



TECHNICAL ADVISORY COMMITTEE (TAC)

Regular Meeting

Tuesday, July 21, 2015
1:30 pm

AGENDA

1. **Call to Order**
2. **Roll Call**
3. **Approval of Minutes**
 - *May 19, 2015 Regular Meeting*
 - *May 28, 2015 Supplemental Meeting*
4. **Comments from the Public**
5. **Approval of Agenda**
6. **Action Items**
 - 6a. **2015/16 List of Priority Projects (LOPP):** Review of the draft LOPP for 2015/16 for the St. Lucie TPO.

***Action:** Recommend adoption of the draft 2015/16 LOPP, recommend adoption with conditions, or do not recommend adoption.*
 - 6b. **Go2040 Long Range Transportation Plan (LRTP) Needs Plan:** Review of the draft Needs Plan for the Go2040 LRTP.

***Action:** Recommend adoption of the draft Needs Plan, recommend adoption with conditions, or do not recommend adoption.*
 - 6c. **Annual Public Involvement Program (PIP) Evaluation of Effectiveness and Update:** Review of the effectiveness of the St. Lucie TPO's PIP during FY 2014/15.

***Action:** Recommend acceptance of the PIP Evaluation of Effectiveness and Update, recommend acceptance with conditions, or do not recommend acceptance.*

7. Discussion Items

7a St. Lucie Freight Network (SLFN): Additional review and discussion of the proposed SLFN to determine if it is ready to be reconsidered for designation by the TPO Board.

***Action:** Review the proposed SLFN and discuss whether it is ready to be reconsidered for designation by the TPO Board.*

8. Recommendations/Comments by Members

9. Staff Comments

10. Next Meeting: The next St. Lucie TPO TAC meeting is a joint meeting with the St. Lucie TPO Citizens Advisory Committee (CAC) and the Bicycle-Pedestrian Advisory Committee (BPAC) scheduled for 1:30 pm on Tuesday, September 15, 2015.

11. Adjourn

NOTICES

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

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

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

Kreyol Ayisyen: Si ou ta rinmin recevoua information sa en crèole si l bous plait rèlè 772-462-1593.

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



Coco Vista Centre
466 SW Port St. Lucie Blvd., Suite 111
Port St. Lucie, Fl. 34953
772-462-1593 www.stlucietpo.org.

TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

DATE: Tuesday, May 19, 2015
TIME: 1:30 pm
LOCATION: St. Lucie TPO
Coco Vista Centre, Suite 111
466 SW Port St. Lucie Boulevard
Port St. Lucie, Florida

MINUTES

1. Call to Order

Craig Hauschild, Chairman, called the May 19, 2015 Regular Meeting of the St. Lucie Transportation Planning Organization Technical Advisory Committee Meeting (TAC) to order at 1:45 pm.

2. Roll Call

The roll was taken via sign-in sheet. A quorum was noted with 11 members present.

Members present:

Craig Hauschild, Chair
Roxanne Chesser, Vice Chair
Leslie Olson
Rebecca Grohall
Ed Seissiger
John Wiatrak
Phil Vitale
Kevin Dietrich
Corine Williams
Darci Mayer

Representing:

St. Lucie Co., Engineering
City of Port St. Lucie
St. Lucie Co., Plan. & Dev.
City of Fort Pierce, Planning
City of Fort Pierce, Engineering
St. Lucie County Airport
St. Lucie County School District
St. Lucie Co. Sheriff's Office
St. Lucie Co. Transit Mgr.
FDOT District 4

Others present:

Peter Buchwald
Ed DeFini

Representing:

St. Lucie TPO
St. Lucie TPO

Marceia Lathou
Yi Ding
Mary Holleran
Britton Wilson
Crystal Wilson
Jennifer Bartlett

St. Lucie TPO
St. Lucie TPO
Recording Specialist
St. Lucie County
Consultant
Tindale-Oliver

3. **Approval of Minutes**

* *March 10, 2015 Regular Meeting*

* **MOTION – MOVED** by Ms. Wilson to approve the TAC Regular Meeting Minutes of March 10, 2015.

** **SECONDED** by Ms. Olsen Carried **UNANIMOUSLY**

Mr. Hauschild confirmed with Mr. Buchwald that he received two items from the last meeting, concerning the Avenue J Pedestrian Bridge and road restriction information for St. Lucie County.

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

5. **Approval of Agenda**

Comments:

The TAC discussed the agenda, not having enough time to review it in detail, and if they could re-schedule a meeting next week to have ample time to review it, and move it forward.

Mr. Hauschild called for a motion to approve the agenda.

* **MOTION – MOVED** by Ms. Olson to recommend we re-convene for the most convenient time to meet next week, to review the lengthy agenda package.

No second was made on the motion.

Mr. Buchwald confirmed there were presentations that could be heard today, including the LRTP goals, objectives and performance measures.

Mr. Hauschild addressed the last item 6f., for the County Incentive Grant Program (CIGP) Applications for 2015 and looked for discussion on the two grants being submitted.

Ms. Wilson asked if they could at least review some of the items today as a first go at them.

Mr. Buchwald agreed everyone should have ample time to review the agenda packet and said if there were any particular items they had questions on, they could bring those up. The two TIP amendments are relatively short. The Goals, Objectives and Performance Measures are on-going and can be heard now. The TRIP applications and County Incentive Grant Program will need action between now and the Board Meeting on June 3rd.

Mr. Hauschild called for feedback from the TAC as to how they wanted to proceed. Options were to go over everything we have today, or table it to next week giving ample time to go over the agenda packet. Everyone was asked to look at their calendars to re-schedule a meeting.

Discussion ensued on the best day for all to meet. Members vocally confirmed their availability to attend a meeting on Thursday, May 28th to assure a quorum would be present for that date.

Mr. Buchwald recommended the TAC proceed with the meeting, including hearing all the action items and staff will prepare the agenda packet for review for the next meeting.

* **MOTION – MOVED** by Ms. Olson to amend her motion to postpone the agenda approval with the exception of hearing items 6a. and 6b. today.

** **SECONDED** by Ms. Wilson

Discussion: Mr. Buchwald asked if the other items including the presentation would be discussed for consideration.

Mr. Hauschild had no objections to the presentations. He asked the motion maker if she would amend her motion as the consensus was to hear all of the presentations.

Mr. Hauschild said we have a motion on the floor to hear the entire agenda and only take action on 6a. and 6b.

* **MOTION – AMENDED** by Ms. Olson to hear the entire agenda and presentations and only take action on 6a. and 6b.

** **SECONDED** by Ms. Wilson Ms. Mayer opposed. Carried 10-1.

Ms. Mayer opposed and thought the TAC should hear all of the items and make a determination after the presentations are made. Mr. Hauschild confirmed for each item individually, whether they are tabled or accepted, and Ms. Mayer agreed.

Following the consensus of the members, Mr. Hauschild confirmed the procedure that would be followed for the rest of the meeting and asked Mr.

Buchwald to proceed.

6. Action Items

6a. **Amendment to the FY 2014/15 – FY 2018/19 Transportation Improvement Program (TIP)**

Because the TIP included the construction of a heavy truck turnaround at Turnpike Milepost 168 in the St. Lucie TPO area, and the TIP amendment is not inconsistent with the 2035 RL RTP, it is recommended that the proposed Turnpike Heavy Truck Turnaround Project be deleted from the TIP. The project construction was programmed in the Turnpike Work Program prior to the design being completed. Part of the design phase of the project determined that the proposed location does not meet design criteria because there is not adequate median width at that Turnpike Milepost. The Turnpike requested its deletion from the TIP since the project is not feasible. Therefore, it is recommended that the proposed TIP amendment be recommended to the TPO Board for adoption.

In the future the Turnpike Plaza toll systems will be replaced by automatic toll systems and improvements made to the Turnpike Interchanges in St. Lucie County as projected in the Turnpike Master Plan.

* **MOTION – MOVED** by Ms. Wilson to recommend adoption of the TIP amendment to delete the Turnpike Heavy Truck Turnaround Project from the TIP and recommend to the TPO Board for adoption.

** **SECONDED** by Ms. Chesser Carried **UNANIMOUSLY**

6b. **Amendment to the FY 2014/15 – FY 2018/19 Transportation Improvement Program (TIP)**

Mr. Buchwald reviewed the request to advance the construction phase of Indrio Road, identified in the FY 2015/16-FY 2019/20 interval of the Cost Feasible Plan of the 2035 Regional Long Range Transportation Plan to FY 2015/16 in the TIP. The TIP amendment is not inconsistent with the 2035 RL RTP.

FDOT has requested the proposed project advancement of the project because the project is designed, including the Right-of-Way acquisition phase, the project can move forward without increased project costs and it can receive both federal and state funding.

The project may be awarded at the end of 2015 that includes \$320M of construction funding that the state is advancing, and is the #1 TPO Priority Project.

Mr. Hauschild was concerned that the County is considering

improvements to Kings Highway at Indrio and DOT is asking to break ground next year. There would be impact from two projects in the same vicinity, with two different contractors that are less than one-half mile apart.

Mr. Buchwald asked if they wanted to inconvenience people all at once, or for more than one period of time, and thought doing it all at one time was best to get the projects done. Discussion ensued on the unknown difficulties if there are two contractors in the same vicinity at the same time.

Mr. Hauschild had no objection advancing the Indrio Road project but they have to consider the other project and make sure they are not overlapping.

* **MOTION – MOVED** by Ms. Olson to recommend adoption of the proposed TIP amendment to advance the construction of the Indrio Road project to FY 2015/16 in the TIP and recommend it to the TPO Board for adoption.

** **SECONDED** by Ms. Williams Carried **UNANIMOUSLY**

6c. Draft FY 2015/16 – FY 2019/20 Transportation Improvement Program

Mr. Buchwald provided a PowerPoint presentation of the draft TIP which was developed as a year-long process that started in July 2014 meeting with staffs from the St. Lucie TPO, FDOT District 4, and local governments to discuss the TPO's List of Priority Projects (LOPP). The LOPP was developed, reviewed by the TPO advisory committees, adopted by the TPO Board and submitted to FDOT District 4 in September 2014. The purpose of the TIP is to identify the transportation improvement projects in the TPO area that have been prioritized and are receiving Federal and State Funding over a five-year period.

Highlights of the Draft Tentative Work Program were provided. Projects proposed for years one through five were identified and reviewed. The funding exceeds \$320M, which is \$50M more than last year's TIP.

No Action was taken. This item will be reviewed for action at the Supplemental TAC meeting at 3:00 pm on Thursday, May 28th, 2015.

6d. Go2040 Long Range Transportation Plan (LRTP) Goals, Objectives, and Performance Measures (GOPMs)

Mr. Buchwald introduced Jennifer Bartlett, Consultant, Tindale-Oliver.

Ms. Bartlett provided a PowerPoint presentation and update on the LRTP. Ms. Bartlett also described the public involvement effort.

Ms. Bartlett explained how Goals related to Objectives and to Performance Measures, with examples of how they can be measured. Each specific Goal was reviewed, and after meeting with the CAC this morning, Goal 2, Choices, added automated vehicles as 2.2. Goal 6, Safety and Security also added automated vehicles as 6.1.

Ms. Williams addressed Goal 5, Health & Environment, and commented on 5.1 and 5.2 and its relation to public health. Ms. Williams sought clarification on Goal 3, Existing Assets and Services.

Ms. Bartlett explained resources would be used for maintaining conditions and improving efficiency of the existing transportation system.

Ms. Williams commented on automated vehicles. Ms. Bartlett indicated Florida is one of the states used to test automated vehicles and be involved in the related technology. Ms. William recommended the presentation for Go2040 be put on social media, the radio, the local internet channel and our website.

No action was taken. This item will be reviewed for action at the Supplemental TAC meeting at 3:00 pm on Thursday, May 28th, 2015.

6e. Transportation Regional Incentive Program (TRIP) Grant Applications for 2015

Mr. Buchwald provided a review of the legislation creating TRIP in 2005 providing funds to improve regionally significant transportation facilities, and transit facilities in regional transportation areas. In 2006 the Treasure Coast Transportation Council (TCTC) was created as a regional transportation area to pursue TRIP funds for the three county region, consisting of two members each from the St. Lucie TPO, and Indian River and Martin Metropolitan Planning Organizations (MPOs). Available TRIP funding from FY 2017/17 through 2019/20 was provided.

Two project applications are being considered for submission by the St. Lucie TPO. The first application for the first FY 2016/17 funding is for the widening of Port St. Lucie Blvd., from Paar Drive to Darwin Blvd. The second application requested is for the subsequent fiscal years funding for Phase 1 of the ATMS project which will connect all the links and traffic signals on US #1.

Both are TPO Priority Projects and the TPO would use its federal funding as local matches for the TRIP funding. Both projects are recommended for endorsement of the TRIP grant applications for the 2015 grant cycle.

No action was taken. This item will be reviewed for action at the Supplemental TAC meeting at 3:00 pm on Thursday, May 28th, 2015.

6f. County Incentive Grant Program (CIGP) Applications for 2015

Mr. Buchwald reviewed the CIGP grant applications for prioritization. Based on the Port St. Lucie Boulevard and Floresta Drive Intersection Improvements being identified as needed and the Lennard Road Extension being identified as not needed on the Deficiency Analysis, it was recommended that the Port St. Lucie Boulevard and Floresta Drive Intersection Improvements CIGP grant application be prioritized higher than the Lennard Road Extension for the CIGP grant application.

Mr. Hauschild asked if the complete packet could be made available to all members. Mr. Buchwald indicated the information is provided in the agenda packet, and the application was sent to the County.

Mr. Hauschild referred to the information on Lennard Road, showing the PD&E Study and how Lennard Road would alleviate some of the congestion on US #1. Lennard Road no longer shows up on the map because it was in the five-year work program and there was a bid for 10 years, till 2021 for construction based on an update from the TPO with a connection from Bromeliad Circle to Lennard Road. He asked if that section was permitted from the City, construction-wise, to allow it to be postponed to 2021.

Mr. Hauschild asked if the City of Port St. Lucie had any additional information on that intersection as it was needed. Ms. Chesser said they were looking at it. Mr. Hauschild said one is an immediate need now and one is a future need.

Mr. Buchwald explained projects with deficiencies and projections through 2019/2040. Discussion ensued on sufficient and deficient projects, and prioritization criteria.

Mr. Hauschild commented on past meetings held with the Treasure Coast Regional Planning Council members to discuss roadway concerns outside of the TPO area on long range transportation updates. Mr. Buchwald said meetings include the City Manager and the County Administrator and we follow up on meetings with them and the stakeholders.

Mr. Hauschild commented on part of the request for the Lennard Road project was \$2.2M design, \$1.3M match and there is yet to be a PD&E update as part of that design, looking back at what was approved in 2007 and justification for that roadway, along with looking at everything in that vicinity for a more detailed analysis.

Mr. Buchwald said they used the Treasure Coast Regional Planning Council version before this model was used, and public meetings are held as well.

Ms. Chesser addressed the grant applications and did not see a copy of the most recent revised application they submitted to FDOT and will send the corrected, most recent one to Mr. Buchwald.

Mr. Buchwald asked the committee to please advise him of any additional information the Committee wanted for next Thursday's meeting.

No action was taken. This item will be reviewed for action at the Supplemental TAC meeting at 3:00 pm on Thursday, May 28th, 2015.

7. Recommendations/Comments by Members

Ms. Williams provided the members with a handout on the Free Summer Youth Bus Ride Program that will be available for children aged 12 to age 18, from June 4 through August 14, 2015.

8. Staff Comments

Mr. Buchwald confirmed the supplemental meeting scheduled for Thursday, May 28, 2015 at 3:00 pm. Action will be considered on items 6c., 6d., 6e., and 6f. A new agenda will be forthcoming. He asked if there was any new additional agenda information requests besides the Port St. Lucie Boulevard – Floresta Drive application that the TAC requested.

Mr. Hauschild asked if they could get a bullet-point presentation for 6b. and if it was on-line. Mr. Buchwald will include that in the agenda packet.

Mr. Buchwald confirmed that the entire agenda packet would be re-sent, 6f. would be replaced with a new updated application, and 6b. will be added with a PowerPoint presentation to that agenda item. The website for the PD&E for Lennard Road will be made available.

Mr. Phil Vitale, who was attending his last meeting, was recognized for his service. Mr. Vitale agreed to return for the May 28th meeting.

9. Next Meeting – The next St. Lucie TPO TAC Regular Meeting is scheduled for 1:30 pm on Tuesday, July 21, 2015.

A TAC Supplemental Meeting is scheduled for 3:00 pm on Thursday, May 28, 2015.

10. Adjourn

The meeting was adjourned at 3:30 pm.

