TREASURE COAST TRANSPORTATION COUNCIL (TCTC)
Meeting

City of Stuart
City Hall - Commission Chambers
121 SW Flagler Avenue
Stuart, FL 34994

Thursday, June 29, 2017 @ 10:00 a.m.

AGENDA

ITEM	ACTION
1. CALL TO ORDER	
2. ROLL CALL	
3. APPROVAL OF AGENDA	**APPROVE**
4. APPROVAL OF MINUTES • TCTC Meeting – August 9, 2016	**APPROVE**
5. PUBLIC COMMENTS	
6. BUSINESS ITEMS	
A. 2040 REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)	**APPROVE**
B. 2040 RLRTP FREIGHT PLAN	**APPROVE**
C. TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) APPLICATIONS FOR FY 2021/22	**APPROVE**
D. REVISED ST LUCIE TPO TRIP APPLICATION FOR FY 2019/20	**APPROVE**
E. ELECTION OF OFFICERS	**APPROVE**
7. COMMENTS FROM TCTC MEMBERS	
8. COMMENTS FROM STAFF	
9. NEXT MEETING	
10. ADJOURN	

TREASURE COAST TRANSPORTATION COUNCIL (TCTC)

Regular Meeting

Date: August 9, 2016

Time: 10:00 am

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

MEETING SUMMARY

1. Call to Order

Commissioner Troy McDonald, Vice Chairman of the TCTC, called the meeting to order at 10:00 am.

2. Pledge of Allegiance

Vice Chairman McDonald led the Pledge of Allegiance.

3. Roll Call – The roll was called, and a quorum was confirmed with the following six members present:

Members present	Representing
Commissioner Troy McDonald, Vice Chairman	Martin MPO
Darrell Drummond	St. Lucie TPO
Commissioner Edward Fielding	Martin MPO
Commissioner Joseph Flescher	Indian River MPO
Kathryn Hensley	St. Lucie TPO
Mayor Bob McPartlan	Indian River MPO

Others present	Representing
Sabrina Aubery	FDOT District 4
Beth Beltran	Martin MPO

Alice Bojanowski	Martin MPO
Peter Buchwald	St. Lucie TPO
Lisa Dykstra	FDOT District 4
Brian Freeman	Indian River MPO
Marceia Lathou	St. Lucie TPO
Shi-Chiang Li	FDOT District 4
Phil Matson	Indian River MPO
Myroslava Skoroden	FDOT District 4
Jeremy Upchurch	FDOT District 4
Leslie Wetherell	FDOT District 4
Victoria Williams	Florida's Turnpike
Mary Holleran	Recording Specialist

4. Election of Officers: Election of the Chairperson and Vice Chairperson of the TCTC.

Vice Chairman McDonald called for nominations for the Chairperson of the TCTC.

* MOTION by Ms. Hensley to nominate Vice Chairman McDonald to serve as the Chairman of the TCTC.

** SECONDED by Mr. Drummond.

Vice Chairman McDonald accepted the nomination to serve as the Chairman of the TCTC.

There were no other nominations, and the nominations were closed.

** MOTION to elect Vice Chairman McDonald to serve as the Chairman of the TCTC. Carried UNANIMOUSLY

Chairman McDonald called for nominations for the Vice Chairperson of the TCTC.

* MOTION by Commissioner Fielding to nominate Ms. Hensley to serve as the Vice Chairwoman of the TCTC.

** SECONDED by Mr. Drummond.

Ms. Hensley accepted the nomination to serve as the Vice Chairwoman of the TCTC.

There were no other nominations, and the nominations were closed.

** MOTION to elect Ms. Hensley to serve as the Vice Chairwoman of the TCTC. Carried UNANIMOUSLY

5. Comments from the Public - None

6. Approval of Agenda

Commissioner Fielding requested that Agenda Item 8b be heard before Agenda Item 8a due to his required attendance at another meeting.

* MOTION by Vice Chairwoman Hensley to approve the agenda with Agenda Item 8b being heard before Agenda Item 8a.

** SECONDED by Mayor McPartlan Carried UNANIMOUSLY

7. Approval of Minutes
- *May 1, 2014 Regular Meeting*

* MOTION by Commissioner Fielding to approve the minutes of the May 1, 2014 Regular Meeting.

** SECONDED by Mr. Drummond Carried UNANIMOUSLY

8. <u>Action Items</u>

8b. 2040 Regional Long Range Transportation Plan (2040 RLRTP): Review of the Regional Trends and Conditions and the draft Goals and Objectives for the 2040 RLRTP.

Mr. Buchwald reviewed the background for the development of the 2040 RLRTP including the Scope of Services and the Memorandum of Understanding (MOU) among the St. Lucie TPO, Indian River MPO, and Martin MPO. Mr. Buchwald introduced Mr. Robertson of Kimley-Horn & Associates who was contracted by the Martin MPO for the development of the 2040 RLRTP.

Mr. Robertson indicated that the purpose of the 2040 RLRTP is to build upon each of the individual Long Range Transportation Plans (LRPTs) of the three MPOs and provide an overlay at the regional level which expands the options for multi-modal transportation improvements. He

provided a summary of the review of Federal and State plans and legislation that provide parameters for the 2040 RLRTP. He reviewed the Regional Trends and Conditions including work-related transportation modes and future land uses. When asked if UBER ride sharing was considered in the trends and conditions, Mr. Robertson indicated that he will check into how the census statistics classify UBER ride sharing. Finally, Mr. Robertson reviewed the five draft Regional Goals with the draft measureable Objectives that support each goal

Commissioner Fielding commented with regard to Goal 3, Objective 3B that run-off from roadways is a major impact to the waterways and proposed that mitigation of this impact be added the objective. Commissioner Fielding also stated that an element that is missing from the goals and objectives is the impact of the installation of broadband fiber and internet infrastructure which will bring about many changes and uses in the future that could reduce vehicular travel. Commissioner Fielding encouraged FDOT to share broadband fiber connections and networks for those without connections. He proposed that when FDOT excavates for improvements, local jurisdictions should be able to install fiber optic cables at the same time and be allowed to make local improvements to the internet infrastructure.

Vice Chairwoman Hensley agreed and commented on the potential of broadband fiber to reduce travel time when signalization is interconnected and that it can increase the multimodal travel concept and increase safety with fewer vehicles on the road. Vice Chairwoman Hensley recommended that a conversation occur with FDOT to initiate the process.

Chairman McDonald confirmed that the other TCTC members had no objection to including a broadband fiber component in the plan.

Mr. Robertson asked whether to add a new goal or to incorporate the broadband fiber component into one of the existing goals or objectives.

Mr. Buchwald suggested Goal 1, Objective 1E for the incorporation of the broadband fiber component.

Commissioner Fielding suggested a broader potential for its incorporation with changes that included Vice Chairwoman Hensley's suggestions for safety with fewer cars on the road. He proposed adopting technologies to circumvent traffic bottlenecks and having a dialogue on how to accomplish these changes.

Vice-Chairwoman Hensley suggested that Mr. Robertson address in the report that comes back to the TCTC the comments and additions just discussed.

* MOTION by Commissioner Fielding to accept the Regional Trends and Conditions and adopt the draft Goals and Objectives with the proposed additions including minimizing run-off from roadways to mitigate the impact to the waterways; that conversations be requested with FDOT to share connections and allow broadband fiber to be installed locally at the same time that FDOT excavates for improvements; that the new technology applications that were discussed be adopted; and that a category for ride sharing be incorporated into the plan.

* * SECONDED by Commissioner Flescher Carried UNANIMOUSLY

Commissioner Fielding left at 10:30 am.

8a. Transportation Regional Incentive Program (TRIP): Review of the TRIP grant applications for the 2016 grant cycle.

Mr. Buchwald reviewed the two grant applications that were submitted for the 2016 TRIP Grant Cycle, the 66th Avenue Project and the Port St. Lucie Boulevard Project, including the rankings of the projects in the Regionally Ranked Needs Project List and the timing of the projects. Mr. Buchwald also reviewed the recommendations of the Treasure Coast Technical Advisory Committee (TCTAC): the Port St. Lucie Boulevard Project was recommended for TRIP grant funding available in FY 2019/20 and the 66th Avenue Project was recommended for TRIP grant funding available in FY 2020/21.

Ms. Beltran indicated that Martin County did not apply for TRIP grant funding.

Mr. Matson acknowledged that the TCTC working together and following this process for regional meetings, with collaboration among the three MPOs, provides for good project decisions in development of the priority lists. He indicated that FDOT is appreciated as a partner in the program and encouraged for TRIP funding to be increased.

* MOTION by Commissioner Flescher to allocate the TRIP grant funding available in FY 2019/20 to the Port St. Lucie Boulevard Project and to allocate the TRIP grant funding available in FY 2020/21 to the 66th Avenue Project.

* SECONDED by Vice Chairwoman Hensley Carried UNANIMOUSLY

9. Recommendations/Comments by Members

Chairman McDonald commented on a possible rule change coming from the Federal Highway Administration that could dramatically affect the MPOs/TPOs by requiring a merger of the planning areas into a super MPO. He indicated that it would be an overly aggressive attempt to take control from the local MPOs making the process not representative of local public issues. He further indicated that the Martin MPO is having a special meeting to prepare comments before the comment period ends and that it is a great concern. He urged the other TCTC members to watch this effort closely.

Commissioner Flescher agreed and said the Indian River MPO shares the same concerns. He indicated that the Indian River MPO's 66th Avenue Project became the important artery for connectivity and safety and evacuation efforts during major storm events and the decision made by local government to improve it is where the transportation decisions should be made.

10. Staff Comments – Mr. Buchwald introduced the FDOT District 4 and Florida's Turnpike representatives who travelled from Fort Lauderdale to attend the meeting and thanked the TCTC Members for their input.

Ms. Beltran said the next meeting will be held in Martin County with the date to be determined.

11. Adjourn - The meeting was adjourned at 11:00 am.

Respectfully submitted:	Approved by:
_____	_____
Mary F. Holleran	Troy McDonald
Recording Specialist	Chairman

DRAFT

ITEM NUMBER:
6A

TREASURE COAST TRANSPORTATION COUNCIL
(TCTC) MEETING
AGENDA ITEM SUMMARY

MEETING DATE: June 29, 2017		**DUE DATE:** June 22, 2017
WORDING: **2040 REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)**		
REQUESTED BY: MPOs/FDOT	**PREPARED BY:** Beth Beltran/ Alice Bojanowski	**DOCUMENT(S) REQUIRING ACTION:** 2040 RLRTP

BACKGROUND

To develop the 2040 RLRTP, the Memorandum of Understanding (MOU) between the Martin MPO, St Lucie TPO and Indian River MPO was signed on February 3, 2016. Since that time, many meetings have taken place and significant work has been completed:

- Seven meetings of the Regional Plan Management Team (RPMT) on May 13, 2016 (teleconference), July 28, 2016 (teleconference), September 29, 2016, October 19, 2016, November 9, 2016, December 20, 2016; March 31, 2017;
- Four meetings of the Treasure Coast Technical Advisory Committee (TCTAC) on November 5, 2015; July 6, 2016; February 17, 2017; May 4, 2017; and
- One Treasure Coast Transportation Council (TCTC) meeting on August 9, 2016.

ISSUES

At the June 29th TCTC meeting, Stewart Robertson of Kimley-Horn will present the Final Draft 2040 RLRTP as developed by the Martin MPO, St Lucie TPO, Indian River MPO, and FDOT for the Treasure Coast.

RECOMMENDED ACTION

a. Approve and adopt the 2040 RLRTP as presented.
b. Approve and adopt the 2040 RLRTP with comments.

ATTACHMENT

Final Draft 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP)

2040

TREASURE COAST 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

Prepared by

Kimley»Horn

043096101.16

MARTIN MPO

St. Lucie Transportation Planning Organization

MPO Indian River County

presents

2040 Treasure Coast Regional Long Range Transportation Plan

Prepared by:
Kimley-Horn and Associates, Inc.
Kimley»Horn
2017
043096101

in conjunction with

CAMBRIDGE SYSTEMATICS

This document is the product of a study financed by the US Department of Transportation (US DOT), Florida Department of Transportation (FDOT), Martin Metropolitan Planning Organization (MPO), St. Lucie Transportation Planning Organization (TPO), and Indian River County MPO.

