



TREASURE COAST TECHNICAL ADVISORY COMMITTEE (TCTAC)

Regular Meeting

Date: July 6, 2016

Time: 2:00 pm

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

AGENDA

1. Call to Order
 2. Roll Call
 3. Approval of Minutes
 - November 5, 2015 Regular Meeting
 4. Comments from the Public
 5. Approval of Agenda
 6. Action Items
 - 6a. Transportation Regional Incentive Program (TRIP) Grant Applications for 2016: Review of the 2016 TRIP grant applications.

Action: Recommend prioritization of applications and/or allocation of TRIP funding, recommend prioritization/allocation with conditions, or do not recommend prioritization/allocation.
 - 6b. 2040 Regional Long Range Transportation Plan (2040 RL RTP): Review of the Regional Trends and Conditions and the draft Goals and Objectives for the 2040 RL RTP.

Action: Recommend acceptance of the Regional Trends and Conditions and approval of the draft Goals and Objectives, recommend acceptance/approval with conditions, or do not recommend acceptance/approval.
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7. Recommendations/Comments by Members
8. Staff Comments
9. Adjourn

NOTICES

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

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

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

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

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

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

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

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

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

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



TREASURE COAST TECHNICAL ADVISORY COMMITTEE (TCTAC)

Inaugural Meeting

Date: November 5, 2015
Time: 2:00 pm
Location: St. Lucie TPO Boardroom
Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida

MEETING SUMMARY

1. Call to Order

Peter Buchwald, St. Lucie TPO Executive Director, welcomed everyone to the meeting. It was agreed to rotate the officers among the host agencies to conduct the meeting.

Craig Hauschild, Chairman of the St. Lucie TPO TAC, called the meeting to order at 2:10 pm. Ms. Marianne Arbore, St. Lucie County Transit representative, served as Vice Chair.

2. Roll Call – The roll call was taken via sign-in sheet.

Members present:

Craig Hauschild
Marianne Arbore
Rich Szpyrka
Karen Deigl
Sam Amerson
Don Donaldson
Lisa Dykstra

Representing:

St. Lucie TPO TAC
St. Lucie County Transit
Indian River MPO TAC
Indian River County Transit
Martin MPO TAC
Martin County Transit
FDOT District 4

Others present:

Peter Buchwald
 Marceia Lathou
 Phil Matson
 Brian Freeman
 Beth Beltran
 Bonnie Landry
 Arlene Tanis
 Yanique Kelly

Representing:

Executive Director, St. Lucie TPO
 St. Lucie TPO
 Staff Director, Indian River MPO
 Indian River MPO
 Administrator, Martin MPO
 Martin MPO
 FDOT District 4
 FDOT District 4

3. Election of Officers – Bypassed (See “Call to Order”)
4. Comments from the Public - None
5. Approval of Agenda
 - * MOTION – MOVED by Mr. Donaldson to approve the agenda as presented.
 - ** SECONDED by Mr. Amerson Carried UNANIMOUSLY
6. Action Items

6a. 2040 Regional Long Range Transportation Plan (2040 RL RTP): Review of the draft Scope of Services for the development of the 2040 RL RTP for the TCTC.

Mr. Buchwald provided background for drafting the Scope of Services for the 2040 Regional Long Range Transportation Plan (2040 RL RTP).

Mr. Matson suggested their attorneys review the draft Memorandum and the Scope of Services provided for approval.

Mr. Hauschild thought the 6-month timeframe was very aggressive.

Ms. Beltran explained that the use of a Martin MPO General Planning Consultant, approved by the St. Lucie TPO and the Indian River MPO, would expedite the process.

DRAFT

Members agreed (Memorandum of Understanding - #4.) that language should be added to include staff and the advisory committees to provide comments and review.

Language for termination was discussed, *for cause* was suggested to replace the word *breach*.

Discussion ensued on Martin County putting the \$60,000 project cost up front and being reimbursed.

Ms. Dykstra reviewed the State's reimbursement process. Ms. Tanis explained that PL funds were strictly reimbursement, and they can't put any money up front into an escrow.

Discussion continued on the three way split for payment and reimbursement.

Mr. Hauschild asked Ms. Beltran what information she needed from the TCTAC to accommodate her schedule. Ms. Beltran agreed to keep everyone advised on the accomplishments and any need to schedule meetings when they reach the milestones.

Ms. Dykstra indicated that Task #6, Regional Needs Assessment, and Task #8, Regional Freight Component, will be completed by FDOT.

Mr. Buchwald asked for comments on anything else that might be missing from the Scope of Services.

Mr. Hauschild suggested that for Task #3 "Deliverables" that supporting documentation be provided as to how the performance measures were developed.

Mr. Szpyrka suggested that for Task #4 "Deliverables" that the same software that is used by the local jurisdictions be used for the digital GIS layer files for GIS compatibility and that the software should be addressed and put up front in Exhibit "A."

Mr. Amerson asked if FDOT can meet the six-month schedule. Ms. Dykstra agreed it was challenging and for the entities to stay on track they will need to set up a schedule to meet with those milestones.

Mr. Hauschild asked about the time frame for the Martin MPO consultant to run the model and Ms. Dykstra indicated there were four

scenarios in the Scope to be considered. The first task is usually the hardest to set up.

A concern remaining for Mr. Hauschild was for the consultant not to exceed the \$60,000 lump sum limit. Discussion ensued on the consultant(s) having former knowledge of the tasks involved, and completion of the project within the given timeframe and costs.

* MOTION – MOVED by Mr. Donaldson to support the draft Scope of Services.

** SECONDED by Ms. Deigl Carried UNANIMOUSLY

7. Recommendations/Comments by Members – None

8. Staff Comments

Mr. Buchwald, Ms. Beltran, and Mr. Matson thanked the committee members for their participation.

9. Adjourn - The meeting was adjourned at 4:00 pm.

Respectfully submitted:

Approved by:

Mary F. Holleran
Recording Specialist

Craig Hauschild
TCTAC Chairperson



AGENDA ITEM SUMMARY

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

Meeting Date: July 6, 2016

Item Number: 6a

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

Requested Action: Recommend prioritization of applications and/or allocation of TRIP funding, recommend prioritization/allocation with conditions, or do not recommend prioritization/allocation.