Respectfully submitted:

Approved by:

Mary F. Holleran
Recording Specialist

Craig Hauschild
Chairman

DRAFT



Coco Vista Centre
466 SW Port St. Lucie Blvd., Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

TECHNICAL ADVISORY COMMITTEE (TAC) Supplemental Meeting

DATE: Thursday, May 28, 2015
TIME: 3:00 pm
LOCATION: St. Lucie TPO
Coco Vista Centre, Suite 111
466 SW Port St. Lucie Boulevard
Port St. Lucie, Florida

MINUTES

1. **Call to Order**

Craig Hauschild, Chairman called the May 28, 2015 Supplemental Meeting of the St. Lucie Transportation Planning Organization Technical Advisory Committee Meeting (TAC) to order at 3:02 pm.

2. **Roll Call**

The roll was taken via sign-in sheet. A quorum was noted with 10 members present.

Members present:

Craig Hauschild, Chair
Roxanne Chesser, Vice Chair
Jack Andrews
Leslie Olson
Rebecca Grohall
John Wiatrak
Phil Vitale
Brian Rhodes
Anne Cox
Rogelio Gonzalez

Representing:

St. Lucie Co. Engineering
City of Port St. Lucie
City of Fort Pierce, Eng.
St. Lucie Co. Plan. & Dev.
City of Fort Pierce, Planning
St. Lucie County Airport
St. Lucie Co. School District
St. Lucie Co. Sheriff's Office
City of Port St. Lucie, Planning
Council on Aging of St. Lucie

Others present:

Peter Buchwald
Ed DeFini

Representing:

St. Lucie TPO
St. Lucie TPO

Yi Ding	St. Lucie TPO
Marceia Lathou	St. Lucie TPO
Mary Holleran	Recording Specialist
Britton Wilson	St. Lucie Co., Plan. & Dev.
Patricia Tobin	City of Port St. Lucie, Planning

Mr. Hauschild addressed some TPO housekeeping. At the regular TAC meeting on May 19th, both Ms. Olson, the member, and Ms. Wilson, the alternate member made and seconded two motions. The motions are corrected to read:

Approval of the Minutes - March 10, 2015 Regular TAC Meeting

* **MOTION – MOVED** by Ms. Cox

** **SECONDED** by Ms. Olson Carried **UNANIMOUSLY**

Approval of the Agenda

* **MOTION – MOVED** as amended by Ms. Olson.

** **SECONDED** by Mr. Vitale Carried **UNANIMOUSLY**

3. Comments from the Public – None

4. Approval of Agenda

On Action Items 5a., 5b., 5c., and 5d. Mr. Buchwald asked if there were any additional questions or if presentations would be heard again.

Referring to the maps, Mr. Hauschild indicated on the Kings Highway and Indrio Intersection improvements projects that instead of a plus sign, if the limits could be clearly shown going west and down south.

Mr. Vitale asked if it went up to Fort Pierce Blvd. Mr. Hauschild said it goes to Seminole, which is west of the school, and the four-lanes were explained.

Mr. Hauschild looked at the TIP Project Location Maps, pg. A-3, and also C-1-10 and explained how the lines could be extended, and will do it and send it to Mr. Buchwald, for clarity. Further discussion ensued while referring to changes to the maps as proposed by Mr. Hauschild.

Ms. Wilson, referred to C-1-10 and asked where or what lead agency to go to for a work summary.

Mr. Buchwald indicated it depends on the nature of the inquiry and information requested.

Ms. Olson suggested using the blank areas on the maps to show what is

proposed on the various projects and the funding. She referred to C-1-19 where the project description ran out of room, and additional information was missing. On C-2-2, EIS North Industrial Park, she asked for clarification, and suggested a hyperlink to the TIP would be helpful. Mr. Buchwald noted information that had been revised was now part of the new agenda packet made available to them.

Ms. Olson addressed C-2-3 and confirmed it had been deleted. Mr. Wiatrak commented on that information and explained the joint agreement with the County and FDOT. Ms. Olson asked if items can be added before it's adopted, and that information be made clear on whatever they are adopting. Acronyms were explained.

Ms. Wilson referred to C-1-17, SR-9/I-95 at St. Lucie West Blvd. Interchange, she wasn't sure where it came from and she asked if it was developer driven. History of funding sources and the developer were provided by Mr. Buchwald and Ms. Chesser.

Ms. Olson asked for clarity on C-5-2 and asked which jurisdiction was receiving the Block Grant. Mr. Buchwald explained the funding benefits.

On C-5-5, Ms. Olson asked for clarity on the project description #5311. Ms. Lathou explained it was federal transit funding.

On C-8-4, Mr. Buchwald explained the rehabilitation on the South Causeway Bridge Repair was a DOT project. Mr. Hauschild explained the improvements.

Mr. Hauschild questioned the \$2.M cost for a Park and Ride lot. Mr. Buchwald explained the funding was for a large bus terminal, with land owned by both FP&L and Port St. Lucie. Ms. Lathou added there over 300 parking spaces estimated with access for several busses and a shelter. The plan is for bus service from St. Lucie County to West Palm Beach.

Mr. Buchwald clarified the B-7 chart, (add lane, \$91,447) it is an old project that will be researched for funding. Ms. Olson asked what happens to the funding.

On B-8 and B-9, Ms. Olson saw no dedicated funding on those projects, and thought it would be helpful to add a column to understand which projects relate to which jurisdiction. Discussion ensued on the color coded maps relating to jurisdictions, and adding a new data field provided by FDOT. Mr. Buchwald noted he would ask the Board's direction for any changes to be made to the FDOT data field to add information on jurisdictions.

Additional recommendations were made to improve the maps, indicating locations, specific color code information, adding links for more detailed

project information and jurisdictions identified that are receiving funding sources.

Mr. Andrews referred to the (TIP) breakdown highlighting property acquisition on the US #1, Virginia Ave. project, and asked if it should show up as a project. On C-6-3 on the signals, two amounts were discussed for clarification.

Ms. Chesser explained the project was funded, halted, and then a new project was started. Mr. Andrews explained how the funding is spent on the ROWs. Funding matches were not shown on every project, and participating jurisdictions with funding matches were discussed. Mr. Buchwald explained C-1-4 (Sidewalk) is one of the few exceptions (TAP) that does not require a match.

Ms. Chesser commented on construction projects that don't have funded design and have unfunded portions not shown. Discussion ensued to include substantial changes, additional information and/or changes to the notes for a clear picture of the project description.

Mr. Andrews suggested a summary in the column on the Lead Agency might be added to handle input to clarify the jurisdiction. CIE and CIP were also discussed to be included.

Mr. Hauschild referred to C-1-5, Indrio Road, SR-614, and commented on the funding. Mr. Buchwald explained if that project is not funded in the TIP, it goes away.

Mr. Hauschild reviewed the agenda items. He recommended that agenda item 5c. be amended to include 5c.1 and 5c.2 as stand-alone items, to be voted on separately.

* **MOTION – MOVED** by Mr. Andrews to approve the amended agenda to include clarifying information as discussed, also to include the Virginia Avenue - US #1 project, and incorporate all the comments for more detail.

** **SECONDED** by Ms. Chesser Carried **UNANIMOUSLY**

5. Action Items

5a. **Draft FY 2015/16 – FY 2019/20 Transportation Improvement Program (TIP)**

Mr. Buchwald reviewed the Draft TIP in its entirety at the last meeting and called for questions and/or comments.

* **MOTION – MOVED** by Ms. Olson to recommend adoption of the Transportation Improvement Program (TIP).

****** **SECONDED** by Mr. Andrews Carried **UNANIMOUSLY**

5b. Go2040 Long Range Transportation Plan (LRTP) Goals, Objectives, and Performance Measures (GOPMs)

Mr. Buchwald indicated this item had been presented at the regular meeting and as requested the presentation is included in the agenda packet, along with a summary survey.

Mr. Hauschild requested a one-page summary of the survey listing the questions and the results of the 181 responses surveyed. He also questioned how the goals would be measured. Mr. Buchwald explained how the 24 performance measures would be related to the goals.

***** **MOTION – MOVED** by Ms. Olson to recommend adoption of the draft Go2040 Long Range Transportation Plan Goals, Objectives and Performance Measures.

****** **SECONDED** by Mr. Andrews Carried **UNANIMOUSLY**

5c. Transportation Regional Incentive Program (TRIP) Grant Applications for 2015 items

Mr. Hauschild restated that items 5c.1 and 5c.2 would be voted on as stand-alone items.

Mr. Buchwald indicated this item was previously presented at the regular TAC meeting and no requests were forthcoming following the presentation. There were no new questions or comments.

Mr. Hauschild referred to the application for Port St. Lucie Boulevard and asked if there was a shortfall in the funding. Mr. Buchwald referred to the TIP agenda item, C-1-14, and explained ½ is TRIP funding and \$505,000 is TPO funding already programmed, with other funding to be allocated toward other projects.

Ms. Wilson confirmed this was the first time the TPO was using these types of funds, which were discretionary. If TRIP funding is available the next fiscal year it would be helpful for the County to know, because they didn't realize SU funding was available as the match. If that was known, they probably would have applied for TRIP funding.

Mr. Buchwald explained decisions on funding will come up at the discretion of the Board, both projects are on the TPO's LOPP signifying the effort to aggressively fund those projects to completion.

Mr. Hauschild confirmed the County did not ask the TPO to request

anything. He expressed concern over projects being funded by the County – specifically, Midway Road, from Glades Road, to the Selvitz Road portion. He said the County is funding the PD&E, and also the preliminary engineering design and he was looking for assistance in the TRIP in the match. He discussed what was being presented today, putting TRIP funds in and taking out SU funds for something else.

Mr. Buchwald explained when everyone received the TRIP Grant Application how other portions of funding could be used, and said that the TPO had no control over local funding.

Further discussion ensued on mixing and matching funds, the document for the commitment for the projects to move forward, the PDE and JPA, and how to use a portion of the \$2.15m as a local match to apply for a TRIP grant.

On a recommendation by Mr. Hauschild to endorse the Trip Grant Applications separately, he said he was willing to endorse one. Discussion continued on match funding, TRIP funds and SU funds.

* **MOTION – MOVED** by Ms. Olson to recommend endorsement of the TRIP grant application for 2015 for 5c.1, the Port St. Lucie Boulevard Project.

** **SECONDED** by Mr. Andrews Carried **UNANIMOUSLY**

On 5c.2, Mr. Andrews asked if the recommendation for Phase 1 of the St. Lucie Advanced Transportation Management System (ATMS) was limited to that, and asked about the infrastructure for the final connection, as each jurisdiction will have the use and benefit of the fiber-optic system installed.

Mr. Hauschild said DOT doesn't have anything on US #1, and asked who owned it and who would maintain it once it's in the ground. Mr. Buchwald indicated the jurisdictions would have to come to some type of agreement and terms once it's in the ground.

Mr. Andrews explained when fiber optic is put in, each jurisdiction pays for locating for their own system. He wasn't supportive of paying for FDOT locations if they have no use of it, nor paying for the maintenance or other expenses involved. He wanted to have use of that fiber for the traffic system when it goes in.

Mr. Buchwald referred to the Application Project limits that included, US #1, Turnpike Feeder Road to Savannah Club Boulevard Road, Okeechobee Road (SR-70) – Kings Highway to US #1 (SR-5) and Edwards Road, Okeechobee Road (SR-70) to US #1 (SR-5).

Mr. Hauschild indicated that differed from #6 on the Priority List as Edwards Road is missing on the Priority List, and asked what was included in Phase 1, and the number of Phases.

Mr. Buchwald reviewed what was included and would have to provide the ATMS Master Plan for reference, a 400 page document that could be found on-line.

Discussion ensued on FDOT funding the plan, the challenge of the County's analog signals, and Fort Pierce with a small amount of digital fiber optics. The City of Port St. Lucie has a large amount of investment in fiber optics in the system, but is not willing to share their fiber optic network to connect the system. The County and the City of Fort Pierce have used different manufacturing companies for their systems that don't talk to each other.

Discussion ensued on: the goal for control of traffic lights and signals, operation and coordination of the signals within the three county area, the LOPP application for the grant, funds from the TPO, and key elements in the plan.

Mr. Hauschild did not support the TRIP funding in this project. Discussion ensued on who would do the installation, the location, who is overseeing the project, jurisdictions coming together for the good of the community, spending a lot of money to feed a system and not knowing how it will work, allocating over \$1.m of SU funds towards US #1 which is not broken or failing LOS, while we have intersections that are failing LOS.

Mr. Andrews supported this if it's limited to Phase 1, and what was approved by the TPO Board. In that way we can get the infrastructure of both the County and the City and take advantage of having fiber optic installed by stage. The next step to unify appears to be a long way off, and something we must work through, but we can take advantage to utilize this money to enhance the County's system as well as the City's system by getting this fiber optic in ground. He wanted to include that this TRIP grant is to coincide with Phase 1 that was approved by the TPO Board.

- * **MOTION – MOVED** by Mr. Andrews to endorse the St. Lucie Advanced Transportation Management System-Phase 1 as approved by the TPO Board, with clarification and comments as stated above.

Mr. Hauschild questioned the \$3.71m and said we are only asking for \$1.8m total. Mr. Buchwald confirmed \$1.6m, with the local match and funding for the project cost which includes design. Discussion continued on the funding. Mr. Hauschild could not support the TRIP funds applied

for without understanding where it's going and how and what we are applying for.

**** SECONDED** by Ms. Chesser. **Opposed** by Mr. Hauschild. Carried-**9-1**.

5d. County Incentive Grant Program (CIGP) Applications for 2015

Mr. Buchwald reviewed this item previously at the May 19th regular TAC meeting and the final application was provided from the City, and he asked for further comments or questions.

Mr. Hauschild referred to the study on the Port St. Lucie Boulevard and Floresta Drive Intersection, understood it's part of the project and would have liked to have seen it. He was in support of Port St. Lucie Boulevard being ranked #1 over the Lennard Road Project.

*** MOTION – MOVED** by Ms. Olson to approve staff's recommendation that the Port St. Lucie Boulevard and Floresta Drive Intersection Improvements CIGP grant application be prioritized higher than the Lennard Road Extension CIGP grant application.

**** SECONDED** by Mr. Vitale Carried **UNANIMOUSLY**

6. Recommendations/Comments by Members

Ms. Wilson recommended that agenda items be mailed at least one week earlier so that the TAC can review them before the scheduled meeting.

Mr. Buchwald advised the TPO needed agenda items two weeks in advance to get on the agenda.

Mr. Hauschild thanked everyone in attendance for showing up today for this supplemental meeting.

7. Staff Comments

Mr. Buchwald acknowledged Phil Vitale representing the St. Lucie County School Board and thanked him for his participation and service, advising he was attending his last meeting.

8. Next Meeting – The next St. Lucie TPO TAC Meeting is a regular meeting scheduled for 1:30 pm on Tuesday, July 21, 2015.

9. Adjourn

The meeting was adjourned at 5:25 pm.

Respectfully submitted:

Approved by:

Mary F. Holleran
Recording Specialist

Craig Hauschild
Chairman

AGENDA ITEM SUMMARY

Board/Committee:	Technical Advisory Committee (TAC)
Meeting Date:	July 21, 2015
Item Number:	6a
Item Title:	2015/16 List of Priority Projects (LOPP)
Item Origination:	For development of the St. Lucie TPO's Transportation Improvement Program (TIP) for FY 2016/17 – FY 2020/21 and the Florida Department of Transportation Work Program
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Recommend adoption of the draft 2015/16 LOPP, recommend adoption with conditions, or do not recommend adoption
Staff Recommendation:	It is recommended that the draft 2015/16 LOPP be reviewed and recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Draft 2015/16 LOPP
- 2014/15 LOPP



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Technical Advisory Committee (TAC)

FROM: Peter Buchwald
Executive Director

DATE: July 15, 2015

SUBJECT: **2015/16 List of Priority Projects (LOPP)**

BACKGROUND

As part of the annual development of the St. Lucie TPO's Transportation Improvement Program (TIP), the LOPP is developed for submittal to the Florida Department of Transportation District 4 (FDOT) by October 1st of each year. The projects identified in the LOPP subsequently are funded and included in the FDOT Work Program to the maximum extent feasible. The St. Lucie TPO's TIP for FY 2016/17 – FY 2020/21 then will be developed based on the LOPP and the FDOT Work Program. An Informal Priority Projects Meeting was conducted with FDOT and local agency staffs on June 30th to initiate the annual TIP development process.