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EXECUTIVE SUMMARY

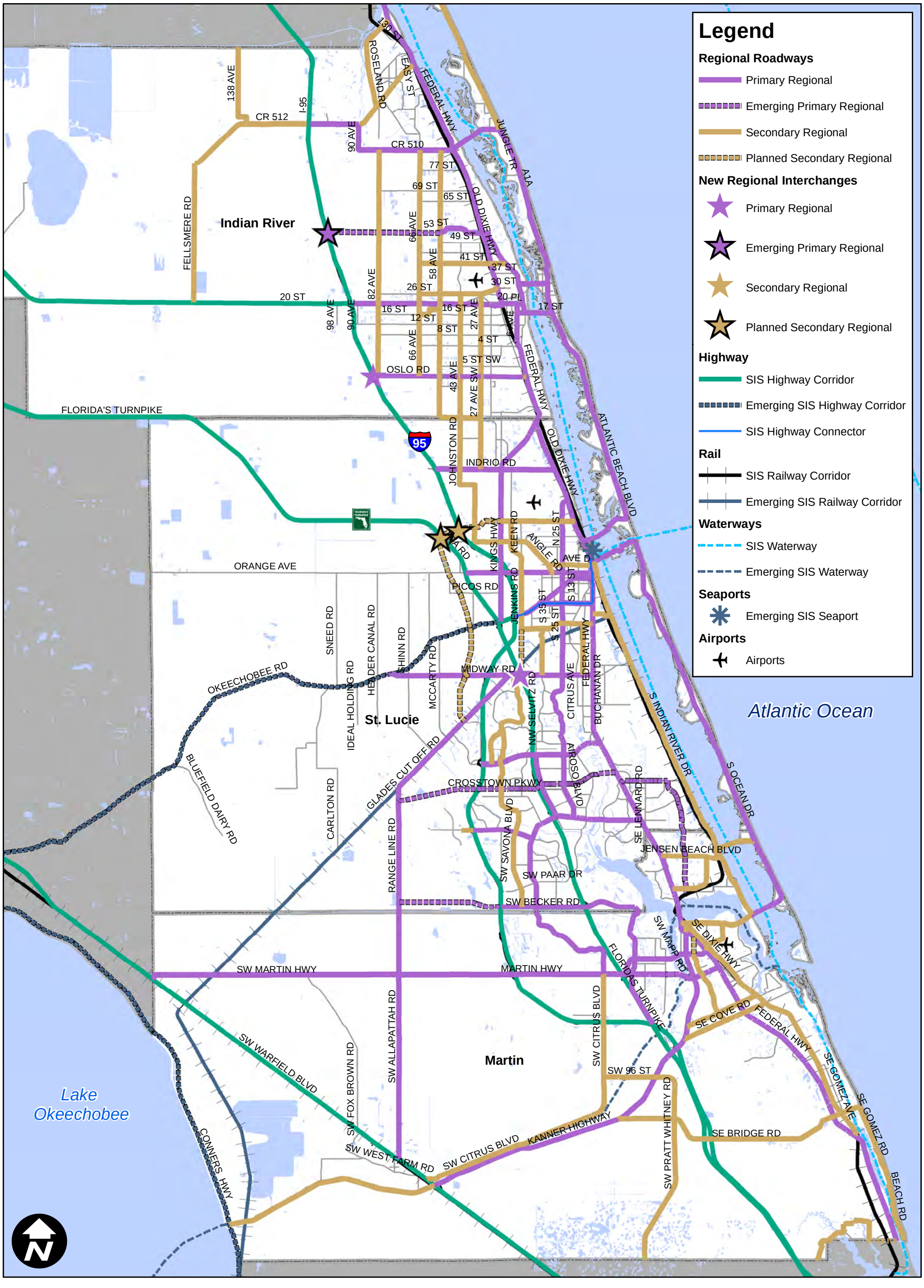
The 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network. The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The RLRTP provides a focus for regional planning and decision-making, gives residents more options for how to move around, advances public transportation, and makes the pedestrian and bicycle experience safer.

The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT). The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region. The TCTC serves as the Executive Board to all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities.

Five goals were endorsed by the TCTC for the 2040 Treasure Coast RLRTP.

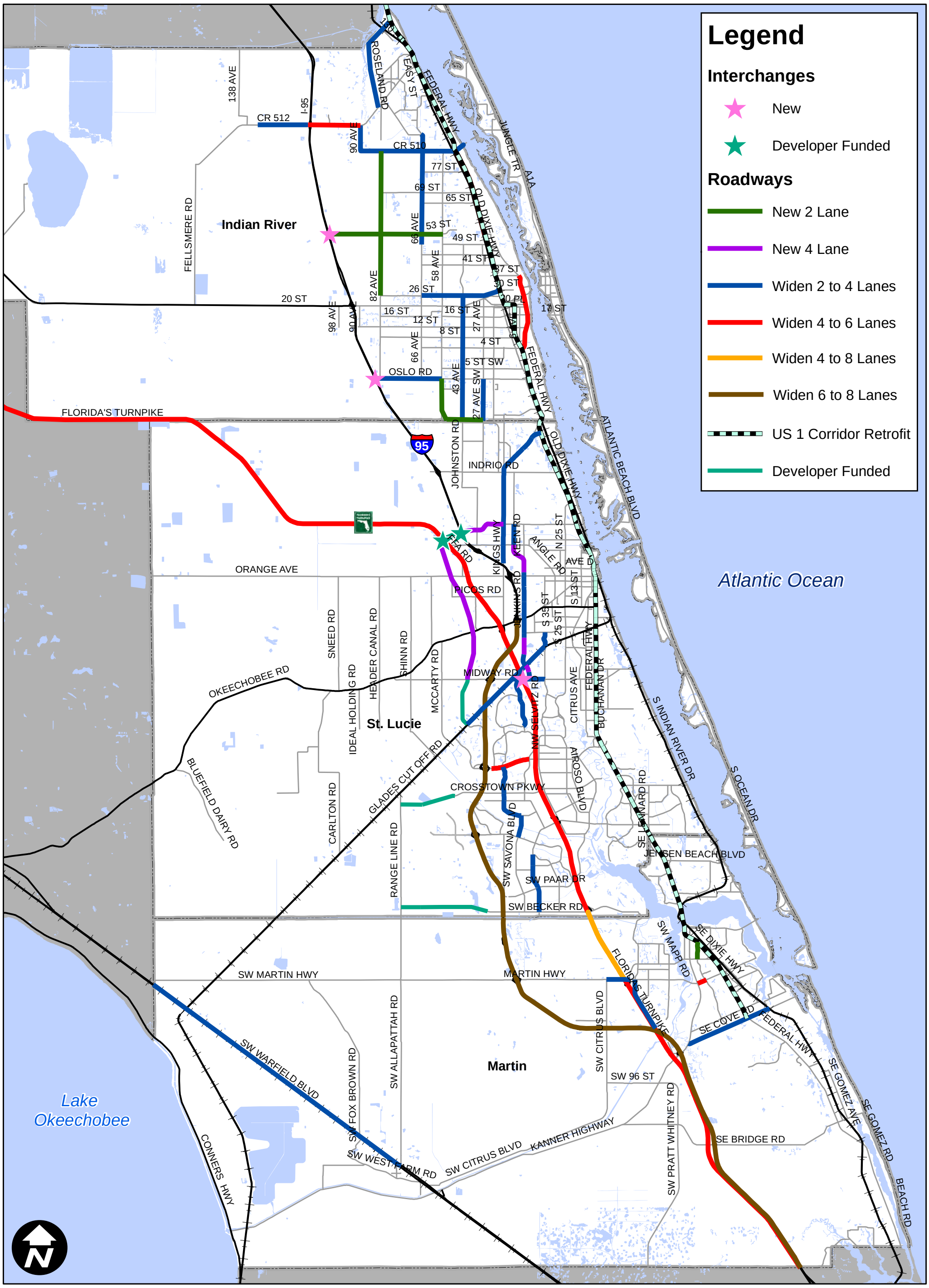
- Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.
- Support economic prosperity through targeted regional transportation investments that preserve the existing system, while expanding modal options.
- Protect the region's natural and social environment while minimizing adverse community impacts.
- Conduct coordinated regional planning and decision-making that improves transportation options for the region.
- Protect and enhance the unique quality of life in the Treasure Coast region.

The Regional Multimodal Transportation System was based on an update to the original regional network established in the 2030 RLRTP with additional evaluation from the project team, RPMT, and TCTAC. New individual M/TPO LRTP Needs Plan projects were added that were identified since the 2030 RLRTP on the regional network. The 2040 Regional Needs Assessment was based on the multimodal needs assessment performed for the three individual 2040 LRTPs. The needed projects were identified based on the analysis of the Regional Multimodal Transportation System.