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

Attachments

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



MEMORANDUM

TO: Treasure Coast Technical Advisory Committee (TCTAC)

FROM: TCTC Staff

DATE: June 29, 2016

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

BACKGROUND

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

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

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

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

Two project applications, excerpts of which are attached, have been submitted through the St. Lucie TPO and the Indian River MPO for the 2016 TRIP grant cycle. The TCTAC is requested to provide a recommendation to the TCTC with regard to the prioritization of the TRIP grant applications and/or the allocation of TRIP grant funding to the projects.

ANALYSIS

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

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

The project will increase multimodal capacity and improve vehicular and pedestrian safety along the corridor while enhancing the mobility of an Environmental Justice community of the regional transportation system. The project corridor is identified in the Regionally Ranked Needs Project List (#40), the St. Lucie Go2040 Long Range Transportation Plan, FY 2014/15 – FY 2023/24 Transit Development Plan, FY 2016/17 – FY 2020/21 FDOT Work Program, FY 2015/16 – FY 2019/20 Transportation Improvement Program, and 2015/16 List of Priority Projects.

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

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

The project complements the widening of 66th Avenue from 49th Street to State Route 60 and will enhance the regional transportation system by providing a major north/south corridor in Indian River County. This facility provides direct access to the Indian River Mall, a major regional employer, and is one of only three arterials countywide that connect the North Indian River and South Indian River County areas. The project is identified in the Regionally Ranked Needs Project List (#17) and is consistent with the Indian River Long Range Transportation Plan, Transit Development Plan, Transportation Improvement Plan, and the Indian River County Comprehensive Plan.

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

RECOMMENDATION

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

Regionally Ranked 2030 Needs Projects

Regional Project Prioritization

Indian River, St. Lucie and Martin MPOs

Table 4 (Summary Table)

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

Regionally Ranked 2030 Needs Projects

Regional Project Prioritization

Indian River, St. Lucie and Martin MPOs

Table 4 (Summary Table)

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

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

Legend:

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

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

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

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

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

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

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

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

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

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

D4 Total funding for this cycle:

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

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

Project Information:

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

County Location: **St. Lucie**

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

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

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

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

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

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

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

Typical section is attached (Typical_Section.pdf)

Explain how the project enhances the regional transportation system.

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

Describe the project and what it will accomplish.

Is the project consistent with:

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

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

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

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

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

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

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

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

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

How will TRIP funding accelerate the project's implementation?

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

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

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

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

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

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

Project Qualification Information:

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

No

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

No

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

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

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

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

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

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

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

Attachment C: Project support data, as appropriate.

Attachment D: Provide implementation schedules for all appropriate phases.