ANALYSIS

The draft 2015/16 LOPP is attached which incorporates comments received during the Informal Priority Projects Meeting. Significant changes from the 2014/15 LOPP, also attached, include the removal of the Indrio Road Project and the I-95/Gatlin Boulevard Jobs Express Terminal Project from the Master LOPP because they are funded for construction. In place of these projects, the next section of the Kings Highway Project from the I-95 Overpass to St. Lucie Boulevard was added to the Master LOPP from the 2021-2025 interval of the 2035 St. Lucie-Martin Long Range Transportation Plan. In addition, the status and estimated costs of the projects on the Master LOPP were updated as necessary.

The only change to the Congestion Management Process (CMP) LOPP is the deletion of the U.S. Highway 1 at Old Dixie Highway median project at the

direction of the TPO Board at the December 2014 meeting. The Transit LOPP was revised based on comments from Community Transit. These revisions include the removal of several projects to reflect the upcoming implementation of expanded hours of service and the new Lakewood Park route, the removal of the Tradition Transit Hub because of the funded I-95/Gatlin Boulevard Jobs Express Terminal, and the removal of the Passenger Rail Station Project in downtown Fort Pierce due to the public opposition to the proposed All Aboard Florida passenger rail project. Revisions to the Transportation Alternatives (TA) LOPP consist of revisions to reflect the results of the 2015 TA grant cycle and to update the estimated costs of several of the projects.

RECOMMENDATION

It is recommended that the draft 2015/16 LOPP be reviewed and recommended for adoption by the TPO Board.



2015/16 List of Priority Projects (LOPP)

(draft July 15, 2015)

Master List

2015/16 Priority Ranking	Major Gateway Corridor? ¹	Facility	Project Limits		Project Description	Project Status/Notes	In RL RTP ² Cost Feasible Plan?	Estimated Cost	2014/15 Priority Ranking
			From	To					
1	Yes	Port St. Lucie Boulevard	Paar Drive	Darwin Boulevard	Add 2 lanes	PE ³ in process	Yes	\$11,700,000 ⁴	2
2	Yes	Midway Road	Glades Cut Off Road	Selvitz Road	Add 2 lanes	PD&E ⁵ in process	Yes	\$19,000,000 ⁶	3
3	N/A ⁷	U.S. Highway 1 Intersection	At Virginia Avenue		Construct SB right-turn lane	PE to start in FY 2016/17	Yes	\$1,537,000 ⁸	4
4	N/A	St. Lucie TPO Advanced Transportation Management System (ATMS) Phase I	U.S. Highway 1		Fiber optic infrastructure, cameras, poles, and data collection devices to connect 56 intersections	PE in process	Yes	\$3,300,000 ⁹	5
			Turnpike Feeder Road	Savanna Club Boulevard					
			Okeechobee Road (SR-70)						
			Kings Highway	U.S. Highway 1					
5	Yes	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes		Yes	\$9,600,000 ⁴	6
6	Yes	Kings Highway	I-95 Overpass	St. Lucie Boulevard	Add 2 lanes		Yes	\$29,520,000 ¹⁰	N/R ¹¹

¹Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy

²RL RTP: *2035 St. Lucie/Martin Regional Long Range Transportation Plan, February 2011*

³PE: Preliminary Engineering

⁴Source: *Port St. Lucie Boulevard, Becker Road to Darwin Boulevard Project Development & Environment Study, September 2014*

⁵PD&E: Project Development & Environment Study

⁶Source: *2035 St. Lucie/Martin Regional Long Range Transportation Plan, February 2011*

⁷N/A: Not Applicable

⁸Source: *St. Lucie TPO Transportation Improvement Program FY 2015/16 – FY 2019/20*

⁹Source: *Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County, February 2013*

¹⁰Source: *Kings Highway Project Development & Environment Study, July 2012*

¹¹N/R: Not Ranked

Congestion Management Process (CMP) List

(The St. Lucie TPO's allocation of urban-attributable Federal funds to CMP projects is \$300,000 - \$400,000 annually)

2015/16 Priority Ranking	Facility/Intersection	Project Description	Project Status/Notes	Estimated Cost ¹	CMP Plan ² Ranking	2014/15 Priority Ranking
1	California Boulevard at University Boulevard	Construct a roundabout		\$350,000	1	1
2	California Boulevard at Del Rio Boulevard	Construct a roundabout		\$350,000	2	2
3	St. Lucie West Boulevard at Peacock Boulevard	Extend the southbound innermost left-turn lane and incorporate signal timing adjustments		\$100,000	3	3
4	Port St. Lucie Boulevard at Floresta Boulevard	Extend westbound right-turn lane		\$350,000	4	4

¹Source of Estimated Cost: CMP Plan, unless otherwise noted

²CMP Plan: *St. Lucie Transportation Planning Organization Congestion Management Process Revised Implementation Plan, 2015*

Transit

2015/16 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is funding for Capital or Operating?	In RLRTP ¹ or TDP ² ?	Estimated Cost ³	2014/15 Priority Ranking
1	Vehicle Purchases	New/replacement buses for new and expanded services as specified in TDP	Capital	Yes	\$2,000,000	1
2	Bus Stop and Park and Ride Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	\$75,000 (for bus shelters)	7
3	Expanded Local Services	Routes 1, 2 & 3 – Improve frequency to 30 minutes	Operating	Yes	\$1,000,000	4
4	New Bus Services	New bus service via intermodal facility along 25th Street	Operating	Yes	\$500,000	N/R ⁴
5	I-95 Express Regional Bus Service	To Palm Beach County	Operating	Yes	\$500,000	6
6	St. Lucie Transit Administration and Operations Facility	Centralized facility for transit operations and bus maintenance	Capital	Yes	\$9,800,000	8

¹RLRTP: *2035 St. Lucie/Martin Regional Long Range Transportation Plan, February 2011*

²TDP: *St. Lucie County FY 2015-FY 2024 Transit Development Plan Major Update, June 2014*

³Source of Estimated Cost: Tables 9-1, 9-3, 9-9, and 9-10 of TDP, unless otherwise noted

⁴N/R: Not Ranked

Transportation Alternatives (TA) Projects

2015/16 Priority Ranking	Score ¹	Facility	Project Limits		Project Description	Project Source	Estimated Cost ²	2014/15 Priority Ranking
			From	To				
1	40.0	Parr Drive	Port St. Lucie Boulevard	Darwin Boulevard	Sidewalk-1.0 miles	2015 TA Grant Application ³	\$569,984	8
2	34.0	Oleander Avenue	Midway Road	Market Avenue	Sidewalk-1.3 miles	2015 TA Grant Application ⁴	\$917,653	16
3	46.5	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	St. Lucie County School District	\$483,000	2
4	43.5	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	2010/11 LOPP	\$170,000 ⁵	3
5	43.0	East Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	St. Lucie County School District	\$168,000	4
6	42.0	East Torino Parkway	Peacock Apartments	C-106 Canal	Sidewalk-0.3 miles	2013 TA Grant Application	\$207,730	5
7	41.5	North Macedo Boulevard	Selvitz Road	St. James Drive	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$525,220	6
7	41.5	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.8 miles	2010/11 LOPP	\$337,920 ⁶	6
9	38.5	Thornhill Drive	Bayshore Boulevard	Airosa Boulevard	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$594,820	9
10	36.5	Parr Drive	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List	\$344,050	10
10	36.5	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	2010/11 LOPP	\$50,000 ⁵	10
10	36.5	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	2010/11 LOPP	\$80,000 ⁵	10
13	36	Floresta Drive	Port St. Lucie Boulevard	Streamlet Avenue	Sidewalk-1.0 mile	Port St. Lucie Sidewalk List #7	\$759,730	13
14	35.5	Curtis Street	Prima Vista Boulevard	Floresta Drive	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List	\$461,620	14
15	34.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	St. Lucie County School District	\$226,000	15
16	34.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	St. Lucie County School District	\$672,000	16
16	34.0	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 miles	St. Lucie County School District	\$441,840	16
18	32.5	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	2010/11 LOPP	\$10,000 ⁵	19
19	31.5	Alcantarra Boulevard	Port St. Lucie Boulevard	Savona Boulevard	Sidewalk-0.8 miles	St. Lucie County School District	\$357,000	20
20	29.5	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	Port St. Lucie Sidewalk List #8	\$489,821	21
21	28.5	Rosser Boulevard	Newport Isle	Bamberg Street	Sidewalk-2.1 miles	Port St. Lucie Sidewalk List #1	\$1,014,813	22
22	25.5	Import Drive	Gatlin Boulevard	Savage Boulevard	Sidewalk-2.0 miles	Port St. Lucie Sidewalk List #3	\$1,255,161	23

2015/16 Priority Ranking	Score ¹	Facility	Project Limits		Project Description	Project Source	Estimated Cost ²	2014/15 Priority Ranking
			From	To				
23	21.5	Paar Drive	Bamberg Street	Savona Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #2	\$1,014,728	24
23	21.5	Southbend Boulevard	Oakridge Drive	Eagle Drive	Bridge and Sidewalk- 0.2 miles	Port St. Lucie Sidewalk List #13	\$1,526,084	24
25	20.5	Savage Boulevard	Import Drive	Gatlin Boulevard	Sidewalk-1.7 miles	Port St. Lucie Sidewalk List #4	\$1,293,199	26
25	20.5	Bayshore Boulevard	Mountwell Street	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #6	\$695,496	26
25	20.5	Emil Avenue	Oleander Avenue	U.S. Highway 1	Sidewalk-0.4 miles	2014 TA Grant Application	\$347,487	26
28	20.0	Traffic Signal Preemption Technology	Various	Various	50 Intersections 55 Fire/EMS vehicles	St. Lucie County Fire District	\$750,000	29
29	19.5	Oakridge Drive	Southbend Drive	Mountwell Street	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #5	\$736,575	30
29	19.5	Tiffany Avenue	Lennard Road	Grand Drive	Sidewalk-0.9 miles	Port St. Lucie Sidewalk List #9	\$365,843	30
29	19.5	Selvitz Road	Floresta Drive	Bayshore Boulevard	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List #10	\$962,435	30
29	19.5	Cashmere Boulevard	Charter School	Westgate K-8 School	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List #11	\$590,464	30
29	19.5	Idol Drive	Charter School	Savona Boulevard	Sidewalk-0.7 miles	Port St. Lucie Sidewalk List #12	\$483,037	30
34	17.0	Bicycle Facilities Improvement Program	Various	Various	Install various bicycle facilities	2011 TE Grant Application	\$401,353	35
35	5.0	West Cedar Pedestrian Mall	2nd Street	FEC Railroad	Streetscape improvements	2011 TE Grant Application	\$440,756	36

¹Scoring is based on the St. Lucie TPO TA Project Prioritization Methodology

²Source of Estimated Cost: Project Source, unless otherwise noted

³Construction funding is anticipated to be fully programmed in the upcoming FDOT Tentative Work Program as a result of the 2015 TA Grant Cycle

⁴Construction funding was partially awarded as a result of the 2015 TA Grant Cycle

⁵Estimated cost is based on an assumed cost of \$100,000 per mile

⁶Source: City of Port St. Lucie Engineering Department



2014/15 List of Priority Projects (LOPP)

(adopted September 3, 2014)

Master List

2014/15 Priority Ranking	Major Gateway Corridor? ³	Facility	Project Limits		Project Description	Project Status/Notes	In RL RTP ¹ Cost Feasible Plan?	Estimated Cost ²	2013/14 Priority Ranking
			From	To					
1	Yes (1)	Indrio Road (SR-614)	I-95	Emerson Avenue (SR-607)	Add 2 lanes	PE ⁴ and ROW ⁵ acquisition in process	Yes	\$19,300,000	2
2	Yes (2)	Port St. Lucie Boulevard	Paar Drive	Darwin Boulevard	Add 2 lanes	PE in process	Yes	\$22,200,000	3
3	Yes (3)	Midway Road	Glades Cut Off Road	Selvitz Road	Add 2 lanes	PD&E ⁶ in process	Yes	\$19,000,000	5
4	N/A ⁷	I-95/Gatlin Boulevard Jobs Express Terminal	Gatlin Boulevard near I-95		Express bus terminal and park-and-ride lot with 348 spaces	Subject of Ladders of Opportunity grant application	Yes	\$2,305,000 ⁸	6
5	N/A	U.S. Highway 1 Intersection	At Virginia Avenue		Construct SB right-turn lane		Yes	\$1,200,000 ⁹	7
6	N/A	St. Lucie TPO Advanced Transportation Management System (ATMS) Phase I	U.S. Highway 1		Fiber optic infrastructure, cameras, poles, and data collection devices to connect 56 intersections		Yes	\$3,700,000 ⁹	8
			Turnpike Feeder Road	Savanna Club Boulevard					
			Okeechobee Road (SR-70)						
			Kings Highway	U.S. Highway 1					
7	Yes (2)	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes		Yes	\$18,000,000	NR ¹⁰

¹RLRTP: 2035 St. Lucie/Martin Regional Long Range Transportation Plan, February 2011

²Source of Estimated Cost: RL RTP, unless otherwise noted

³Landscape funding eligibility/priority (in parenthesis) for capacity projects based on applicable prioritization criteria from RL RTP Table 4-5 and 2012 FDOT Policy

⁴PE: Preliminary Engineering

⁵ROW: Right-of-Way

⁶PD&E: Project Development & Environment Study

⁷N/A: Not Applicable

⁸Source of Estimated Cost: Ladders of Opportunity grant application

⁹Source of Estimated Cost: Florida Department of Transportation District 4

¹⁰NR: Not Ranked

Congestion Management Process (CMP) List

2014/15 Priority Ranking	Facility/Intersection	Project Description	Project Status/Notes	Estimated Cost ²	CMP Plan ¹ Ranking	2013/14 Priority Ranking
1	California Boulevard at University Boulevard	Construct a roundabout		\$350,000	3	3
2	California Boulevard at Del Rio Boulevard	Construct a roundabout		\$350,000	4	4
3	St. Lucie West Boulevard at Peacock Boulevard	Extend the southbound innermost left-turn lane and incorporate signal timing adjustments		\$100,000	2	2
4	Port St. Lucie Boulevard at Foresta Boulevard	Extend westbound right-turn lane		\$250,000	5	5
5	U.S. Highway 1 at Old Dixie Highway	Construct a median to close/prohibit the left turn from westbound Old Dixie Highway to southbound U.S. Highway 1		\$30,000	6	6

¹CMP Plan: *St. Lucie Transportation Planning Organization Congestion Management Process Revised Implementation Plan, July 2013*

²Source of Estimated Cost: CMP Plan, unless otherwise noted

Revise the TPO's allocation of urban-attributable Federal funds to CMP projects from the fixed amount of \$300,000 to a range of \$300,000 - \$400,000.