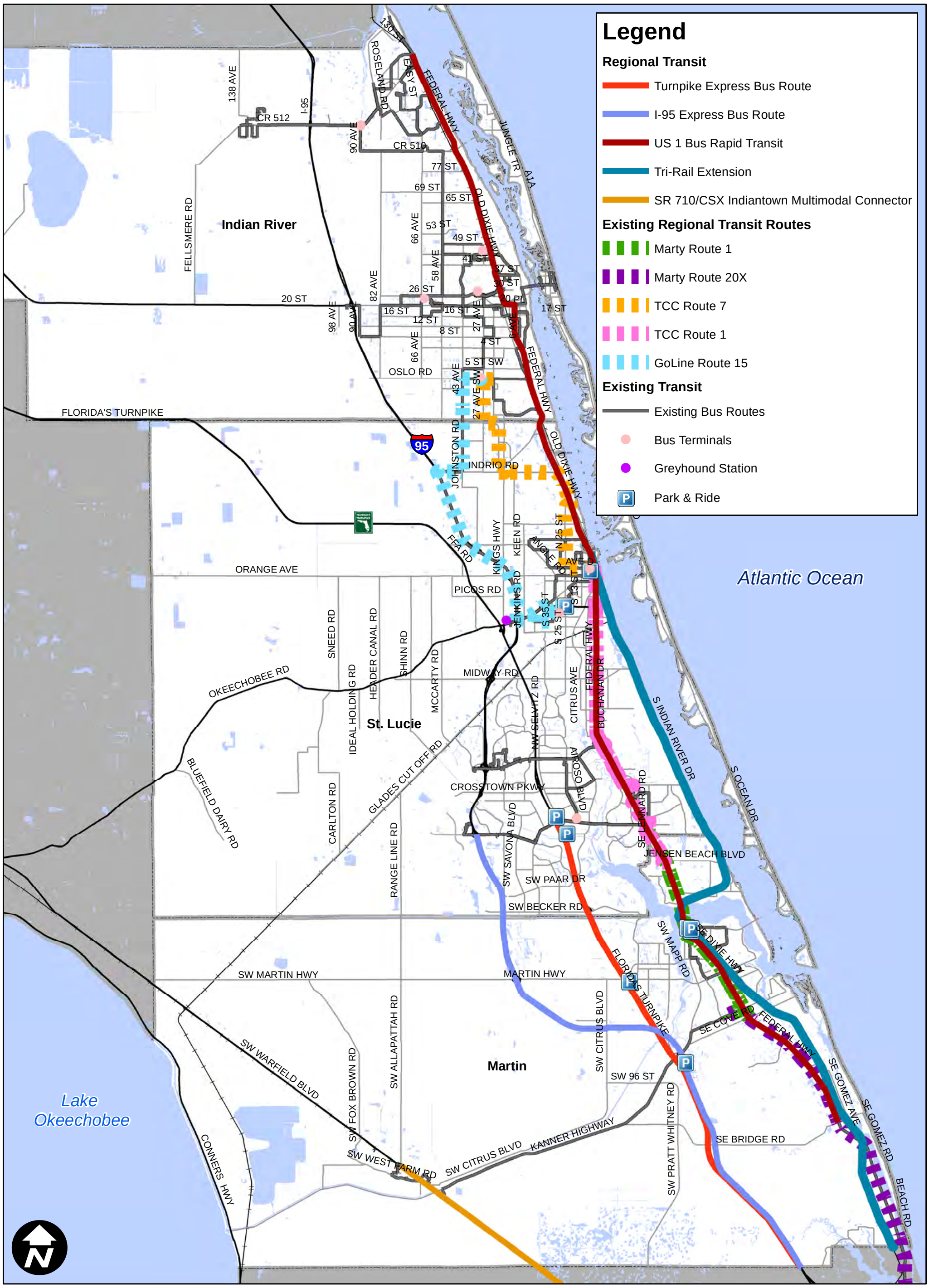
Regional Transportation Network

0 5 10 Miles



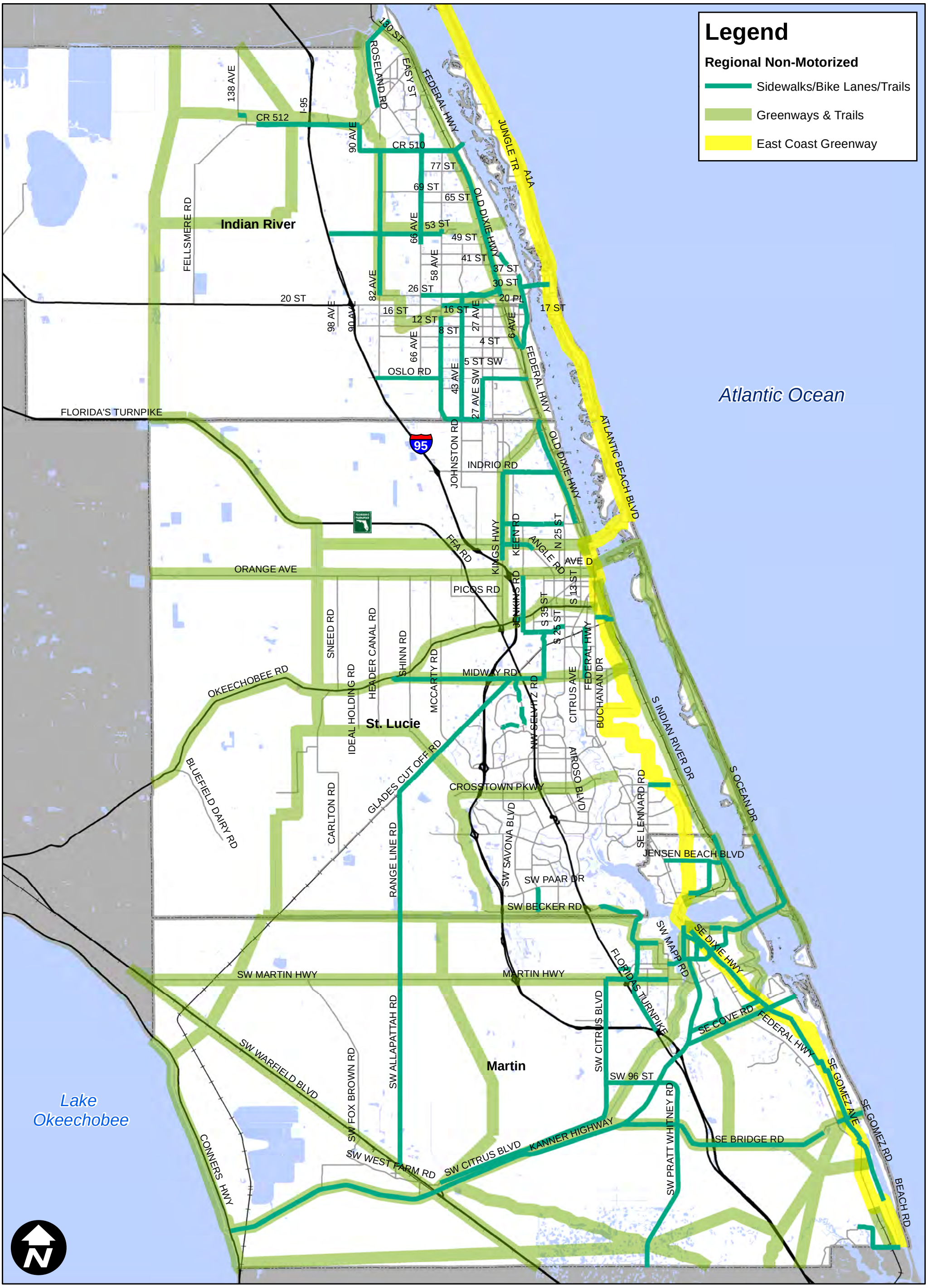
Regional Roadway Needs

0 5 10 Miles



Regional Transit Needs

0 5 10 Miles



Regional Non-Motorized Needs

0 5 10 Miles

A multimodal prioritization process was established using quantitative criteria developed by the project team and refined through input from the TCTAC. Criteria include the following.

- 2040 Volume-to-Capacity Ratio
- Mobility Benefit
- Capacity Benefit
- Emergency Evacuation Route
- Freight Benefit
- Intermodal Connectivity
- Regional Connectivity
- Environmental Impacts
- Non-Motorized Safety Benefit
- Serving Transportation Disadvantaged

Projects identified in the Regional Needs Plan are evaluated based on the quantitative criteria. The result is a ranked regional transportation needs plan that provides input to the relative urgency of each project on the regional roadway network.

The top 20 regional transportation projects are shown below.

1. Kings Highway from North of I-95 Overpass to Indrio Road - Widen 2 to 4L
2. Roseland Road from CR 512 to US 1 - Widen 2 to 4L
3. US 1 from Cove Road to Indian River County/ Brevard County Line - Corridor Retrofit
4. US 1 Bus Rapid Transit from Hobe Sound to Sebastian - Transit
5. CR 512 from I-95 to CR 510 - Widen 4 to 6L
6. St. Lucie West Boulevard from E of I-95 to Cashmere Boulevard - Widen 4 to 6L
7. Midway Road from Glades Cut Off Road to Selvitz Road - Widen 2 to 4L
8. Indian River Boulevard from US 1 / 4 Street to 37 Street - Widen 4 to 6L
9. Glades Cut Off Road from Commerce Center Drive to Selvitz Road - Widen 2 to 4L
10. Port St. Lucie Boulevard from Becker Road to Paar Drive - Widen 2 to 4L
11. Port St. Lucie Boulevard from Paar Drive to Darwin Boulevard - Widen 2 to 4L
12. Roseland Road from CR 512 to US 1 - Bike Lanes/Sidewalks
13. Indian Street from SR 76/Kanner Highway to Willoughby Boulevard - Widen 4 to 6L
14. 66 Avenue from 49 Street to Barber Street - Widen 2 to 4L
15. 43 Avenue from 25 Street SW to 26 Street - Bike Lanes/Sidewalks
16. I-95 from S of Bridge Road to S of High Meadows Avenue - Widen 6 to 8L
17. I-95 at Northern Connector - New Interchange
18. I-95 from N of Becker Road to N of Glades Cut Off Road - Widen 6 to 8L
19. 27 Avenue from St. Lucie County Line to Oslo Road - Widen 2 to 4L
20. SR 714/Martin Highway from SW Citrus Boulevard to Florida Turnpike - Bike Lanes
20. CR 512 from Willow Street to I-95—Widen 2 to 4L

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INTRODUCTION

The 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie and Indian River Counties to create one long term transportation plan for the regional transportation network. The 2040 RLRTP is complementary to each plan, with each Long Range Transportation Plan (LRTP) focused on the community/county level and the RLRTP focused on the regional transportation network. The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The purpose of the plan is to identify projects to meet transportation needs and community goals pertaining to land use, economic development, environment (natural, human, and cultural), traffic demand, safety, public health, and social needs.

The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT). The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region. The TCTC serves as the Executive Board to all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities.

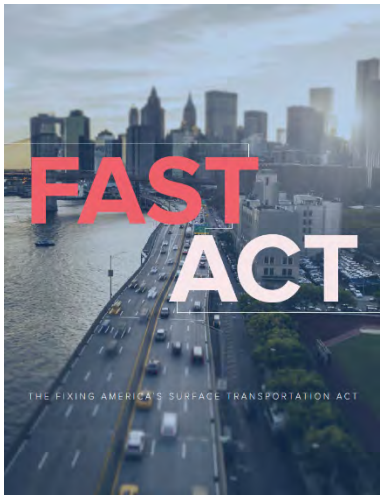
Individual public information brochures were created for each M/TPO explaining the 2040 RLRTP's purpose and how it will be developed and be complementary to the 2040 LRTPs. Appendix A provides the public information brochures.

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 RLRTP for the Treasure Coast. Regional transportation plans and studies were also reviewed and summarized. In addition, a review of the federal and state Long Range Transportation Planning requirements was conducted. The 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 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.

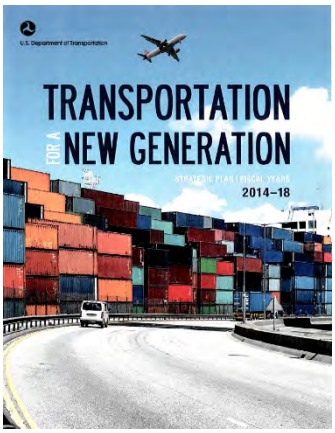
- **Safety** – reducing transportation related fatalities and injuries
- **Infrastructure Condition** – maintaining highway infrastructure
- **Congestion Reduction** – reducing congestion on national highways
- **System Reliability** – improving efficiency of surface transportation

- **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.



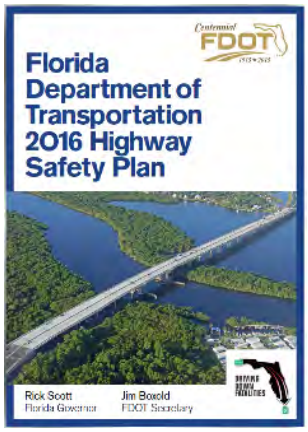
- **Safety** – have the goal of eliminating fatalities from all modes of travel
- **State of Good Repair** – maintain or improve conditions and sustain critical infrastructure
- **Economic Competitiveness** – promote transportation policies and investments to enhance productivity and growth, increase 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 RLRTP will be developed consistent with the criteria presented in the USDOT Strategic Plan.

State Plans and Legislation

Florida Department of Transportation 2016 Highway Safety Plan (HSP)

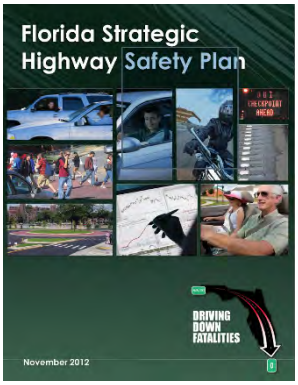
The 2016 Highway Safety Plan (HSP) is Florida's action plan for distribution of National Highway Traffic Safety Administration (NHTSA) highway safety funds. The safety programs are the focus and foundation of Florida's 2016 HSP and separated in the following FDOT program areas:



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

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 SHSP's goal is to achieve at least a five percent annual reduction in the actual number of fatal and serious injury crashes, using the five-year averages from 2006 to 2010 as a baseline. 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

Florida Transportation Plan (FTP)

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

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

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

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

Strategic Intermodal System (SIS)

Florida's Strategic Intermodal System (SIS) was established by FDOT in 2003 to focus on the State's critical transportation facilities. According to FDOT, SIS facilities such as I-95/SR 9 and Florida's Turnpike are key to Florida's economy and quality of life. These facilities are incorporated within FDOT's Five Year Work Program under a special "SIS" designation and funded through FDOT's SIS Work Program. The SIS Funding Strategy timeframes are First Five Year Plan (FY 2016/2017 through FY 2020/2021), Second Five Year Plan (FY 2021/2022 through FY 2025/2026), and Long Range Cost Feasible Plan (2024 through 2040). Appendix B includes a detailed list of SIS projects with those pertinent for the Treasure Coast region shown highlighted in red boxes.

