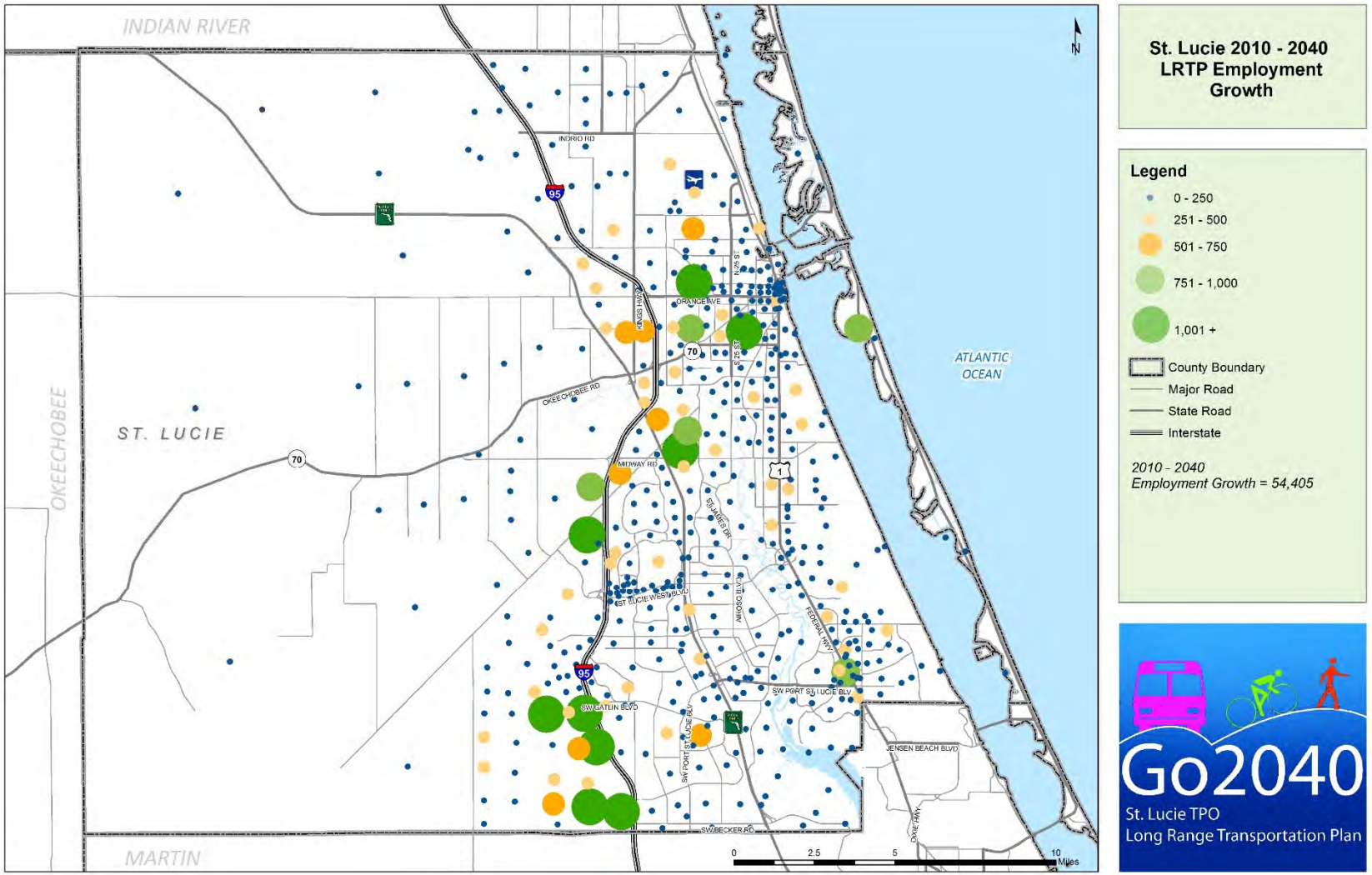
Using GIS, maps were created to illustrate the forecasted locations of the population and employment growth. Extensive review by City, and County staffs resulted in refinements to the data. Focus areas included the Jenkins Road Corridor where policies are in place to increase the amount of commercial 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



Map 2-2: Employment Growth, 2010–2040



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 on the following page lists the goals of the FTP and provides a cross-reference to the goals developed for Go2040.

The Strategic Intermodal System (SIS) was designated by FDOT as a network of high-priority transportation facilities including the state's largest and most significant commercial airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. To plan for the regional transportation needs of people and freight, the SIS Plan 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, the Intercoastal Waterway, SR 70 west of the Turnpike to Okeechobee County, and the rail line extending from Fort Pierce along Glades Cutoff Road. The SIS needs are further discussed in Section 3.1.7.

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. It 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 (RLRTP). The RLRTP 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 RLRTP will be adopted through the TCTC based on the Go2040 LRTP and the LRTPs of the other two MPOs.

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.

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 provides a future portrait 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 the TPO area 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 TPO advisory committees' meeting comments and responses to survey questions, and finally through several discussions with the TPO staff and consultant team. The TPO Board adopted the following Vision that was developed through the process:

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 reflects the community vision and is consistent with the national planning factors identified in Figure 2-1. 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

The goals identified by the TPO were aligned with the national planning factors identified in Figure 2-1. 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
		% truck miles severely congested	Is project on St. Lucie freight network? Yes	5
	Increase transportation options and improve access to destinations that support prosperity and growth.	% population within ¼ mile of Activity Centers	Is project within ¼ mile of Activity Center(s)? Yes	5
		Transit routes providing access to Activity Centers	Is project located on transit needs network? Yes	5

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

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 incorporates the following components:

- Roadway
- Walk/Bike
- Transit
- Pavement Management
- Intelligent Transportation Systems (ITS)
- Congestion Management Program (CMP)
- Strategic Intermodal System (SIS)
- Project Prioritization
- Movement of Freight and Goods
- Safety and Security
- Environmental justice analysis
- Environmental lands assessment
- Summary of public input
- Needs Plan Cost

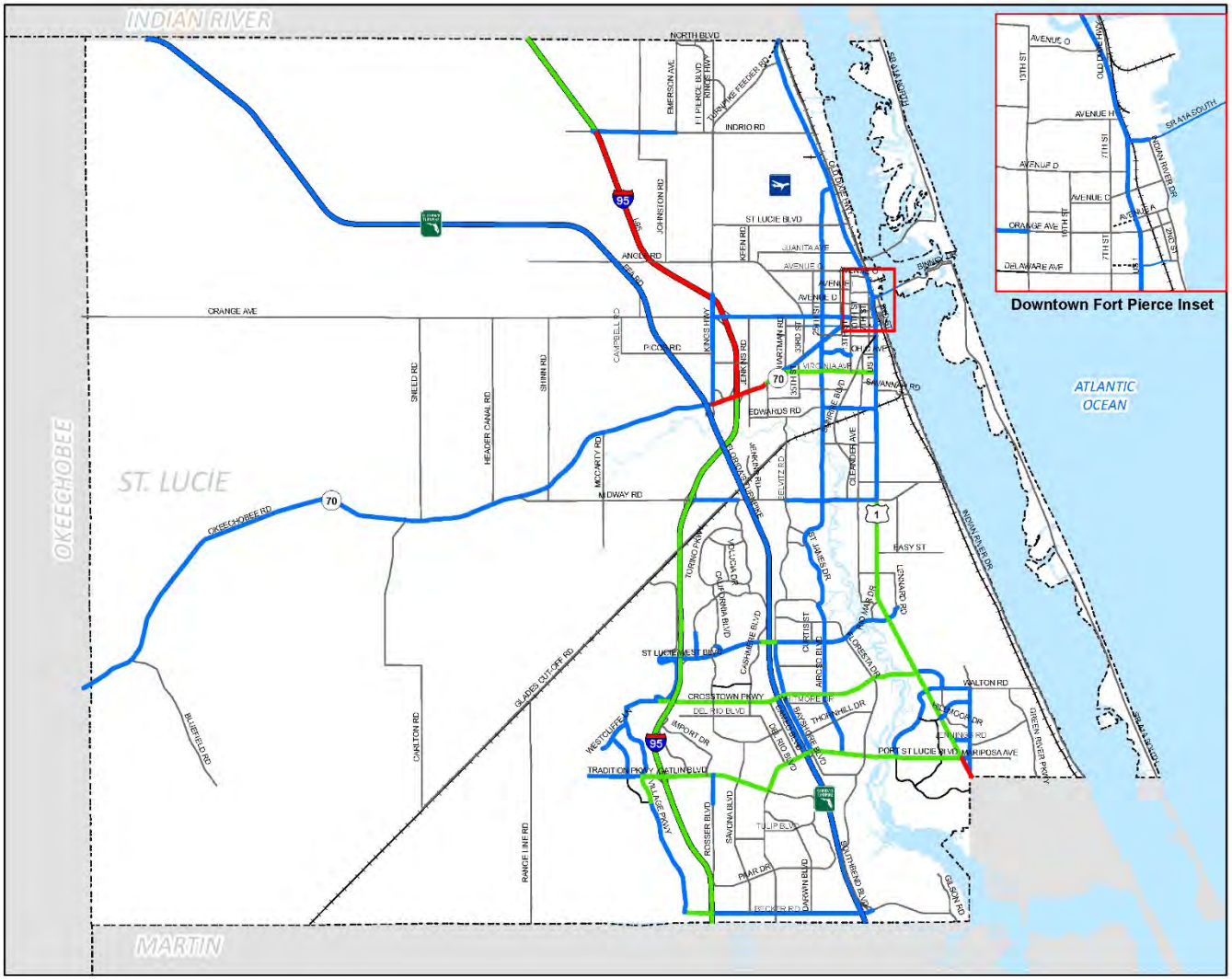
3.1.1 Roadway

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 6-2.

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, also known as the 2020 roadway network. The results of this work effort are illustrated in Map 3-1, E+C Network Number of Lanes, and Map 3-2, the Level of Service of the E+C Network. Roads projected to operate at failing levels of service 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

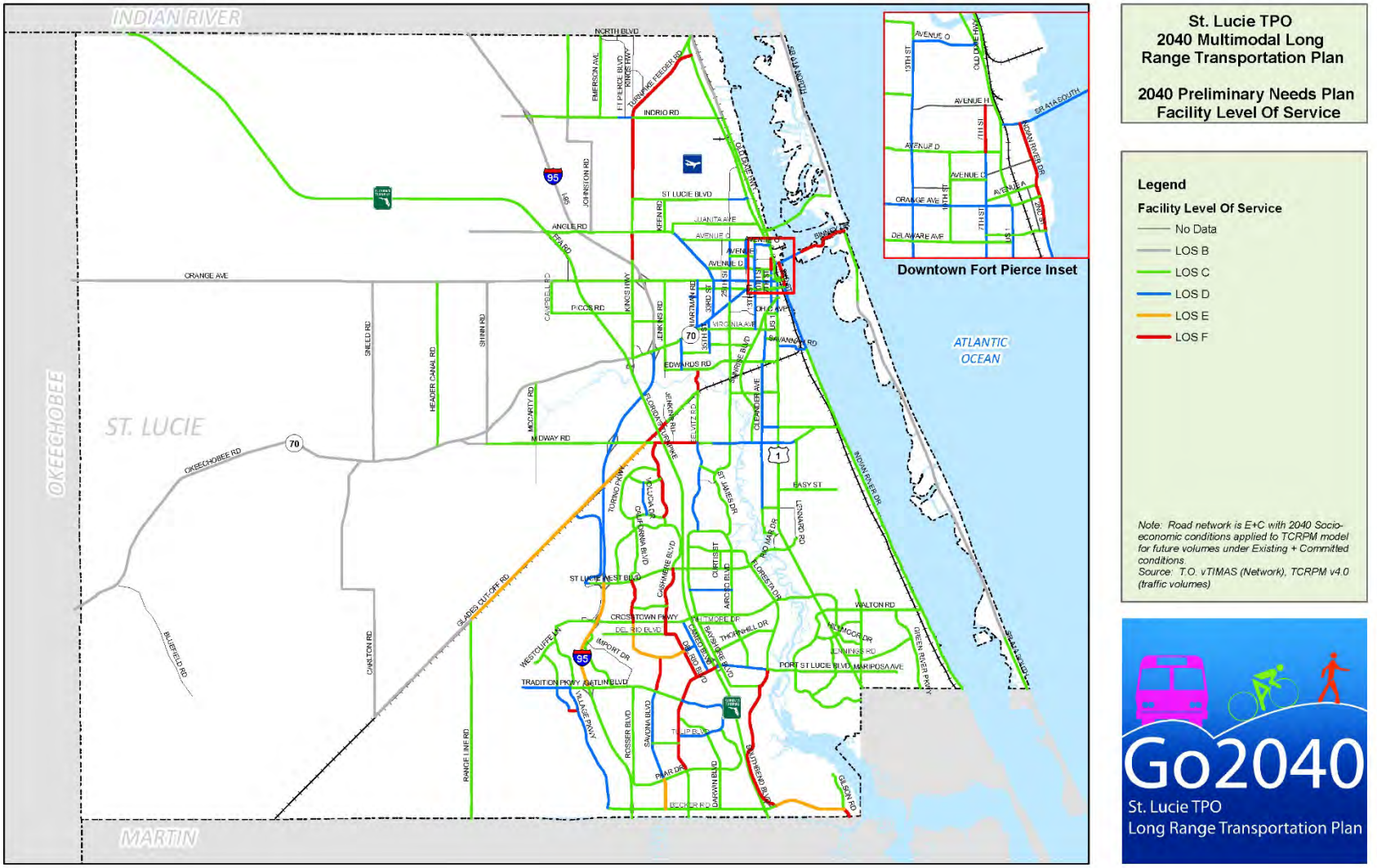
Legend

Lanes/Type			
2U	4U	6F	
2D	4D	8D	
2O	4F	8F	
Ramps	6D		

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

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



Needs Plan Network

Using the LOS deficiencies resulting from the E+C Network loaded with the growth projections summarized in Section 2.4, an initial 2040 Needs Plan network was developed that increased the number of lanes on deficient roadway segments. These improvements to 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, known as the US-1 Corridor Retrofit Project, to optimize level of service and improve safety as further discussed in Section 6.3.1. In addition, Floresta Drive from Port St. Lucie Blvd. to Crosstown Parkway was identified through the congestion management screening process as a congested corridor. An operational study should be completed to evaluate the corridor operations in order to develop a set of potential safety, operational, or multimodal improvements.

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)
- Airport 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 RLRTP 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)
State Projects				
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
			State Project Total Cost	**$290.6**
Local Projects				
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
			Local Project Total Cost	**$631.9**
Developer Projects				
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

Project #	Project Limits	Length (mi)	Project Description	Total Cost ($ M)
2609	Crosstown Pkwy: Range Line Rd to Village Pkwy	2.7	New 4 lanes, bike lanes, sidewalks	$49.8
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	
			Developer Project Total Cost	**$1,073.9**
			Total Cost	**$1,996.4**

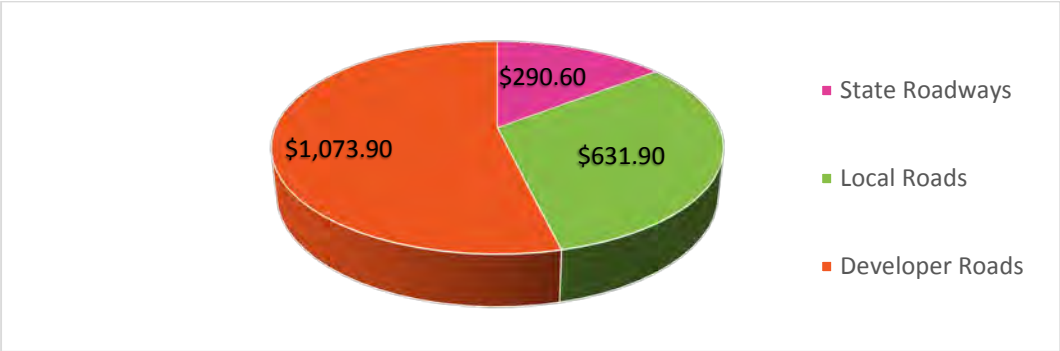
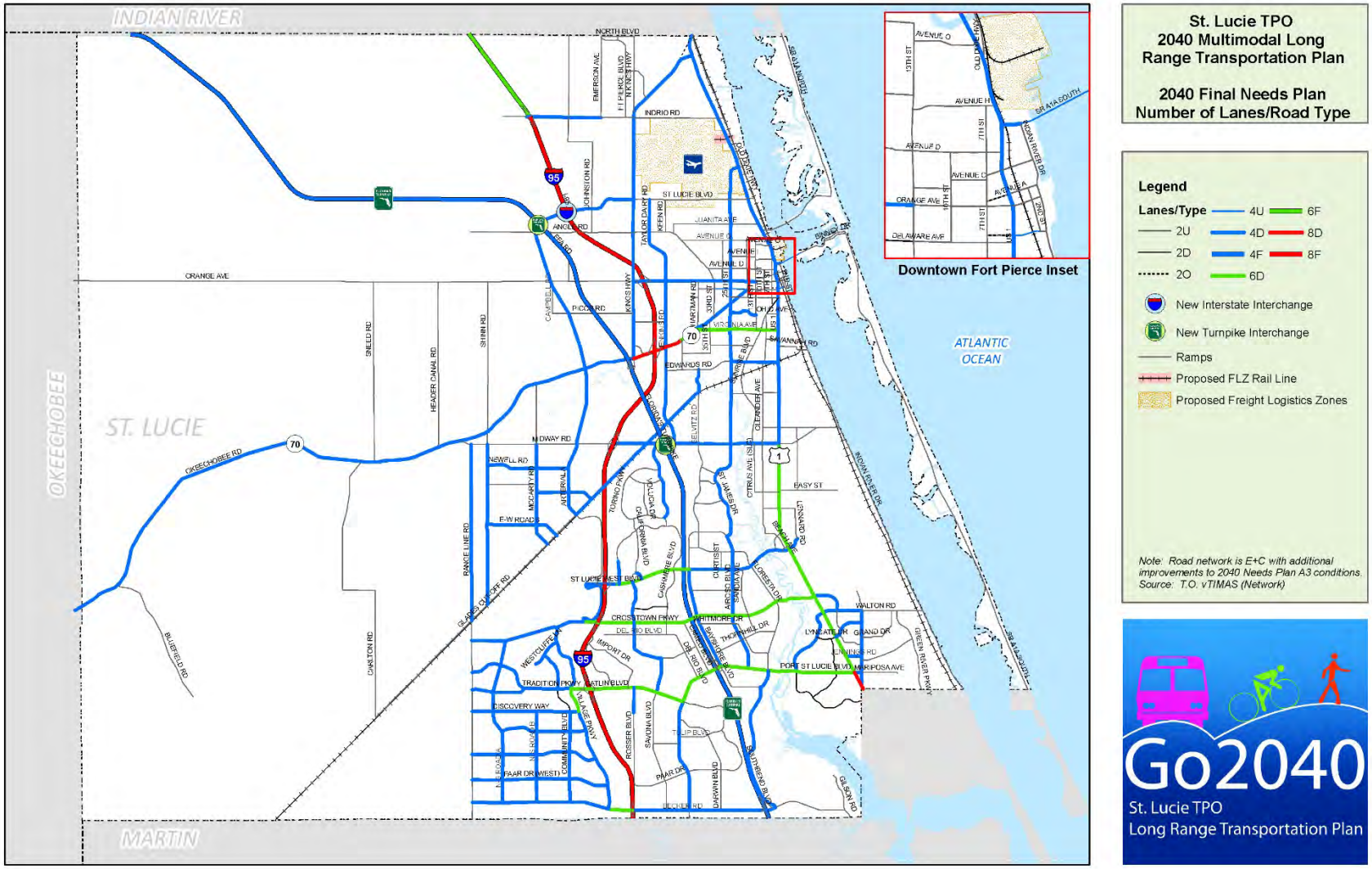


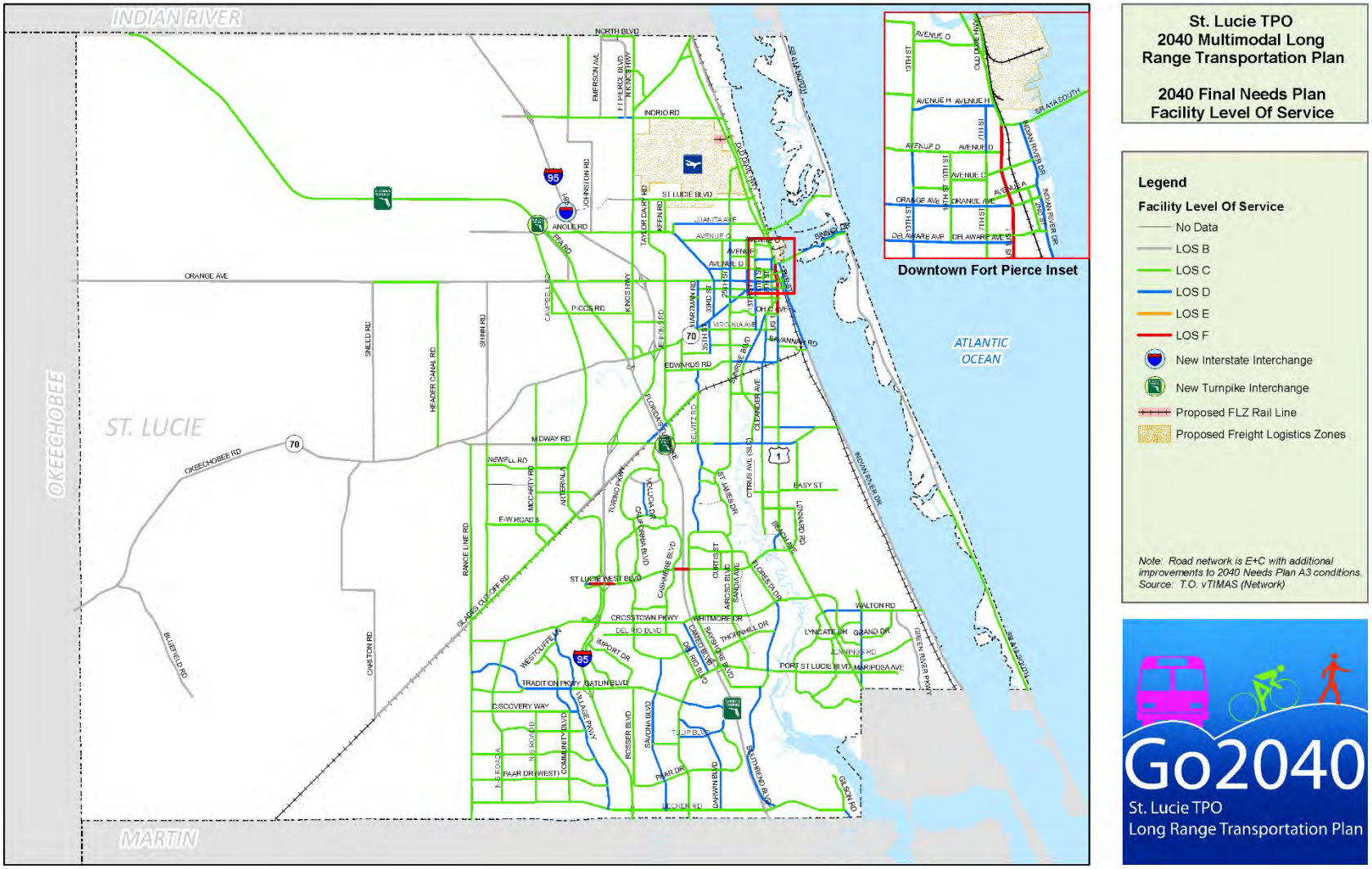
Figure 3-1: Roadway Needs Costs ($M)

Capital roadway needs costs including Developer Roads total $1,996.4 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 $922.5million.