Transit

2014/15 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is funding for Capital or Operating?	In RLRTP ¹ or TDP ² ?	Estimated Cost ³	2013/14 Priority Ranking
1	Vehicle Purchases	New/replacement buses for new and expanded services as specified in TDP	Capital	Yes	\$2,000,000	2
2	New Bus Services	New service via intermodal facilities to Lakewood Park/Indian River County, express service to Fort Pierce/Port St. Lucie, and Tradition circulator service	Operating	Yes	\$400,000	6
3	Existing Facility Improvements	Improvements to Fort Pierce Operations Facility and Port St. Lucie Intermodal Facility	Capital	Yes	\$200,000	NR ⁴
4	Expanded Local Services	Routes 1, 2 & 3 – Improve frequency to 30 minutes, expand service hours to 6 AM to 8 PM, and add Saturday service	Operating	Yes	\$1,800,000	5/7
5	Tradition Transit Hub	Intermodal station in Tradition area to support I-95 express bus service and Tradition circulator service	Capital	Yes	\$3,000,000 ⁵	NR
6	I-95 Express Regional Bus Service	To Palm Beach County	Operating	Yes	\$500,000	NR
7	Bus Stop and Park and Ride Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	\$75,000 (for bus shelters)	3
8	St. Lucie Transit Administration and Operations Facility	Centralized facility for transit operations and bus maintenance	Capital	Yes	\$9,800,000	8
9	Passenger Rail Station	Downtown Fort Pierce	Capital	Yes	\$4,000,000 ⁶	9

¹RLRTP: *2035 Martin-St. Lucie Regional Long Range Transportation Plan, February 2011*

²TDP: *St. Lucie County FY 2015-FY 2024 Transit Development Plan Major Update, June 2014*

³Source of Estimated Cost: Tables 9-1, 9-3, 9-9, and 9-10 of TDP, unless otherwise noted

⁴NR: Not Ranked

⁵Source of Estimated Cost: St. Lucie TPO, July 2014

⁶Source of Estimated Cost: City of Fort Pierce Planning Department, July 2010

Transportation Alternatives (TA) Projects

2014/15 Priority Ranking	Score ¹	Facility	Project Limits		Project Description	Project Source	Estimated Cost ²	2013/14 Priority Ranking
			From	To				
1	46.5	Tulip Boulevard ³	Cherry Hill Road	College Park Road	Sidewalk-3.3 miles	2014 TA Grant Application	\$940,343	3
2	46.5	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	St. Lucie County School District	\$483,000	3
3	43.5	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	2010/11 LOPP	\$170,000 ⁴	5
4	43.0	Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	St. Lucie County School District	\$168,000	6
5	42.0	Torino Parkway	Peacock Apartments	C-106 Canal	Sidewalk-0.3 miles	2013 TA Grant Application	\$207,730	2
6	41.5	North Macedo Boulevard	Selvitz Road	St. James Drive	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$525,220	7
6	41.5	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.8 miles	2010/11 LOPP	\$337,920 ⁵	7
8	40.0	Parr Drive	Port St. Lucie Boulevard	Darwin Boulevard	Sidewalk-1.0 miles	2014 TA Grant Application	\$648,058	9
9	38.5	Thornhill Drive	Bayshore Boulevard	Airosa Boulevard	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$594,820	10
10	36.5	Parr Drive	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List	\$344,050	11
10	36.5	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	2010/11 LOPP	\$50,000 ⁴	11
10	36.5	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	2010/11 LOPP	\$80,000 ⁴	11
13	36	Floresta Drive	Port St. Lucie Boulevard	Streamlet Avenue	Sidewalk-1.0 mile	Port St. Lucie Sidewalk List #7		14
14	35.5	Curtis Street	Prima Vista Boulevard	Floresta Drive	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List	\$461,620	15
15	34.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	St. Lucie County School District	\$226,000	16
16	34.0	Oleander Avenue	Midway Road	Market Avenue	Sidewalk-1.3 miles	St. Lucie County School District	\$554,400	17
16	34.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	St. Lucie County School District	\$672,000	17
16	34.0	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 miles	St. Lucie County School District	\$441,840	17
19	32.5	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	2010/11 LOPP	\$10,000 ⁴	20
20	31.5	Alcantarra Boulevard	Port St. Lucie Boulevard	Savona Boulevard	Sidewalk-0.8 miles	St. Lucie County School District	\$357,000	21
21	29.5	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	Port St. Lucie Sidewalk List #8		22
22	28.5	Rosser Boulevard	Newport Isle	Bamberg Street	Sidewalk-2.1 miles	Port St. Lucie Sidewalk List #1		23

2014/15 Priority Ranking	Score ¹	Facility	Project Limits		Project Description	Project Source	Estimated Cost ²	2013/14 Priority Ranking
			From	To				
23	25.5	Import Drive	Gatlin Boulevard	Savage Boulevard	Sidewalk-2.0 miles	Port St. Lucie Sidewalk List #3		24
24	21.5	Paar Drive	Bamberg Street	Savona Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #2		25
24	21.5	Southbend Boulevard	Oakridge Drive	Eagle Drive	Bridge and Sidewalk- 0.2 miles	Port St. Lucie Sidewalk List #13		25
26	20.5	Savage Boulevard	Import Drive	Gatlin Boulevard	Sidewalk-1.7 miles	Port St. Lucie Sidewalk List #4		27
26	20.5	Bayshore Boulevard	Mountwell Street	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #6		27
26	20.5	Emil Avenue	Oleander Avenue	U.S. Highway 1	Sidewalk-0.4 miles	2014 TA Grant Application	\$347,487	27
29	20.0	Traffic Signal Preemption Technology	Various	Various	50 Intersections 55 Fire/EMS vehicles	St. Lucie County Fire District	\$750,000	30
30	19.5	Oakridge Drive	Southbend Drive	Mountwell Street	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List #5		31
30	19.5	Tiffany Avenue	Lennard Road	Grand Drive	Sidewalk-0.9 miles	Port St. Lucie Sidewalk List #9		31
30	19.5	Selvitz Road	Floresta Drive	Bayshore Boulevard	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List #10		31
30	19.5	Cashmere Boulevard	Charter School	Westgate K-8 School	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List #11		31
30	19.5	Idol Drive	Charter School	Savona Boulevard	Sidewalk-0.7 miles	Port St. Lucie Sidewalk List #12		31
35	17.0	Bicycle Facilities Improvement Program	Various	Various	Install various bicycle facilities	2011 TE Grant Application	\$401,353	36
36	5.0	West Cedar Pedestrian Mall	2nd Street	FEC Railroad	Streetscape improvements	2011 TE Grant Application	\$440,756	37

¹Scoring is based on the St. Lucie TPO TA Project Prioritization Methodology

²Source of Estimated Cost: Project Source, unless otherwise noted

³Construction is anticipated to be programmed in the upcoming FDOT Tentative Work Program as a result of the 2014 TA Grant Cycle

⁴Estimated cost is based on an assumed cost of \$100,000 per mile

⁵Source: City of Port St. Lucie Engineering Department

AGENDA ITEM SUMMARY

Board/Committee:	Technical Advisory Committee (TAC)
Meeting Date:	July 21, 2015
Item Number:	6b
Item Title:	Go2040 Long Range Transportation Plan (LRTP) Needs Plan
Item Origination:	2040 LRTP Development Process
UPWP Reference:	Task 3.1 – Long Range Transportation Planning and MAP-21 Implementation
Requested Action:	Recommend adoption of the draft Needs Plan, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Based on the draft Needs Plan addressing the roadway level of service deficiencies and sidewalk and bicycle infrastructure needs in the TPO area in 2040, it is recommended that the draft Needs Plan be recommended to the TPO Board for adoption.

Attachments

- Staff Report
- Map 0.2: 2040 SE Data on E+C Network Facility LOS
- Map 2.3: 2040 Needs Plan A2-2040 Roadway Improvements
- Map 2.2: 2040 Needs Plan A2-Facility LOS
- Map 3: TPO Area Bicycle and Pedestrian Facility Needs
- Map 4: Fort Pierce Area Bicycle and Pedestrian Facility Needs
- Map 5: Port St. Lucie Area Bicycle and Pedestrian Facility Needs
- Table 1: State and County Roadway Cost Per Centerline Mile
- Table 2: 2040 Needs Plan Segments and Costs
- Draft Go2040 LRTP Needs Plan Project Prioritization Criteria

MEMORANDUM

TO: Technical Advisory Committee (TAC)

FROM: Peter Buchwald
Executive Director

DATE: July 16, 2015

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

BACKGROUND

The development of the Go2040 LRTP includes the identification of multimodal needs for the St. Lucie TPO area and the corresponding development of a Needs Plan. The Needs Plan is based on the Go2040 socio-economic (SE) data which includes population and employment projections for the years 2040.

These projections were previously reviewed by the TPO Advisory Committees and accepted by the TPO Board. The draft Go2040 Needs Plan is being presented to the TPO Advisory Committees for review, comments, and recommendation for adoption before the development of the Go2040 Cost Feasible Plan is initiated.

ANALYSIS

The approved Go2040 SE data and the existing plus committed (E+C) network, which consists of those improvements in the TPO's recently-adopted five-year Transportation Improvement Program, were input into the newly-developed, activity-based, travel demand model known as the Greater Treasure Coast Regional Planning Model (GTCRPM) Version 4.0.

The model output then was used to project future roadway deficiencies of the E+C network in the year 2040. A level-of-service (LOS) analysis was completed on the model output, and a LOS map (attached Map 0.2) was produced which identifies those roadways of the E+C Network that will be

deficient in 2040. The roadways are considered to be deficient where the LOS is projected to be below level "D", which generally is the adopted LOS of the local jurisdictions. These deficient E+C roadways became the basis for the initial Needs Plan as those improvements, such as adding lanes, needed to improve the LOS to acceptable levels ("D" or above) were applied to the deficient E+C roadways as identified in the attached Map 2.3.

With these roadway improvements applied to the E+C network, the GTCRPM Version 4.0 was used again to determine if the roadway LOS deficiencies were resolved. A map (attached Map 2.2) was produced illustrating the LOS projections resulting from the roadway improvements that were applied. The results indicate that the draft 2040 Needs Plan roadway projects resolve the roadway deficiencies of the E+C network with the Levels of Service at or better than level "D".

Map 3, which is attached, was developed to identify TPO Area Bicycle and Pedestrian Facility Needs. Map 4 provides a larger scale to identify Fort Pierce Area Bicycle and Pedestrian Facility Needs, and Map 5 provides a larger scale to identify Port St. Lucie Area Bicycle and Pedestrian Facility Needs. The Bicycle and Pedestrian Facility Needs consist of projects from the TPO's Transportation Alternatives (TA) List of Priority Projects (LOPP) and other projects that fill in the gaps in the existing St. Lucie Walk-Bike Network and that support connectivity and access to transit services. The estimated cost of the sidewalk projects identified in the maps is \$35 million. These costs are being reviewed and will be adjusted if necessary.

Costs for the roadway projects in the draft Needs Plan were developed by reviewing State and local project cost data. Sources used included FDOT District 4's recently-updated Long Range Estimates (June 2015), FDOT Statewide cost averages, and local budgets and cost estimates for projects. The 2040 Revenue Forecast Handbook guidance was used to estimate product support cost for studies and design (estimated at 22 percent of construction cost), right-of-way cost (estimated at 50 percent of the construction cost), and construction engineering (estimated at 15 percent of construction cost). After reviewing other non-State project costs, it was determined that State costs should be used for all roadway project costing. The unit costs used to develop State and county roadway project costs are identified in Table 1, State and County Roadway Cost Per Centerline Mile.

The unit project cost information from Table 1 was used to create Table 2, 2040 Needs Plan Segments and Costs. The project costs include design (Product Support), right-of-way (ROW), construction, and construction engineering and inspection (CEI). If more refined project costs are available from a recent study, such as a corridor study or a Project Design and

Environmental Study, Table 2 will be updated to reflect the more refined project costs.

As part of the subsequent development of the Go2040 Cost Feasible Plan, the Needs Plan projects will be scored using the proposed Project Prioritization Criteria which is attached. The proposed Project Prioritization Criteria was developed to align project selection with the Vision, Goals, Objectives, and Performance Measures that previously were reviewed by the TPO Advisory Committees and adopted by the TPO Board. The Needs Plan projects then may be prioritized for funding in the Go2040 Cost Feasible Plan based on the project scores.

RECOMMENDATION

Based on the draft Needs Plan addressing the roadway level of service deficiencies and sidewalk and bicycle infrastructure needs in the TPO area in 2040, it is recommended that the draft Needs Plan be recommended to the TPO Board for adoption.

**St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)
Map 0.2
2040 SE Data on E+C Network
Facility LOS**

Legend

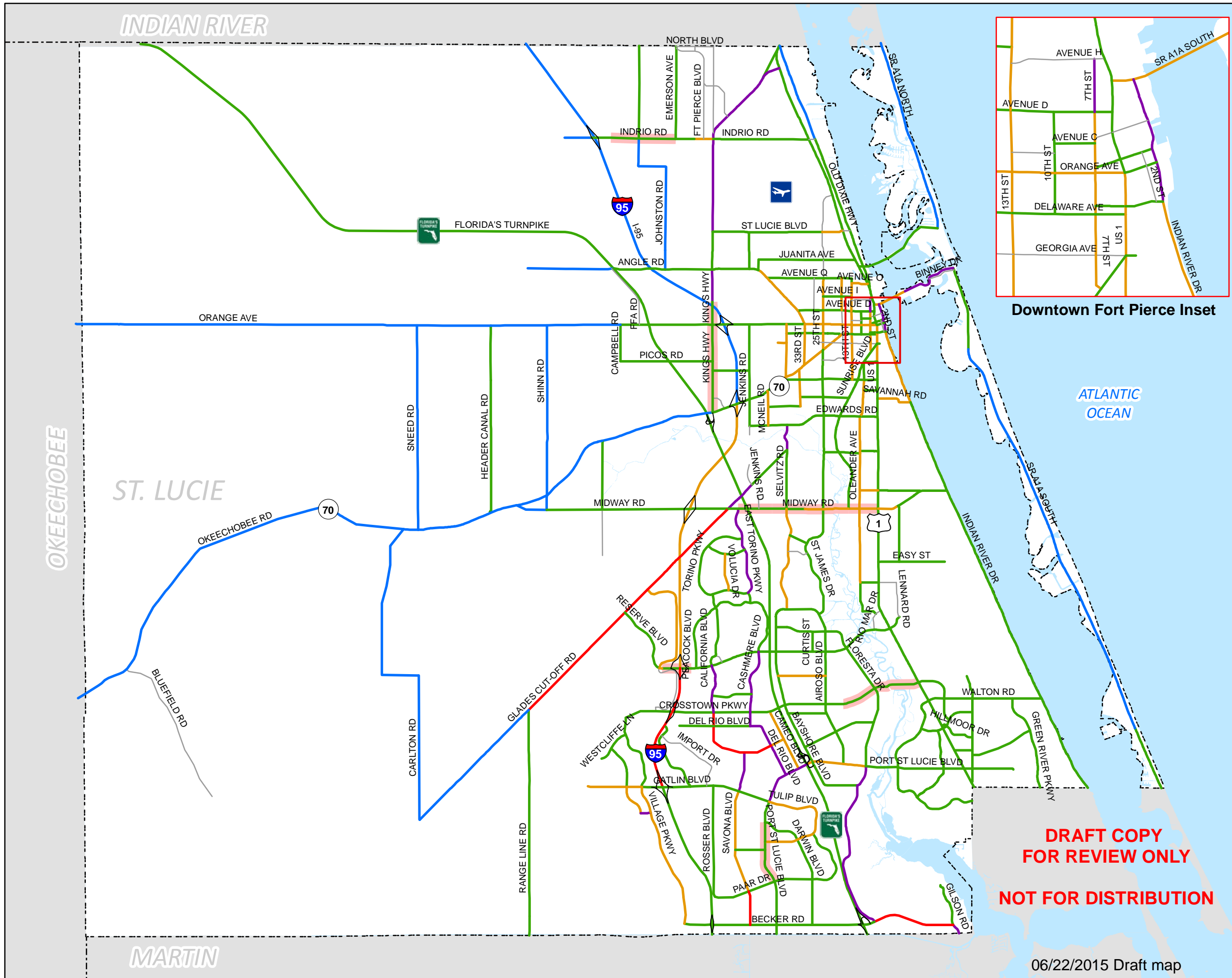
2040 E+C Facility LOS

- LOS B
- LOS C
- LOS D
- LOS E
- LOS F
- No Data
- Ramps
- 2015-2019 Improvement
- County Boundary

*Note: Road network is E+C.
Source: T.O. vTIMAS, (Network),
TBRPM 4.0 2040E+C, 6-20-15
(Raw Model Volumes)*