Other SIS elements include the SIS Policy Plan and SIS Multimodal Unfunded Needs Plan (2040). The SIS Policy Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. The 2040 SIS Multimodal Unfunded Needs Plan is an update from the first ever SIS Multimodal Needs Plan. The purpose of the Needs Plan is to identify transportation capacity improvements on SIS facilities that are currently unfunded.

Florida Department of Emergency Management Statewide Regional Evacuation Study, 2012

The Florida Department of Emergency Management (DEM) obtained federal funding for a Statewide Regional Evacuation Study Program (SRESP) in response to the severe hurricane seasons experienced in 2004 and 2005. The program generates hypothetical evacuation scenarios for local government agencies, residents, and visitors in the region. The Transportation Analysis in the SRESP includes the impact of storms on transportation networks and roadways, and determines populations that will evacuate and which routes they are most likely to take. Those routes are subject to change due to various construction projects and the additional demand on the routes due to the evacuation. Data from hurricane models 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.

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. The current Five-Year Work Program at the time of this Plan covers FY 2017 - FY 2021. The Five-Year Work Program projects were developed in coordination with M/TPOs, local governments, and modal partners. The weblink is provided below.
http://www2.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx

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 as shown in Figure 1. 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 SR A1A in Indian River County and north of the North Causeway in St. Lucie County.

Figure 1. East Central Land Trail Opportunity Map

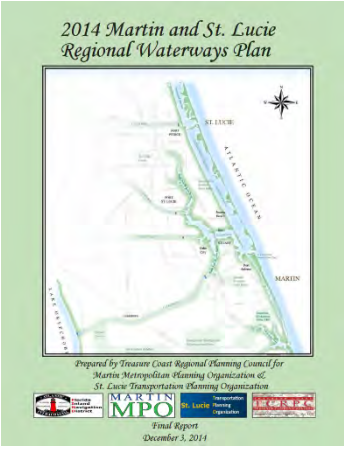
Regional Plans

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 RLRTP.

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.

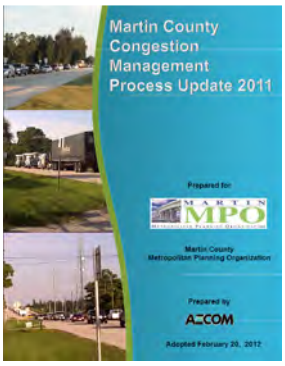


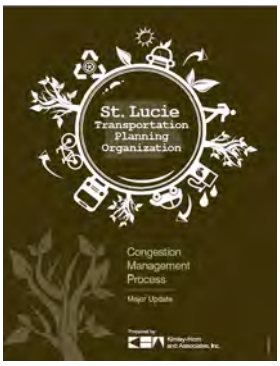
Transportation Improvement Programs (TIPs), 2016

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 RLRTP.TIP projects are included in this plan as funded, near term improvements.

Congestion Management Process (CMP) Update

Each MPO prepared a Congestion Management Process (CMP) Update. A CMP uses a number of analytic tools to define and identify congestion within a region, corridor, activity center, or project area. A CMP identifies where congestion exists, what can be done about it, and a coordinated implementation plan for appropriate strategies to reduce congestion or mitigate the impacts of congestion. At the time of the data review phase, the Martin MPO CMP Update 2011, St. Lucie TPO CMP Update 2011, and Indian River County MPO CMP Update 2009 were in effect.





US 1 Multimodal Corridor Study, 2014

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

Figure 2. US 1 Multimodal Corridor Study Area

Transit Development Plan (TDP)

The Transit Development Plan (TDP) is the strategic guide for public transportation over the next 10 years. It identifies public transportation service improvement priorities for the county, determines the operating and capital costs to implement these service improvement priorities, and outlines a strategy for implementing those service improvements. A major update is required every five years, with annual (or minor) updates in the interim years. At the time of the data review phase, the Martin County TDP 2014-2023 Major Update, St. Lucie County TDP 2015-2024 Major Update, and Indian River County TDP 2014 Annual Update were in effect.

Airport Master Plan

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

Treasure Coast 2040 Zonal Data Projections

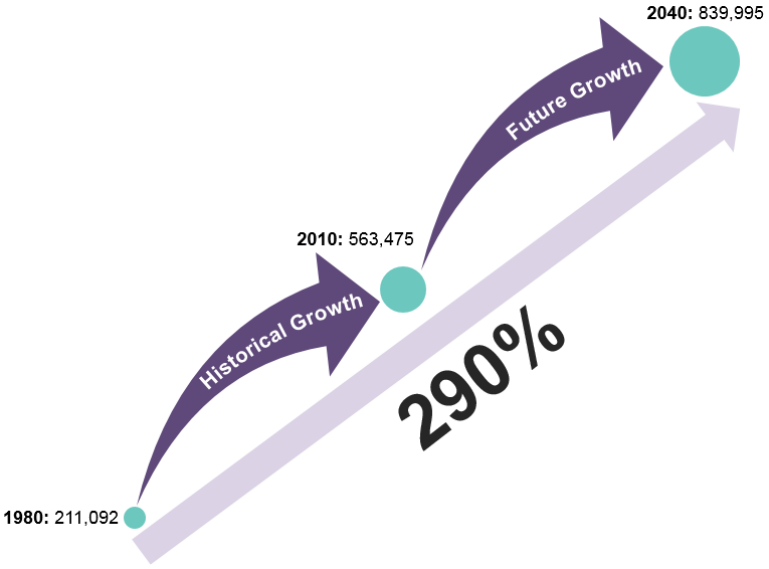
The Urban Land Use Allocation Model (ULAM) provides the Treasure Coast area a systematic approach that uses the most current land use information to generate the future year (2040) socioeconomic data needed as input into the travel demand forecasting model. The quality of the future year land use data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

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 RLRTP 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 276,520 people from the U.S. Census Bureau, for a total population of 839,995 and a percent growth of 49% between 2010 to 2040. This growth will increase demand for a comprehensive and efficient multimodal transportation network.



Source: U.S. Census Bureau

Figure 3. 60 Year Population Growth Trends

The expected population growth trend indicates that the raw population growth over the next thirty years (262,465 persons) is anticipated to be less than the actual growth during the 1980 – 2010 period (351,043 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 (216%) than in Indian River County (127%) or Martin County (122%). 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 RLRTP, 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**

Source: Treasure Coast 2040 Zonal Data Projections

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**

Source: Treasure Coast 2040 Zonal Data Projections

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 RLRTP 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 nation and state as a whole shown in Table 5. However, the rate of carpooling to work and working at home are higher in the Treasure Coast than the nation and state.

Table 5. Means of Transportation to Work

Modes of Transportation	United States	Florida	Treasure Coast
Drove Alone	76.41%	79.64%	79.46%
Carpooled	9.59%	9.61%	10.93%
Public Transportation	5.06%	2.09%	0.44%
Bicycle	0.59%	0.68%	0.52%
Walked	2.78%	1.53%	1.16%
Other (*Including Taxicabs and Motorcycles*)	1.20%	1.53%	1.63%
Worked at home	4.37%	4.92%	5.86%

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

A brief review and analysis of regional travel flows utilizing the OnTheMap application of the United States Census Bureau was conducted, a mapping tool that reports where people live and where they earn their pay checks. The underlying data for the OnTheMap application is the 2014 Longitudinal Employer-Household Dynamics (LEHD) data developed by the Center for Economic Studies of the United States Census Bureau. LEHD data provides information to analyze work trips including those that cross jurisdictional boundaries. The Treasure Coast region is characterized by a significant amount of cross-county travel flows for work trips, including within the region as well as to the Southeast Florida region. Approximately 55 percent (55%) of workers in the region commute outside of their home county for work.

Future Land Use

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

Shown in Figure 4 is Martin County's future land use map. The majority of Martin County is land that is designated for agriculture and related land uses.

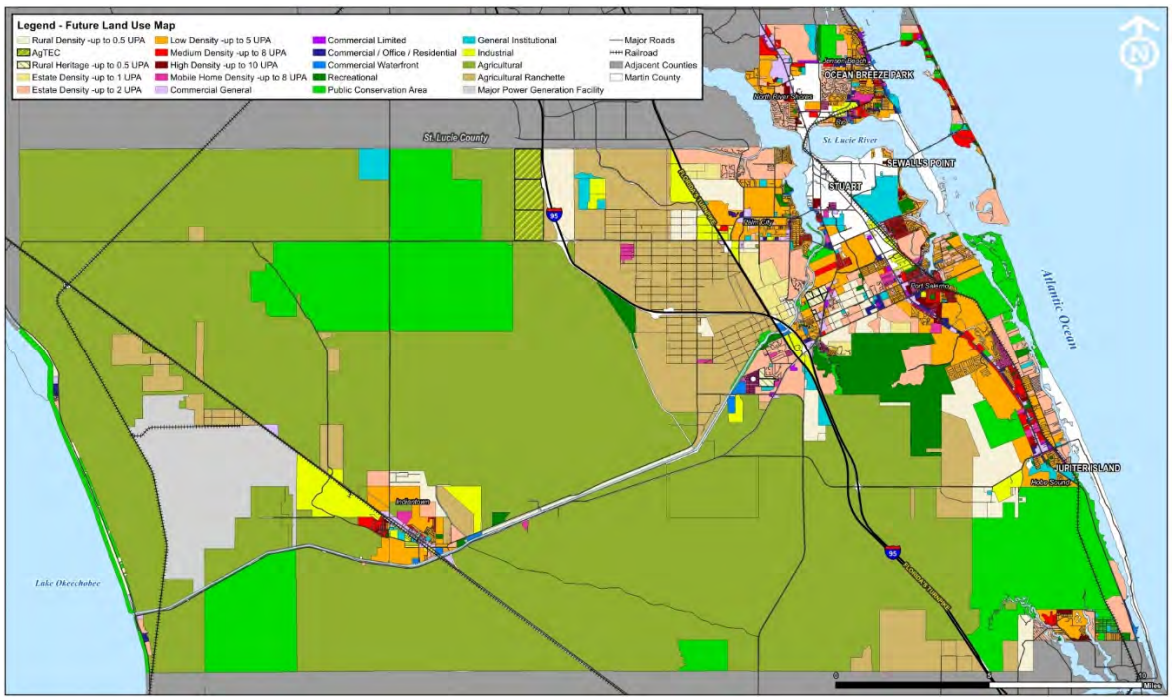


Figure 4. Martin County's Future Land Use Map

Shown in Figure 5 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.

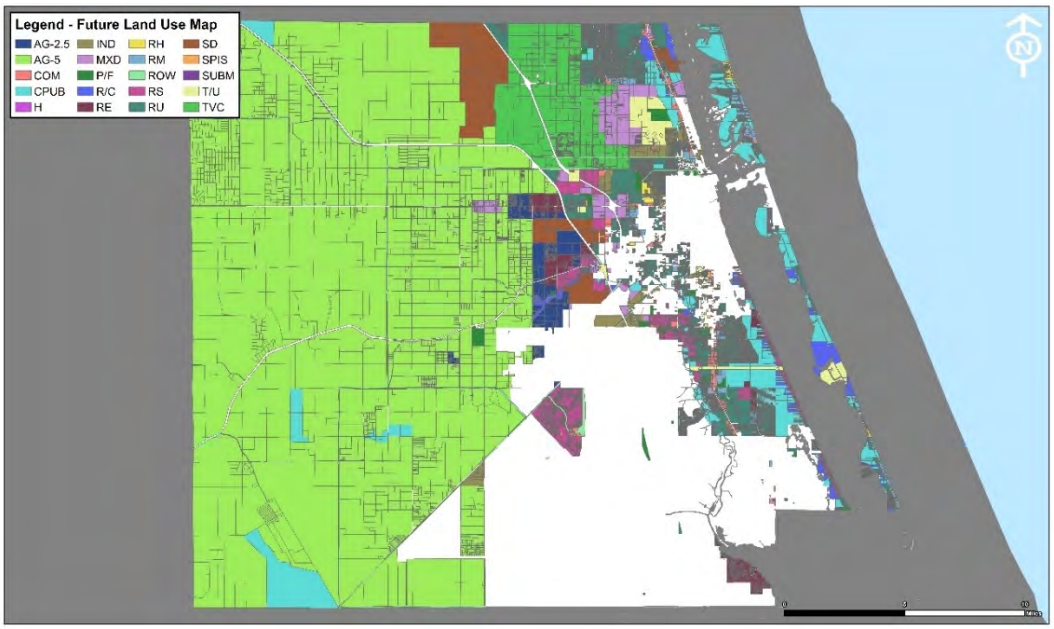


Figure 5. St. Lucie County's Future Land Use Map

Shown in Figure 6 is Indian River County's 2035 LRTP Infill Alternative Plan. The Infill Alternative Plan includes new neighborhood, corridor, and district areas that will become the focus of infill redevelopment and business recruitment.