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



Map 3-4: Final Needs Plan Level of Service



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)
2015/2016 Transportation Alternatives (TA) Priority Sidewalk Gaps			
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	
GO2040 LRTP Candidate Sidewalk Gap Projects			

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	Selvitz	7.43
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
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
Easy St	US Hwy 1	Silver Oak Dr	0.93

On Street	From	To	Length (mi)
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
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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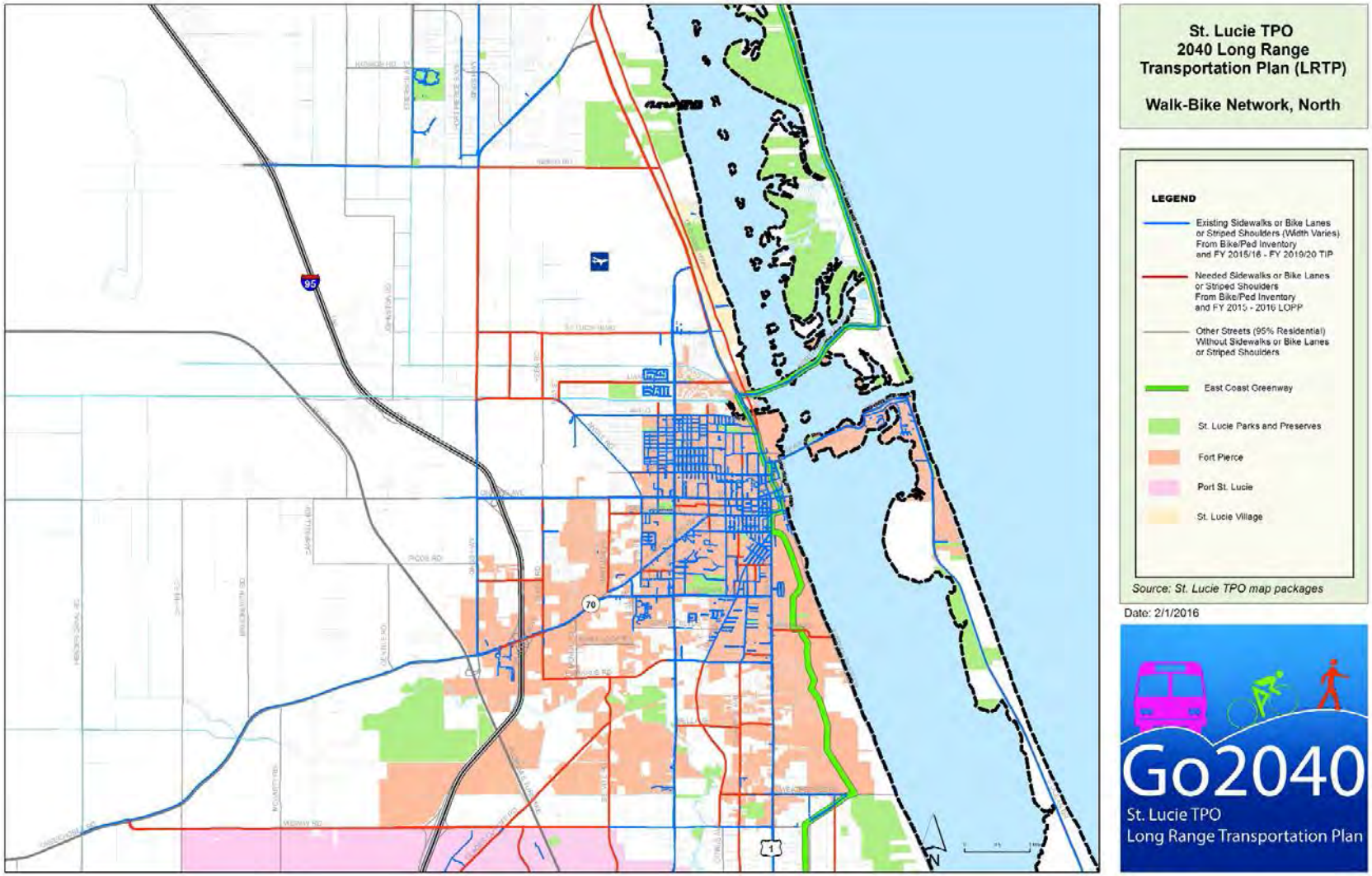
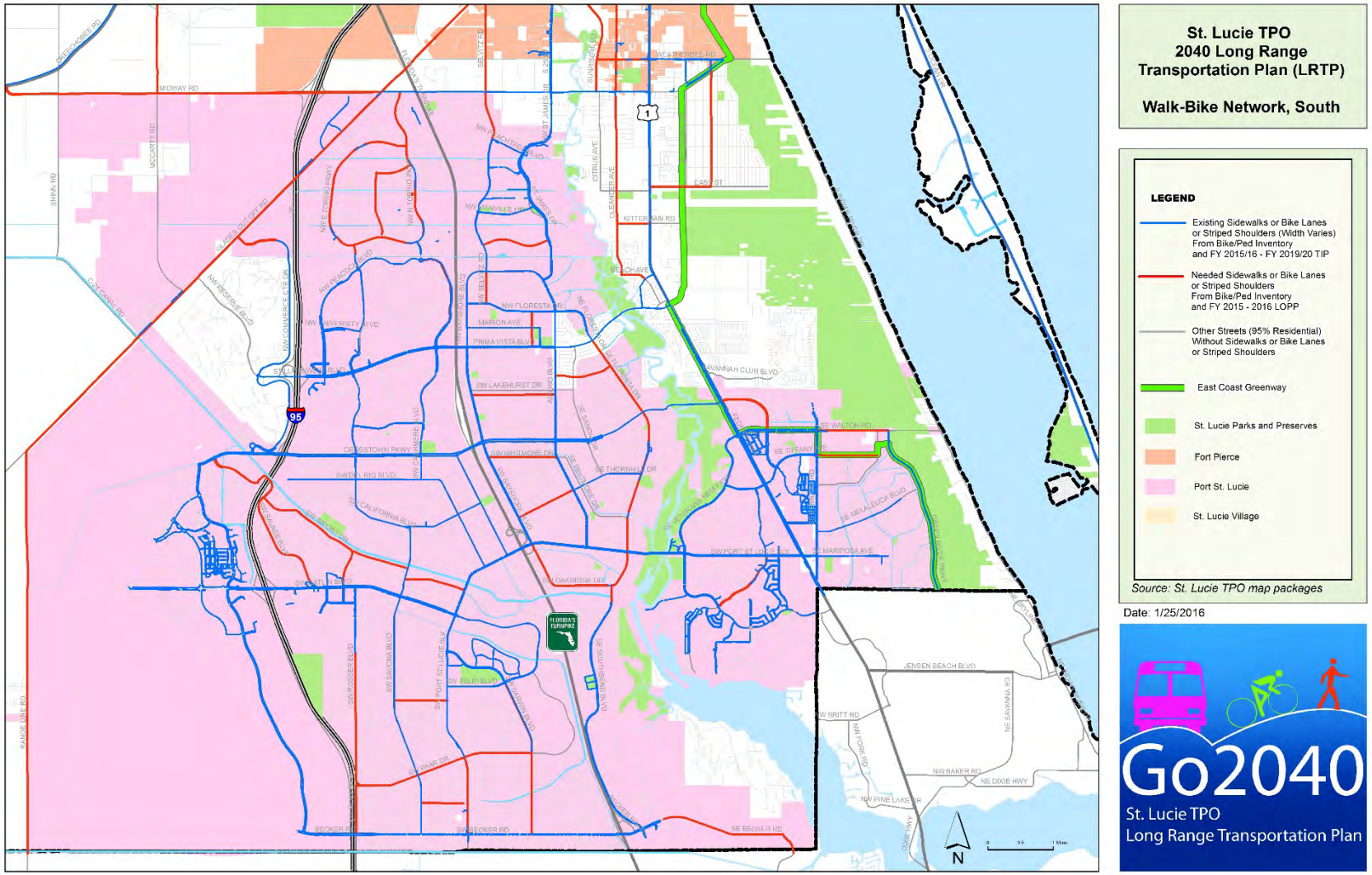
Map 3-5: St. Lucie County Walk-Bike Network Needs (North County)



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



3.1.3 Transit Needs

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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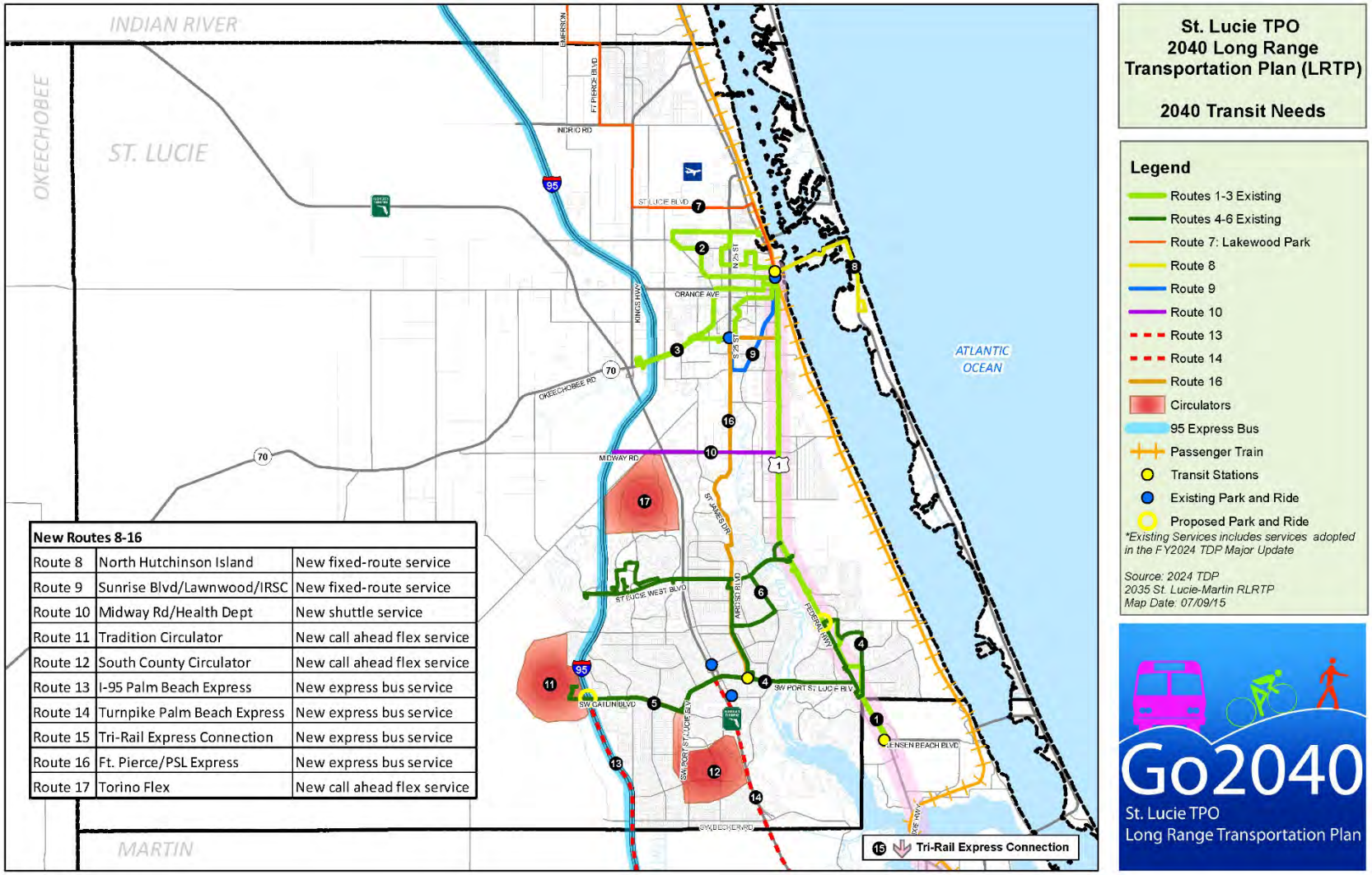
Map 3-7: Final Transit Needs



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

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 Fiscal Year 2015/16 budgets, Port St. Lucie, Fort Pierce and St. Lucie County collectively would be able to resurface 4.8 lane miles. The countywide funding investment level to achieve a 25-year life cycle is $6.5 million annually. Table 3-3 presents a summary of the pavement resurfacing need in the TPO area on an annual basis. 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	Lifecycle	Lane Miles / Year to Meet Life Cycle	Cost/ Lane Mile	Annual Budget Need
Port St. Lucie	446.0	25	17.8	$ 175,000	$ 3,115,000
Fort Pierce	35.1	25	1.4	$ 175,000	$ 245,000
County	445.1	25	17.8	$ 175,000	$ 3,115,000
Total	926.2	N/A	37.0		$ 6,475,000

Notes:

1. Port St. Lucie has an average 5 Year CIP resurfacing budget of $2,000,000 per year; 21% is for functionally classified collector and above roads.
2. Fort Pierce has $400,000 in the FY15/16 budget which includes local roads; Assume that 25 % is spent on functionally classified collector and above roads.
3. County budgets $650,000 per year which includes local roads; assume that $325,000 is used for functionally classified collector above roads.

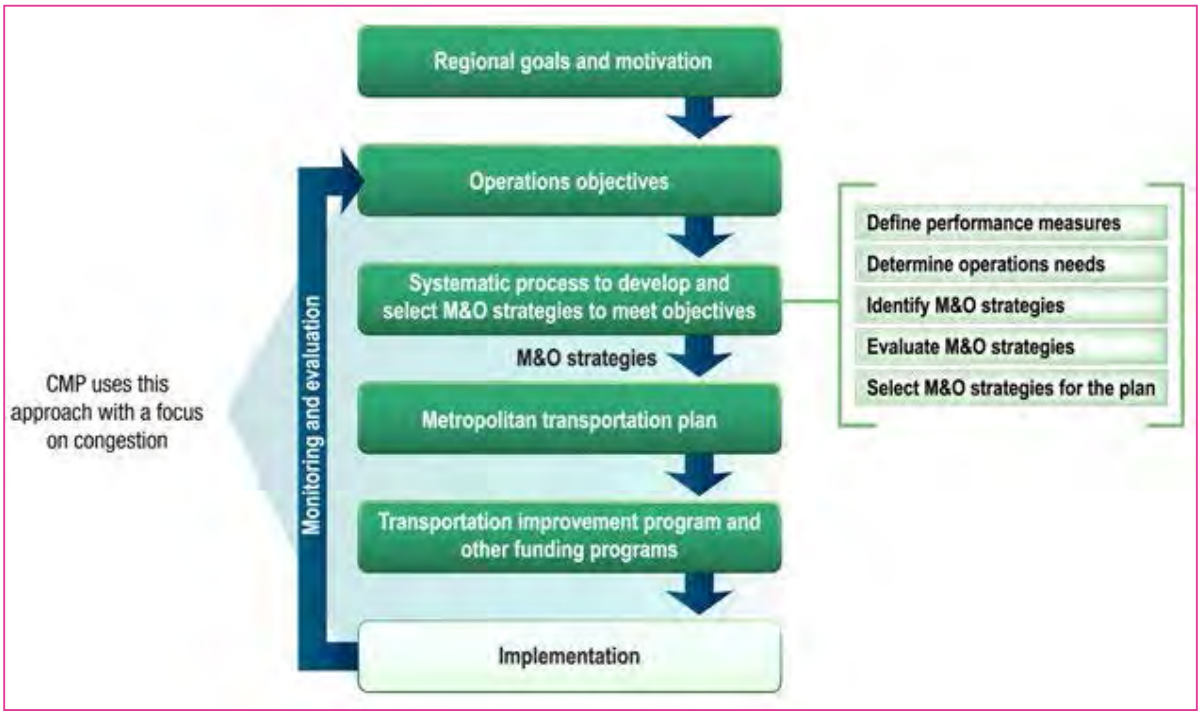
3.1.5 Intelligent Transportation Systems (ITS)

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 though 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 Go2040 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 systems to support transit operations such as 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

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 Process (CMP)

This section summarizes the 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.

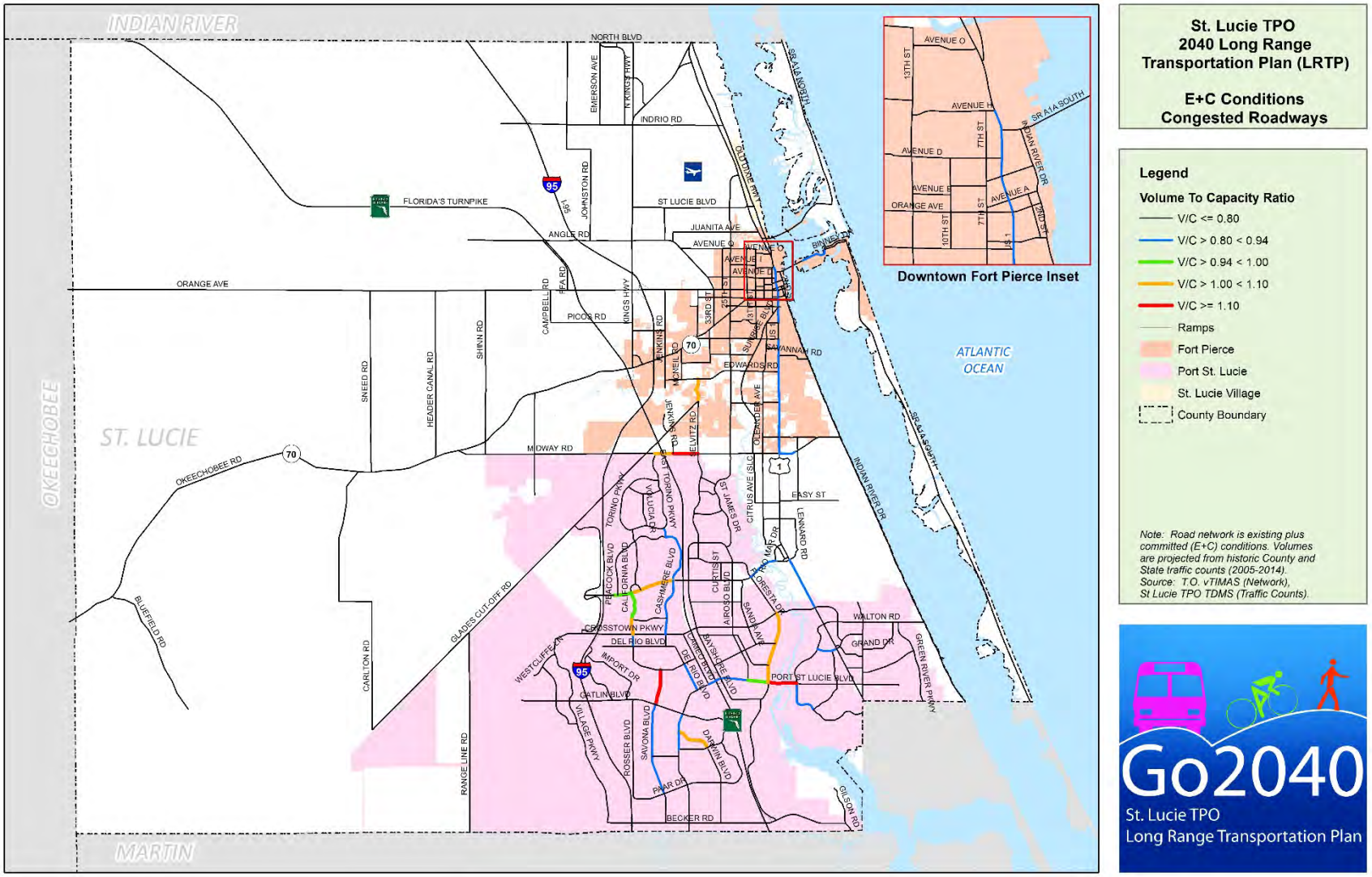
Corridors included in Table 3-4 that are not included in the Go2040 Cost Feasible Plan or that are included in the Go2040 Cost Feasible Plan but are scheduled for funding in the time band from 2031 to 2040 should be considered for a Tier II congestion mitigation analysis. The purpose of the Tier II congestion mitigation analysis is to identify potential congestion strategies and improvements that can be prioritized for funding in updates to the CMP.

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

3.1.7 Strategic Intermodal System (SIS)

There are two levels of SIS facilities; SIS facilities and Emerging SIS facilities. SIS facilities support large areas and 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 Feasible 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 the total technical points for each project out of a possible 100 points. Additionally, local government representatives were asked to prioritize the roadway projects included in the Needs Plan. In order to relate the local rankings with the technical points, the priorities provided by the local government representatives were converted to a 100 point scale. For the transit and walk/bike projects, existing priorities were used to reflect local priorities. This included using priorities from Community Transit's TDP and the TPO's prioritized list of Transportation Alternative (TA) Projects. Weighting the technical points by 60% and the local government prioritizations by 40% resulted in the weighted points used to prioritize the multimodal transportation projects. Table 3-5 provides the weighted rank order resulting from the combination of the technical scoring and the local government prioritization.

Table 3-5: Multimodal Project Priorities

Weighted Rank Order	Mode	Project	Technical Points	Local Ranking Points	Weighted Points
1	Roadway	US 1 from Edwards Rd to SR A1A South	72	100	83.2
2	Transit	Route 16 - Ft. Pierce/PSL Express	63	100	77.8
3	Walk/Bike	17th Street Sidewalk Gaps from Georgia Avenue to Avenue Q	58	100	74.8
4	Roadway	Port St Lucie Blvd from Paar Dr to Darwin Rd	57	100	74.2
5	Transit	Route 15 - Tri-Rail Express Connection	58	90	70.8
6	Roadway	Midway Rd from Glades Cut-Off Rd To Selvitz Rd	49	100	69.4
7	Roadway	Port St Lucie Blvd From Becker Rd To Paar Dr	55	90	69.0
8	Walk/Bike	East Torino Parkway from Volucia Drive to Conus Street	48	100	68.8
9	Roadway	St Lucie West Blvd From E Of I-95 To Cashmere Blvd	60	80	68.0
10	Walk/Bike	29th Street Sidewalk Gaps from Avenue I to Avenue Q	53	90	67.8
11	Roadway	Kings Hwy From N Of I-95 Overpass To Indrio Rd	59	80	67.4
12	Transit	Route 8- Hutchinson Island	58	80	66.8
13	Transit	Route 9- Sunrise Blvd	63	70	65.8
14	Roadway	Turnpike Feeder Rd from Indrio Rd to US 1	49	90	65.4
15	Walk/Bike	Parr Drive from Savona Boulevard to Port St. Lucie Boulevard	48	90	64.8
16	Roadway	Glades Cut-Off Rd From Commerce Ctr Dr To Selvitz Rd	47	90	64.2
17	Walk/Bike	Oleander Avenue from Midway Road to Market Avenue	38	100	62.8
18	Walk/Bike	Volucia Drive from Blanton Boulevard to Torino Parkway	48	80	60.8
19	Walk/Bike	29th Street from Avenue Q to Avenue T	53	70	59.8
19	Walk/Bike	Walton Road from Lennard Road to Green River Parkway	33	100	59.8
21	Transit	Route 10 - Midway Rd	58	60	58.8
21	Walk/Bike	North Macedo Boulevard from Selvitz Road to St. James Drive	38	90	58.8
21	Walk/Bike	Selvitz Road from Milner Drive to Peachtree Boulevard	38	90	58.8
21	Walk/Bike	Thornhill Drive from Bayshore Boulevard to Airoso Boulevard	38	90	58.8
21	Walk/Bike	Boston Avenue from 25th Street to 13th Street	38	90	58.8
26	Walk/Bike	Alcantarra Boulevard from Port St. Lucie Blvd to Savona Blvd	48	70	56.8
27	Walk/Bike	Curtis Street from Prima Vista Boulevard to Floresta Drive	38	80	54.8
28	Roadway	North Mid-County Connector From Turnpike To Midway Rd	37	80	54.2
29	Walk/Bike	Floresta Drive from Port St. Lucie Blvd to Southbend Blvd	43	70	53.8
30	Transit	Route 13 - I-95 Palm Beach Express	53	50	51.8
30	Transit	Route 14 - Turnpike Palm Beach Exp.	53	50	51.8
30	Walk/Bike	Weatherbee Road from U.S. Highway 1 to Oleander Avenue	33	80	51.8
33	Transit	Route 11 - Tradition Circulator	58	40	50.8
34	Roadway	Airport Connector From Turnpike To Kings Hwy	37	70	50.2
35	Roadway	Selvitz Rd From Glades Cut-Off Rd To Edwards Rd	42	60	49.2
36	Roadway	Floresta Dr From South Bend Blvd To Port St Lucie Blvd	35	70	49.0
37	Roadway	Jenkins Rd From Midway Rd To St. Luice Blvd	47	50	48.2
38	Walk/Bike	Oleander Avenue from Midway Road to Saeger Avenue	33	70	47.8
39	Transit	Route 17 - Torino Flex	58	30	46.8
39	Walk/Bike	Savage Boulevard from Import Drive to Gatlin Boulevard	38	60	46.8
39	Walk/Bike	Bayshore Blvd from Mountwell Street to Port St. Lucie Blvd	38	60	46.8
39	Walk/Bike	Emil Avenue from Oleander Avenue to U.S. Highway 1	38	60	46.8
43	Walk/Bike	Rosser Boulevard from Openview to Bamberg Street	33	60	43.8
43	Walk/Bike	Import Drive from Gatlin Boulevard to Savage Boulevard	33	60	43.8
43	Walk/Bike	Paar Drive from Bamberg Street to Savona Boulevard	33	60	43.8
43	Walk/Bike	Southbend Boulevard from Oakridge Drive to Eagle Drive	33	60	43.8
47	Walk/Bike	Avenue D from Angle to 25th	58	20	42.8
47	Walk/Bike	Sunrise Blvd from Midway to Edwards Rd	58	20	42.8
47	Walk/Bike	Idol Drive from Charter School to Savona Boulevard	38	50	42.8
47	Walk/Bike	Cashmere Boulevard from Charter School to Westgate K-8 School	38	50	42.8

Weighted Rank Order	Mode	Project	Technical Points	Local Ranking Points	Weighted Points
51	Roadway	East Torino Pkwy From Cashmere Blvd To Midway Rd	50	30	42.0
51	Roadway	California Blvd From Savona Blvd To St Lucie West Blvd	30	60	42.0
53	Roadway	Savona Blvd From Gatlin Blvd To California Blvd	35	50	41.0
54	Walk/Bike	W Midway Rd from Selvitz Rd to 25th	53	20	39.8
54	Walk/Bike	N Kings Hwy from Angle Rd to Indrio Rd	53	20	39.8
54	Walk/Bike	Okeechobee Rd from Hartman/Okeechobee to Georgia	53	20	39.8
54	Walk/Bike	St Lucie Blvd from N Kings Hwy to 25th	53	20	39.8
54	Walk/Bike	N 17th Street from Georgia Avenue to Avenue Q	53	20	39.8
54	Walk/Bike	Angle Rd from N Kings Hwy to Avenue Q	53	20	39.8
54	Walk/Bike	N 53rd ST from Angle Rd to Juanita Ave	53	20	39.8
54	Walk/Bike	Oakridge Drive from Southbend Drive to Mountwell Street	33	50	39.8
54	Walk/Bike	Selvitz Road from Floresta Drive to Bayshore Boulevard	33	50	39.8
54	Walk/Bike	Tiffany Avenue from Lennard Road to Grand Drive	33	50	39.8
64	Walk/Bike	West Cedar Pedestrian Mall from 2nd Street to FEC Railroad	38	40	38.8
65	Roadway	Southbend Blvd From Becker Rd To Floresta Dr	37	40	38.2
66	Walk/Bike	NW Blanton Blvd From Volucia To East Torino	48	20	36.8
66	Walk/Bike	NW California Blvd From West Torino To Wolverine	48	20	36.8
66	Walk/Bike	NW East Torino Pkwy From NW Blanton Blvd To Midway	48	20	36.8
66	Walk/Bike	NW North Torino Pkwy From Shawbury To NW East Torino Pkwy	48	20	36.8
66	Walk/Bike	NW West Torino Pkwy From Shawbury To Volucia	48	20	36.8
66	Walk/Bike	SE Floresta Dr From Streamlet To Prima Vista	48	20	36.8
66	Walk/Bike	SW Fairgreen Rd From Crosstown To SW Cadima St	48	20	36.8
66	Walk/Bike	Juanita Ave from N 53rd St to N US HWY 1	48	20	36.8
66	Walk/Bike	W Midway Rd from Okeechobee to Glades Cutoff	48	20	36.8
75	Walk/Bike	Okeechobee Rd from Crossroads to Jenkins	43	20	33.8
75	Walk/Bike	SE Morningside Blvd from Westmoreland to Port St Lucie	43	20	33.8
77	Walk/Bike	SE Calmoso Dr from Sandia to SE Floresta Dr	38	20	30.8
77	Walk/Bike	SW Dalton Ave from Savona to Port St Lucie	38	20	30.8
77	Walk/Bike	Calmoso Dr from Airoso to Sandia	38	20	30.8
77	Walk/Bike	NW Selvitz Rd from Milner to W Midway Rd	38	20	30.8
77	Walk/Bike	Glades Cut Off Rd from Range Line Rd to Selvitz	38	20	30.8
77	Walk/Bike	Selvitz Rd from W Midway Rd to Edwards Rd	38	20	30.8
77	Walk/Bike	Hartman Rd from Okeechobee to Orange	38	20	30.8
77	Walk/Bike	N 10th St from Avenue E to Avenue H	38	20	30.8
77	Walk/Bike	Ohio Ave from S 11th St to US Hwy 1	38	20	30.8
77	Walk/Bike	S 11th St from Virginia to Georgia	38	20	30.8
77	Walk/Bike	Boston Ave from 25th Street to 13th Street	38	20	30.8
77	Walk/Bike	Keen Rd from Angle to St Lucie Blvd	38	20	30.8
77	Walk/Bike	Mississippi Ave from 13th St to 10th St	38	20	30.8
77	Walk/Bike	Oleander Ave from South Market to Edwards Rd	38	20	30.8
77	Walk/Bike	Quincy Ave from 33rd/Okeechobee to 25th	38	20	30.8
77	Walk/Bike	Delaware Ave from Hartman to 33rd	38	20	30.8
77	Walk/Bike	Easy St from US Hwy 1 to Silver Oak Dr	38	20	30.8
94	Walk/Bike	SE Village Green Dr from Walton to US Hwy 1	33	20	27.8
94	Walk/Bike	SW Duval Ave from Bayshore to Airoso	33	20	27.8
94	Walk/Bike	SW Whitmore Dr from Bayshore to Airoso	33	20	27.8
94	Walk/Bike	SW Abingdon Ave from Import to Savona	33	20	27.8
94	Walk/Bike	SW Cadima St from SW Fairgreen Rd to Savage/Galiano	33	20	27.8
94	Walk/Bike	S Jenkins Rd from Edwards to Orange	33	20	27.8
94	Walk/Bike	Farmers Market Rd from Oleander Ave to US Hwy 1	33	20	27.8
94	Walk/Bike	Kitterman Rd from Oleander Ave to US Hwy 1	33	20	27.8
94	Walk/Bike	W Weatherbee Rd from Sunrise Blvd to Oleander	33	20	27.8

Weighted Rank Order	Mode	Project	Technical Points	Local Ranking Points	Weighted Points
94	Walk/Bike	N Old Dixie Hwy from Avenue M/US Hwy 1 to Turnpike Feeder	33	20	27.8
94	Walk/Bike	Savannah Rd from US Hwy 1 to Indian River	33	20	27.8
94	Walk/Bike	Taylor Dairy Rd from Angle Rd to Indrio Rd	33	20	27.8
94	Walk/Bike	Bell Ave from 25th to Oleander Ave	33	20	27.8
94	Walk/Bike	Colonial Rd from Southern to Ohio Ave	33	20	27.8
94	Walk/Bike	Graham Rd from Kings to Jenkins	33	20	27.8
94	Walk/Bike	Mccarty Rd from W Midway Rd to Okeechobee	33	20	27.8
94	Walk/Bike	NW Gilson Rd from Martin Co Line to SE Becker Rd	33	20	27.8
94	Walk/Bike	Range Line Rd from Martin Co Line to Glades Cutoff	33	20	27.8
94	Walk/Bike	SE Becker Rd from East of Via Tesoro/Waterfall to NW Gilson Rd	33	20	27.8
94	Walk/Bike	Silver Oak Dr from Easy St to Midway	33	20	27.8
114	Roadway	Floresta Drive From Port St Lucie Blvd To Crosstown Pkwy	31	20	26.6
115	Walk/Bike	Edwards Rd from Jenkins to 25th	28	20	24.8
115	Walk/Bike	Indrio Rd from N Kings Hwy to N Old Dixie Hwy	28	20	24.8
115	Walk/Bike	N US Highway 1 from St Lucie Blvd to Turnpike Feeder	28	20	24.8
115	Walk/Bike	Oleander Ave from Beach to N of Kitterman	28	20	24.8
115	Walk/Bike	Beach Ave from Rio Mar to Oleander	28	20	24.8

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 the TPO area. 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.