Downtown Fort Pierce Inset



**DRAFT COPY
FOR REVIEW ONLY
NOT FOR DISTRIBUTION**

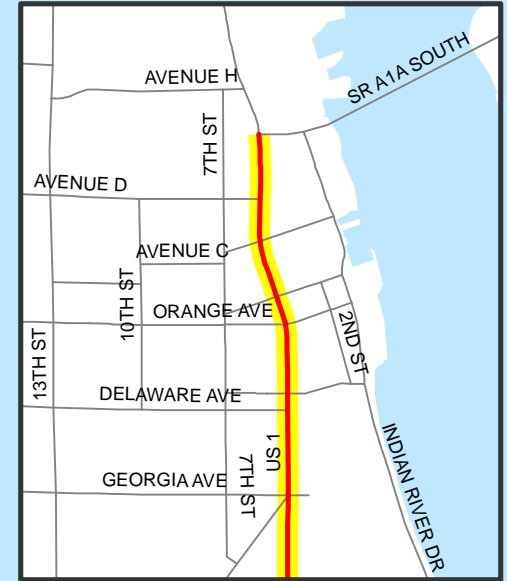
06/22/2015 Draft map

Go2040
St. Lucie TPO
Long Range Transportation Plan

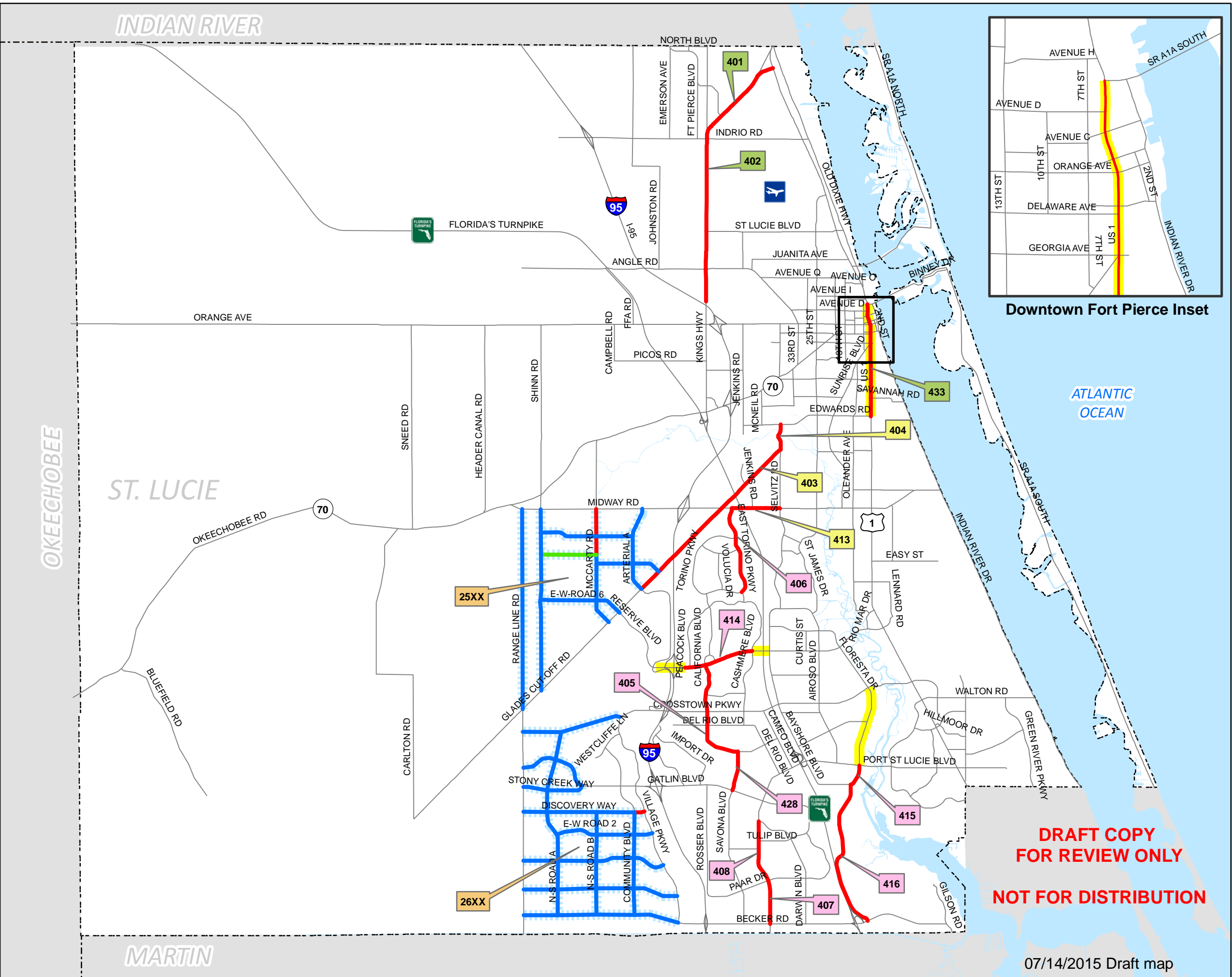
**St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)
Map 2.3
2040 Needs Plan A2
2040 Roadway Improvements**

- Legend**
- Needs A2 Improvement**
 - Add 2 Lanes
 - New 2 Lane
 - New 4 Lane
 - Operational Improvements
 - ▨ Developer Road
 - Roadway Study Network
 - Ramps
 - County Boundary
 - 401 State Project
 - 403 County Project
 - 406 City Project (PSL)
 - 25XX Developer Project

*Note: Road network is E+C with additional improvements to 2040 Needs Plan A2 conditions.
Source: T.O. vTIMAS, (Network),*



Downtown Fort Pierce Inset



**DRAFT COPY
FOR REVIEW ONLY
NOT FOR DISTRIBUTION**

07/14/2015 Draft map

Go2040
St. Lucie TPO
Long Range Transportation Plan

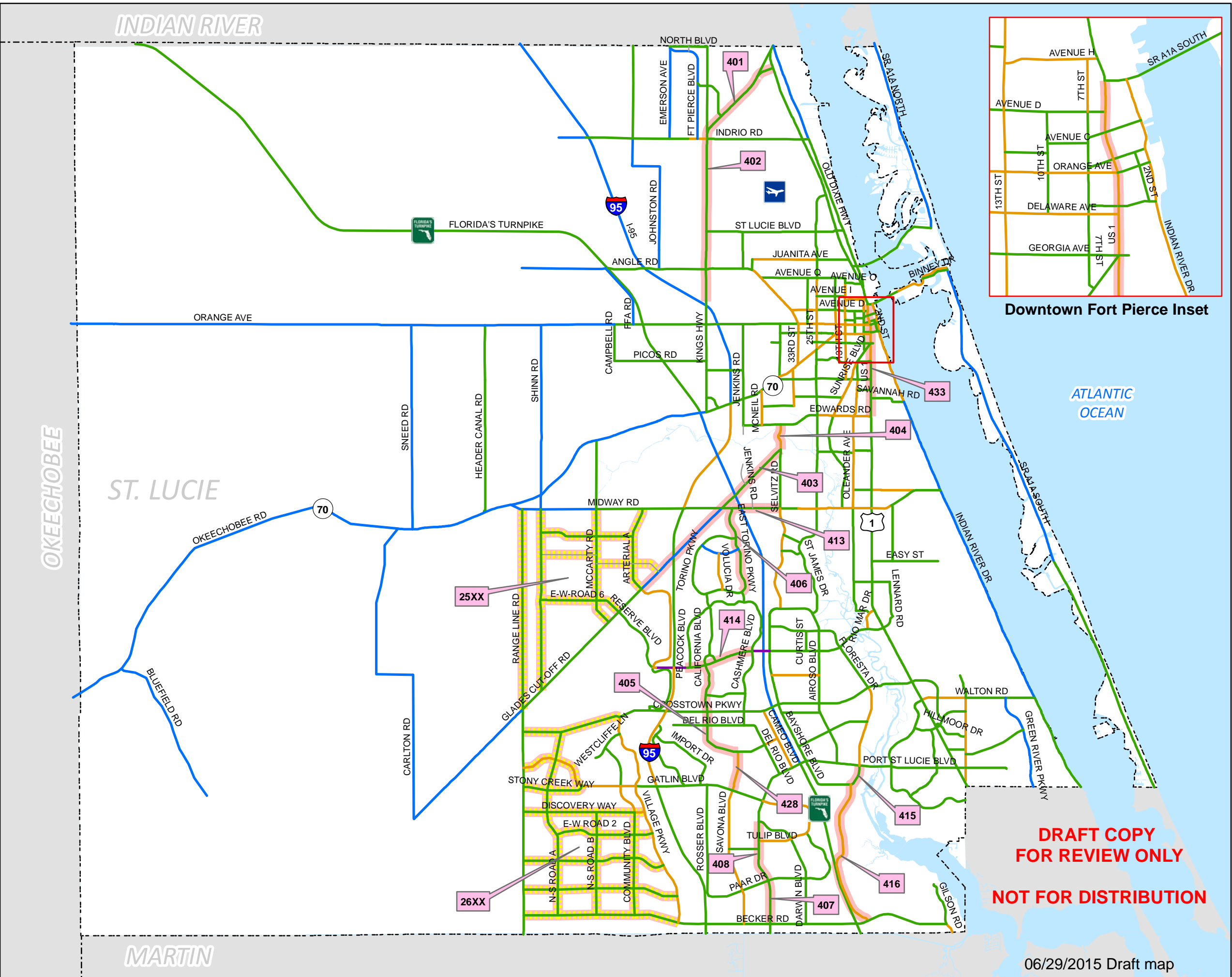
**St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)
Map 2.2
2040 Needs Plan A2
Facility LOS**

- Legend**
- 2040 Needs Plan A2 Facility LOS**
- No Data
 - LOS B
 - LOS C
 - LOS D
 - LOS E
 - LOS F
 - ▨ Developer Road
 - ▨ 2010-2040 Improvements
 - ▭ County Boundary

*Note: Road network is E+C with additional improvements to 2040 Needs Plan A2 conditions.
Source: T.O. vTIMAS, (Network),
TBRPM 4.0 Needs A2 (Smoothed Volumes)*



Downtown Fort Pierce Inset



**DRAFT COPY
FOR REVIEW ONLY
NOT FOR DISTRIBUTION**

06/29/2015 Draft map

Go2040
St. Lucie TPO
Long Range Transportation Plan

MAP - 3 TPO AREA BICYCLE & PEDESTRIAN FACILITY NEEDS

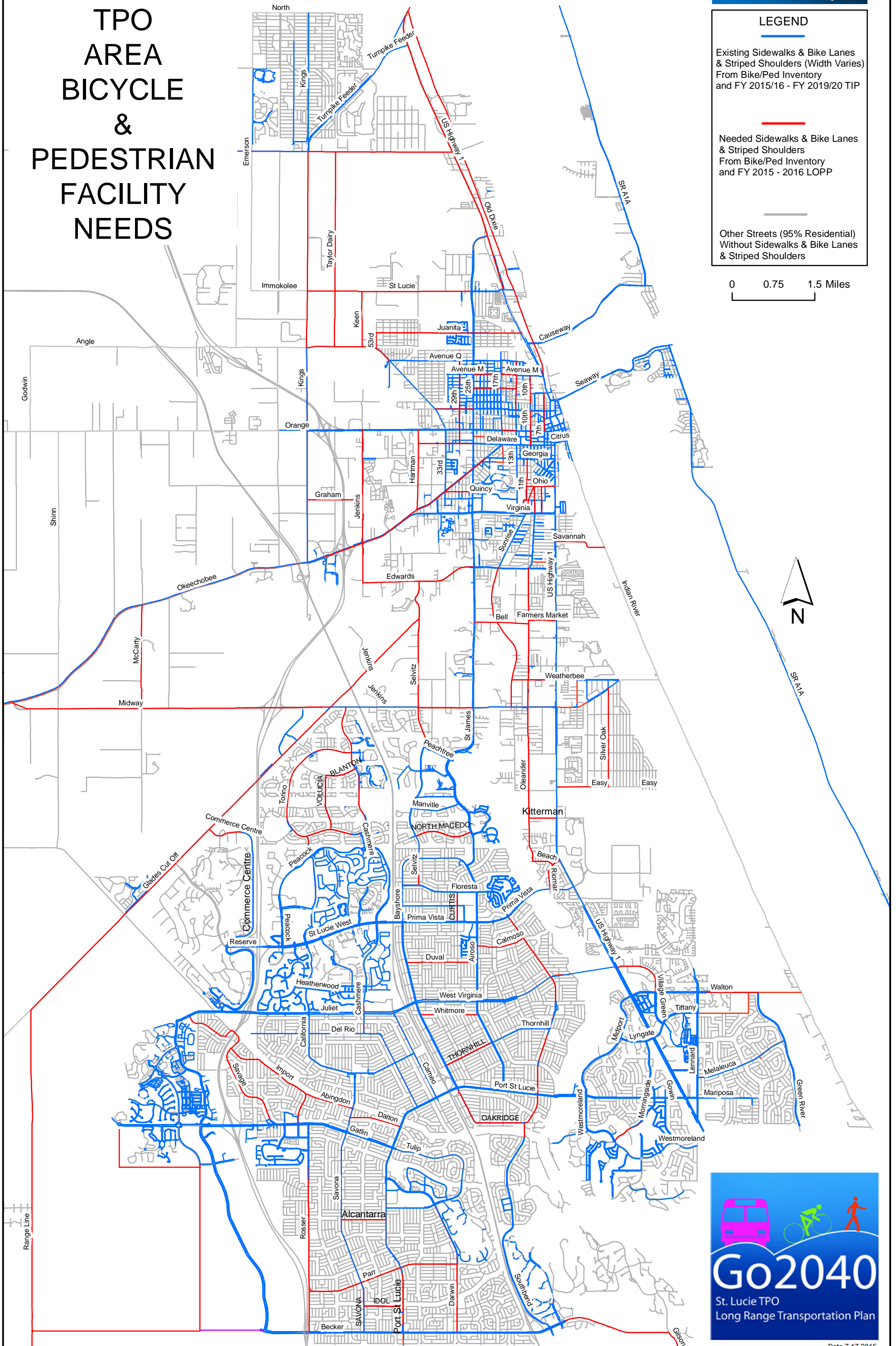
LEGEND

Existing Sidewalks & Bike Lanes & Striped Shoulders (Width Varies) From Bike/Ped Inventory and FY 2015/16 - FY 2019/20 TIP

Needed Sidewalks & Bike Lanes & Striped Shoulders From Bike/Ped Inventory and FY 2015 - 2016 LOPP


Other Streets (95% Residential) Without Sidewalks & Bike Lanes & Striped Shoulders


0 0.75 1.5 Miles




MAP - 4 FORT PIERCE AREA BICYCLE & PEDESTRIAN FACILITY NEEDS

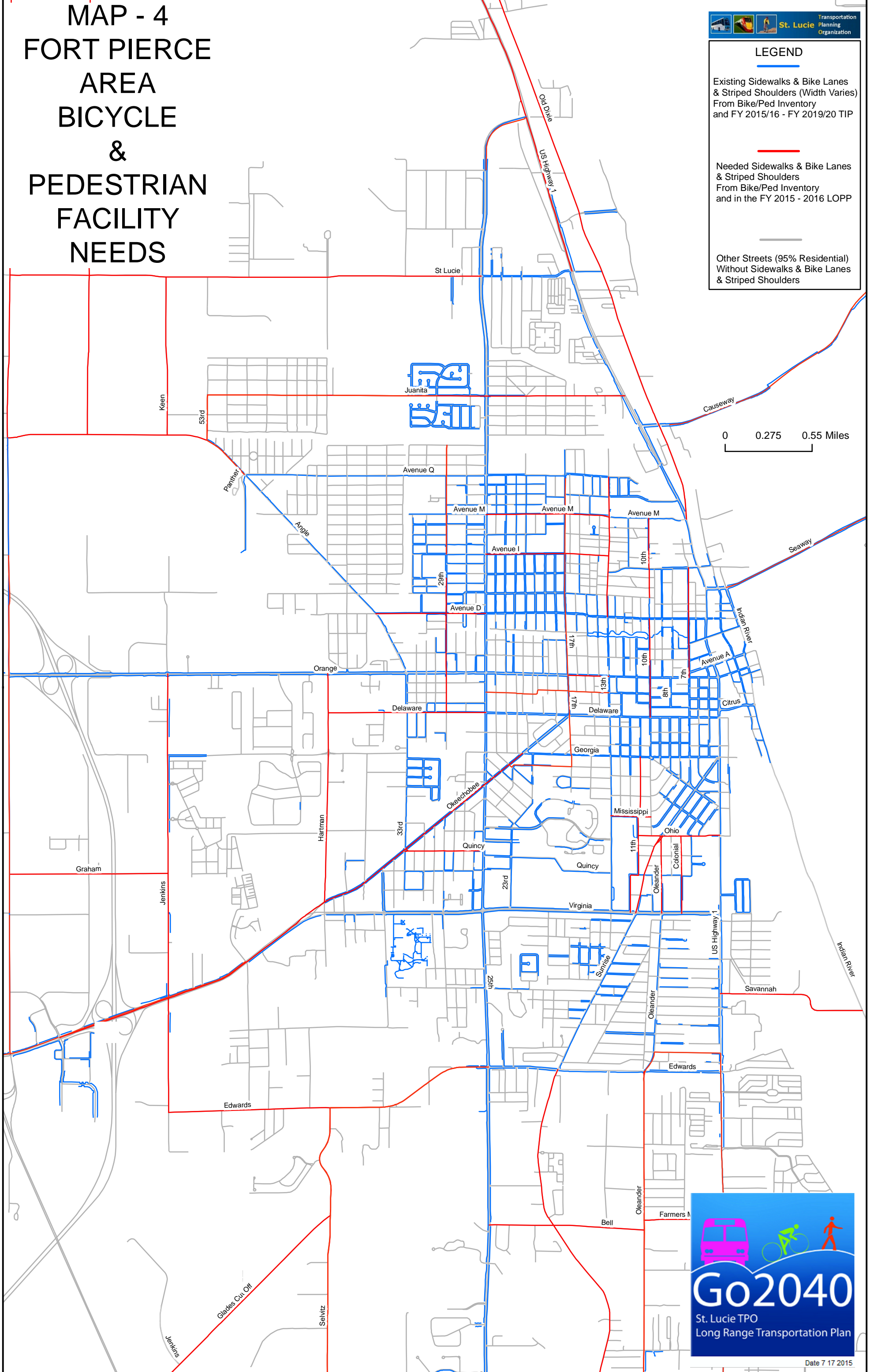
LEGEND

 Existing Sidewalks & Bike Lanes & Striped Shoulders (Width Varies) From Bike/Ped Inventory and FY 2015/16 - FY 2019/20 TIP