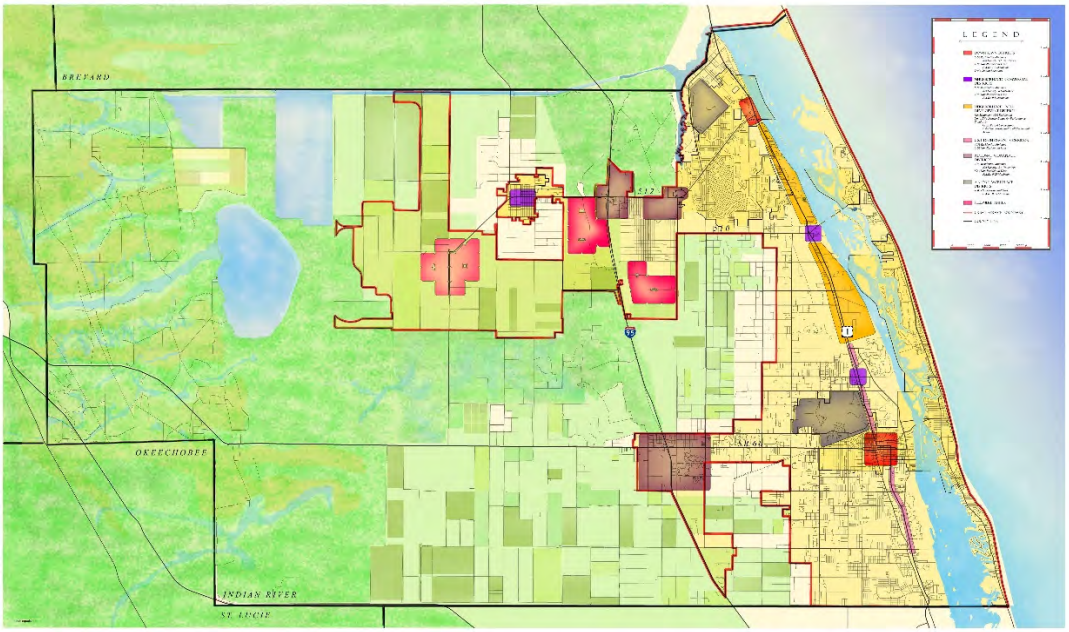


Figure 6. Indian River County's 2035 LRTP Infill Alternative Plan

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

Each M/TPO conducted a series of stakeholder interviews and public workshops to establish the land use visioning process during their respective 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.

REGIONAL GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The goals, objectives, and performance measures for the 2040 RLRTP are based on the results of the Regional Trends and Conditions chapter of this report and a review of goals and objectives from the individual Long Range Transportation Plans for the Martin MPO, St. Lucie TPO, and Indian River County 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 FAST Act includes requirements for metropolitan transportation planning and invests $305 billion without increasing transportation user fees. The Review of Existing Plans, Regulations, and Requirements chapter includes more information on transportation programs and plans at all levels of government.

Review of Individual LRTP Goals, Objectives, and Performance Measures

Each of the three individual M/TPOs' goals, objectives, and performance measures from their respective 2040 LRTPs were reviewed. These goals, objectives, and performance measures were analyzed to identify and include consistent themes for the 2040 RLRTP. In addition, common issues of regional significance were identified for inclusion.

Federal Planning Factors

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

Freight and Goods Movement

The Freight Transportation element prepared for the RLRTP develop and provide regional transportation input on the development of specific freight goals and objectives. Furthermore, Objective 1.B included herein provides for travel time reliability on major roadway freight corridors.

2040 RLRTP Goals, Objectives, and Performance Measures

The Treasure Coast 2040 RLRTP is intended to guide transportation decision making at the regional level to a more connected future over the next 25 years. To support this process, a review of the relevant federal, state, regional, and local documentation was conducted along with careful and thoughtful review and consideration of the individual M/TPO's transportation planning process and input received during the individual M/TPO LRTPs. Concepts of regional significance that may not have been the focus of individual

LRTPs were then analyzed and incorporated. The collective goals, objectives, and performance measures will help guide the region in identifying and prioritizing investments and is shown in Table 6.

Goal 1	Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.
Goal 2	Support economic prosperity through targeted regional transportation investments that preserve the existing system, while expanding modal options.
Goal 3	Protect the region's natural and social environment while minimizing adverse community impacts.
Goal 4	Conduct coordinated regional planning and decision-making that improves transportation options for the region.
Goal 5	Protect and enhance the unique quality of life in the Treasure Coast region.

Table 6. Goals, Objectives, and Performance Measures

	Objective	Measure Number	Performance Measure Description
Goal 1	**Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.**		
	Objective 1.A	Prioritize transportation investments that maintain acceptable travel performance.	
		1	Increase the percentage of miles meeting/exceeding roadway level of service standards
	Objective 1.B	Ensure travel time reliability on major roadway freight corridors.	
		1	Increase roadway miles with SIS corridor improvements to decrease the number of congestion hotspots/bottlenecks on the regional freight network.
	Objective 1.C	Implement the regional greenways and trails system.	
		1	Increase miles of greenways and trails implemented.
	Objective 1.D	Identify and fund the regional bus and train network.	
		1	Reduce headways on transit services/improved on time performance when compared to previous years.
		2	Increase number of Regional Transit projects implemented/completed.
	Objective 1.E	Improve the safety of the transportation system, which may include communications infrastructure to provide opportunities for more efficient travel flow and infrastructure to support automated vehicles.	
		1	Decrease crash rate over each five-year period of the Regional Plan.
		2	Increase number of regional projects that include a TSM&O component that could be adapted to support autonomous vehicles.
Goal 2	**Support economic prosperity through targeted regional transportation investments that preserve the existing system, while expanding modal options.**		
	Objective 2.A	Improve access to regional destinations that support economic prosperity.	
		1	Implement strategies that improve access to regional transportation destinations and multimodal opportunities.
	Objective 2.B	Ensure adequate funding for congestion management and maintenance.	
		1	Increase number of implemented congestion management projects.
		2	Increase private and grant funding of transportation infrastructure.
	Objective 2.C	Prioritize projects that improve multimodal access to community activity centers.	
		1	Increase concentration of multimodal transportation options (bicycle facilities, bike share, bus shelters, etc.) nearby to community activity centers (regional malls, medical centers, libraries, and transit hubs).
	Objective 2.D	Promote consistency between transportation projects and the efficient operation and management of the regional transportation system including providing opportunities for incorporating broadband fiber optic network communications.	
		1	Increase length/coverage of the fiber optic network within regional transportation corridors.
Goal 3	**Protect the region's natural and social environment while minimizing adverse community impacts.**		
	Objective 3.A	Improve air quality and reduce greenhouse gas emissions.	
		1	Maintain or improve results of local emissions/air quality tests (tons of CO, HC, an NO emissions) at regular intervals throughout the planning horizon.
	Objective 3.B	Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.	
		1	Decrease the project acreage in sensitive environmental areas in comparison to previous years.
	Objective 3.C	Reduce regional waterway impacts from roadway runoff.	
		1	Reduce the amount of roadway runoff to regional waterways.

	Objective	Measure Number	Performance Measure Description
Goal 4	**Conduct coordinated regional planning and decision-making that improves transportation options for the region.**		
	Objective 4.A	Prioritize transportation investments that maintain acceptable travel performance.	
		1	Increase transit ridership over time.
		2	Increase the mileage of bicycle lanes, shared-use paths, and sidewalks.
		3	Reduce vehicle miles traveled per capita as measured from the regional travel demand model.
	Objective 4.B	Reduce vehicle miles traveled per capita as measured from the regional travel demand model.	
		1	Reduce vehicle miles traveled per capita as measured from the regional travel demand model.
		2	Reduce per capita highway hours of delay based on the model output from the TCRPM.
	Objective 4.C	Manage the regional transportation system in a collaborative manner to improve the system's stability/resiliency to climate change and performance during hurricane evacuations, emergencies, and disasters.	
		1	Increase miles of improvements along or supporting evacuation routes.
	Objective 4.D	Conduct regional meetings to provide an update of the implementation of the regional transportation plan and discuss items of regional transportation significance.	
		1	Increase the number of regional transportation projects implemented.
		2	Create an updated priorities list across the region on an annual basis.
Goal 5	**Protect and enhance the unique quality of life in the Treasure Coast region.**		
	Objective 5.A	Protect and enhance the unique quality of life in the Treasure Coast region.	
		1	Increase transit service area size/availability and ridership.
		2	Increase transit/sidewalk ADA compliance and accessibility (stations, vehicles, crosswalks etc.).
	Objective 5.B	Support healthy living strategies, programs, and improvements.	
		1	Support healthy living strategies, programs, and improvements.
		2	Participate in community health plans and programs; consider shared performance measures with health plans.
	Objective 5.C	Reduce traffic fatalities and serious injury crashes on the regional roadway network.	
		1	Reduce traffic fatalities and serious injury crashes on the regional roadway network.

REGIONAL MULTIMODAL TRANSPORTATION SYSTEM

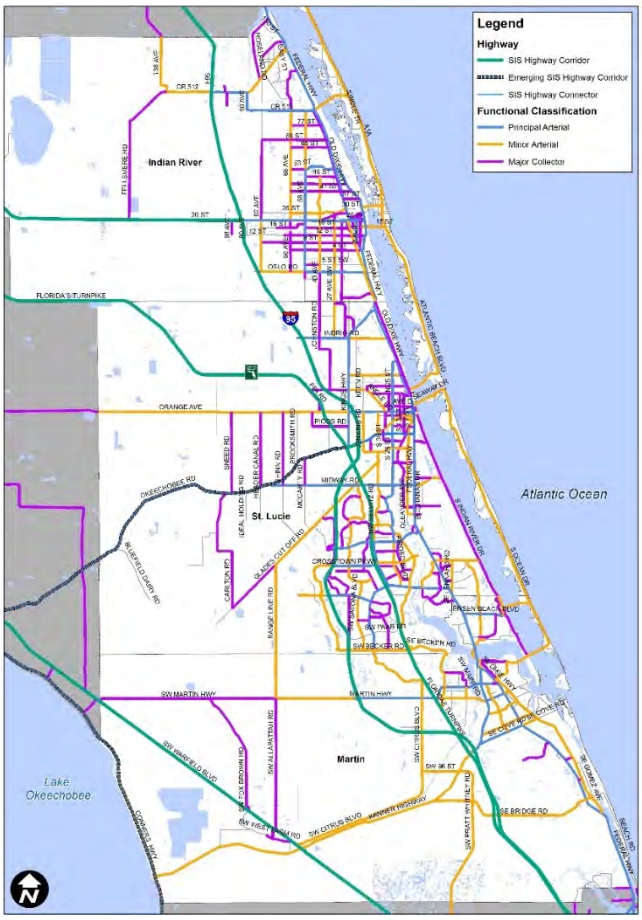
The purpose of this task is to produce a 2040 Regional Multimodal Transportation System map based on the regional roadway network and the designated SIS. The result will be a regional transportation network that will define the roadways upon which regional transportation needs will be based.