Rail

The TPO area is traversed by two railroad corridors. 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 railroad corridor operating in St. Lucie County is the FEC's K-Line along Glades Cut Off Road connecting with CSX's A-Line. FEC operates an intermodal facility in Fort Pierce.

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 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 a 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 Treasure Coast International Airport located north of Fort Pierce 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

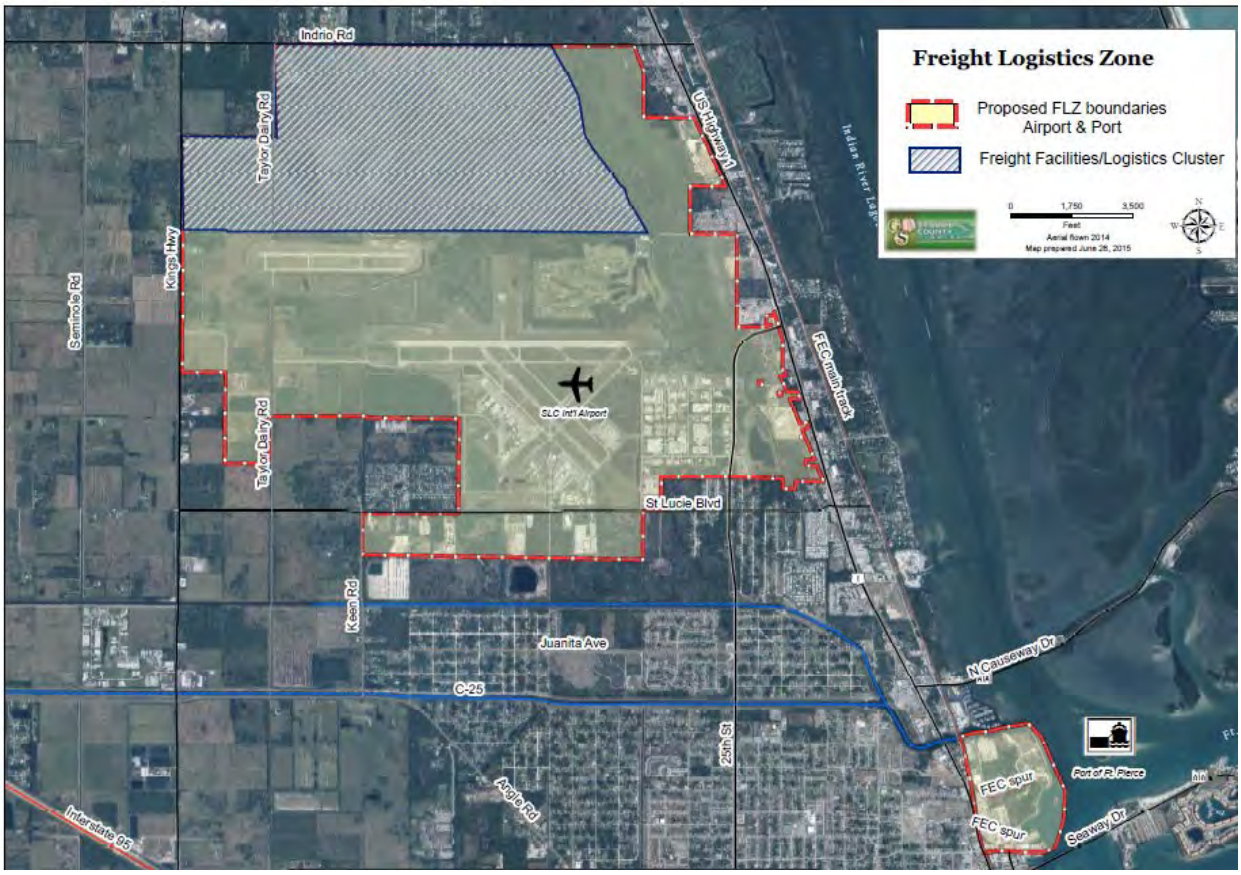
Northern Connector

Construction of the Northern Connector from Florida's Turnpike to I-95 with 2 new interchanges (a private developer-built road) and the Airport Connector from I-95 to Kings Highway 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 freight logistics zone, further discussed in the next section, which would be facilitated by a better connection to the aforementioned highway network.

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 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.

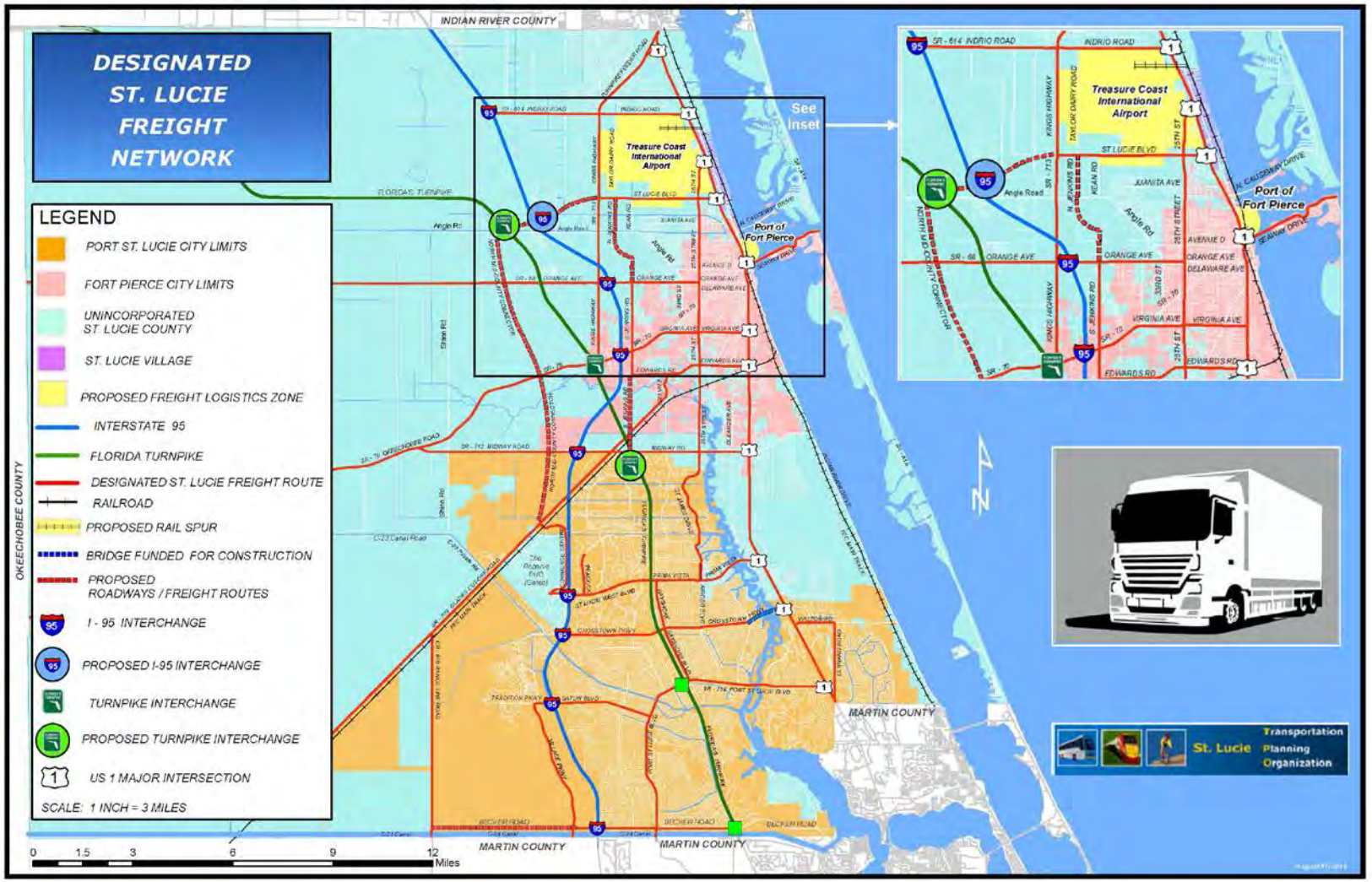
Figure 3-3: Proposed Freight Logistics Zone



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 objective to improve safety of the transportation system and the Choices objective to improve bike/pedestrian and public transportation networks, this section presents the 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. Consistent with the SHSP, 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.

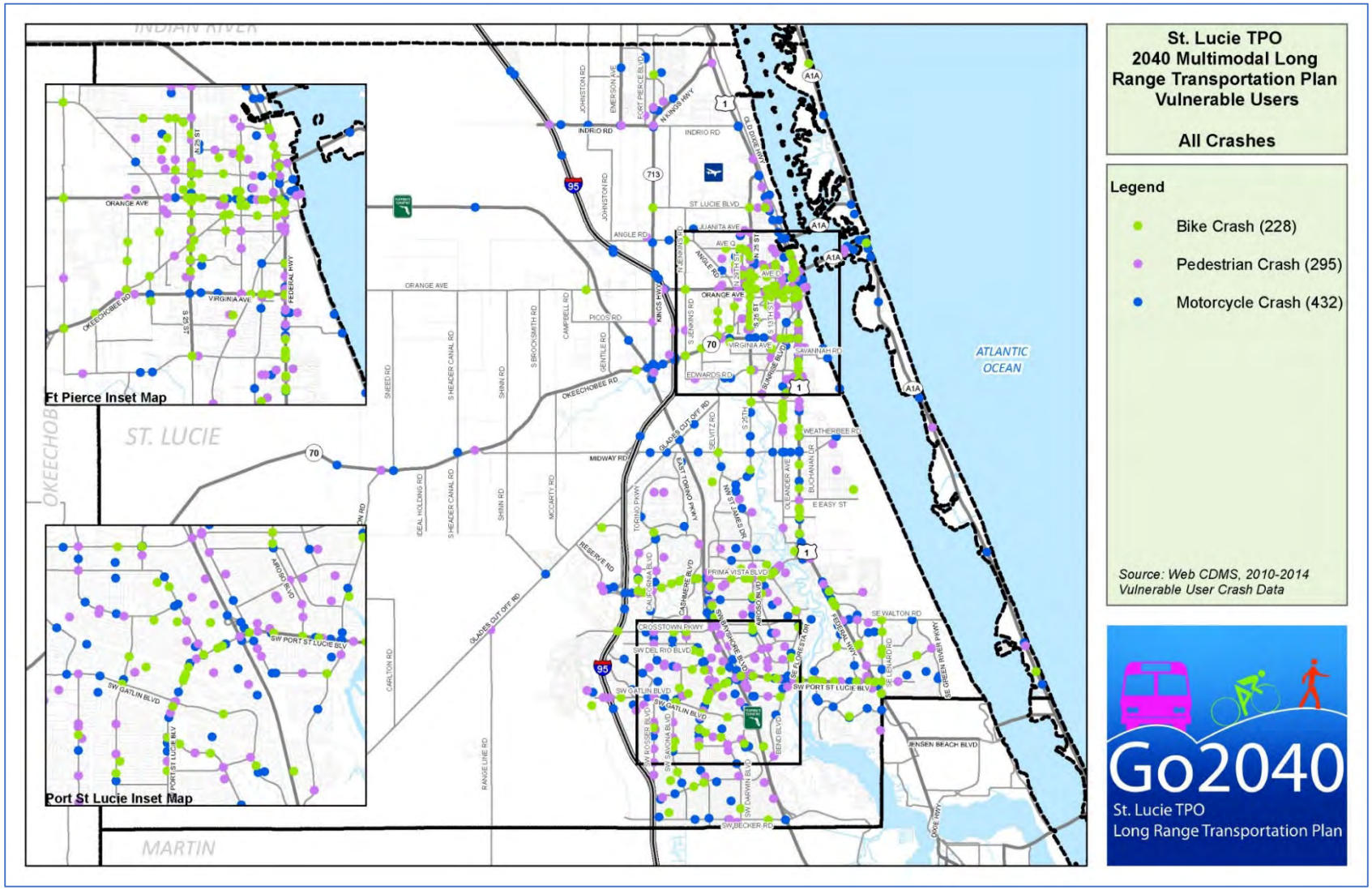
Table 3-6: Vulnerable Users Crashes per 100,000 Miles, St. Lucie County

	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 Injuires	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

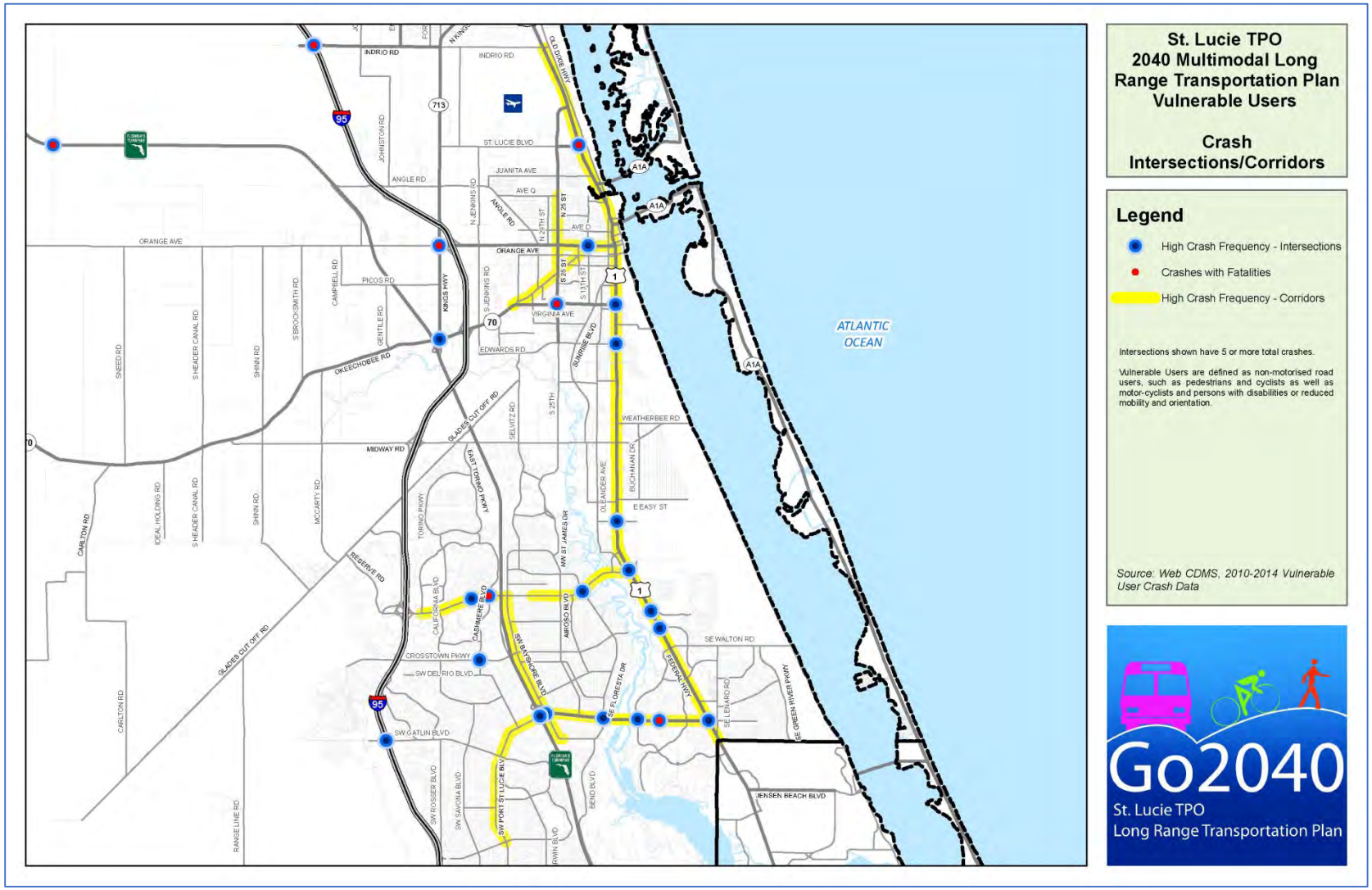
*Florida Traffic Crash Facts Annual Report 2013

**US Department of Transportaiton - 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



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 25th Street/S 25th Street) from SR-70 (Okeechobee Road/Virginia Avenue) to Avenue Q
- Downtown Fort Pierce area – SR-68 (Orange Avenue) from SR-615 (N 25th Street/S 25th 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	> Fund new strategies/technologies/projects that can help prevent events. > Conduct vulnerability analyses on regional transportation facilities and services. > Secure management of data and information on transportation system vulnerabilities. > Provide a forum for security/safety agencies to coordinate surveillance and prevention strategies. > Fund and coordinate regional transportation surveillance systems that can identify potential danger prior to it occurring. > Coordinate drills and exercises among transportation providers to practice emergency plans. > Coordinate with security officials in development of prevention strategies. > Support hazardous route planning. > Support research on structural integrity in explosion circumstances and standard designs.
Mitigation	> 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). > Analyze transportation network for emergency route planning and strategic gaps in network. > Provide forum for discussions on coordinating emergency response. > Disseminate best practices in incident-specific engineering design and emergency response. > Disseminate public information on options available for possible response. > Fund communications systems and other technology to speed response to incidents.
Monitoring	> Fund surveillance and detection systems. > Propose protocols for non-security/safety agency response (e.g., local governments). > Coordinate public information dissemination strategies. > Fund communications systems for emergency response teams and agencies.
Recovery	> Conduct transportation network analyses to determine most effective recovery investment strategies. > Act as a forum for developing appropriate recovery strategies. > Fund recovery strategies. > Develop recovery strategies, including support for transportation disadvantaged. > Coordinate stockpiling of strategic road/bridge components for rapid reconstruction. > Coordinate communication between agencies.
Investigation	> Provide any data collected as part of surveillance/monitoring that might be useful for an investigation.
Institutional Learning	> Act as forum for regional assessment of organizational and transportation systems response. > Conduct targeted studies on identified deficiencies and recommending corrective action. > Coordinate changes to multi-agency actions that will improve future responses. > Fund new strategies/technologies/projects that will better prepare region for next event.

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

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.

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 Treasure Coast 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:

- 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.

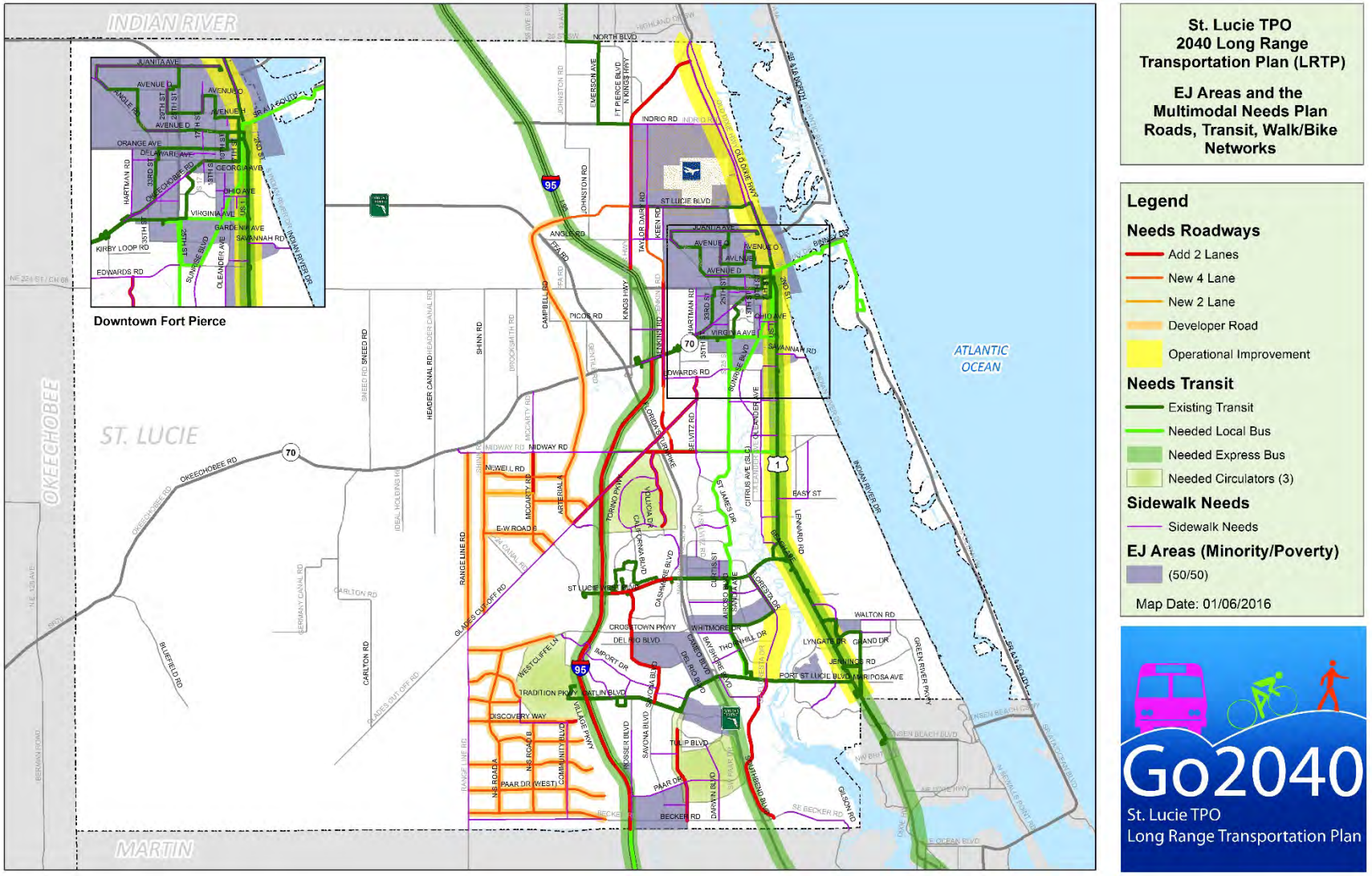
The Go2040 LRTP development process included efforts to identify areas with high concentrations of traditionally underserved and underrepresented populations and ensure their participation in the development of the multimodal 2040 Needs and Cost Feasible Plans.

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 improve 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 subsequentely 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. 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

Linking planning and the National Environmental Policy Act (NEPA), an assessment was conducted on the potential impacts of needed transportation projects on environmentally-sensitive areas. The Go2040 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 priority. In addition, 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 environmentally-sensitive areas. A unique aspect of the development of the base map was a workshop that included the St. Lucie Conservation Alliance and the St. Lucie County Environmental Management staff to identify the Special Emphasis Areas that may not have been mapped to date. Through this workshop, the initial base map was modified to reflect the enhanced local data that was reviewed and agreed upon by the parties during the workshop. The end result was the creation of a refined environmental base map used in the evaluation of the Final Needs Plan projects.

Locations of the proposed projects were subsequently incorporated onto the map to identify potential 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 more features overlapped and was within ¼ mile of a proposed improvement, the impact was considered high. None of the Needs projects are situated in areas with a high environmental sensitivity.

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

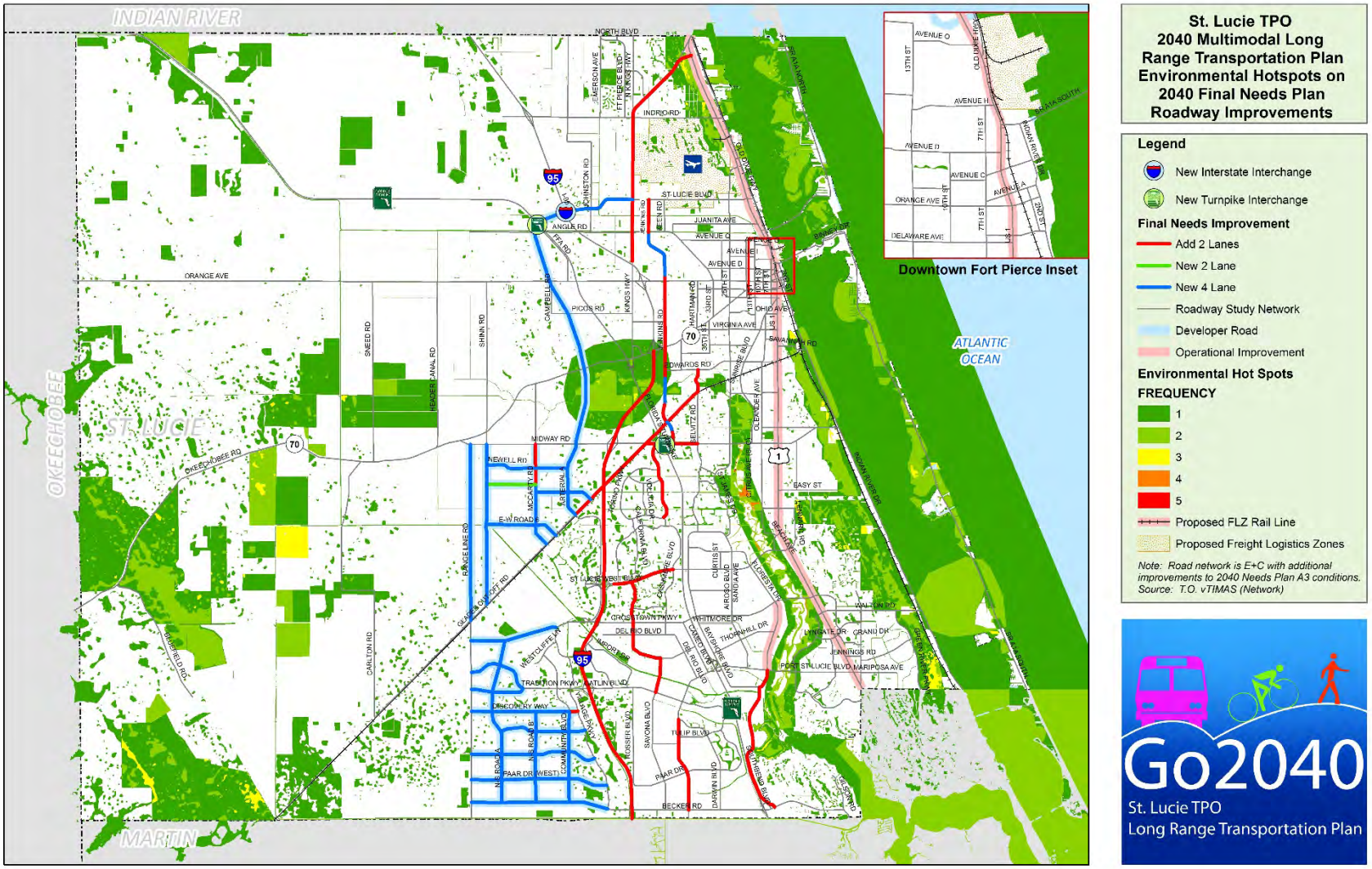
through enhancement, restoration, creation, and/or preservation projects that serve to offset unavoidable environmental impacts.