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

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

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

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

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

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

Port St. Lucie Boulevard

Darwin Boulevard to Gatlin Boulevard

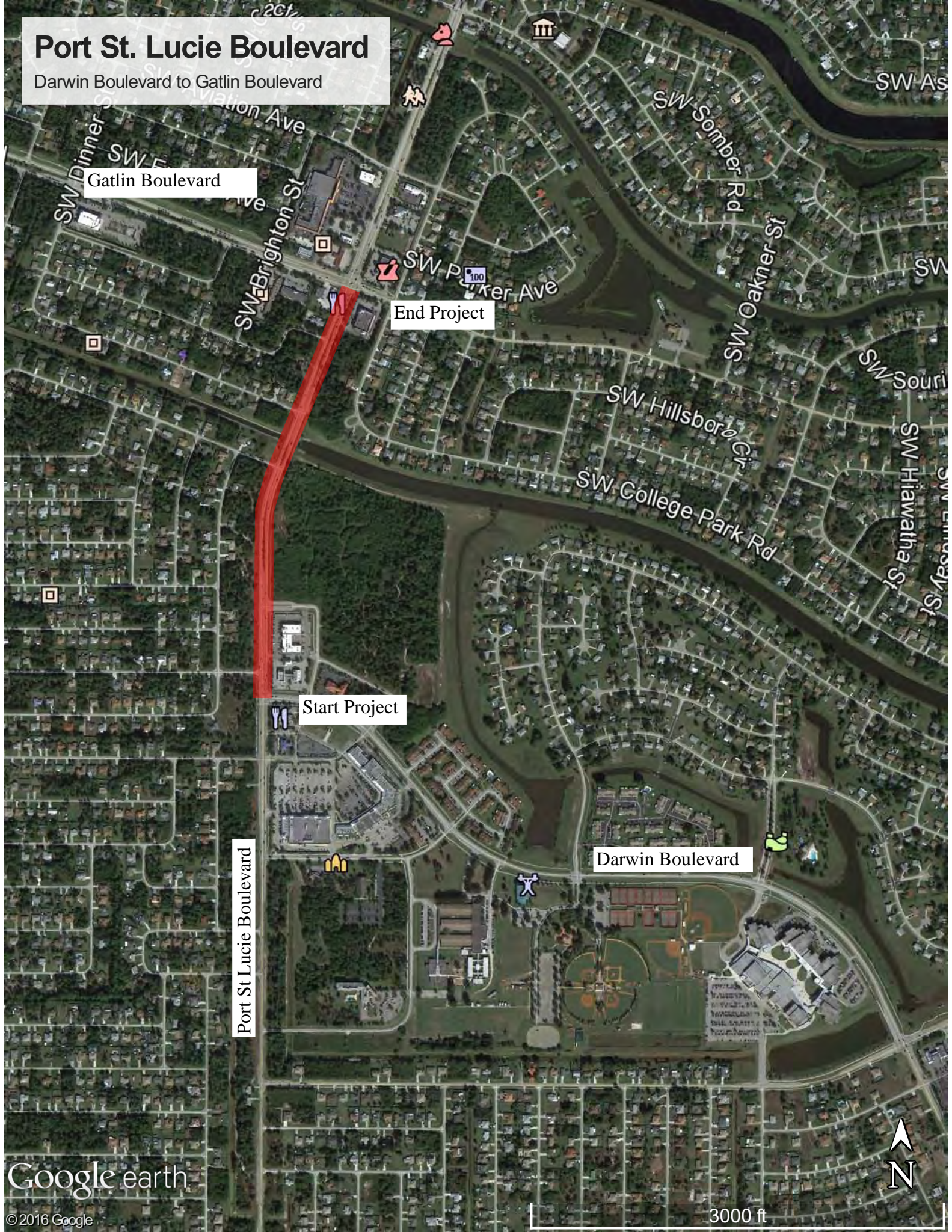
Gatlin Boulevard

End Project

Start Project

Port St Lucie Boulevard

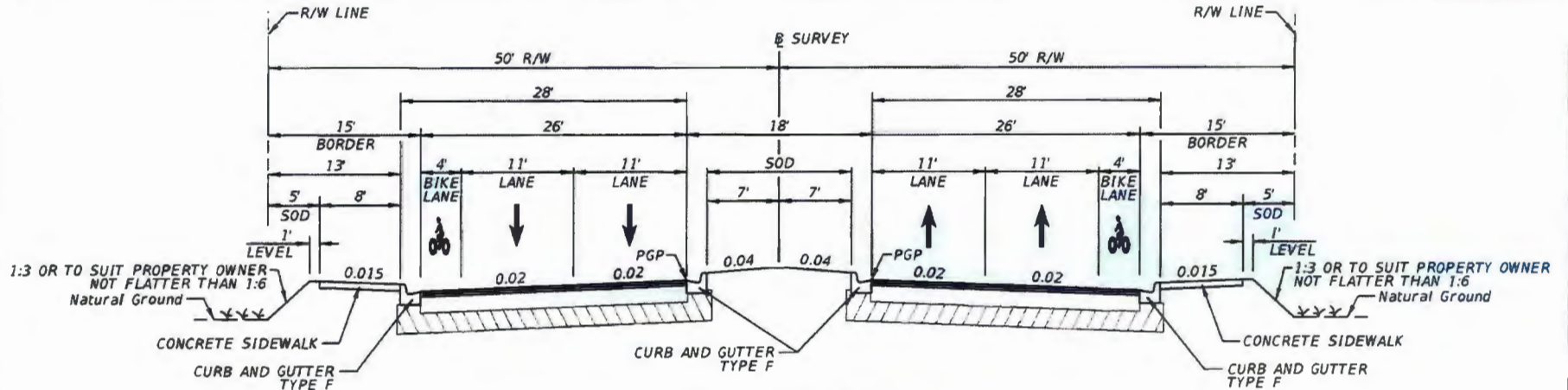
Darwin Boulevard



PROJECT IDENTIFICATION

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

PROPOSED ROADWAY TYPICAL SECTION



PORT ST. LUCIE BLVD.
DESIGN SPEED = 45 MPH
STA. 159+75.74 TO STA. 257+75.74

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

APPROVED BY Christopher N. O'Reilly

FDOT CONCURRENCE

CITY OF PORT ST. LUCIE CONCURRENCE

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

Date

Howard Webb, P.E.
 FDOT District Design Engineer

Date

Patricia Roebbing, P.E.
 City Engineer

Date

Transportation Regional Incentive Program (TRIP) Project Application

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

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

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

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

Local Agency: Indian River County

Address: 1801 27th Street Vero Beach, FL 32960

Project Manager: Rich Szpyrka

Phone: 772-226-1221

E-mail: rszpyrka@ircgov.com

D4 Total funding for this cycle:

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

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

Project Information:

Project Name: 66th Avenue Widening

County Location: Indian River County

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

Road number (if applicable):

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

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

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

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

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

Typical section is attached (Typical_Section.pdf)

Explain how the project enhances the regional transportation system.

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

Describe the project and what it will accomplish.

Is the project consistent with:

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

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

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

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

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

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

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

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

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

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

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

How will TRIP funding accelerate the project’s implementation?

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

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

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

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

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

Local County matching funds.

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

Project Qualification Information:

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

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

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

No.

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

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

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

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

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

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

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- Be consistent with the Strategic Intermodal System(SIS),
- Be in compliance with local corridor management policies, and
- Have commitment of local, regional or private matching funds.

Supporting narrative:

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

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

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

Project Location / Limits Map

Project Limit 81st Street



77TH ST

69TH ST

65TH ST

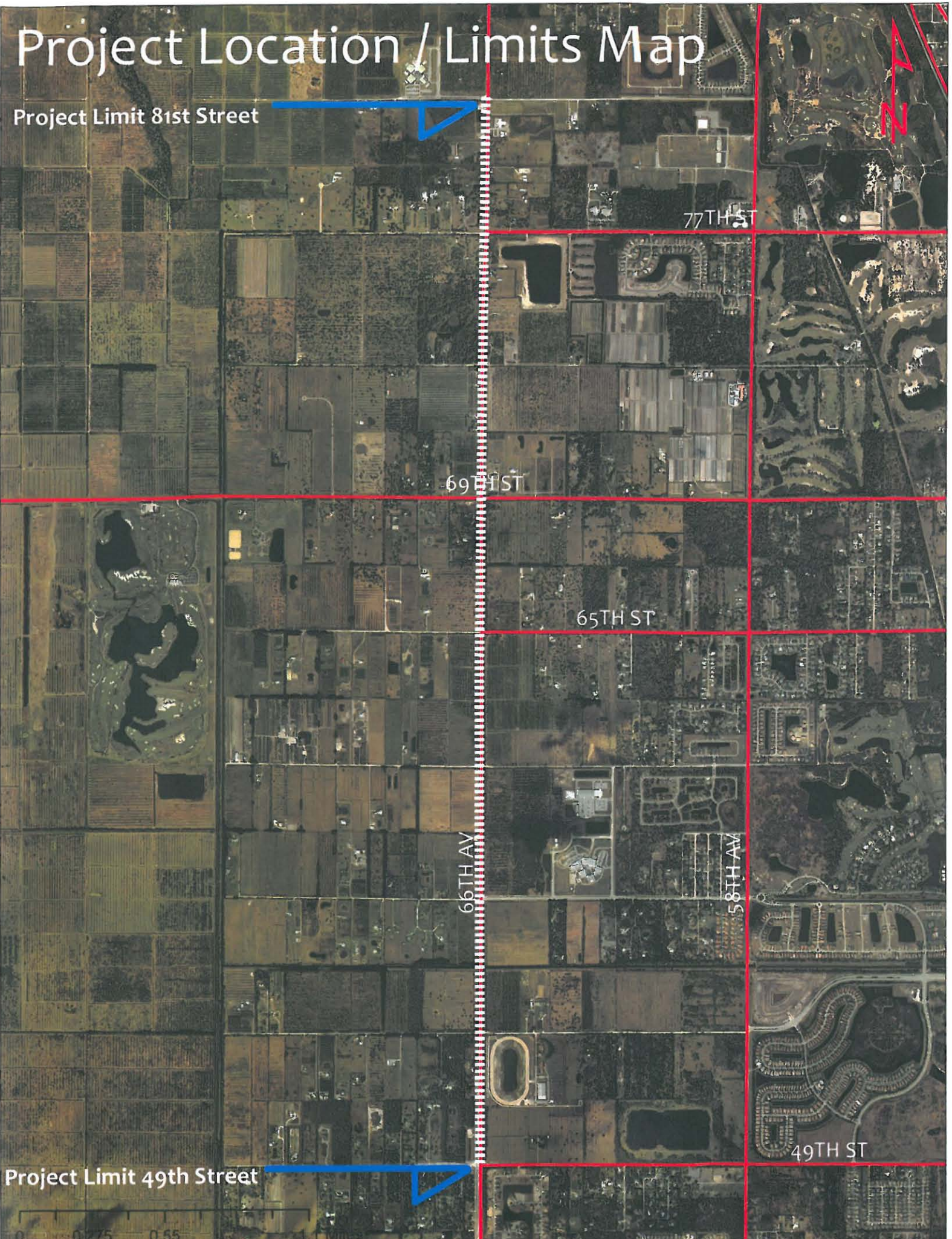
66TH AV

58TH AV

49TH ST

Project Limit 49th Street

0 0.275 0.55





AGENDA ITEM SUMMARY

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

Meeting Date: July 6, 2016

Item Number: 6b

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

Requested Action: Recommend acceptance of the Regional Trends and Conditions and approval of the draft Goals and Objectives, recommend acceptance/approval with conditions, or do not recommend acceptance/approval.

Staff Recommendation: It is recommended that the Regional Trends and Conditions and the draft Goals and Objectives be reviewed and recommended for acceptance and approval, respectively, based on the comments provided.

Attachments

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



MEMORANDUM

TO: Treasure Coast Technical Advisory Committee (TCTAC)

FROM: TCTC Staff

DATE: June 29, 2016

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

BACKGROUND

At the meeting on November 5, 2015, the TCTAC reviewed the draft Scope of Services and the draft Memorandum of Understanding (MOU) for the development of the 2040 RL RTP for the TCTC. Subsequently, the documents were finalized based on the comments received from the TCTAC, and the MOU was executed. Upon execution of the MOU, as agreed to by the St. Lucie TPO and the Indian River MPO, the Martin MPO contracted Kimley-Horn & Associates (KHA) for the development of the 2040 RL RTP, and the Scope of Services was initiated.

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

ANALYSIS

The Regional Trends and Conditions Draft Report summarizes the reviews of Federal and State plans and requirements that may provide parameters for

the 2040 RL RTP. Regional transportation plans and studies also were reviewed and summarized. Trends and conditions that were examined in the report included population growth, changes and evolution of the workforce, commuting profiles, and future land use.

The Regional Goals, Objectives, and Performance Measures Draft Report summarizes the development of draft goals and objectives for the 2040 RL RTP based on reviews of the Regional Trends and Conditions and the goals and objectives from the individual Long Range Transportation Plans for the three MPOs. Based on the reviews, 5 goals and 14 objectives are proposed for the 2040 RL RTP that are summarized in the report.

RECOMMENDATION

It is recommended that the Regional Trends and Conditions and the draft Goals and Objectives be reviewed and recommended for acceptance and approval, respectively, based on the comments provided.

2040

REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)

for Martin, St. Lucie and Indian River Counties

MARTIN
MPO

St. Lucie Transportation Planning Organization

Indian River County MPO

DRAFT

Regional Trends and Conditions

Prepared by
Kimley»»Horn





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REVIEW OF EXISTING PLANS, REGULATIONS, AND REQUIREMENTS

The purpose of this section is to review and summarize federal and state plans that provide parameters for the 2040 Regional Long Range Transportation Plan (RLRTP) for the Treasure Coast (*Martin County, St. Lucie County, and Indian River County*). Regional transportation plans and studies were also reviewed and summarized. In addition, a review of the federal and state Long Range Transportation Planning requirements was conducted. The 2040 RLRTP will adhere to these preexisting guidelines and regulations.

Federal Plans, Regulations, and Initiatives

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

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



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



- **Ladders of Opportunity** – The FAST Act takes on several initiatives to improve workforce training and improve regional planning by allocating additional funds to local leaders and decision makers and providing planners with greater design flexibility such as the option to seek funding for the implementation of Transit Oriented Development (TOD).

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

MAP-21 Regulations (USDOT), 2012

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

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

- **Safety** – reducing transportation related fatalities and injuries
- **Infrastructure Condition** – maintaining highway infrastructure
- **Congestion Reduction** – reducing congestion on national highways
- **System Reliability** – improving efficiency of surface transportation
- **Freight Movement and Economic Vitality** – improving access in rural communities to goods from large trade markets, support regional economic development



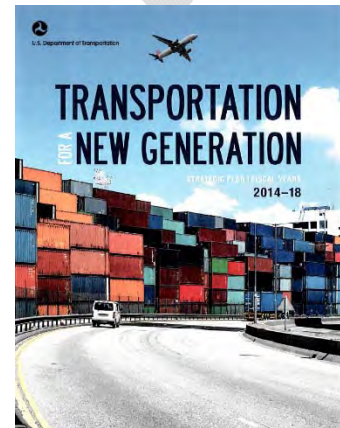
- **Environmental Sustainability** – protecting and improving the natural environment while improving the performance of the transportation system
- **Reduced Project Delivery Time** – streamline both time and costs of projects through reducing regulatory issues and improving work practices

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

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

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

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



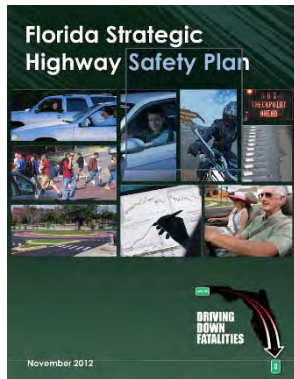
With these goals, it is the hope of the USDOT to be able to provide safe, efficient, and sustainable transportation that can grow the economy. Projects included within the RL RTP will be developed consistent with the criteria presented in the USDOT Strategic Plan.