Regional roadway facilities were defined by criteria established in the 2030 RLRTP. The regional criteria were reviewed and determined to be applicable.

Primary Regional Facilities

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

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



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

Secondary Regional Facilities

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

Network Evaluation

Geographic information systems (GIS) data from the 2030 RLRTP were used as the starting point for the regional roadway network analysis. The project team evaluated roads in the Treasure Coast region to confirm their inclusion on the regional roadway network and evaluated additional roads for adding to the regional roadway network based on comments from RPMT members. Figure 7 depicts the 2040 Regional Transportation Network.

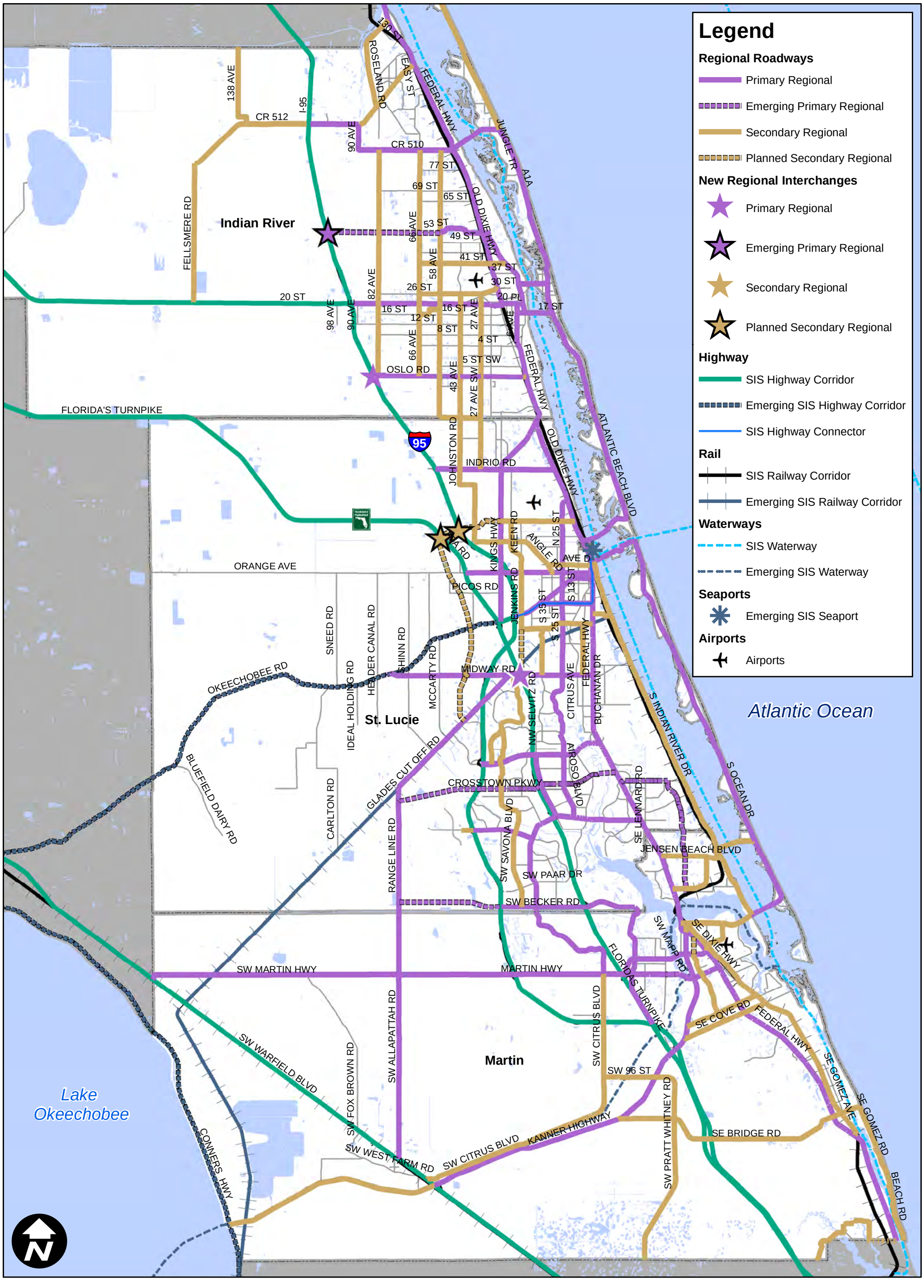


Figure 7. Regional Transportation Network

REGIONAL NEEDS ASSESSMENT

The completion of the multimodal needs assessment from the regional perspective was based on the multimodal needs assessment done for the three individual 2040 LRTPs. The needed projects were identified based on the analysis of the regional multimodal transportation system.

The regional transportation network was defined by the criteria established in the 2030 RLRTP and input from the project stakeholders to refine the network. Many of the regional road needs have been identified through the existing long range transportation plans and their relation to the identified regional roadway network. The individualized roadway needs were gathered and analyzed to identify their presence along the regional roadways as shown in Table 7.

Table 7. Regional Roadway Needs

County	Roadway	Limits	Type
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L
Martin	Cove Road	SR 76/Kanner Highway to Willoughby Boulevard	Widen 2 to 4L
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L
Martin	SR 91/Florida's Turnpike	Jupiter/Indiantown Road to SR 714/Stuart	Widen 4 to 6L
Martin	SR 91/Florida's Turnpike	SR 714/Stuart to Becker Road	Widen 4 to 8L
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L
Martin	Cove Road	SR 76/Kanner Highway to Willoughby Boulevard	Widen 2 to 4L
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L

County	Roadway	Limits	Type
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L
St. Lucie	Arterial A	Glades Cut-Off Road to Midway Road	New 4L
St. Lucie	Becker Road	Range Line Road to Village Parkway	New 4L
St. Lucie	Crosstown Parkway	Range Line Road to Village Parkway	New 4L
St. Lucie	Northern Connector	I-95 to Kings Highway	New 4L
St. Lucie	Northern Connector	Florida's Turnpike to I-95	New 4L
St. Lucie	North-Mid County Connector	Florida's Turnpike to Midway Road	New 4L
St. Lucie	SR 91/Florida's Turnpike	Northern Connector	New Interchange
St. Lucie	SR 91/Florida's Turnpike	Midway Road	New Interchange
St. Lucie	I-95	Northern Connector	New Interchange
St. Lucie	Glades Cut Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L
St. Lucie	Kings Highway	North of I-95 Overpass to Indrio Road	Widen 2 to 4L
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4L
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4L
St. Lucie	Port St. Lucie Boulevard	Paar Drive to Darwin Boulevard	Widen 2 to 4L
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4L
St. Lucie	NW East Torino Parkway	NW Cashmere Boulevard to Midway Road	Widen 2 to 4L
St. Lucie	Selvitz Road	Glades Cut Off Road to Edwards Road	Widen 2 to 4L
St. Lucie	SR 91/Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L
St. Lucie	SR 91/Florida's Turnpike	Port St. Lucie Boulevard to SR 70 (Fort Pierce)	Widen 4 to 6L
St. Lucie	SR 91/Florida's Turnpike	SR 70 (Fort Pierce) to Yeehaw Junction	Widen 4 to 6L
St. Lucie	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6L
St. Lucie	I-95	N of Becker Road to N of Glades Cut Off Road	Widen 6 to 8L
St. Lucie	I-95	Glades Cut Off Road to S of SR 70	Widen 6 to 8L
St. Lucie	Arterial A	Glades Cut-Off Road to Midway Road	New 4L
St. Lucie	Becker Road	Range Line Road to Village Parkway	New 4L
St. Lucie	Crosstown Parkway	Range Line Road to Village Parkway	New 4L
St. Lucie	Airport Connector	I-95 to Kings Highway	New 4L
St. Lucie	Northern Connector	SR 91/Florida's Turnpike to I-95	New 4L
St. Lucie	North-Mid County Connector	Florida's Turnpike to Midway Road	New 4L
St. Lucie	SR 91/Florida's Turnpike	Northern Connector	New Interchange
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L

County	Roadway	Limits	Type
Indian River	53 Street	82 Avenue to 58 Avenue	New 2L
Indian River	58 Avenue	St. Lucie County Line to Oslo Road	New 2L
Indian River	82 Avenue	26 Street to Laconia Street	New 2L
Indian River	53 Street	Fellsmere N-S Road 1 to 82 Avenue	New 2L
Indian River	I-95	Oslo Road	New Interchange
Indian River	I-95	53 Street	New Interchange
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Widen 2 to 4L
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4L
Indian River	43 Avenue	25 Street SW to 26 Street	Widen 2 to 4L
Indian River	66 Avenue	49 Street to Barber Street	Widen 2 to 4L
Indian River	CR 510	CR 512 to Intracoastal Waterway	Widen 2 to 4L
Indian River	CR 512	Willow Street to I-95	Widen 2 to 4L
Indian River	Oslo Road	I-95 to 58 Avenue	Widen 2 to 4L
Indian River	Roseland Road	CR 512 to US 1	Widen 2 to 4L
Indian River	CR 512	I-95 to CR 510	Widen 4 to 6L
Indian River	Indian River Boulevard	US 1/4 Street to 37 Street	Widen 4 to 6L
Indian River	US 1	53 Street to CR 510	Widen 4 to 6L
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L
Indian River	53 Street	82 Avenue to 58 Avenue	New 2L
Indian River	58 Avenue	St. Lucie County Line to Oslo Road	New 2L
Indian River	82 Avenue	26 Street to Laconia Street	New 2L
Indian River	53 Street	Fellsmere N-S Road 1 to 82 Avenue	New 2L
Indian River	I-95	Oslo Road	New Interchange
Indian River	I-95	53 Street	New Interchange
Martin/St. Lucie/Indian River	US 1	Cove Road to Indian River County/Brevard County Line	Corridor Retrofit

The above listed roadways represent a list of improvements and new infrastructure which will support transportation throughout the Treasure Coast Region. Each of the above roadway segments has been selected from its presence along an existing regionally significant roadway or the creation of a new roadway. Several of these regional needs will be new roadways which will provide important transportation corridors into the future. Both St. Lucie and Indian River Counties have new planned roadways that are regionally significant.

St. Lucie County

- Crosstown Parkway
- Arterial A
- Airport Connector
- North-Mid County Connector

Indian River County

- 58 Avenue/25 Street SW
- 53 Street
- 82 Avenue

The regional roadway needs are displayed below in Figure 8, which highlights the existing and potential interconnectivity of the region through the identification of these improvements and additions.