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
2702	North Mid-County Connector	Turnpike	Midway Rd	8.21	New 4 lane	Medium
401	Turnpike Feeder Rd	Indrio Rd	US 1	2.74	Add 2 lanes	Medium
415	Floresta Dr	Oaklyn St	Port St Lucie Blvd	0.61	Add 2 lanes	Medium
416	Southbend Blvd	Becker Rd	Floresta Dr	4.18	Add 2 lanes	Medium
1535	I-95	N of Glades Cut-Off Rd	S of SR 70		Add 2 lanes	Medium
1536	I-95	N of Becker Rd	N of Glades Cut-Off Rd		Add 2 lanes	Medium
450A	Jenkins Rd	Midway Rd	Okeechobee Rd	2.84	Add 2 lanes	Medium
450B	Jenkins Rd	Okeechobee Rd	Angle Rd	2.55	Add 2 lanes; new 4 lane	Low
450C	Jenkins Rd	Angle Rd	St Lucie Blvd	1.01	Add 2 lanes	Low
550	Florida's Turnpike	At Midway Rd	N/A	N/A	New interchange	Low

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



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.

There are several mitigation banks in the St. Lucie TPO Area. One is the Bluefield Ranch Mitigation Bank (BRMB) in St. Lucie and Martin counties, which 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. A second bank 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. Third, is the Bear Point Mitigation Bank which is also operated by St. Lucie County Government. The Bear Point Impoundment is an approved 317-acre mitigation bank that is located on County-owned wetlands adjacent to the Indian River Lagoon. The bank was permitted by both the Florida Department of Environmental Protection (FDEP) and the U.S. Army Corps of Engineers (ACOE) and can be utilized as mitigation for impacts at other locations within the service area, from Sebastian Inlet to St. Lucie Inlet along the Indian River Lagoon. Bear Point Mitigation Bank is permitted to offset impacts to mangroves only.

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 by FDOT 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 subsequent screening of additional projects would occur if the projects are included 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), sidewalks, bike lanes, 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
Tier 1	
St. Lucie W Blvd from I-95 to Cashmere Blvd (Add 2 lanes)	1st Tier
Kings Hwy from St. Lucie Blvd to Indrio Rd (Add 2 lanes, bike lanes, sidewalks	1st Tier
US 1 Corridor from Martin Co to Indian River Co (Operational Improvements)	1st Tier
Walton Rd from Lennard Rd to Green River Pkwy (Sidewalk)	1st Tier
N. Macedo Blvd from Selvitz Road to St. James Dr (Sidewalk)	1st Tier
Boston Ave from 25th St to 13th St (Sidewalk)	1st Tier
Curtis St from Prima Vista Blvd to Floresta Drive (Sidewalk)	1st Tier
Volucia Dr from Blanton Blvd to Torino Pkwy (Sidewalk)	1st Tier
Alcantarra Blvd from Port St Lucie Blvd to Savona Blvd (Sidewalk)	1st Tier
Emil Dr from Oleander Ave to US 1 (Sidewalk)	1st Tier
SE Village Green Dr from Walton Rd to US 1 (Sidewalk)	1st Tier
Graham Rd from Kings Hwy to Jenkins Rd (Sidewalk)	1st Tier
North Hutchinson Island Transit (New Service Expansion)	1st Tier
Tier 2	
Floresta Dr from Port St. Lucie Blvd to Crosstown Pkwy (Operational Improvements)	2nd Tier
Selvitz Rd from Glades Cut-Off Rd to Edwards Rd (Add 2 lanes, bike lanes, sidewalks)	2nd Tier
Port St. Lucie Blvd from Becker Rd to Paar Dr (Add 2 lanes, bike lanes, sidewalks)	2nd Tier
Jenkins Rd from Midway Rd to Okeechobee Rd (Add 2 lanes, bike lanes, sidewalks)	2nd Tier
E Torino Pkwy from Cashmere Blvd to Midway Rd (Add 2 lanes, bike lanes, sidewalks)	2nd Tier
Turnpike/I-95 Connector from Florida's Turnpike to I-95 (New 4 lane, bike lanes, sidewalk)	2nd Tier
Weatherbee Rd from US 1 to Oleander Ave (Sidewalk)	2nd Tier
Oleander Ave from Midway Rd to Saeger Ave (Sidewalk)	2nd Tier
Import Dr from Gatlin Blvd to Savage Blvd (Sidewalk)	2nd Tier
Idol Dr from Charter School to Savona Blvd (Sidewalk)	2nd Tier
Fort Pierce / Port St. Lucie Express Bus (New service expansion)	2nd Tier
Sunrise Blvd / Lawnwood / ISRC Transit (New service expansion)	2nd Tier
Palm Beach Express (New transit service)	2nd Tier

Project Description	Number of Votes
Turnpike Palm Beach Express (New transit service)	2nd Tier
South County Circulator (New transit service)	2nd Tier
Torino Flex Bus Service (New transit service)	2nd Tier
Tier 3	
Glades Cut-Off Rd from Commerce Center Dr to Midway (Add 2 lanes, bike lanes, sidewalks)	3rd Tier
Savona Blvd from Gatlin Blvd to California Blvd (Add 2 lanes, bike lanes, sidewalks)	3rd Tier
Thornhill Drive from Bayshore Blvd to Airoso Blvd (Sidewalk)	3rd Tier
Midway Rd / Health Department Transit (New service expansion)	3rd Tier
Tri-Rail Express Connection (New service expansion)	3rd Tier
Tradition Circulator (New service expansion)	3rd Tier

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.

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 3-11: Roadway Construction Costs per Centerline Mile

Improvement Type	Product Support (1)	Right-Of-Way (2)	Construction (3)	CEI (4)	Total
Urban Section Design – Cost per Centerline Mile					
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.

Table 3-12: Non-Motorized Facility Unit Costs

Component	Unit Cost
Shared Use Path Unit Cost	
Multi-Use Trail per mile (12' width – 1 side)	$198,373
Bicycle Facilities Units Costs	
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
Pedestrian Facilities Unit Costs	
Sidewalks per Mile (5' width – 1 side)	$200,486
Sidewalks per Mile (6' width – 1 side)	$240,581
Pedestrian Facilities Unit Costs	
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
Operating		
Bus Operating Cost per Revenue Hour – Fully Loaded	$110	Full-loaded cost,[2] including facilities, adjusted to match budget, and ADA
Fixed Route Operating Cost per Revenue Hour[1]	$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
Capital		
Cutaway DR Vehicles[1]	$105,000	27-ft cutaway vehicles
Cutaway DR Vehicles[2]	$130,000	31-ft. cutaway vehicles
Bus	$450,000	29-ft Gillig
Administration & Operations Facility	$10,000,000	Provided by Community Transit

[1] Revenue hours are defined as the number of hours a transit vehicle is providing service.
[2] 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 that are quantified and discussed in Chapter 4. The discussion in Chapter 5 will include an evaluation of several planning 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 will 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 Go2040 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 Go2040 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 Plan 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)
Existing Revenues for Highway Projects					
State	Strategic Intermodal System (SIS)	$9.9	$174.6	$0.0	$184.6
State	Other Arterial & Construction (OA) (1)	$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) (2)	$73.4	$74.7	$142.3	$290.4
	Total for Roadways:	**$234.0**	**$413.1**	**$488.4**	**$1,135.7**
Revenues dedicated to transit projects					
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
	Total for Transit:	**$43.7**	**$45.0**	**$102.2**	**$190.8**
Existing Flexible Revenues for All Projects					
Federal	Transportation Management Area (TMA) (3)	$16.5	$16.5	$33.0	$66.0
Federal	Transportation Alternatives (TA) (4)	$3.3	$3.3	$6.5	$13.1
	Total for Non-Transit, Non-Roadway:	**$19.8**	**$19.8**	**$39.5**	**$79.1**
	Total All modes, All sources:	**$297.5**	**$477.9**	**$630.1**	**$1,405.6**

(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 follows:

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

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

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 Proposed 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

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 adopted 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 (¼ 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, these 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 ¼-cent portion of the ½-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 the inclusion of existing and proposed alternative local funding options. However, further review and discussion of this approach led to the development of three scenario planning 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 proposed 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 project, program and service alternatives, in the form of scenarios, could be funded as additional revenue sources became available in the 2021 to 2040 timeframe.

5.2 Scenario Planning Approach

The 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:
    - Gauge support and willingness to implement additional proposed revenue sources to fund needed multimodal improvements**.**
    - Cast votes for the multimodal projects determined to be the most important to the community.
- Establish three scenario planning alternatives that incrementally build the cost feasible plan by adding additional revenue sources for consideration.

The initial three scenario planning alternatives were 1) Federal and State Funds, 2) Federal, State and Existing Local Funds and 3) Federal, State, Existing Local Funds and Proposed 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:

- 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 Alternative B is $1,024.44 million.

> Includes all multimodal projects and services from Alternative A.

> Adds the following additional multimodal projects and services

- 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 Proposed Local Funds

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

- Adds the following proposed local revenue sources which are projected to generate a total $385.86 million from 2021 to 2040:
  - Proposes to 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 proposed 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 proposed 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.

        - 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 25th Street/Airoso 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 Proposed 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 proposed 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 proposed Sidewalk MSTU of 0.10 mills from Alternative C and retains the following proposed local revenue sources which are projected to generate a total $330.02 million from 2021 to 2040:
    - Proposes to 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 proposed 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
- 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 25th Street/Airoso 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 proposed 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 three initial scenarios, existing and proposed local revenue sources, multimodal project funding and leveraging state and federal funding for local projects. Comments received during the second workshop supported the continued review of these three scenarios.

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 proposed local revenue sources. However, comments at the Joint Meeting of the TPO Advisory Committees 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 local government boards for public discussion and recommendation.

Prior to the December TPO Board meeting, each local government reviewed the scenarios and provided the following recommendations/comments 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 the TPO Advisory Committees which recommended the following:

- The CAC recommended adopting alternatives A and C with only the proposed sales tax as a new revenue.
- The TAC recommended adopting Alternative A with Alternative C remaining for discussion purposes.
- The BPAC recommended adopting Alternative C with all existing and proposed 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 adopted refined Alternative A as the Cost Feasible Plan.

This chapter provides both a tabular listing of projects and maps that illustrate the multimodal projects included in the adopted Cost Feasible Plan. The TPO's Transportation Improvement Program (TIP) is included in the Cost Feasible Plan in the first time frame of 2016-2020. The remainder of the Cost Feasible Plan covers the time frame of 2021-2040 and is the result of the Go2040 LRTP development process.

6.1 Public Comment

Table 6-1 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 6-1: Public Votes on Cost Feasible Plan Projects

Project Description	Number of Votes
Tier 1	
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
Tier 2	
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
Tier 3	
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

6.2 Cost Feasible Plan Projects 2016-2020

As previously identified in Chapter 3, projects included in the adopted Fiscal Year 2019/2020 TIP were included in the E+C Network. Developing the Go2040 LRTP consistent with the committed projects required a review of the funded projects as shown in Table 6-2. Because the development of transportation plans are continuous in nature, the information listed below has been developed using the FDOT's Five-Year Tentative Work Program extending to Fiscal Year 2020/2021. The location of these projects are included on Map 6-1.

Table 6-2: Summary of TIP Committed Improvements

Map Identifier	FDOT Project Number	Project Limits	Project Description	Phase	Cost	Year
TIP 1	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
TIP 2	2302566	Kings Hwy from S of SR 70 to N of Picos Rd	Add lanes & reconstruct	ROW Construction	$12,303,729 $41,064,381	2017–2020 2018
TIP 3	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
TIP 4	2314402	Midway Rd from S 25th St to US 1	Widen to 4 lanes, add bike lanes	ROW Construction	$13,450,000 $33,256,000	2016–2019 2016
TIP 5	4241431 4241432	Kings Highway @ Indrio Road	Add turn lanes	ROW Construction	$7,004,000 $14,891,000	2016-2019 2016-2017
TIP 6	4268401	South Causeway Bridge from West End of Bridge to East End of Bridge	Bridge Rehabilitation	Construction	$5,551,000	2017
TIP 7	4299362	North Causeway Bridge from US 1 to E Bridge Terminus	Bridge reconstruction	Design Construction	$5,010,000 $61,758,000	2016–2017 2019
TIP 8	4323261	25th St from St. Lucie Blvd to US 1	Resurface, add sidewalk	Construction	$2,419,000	2017
TIP 9	4352451	US 1 from Savana Club Blvd to Kings Hwy / SR 70 from Kings Hwy to US 1	ATMS – Arterial Traffic Management	CST	$10,339,626	2021
TIP 10	4351351	Port St. Lucie Blvd @ Gatlin Blvd / Tulip Blvd	Add turn lanes	CST	$595,000	2018
TIP 11	4353371	St. Lucie West Blvd @ I-95	Add lanes & reconstruct	Construction	$7,402,000	2019
TIP 12	4368681	US 1 @ SR 70/Virginia Ave	Add turn lane	Design, ROW, CST	$255,000 $1,282,226 $821,021	2017–2020 2017–2020 2017–2020
TIP 13	4343601	McCarty Road over Ten Mile Creek	Bridge Replacement	CST	$2,692,573	2017–2018
TIP 14	4331951	Cameo Blvd from Port St Lucie Blvd to Crosstown	Sidewalk	CST	$964,353	2016
TIP 15	4317291	Del Rio Blvd from Port St Lucie Blvd to California	Sidewalk	CST	$987,274	2016
TIP 16	4352631	Selvitz Rd from Bayshore to N. Macedo Blvd	Sidewalk	CST	$402,249	2017
TIP 17	4368591	Tulip Blvd from College Park to Cherry Hill	Sidewalk	CST	$842,311	2017
TIP 18	4366171	I-95 Bridge Deck Replacement Over CR 709 and 10 Mile Creek	Bridge Deck Replacement	CST	$20,235,442	2017–2019
TIP 19	4366461	I-95 Bridge Deck Replacement over Gatlin Blvd and over Midway Rd	Bridge Deck Replacement	Incentive	$300,000	2018
TIP 20	4226814	Jobs Express Terminal-Gatlin Blvd between Brescia Street and Edgarce Street	Park and Ride Lot	ROW CST	$4,304,559 $3,812,949	2020 2021
TIP 21	4287281	US-1, Midway Road to Edwards Resurfacing and Sidewalks	Resurfacing	CST	$7,085,441	2018–2019

6.3 Cost Feasible Plan Projects 2021-2040

Developed to meet the federal requirements, the Cost Feasible Plan for 2021-2040 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.

6.3.1 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 US-1 Corridor Retrofit Project that was initially discussed in Section 3.1.1 and 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. The US-1 Corridor Retrofit project involves a context sensitive approach to develop strategic alternatives to roadway widening. Improvements may include but are not limited to transit supportive redevelopment along the corridor, context sensitive design solutions that integrate transit accessibility and walkability, use of traditional neighborhood design concepts to improve the grid network of connecting streets, safety improvements and signal coordination improvements to optimize corridor capacity.

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.

6.3.2 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. In addition to the funding of these candidate locations, gaps identified on Midway Road and Port St. Lucie Blvd will be completed with the funding of the roadway projects listed in Table 6-3.

Map 6-1: Go2040 Cost Feasible Plan Roadway Improvements

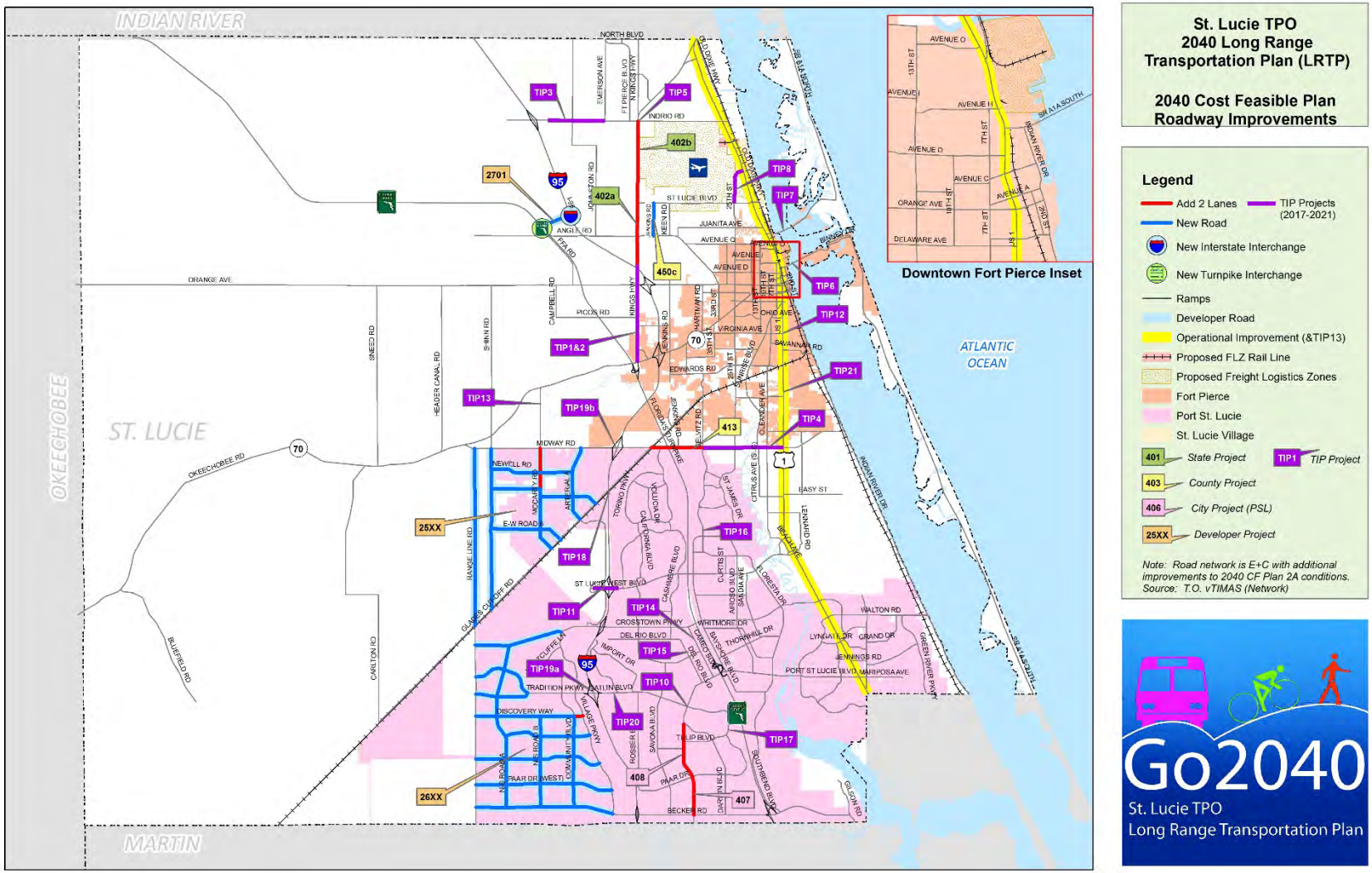


Table 6-3: Go2040 Cost Feasible Plan Roadway Improvements

Map Identifier	On Street	From	To	Improvement*	Project Source	Total Cost (YOE)
2021-2025						
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	$4,615,000
	Jenkins Rd. PD&E Study	Midway Rd.	Orange Ave.	Add 2 or 4 lanes, bike lanes, sidewalks	2040 Needs Plan	$2,135,000
	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
					Total:	**$59,740,000**
2026-2030						
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
					Total:	**$95,730,000**

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

Map Identifier	On Street	From	To	Improvement*	Project Source	Total Cost (YOE)
2031-2040						
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
					Total:	**$168,500,000**
Developer Roads (2031-2040)						
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

Map Identifier	On Street	From	To	Improvement*	Project Source	Total Cost (YOE)
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
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
					Total:	**$2,115,960,000**

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

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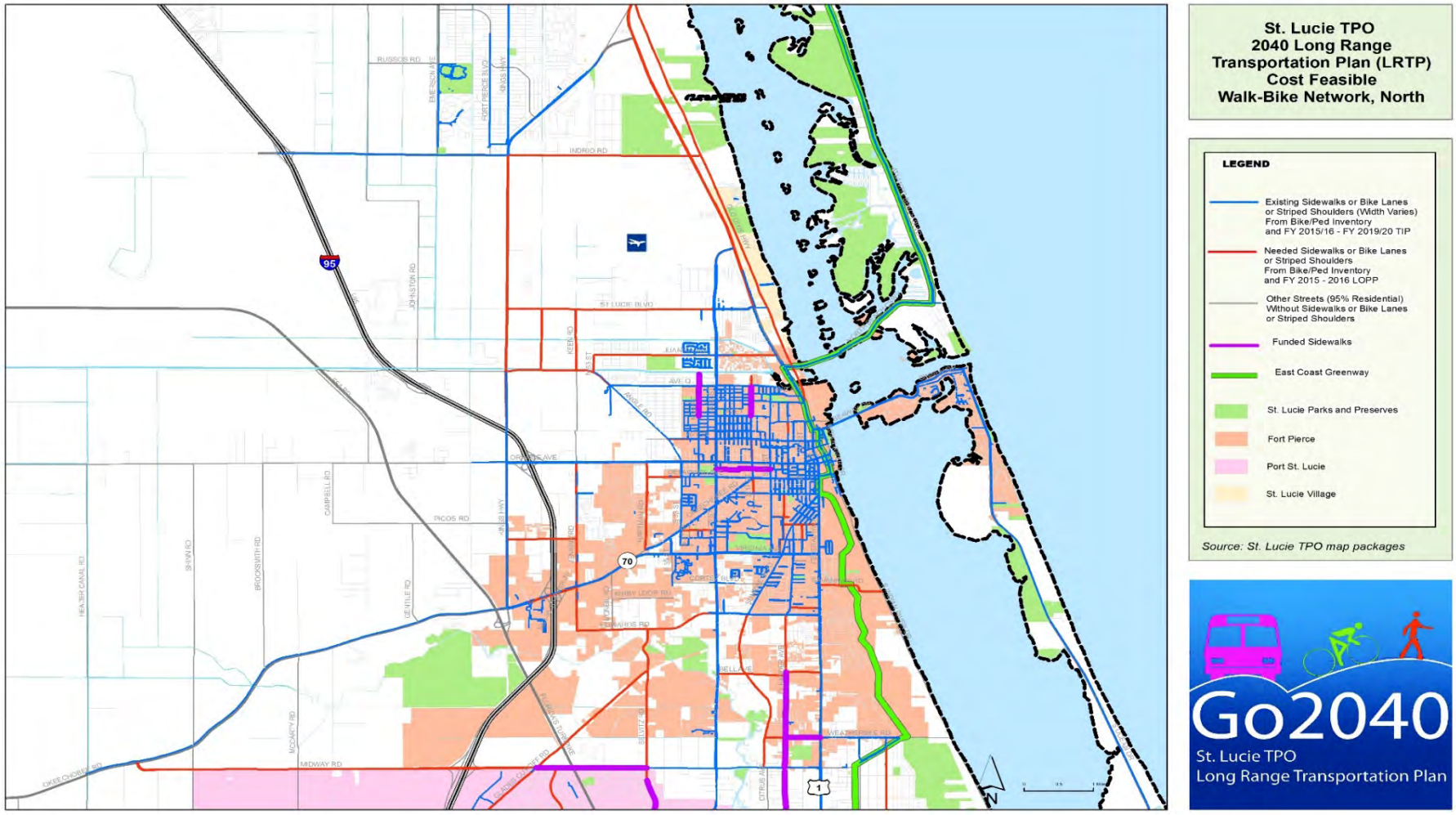
Map 6-2: Go2040 Cost Feasible Walk/Bike Improvements, (North County)



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

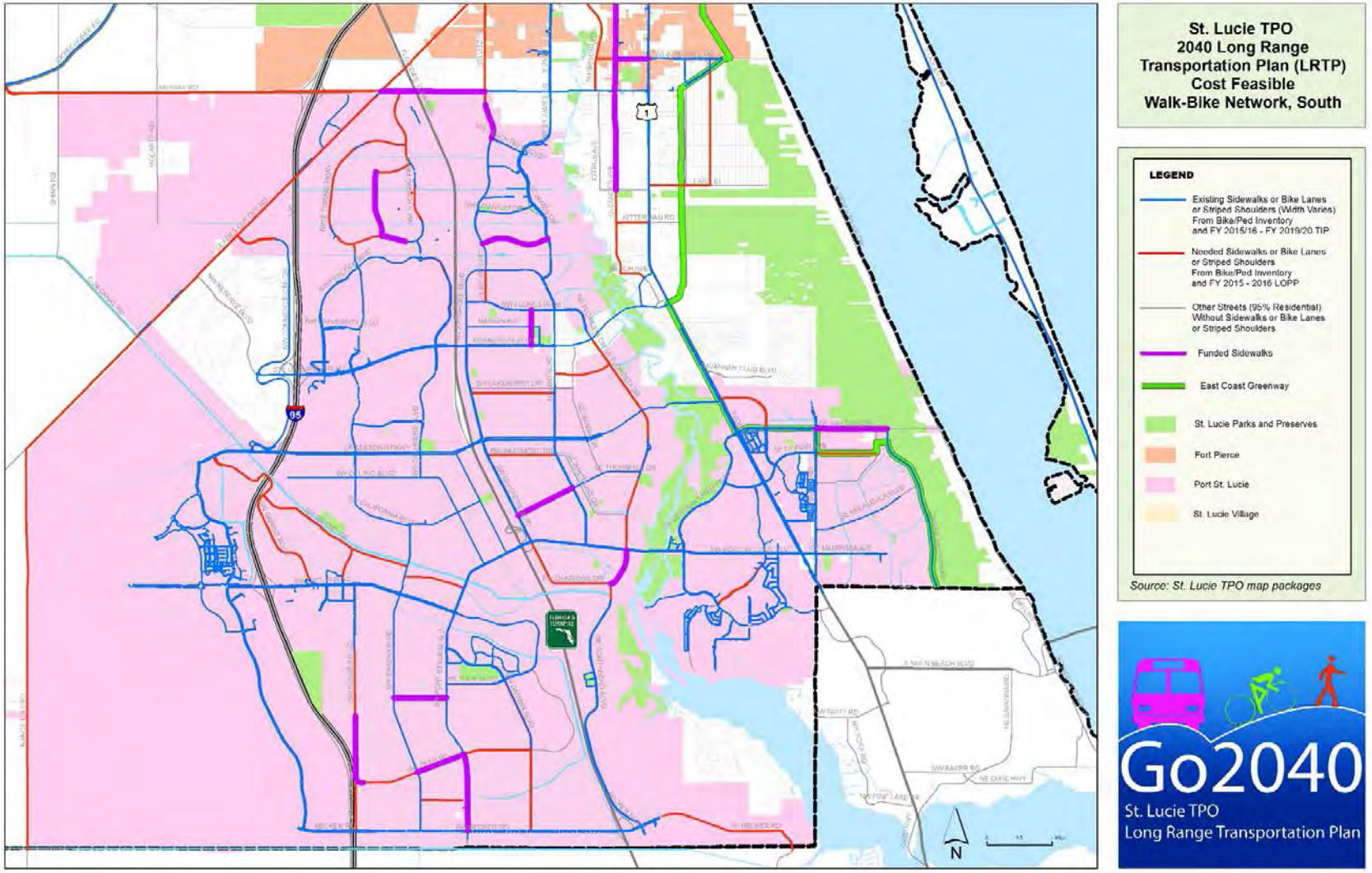


Table 6-4: Go2040 Walk/Bike Cost Feasible Illustrative Projects

Map Identifier	On Street	From	To	Improvement	Project Source	Total Cost (YOE)
Walk-Bike Network Improvements						
	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	Airoso 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