State Plans and Legislation

2012 Florida Strategic Highway Safety Plan (SHSP)

The 2012 Florida Strategic Highway Safety Plan (SHSP) was adopted to improve the safety of Florida's surface transportation for residents and visitors. It identifies safety priorities relevant to every jurisdiction within the state. The plan addresses "4 E's" of safety – engineering, enforcement, education, and emergency response. The eight (8) emphasis areas for the 2012 SHSP include the following.



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

2060 Florida Transportation Plan (FTP)

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

- Investing in transportation systems that will support a globally competitive economy
- Making transportation decisions that will enhance communities livability – *both urban and rural*
- Making transportation decisions that will promote environmental protection
- Providing safe and secure transportation for all users
- Being proactive about maintenance of Florida's transportation system
- Improving both passenger and freight connectivity and mobility



FDOT Strategic Intermodal System Strategic Plan (SIS), 2015

Florida's Strategic Intermodal System (SIS) was established in 2003 to focus on the State's critical transportation facilities. According to FDOT, SIS facilities such as I-95/SR 9 and Florida's Turnpike are key



to Florida’s economy and quality of life. These facilities are incorporated within FDOT’s Five Year Work Program under a special “SIS” designation and funded through FDOT’s SIS Work Program. In 2015, the most recent SIS Vision and Policy Elements were developed to improve mobility, economic development, and intermodal connectivity amongst SIS facilities. The SIS Strategic Plan timeframes are FY 2015/2016 through FY 2019/2020, FY 2020/2021 through FY 2024/2025, and 2024 through 2040.

Adopted First Five Year Plan FY 2015/2016 through FY 2019/2020 Projects

Martin County

- SR 710/SW Warfield Boulevard from Martin FPL Power Plant to CR609/SW Allapattah Road – Add 2 Lanes to Build 4 Lanes
- SR 710/Beeline Highway from East of SR 76 to CR 609/SW Allapattah Rd – Add 2 Lanes to Build 4 Lanes

St. Lucie County

- Gatlin Boulevard between Brescia Street and Edgarc Street – Intermodal
- I-95/SR 9 at St. Lucie West Boulevard – Modify Interchange
- US 1/SR 5 at SR-70/Virginia Ave – Add Turn Lane
- SR 70 from 900 feet West of Jenkins Road to 2000 feet East of Jenkins Road – Add 2 Lanes to Build 8 Lanes

Indian River County

I-95/SR 9 at Oslo Road Interchange – New Interchange



Adopted Second Five Year Plan FY 2020/2021 through FY 2024/2025 Projects

Indian River County

- I-95/SR 9 at Oslo Road Interchange – New Interchange



Cost Feasible Plan 2024-2040 Projects

Martin County

- SR 710/SW Warfield Boulevard from Okeechobee/Martin County Line to CR 609/Allapattah Road
- I-95/SR 9 from South of High Meadows Avenue to Martin/Palm Beach County Line

St. Lucie County

- I-95/SR 9 from North of Becker Road to North of Glades Cutoff Road



SIS Unfunded Needs Plan Projects

The SIS Unfunded Needs Plan for the State of Florida describes SIS projects that improve mobility and connectivity, but are not expected to be funded within the 25 year period identified by the SIS Funding Strategy. It identifies the specific needs of the region based on mode and gives a total number of dollars which would be necessary to complete all the projects listed. The plan describes types of planned improvements to each mode of the transportation network.



The SIS Strategic Plan is updated with partner agencies with public involvement every five years. A new FDOT approach to transportation decision making is described below:

- Planning and investment decisions will be oriented towards complete end-to-end trips rather than individual modes and facilities, and towards economic regions and trade corridor instead of individual jurisdictions
- Standards will be based on user service rather than facility design
- Potential investments will be evaluated on reliability, operational performance, and economic impacts instead of design capacity, travel time, and cost
- Partners will be involved in how transportation will proactively support economic growth and how it will mitigate community and environmental impacts
- Transportation investments will be viewed as strategic, long term investments in Florida's economy rather than on an annual funding basis that is locally prioritized

SIS designations show which projects are most crucial according to FDOT to the transportation development of the region in both the short-term and long-term. Having these projects identified creates a focus on the surrounding areas and how to improve mobility and interconnectivity around a highly trafficked SIS project.

Florida Department of Emergency Management Statewide Regional Evacuation Study

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



centers of South Florida, it is vital to create safe and efficient escape routes, as well as identifying updates to roadway improvements and construction projects that are required to meet the demands during an evacuation scenario.

Florida Freight Mobility and Trade Plan, Investment Plan, 2014

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

FDOT Five-Year Work Program, 2016

Each year, FDOT is required to develop the State Transportation Five-Year Work Program, a project specific list of transportation related improvements which conform to the objectives of the Florida Transportation Plan.

Florida Greenways and Trails System Plan, 2013

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

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



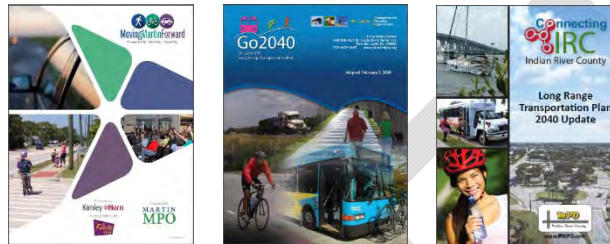
Figure 1. East Central Land Trail Opportunity Map



Regional Plans

2040 Long Range Transportation Plans (LRTPs)

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



Martin and St. Lucie Regional Waterways Plan, 2014

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

Transportation Improvement Programs (TIPs), 2016

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



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





TRENDS AND CONDITIONS

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

Population Growth

Like many regions in the Sun Belt, the Treasure Coast has experienced a large influx of people over the past 30 years. From 1980 to 2010, the Treasure Coast more than doubled in population growing from 211,092 people to a population of 563,475, according to data from the U.S. Census Bureau. As the area grows and more people flock to warmer weather and areas with year-round recreation, the Treasure Coast is expected to grow by an additional 285,770 people according to the University of Florida Bureau of Economic and Business Research (BEER), for a total population of 839,995 and a percent growth of 49.07% between 2010 to 2040. This growth will increase demand for a comprehensive and efficient multimodal transportation network.