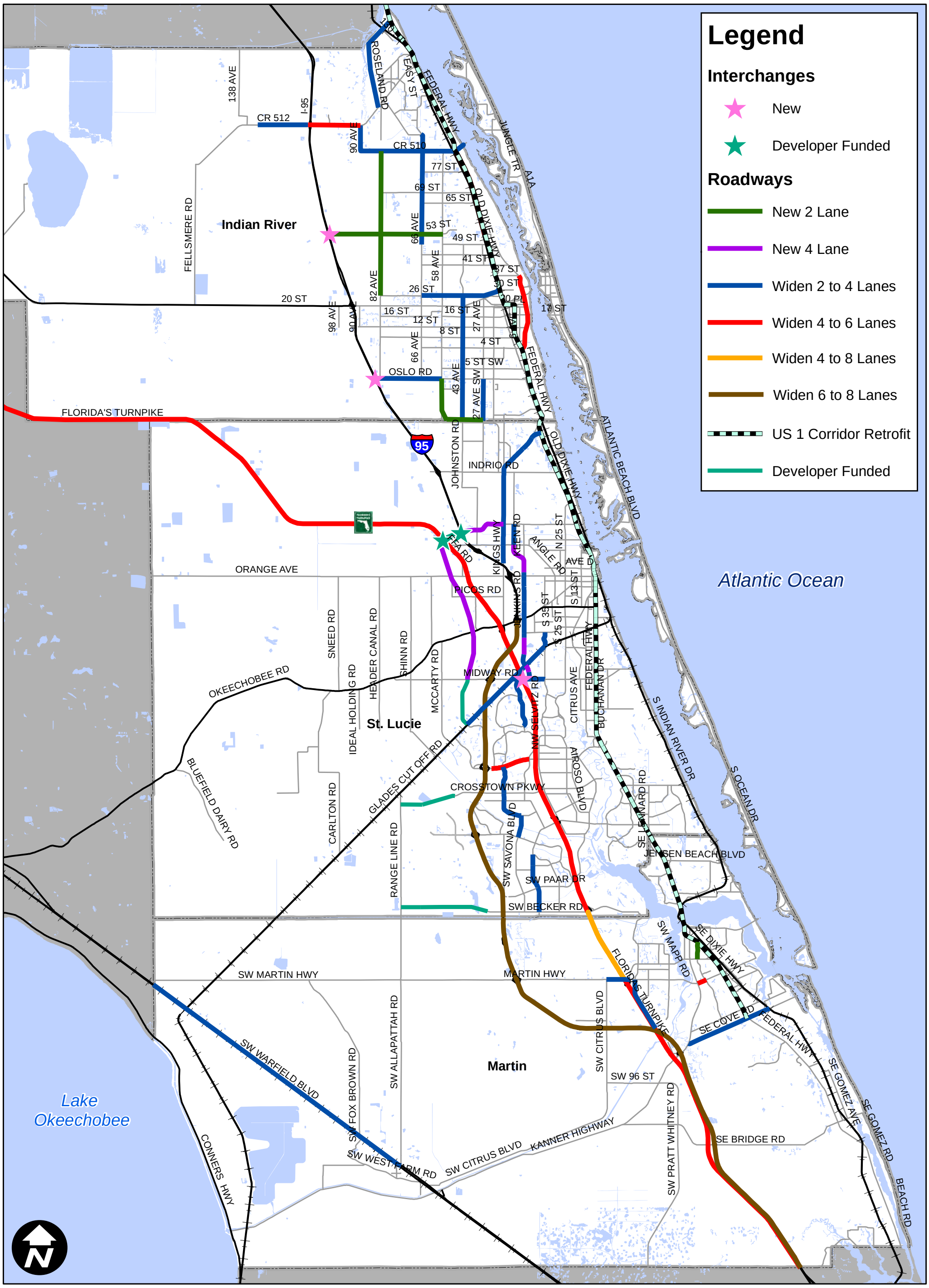


Figure 8. Regional Roadway Needs

0 5 10 Miles

REGIONAL TRANSIT AND NON-MOTORIZED TRANSPORTATION COMPONENT

A regional transit vision from the Transit Development Plans (TDPs) for Martin, St. Lucie, and Indian River counties as a group was developed. The needs continued with a review of components addressing transit, particularly beyond the 10-year planning horizon for TDPs, and non-motorized modes in the 2040 LRTPs for the three M/TPOs. Any connectivity gaps across county lines from the 2040 LRTPs will be identified, and additional analysis will be conducted to inform development and implementation of the regional transit and non-motorized vision (e.g., on trip origins and destinations from a regional perspective). Regional transit and non-motorized transportation alternatives have been identified within the Treasure Coast study area. As part of this plan, transit and non-motorized accessibility are important goals for the region.

Regional Transit

Transit availability is an important feature for the Treasure Coast area. Each of the three counties has an existing bus transit systems currently serving their residents. There are three primary bus transit providers in the Treasure Coast Region. Martin County is served by Martin County Public Transit (Marty), St. Lucie is being served by the Treasure Coast Connector, and Indian River County is being served by GoLine. Each of these transit services has a regional impact with one or more of their existing bus routes. Of these existing transit networks, five routes have been identified that have a regional impact. The five routes are listed below:

1. Marty Route 1
2. Marty Route 20X
3. TCC Route 1
4. TCC Route 7
5. GoLine Route 15

In addition to the identification of transit routes that provide regional service, eight bus terminals, including one Greyhound Station have been identified within the region. Within the Treasure Coast, nine park and ride facilities are available, promoting a reduction of vehicles on the regional roads. These nine park and ride locations are positioned primarily nearby to I-95, Florida's Turnpike, and US 1 throughout. Bus terminals along with park and ride locations allow users to access additional routes and improve the interconnectivity of the existing transportation network.

Five regional transit needs have been identified in addition to the five existing transit routes. These five needs are listed below:

1. Turnpike Express Bus Route – commuter bus route operating along Florida's Turnpike from Palm Beach County to SW Port St. Lucie Boulevard
2. I-95 Express Bus Route – commuter bus route operating along I-95 Corridor from Palm Beach County to Gatlin Boulevard
3. US 1 Bus Rapid Transit (BRT) – rapid transit bus system along US 1 Corridor from Hobe Sound to Sebastian
4. Tri-Rail Extension – extension to the Tri-Rail commuter rail system which is currently serving Broward, Miami-Dade, and Palm Beach counties from Palm Beach County to Fort Pierce
5. SR 710/CSX Indiantown Multimodal Connector – commuter bus from Palm Beach County to SW Allapattah Road

These newly identified needs will provide both bus and rail transit opportunities for the Treasure Coast area. Each of these needs will provide a primarily north-south transportation alternative for commuters both within and outside of the Treasure Coast. The implementation of these commuter transit alternatives will aid in the effort of reducing congestion, vehicle miles traveled and potentially improve travel time reliability around the region.

Existing transit terminals, routes and the transit needs can be seen in Figure 9. The figure shows the existing interconnectivity of the Treasure Coast and the areas which will benefit from the proposed transit network.

Regional Non-Motorized

As part of the multimodal transportation needs, the plan also includes the non-motorized needs. Regional non-motorized needs were identified by their presence along regionally significant roadways based on the individual 2040 LRTPs. The Florida Greenways and Trails System (FGTS) maintained by Florida Department of Environmental Protection (FDEP) are included as part of the 2040 Regional Non-Motorized Needs and shown in Figure 10. Appendix E provides the list of the regional non-motorized needs.