 Needed Sidewalks & Bike Lanes & Striped Shoulders From Bike/Ped Inventory and in the FY 2015 - 2016 LOPP

 Other Streets (95% Residential) Without Sidewalks & Bike Lanes & Striped Shoulders

0 0.275 0.55 Miles

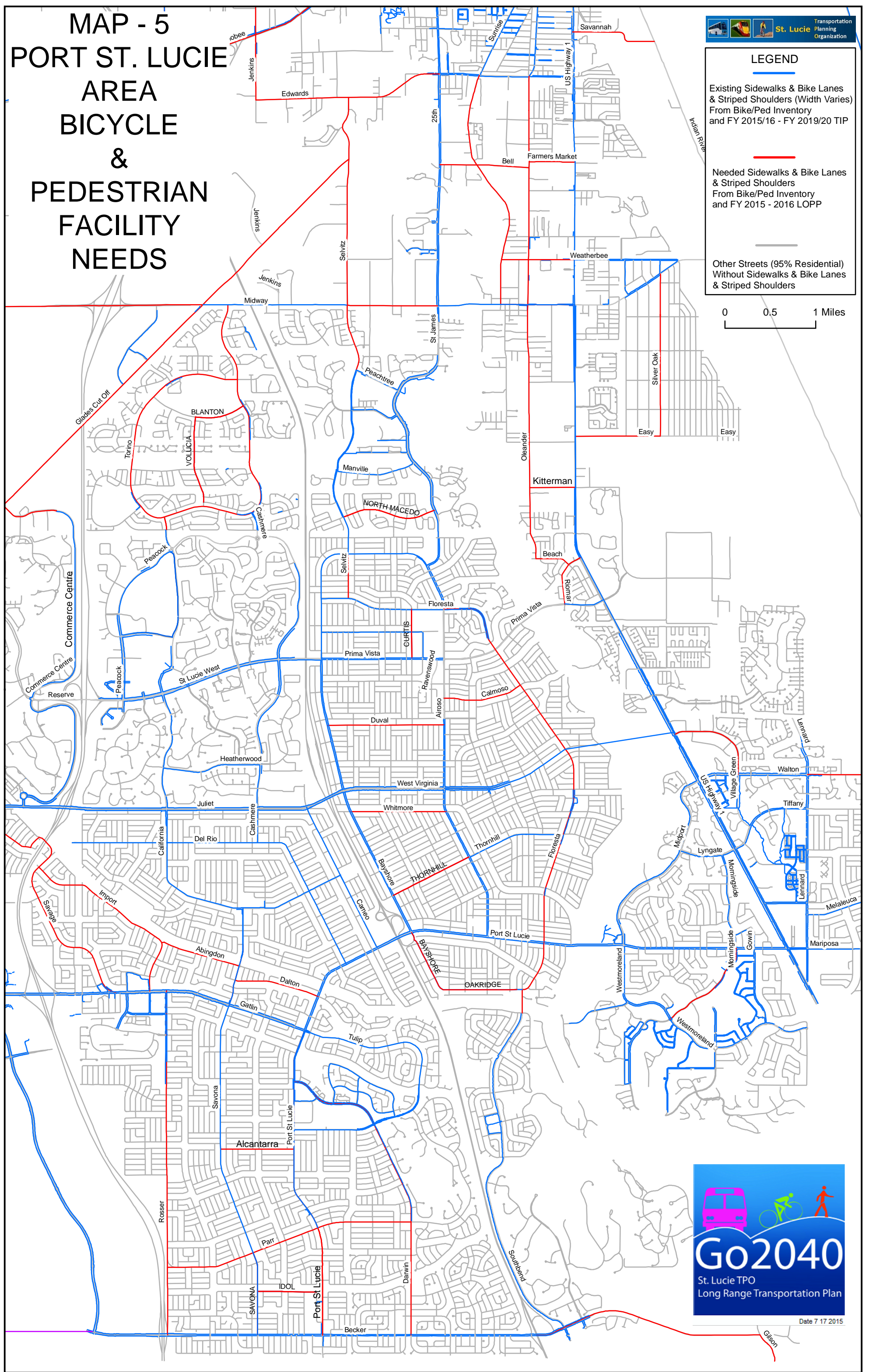
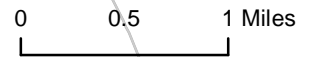



Go2040
St. Lucie TPO
Long Range Transportation Plan

MAP - 5 PORT ST. LUCIE AREA BICYCLE & PEDESTRIAN FACILITY NEEDS

LEGEND

- Existing Sidewalks & Bike Lanes & Striped Shoulders (Width Varies) From Bike/Ped Inventory and FY 2015/16 - FY 2019/20 TIP
- Needed Sidewalks & Bike Lanes & Striped Shoulders From Bike/Ped Inventory and FY 2015 - 2016 LOPP
- Other Streets (95% Residential) Without Sidewalks & Bike Lanes & Striped Shoulders




Go2040
 St. Lucie TPO
 Long Range Transportation Plan

TABLE 1

State and County Roadway Cost per Centerline Mile⁽¹⁾

LAST UPDATED 07/08/15

County	State	Improvement Type	Product Support ⁽²⁾	Right-of-Way ⁽³⁾	Construction ⁽⁴⁾	CEI ⁽⁵⁾	Total
Rural Section Design - Cost per Centerline Mile							
CR02	SR02	New Construction, 0 to 2 Lanes	\$682,138	\$1,550,313	\$3,100,625	\$465,094	\$5,798,170
CR04	SR04	New Construction, 0 to 4 Lanes	\$1,014,888	\$2,306,563	\$4,613,125	\$691,969	\$8,626,545
CR06	SR06	New Construction, 0 to 6 Lanes	\$1,663,750	\$3,781,250	\$7,562,500	\$1,134,375	\$14,141,875
CR24	SR24	Lane Addition, 2 to 4 Lanes	\$732,050	\$1,663,750	\$3,327,500	\$499,125	\$6,222,425
CR46	SR46	Lane Addition, 4 to 6 Lanes	\$798,600	\$1,815,000	\$3,630,000	\$544,500	\$6,788,100
CR48	SR48	Lane Addition, 4 to 8 Lanes	\$1,397,550	\$3,176,250	\$6,352,500	\$952,875	\$11,879,175
CR68	SR68	Lane Addition, 6 to 8 Lanes	\$898,425	\$2,041,875	\$4,083,750	\$612,563	\$7,636,613
Urban Section Design - Cost per Centerline Mile							
CU02	SU02	New Construction, 0 to 2 Lanes	\$1,430,825	\$3,251,875	\$6,503,750	\$975,564	\$12,162,014
CU04	SU04	New Construction, 0 to 4 Lanes	\$2,162,875	\$4,915,625	\$9,831,250	\$1,474,688	\$18,384,438
CU06	SU06	New Construction, 0 to 6 Lanes	\$2,429,075	\$5,520,625	\$11,041,250	\$1,656,188	\$20,647,138
CU24	SU24	Lane Addition, 2 to 4 Lanes	\$1,530,650	\$3,478,750	\$6,957,500	\$1,043,625	\$13,010,525
CU46	SU46	Lane Addition, 4 to 6 Lanes	\$1,580,563	\$3,592,188	\$7,184,375	\$1,077,656	\$13,434,782
CU48	SU48	Lane Addition, 4 to 8 Lanes	\$2,229,425	\$5,066,875	\$10,133,750	\$1,520,063	\$18,950,113
CU68	SU68	Lane Addition, 6 to 8 Lanes	\$1,597,200	\$3,630,000	\$7,260,000	\$1,089,000	\$13,576,200

Notes:

- 1) State and county costs are based state cost assumptions
- 2) Product support is estimated at 22% of the construction cost (Item 3) based on direction from the 2040 Revenue Forecast Handbook
- 3) Right-of-Way is estimated at 50% of the construction cost (Item 3)
- 4) FDOT District 4 LRE Roadway Costs, June 2015
- 5) CEI is estimated at 15% of construction cost (Item 3)

TABLE 2

Last Updated 7/8/15 - all costs using State unit costs

2040 Needs Plan Segments and Costs

Final costs for project length

Project Number	Street	From	To	Miles	Needs Improvement 2020-2040	Type	TOTAL
SIS							
1535	I-95	N. of Glades Cutoff Rd	S. of SR-70		Add 2 auxilliary lanes	SIS	\$31,193,000
1536	I-95	N. of Becker Rd	N. of Glades Cutoff Rd		Add 2 auxilliary lanes	SIS	\$100,831,000
Subtotal							\$132,024,000
State							
401	TURNPIKE FEEDER RD	INDRIO RD	US 1	2.736	State, Urban, 2-4 lanes	State	\$35,596,796
402	KINGS HWY	N OF I-95 OVERPASS	INDRIO RD	4.438	State, Urban, 2-4 lanes	State	\$57,740,710
*433	US 1	EDWARDS RD	SR A1A SOUTH	3.074	State, Urban, 4-6 lanes	State	\$41,298,520
Subtotal							\$134,636,026
County							
403	GLADES CUT-OFF RD	COMMERCE CTR DR	SELVITZ RD	5.388	County, Urban, 2-4 lanes	County	\$70,100,709
404	SELVITZ RD	GLADES CUT-OFF RD	EDWARDS RD	0.714	County, Urban, 2-4 lanes	County	\$9,289,515
413	MIDWAY RD	EAST TORINO PKWY	SELVITZ RD	1.317	County, Urban, 2-4 lanes	County	\$14,984,861
Subtotal							\$94,375,085
City							
405	CALIFORNIA BLVD	SAVONA BLVD	ST LUCIE WEST BLVD	3.022	County, Urban, 2-4 lanes	PSL	\$39,317,807
406	EAST TORINO PKWY	CASHMERE BLVD	MIDWAY RD	2.438	County, Urban, 2-4 lanes	PSL	\$31,719,660
407	PORT ST LUCIE BLVD	BECKER RD	PAAR DR	1.185	County, Urban, 2-4 lanes	PSL	\$15,417,472
408	PORT ST LUCIE BLVD	PAAR DR	DARWIN RD	1.698	County, Urban, 2-4 lanes	PSL	\$21,586,219
414	ST LUCIE WEST BLVD	E OF I-95	CASHMERE BLVD	1.904	County, Urban, 4-6 lanes	PSL	\$25,579,825
415	FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	0.611	County, Urban, 2-4 lanes	PSL	\$7,949,431
416	SOUTHBEND BLVD	BECKER RD	FLORESTA DR	4.18	County, Urban, 2-4 lanes	PSL	\$54,383,995
428	SAVONA BLVD	GATLIN BLVD	CALIFORNIA BLVD	1.079	County, Urban, 2-4 lanes	PSL	\$14,038,356
Subtotal							\$209,992,765
Roads Total							\$571,027,876
Developer							
2501	E-W-ROAD 6	SHINN RD	GLADES CUT-OFF RD	2.304	County, Urban, New 4 lane road	Dev	\$42,357,745
2502	WILLIAMS RD	SHINN RD	MCCARTY RD	1.515	County, Urban, New 2 lane road	Dev	\$18,425,451
2503	WILLIAMS EXT	MCCARTY RD	GLADES CUTOFF RD	1.791	County, Urban, New 4 lane road	Dev	\$32,926,528
2504	NEWELL RD	SHINN RD	ARTERIAL A	2.541	County, Urban, New 4 lane road	Dev	\$46,714,857
2505	RANGE LINE RD	GLADES CUT-OFF RD	MIDWAY RD	5.462	County, Rural, New 4 lane road	Dev	\$47,118,189
2506	SHINN RD	MIDWAY RD	GLADES CUT-OFF RD	4.958	County, Rural, New 4 lane road	Dev	\$42,770,410
2507	MCCARTY RD	WILLIAMS RD	MIDWAY RD	1.253	County, Urban, 2-4 lanes	Dev	\$16,302,188
2508	MCCARTY RD	GLADES CUT-OFF RD	WILLIAMS RD	1.975	County, Urban, New 4 lane road	Dev	\$36,309,265
2509	ARTERIAL A	GLADES CUT-OFF RD	MIDWAY RD	2.335	County, Urban, New 4 lane road	Dev	\$42,927,663
2601	BECKER RD	VILLAGE PKWY	RANGE LINE RD	4.252	County, Urban, New 4 lane road	Dev	\$78,170,630
2602	PAAR DR (WEST)	VILLAGE PKWY	RANGE LINE RD	4.242	County, Urban, New 4 lane road	Dev	\$77,986,786
2603	OPEN VIEW DR (WEST)	VILLAGE PKWY	RANGE LINE RD	3.924	County, Urban, New 4 lane road	Dev	\$72,140,535
2604	E-W ROAD 2	VILLAGE PKWY	N-S ROAD A	2.667	County, Urban, New 4 lane road	Dev	\$49,031,296
2605	DISCOVERY WAY	VILLAGE PKWY	COMMUNITY BLVD	0.271	County, Urban, 2-4 lanes	Dev	\$3,525,852
2606	DISCOVERY WAY	COMMUNITY BLVD	RANGE LINE RD	3.035	County, Urban, New 4 lane road	Dev	\$55,796,769
2607	STONY CREEK WAY	RANGE LINE RD	TRADITION PKWY	1.675	County, Urban, New 4 lane road	Dev	\$30,793,934
2608	TRADITION PKWY	RANGE LINE RD	STONY CREEK WAY	2.063	County, Urban, New 4 lane road	Dev	\$37,927,096
2609	CROSSTOWN PKWY	RANGE LINE RD	VILLAGE PKWY	2.709	County, Urban, New 4 lane road	Dev	\$49,803,443
2610	N-S ROAD A	CROSSTOWN PKWY	BECKER RD	5.13	County, Urban, New 4 lane road	Dev	\$94,312,167
2611	N-S ROAD B	BECKER RD	DISCOVERY WAY	2.802	County, Urban, New 4 lane road	Dev	\$51,513,195
2612	COMMUNITY BLVD	DISCOVERY WAY	BECKER RD	2.797	County, Urban, New 4 lane road	Dev	\$51,421,273
Subtotal							\$978,275,272

DRAFT 16-Jul-15

* Operational and/or capacity improvements will be considered



DRAFT

GO2040 LRTP NEEDS PLAN PROJECT PRIORITIZATION CRITERIA

Vision: A balanced funded transportation system that meets the community's needs

Goals		Objectives	Adopted Performance Measures	Proposed Project Ranking Criteria	Scoring
1	Economic Prosperity & Growth	Enable people and goods to move around efficiently	Lane miles of additional capacity along congested (V/C>0.85) corridors	Current V/C Ratio: 0.85-1.0 V/C	1
				1-1.2 V/C	3
				V/C > 1.2	5
			% truck miles severely congested	Is Project on the St. Lucie Freight Network?	5
				Yes	5
	Increase transportation options & improve access to destinations that support prosperity and growth	% population within 1/4 mile of activity centers	Is the Project within 1/4 mile of an Activity Center(s)?	5	
		Yes	5		
		Transit routes providing access to activity centers	Is the project located on the Transit Needs Network?	5	
			Yes	5	
2	Choices	Improve the bike/ped and public transportation networks	% of roadways with sidewalks and bike lanes	Is the project on the Bike/Ped Needs Network?	5
				Yes	5
			% of transit stops with sidewalk access	Is the project adjacent to a transit stop?	5
				Yes	5
			Provide for transportation needs of the transportation disadvantaged that may include the use of automated vehicles	Miles of fixed route transit service	Is the project a new transit route?
	Yes	5			
		% of low-income, elderly and persons with disabilities within 1/4 mile of transit route	Is the project in an EJ area?	5	
			Yes	5	
3	Existing Assets & Services	Maintain condition of existing transportation assets	Pavement condition, 70 or less	Does the Project Improve Pavement Condition?	5
				Yes	5
			Bridge condition, 50 or less	Does the Project Improve Bridge Condition?	5
			Yes	5	
			Percent transit fleet beyond useful life	Does the Project Replace Aging Fleet?	5
		Yes	5		
	Improve efficiency of existing transportation services	VMT of roads operating at adopted LOS	Does the project improve multimodal LOS?	5	
		Yes	5		
		Passenger trips per vehicle mile of service	Does the Project increase ridership?	5	
			Yes	5	
4	Cooperation	Facilitate unified transportation decision-making through intergovernmental cooperation	Attendance at TPO meetings		
			Collaboration opportunities with local and resource agencies	Is the Project supported by local and resource agencies?	1 pt for each, max total of 5
			Yes		
		Ensure community participation is representative	Collaboration opportunities with community and public groups	Is the Project supported by community and public groups?	1 pt for each, max total of 5
Opportunities for engagement in traditionally underserved areas	Is the Project supported by groups from traditionally-underserved areas?		1 pt for each, max total of 5		
		Yes			
		Yes			
5	Health & Environment	Support healthy living strategies, programs and improvements	Community Walkscores	Does the project add a sidewalk?	5
				Yes	5
			Number of bicycle riders	Does the project add a bike lane?	5
				Yes	5
		Make transportation investments that minimize impacts to the natural environment and allocate resources toward mitigation	Number of additional roadway lane miles of impacting environmentally sensitive areas	Is the Project not in a environmentally sensitive area depicted in the Go2040 LRTP?	5
	Yes		5		
		Increase transit frequency and span of service	Does the project increase service hours or frequency?	5	
			Yes	5	
6	Safety & Security	Improve the safety of the transportation system that may include the incorporation of infrastructure in support of automated vehicles	Number and rate of fatalities/serious Injuries, Motorized	Does the project address a motorized safety issue?	5
				Yes	5
			Number of fatalities/serious Injuries, Non-motorized	Does the project address a nonmotorized safety issue?	5
			Yes	5	
	Improve the transportation system's stability/resiliency in the event of climate change, emergencies or disasters	Percentage of system that is resilient in vulnerable areas	Is the project resilient or provide stability/resiliency in the event of climate change, emergencies or disasters?	5	
			Yes	5	

AGENDA ITEM SUMMARY

Board/Committee:	Technical Advisory Committee (TAC)
Meeting Date:	July 21, 2015
Item Number:	6c
Item Title:	Annual Public Involvement Program (PIP) Evaluation of Effectiveness and Update
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 6.1 – Public Involvement, Education & Outreach
Requested Action:	Review and recommend acceptance of the Annual PIP Evaluation of Effectiveness and Update, recommend acceptance with conditions, or do not recommend acceptance.
Staff Recommendation:	It is recommended that the Annual PIP Evaluation of Effectiveness and Update be recommended for acceptance by the TPO Board.