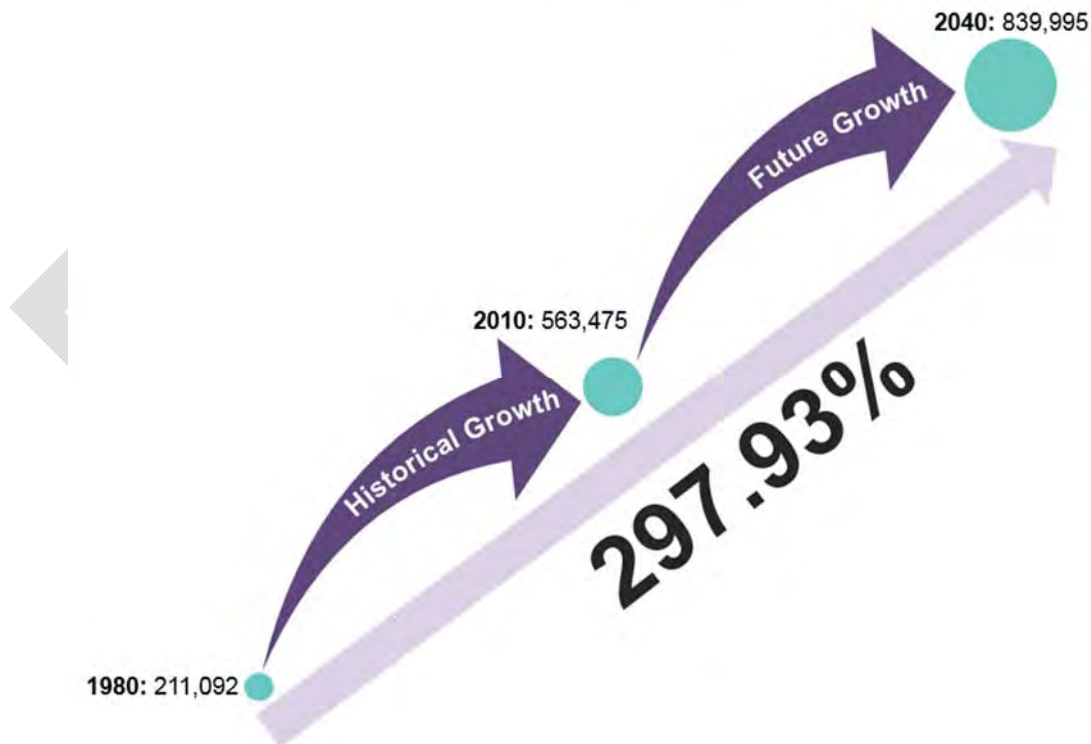


Figure 2. 60 Year Population Growth Trends



The expected population growth trend indicates that the raw population growth over the next thirty years (276,520 persons) is anticipated to be less than the actual growth during the 1980 – 2010 period (352,383 persons). This indicates that although the Treasure Coast region is expected to continue to grow, the growth rate is slowing.

In addition, population growth is not uniform throughout the region. St. Lucie County houses approximately one-half of the population of the region, while Martin County and Indian River County each contain about one-quarter of the population. This is primarily the result of a higher percentage of population growth in St. Lucie County since 1980 (219%) than in Indian River County (130%) or Martin County (129%). The trend of a higher population growth percentage in St. Lucie County is anticipated to continue in the foreseeable future.

Changes in Employment

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

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

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



Table 1. Martin County Employment Trends

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

Table 2. St. Lucie County Employment Trends

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



Table 3. Indian River County Employment Trends

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

Table 4. Treasure Coast Employment Trends

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

Transportation

The foundation of the transportation system in the Treasure Coast is largely built on auto-dependence. As the region grows, commute times for all modes will be longer, but will disproportionately be felt by those continuing to commute by car. With this growth in mind, it is necessary for the 2040 RL RTP to address both current and future needs. Current trends within the region and around the country have shown an increasing number of people commuting via other means such as public transit, bicycle, and walking, suggesting the potential need to provide and maintain the infrastructure that will optimize these other modes while slowing the increasing traffic congestion to remain attractive for future residents and industries. The breakdown of commuters in the Treasure Coast by percentage of mode used within the overall transportation network is shown on the following page. The rate of walking, bicycling, and taking public transportation to work is lower in the Treasure Coast than the state and nation as a whole.





- 79.46% Drove Alone
- 10.93% Carpooled
- 0.44% Public Transportation
- 0.52% Bicycle
- 1.16% Walked
- 1.63% Other (Including Taxicabs and Motorcycles)
- 5.86% Worked at home

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

Future Land Use

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

Shown in Figure 2, is Martin County's future land use map. The majority of Martin County is land that is designated for agriculture and related land uses.