Map Identifier	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
					Total:	**$22,339,614**

6.3.3 Transit Service

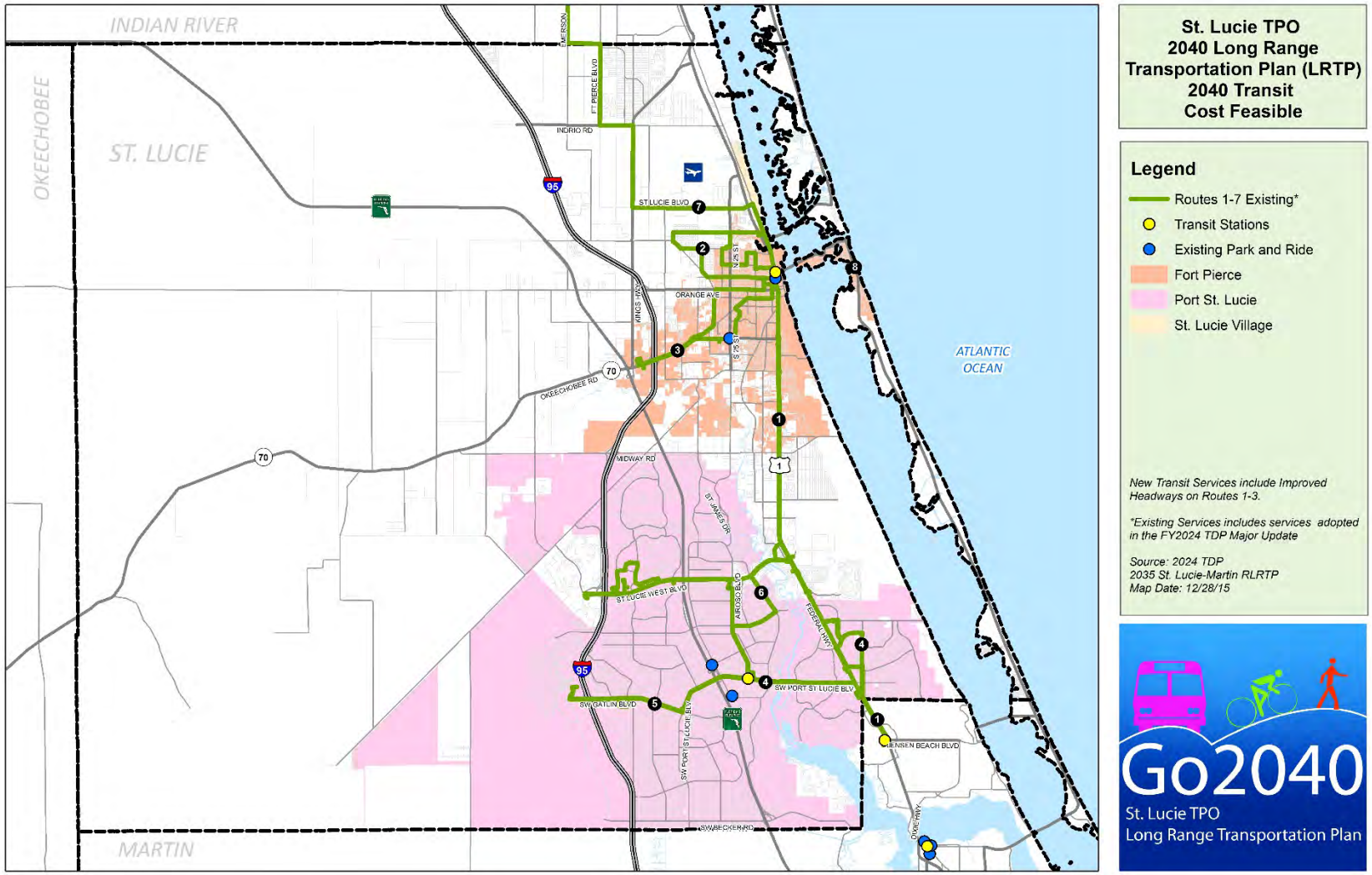
The existing transit service is continued in the Go2040 LRTP Cost Feasible Plan. It should be noted that St. Lucie County's adopted FY2015/16 budget includes funding for the new Lakewood Park Route as well as extended hours of service and improved frequency for existing routes 1 to 3. Map 6-4 and Table 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.

Table 6-5: Go2040 Cost Feasible Transit Service

Bus Service (2021-2040)					
	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.

Map 6-4: Go2040 Cost Feasible Plan Transit Service



6.4 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 6.3.3 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)
Federal and State Revenues	Revenue Available	$80.78	$77.49	$165.70	**$323.97**
	Project Costs	$80.78	$77.49	$165.70	**$323.97**
	Remaining Available	$0.00	$0.00	$0.00	**$0.00**
Developer Revenues	Revenue Available	$0.00	$0.00	$2,115.96	**$2,115.96**
	Project Costs	$0.00	$0.00	$2,115.96	**$2,115.96**
	Remaining Available	$0.00	$0.00	$0.00	**$0.00**
All Revenues	Revenue Available	$80.78	$77.49	$2,281.66	**$2,439.93**
	Project Costs	$80.78	$77.49	$2,281.66	**$2,439.93**
	Remaining Available	$0.00	$0.00	$0.00	**$0.00**
Transit System Revenues					
Existing Revenue Sources	Federal Revenues	$20.03	$18.71	$39.44	**$78.18**
	State Revenues	$3.78	$3.97	$8.55	**$16.3**
	Local Revenues	$18.03	$22.32	$54.22	**$94.57**
	Capital Costs	$12.38	$10.90	$23.00	**$46.29**
	Operating Costs	$38.97	$44.09	$106.31	**$189.36**

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

		PD&E / PE ($ millions)				Right-Of-Way ($ millions)				Construction ($ millions)				Total ($millions)
Map Identifier	Project Limits	PDC Cost	Source	Timing	YOE Cost	PDC Cost	Source	Timing	YOE Cost	PDC Cost	Source	Timing	YOE Cost	YOE Cost
State Roadways														
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									$3.52	OA	2021-2025	$4.615	$57.215
										$11.43	OA	2026-2030	$17.60	
										$17.77	OA	2031-2040	$35.00	
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
Local Roads														
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	
	Jenkins Rd. PD&E from Midway Rd. to Orange Ave.		OA-TRIP	2021-2025	$2.135									$2.135
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	$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	$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	$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	$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	$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	$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	$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	$0.00

		PD&E / PE ($ millions)				Right-Of-Way ($ millions)				Construction ($ millions)				Total ($millions)
Map Identifier	Project Limits	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	
Developer Roads														
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

		PD&E / PE ($ millions)				Right-Of-Way ($ millions)				Construction ($ millions)				Total ($millions)
Map Identifier	Project Limits	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*

NOTE: Funding details of the first 5 years of the Cost Feasible Plan are contained in Section 6.2 on page 6-2.

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)
Transit System				
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
Existing Service Improvements				
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 Servcie (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
New Service Expansion				
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

6.5 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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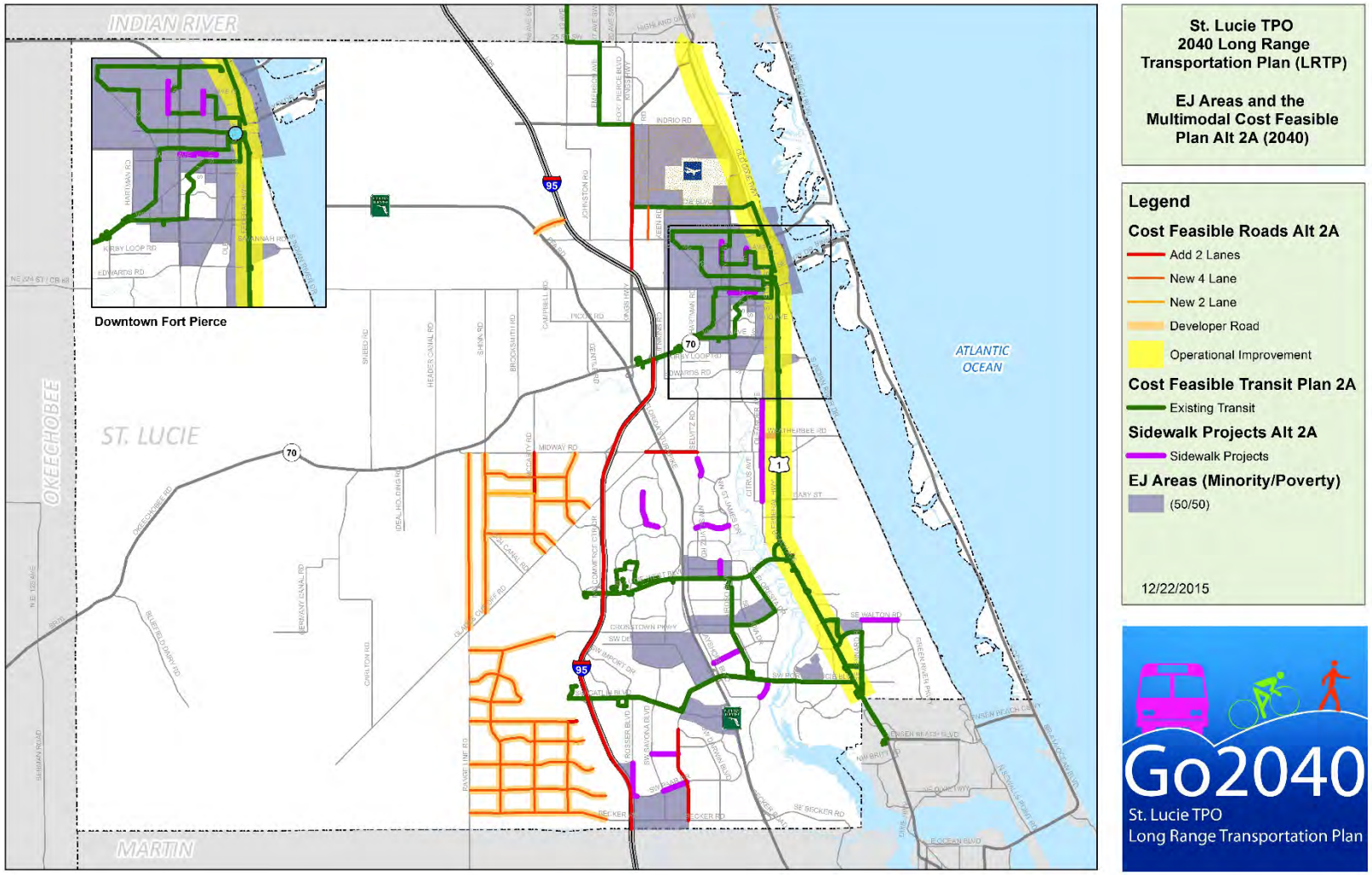
Map 6-5: EJ Areas and the Multimodal Cost Feasible Plan



6.6 Review of Potential Environmental Impacts

Continuing to link planning and NEPA, the environmental analysis completed and overlaid with the Needs roadway network in Chapter 3 is now revisited and 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 entirely out of environmentally sensitive areas with the exception of the Jenkins Road project from Angle to St. Lucie Boulevard, which is projected to have low impact.

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

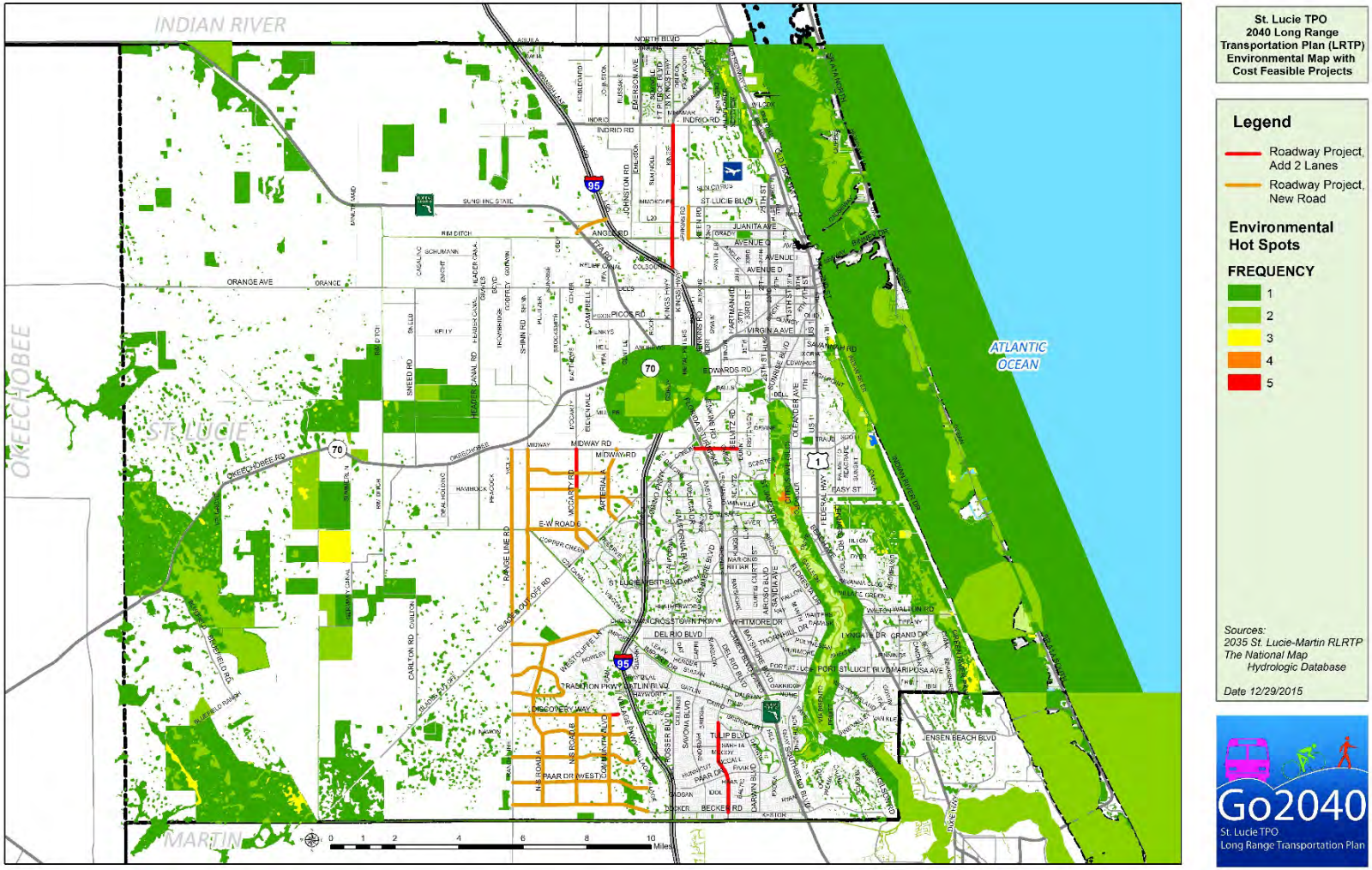
Project #	Street	From	To	Miles	Description	Potential Environmental Impact	Funded
450C	Jenkins Rd	Angle Rd	St Lucie Blvd	1.01	New 4 lanes	Low	YES

Several 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 mitigation 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 LRTP 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. Additionally, 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.

Project #450c, the extension of Jenkins Road from Angle Road north to St. Lucie Boulevard, in the Cost Feasible Plan has been identified as a candidate to advance through the ETDM screening process. The extension is planned as a four-lane roadway with bike lanes and sidewalks. The TPO will be coordinating with FDOT D4 to complete the ETDM process. A preliminary purpose and need statement was developed for this project to aid in future screening through ETDM.

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



6.6.1 Jenkins Road Purpose and Need Statement

The primary purpose of this project is to:

- add capacity via new construction/widening to accommodate planned future land use changes;
- act as an alternative route and reliever route to State Road (SR) 713/Kings Highway;
- provide additional north-south emergency evacuation routing; and
- support St. Lucie County economic development plans.

Population and Employment Growth: Continued growth in population and employment is placing increasing demands on the infrastructure of St. Lucie County. Population and employment forecasts, developed by the University of Florida's Bureau of Economic and Business Research, project countywide population to increase by 65%, and employment to increase by 58% in 2040. This would result in more than 150,000 jobs and 450,000 residents by 2040. Accompanying residential and commercial developments will continue to place traffic demands on existing parallel corridors (such as Kings Highway) as well as pressures for enhanced and new roadway facilities.

System Linkages: The Jenkins Road Extension is classified as a 4 lane urban roadway connecting existing and planned major commercial and employment centers in Fort Pierce North and Fort Pierce South. The improvements also provide additional parallel relief to Kings Highway. South of SR 70, the roadway will become an additional local north-south facility for residents in the southern area, complementing S. 25th Street to the east.

Adjacent and connecting roads have been identified in the Go2040 Needs and Cost Feasible Plans extending the improved network for area residents and businesses.

Multimodal Linkage: The project or segments thereof, are included on the Go2040 Sidewalk Needs and Multimodal Project Priorities lists for sidewalks and bicycle lanes. Upon completion of improvements and accompanying commercial development, it is anticipated that transit connections will be implemented.

Land Use: Existing land uses abutting and surrounding the Jenkins Road corridor include agricultural uses to the west, with commercial, light industrial and agricultural residential uses on the east side.

The St. Lucie County Comprehensive Plan indicates this lighter developed area to transform to Towns, Villages, and Countryside designation anchored on either terminus by more heavily developed Mixed Use and Residential-Urban (5 dwelling units per acre) uses.

The project is also associated with providing multimodal capacity enhancements along the Jenkins Road Corridor. St. Lucie County Comprehensive Plan Future Land Use Element includes the Smart Growth and Greenhouse Reduction Strategies, a series of strategies and objectives to aid the County in implementing smart growth strategies that support the reduction of greenhouse gases. One adopted strategy is the Jenkins Road Area Plan Special District by adopting land development regulations for the Jenkins Road Corridor. The intent is

"to create a viable road system and supporting multi-modal facilities, and to create an innovative, walkable, mixed use neighborhood built within the constraints of existing development, with adequate open space and recreational resources, and to protect natural resources".

Economic Development: St. Lucie County economic development plans highlight the Jenkins Road Corridor Area, promoting development and emphasizing commercial development along the Jenkins Road Extension. This extension will help to provide access and support the development of a Freight Logistics Zone (FLZ) in northern St. Lucie County, as well as overall economic development of the area. The Jenkins Road Corridor Area also has the purpose of intensifying commercial development along Jenkins Road. Major developments of the overall Jenkins Road Extension proposed improvements include the St. Lucie County International Airport at St. Lucie Boulevard, major commercial developments at SR 70/Okeechobee Road, and distribution centers for Wal-Mart and Tropicana at W. Midway Road. This strategy is supported by the adopted future land use classifications

7.1 Performance Measures

Table 7-1 presents the performance measures for the Go2040 LRTP and demonstrates their consistency with proposed State and Federal performance measures.

Table 7-1: Goals, Objectives and Performance Measures

Goals		Objectives	Performance Measures	MAP-21 PM	FDOT PM
1	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	Yes	Yes
				Yes	Yes
			% truck miles severely congested		
		Increase transportation options and improve access to destinations that support prosperity and growth.	% population within ¼ mile of Activity Centers		
			Transit routes providing access to Activity Centers		
2	Choices	Improve bike/pedestrian and public transportation networks.	% of roadways with sidewalks and bike lanes	Yes	Yes
			% of transit stops with sidewalk access	Yes	Yes
		Provide for transportation needs of transportation disadvantaged that may include use of automated vehicles.	Miles of fixed route transit service	Yes	Yes
			% of low-income, older adults, persons with disabilities within ¼ mile of transit route	Yes	Yes
3	Existing Assets and Services	Maintain condition of existing transportation assets.	Pavement condition, 70 or less		
			Bridge condition, 50 or less		
			Percent transit fleet beyond useful life		
		Improve efficiency of existing transportation services.	VMT of roads operating at adopted LOS		
			Passenger trips per vehicle mile of service		
4	Cooperation	Facilitate unified transportation decision-making through intergovernmental cooperation.	Attendance at TPO meetings		
			Collaboration opportunities with local and resource agencies		
		Ensure community participation is representative.	Collaboration opportunities with community and public groups		
			Opportunities for engagement in traditionally underserved areas		
5	Health and Environment	Support healthy living strategies, programs, and improvements.	Community Walkscores		
			Number of bicycle riders		
		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		
			Increase transit frequency and span of service		
6	Safety and Security	Improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles.	Number and rate of fatalities/serious Injuries, motorized	Yes	Yes
			Number of fatalities/serious Injuries, non-motorized	Yes	Yes
		Improve the transportation system's stability/resiliency in the event of climate change, emergencies or disasters	Number of projects permanently inundated by Mean Sea Level (MSL + 5 inches)		

Table 7-2 presents initial performance targets. These performance targets are based on current available data. Performance targets where n/a (not available) is indicated will require additional data collection efforts by the TPO.

Table 7-2: TIP/LRTP System Performance Report

Go2040 LRTP Goals	Go2040 LRTP Objectives	Go2040 and/or FAST Act Performance Measures	Federal Requirement	Data					FDOT Performance Target	St. Lucie TPO Performance Target	Progress Towards Meeting Target
				2014	2015	2016	2017	2018			
Provide for efficient transportation that serves local and regional needs and stimulates economic prosperity and growth	Enable people and goods to move around efficiently.	% of person-miles traveled on the Interstate that are reliable	√	100	100	100	100	coming soon	75% [13], 70% [14]	70%	
		% of person-miles traveled on the non-Interstate National Highway System that are reliable	√	77	68	60	95	coming soon	50% [14]	50%	
		Truck travel time reliability index	√	1.13	1.11	1.10	1.12	coming soon	1.75 [13], 2 [14]	2	+
	Increase transportation options and improve access to destinations that support prosperity and growth.	% population within ¼ mile of Activity Centers				10 [2]	10.3 [2]	10.5 [2]		16	+
		Transit routes providing access to Activity Centers				7 [3]	7 [3]	7 [3]		7	+
Ensure transportation choices for all residents, visitors, and businesses	Improve bike/pedestrian and public transportation networks.	% of roadways with sidewalks and bike lanes				26 [4]	26.3 [4]	27.9 [4]		43	+
		% of transit stops with sidewalk access				86 [4]	86 [4]	88 [4]		86	+
	Provide for transportation needs of transportation disadvantaged that may include use of automated vehicles.	Miles of fixed route transit service				74 [5]/98.9 [6]	82.5 [5]/108.8 [6]	82.5 [5]/108.8 [6]		74	+
		% of low-income, older adults, persons with disabilities within ¼ mile of transit route				24.2 [2]	26.6 [2]	26.9 [2]		19	+
Maintain the condition and improve the efficiency of transportation assets and services	Maintain condition of existing transportation assets.	% of Interstate pavement in good condition	√				96.3%	coming soon	60% [14]	60%	
		% of Interstate pavement in poor condition	√				0%	coming soon	5% [14]	5%	
		% of non-Interstate National Highway System pavement in good condition	√				41.1%	coming soon	40% [13, 14]	40%	
		% of non-Interstate National Highway System pavement in poor condition	√				0.8%	coming soon	5% [13, 14]	5%	
		% of National Highway System bridges by deck area classified as in good condition	√				72.3%	81.9%	50% [13, 14]	50%	
		% of National Highway System bridges by deck area classified as in poor condition	√				0%	0%	10% [13, 14]	10%	
		% of equipment (non-revenue support/service and maintenance vehicles) met or exceeded Useful Life Benchmark	√			0 [3]	0 [3]	0 [3]		0	+
		% of rolling stock (fixed route vehicles) met or exceeded Useful Life Benchmark	√			0 [3]	0 [3]	0 [3]		0	+
		% of rolling stock (demand response vehicles) met or exceeded Useful Life Benchmark	√			0 [3]	0 [3]	0 [3]		0	+
		% of facilities (Fort Pierce/Port St. Lucie intermodal facilities) with condition rating below 3.0 on FTA TERM Scale	√			0 [3]	0 [3]	0 [3]		0	+
	Improve efficiency of existing transportation services.	Passenger trips per vehicle mile of service				0.4 [3]	0.52 [3]	0.51 [3]		0.57	
Improve land use and transportation decision-making through community participation and intergovernmental cooperation	Facilitate unified transportation decision-making through intergovernmental cooperation.	Attendance at TPO meetings				484 [4]	445 [4]	484 [4]			
		Collaboration opportunities with local and resource agencies				34 [4]	61 [4]	46 [4]		8	+
	Ensure community participation is representative.	Collaboration opportunities with community and public groups				20 [4]	17 [4]	23 [4]		4	+
		Opportunities for engagement in traditionally underserved areas				6 [4]	6 [4]	7 [4]			
Protect and enhance public health and the environment	Support healthy living strategies, programs, and improvements.	Community walkscores				26 [8]	26.5 [8]	26.5 [8]			
		Number of bicycle riders				480 [9]	788 [9]	858 [9]			
	Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation.	Number of additional roadway lane miles impacting environmentally-sensitive areas				0 [4]	0 [4]	0 [4]		0	+
		Increase transit frequency and span of service				Rts 1-3: 60 min, Mon-Sat; Rts 4-7: 60 min, Mon-Fri	Rts 1-6: 60 min, Mon-Sat; Rts 7: 60 min, Mon-Fri	Rts 1-6: 60 min, Mon-Sat; Rts 7: 60 min, Mon-Fri			
Provide safer and more secure transportation	Improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles.	Number of fatalities	√	30 [10]	31 [10]	34 [10]	33 [10]	coming soon	0	38/0 [12]	
		Fatality rate per 100 million vehicle miles traveled	√	0.96 [10]	0.96 [10]	1.01 [10]	1.02 [10]	coming soon	0	1.10/0 [12]	
		Number of serious injuries	√	174 [10]	167 [10]	165 [10]	158 [10]	coming soon	0	159/0 [12]	
		Serious injury rate per 100 million vehicle miles traveled	√	5.59 [10]	5.18 [10]	4.96 [10]	4.58 [10]	coming soon	0	4.64/0 [12]	
		Number of fatalities/serious Injuries, non-motorized	√	28 [10]	27 [10]	24 [10]	25 [10]	coming soon	0	25/0 [12]	
	Improve the transportation system's stability/resiliency in the event of climate change, emergencies or disasters.	Number of projects permanently inundated by Mean Sea Level + 5 inches				0 [11]	0 [11]	0 [11]		0	+

1-Tindale Oliver data; 2 - ACS 5-year estimates; 3 - St. Lucie County Community Service Department Transit Division; 4- St. Lucie TPO; 5 -Miles of fixed route on major road network, Tindale Oliver; 6 - Miles of fixed route on all road network, SLC; 7 - FDOT Transportation Data and Analytics Office; 8 – Estimation based on data from walkscore.com; 9 - Estimation based on Strava data; 10 - 5-year rolling average; 11 - Results from Florida Sea Level Scenario Sketch Planning Tool, based on USACE High projections in 2040; 12 - Interim Benchmark/Target; 13 - FDOT 2-year target; 14 - FDOT 4-year target

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 for these revisions are provided in the FDOT Metropolitan Planning Organization Program Management Handbook and are summarized as follows.