Attachments

- Staff Report
- PIP Performance Measures
- Public Outreach Matrix



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Technical Advisory Committee (TAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Livability Planner

DATE: July 17, 2015

SUBJECT: Annual Public Involvement Program (PIP) Evaluation of Effectiveness and Update

BACKGROUND

The Unified Planning Work Program (UPWP) includes substantial public involvement efforts, a continuous and ongoing task which includes compliance with all Title VI and Nondiscrimination requirements. These public involvement efforts are advanced through the PIP of the St. Lucie TPO.

Annually reviewing the effectiveness of the St. Lucie TPO Public Involvement Goal, Objectives, and Strategies enables the TPO to adjust and modify the public involvement techniques accordingly. Various performance measures were used by TPO staff to evaluate the PIP. The results of the annual Evaluation of Effectiveness can quantify public access to transportation planning activities as well as the level of public participation and impact within FY 14-15. The public participation tools and techniques in the public outreach matrix subsequently are continued, refined, and/or replaced based on the results.

ANALYSIS

The PIP Annual Update includes evaluating the effectiveness of the PIP by applying the performance measures to the strategies for meeting the PIP objectives. It is the first time that performance measures data has been collected and the result will be used as a baseline in the future for evaluating and refining the PIP tools and techniques. The 3 greatest measures for FY 14-15 were the total number of persons contacted for all surveys and

questionnaires (23,584), the total number of students who participated in the TPO activities (4,235), and the total number of survey and questionnaire responses (799).

Revising the Public Outreach Matrix with the addition of new tools and techniques is part of the Annual Update as well. Based on the performance measures, "Social Media" has provided the best results and it is recommended to revise the Public Outreach Matrix in order to use "Social Media" for the upcoming UPWP, LOPP, CMP, and Projects.

RECOMMENDATION

It is recommended that the Annual PIP Evaluation of Effectiveness and Update be recommended for acceptance by the TPO Board.

Public Involvement Plan - Performance Measures and Annual Update FY 14-15

Objective A - Hold Regularly Scheduled and Advertised Meetings Open to the General Public		
Strategy	Measure of Effectiveness	
	Measure	Quantity FY 14-15
Strategy A1: All TPO Policy Board and Advisory Committee meetings, times, agendas, and locations will be publicly noticed in local newspapers and online.	Number in attendance at meetings	372
Strategy A2: Video recorded TPO meetings will be available for replay on the local government channels and the internet (St. Lucie Online - Video on Demand - via link from TPO website - www.stlucietpo.org).	Number of online hits to TPO website and social media	566
Strategy A3: TPO meetings will be held in ADA-compliant locations accessible to transit and traditionally underserved communities	Number of meeting participants who are transit riders and/or the physically challenged.	4
Strategy A4: TPO meetings and workshops will be publicly noticed in a variety of means to ensure that a variety of communities are reached and a scrapbook of the notifications will be maintained. Build data base of all meeting requests, concerns and inquiries regarding meeting schedules and logistics.	Number of meeting attendance by minority and traditionally underserved communities	85
Strategy A5: Ensure that all Advisory Committee positions are filled.	Number of meetings where advisory committee positions remained unfilled.	0
Strategy A6: Ensure all Advisory Committee recommendations are presented to the TPO Board. Keep log of all Committee recommendations to the TPO Board and the respective actions taken by the Board.	Total number of persons contacted for all surveys and questionnaires	23,584
Strategy A7: Incorporate specialized surveys and questionnaires in meetings and events where appropriate.	Total number of survey and questionnaire responses	799

Public Involvement Plan - Performance Measures and Annual Update FY 14-15

Objective B - Seek Out Traditionally Underserved Communities		
Strategy	Measure of Effectiveness	
	Measure	Quantity FY 14-15
Strategy B1: The TPO will create electronic newsletters and pamphlets describing its purpose and activities to be widely distributed throughout the TPO area as well as placed on the TPO website. Materials will also be made available in Spanish and Haitian Creole.	Number of meeting attendees/survey respondents who indicate they saw/received the TPO newsletters and flyers.	0
Strategy B2: All televised TPO meetings will be closed-captioned for the hearing impaired.		
Strategy B3: TPO notices, meeting agendas, and packets will be sent to minority communities or traditionally underserved populations to ensure notification of TPO events.	Number of meeting participation of Spanish and Creole speakers.	6
Strategy B4: TPO staff will provide presentations to community groups throughout the County to discuss the TPO process and projects.		
Strategy B5: Tailor outreach methods according to socio-economic characteristics summarized in the community profiles.	Number of traditionally underserved and minority community participants who indicate they saw/received TPO communications.	0
Strategy B6: Identify communities with higher concentrations of minority and/or under-served populations, develop relationships with community and religious leaders in these communities, and hold workshops and meetings in these communities.	Participation by religious and community leaders in minority and underserved communities.	30
Strategy B7: A contact list of minority and underrepresented citizens will continue to be maintained and updated by the TPO.		
Strategy B8: Utilize public transportation equipment and infrastructure for advertising community-based TPO workshops and planning activities.	Number of participants who use public transportation.	2

Public Involvement Plan - Performance Measures and Annual Update FY 14-15

Objective C - Engage the Public Clearly, Continually, and Comprehensively through a Variety of Outreach Activities to Maximize Public Impact		
Strategy	Measure of Effectiveness	
	Measure	Quantity FY 14-15
Strategy C1: Schedule at least two workshops or community presentations per year in the evening and/or at locations other than government buildings to increase public awareness and outreach.	Number of online traffic relative to TPO outreach efforts.	
Strategy C2: Track and keep records of public comments and contacts to the TPO through telephone calls, emails, letters, and include summary in annual update.	Number of telephone, email, and regular mail public inquiries to TPO programs and planning activities.	20
Strategy C3: Use TPO website to improve amount of information available, its appeal, its usefulness, and make the site interactive so that public input can be obtained electronically.	Number of positive public responses to website performance and interaction capabilities.	1
Strategy C4: Continue to explore and document new and/or alternative tools and techniques for reaching out to the community and facilitating public impact including advancements in social media outlets, engagement activities, and the TPO Visualization Campaign.	Number of comment forms and survey responses.	584
Strategy C5: Create an outreach link with local schools and universities to emphasize the relationships between transportation, mobility, and livability.	Number of students who participate in TPO activities.	4,235

Public Involvement Plan - Performance Measures and Annual Update FY 14-15

Objective D - Integrate the Principles and Special Projects Adopted in the 2035 RL RTP in Public Outreach Efforts, Emphasizing Key Concepts of the Plan Including Enhanced Mobility, the US 1 Corridor Retrofit Project, and the Treasure Coast Loop Trail		
Strategy	Measure of Effectiveness	
	Measure	Quantity FY 14-15
Strategy D1: Partner with other transportation planning agencies, local governments, and community leaders to broaden the awareness of TPO priorities and objectives in the 2035 RL RTP, especially in traditionally under-served communities.	Number of non project-specific meetings with other planning agencies to discuss broader range issues.	6
Strategy D2: Include key concepts of the 2035 RL RTP in outreach tools including TPO newsletters, annual reports, and project postcards.	The output of 2035 RL RTP special project visualization products (postcards, flyers, posters, etc).	10
Strategy D3: Maintain the 2035 RL RTP website and outreach database to ensure continuity through each future planning effort.	Number of 2035 RL RTP implementation projects underway.	6
	Number of public inquiries regarding the 2035 RL RTP-specific planning efforts and special projects.	0

Public Outreach Matrix

		PIP	LRTP	TIP		UPWP	CMP	Projects
				Priorities	Document			
Public Review and Comment	Comment Forms	X	X	X	X		X	X
	Surveys & Questionnaires		X					
	Email, Mail, In Person, or Telephone Comments		X		X			
	Formal Review and Comment Periods		X		X			
TPO Website		X	X	X	X	X	X	X
Social Media Networking (Facebook/Twitter)			X		X			
TPO Committee and Board Meetings		X	X	X	X	X	X	X
Visualization Campaign	TPO Newsletter							
	TPO Gallery and Kiosks		X					
	Posters, Flyers, and Brochures		X					
Engagement Activities	Public Workshops or Charrettes		X					
	Event Booths		X					
	Community Associations							
	Telephone Town Hall Meetings		X					
Efficient Transportation Decision-Making Process		N/A				N/A		
Media and Meeting Notification	Newspapers	X	X	X	X		X	X
	Television							
	Radio							
	Direct Mailing							
	Email	X	X	X	X		X	X

PIP: Public Involvement Program LRTP: Long Range Transportation Plan TIP: Transportation Improvement Program

UPWP: Unified Planning Work Program CMP: Congestion Management Process N/A: Not applicable

AGENDA ITEM SUMMARY

Board/Committee:	Technical Advisory Committee (TAC)
Meeting Date:	July 21, 2015
Item Number:	7a
Item Title:	St. Lucie Freight Network (SLFN)
Item Origination:	TPO Board
UPWP Reference:	Task 3.6 – Freight Planning
Requested Action:	Review the proposed SLFN and discuss whether it is ready to be reconsidered for designation by the TPO Board.
Staff Recommendation:	It is recommended that the TAC review and discuss the proposed SLFN with regard to whether it is ready for reconsideration of designation by the TPO Board.

Attachments

- Staff Report
- Excerpt of Minutes from April 8th TPO Board Meeting
- Excerpt of Minutes from June 3rd TPO Board Meeting
- Proposed SLFN



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Technical Advisory Committee (TAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Ed DeFini
GIS Program Manager

DATE: July 16, 2015

SUBJECT: St. Lucie Freight Network (SLFN)

BACKGROUND

In response to recently-enacted Federal and State legislation and policies, the U.S. Department of Transportation (USDOT) and the Florida Department of Transportation (FDOT) are emphasizing the planning for freight movement and the investing in freight infrastructure. Accordingly, the USDOT has designated a Primary Freight Network (PFN), and FDOT has developed a map of Regional Trucking Corridors.

Consistent with these efforts, the Unified Planning Work Program (UPWP) of the St. Lucie TPO has a task (Task 3.6) dedicated to freight planning. As part of the TPO's freight planning efforts, a proposed SLFN was developed for designation. It is envisioned that the designated SLFN would be incorporated into the 2040 Long Range Transportation Plan and the plans of the local jurisdictions.

At its March 10th meeting, the TAC reviewed the proposed SLFN and provided comments and recommendations. Staff revised the proposed SLFN to incorporate the comments from the TAC and presented it to the TPO Board on April 8th.

At its April 8th meeting, the TPO Board reviewed the proposed SLFN and provided comments and recommendations as summarized in the attached excerpt of the minutes from the meeting. However, the Board took no action with regard to the proposed SLFN. Alternatively, the TPO Board requested additional policy discussion, a strategic conversation regarding the growth of our community with the business community, to approach it holistically and

strategically, and to provide further direction on policy to the advisory committee members.

After the April 8th TPO Board Meeting, TPO staff revised the maps remove a segment of Okeechobee Road from Virginia Avenue to U.S. 1 at the request of City of Fort Pierce staff and to enlarge the Fort Pierce Inset to provide more detail with regard to Indrio Road and connections to the airport and port.

At the TPO Board's June 3rd meeting, the status of the SLFN returning to the Board for designation was discussed and whether the designation would be on the agenda for the Board's August 5th meeting as identified in the attached excerpt of the minutes from the meeting. It was suggested at the meeting that a discussion with the TAC be conducted prior to that determination being made.

ANALYSIS

As was identified at the TAC meeting in March, the network consists of major roads that connect regional activity centers such as Downtown Fort Pierce, the Treasure Coast International Airport, the Port of Fort Pierce, St. Lucie West, Tradition, and the City of Port St. Lucie's Community Redevelopment Area (CRA). Most freight is transported in and out of the TPO area via I-95, U.S. 1, and the Florida Turnpike, and the SLFN would connect the activity centers to these highways. The objectives of designating a SLFN are to reflect the active freight network, identify corridors most suitable for the movement of freight, discourage the movement of freight along corridors not suited for freight movement due to the characteristics of the corridors and/or local policies, and identify locations most appropriate for investments in freight projects.

The proposed SLFN initially was developed based on the USDOT Primary Freight Network Map, the FDOT Regional Trucking Corridors Map, the active freight network, and corridor characteristics. Corridors with characteristics such as two-lane roadways through primarily residential areas are not proposed to be included in the designated SLFN. It is suggested that the TAC review the latest version of the proposed SLFN, which is attached, to confirm whether it will fulfill the intended purpose.

RECOMMENDATION

It is recommended that the TAC review and discuss the proposed SLFN with regard to whether it is ready for reconsideration of designation by the TPO Board.

to be programmed by FDOT in FY 2018/19. The TPO Board prioritizes the TAP grant applications for submittal to FDOT and the TPO Advisory Committees recommend prioritizations of the applications to assist the TPO Board. TAP projects originate from the 2014/15 TA Priority Project List attached. Two TAP grant applications were submitted for consideration for the 2015 TAP grant cycle.

St. Lucie County submitted the Oleander Avenue Sidewalk Improvements Project, (ranked 8th) and the City of Port St. Lucie submitted the Paar Drive Sidewalk Project, (ranked 8th). Both projects are included in the TPO's TA Priority Project List and their ranking based on the TA Project Prioritization Methodology.

The CAC and TAC were split with regard to their recommendations for prioritization of the projects at their meetings on March 10th. The CAC recommended prioritizing the Paar Drive Sidewalk Project for TAP funding over the Oleander Avenue Sidewalk Improvements Project. The TAC and the BPAC recommended the Oleander Avenue project, prioritized for TAP funding over the Paar Drive Sidewalk project.

Based on the Paar Drive Sidewalk Project being ranked higher than the Oleander Avenue Sidewalk Improvements Project in the TPO's TA Priority List, the staff recommendation was that the TAP grant application for 2015 for the Paar Drive Sidewalk Project be ranked number one and prioritized for funding, and the Oleander Avenue Sidewalk Improvements project receive the remainder of the TAP funding for 2015 and any remaining funding allocated by FDOT District 4.

Representatives from the City and the County were present to answer any questions from the Board. There were no questions or comments.

* **MOTION – MOVED** by Councilwoman Martin to accept the recommendation that the Paar Drive Sidewalk Project be ranked higher than the Oleander Avenue Sidewalk Improvements Project and funded with the TAP grant for 2015 and that the Oleander Avenue Sidewalk Improvements Project receive the remainder of the TAP funding for 2015 and any excess TAP funding allocated by FDOT District 4.

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

9c. St. Lucie Freight Network (SLFN)

Mr. Buchwald addressed the recently enacted Federal and State legislation and policies, and the response of USDOT and FDOT in

emphasizing planning for freight movement and investing in freight infrastructure. The TPO's UPWP Task 3.6 is dedicated to freight planning.

Based on review of data there is an active freight network within the St. Lucie TPO area. The major roads that connect regional activity centers, and freight transported along major corridors were reviewed.