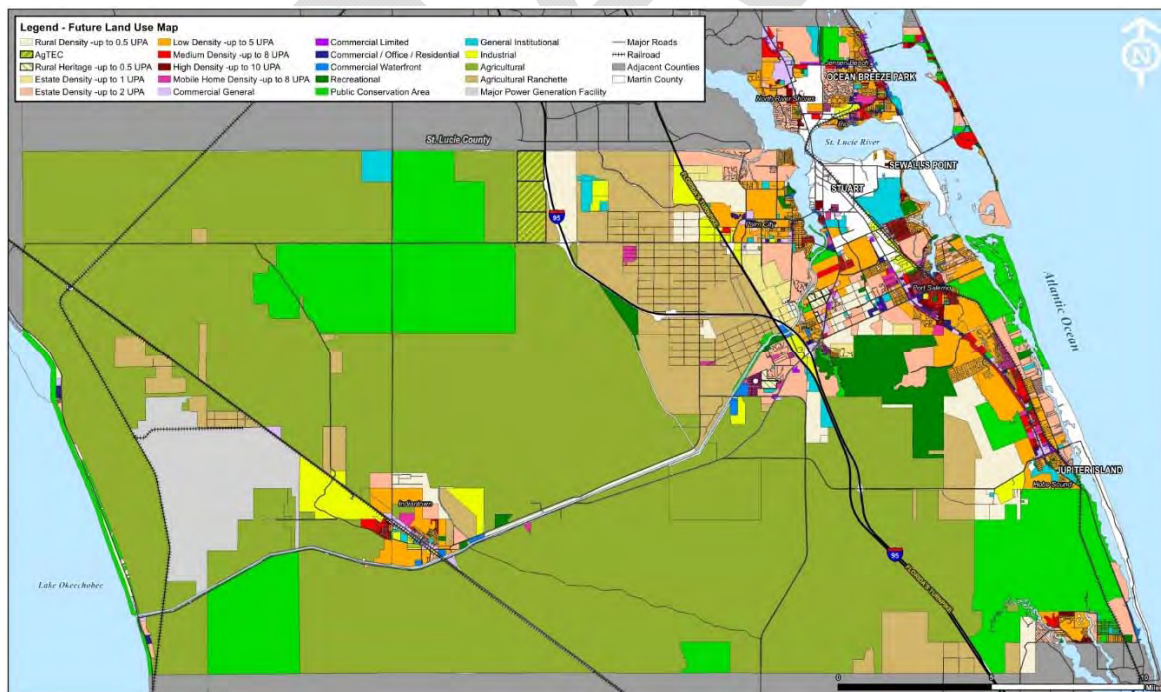


Figure 3. Martin County's Future Land Use Map



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

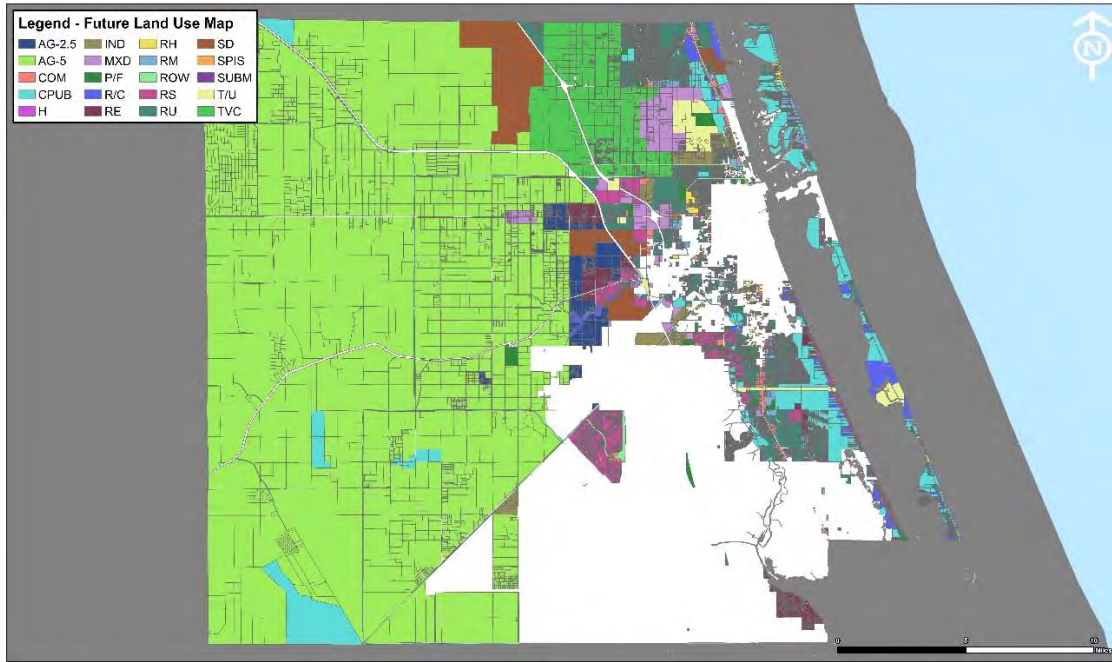


Figure 4. St. Lucie County's Future Land Use Map

Shown in Figure 4, is Indian River County's 2035 L RTP Infill Alternative Plan. The Infill Alternative Plan includes new neighborhood, corridor, and district areas that will become the focus of infill redevelopment and business recruitment.

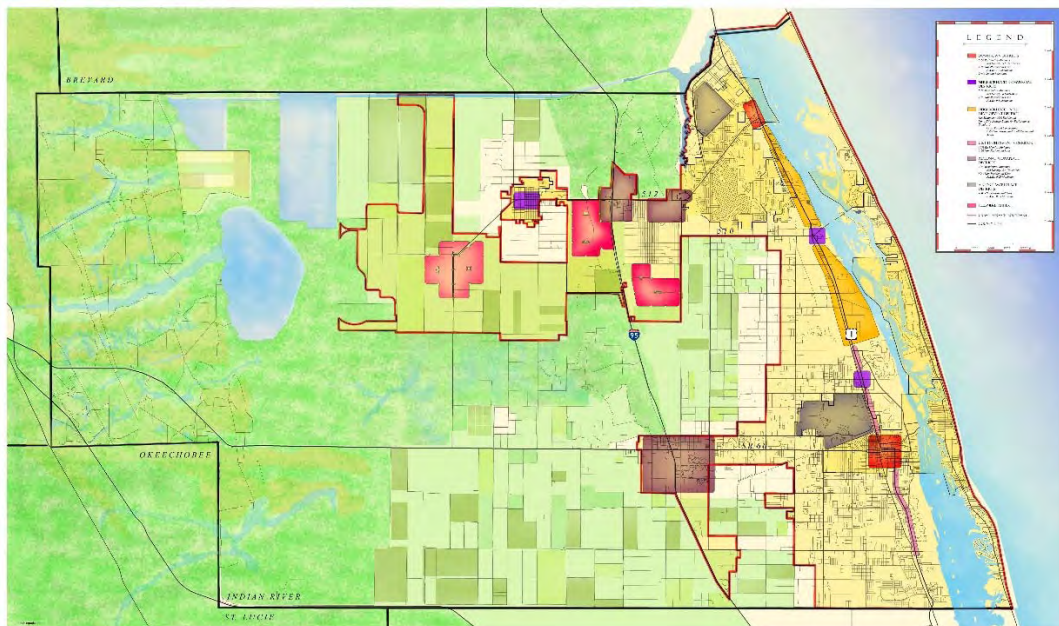


Figure 5. Indian River County's 2035 L RTP Infill Alternative Plan



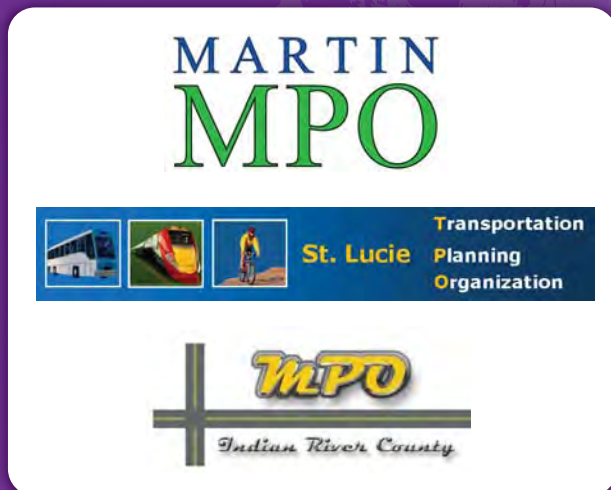
The county seats in each of the Treasure Coast counties consist of Stuart, Fort Pierce, and Vero Beach, all of which pre-date World War II. However, most of the development in the Treasure Coast generally occurred during the golden age of the automobile in the second half of the 20th century. As such,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