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 P rocess 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 Focus Areas

During the development of the Go2040 LRTP several existing and emerging focus areas 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:
    - continued emphasis and focus on highway safety
    - Strengthening the relationship between planning and NEPA
    - Federal grant opportunities for highway freight movement
    - Restoration of bus and bus facilities cuts from MAP-21, and the inclusion of discretionary grant programs.

- 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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Appendix A:
Glossary of Terms and Acronyms

Appendix A: Glossary of Terms and Acronyms

A

Advanced Traffic Management Systems (ATMS) – A system that employs a variety of detectors, cameras, and communication systems to monitor traffic, optimize signal timings on major arterials, and control the flow of traffic.

Americans With Disabilities Act (ADA) – Federal civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the general public.

Arterial – A high-capacity urban road providing the highest level of mobility and lowest degree of land access. Arterials provide a connection with collector roads to freeways or expressways.

B

Bicycle/Pedestrian Advisory Committee (BPAC) – A TPO advisory committee to the TPO Board composed of local agency staff and appointed community members that provide input on TPO studies, projects and reports and community issues and concerns with emphasis on bicycle and pedestrian plans and programs.

Bureau Of Economic And Business Research (BEBR) – An entity at the University of Florida responsible for the publication of population projections used in the development of socio-economic data for long range transportation planning.

C

Citizen's Advisory Committee (CAC) – A TPO advisory committee to the TPO Board composed of appointed community members that provide input on TPO studies, projects and reports and community issues and concerns.

Collector – A low-to-moderate-capacity road which serves to move traffic from local streets to arterial roads. Unlike arterials, collector roads are designed to provide access to residential properties at a lower speed for shorter distances.

Community Transit – a division of the Council on Aging of St Lucie, Inc. (COASL), Community Transit is the public transit provider for St Lucie County through a contract with the Board of County Commissioners. It provides both fixed route and demand response transit.

Congestion Management Process (CMP) – A systematic process that provides information on transportation system performance and alternative strategies to alleviate congestion and enhance the mobility of persons and goods.

Constrained Roadway – A road that cannot be widened by two or more through-lanes because of physical or policy constraints, such as US 1 and Floresta Drive.

D

Development of Regional Impact (DRI) – An area of development that, because of its character, magnitude, or location, would substantially affect the health, safety, or welfare of citizens of more than one county in Florida.

E

E+C Network – The future multimodal transportation network that anticipated to be constructed as a result of funding commitments included in the TPO's Transportation Improvement Program. This network includes the existing transportation network plus the projects funding over the following five years.

Efficient Transportation Decision Making (ETDM) – Is Florida's procedure for reviewing qualifying transportation projects to consider potential environmental effects in the Planning phase. This process provides stakeholders the opportunity for early input, involvement, and coordination. It provides for the early identification of potential project effects and informs the development of scopes for projects advancing to the Project Development and Environment (PD&E) phase. The ETDM process connects the Planning and PD&E phases by carrying forward planning products, previous analyses, and decisions supporting transportation project implementation during subsequent project development phases.

Environmental Justice – A process requiring the inclusion of minority and low-income populations in the transportation planning process and prohibiting discrimination based on race, color, and national origin. Designed to ensure participation by minority and low-income populations in the decision-making process, prevent the denial or receipt of benefits to minority and low-income populations, and minimize or mitigate disproportionately high or adverse impacts on minority and low-income populations.

F

Federal Highway Administration (FHWA) – Is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system and various federally and tribal owned lands. Through financial and technical assistance to State and local governments, the Federal Highway Administration is responsible for ensuring that America's roads and highways continue to be among the safest and most technologically sound in the world.

Federal Transit Administration (FTA) – Provides financial and technical assistance to local public transit systems. FTA also oversees safety measures and helps develop next-generation technology research. FTA is an agency within the U.S. DOT.

Fixing America's Surface Transportation (Fast) Act Of 2015 – an act signed into law by President Obama on December 4, 2015, designed to continue MAP-21 policies with a continued emphasis on highway safety, strengthening the relationship between planning and NEPA, federal grants for highway freight movement, restoration of bus and bus facilities cut from MAP-21, and the inclusion of discretionary grant programs.

Florida Department Of Transportation (FDOT) – State agency responsible for the Florida transportation system.

Florida Transportation Plan (FTP) – FDOT's component of the State Comprehensive Plan and includes FDOT goals, objectives, and policies for developing Florida's Transportation System.

Freight Logistics Zone (FLZ) – a Florida initiative to improve goods movement within a particular area designated as a FLZ. Connectivity between modes of transportation, and especially to a nearby port, is emphasized.

Functional Classification – The assignment of roads into systems according to the character of service they provide in relation to the total road network.

G

Geographical Information System (GIS) – Software and data for collecting, storing, analyzing, and disseminating information about areas of the earth.

Go2040 (St Lucie's LRTP) – The Long Range Transportation Plan for St Lucie County with a horizon year of 2040.

Goals, Objectives, And Performance Measures – Goals are generalized statements that articulate a community's needs that can be addressed through the allocation of resources. Objectives are specific actions developed to obtain the stated goals. Performance Measures are data measurements used to determine the extent to which the objectives have been accomplished.

I

Intelligent Transportation Systems (ITS) – Encompass a broad range of information, control, and electronics technologies. When integrated into the transportation system infrastructure and vehicles, help monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, and respond to incidents, adverse weather, or other road capacity constricting events.

Intermodal Surface Transportation Efficiency Act (ISTEA) – Federal transportation legislation passed in 1991 that regulates the requirements of metropolitan transportation planning and emphasizes the need to balance demands between alternative modes to improve linkages between modes.

L

Level Of Service (LOS) – A rating of a road's operating conditions based on an average driver's perception of the quality of traffic flow and represented by the letters A (freest flow) through F (least free flow).

Local Government Comprehensive Plan (LGCP) – Any county or municipal plan that meets the requirements of subsections 163.3177 and 163.3178 of the Florida Statutes. The comprehensive plan provides the principles, guidelines, standards, and strategies for the orderly and balanced future economic, social, physical, environmental, and fiscal development of an area that reflects community commitments to implement the plan and its elements.

Long Range Transportation Plan (LRTP) – A document resulting from regional or statewide collaboration and consensus on a region or state's transportation system, and serving as the defining vision for the region's or state's transportation systems and services. In metropolitan areas, the plan indicates all of the transportation improvements scheduled for funding over the next 20 years.

LOPP - List of Priority Projects – A list of transportation projects including roadways, operational improvements, congestion management projects, transit projects, and sidewalk projects that have been identified as the most needed projects to complete. Estimated cost may be included and early phases of the projects, such as preliminary engineering, may already be in process or completed.

M

MAP-21 (Moving Ahead for Progress In The 21st Century) – Federal transportation legislation enacted in 2012 as the reauthorization of SAFETEA-LU and continues to allocate federal funds for surface transportation.

Metropolitan Planning Organization (MPO) – A regional policy body, required in urbanized areas with populations over 50,000, and designated by local officials and the governor of the state. The MPO is responsible for cooperation with the state and other transportation providers for carrying out the metropolitan transportation planning requirements of federal highway and transit legislation.

Metropolitan Planning Organization Advisory Council (MPOAC) – Is a statewide transportation planning and policy organization created by the Florida Legislature pursuant to Section 339.175(11), Florida Statutes, to augment the role of individual MPOs in the cooperative transportation planning process. The MPOAC assists MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion.

Mitigation Banking - the preservation, enhancement, restoration or creation (PERC) of a wetland, stream, or habitat conservation area which offsets, or compensates for, expected adverse impacts to similar nearby ecosystems.

MSTU (Municipal Services Taxing Unit) – A local funding source levied on residential properties that can be used to pay for neighborhood and or/ community improvements. Taxes are collected on residential properties at a particular rate per $1,000 of taxable value. MSTUs have a maximum authorized limit and are approved for a particular location by the Board of County Commissioners.

Multimodal – The availability of transportation options using different modes within a system or corridor, such as vehicular, mass transit, rail, aviation, bicycle, and pedestrian activity.

P

Pavement Management System – A data management system and analysis tool that maintains data on the pavement condition rating, maintenance lifecycle, status of planned maintenance and related information on all road surface types including paved, gravel, and improved and unimproved earth. Analysis tools summarize pavement information for use in selecting and implementing cost-effective pavement resurfacing, rehabilitation and construction

PEA (Planning Emphasis Areas) – Are planning topical areas that FHWA places emphasis on as the State DOTs and the MPOs develop their respective planning work programs. The current Planning Emphasis Areas include transition to performance based planning and programming, promotion of regional cooperation and ladders of opportunity.

Pop-Up Public Involvement – A strategy to gather public input from attendees at existing community events such as farmers markets, 5k runs, boat shows, transit stations, etc. This approach provides an opportunity to bring the public outreach to community events. Public input during these events came from people who might not necessarily make a separate trip to an advertised meeting.

Public Participation Process (PPP) – The procedures and processes used to actively solicit public comments and concerns during transportation plan development.

PUDs (Planned Unit Developments) – a designed grouping of both varied and compatible land uses, such as housing, recreation, commercial centers and industrial parks, all within one contained development.

R

RLRTP – Regional Long Range Transportation Plan. The 2035 LRTP was regional in nature, encompassing both Martin County and St Lucie County. The 2040 LRTPs for each county were completed as separate documents.

S

SAFETEA-LU (Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users) – Was a federal funding and authorization bill that governed United States federal surface transportation spending. The $286.4 billion measure contained a host of provisions and earmarks intended to improve and maintain the surface transportation infrastructure in the United States, including the interstate highway system, transit systems around the country, bicycling and pedestrian facilities, and freight rail operations. The bill also included funding for the transit New Starts program, which among other things helped to fund most of the new rail transit systems that opened in the United States during this time period, as well as extensions to existing systems

Scenario Planning – Is an analytical tool that can help transportation professionals prepare for what lies ahead. Scenario planning tests various future alternatives that meet state and community needs.

Socio-economic Data (SEDATA) – Is a key input into the transportation model to estimate future population and employment growth. Usually presented in TAZs (traffic analysis zones) and based in Census data.

State Highway System (SHS) – All roads and highways that FDOT operates and maintains. Includes the Florida Intrastate Highway System and all other State-maintained roads and Interstates.

Strategic Intermodal System (SIS) – Composed of transportation facilities and services of statewide and interregional significance, including facilities that play a critical role in moving people and goods to and from other states and nations, as well as between major economic regions in Florida.

Surface Transportation Program (STP) –A new federal block grant program that may be used by state and local governments for any roads (including the National Highway System) that are not functionally classified as local or rural minor collectors.

T

Technical Advisory Committee (TAC) – The TAC advises and provides technical expertise as part of the TPO decision-making process for adopting and maintaining area-wide transportation plans, policies, and programs. It represents all modes of transportation as well as various levels of government including: county and city transportation, land use agencies, and state agencies

Traffic Analysis Zone (TAZ) – Established to report pertinent information regarding socio-economic data for an area; i.e., land use, which will affect the travel demand by that particular area.

Transportation Improvement Program (TIP) – A five-year program of transportation improvements adopted annually by the TPO that incorporates state and federal work programs along with the capital improvement programs/elements of local governments within the TPO's jurisdiction.

Transportation Management Area (TMA) – An urbanized area with a population over 200,000 (as determined by the latest decennial census) or other area when TMA designation is requested by the Governor and the MPO (or affect local officials), and officially designated by the Administrators of the FHWA and the FTA. The TMA designation applies to the entire metropolitan planning area(s)

Transportation Planning Organization – the term Metropolitan Planning Organization (MPO) was the founding name given by Federal Transportation Act in 1962. In recent years some MPOs have changed their names to a Transportation Planning Organization (TPO) to more accurately reflect the scope of their work.

Treasure Coast Regional Planning Council (TCRPC) – a forum established in 1976 where elected and appointed leaders regularly come together to discuss complex regional issues, develop strategic regional responses for resolving them and build consensus for setting and accomplishing regional goals. The geographic region includes St Lucie County, Martin County, Indian River County and Palm Beach County and the 50 municipalities therein.

Treasure Coast Regional Planning Model (TCRPM) Version 4.0 – TCRPM is a 3 county (Indian River, St. Lucie and Martin) activity based model used in the long range transportation planning process to develop projected volumes for use in developing needed improvements to the transportation system.

Treasure Coast Urban Land-Use Allocation Model (TCULAM) – TCULAM is a land use allocation model that uses countywide population and employment control totals to develop 2040 forecasts of future population and employment data by traffic analysis zone for use in the TCRPM.

U

Unified Planning Work Program (UPWP) – A short-term planning tool used to define specific annual goals and projects of MPO planning staff; most UPWP planning activities are required by federal and State laws to support the metropolitan transportation planning process. UPWP provides an annual budget for the planning activities contained in it. MPO's annual planning activities are funded with FHWA Section 112 planning funds, FTA Section 8 transit planning funds, and State of Florida Commission for the Transportation Disadvantaged (CTD) transportation disadvantaged planning funds. Also includes local in-kind matching and state "soft-match" funds.

Urbanized Area – Based on the 1990 census, any area the U.S. Census designates as urbanized, together with any surrounding geographical area agreed upon by FDOT, the relevant MPO, and FHWA. Commonly called the FHWA Urbanized Area Boundary. The minimum population for an urbanized area is 50,000.

V

Vehicle Miles of Travel (VMT) – Measurement of total number of miles traveled on a road for a given time frame.

Vulnerable Users – Vulnerable users include bicyclists, pedestrians and motorcyclists, reported together to comprise a safety planning emphasis area designated by the Florida Strategic Highway Safety Plan (SHSP). The SHSP guides crash reporting and analysis.

Appendix B:
Public Participation Plan

St. Lucie Transportation Planning Organization

Go2040
St. Lucie TPO
Long Range Transportation Plan

2040 Long Range Transportation Plan Update

Public Participation Plan

November 2014

Prepared by:

Tindale Oliver
planning | design | engineering

Prepared for:
St. Lucie TPO

Contents

Public Participation Plan

1.0 Background

The St. Lucie Transportation Planning Organization (TPO) is charged with the planning and programming of federal and state transportation funds for transportation projects within its metropolitan urbanized area. As a condition to receipt of federal capital and/or operating assistance, the TPO must have in place and utilize a Continuing, Cooperative, and Comprehensive transportation (3-C) planning process. A major component of this process is to develop a comprehensively-planned 20-year Long Range Transportation Plan (LRTP). The LRTP will be a multimodal plan and will include transit, pedestrian, bicycle, and roadway/highway facilities. This multimodal LRTP will also address transportation system safety techniques, integration of land uses, economic development, freight and goods movement, and accessibility to airports, ports, and waterborne facilities.

To comply with federal guidelines, the TPO is undertaking the update of the LRTP, which will have a 2040 planning horizon. The TPO has prepared this Public Participation Plan (PPP) to provide a clear and comprehensive framework for providing information to and obtaining input from stakeholders, which include concerned citizens, agencies, private and other special interest groups (including residents and businesses), and governmental entities. The remainder of this PPP will describe the *Public Involvement Plan*, *Public Involvement Process* and *Task Schedule* in more detail.

2.0 Purpose of the PPP

The purpose of the Public Participation Plan (PPP) is to establish a clear framework for providing information to and obtain feedback/input from the public, with particular efforts to involve minorities, low-income communities, and other traditionally under-represented or underserved groups. The overall goal of this plan is to help ensure that the LRTP update reflects the future "vision" of the community's transportation needs.

Gaining community consensus is critical to shaping the viability of the 2040 Long Range Transportation Plan. Key to gaining community consensus is early, continuous and inclusive communication with and involvement of stakeholders and other affected parties, giving them maximum opportunities to be engaged in the process and empowering them to be a part of the decision-making process from beginning to end. The PPP will include coordination with the Indian River County MPO, Martin MPO, and Florida Department of Transportation District 4 as well as strategies to solicit participation from diverse public partners, such as:

- The public, including residents and business/property owners
- Public and private transit providers
- The bicycling community
- Rail, port, and airport service providers
- Health and human service agencies
- Education providers
- Freight providers

- Commercial vehicle operators
- Representatives from economic development, conservation, and other civic and community organizations
- Local governments
- Treasure Coast Regional Planning Council
- Regional transportation planning and management agencies
- Florida Department of Transportation

The PPP will provide a clear process for actively engaging the public and a schedule of events and community outreach activities that will be employed during the course of this update. It will also provide:

- A transparent process for accomplishing the update,
- Public accessibility to readily available and easy-to-understand update information,
- Opportunities for collaborative, two-way communication, feedback and exchange of information, and
- Open access to the decision-making process.

It is important to note that the PPP is intended to be a living document that evolves, as needed or as the update progresses, to respond to unanticipated needs, challenges, or changes.

3.0 Public Outreach Tools and Techniques

Effective public participation relies upon the use of a broad spectrum of techniques to gather input. This Section describes the tools and techniques that the TPO may use to inform the public of the update's progress and notify them of upcoming public involvement meetings, activities, and events.

3.1 Key Person Interviews

A questionnaire will be developed and used to conduct key person phone or in-person interviews. These interviews will be conducted to obtain input from elected officials, local agency staff, and other project stakeholders. Officials representing individuals/groups traditionally underserved by existing transportation systems and staff from agencies providing transportation services will be among those interviewed.

3.2 Media Relations

The St. Lucie TPO will develop a list of contacts for newspaper, television, and radio media outlets that serve the communities within the TPO boundary area. As milestones are accomplished and public outreach events/activities are scheduled, the TPO will distribute press releases to the media list below:

***Newspapers*:**

TCPalm
1939 S. Federal Highway
P.O. Box 9009
Stuart, FL 34994
Advertising/Display Ads: 772-409-1361

***Radio*:**

WIRA-AM 1400 kHz (Fort Pierce, FL)
Website: http://wira1400am.com/
Phone: 561-464-1400
Fax: 561-340-3245

Television:

SLCTV (Can be seen on Comcast Channel 21 or Treasure Coast on U-verse Channel 99)
Email: SLCTV@stlucieco.gov

3.3 Electronic Outreach

3.3.1 Website

The TPO will develop a 2040 Long Range Transportation Plan (LRTP) webpage on its website. The webpage will contain all materials about the LRTP update, including the update schedule, notices, maps/graphics and summaries. The TPO will also coordinate with member governments to establish web links between the TPO website and their websites to help distribute information about the update.

3.3.2 Blog

The TPO will develop a separate blog website that will contain articles and informational videos.

3.3.3 On-line Surveying

The TPO will develop an online community survey and will place the survey on the website during the update of the LRTP to obtain citizen input in an interactive but simple-to-use online tool. Survey topics may include, but are not limited to, transportation challenges, potential congestion and safety problem locations, and multimodal needs, priorities, and funding alternatives. The number of unique hits (visitors) to the website, number of online surveys completed, and responses to the survey questions will be summarized narratively and graphically to accurately reflect public opinion.

3.3.4 E-Mail Blasts

The TPO database of names, addresses, and email addresses of social and civic groups, neighborhood and community associations, and interested individuals will be used in the public outreach for this LRTP update. The electronic list of names will serve as a mailing list for notification of workshops, meetings, town halls, conference calls, and other outreach techniques. Individuals may join the email list by signing up through the website, signing in and attending a public meeting or through other communications with the TPO.

3.3.5 Virtual (Telephone) Town Hall Meeting

Virtual town hall meetings are similar to a live radio show. They are informal, interactive forums to engage a large, diverse audience and provide opportunities for listeners to share feedback. Anyone can participate in a virtual town hall meeting; however, access to the meeting requires a phone and internet access. To provide access to persons who do not have access to a phone and internet, the TPO will work with local governments

and civic organizations to host the meeting and allow these persons to participate at these locations.

3.4 Informational Materials

To ensure outreach to minority and low-income people regarding the LRTP update and to inform communities of public hearings, meetings, and workshops, informational materials and meeting notices may be distributed to and displayed in community focal points, including:

- Public libraries
- City halls
- County Administration Building
- County Health Departments
- Utility departments
- Community centers
- Senior centers
- Schools
- Hospitals
- Cultural centers
- County Sheriff's Office

Informational materials may also be distributed at events and through e-mail blasts (including emailing lists from the TPO and other key agencies, organizations, and institutions), posted on the TPO website and websites of the TPO government members. They could also be used as handouts during public meetings and agency coordination meetings, and/or published in existing newsletters in circulation.

To provide outreach to individuals with Limited English Proficiency, all meeting notices and summaries will be translated and prepared in Spanish and French. An interpreter will be available at the public workshops and meetings to interpret, as needed. Requests for an interpreter must be made to the St. Lucie TPO at least seven (7) days prior to the public meeting. Limited English proficient individuals are defined as persons who do not speak English as their primary language and who have a limited ability to read, write, speak, or understand English.

3.4.1 Flyers

Informative, easy-to-understand flyers and newsletters may be developed at key points during the update and distributed via U.S. mail and/or e-mail to agencies, businesses, neighborhood/civic groups, and interested persons included on the mailing list.

3.4.2 Comment Cards

At key points in the LRTP update, comment cards may be developed and used to gather feedback from stakeholders and citizens. The cards could be distributed in hard copy (with collection boxes) at such locations as:

- Public meetings and workshops,
- Agency coordination meetings,
- Community events, and
- Other events to be determined as the update progresses.

3.5 Public Meetings and Workshops

3.5.1 Grassroots Outreach Activities/Events

Grassroots outreach activities and events will be geographically located to engage members of the community, including local governments, regional agencies, business and community leaders, special interest groups, business/property owners, and other parties that may be affected by this update. Special effort will be undertaken to include stakeholders that represent under-represented and/or under-served groups, such as individuals with limited English proficiency, individuals with disabilities, women and other minority groups, low-income communities, seniors and elderly populations. To maximize outreach, LRTP activities will occur in conjunction with existing community events whenever possible.

Additionally, public meetings will occur in locations accessible by transit, during times when transit service is operating, and at days/times which minimize conflicts with religious activities, major community events, and local government agency meetings.

3.5.2 Local events

To maximize outreach, special effort will be undertaken to coordinate long range planning input opportunities with scheduled local events, including, but not limited to farmer's markets, festivals, walk to school day, in an effort to bring the meetings to the community.

The TPO will have a booth and presence at a major charity event during the project timeframe.

3.5.3 Consensus-Building Workshop

A consensus-building workshop (CBW) will be conducted during Phase II of the development of the 2040 LRTP. The CBW will include representatives from the County, Cities, and other governmental agencies, as appropriate, and may include existing and future transportation issues, technical and practical multimodal corridor improvements, project costs and priorities, funding needs, performance measurements, and implementation actions.

3.5.4 Environmental Justice Discussion Workshops

Environmental Justice (EJ) discussion workshops will be conducted to evaluate the social, cultural, and environmental impacts of transportation projects from the Proposed Needs Plan. Particular efforts will be made to evaluate transportation impacts to areas having a high concentration of minority, low-income, or other traditionally underserved populations. It is anticipated that there will be four (4) EJ discussion workshops during Phase II of the update.

3.6 Public Notices

3.6.1 News/Press Releases

News/press releases notifying the public of meetings and other outreach activities will be issued in accordance with federal and state requirements as well as local public notification requirements. News/press releases will also be sent to diverse media outlets to encourage broad participation in the LRTP update.

3.6.2 Public Notices/Legal Display Ads

Public notices or legal display ads informing the public about public meetings will be published twice in the area newspaper with the largest circulation prior to each public meeting in accordance with the St. Lucie TPO *Public Involvement Plan*.

4.0 Public Involvement Process

Figure 1 shows the TPO's overall Public Involvement Plan, and Figure 2 shows the Three-Phase Planning Process to be followed in the development of the 2040 LRTP.