The objectives of designating a SLFN are to reflect the active freight networks, identify corridors most suitable for movement of freight, discourage freight movement along corridors not suited for freight movement, and identify locations most appropriate for investments in freight projects.

The draft SLFN was developed based on the USDOT Primary Freight Network Map, the FDOT Regional Trucking Corridors Map, the active freight network and corridor characteristics.

At their March meetings the TPO Advisory Committees recommended adoption of the SLFN with conditions:

- The City of Fort Pierce recommended that Avenue "A", Indian River Drive and Orange Avenue east of 25th St., not be included in the SLFN.
- The City of Port St. Lucie recommended that Peacock Boulevard, Cashmere Boulevard (north of St. Lucie West Boulevard), Airoso Boulevard (south of Prima Vista) Village Parkway (north of Tradition Parkway) and Veteran's Memorial Parkway not be included in the SLFN.
- St. Lucie County recommended that roads included in St. Lucie County Code Sec. 1-20-3 "Truck weight limits established for certain roads" be noted, and Selvitz Road (south of Glades Cut-Off Road) not be included in the SLFN.

Based on comments from the TPO advisory committees and the draft SLFN objective of designating a freight network, the Board was asked to approve the draft SLFN for designation.

Chairman Drummond asked if this was an inventory of the network or a future long range plan for freight identified.

Mr. Buchwald said it could be an inventory if it is not opposed by local jurisdictions and policies for freight movement, as well as looking for existing freight routes that are congested that could be identified to improve freight infrastructure for funding.

Chairman Drummond asked if some additional study or report would be

recommended in conjunction with the development of the Port in Fort Pierce and how the movement of freight around the Port and Downtown would occur.

Mr. Buchwald indicated that would be easy to apply to the SLFN and when changes are necessary to efficiently move freight through the network.

Chairman Drummond addressed the changes to the Map recommended by the City of Fort Pierce.

Mr. Buchwald explained that some existing freight routes are not suitable for freight movement and the amount of freight may be reduced or re-routed to routes that are more conducive.

Commissioner Hutchinson asked if we have information on where the trucks that are re-routed would move to, and what network they would be using.

Mr. Buchwald indicated they would use one of the other routes depicted on the screen. It would be up to the local jurisdictions if they have signage adopted relating to freight into their Code, and enforcement support of local law agencies. The SLFN is just the beginning and there will be funding available for the freight effort. He asked what the Board wanted, where freight will be moving in their community, and how it can best be moved?

Councilwoman Martin asked about the time frame of the approved SLFN document, and how changes to divert freight would work in the future.

Mr. Buchwald explained this was the Board's SLFN, and it could be revised, changed and/or adopted as often as they liked.

Commissioner Hutchinson questioned the definition of "freight" and asked if there was one, and cautioned about what it might encompass. She noted the City of Fort Pierce uses big vehicles for sand erosion, other uses and emergencies, and hoped those vehicles would not be eliminated.

Mr. Buchwald agreed that the broad definition of freight was trucks, and local jurisdictions would have the ability to exempt or include language for those vehicles to be incorporated for special projects.

Commissioner Johnson had a concern with taking Avenue "A" off east at 25th St. If freight was re-routed to Virginia Avenue, the problem would

be worse, as it is a corridor to I-95, and there has to be a better re-routing than that. He suggested Indrio Road as a better route for freight to US #1, and Downtown Fort Pierce, and recommended signage of that route to alert trucks.

Vice Chair Hensley said that Virginia Ave. was made into six lanes for the freight corridor.

Commissioner Lewis questioned whether we were looking to do long term traffic with no destination, short term through traffic with a destination, or truck traffic with weight limits.

Mr. Buchwald said that the next step for the jurisdictions would be asking where they want the traffic to go. The SLFN is where that identification begins.

Mayor Oravec commented that with no time frame on approving a SLFN, it could be incorporated in the LRTP for further review and examination. He asked for more time for policy discussion, and to give the advisory committees direction on policy. Freight represents goods, big money, and jobs, and is something that we want. He asked to be included as a part of a strategic conversation regarding the growth of our community with Council members and the business community, and approach it holistically and strategically. He would like to discuss how we can connect the airport and the Port of Fort Pierce to I-95, the Turnpike and the highway network with Mayor Hudson and her Commission. There is plenty of expertise on the Board for discussions that haven't occurred, and an opportunity for policy discussion, debate and brainstorming before the SLFN is adopted.

Chairman Drummond said the SLFN is just a starting point SLFN that could be approved and we take into consideration the Board's comments and suggestions, direct staff to look for input from the local jurisdictions, and bring that information back for the Board to review and amendments.

Mr. Buchwald agreed the Board's input and consideration of the importance of freight movement in the County, where and how to move it more effectively, and go after funding resources was essential to the success of the SLFN.

Commissioner Mowery noted the SLFN is a draft, it doesn't need to be adopted, and agreed with taking time to pause and create dialogue and discussions with other entities, as this concerns not just freight. He noted the map volume is missing along with legends on the reference

to color coding on one of the maps. He preferred not to take action on the draft and asked that staff work with the Economic Development Council, the County Commission and City Council to develop a joint meeting or workshop to engage public input.

Commissioner Johnson agreed that potential businesses and those who want to be part of this process should be included in the discussions.

It was the consensus of the Board that they wanted to be part of the discussions with other groups, and Commissioner Johnson recommended a workshop for further Board discussion.

* **MOTION – MOVED** by Councilwoman Berger take no action at this time and not recommend approval of the draft SLFN designation.

** **SECONDED** by Councilwoman Martin

Councilwoman Martin suggested having workshops at their own locations with their staff, and bringing the recommendations back for discussion.

Mr. Buchwald suggested the Board consider having a concurrent workshop with the St. Lucie Freight Network and the Long Range Transportation Plan development.

The Board agreed this is a good place to start, local staffs will be advised that we want resources at the staff level for review and providing input.

Chairman Drummond confirmed the motion on the floor was to postpone adopting the SLFN and allow individual staffs to critique it, bring it back for further policy level discussion and discuss what will be adopted.

Mayor Hudson added at this time we don't know how the Port and Airport are going to be developed or what's going to happen with passenger rail, and all of that could affect our individual positions.

Mr. Buchwald said this was created and started with our LRTP. It did not have a freight network in it, and funding was authorized by the State and Federal Government with emphasis on freight.

Further discussion continued on the importance of the Freight Network, the Port and how it gets developed, different views representing various constituencies representing the County, and creating a network that will benefit everyone.

***** The MOTION was Called, SECONDED and carried UNANIMOUSLY.**

Commissioner Mowery requested an Out-of-Order agenda discussion on Agenda Item 9b., on the selection of the Paar Drive Sidewalk Project and the Oleander Avenue Sidewalk Improvement projects and asked for clarification on the funding. He commented on financial contributions that could be decreased.

Chairman Drummond explained the vote was taken prior to his arrival. Mr. Buchwald explained the process by which the Paar Drive Sidewalk Project was selected over the Oleander Avenue Sidewalk Improvement Project, and how the funding will be allocated and distributed. Discussion continued on available funding, county-wide funding and local jurisdiction match requirements.

No action was taken.

10. Discussion Items**10a. Avenue J Pedestrian Bridge**

Mr. Buchwald explained that at the February Board meeting the Avenue J Pedestrian Bridge was discussed and identified as a safety issue. Neighbors complained of criminal activity using the bridge as an escape route, and police vehicles were unable to pursue criminals across the bridge.

The bridge was constructed by the County in 2008 at a cost of \$200,000 and fully reimbursed by the State, with the intent to increase pedestrian access to school and park facilities. Unsafe wooden pallets were used to cross the canal before the bridge was constructed, and people would cross it with or without a bridge.

FDOT District 4 indicated the bridge is a law enforcement issue, not a transportation issue and explained the pedestrian bridge has not yet reached a useful life, (20 yrs.) and federal funding would have to be returned if the bridge were removed.

Based on discussions regarding the bridge with the TPO Advisory Committees, removal of the bridge would aid law enforcement, but would eliminate a neighborhood connection for access to the school, the park and Boys and Girls Club activities, isolate the neighborhood, and contradict livability and sustainability planning. It was recommended that access to the neighborhood be increased by expanding the Avenue

Councilman Bowen-Yes Commissioner Hutchinson-No
Vice Chair Hensley-Yes Chairman Drummond-Yes
Councilwoman Martin – left the meeting, did not vote

**** The Motion failed 6-4.**

10. FDOT Comments - None

11. Recommendations/Comments by Members

Mayor Hudson questioned the status of the Freight Network and if it would be on the next meeting's agenda.

Mr. Buchwald indicated that it needed to be determined whether feedback from the Board's staff member's was received, and if the Board wanted to have it on the next agenda. Chairman Drummond suggested discussion with TAC members to make a determination.

12. TPO Staff Comments

Mr. Buchwald informed the Board of new additions to the Public Involvement Gallery, maps of the Go2040 Plan, new projects that have been advanced, and was looking forward to the August Meeting when the LOPP will be before the Board. The new Secretary of FDOT District 4, Gerald O'Reilly will be attending that meeting as requested.

13. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, August 5, 2015.

14. Adjourn – The meeting was adjourned at 3:55 pm.

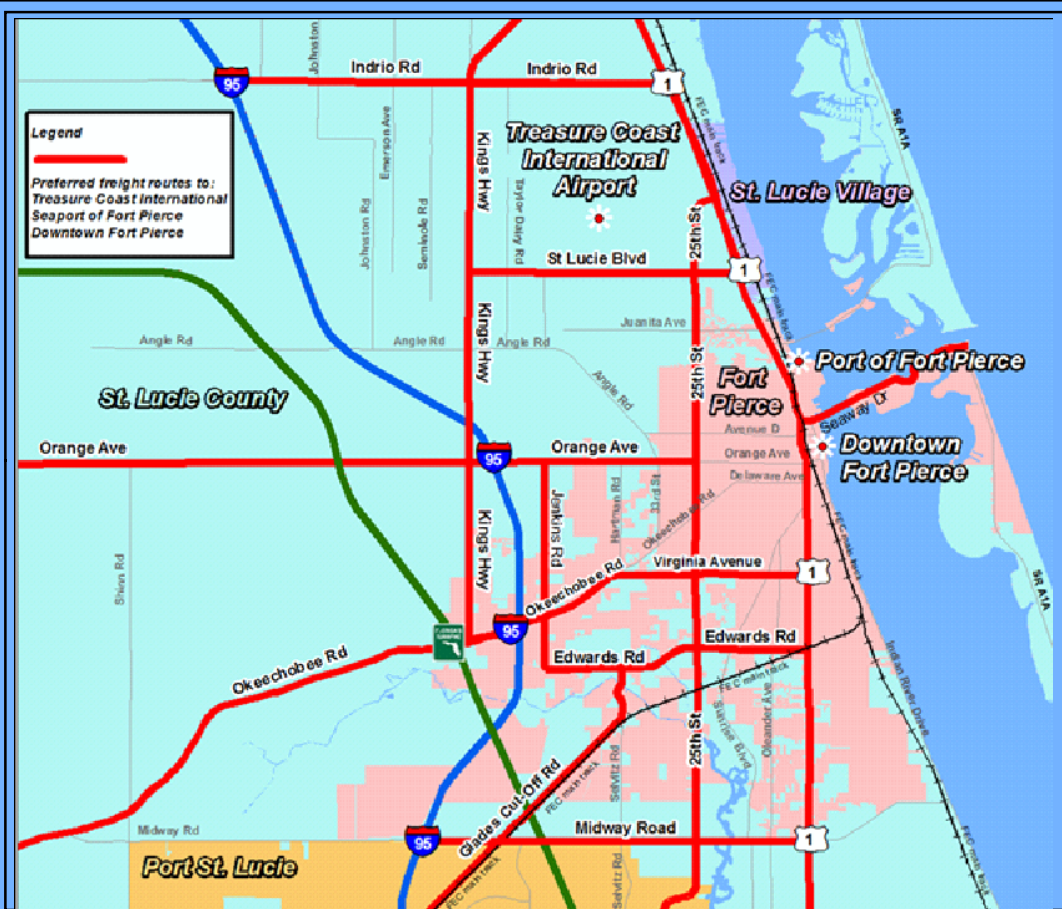
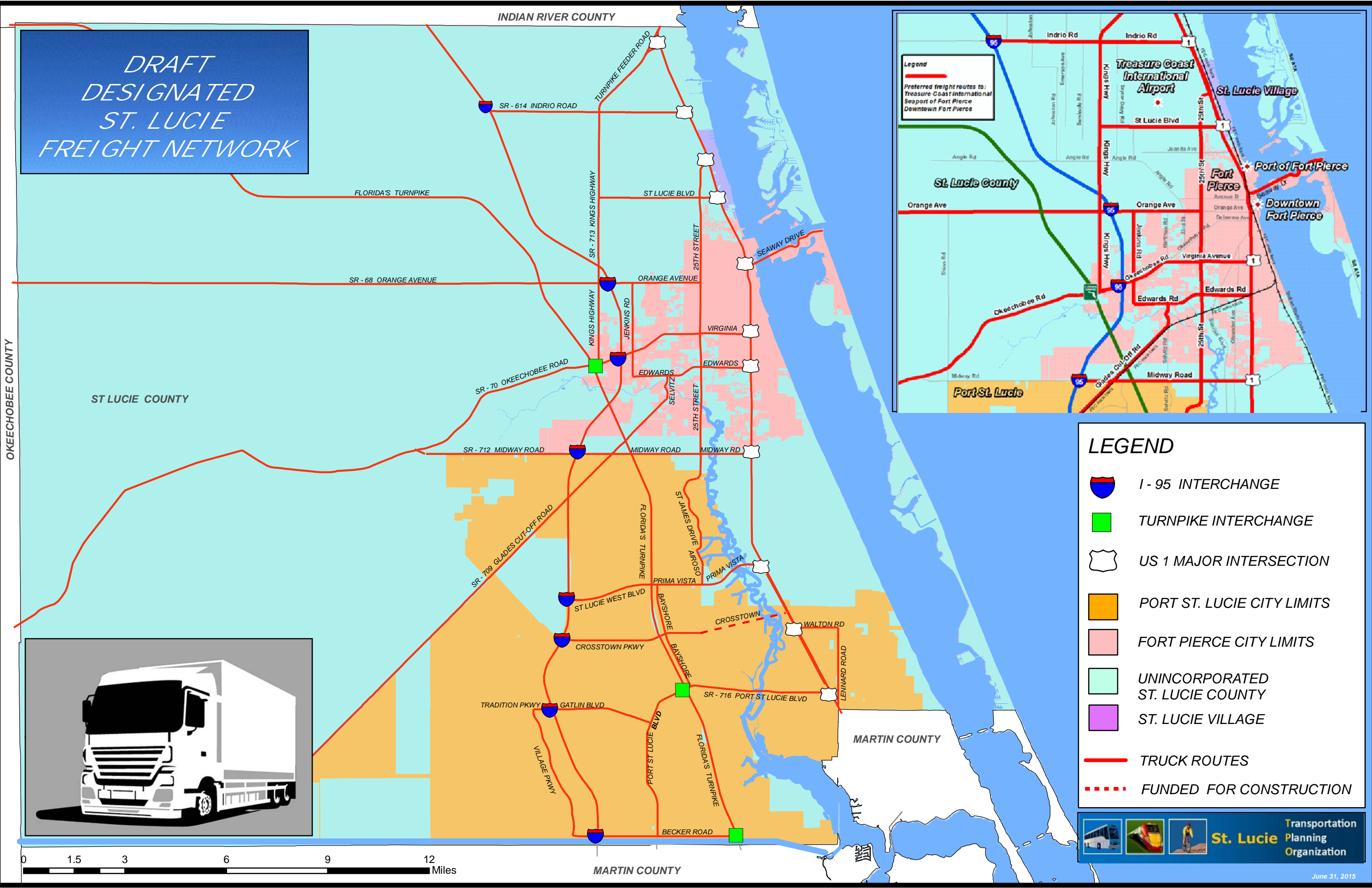
Respectfully submitted:

Approved by:

Mary F. Holleran
Recording Specialist

Darrell Drummond, Chair
Community Transit

DRAFT DESIGNATED ST. LUCIE FREIGHT NETWORK



LEGEND

- I - 95 INTERCHANGE
- TURNPIKE INTERCHANGE
- US 1 MAJOR INTERSECTION
- PORT ST. LUCIE CITY LIMITS
- FORT PIERCE CITY LIMITS
- UNINCORPORATED ST. LUCIE COUNTY
- ST. LUCIE VILLAGE
- TRUCK ROUTES
- FUNDED FOR CONSTRUCTION

St. Lucie Planning Organization
Transportation Organization