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

2040

REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)

for Martin, St. Lucie and Indian River Counties



MARTIN
MPO

St. Lucie Transportation
Planning
Organization

MPO
Indian River County

DRAFT

Regional Goals, Objectives,
and Performance Measures

Prepared by

Kimley»»Horn

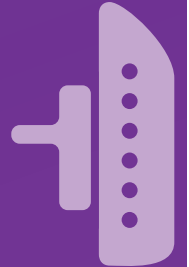




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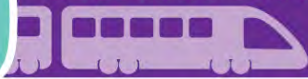
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REGIONAL GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

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

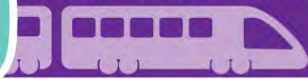
Federal, state, regional, and local plans that provide parameters and guidance for the RLRTP were reviewed and summarized. The performance-and-outcome based approach to transportation planning continues to be a fundamental tenet of federal transportation legislation. The recently adopted Fixing America’s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

Review of Individual LRTP Goals and Objectives

Indian River MPO Connecting IRC 2040 LRTP



Figure 1. Indian River MPO 2040 LRTP Goals



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

St. Lucie TPO Go 2040 LRTP



Figure 2. St. Lucie TPO 2040 LRTP Goals

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



directly to proposed project ranking criteria and scoring. Appendix B includes the St. Lucie TPO 2040 LRTP goals, objectives, performance measures, and proposed project ranking criteria.

Martin MPO Moving Martin Forward 2040 LRTP

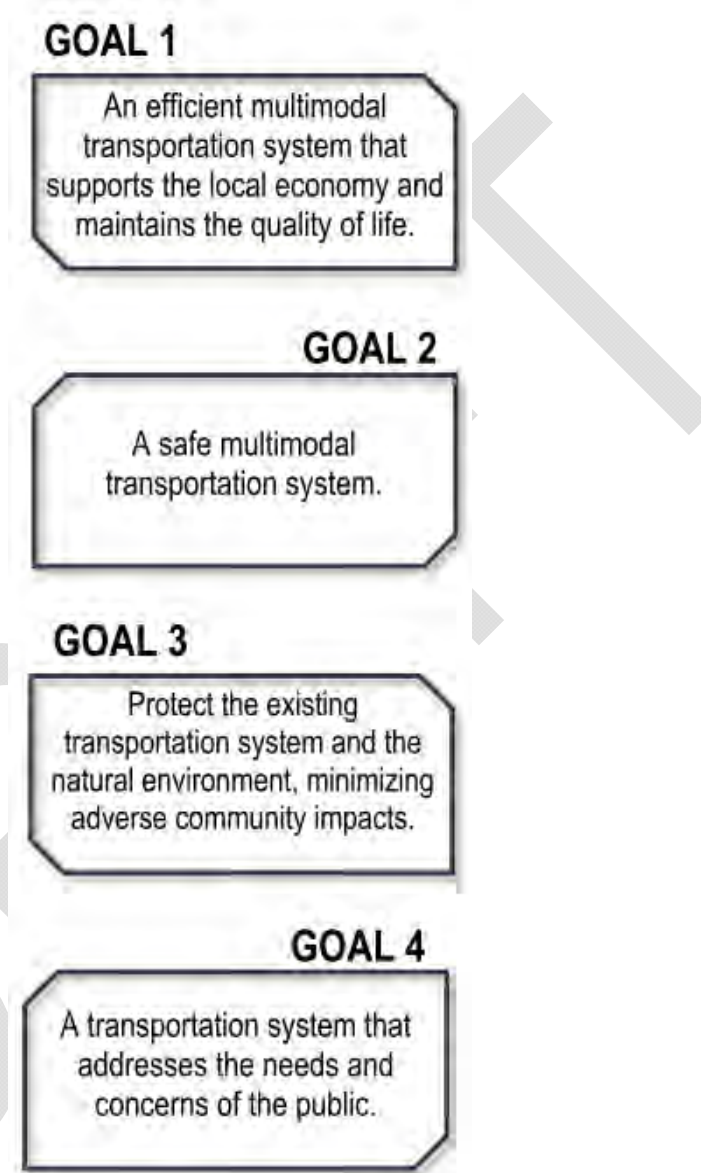


Figure 3. Martin MPO 2040 LRTP Goals

The Martin MPO 2040 LRTP integrates four goals. Themes of the goals include efficiency, supporting the local economy, maintaining quality of life, safety, multimodal, system preservation, protecting the



environment, and addressing the needs and concerns of the public. Each goal includes two to fourteen objectives with corresponding performance measures. Appendix C includes the Martin MPO 2040 LRTP goals, objectives, and performance measures.

Federal Planning Factors

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

Draft Regional Goals and Objectives

The Treasure Coast 2040 RL RTP is intended to guide transportation decision making at the regional level to a more connected future over the next 25 years. To support this process, a review of the relevant federal, state, regional, and local documentation was conducted along with careful and thoughtful review and consideration of the individual M/TPO's transportation planning process and input received during the individual M/TPO LRTPs. Concepts of regional significance that may not have been the focus of individual LRTPs were then analyzed and incorporated. The regional goals and objectives are intended to be developed through a collaborative process. It is anticipated that the draft regional goals and objectives will be reviewed and deliberated by the regional transportation advisory committee and regional transportation council before being finalized. The collective goals, objectives, and performance measures will help guide the region in identifying and prioritizing investments.

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



Table 1. Draft Regional Goals and Objectives

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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