Figure 1: Public Involvement Plan

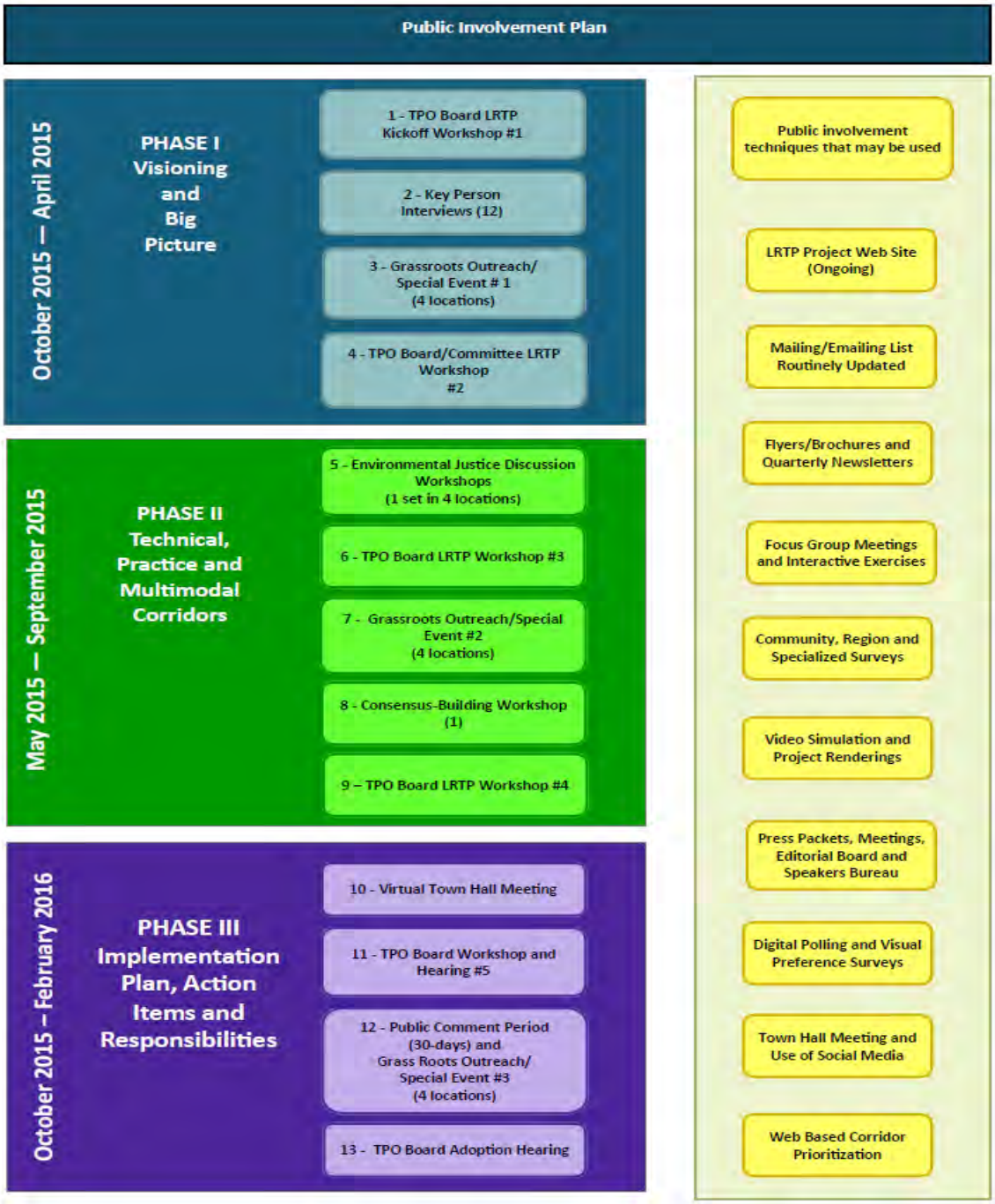
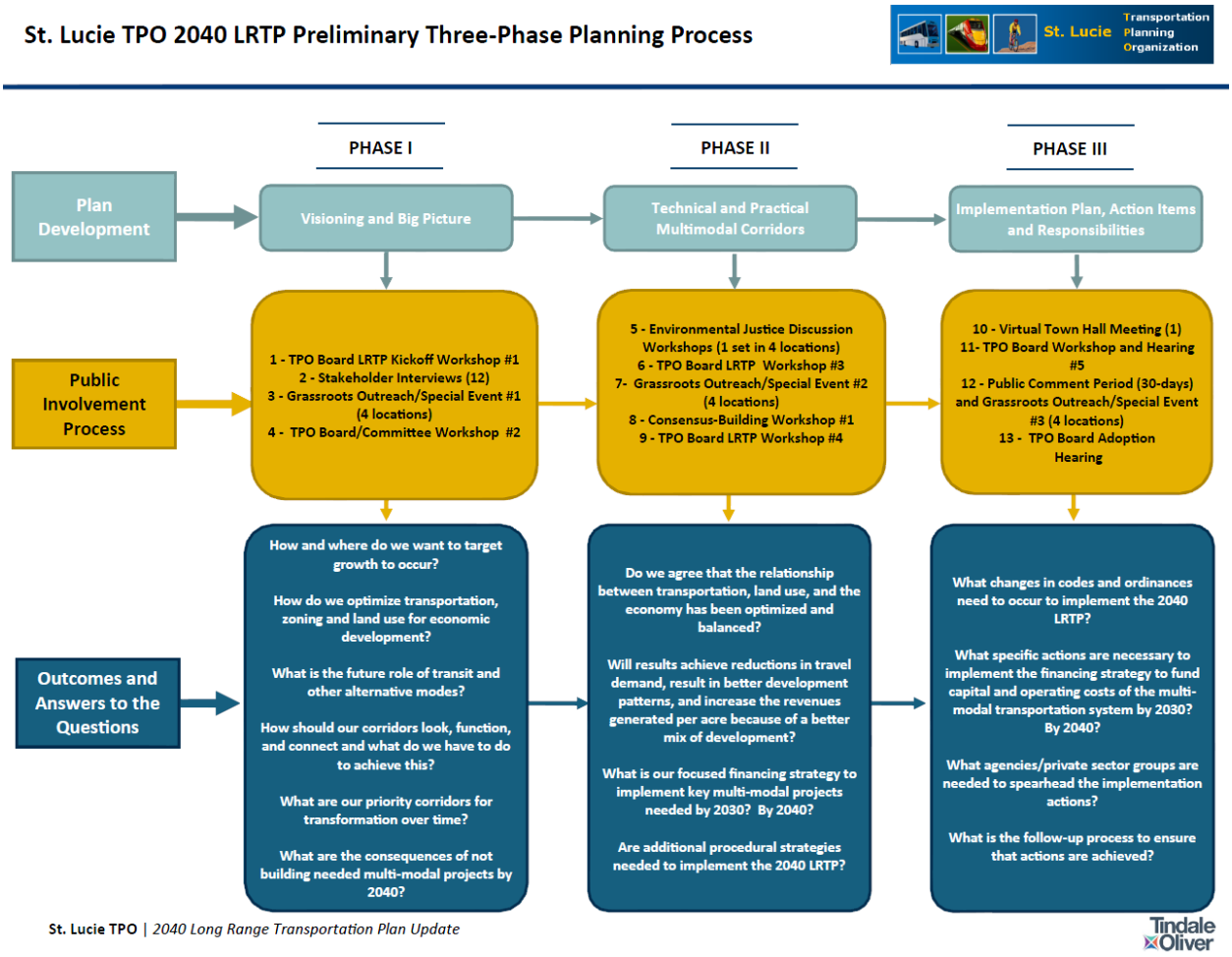


Figure 2: Three-Phase Planning Process



5.0 Task Activities and Schedule

A public involvement schedule has been developed to inform the key stakeholders, affected parties, and other interested citizens on the public involvement process and opportunities to provide comments. This schedule will be updated as necessary during the development of the 2040 LRTP.

Phase I	Activities	Expected Timeframe
	1. TPO Board LRTP Kickoff Workshop #1	December 2014
	2. Key Person Interviews (12)	February 2015
	3. Grassroots Outreach/Special Event #1 (4 locations)	March 2015
	4. TPO Board LRTP Workshop #2	April 2015
Phase II	**Activities**	**Expected Timeframe**
	5. Environmental Justice Discussion Workshops (1 event in 4 locations)	May 2015
	6. TPO Board Workshop #3	June 2015
	7. Grassroots Outreach/Special Event #2 (4 locations)	June 2015
	8. Consensus-building Workshop	July 2015
	9. TPO Board Workshop # 4	August 2015
Phase III	**Activities**	**Expected Timeframe**
	10. Virtual Town Hall Meeting	September 2015
	11. TPO Board Workshop # 5	October 2015
	12. Public Comment Period and Grassroots Outreach/Special Event #3 (4 locations)	October-November 2015
	13. TPO Board Hearing	December 2015

6.0 Evaluation of the Public Participation Plan

It is the intent of the TPO to increase the overall attendance levels at meetings and workshops and to increase the number of comments received from members of the community, particularly the traditionally underserved. The TPO will establish minimum participation goals for both environmental justice (EJ) and grass roots outreach/special events and track participation following each public outreach event. Additionally, comments will be counted and recorded, and attendance tallies will be carefully monitored.

Midway through the project, the TPO will conduct a mid-point evaluation of the effectiveness of the outreach program in reaching target populations and the general public. Adjustments to the various outreach techniques will be made if the mid-point evaluation shows that minimum participation goals and representation are not being reached.

Public comments and attendance (e.g. via the project webpage, public outreach events, public workshops, etc.) will foster an understanding of community issues that must be considered in designing transportation solutions to address community needs. Public participation goals will be measured using the following measures of effectiveness:

- **Total number of persons engaged (with special emphasis on tracking targeted EJ populations and grass roots outreach/special events)** – This will be measured by using a sign-in/attendance log to monitor attendance for any outreach activities and meetings, such as elected official, agency, stakeholder and public meetings. Agency staff, committee members, consultants, and any person working on the update shall not be included in this measure.
- **Total number of public involvement events** – This will be measured by counting the number of public outreach events.
- **Total number of comments/questions received (with special emphasis on tracking targeted EJ populations and grass roots outreach/special events)** – Comments and questions made by the general public regarding the development of the LRTP update shall be documented.
- **Total visits to website and online surveys** – Total number of unique hits to the update website and total number of completed online questionnaires will be documented.
- **Total number of volunteers/outreach ambassadors** – The total number of non-staff, non-committee members volunteering to assist with public outreach activities.

The goal of public participation plan is to optimize or maximize the participation of traditionally underserved and under-represented populations as well as special and EJ populations in order to foster effective decision-making during the development of the LRTP.

7.0 Public Participation Documentation

The Federal Highway Administration (FHWA) requires the documentation of all public participation activities. Proper documentation includes compiling all of the materials related to the LRTP update activities, evaluating the effectiveness of outreach efforts, and summarizing and analyzing the public comments/input received.

The complete documentation of these activities will create a history and record of the public's involvement and input. Access to the public involvement documentation will allow the public to see that their feedback and input was heard and considered.

Additionally, responses to all letters received as a result of the public meetings and activities as well as questions and comments not answered at the public meetings will be made in writing and included in the public input documentation.

St. Lucie Transportation Planning Organization

Go2040

St. Lucie TPO
Long Range Transportation Plan

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

FDOT

Florida Department of Transportation

RICK SCOTT
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

ANANTH PRASAD, P.E.
SECRETARY

May 8, 2014

Peter Buchwald, Executive Director
St. Lucie Transportation Planning Organization
Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie 34953

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

Dear Mr. Buchwald:

In July 2013, the Florida Department of Transportation provided the St. Lucie Transportation Planning Organization (TPO) with a *Supplement to the 2040 Revenue Forecast Handbook for the St. Lucie Metropolitan Area* to assist the TPO in developing its 2040 Long Range Transportation Plan (LRTP). The *Supplement* contains estimates of state and federal transportation funds for the St. Lucie Metropolitan Area through 2040. It also contains several districtwide or statewide revenue estimates, including one covering operations and maintenance for the State Highway System in District Four through 2040.

The Department is providing the enclosed *Appendix for the St. Lucie Metropolitan Area Long Range Plan Update – 2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans* for inclusion in the documentation of the TPO's 2040 LRTP. One purpose of the *Appendix* is to describe how the 2040 revenue forecast was developed. Another is to provide the public and interested parties with clear documentation of the state and federal financial issues related to the TPO's plan and facilitate reconciliation of statewide and metropolitan plans. The funding amounts in Tables 4, 4a, 5, 6, 7, and 10 match the revenue estimates provided in the *Supplement* and project costs for St. Lucie County from the *FY 2018/19 – FY 2022/23 Strategic Intermodal System Work Plan* and the *2040 Strategic Intermodal System Cost Feasible Plan* (2013 Edition).

If you have questions, please contact Lois Bush in my office at (954) 777-4654 or lois.bush@dot.state.fl.us.

Sincerely,

Stacy L. Miller-Novello, P.E.
Interim District Modal Development Administrator
District 4

SKM-N/lb

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APPENDIX FOR THE ST. LUCIE METROPOLITAN AREA LONG RANGE PLAN UPDATE

2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

APPENDIX FOR THE METROPOLITAN LONG RANGE PLAN
2040 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This appendix documents the Florida Department of Transportation (FDOT) revenue forecast through 2040. Estimates for major state programs for this metropolitan area and Florida are included. The forecast encompasses state and federal funds that "flow through" the FDOT work program. This information is used for updates of metropolitan long range transportation plans, the Florida Transportation Plan and the Strategic Intermodal System (SIS) Cost Feasible Plan.

Background

Evolving state and federal legislation, FDOT policies, and leadership by the Metropolitan Planning Organization Advisory Council have provided the impetus to enhance the cooperative relationship between FDOT and metropolitan planning organizations (MPOs) in planning for and providing transportation facilities and services. The Florida Transportation Plan (FTP), developed with the assistance of Florida's 26 MPOs and other transportation partners, established long range goals and program emphases for the expenditure of state and federal funds expected from current revenue sources.

The Department developed a long range revenue forecast through 2040. The forecast was based upon recent legislation (e.g., MAP-21[1]), changes in factors affecting state revenue sources (e.g., population growth rates) and current policies. This 2040 forecast incorporates (1) amounts contained in the Department's Work Program for 2014 through 2018, (2) the impact of the Department's objectives and investment policies, and (3) the current Statutory Formula (equal parts of population and motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in year of expenditure dollars.

Purpose

This appendix provides the public and interested parties with clear documentation of the state and federal financial issues related to each MPO plan and facilitates reconciliation of statewide and metropolitan plans. This appendix does not address financial issues related to funds that do not "flow through" the state work program. Information on financial issues related to local and regional revenue sources – what those resources are and how the metropolitan areas plan to spend them – is contained in other documentation of the metropolitan plan.

This appendix describes how the statewide 2040 Revenue Forecast was developed. Also, metropolitan estimates are identified for certain major FDOT programs that expand the capacity of existing transportation systems, and are referred to as "capacity programs." "Metropolitan estimates" are the estimated share of certain state capacity programs for this metropolitan area. They can be used to fund planned improvements to major elements of the transportation system. This appendix also includes estimates of funds required for other FDOT programs designed to support, operate, and maintain the state transportation system. The FDOT has set aside sufficient funds in the 2040 Revenue Forecast for these programs, referred to as "non-capacity programs" in this document, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Funding for these programs is not included in the metropolitan estimates.

[1] Moving Ahead for Progress in the 21st Century Act, Public Law 112-141, July 6, 2012.

2040 Revenue Forecast (State and Federal Funds)

The 2040 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among statewide capacity and non-capacity programs consistent with statewide priorities.
3. Estimates for certain capacity programs were developed for each of Florida's 26 metropolitan areas.

Forecast of State and Federal Revenues

The 2040 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimated revenues from federal, state, and Turnpike sources included in the Department's 5-Year Work Program. The forecast did not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference in August 2012 for state fiscal years 2014 through 2021. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for the same fiscal years. Assumptions about revenue growth were as follows:

Revenue Sources	Years	Assumptions
State Fuel Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.54% increase in 2022, gradually decreasing to 0.55% in 2040
State Tourism-Driven Sources (Rental Car Surcharge, Aviation Fuel Tax)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 3.04% increase in 2022, gradually decreasing to 2.86% in 2040
State Vehicle-Related Taxes (Vehicle License, Initial Registration, and Incremental Title fees)	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	Annual 2.28% increase in 2022, gradually decreasing to 1.71% in 2040
Documentary Stamps Taxes	2014-2021	Florida Revenue Estimating Conference Estimates
	2022-2040	$348.5 million annually
Federal Distributions (Total Obligating Authority)	2014-2021	FDOT Federal Aid Forecast
	2022-2040	Annual 0.0% increase through 2040
Turnpike	2014-2022	Existing and programmed projects, cap on outstanding debt, and planned toll increases on expansion projects

A summary of the forecast of state, federal and Turnpike revenues is shown in Table 1. The *2040 Revenue Forecast Handbook* contains inflation factors that can be used to adjust project costs expressed in "present day cost" to "year of expenditure" dollars.

Table 1
Forecast of Revenues
2040 Revenue Forecast (Millions of Dollars)

Major Revenue Sources	Time Period 2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	27-Year Total[2] 2014-2040
Federal	5,113 31%	9,542 27%	9,687 26%	9,719 24%	19,328 22%	53,389 25%
State	9,711 59%	22,243 64%	25,084 67%	27,616 69%	60,776 70%	145,430 67%
Turnpike	1,680 10%	3,044 9%	2,745 7%	2,931 7%	6,610 8%	17,011 8%
Total[2]	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining which needed transportation improvements are financially feasible and in identifying funding priorities. As directed by FDOT policy, the Department places primary emphasis on safety and preservation by first providing adequate funding in the Revenue Forecast to meet established goals and objectives in these important areas. Remaining funding has been planned for new or expanded statewide, metropolitan/regional, and local facilities and services (i.e., capacity programs). As Florida moves toward the middle of the 21st Century, safety and preservation continue to be emphasized.

The 2040 Revenue Forecast includes the program funding levels contained in the July 1, 2013 Adopted Work Program for 2014 through 2018. The forecast of funding levels for FDOT programs for 2019-2040 was developed based on the Program and Resource Plan (PRP) for fiscal years 2013-2022. The remainder of this Appendix provides forecast information for "Capacity," "Non-Capacity," and "Other" state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" adopted by the Metropolitan Planning Organization Advisory Council in January 2013.

Capacity Programs

Capacity programs include each major FDOT program that expands the capacity of existing transportation systems (e.g., highways, transit). Table 2 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

TABLE 2
Major Capacity Programs Included in the 2040 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	PRP Program Categories
SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Construction SIS Traffic Operations SIS Right of Way SIS Advance Corridor Acquisition
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for the Economic Development Program, the County Incentive Grant Program, the Small County Road Assistance Program, and the Small County Outreach Program.	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	High Speed Rail Passenger Service Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation
Intermodal Access - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
Seaport Development - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
Documentary Stamps Funds – Improving intermodal facilities and acquisition of associated rights of way.	Documentary Stamps Funds not in Adopted Work Programs by July 1, 2013.

Statewide Forecast for Capacity Programs

Table 3 identifies the statewide estimates for capacity programs in the 2040 Revenue Forecast. About $216 billion is forecast for the entire state transportation program from 2014 through 2040; about $103 billion (48%) is forecast for capacity programs.

Table 3
Statewide Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
SIS Highways Construction & ROW	4,879	7,747	7,738	8,509	17,726	46,599
Other Arterials Construction & ROW	2,264	4,371	4,264	4,076	8,766	23,740
Aviation	333	853	819	911	1,981	4,896
Transit	855	1,883	1,942	2,041	4,280	11,001
Rail	500	865	729	807	1,745	4,647
Intermodal Access	83	153	182	199	430	1,043
Seaports	383	395	496	553	1,205	3,031
Documentary Stamps Funds[3]	0	639	1,791	1,791	3,582	7,803
Total Capacity Programs	**9,297**	**16,905**	**17,961**	**18,888**	**39,715**	**102,761**
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Tentative Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] Documentary Stamps funds not programmed in FDOT Work Programs as of July 1, 2013.

Metropolitan Forecast for Capacity Programs

As the first step in preparing metropolitan estimates, the Department prepared district and metropolitan estimates for the capacity programs from the statewide forecast consistent with provisions in state and federal law. Pursuant to federal law, transportation management area (TMA) funds and certain Transportation Alterntives (TALU) funds were distributed based on 2010 population. District estimates for certain Transportation Alternatives (TA) funds and the following programs were developed using the current statutory formula[2]: other arterials construction/right-of-way (net of TMA and TA funds); ; and the transit program.

Estimates for SIS Construction and ROW were based on the SIS Long Range Cost Feasible Plan, 2013 Edition. Because of the evolving nature of the SIS, estimates for the Rail, Aviation, Seaports and Intermodal Access programs will not be available until a SIS Cost Feasible Plan for all SIS modes is completed.

[2] The statutory formula is based on 50% population and 50% motor fuel tax collections.

FDOT districts developed metropolitan estimates consistent with district shares of the statewide forecast, adjusted as needed to account for issues such as metropolitan area boundaries (e.g., differences between metropolitan area boundaries and county boundaries). The estimates for this metropolitan area are included in Table 4. Table 4a contains estimates of TMA funds.

Table 4
Metropolitan Area Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Estimates for St. Lucie Metropolitan Area

Capacity Programs*	5-Year Period (Fiscal Years)				22-Year Total
	2019-20	2021-25	2026-30	2031-40	2019-2040
SIS Highways Construction & ROW	0.0	10.1	188.3	0.0	198.4
Other Arterials Construction & ROW	22.4	50.0	47.3	103.4	223.0
Transit	10.9	28.1	29.5	62.0	130.4
Aviation	N/A	N/A	N/A	N/A	N/A
Rail	N/A	N/A	N/A	N/A	N/A
Seaports	N/A	N/A	N/A	N/A	N/A
Intermodal Access	N/A	N/A	N/A	N/A	N/A
Total Capacity Programs	**33.3**	**88.2**	**265.1**	**165.4**	**551.8**

* Notes:

- Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
- No metropolitan estimates for Aviation, Rail, Seaport Development and Intermodal Access programs for years beyond 2018 have been developed.
- Sources for SIS Highways Construction & ROW: SIS Approved 2nd 5-Year Plan (FY 2018/19 – FY 2022/23), 2040 SIS Cost Feasible Plan (2013 Edition).
- Columns and rows sometimes do not equal the totals due to rounding.

Table 4a
Transportation Management Area (TMA) Funds Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

St. Lucie Metropolitan Area	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
TMA Funds for Martin and St. Lucie Metropolitan Areas[3]	**10.2**	**25.4**	**25.4**	**50.8**	**111.7**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Rows sometimes do not equal the totals due to rounding.
[3] As a follow up to the 2010 U.S. Census, the Martin and St. Lucie M/TPOs need to revisit how these funds will be used in their metropolitan (planning) areas.

Annually, up to $541.75 million may be appropriated from proceeds from the Documentary Stamp Tax[3] for several major state transportation programs. These funds are distributed –

[3] Documentary Stamp Tax proceeds for transportation declined substantially with the collapse of the housing market and have since gradually increased. The 2040 Revenue Forecast assumes that proceeds for transportation programs will gradually increase and level off at approximately $350 million each year.

according to formulas defined in state law – to the SIS, the Transportation Regional Incentive Program (TRIP), the New Starts Transit Program, and the Small County Outreach Program. The 2040 Revenue Forecast contains estimates of Documentary Stamp Tax funds not included in the 2014-2018 Adopted Work Program. Because some MPOs may desire to include projects partially funded by the TRIP and/or New Starts programs in their long range plans as "illustrative projects," the Department provided separate estimates of these funds. Estimates of TRIP funds are in Table 5. Statewide estimates of New Starts Funds are in Table 6.

Table 5
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

FDOT District	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
District 1	0.9	6.7	6.7	13.4	27.8
District 2	0.7	5.4	5.4	10.8	22.4
District 3	0.5	3.7	3.7	7.4	15.3
District 4	1.2	9.1	9.1	18.2	37.5
District 5	1.4	10.0	10.0	20.1	41.5
District 6	0.8	6.2	6.2	12.5	25.8
District 7	1.0	7.3	7.3	14.6	30.3
Statewide Total Forecast	**6.6**	**48.5**	**48.5**	**97.0**	**200.6**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Table 6
Statewide New Starts Program Estimates
State Funds from the 2040 Revenue Forecast (Millions of Dollars)

Statewide Program	5-Year Period (Fiscal Years)				22-Year Total[2]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
Statewide Total Forecast	**63**	**174**	**174**	**349**	**760**

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] Rows sometimes do not equal the totals due to rounding.

MAP-21 created funding for Transportation Alternatives projects and established allocations for certain 2010 Census population categories. Categories impacting MPOs include (1) funds for Transportation Management Areas (TALU funds); (2) funds for areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) funds for any area of the state (TALT funds). Estimates of Transportation Alternatives Funds are shown in Table 7.

Table 7
Transportation Alternatives Funds[1] Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

St. Lucie Metropolitan Area and Districtwide	5-Year Period (Fiscal Years)				22-Year Total[3]
	2019-20[1]	2021-25	2026-30	2031-40	2019-2040
TALU (Urban) for Martin and St. Lucie Metropolitan Areas: Funds for TMA[2]	1.0	2.5	2.5	5.0	11.0
TALL (<200,000 Population)[2]	N/A	N/A	N/A	N/A	N/A
TALT (Any Area): Districtwide Funds	9.3	23.3	23.3	46.6	102.5

[1] Estimates for 2014 through 2018 are contained in the FDOT Adopted Work Program.
[2] "TALU" funds are for projects in Transportation Management Areas. The Martin and St. Lucie M/TPOs need to determine how these funds will be used in their metropolitan (planning) areas. "TALL" funds are for projects that are not in Transportation Management Areas.
[3] Rows sometimes do not equal the totals due to rounding.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate and maintain the state highway system: safety, resurfacing, bridge, product support, operations and maintenance, and administration. Table 8 includes a description of each non-capacity program and the linkage to the program categories used in the Program and Resource Plan.

Metropolitan estimates have not been developed for these programs. Instead, the FDOT has included sufficient funding in the 2040 Revenue Forecast to meet the following statewide objectives and policies:

- **Resurfacing program:** Ensure that 80% of state highway system pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standard on the state highway system;
- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each district and metropolitan area; and
- **Administration:** Administer the state transportation program.

The Department has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the state highway system in each district and metropolitan area. Table 9 identifies the statewide estimates for non-capacity programs. About $106 billion (49% of total revenues) is forecast for the non-capacity programs.

Table 10 contains districtwide estimates for State Highway System Operations and Maintenance expenditures for information purposes. These estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration Division Office regarding the reporting of estimates of Operations and Maintenance costs for the State Highway System at the district level in MPO long range plans.

TABLE 8
Major Non-Capacity Programs Included in the 2040 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2040 Revenue Forecast Programs	PRP Program Categories
Safety - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
Bridge - Repair and replace deficient bridges on the state highway system. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
Administration - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).	Administration Fixed Capital Outlay Office Information Systems

Table 9
Statewide Non-Capacity Program Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
Safety	245	631	625	626	1,252	3,378
Resurfacing	1,211	3,593	3,649	3,900	8,071	20,425
Bridge	529	1,593	1,373	1,452	3,044	7,991
Product Support	2,527	4,913	5,932	6,479	14,239	34,089
Operations and Maintenance	2,033	5,228	5,607	6,295	14,470	33,633
Administration	299	855	1,037	1,153	2,672	6,016
Total Non-Capacity Programs	**6,844**	**16,813**	**18,224**	**19,904**	**43,748**	**105,532**
Other[3]	364	1,111	1,330	1,474	3,252	7,531
Statewide Total Forecast	**16,505**	**34,829**	**37,516**	**40,266**	**86,715**	**215,830**

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.
[3] "Other" is primarily for debt service.

Table 10
State Highway System Operations and Maintenance Estimates
State and Federal Funds from the 2040 Revenue Forecast (Millions of Dollars)

Major Programs	5-Year Period (Fiscal Years)					27-Year Total[2]
	2014-15[1]	2016-20[1]	2021-25	2026-30	2031-40	2014-2040
District 1	543	1,499	1,530	1,676	3,683	8,931
District 2	718	1,982	2,023	2,216	4,869	11,807
District 3	582	1,607	1,640	1,798	3,949	9,576
District 4	556	1,534	1,566	1,716	3,770	9,141
District 5	720	1,987	2,029	2,223	4,883	11,841
District 6	263	725	740	811	1,781	4,318
District 7	391	1,080	1,102	1,208	2,653	6,434
Statewide Total Forecast	**3,773**	**10,414**	**10,630**	**11,647**	**25,586**	**62,049**

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.

[1] Based on the FDOT Adopted Work Program for 2014 through 2018.
[2] Columns and rows sometimes do not equal the totals due to rounding.

Other

The Department is responsible for certain expenditures not included in major programs discussed above. Primarily, these expenditures are for debt service and, where appropriate, reimbursements to local governments. Approximately $7.5 billion (3.5% of total revenues) is forecast for these expenditures. These funds are not available for statewide or metropolitan system plans.

Appendix D:
LRTP Checklist

LRTP Checklist – November 2014
MPOs for Transportation Management Areas in Air Quality Attainment
Date Completed: February 25, 2016

About This Checklist

The checklist has been updated to reflect passage of MAP-21 in 2012 and incorporate expectations and guidelines from federal agencies and the MPOAC regarding 2040 LRTPs for MPOs in Florida. Its intended use is for documenting, in one place, where and how a 2040 LRTP does the following: (1) meets requirements in federal code and regulation and state statute, and (2) addresses expectations and guidelines from the federal agencies and the MPOAC.

- The "A" items relate to MAP-21 metropolitan transportation planning requirements in 23 U.S.C. 134 and 49 U.S.C. 5303.
- The "B" items relate to the regulations on metropolitan transportation plans and on interested parties, participation, and consultation codified in the C.F.R. following passage of SAFETEA-LU. The process for codifying regulations to administer MAP-21 is under way.
- The "C" items are state statutory requirements for long-range transportation plans not otherwise addressed in federal code or regulation.
- The "D" items relate to *Federal Strategies for Implementing Requirements for LRTP Update for the Florida MPOs* (November 2012). FHWA and FTA distributed this document to highlight notable areas for improvement and assist MPOs in meeting federal planning requirements. The unnumbered items allow for reporting on topics in the *Emerging Issues* and *Proactive Improvements* sections. The MPO has the option of deleting them since MPOs are not required to include consideration of these topics in their current planning processes and plans.
- The "E" items are from the MPOAC-adopted *Financial Guidelines for MPO 2040 Long Range Plans* (January 2013). The MPO is encouraged to report on these items but has the option of deleting them since guidelines rather than requirements in code, regulation, or statute are involved.

To the extent there is overlap among items, references to responses to other items can be made instead of repeating information.

Regionally significant project, as defined in 23 CRF 450.104 and this checklist, means a transportation project (other than projects that may be grouped in the TIP and/or STIP or exempt projects as defined in EPA's transportation conformity regulation) that is on a facility which serves regional transportation needs (such as access to and from the area outside the region; major activity centers in the region; major planned developments such as new retail malls, sports complexes, or employment centers; or transportation terminals) and would normally be included in the modeling of the metropolitan area's transportation network. At a minimum, this includes all principal arterial highways and all fixed guideway transit facilities that offer a significant alternative to regional highway travel.

BRT – Bus Rapid Transit
CFP – Cost Feasible Plan
C.F.R. – Code of Federal Regulations
CRT – Commuter Rail Transit
FHWA – Federal Highway Administration
F.S. – Florida Statutes
FTA – Federal Transit Administration
HRT – Heavy Rail Transit
LRT – Light Rail Transit
LRTP – Long Range Transportation Plan
MAP-21 – Moving Ahead for Progress in the 21st Century
MPOAC – Metropolitan Planning Organization Advisory Council
O&M – Operations and Maintenance
TIP – Transportation Improvement Program
TRIP – Transportation Regional Incentive Program
SIS – Strategic Intermodal System
STIP – State Transportation Improvement Program
U.S.C. – United States Code
SAFETEA-LU is the Safe, Affordable, Flexible, Efficient Transportation Equity Act – A Legacy for Users.

Requirements in United States Code (MAP-21)		Where and How Addressed
http://www.gpo.gov/fdsys/pkg/USCODE-2013-title23/pdf/USCODE-2013-title23-chap1-sec134.pdf http://www.gpo.gov/fdsys/pkg/USCODE-2013-title49/pdf/USCODE-2013-title49-subtitleIII-chap53-sec5303.pdf		
A-1	Is the plan performance-driven and outcome-based, including to support national goals for the Federal-aid highway program (23 U.S.C. 150) and general purposes for public transportation systems (49 U.S.C. 5301)? 23 U.S.C 134(c)(1)&(h)(2)(A), 49 U.S.C. 5303(c)(1) &(h)(2)(A)	Section 2.2 and Figure 2-1 Section 2.6 Table 2-4 Table 2-5
A-2	Does the plan provide for the development and integrated management and operation of a transportation system and facilities (including accessible pedestrian and bicycle facilities) that will function as an intermodal transportation system for the MPO's metropolitan planning area and as an integral part of an intermodal transportation system for the State and the nation? 23 U.S.C 134(c)(2), 49 U.S.C. 5303(c)(2)	Section 3.1 Section 3.2 Section 6.3
A-3	Did the process for developing the plan consider all modes of transportation and is it a continuing, cooperative, and comprehensive process? 23 U.S.C. 134(c)(3), 49 U.S.C. 5303(c)(3)	Section 2.3 Table 2-1 Section 2.6 Section 3.1
A-4	Did the MPO coordinate its plan with the plans of other MPOs for the same metropolitan (urbanized) area, including any transportation improvements/projects located within the boundaries of more than one MPO metropolitan planning area? 23 U.S.C. 134 (g)(1)&(2), 49 U.S.C. 5303(g)(1)&(2)	Section 2.4 Section 2.5 Section 4.3.1 Table 4-1 Section 7.3
A-5	Were other related planning activities within the metropolitan area considered in developing the plan (including State and local planned growth, economic development, environmental protection, airport operations, and freight movements)? 23 U.S.C. 134(g)(3), 49 U.S.C., 5303(g)(3)	Section 2.4 Section 3.2 Section 3.3 Section 3.4 Section 3.5
A-6	Were the eight planning factors considered as they relate to a 20-year forecast period? 23 U.S.C. 134(h)(1)&(i)(2)(A)(ii), 49 U.S.C. 5303(h)(1)&(i)(2)(A)(ii)	Section 1.2 Section 2.2.1 Table 2-4 Section 2.6.1 Section 2.4.1
A-7	Was the requirement to update the plan at least every five years met? 23 U.S.C. 134(i)(1)(B)(ii), 49 U.S.C. 5303(i)(1)(B)(ii)	2035 LRTP adopted February 2011 Go2040LRTP adopted February 2016

Requirements in United States Code (MAP-21)		Where and How Addressed
A-8	Does the plan identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, non-motorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions? 23 U.S.C. 134 (i)(2)(A)(i), 49 U.S.C. 5303(i)(2)(A)(i)	Table 2-5 Tables 3-1 and 3-2 Maps 3-5, 3-6, 3-7 and 3-9 Section 3.1.7 Section 3.2
A-9	Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry them out, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the plan? Was this discussion developed in consultation with Federal, State, and tribal wildlife, land management, and regulatory agencies? 23 U.S.C. 134(i)(2)(D), 49 U.S.C. 5303(i)(2)(D)	Section 3.5 Table 3-8
A-10	Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented, indicates public and private resources reasonably expected to be made available to carry out the plan, and recommends any additional financing strategies for needed projects and programs? Does the financial plan include any additional projects for illustrative purposes? Did the MPO, the transit operator(s), and the State cooperatively develop estimates of funds that will be available to support plan implementation? 23 U.S.C. 134 (i)(2)(E), 49 U.S.C. 5303(i)(2)(E)	Section 3.1.3 Chapter 4 Chapter 5 Table 4-1 Tables 6-7 and 6-8 Appendix C
A-11	Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? 23 U.S.C. 134 (i)(2)(F), 49 U.S.C. 5303(i)(2)(F)	Sections 3.1.4 to 3.1.6 Project 500 from US 1 from Martin County to Indian River County is an example of a corridor retrofit that includes ITS, Safety, CMP type solutions. Section 3.3 Tables 6 -3 and 6-4
A-12	Does the plan include capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure and provide for multimodal capacity increases based on regional priorities and needs? 23 U.S.C. 134 (i)(2)(G), 49 U.S.C. 5303(i)(2)(G)	Sections 3.1.3 to 3.1.8 Section 3.2 Appendix C
A-13	Does the plan include proposed transportation and transit enhancement activities? 23 U.S.C. 134 (i)(2)(H), 49 U.S.C. 5303(i)(2)(H)	Sections 6.3.2 and 6.3.3 Maps 6-2, 6-3 and 6-4 Tables 6-4 and 6-5

Requirements in United States Code (MAP-21)		Where and How Addressed
A-14	In developing the plan, did the MPO consult, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? 23 U.S.C. 134(i)(5), 49 U.S.C. 5303(i)(5)	Section 3.5
A-15	Were citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian and bicycle facilities, representatives of the disabled, and other interested parties provided with a reasonable opportunity to comment on the plan? Was a participation plan developed in consultation with all interested parties? Did this plan provide that all interested parties have reasonable opportunities to comment on the contents of the plan? Did the MPO hold any public meetings at convenient and accessible locations and times, employ visualization techniques, and make public information available in electronically accessible formats and means? 23 U.S.C. 134(i)(6), 49 U.S.C. 5303(i)(6)	Section 2.3 including Figure 2-1 and Table 2-1 Section 2.3 Section 3.6 Table 3-10 Section 6.1 Table 6-2 Appendix B www.go2040stlucie.com
A-16	Was the approved plan published or otherwise made readily available for public review including, to the maximum extent practicable, in electronically accessible formats and means? 23 U.S.C. 134 (i)(7), 49 U.S.C. 5303(i)(7)	Draft report posted to www.go2040stlucie.com

Requirements in Federal Regulations (SAFETEA-LU)		Where and How Addressed
http://www.eC.F.R..gov/cgi-bin/retrieveEC.F.R.?gp=&SID=5fc7946b772f5f6b1177c7eeebb0fc39&r=PART&n=23y1.0.1.5.11		
B-1	Does the plan cover a 20-year horizon from the date of adoption? 23 C.F.R. 450.322(a)	2016 to 2020 TIP 2021 to 2040 Cost Feasible Plan
B-2	Does the plan include both long-range and short-range strategies/actions? 23 C.F.R. 450.322(b)	Sections 3.1.1 to 3.1.7 Sections 3.2 to 3.5 Section 6.3
B-3	Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? 23 C.F.R. 450.322(e)	Section 2.4
B-4	Does the plan identify the projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? 23 C.F.R. 450.322(f)(1)	Section 2.4 Section 3.1 Section 3.2
B-5	Are the results of the congestion management process considered in the plan and how? 23 C.F.R. 450.322(f)(4), see also 23 U.S.C. 134(k)(3)(A), 49 U.S.C. 5303(k)(3)(A)	Section 3.1.6
B-6	Does the plan describe proposed improvements in sufficient detail to develop cost estimates? 23 C.F.R. 450.322(f)(6)	Tables 3-1 and 3-2, Map 3-7 Section 3.7 Section 5.2 Sections 6.3 and 6.4
B-7	Does the plan identify pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C. 217(g) and transportation and transit enhancement activities as appropriate? 23 C.F.R. 450.322(f)(8)&(9)	Section 3.1.2 Section 3.1.3 Section 6.3
B-8	Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation? 23 C.F.R. 450.322(f)(10)(i)	Section 3.1.4 Section 3.7 Section 4 Appendix C
B-9	Are the plan's revenues and project costs reflected in year of expenditure dollars? 23 C.F.R. 450.322(f)(10)(iv)	Section 3.7.1 Section 4 Sections 6.3 and 6.4

Requirements in Federal Regulations (SAFETEA-LU)		Where and How Addressed
B-10	Was the plan developed in consultation, as appropriate, with State and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation? Did the consultation involve, as appropriate, a comparison of transportation plans with State conservation plans or maps, or a comparison of transportation plans to inventories of natural or historic resources? 23 C.F.R. 450.322(g)	Section 3.5
B-11	Does the plan include a safety element consistent with the State's Strategic Highway Safety Plan, and (as appropriate) emergency relief and disaster preparedness plans and strategies and policies that support homeland security? 23 C.F.R. 450.322(h)	Section 3.3
B-12	Did the MPO use its participation plan developed under 23 C.F.R. 450.316(a) to provide a reasonable opportunity for interested parties to comment on the plan? 23 C.F.R. 450.322(i)	Section 2.3 Table 2-1 Appendix B
B-13	In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? 23 C.F.R 450.316(a)(1)(vii)	Section 2.3 Section 3.4 Section 6.5
B-14	Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan? 23 C.F.R. 450.316(a)(1)(vi)&(2)	Section 3.6 Table 3-10 Section 6.1 Table 6-2
B-15	Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? 23 C.F.R 450.316(a)(1)(viii)	The final plan did not differ significantly nor raise new material issues.

State Statutory Requirements Not Otherwise Addressed in Federal Code or Regulation		Where and How Addressed
http://www.leg.state.fl.us/Statutes/index.cfm?App_mode=Display_Statute&Search_String=&URL=0300-0399/0339/Sections/0339.175.html		
C-1	Are the prevailing principles in ss. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan? Subsection 339.175(1), (5)&(7), F.S.	Sections 2.5 and 2.6 Sections 3.1.2, 3.1.3 and 3.1.4 Section 3.2 Appendix C
C-2	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities? Subsection 339.175(1)&(7)(a), F.S.	Section 2.5.1 Sections 3.1.1 and 3.1.7 Table 3-1 Section 6.3.1 Sections 7.2 and 7.3
C-3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area? Subsection 339.175(5)&(7), F.S.	Section 2.5.2
C-4	Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions? Subsection 339.175(1) & (7) F.S.	Section 2.4 Table 2-5
C-5	Were the goals and objectives identified in the Florida Transportation Plan considered? Subsection 339.175(7)(a), F.S.	Table 2-3
C-6	Does the plan assess capital investment and other measures necessary to (1) ensure the preservation of the existing metropolitan transportation system including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and (2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods? Subsection 339.175(7)(c), F.S.	Figure 2-3 Sections 3.1.4 – 3.1.6 Section 3.2
C-7	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present? Subsection 339.175(13) F.S.	February 3, 2016

FHWA/FTA 2040 LRTP Expectations (November 2012)		Where and How Addressed
http://www.dot.state.fl.us/planning/policy/metrosupport/lrtp/LRTPExpectations2012.pdf		
D-1	Were the requirements for inclusion of projects in the MPO's transportation improvement program (TIP) considered when developing the LRTP?	Section 6.2
D-2	***Projects in the LRTP:*** Does the plan include: • Projected transportation demand in the planning area, • Existing (E+C) and proposed transportation facilities that function as an integrated system, • Operational and management strategies, • Consideration of results of the Congestion Management Plan, • Strategies to preserve existing and projected future transportation infrastructure, • Pedestrian and bicycle facilities, and • Transportation and transit enhancement activities? Are projects that meet the definition of regionally significant in 23 CRF 450.104 included in the Cost Feasible LRTP?	Chapter 3 Section 6.3
D-3	***Grouped Projects in the LRTP:*** If non-regionally significant projects have been grouped in the LRTP, are the groups specific enough to determine consistency between the LRTP and the TIP? Are the grouped projects similar in function, work type, and/or geographic area?	Section 3.1.6 Sections 6.3.1 and 6.3.2
D-4	***Fiscal Constraint/Operations and Maintenance:*** Does the LRTP provide system level cost estimates for O&M activities using each of the five-year cost bands or as a total estimate for the entire timeframe of the LRTP? Are O&M cost estimates included for state- and locally-maintained facilities covered in the LRTP? Is the general source of funding for O&M activities identified? Is there a clear separation of costs for O&M activities and for capital investment projects?	Section 3.1.3 Section 3.1.4 Section 4.3.2 Table 6-5 Appendix C
D-5	***Fiscal Constraint/Total Project Costs:*** For each capacity expansion and regionally significant project, are all phases described in sufficient detail to estimate and provide an estimated total project cost and explain how the project is expected to be implemented? For any projects that will go beyond the horizon year, does the LRTP explain what and when phases/work will be performed beyond the horizon year with costs estimated using year of expenditure methodologies?	Section 3.7.1 Section 6.4 Tables 6-3 and 6-4 Tables 6-7 and 6-8
D-6	***Fiscal Constraint/Cost Feasible Plan:*** Has an estimate of the cost and source of funding for each phase been provided for projects included in the CFP? (Phases are PD&E and Design or Preliminary Engineering, ROW, and Construction.) If boxed funds are utilized, are individual projects that will utilize them listed or described in bulk in the LRTP?	Sections 6.3.1 – 6.3.3 Section 6.4 Tables 6-3 and 6-4 Tables 6-7 and 6-8

FHWA/FTA 2040 LRTP Expectations (November 2012)		Where and How Addressed
D-7	***Fiscal Constraint/New Revenue Sources:*** If any new revenue source is assumed as part of the CFP, is it clearly explained? Also, is the following covered: why the new revenue source is considered to be reasonably available, when it will be available, what actions would need to be taken for it to be available, and what would happen if it does not become available?	Not applicable
D-8	***Fiscal Constraint/Federal Revenue Sources:*** Are projects within the first 10 years planned to be implemented with federal funds notated or flagged? Beyond the first 10 years, is project funding clearly labeled as a combined Federal/State source in the CFP?	Tables 6-6 to 6-8
D-9	***Full Time Span of the LRTP:*** As a planning document, does the LRTP show all the projects and project funding for the entire period covered by the LRTP (base year to horizon year)?	Sections 6.2 and 6.3
D-10	***Environmental Mitigation:*** For highway projects, does the LRTP include a discussion of types of potential environmental mitigation activities and opportunities at a system-wide level developed in consultation with Federal, State and tribal wildlife, land management, and regulatory agencies (beyond project-specific ETDM screenings)? Does the MPO maintain documentation of the consultation with the relevant agencies? Was there a need to state transit environmental benefits, such as reduction in single occupant vehicle trips and vehicle miles traveled, reduction in greenhouse gases, pedestrian and bicycle linkages and transit oriented/compact development, within the broad parameters in the LRTP? Are phases for transit capital projects listed in the LRTP?	Section 3.5 Section 6.6 Not applicable
D-11	***LRTP Documentation/Final Board Approval:*** Was a substantial amount of the LRTP analysis and documentation completed at the time of MPO board adoption? Will all final documentation/documents be posted online and available through the MPO office no later than 90 days after plan adoption?	Yes
D-12	***Documented LRTP Modification Procedures:*** Does the MPO have procedures that document how modifications to the adopted LRTP are to be addressed? These procedures can be included as part of the LRTP, the public participation plan, or provided elsewhere as appropriate.	Section 7-2
Transit Projects and Studies		

FHWA/FTA 2040 LRTP Expectations (November 2012)		Where and How Addressed
D-13	***Major Transit Capital Projects*** In order to plan for a transit "New Start" in the LRTP, the MPO must assume it will be successful in competing for discretionary FTA New Starts program dollars. Grantees may be proposing use of a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan or other loan to help bridge the gap in capital financing for a New Start. With regard to planning of a major capital facility other than a New Start, the MPO must assume that FTA program funds such as "State of Good Repair" and "Bus and Bus Facilities" will be awarded to the transit system based on formula.	Not applicable
D-14	***Transit Facility*** Transit facilities eligible for FTA 5307, 5309, 5337, and 5339 funds or FLEX funds from FHWA should be contained within the TIP and the STIP and be consistent with the LRTP. For example, consistent with the LRTP might mean a general statement, paragraph, line item or section on the specific facilities and their general location if known. Inclusion might also mention feasibility studies, preliminary engineering, appraisals, final design, property acquisition and relocation and NEPA documents, and perhaps the intent to seek local, state, or federal funding for same. The award of such funds may require an LRTP amendment to show such funds in the constrained LRTP.	Section 3.1.3
D-15	***Transit Service Including Fixed Route Bus, Deviated Route, Para-transit, Enhanced or Express Bus*** Specific new transit service proposed by a transit grantee for a new area or corridor should, at a minimum, be consistent with the LRTP. For example, that might mean a general statement, paragraph, line item or section on the specific service improvements to be undertaken (and the general location if known). Inclusion might also mention feasibility studies, operational plans, strategic plans, and perhaps the intent to seek local, state, or federal funding for same. The award of such funds may require an LRTP amendment to show such funds.	Section 3.1.3

FHWA/FTA 2040 LRTP Expectations (November 2012)		Where and How Addressed
D-16	***Transit Service Including BRT, LRT, HRT, CRT, Streetcar Through New Starts/Small Starts Program*** Specific new fixed guideway transit service proposed by a transit grantee to serve a new area or corridor as part of the FTA New Starts/Small Starts or Core Capacity Program should, at a minimum, be consistent with the LRTP. As such service may be a large capital expenditure, the project, termini, and cost would need to be specified in the constrained LRTP. Inclusion might also mention feasibility studies, NEPA studies, preliminary engineering and final design, right of way acquisition, operational plans, modeling improvements, strategic plans, and perhaps the intent to seek local, state, or federal funding for same. The award of such funds would require an LRTP amendment to show such funds in the constrained LRTP.	Not applicable
Emerging Issues – Not Current Required/New Requirements May Have Short Timeframe for Compliance		
Safety and Transit Asset Management*:* MAP-21 includes significant additions to safety planning and transit asset management on the part of transit grantees and the States.		Section 3.3 Section 6.3.3

FHWA/FTA 2040 LRTP Expectations (November 2012)	Where and How Addressed
Performance Measurement: MPOs are encouraged to consider ways to incorporate performance measures/metrics for system-wide operation as well as more localized measures/metrics in their LRTPs. Measures to assess the plan's effectiveness in increasing transportation system performance will be needed. State and MPO target setting will follow establishment of performance measures under MAP-21 by USDOT. *Related but not yet codified provisions in MAP-21:* Each MPO shall establish performance targets that address the performance measures described in 23 U.S.C. 150(c), where applicable, to use in tracking progress towards attainment of critical outcomes for the region of the MPO. [23 U.S.C. 134(h)(2)(B)(i)(I), 49 U.S.C. 5303(h)(2)(B)(i)(I)] Selection of performance targets by an MPO shall be coordinated with the State to ensure consistency, to the maximum extent practicable. [23 U.S.C. 134(h)(2)(B)(i)(II), 49 U.S.C. 5303(h)(2)(B)(i)(II)] Selection of performance targets by an MPO shall be coordinated, to the maximum extent practicable, with providers of public transportation to ensure consistency with 49 U.S.C. 5326(c) and 5329(d). [23 U.S.C. 134(h)(2)(B)(ii), 49 U.S.C. 5303(h)(2)(B)(ii)] Each MPO shall establish performance targets under 23 U.S.C. 134(h)(2)(B) and 49 U.S.C. 5303(h)(2)(B) not later than 180 days after the date on which the State or provider of public transportation establishes performance targets. [23 U.S.C. 134(h)(2)(C), 49 U.S.C. 5303(h)(2)(C)] An MPO shall integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as plans developed by providers of public transportation, required as part of a performance-based program. [23 U.S.C. 134(h)(2)(D), 49 U.S.C. 5303(h)(2)(D)] In the transportation plan for the MPO's metropolitan planning area, describe the performance measures and performance targets used in assessing the performance of the transportation system and include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets. [23 U.S.C. 134 (i)(2)(B)&(C), 49 U.S.C. 5303(i)(2)(B)&(C)]	Section 2.6.2 Section 7.1

FHWA/FTA 2040 LRTP Expectations (November 2012)	Where and How Addressed
Freight: Careful consideration should be given on how to address the eight planning factors (see A-6). Special emphasis should be given to the freight factor as it is anticipated to play a more prominent role in future planning requirements.	Section 2.2.1 Figure 2.1 Section 2.6.1 Table 2-4 Section 3.2
Sustainable Transportation and Context Sensitive Solutions: MPOs are encouraged to identify and suggest contextual solutions for appropriate transportation corridors and promote livability.	Section 3.1.1 Section 6.3.1 (US-1 Corridor Retrofit)
Proactive Improvements – Not Currently Required/Positive Strides in Long Range Planning	
Linking Planning and NEPA: MPOs should strongly consider including purpose and need statements for regionally significant projects in their LRTP cost feasible plans.	Section 3.5 Section 6.6
Climate Change: MPOs may wish to consider climate change and strategies which minimize impacts to the transportation system. State legislation encourages MPOs to consider strategies that integrate transportation and land use planning in their LRTPs to provide for sustainable development and reduce greenhouse gas emissions, as well as include energy considerations in all state, regional, and local planning.	Table 2-5 Tables 7-1 and 7-2
Scenario Planning: If an MPO elects to do scenario planning as part of development of its LRTP, it is encouraged to consider a number of factors including potential regional investment strategies, assumed distribution of population and employment, a scenario that maintains baseline conditions for identified performance measures, revenue constrained scenarios, and estimated costs and potential revenue available to support each scenario. *Related but not yet codified provisions in MAP-21:* An MPO may voluntarily elect to develop and evaluate multiple scenarios for consideration as part of development of its transportation plan. [23 U.S.C. 134(i)(4), 49 U.S.C. 5303(i)(4)] For an MPO that voluntarily elects to develop multiple scenarios, its system performance report and subsequent updates are to include an analysis of how the preferred scenario has improved the conditions and performance of the transportation system and how changes in local policies and investments have impacted the costs necessary to achieve the identified performance targets. [23 U.S.C. 134(i)(2)(C)(ii), 49 U.S.C. 5303(i)(2)(C)(ii)]	Chapter 5

MPOAC Financial Guidelines for MPO 2040 LRTPs (January 2013)		Where and How Addressed
http://www.mpoac.org/documents/AdoptedGuidelines.pdf		
Guidelines for Defining and Reporting Needs		
E-1	Does the plan include a cost estimate of needs in base year dollars and report estimated needs by mode? Does the needs estimate include all costs associated with all modes?	Sections 3.1 and 3.7
E-2	Does the plan include only transportation projects that are necessary to meet identified future transportation demand or advance the goals, objectives, and policies of the MPO, the region, and the State?	Sections 3.1 and 3.7
E-3	Does the plan exclude projects that are extremely unlikely to be implemented and unnecessarily inflate the estimated transportation needs in the metropolitan area?	No
E-4	Does the plan include an estimate of unfunded project costs in base year dollars?	Section 3.7 Section 6.3
Guidelines for Financial Reporting for Cost Feasible Long Range Transportation Plans		
E-5	Is reasonably available revenue reported in year of expenditure (YOE) dollars?	Section 4 Table 4-1
E-6	Is an estimate of the cost of all projects and all phases, regardless of mode, included in the cost feasible plan?	Section 6.4 Tables 6-7 and 6-8
E-7	Are the costs of operating and maintaining the existing and future transportation system clearly stated in the cost feasible plan?	Sections 3.1.4 Section 6.4 Tables 6-7 and 6-8 Appendix C
E-8	Did the MPO include full financial information for all years covered by the LRTP, including information from its transportation improvement program?	Tables 6-2 to 6-5
Guidelines for Revenue Estimates and Developing Project Costs		
E-9	Did the MPO use State FY 2013/2014 as the base year and State FY 2039/2040 as the horizon year for its plan (for financial reporting purposes)?	FY2014/15 is the base year FY2039/40 is the horizon year Section 3.7.1 Appendix C
E-10	Has the MPO presented revenue estimates and project costs using five-year periods to the year 2030 and a 10-year period for the remaining years of the plan (2031-2040)?	Figure 4-1, Table 4-1 Tables 6-3, 6-6 and 6-7
E-11	Has the MPO included FDOT's revenue estimates for operating and maintaining the State Highway System at the district level in its plan documentation?	Appendix C
E-12	Does the plan adjust project cost estimates expressed in Present Day Cost dollars to YOE using FDOT inflation factors? If alternative inflation factors were used, has an explanation of assumptions used to develop them been provided?	Table 3-14
E-13	Does the plan incorporate 2040 SIS Cost Feasible Plan projects as provided by FDOT?	Section 3.1.7 Table 3-1

Appendix E:
Summary of Technical Memoranda

In order to document the input, analysis and decisions that led to the adoption of the Go2040 LRTP, a series of Technical Memoranda were developed. These documents have been produced to provide additional detail in support of the Go2040 LRTP Report and are available upon request. Requests can be made by contacting the TPO by calling 772-462-1593, by using the contact page on the TPO website found at http://www.stlucietpo.org/contact/ or by emailing the TPO at TPOAdmin@stlucieco.org.

A complete list of the Technical Memoranda produced for the Go2040 LRTP include:

- Public Involvement
- Planning Assumptions
- Goals, Objectives, and Performance Measures
- Environmental Lands and Environmental Justice Analysis
- Financial Resources
- Safety, Security, Intelligent Transportation System and Congestion Management Process
- Needs Plan and Model Development
- Cost Feasible Plan and Model Development

Go2040

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Long Range Transportation Plan