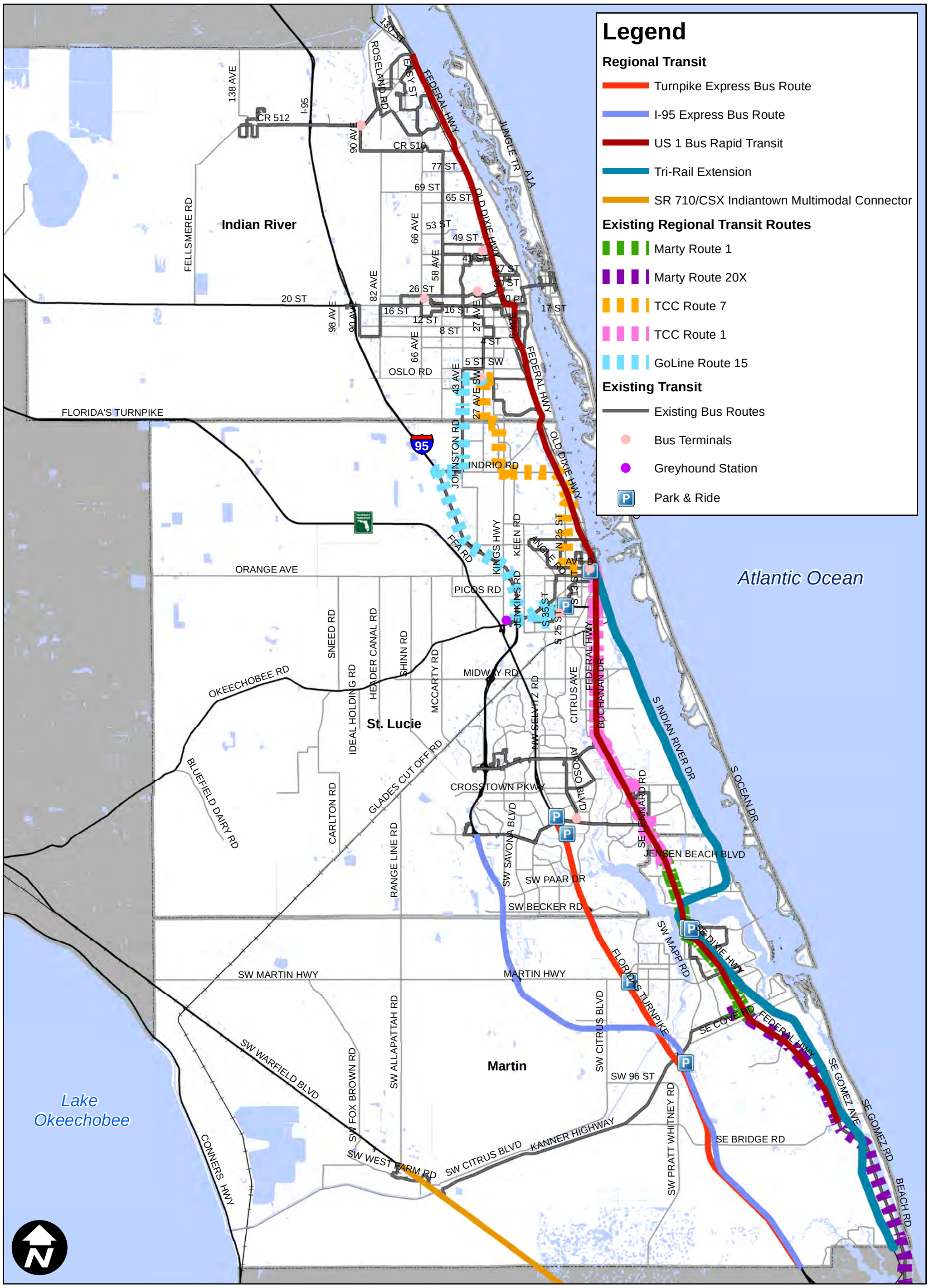


Figure 9. Regional Transit Needs

0 5 10 Miles

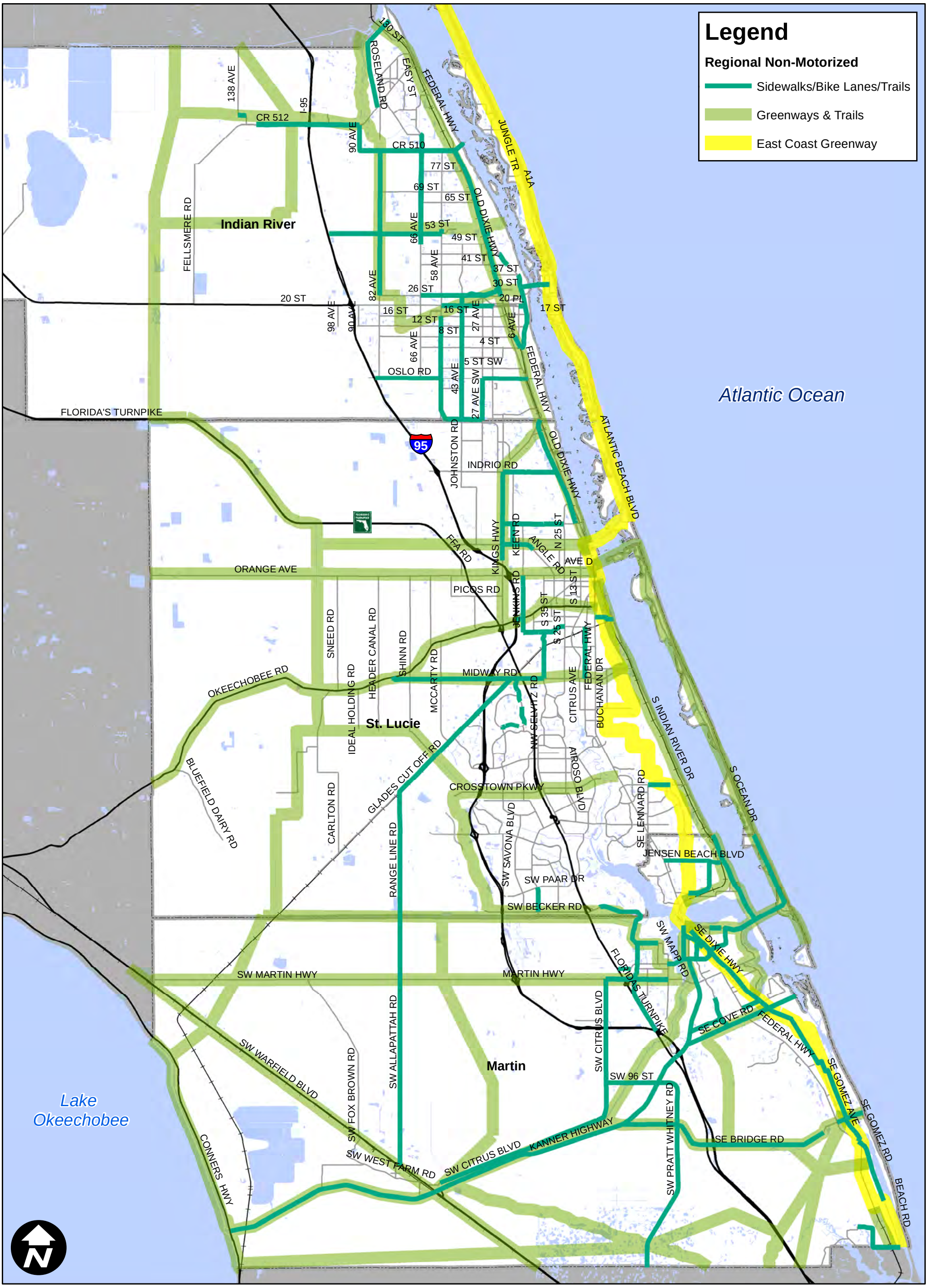


Figure 10. Regional Non-Motorized Needs

Highway and transit projects from the needs plans and cost feasible plans of the individual 2040 LRTPs were modeled using the Treasure Coast Regional Planning Model, version 4.0 (TCRPM 4.0). Each M/TPO provided 2 needs projects and 3 cost feasible projects to be tested as part of the regional needs plan. Martin County only provided cost feasible projects to be modeled. As a result, a total of 13 highway project scenarios (9 cost feasible and 4 needs plan projects) were tested. Since the individual projects of relatively short length are being tested, only a slight impact on the system wide statistics is observed. The congested speeds show slight improvement for the build scenarios compared to the baseline.

In addition to the highway projects, three transit scenarios were tested.

1. US 1 BRT service with 2-mile spacing between stops from Hobe Sound to Sebastian
2. Express bus service connecting Vero Beach, Fort Pierce, Port St. Lucie, and Stuart Downtowns
3. Combination of the two transit scenarios mentioned above.

The US 1 BRT scenario attracts 2,429 new riders, Express bus service attracts 635 new riders, and the combination scenario attracts 2,568 new riders. Appendix F provides more information regarding the model run approach run and results for highway and transit.

REGIONAL FREIGHT COMPONENT

The Freight Element is the identification and prioritization of transportation needs based on freight and goods movement to ensure these established priorities are reflected in the RLRTP. This section presents an analysis of identified freight needs for highways and non-highway modes. The freight roadway needs and priorities for the Treasure Coast region represent those projects that fall on the defined and adopted regionally significant roadways and address the established ranking criteria. More detailed information can be found in the Treasure Coast Regional Freight Plan.

Background

The Treasure Coast region has been actively engaged in regional transportation planning for several years. Freight was identified as a key component for the 2040 Treasure Coast RLRTP. This section summarizes the region's freight transportation system. Freight transportation is a critical element of the long range planning under taken by M/TPOs.

Federal guidance relating to freight transportation to states and MPOs continues to strengthen. The importance of freight at the national level began in 1991 with ISTEA; each subsequent bill has strengthened this message. The national freight policy is designed to drive U.S. global competitiveness. FAST Act, passed December 4, 2015, further increased the focus and funding available for freight.

The national freight program provides new funding opportunities. The FAST Act established the Nationally Significant Freight and Highway Projects (NSFHP) Program. This program provides dedicated funding for eligible NSFHP projects. In addition to the dedicated formula funds provided to each state, a discretionary competitive grant program was created called the FASTLANE Grant Program (also known as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies).

These new funding programs are designed to help address ongoing challenges, including: Safe, efficient, and reliable movement of freight and people; global, national, and regional economic competitiveness; congested highways; efficient intermodal connections and "first/last" mile; international border operations; modernization of seaports and their landside connections; infrastructure resiliency and environmental protection; and rail grade crossing conflicts.

As part of this legislation, new requirements were placed on states and a national freight highway system was designated. The ability of M/TPOs to benefit from these changes requires freight be a part of established transportation planning activities. In addition to changes to the federal freight program, it is also

critical that the regional freight element is consistent with key statewide initiatives. This includes overarching guidance provided by Florida's Transportation Plan and Florida's Strategic Intermodal System Plan, as well as more specific freight guidance provided by Florida Freight Mobility & Trade Plan (FMTP) and the Florida Trade and Logistics Study. Florida's M/TPOs also have established a Freight Subcommittee as part of its MPOAC (MPO Advisory Committee) to help insure M/TPOs are prepared to provide key input to the state's freight program, specifically as it relates to urban goods movement.

Freight and Logistics System Elements

The freight system of the Treasure Coast region is a multimodal network consisting of roadways, railways, airports, a seaport, waterways, and other supporting infrastructure such as warehouses, distribution centers, and truck parking facilities.

Key Freight Roadways

A well-connected network of roadways is pivotal to the efficient movement of goods and services. While most routes will be used by trucks in some capacity for local deliveries, only a portion of the overall system is considered critical for freight movements. Without efficient movements on these roadways, other local streets may suffer from congestion as drivers attempt to find alternative routes. The three designations included here are:

- **Strategic Intermodal System Roadways (SIS).** SIS roadways are the backbone of the roadway network and represent the state's high priority network of transportation facilities which facilitate mobility and economic development. The roadways and facilities identified as part of the SIS are critical for interregional, interstate, and international travel and are eligible for additional funding options from the state.
- **National Highway Freight Network (NHFN).** The most recent transportation bill, the FAST Act, was the first federal law in over a decade to provide long-term funding for surface transportation. For freight planning, the FAST Act has specifically designated federal money for freight improvement projects. To focus on the elements of the network most critical for the movement of goods, the FAST Act directed the Federal Highway Administration (FHWA) to establish the NHFN. This network ensures the strategic use of Federal resources and policies to improve the performance of the Nation's freight system. The NHFN is comprised of the following four subsystems: Primary Highway Freight System (PHFS); those portions of the Interstate System not part of the PHFS; Critical Rural Freight Corridors (CRFCs); and Critical Urban Freight Corridors (CUFCs).

- **Locally designated truck routes.** St. Lucie and Indian River Counties have made efforts to identify key truck routes. This does not prevent trucks from traveling on other roadways but they are encouraged to use these roadways. Martin County has not made such a designation. The identified roadways are part of the regionally significant roadway network defined through the RLRTP development process.

Key Freight Railroads

There are three entities operating the freight railroad network in the Treasure Coast region: Florida East Coast Railway (FEC), CSX Transportation (CSX), and South Central Florida Express railroad (SCXF).

- **The Florida East Coast Railway (FEC)** is a 351-mile Class II freight rail system located along the east coast of Florida. It is the only north-south mainline along the Atlantic coast between Miami and Jacksonville. FEC is the primary rail service provided in the Treasure Coast region, operating 76 miles of freight rail. FEC transports a mix of freight including intermodal containers and trailers, bulk/carload, and box car/general merchandise. In the Treasure Coast region, FEC serves the Port of Fort Pierce and the cities of Port St. Lucie and Vero Beach.
- **CSX Transportation (CSX),** one of North America's Class I railroads, also operates in the Treasure Coast region. In Florida, CSX operates and maintains more than 2,800 miles of track and handles more than 1.1 million carloads of freight on the state's rail network. In the Treasure Coast region, CSX operates 25 miles of railway in the southwest corner of Martin County where it provides limited carload service. CSX provides carload/bulk and box car/general merchandise service through the region with limited stops at rail served properties in Martin County.
- **South Central Florida Express railroad (SCXF)** is a Class III railroad serving the agricultural industries of South Central Florida. SCXF has been owned and operated by the U.S. Sugar Corporation since 1994. The railroad currently owns a 98-mile section between Sebring and Pahokee. SCXF operates on 171 route miles on both sides of Lake Okeechobee in South Florida. Through a lease agreement, SCXF operates over 51 miles of FEC track to the Atlantic Coast where it connects to the FEC main line at Fort Pierce. SCXF has haulage rights on the FEC to its Jacksonville interchanges with CSX and Norfolk Southern. SCXF operates on 45 miles of railway in the Treasure Coast region.

Seaports and Waterways

The Port of Fort Pierce, which lies within the City of Fort Pierce's limits, falls under the jurisdiction of St. Lucie County and the five County Commissioners. The County owns 20 acres at the port, adjacent to 67 undeveloped privately owned acres and 12 acres which house the privately-owned Fort Pierce Yachting Center. This port has historically served a hinterland including St. Lucie, Indian River, Okeechobee,

Highlands, Hendry, Glades, and Martin counties. The port trades with nearby partners in the Caribbean Basin and the Bahamas as well as the Far East and Europe. No container cargo has been handled at the Port of Fort Pierce since FY 2011/12, however the port does continue to export break, neo and dry bulk cargo via barges. The port updated its Master Plan in December 2015 and continues to explore its strategic opportunities.

The port continues to work on infrastructure and economic development projects to attract business to the region. Currently, the port is midway through the construction phase of the 2nd Street project which runs the length of the port (from north to south) and serves as the primary entrance road to the port. Fisherman's Wharf is an additional significant development which seeks to serve as a "Transition Zone" between the City's Downtown to the south and the more industrial area to the north.

The waterway system is another important transportation facility primarily consisting of the Atlantic Intracoastal Waterway (AIW) which passes through all three counties, the St. Lucie River, and the St. Lucie Canal. In an effort to identify and prioritize waterway access needs and facilities of the regional waterway system, a Martin/St. Lucie Regional Waterways Plan was developed in December 2014. This effort was spearheaded by the Treasure Coast Regional Planning Council (TCRPC) with funding provided by the Martin MPO, St. Lucie TPO, and the Florida Inland Navigational District (FIND).

The AIW serves as a mixed-use transportation corridor in Martin and St. Lucie counties. Cargo services are limited to infrequent barge traffic to serve specific customers and industrial hubs (power plants). The region is home to two navigable inlets in Stuart and Fort Pierce. Cargo volumes from Jacksonville to Miami fluctuate annually, driven largely by petroleum movements. There has been a significant reduction in recent years due to a declining demand for petroleum products, largely due to the conversion of Florida Power and Light Company (FPL) plants from petroleum to natural gas. Recent operations are extremely limited and consist of primary manufactured goods and manufactured equipment and machinery. While the cargo movements have decreased, the waterways are also home to a successful yacht building and service industry.

Airports

The Treasure Coast region is home to a network of airports. These airports consist largely of general aviation airports. Commercial flights, foreign trade zone (FTZ) status, customs services, and economic development plans set a few of the airports apart, as described below.

- **Vero Beach Regional Airport,** formerly known as Vero Beach Municipal Airport, is located in Indian River County and is owned and operated by the City of Vero Beach. The airport has three

operational runways serving operations that are predominately General Aviation Local and General Aviation Itinerant with some air taxi and military activity. Commercial service began on December 10, 2015, at this airport for the first time in nearly 20 years. Total annual operations at this facility exceed 250,000. The City of Vero Beach worked with the Federal Aviation Administration (FAA) and the FDOT to prepare an Airport Master Plan which was completed in June 2016 to guide the future of the airport. The master plan prioritizes maximizing development to complement existing infrastructure, particularly in the short term; protecting lands for future development opportunities; and expansion and development of aeronautical needs in the Midfield and Northwest cores.

- **The Treasure Coast International Airport and Business Park,** formerly referred to as the St. Lucie County International Airport, is owned and operated by the St. Lucie County Board of County Commissioners. The airport encompasses 3,660 acres and contains three operational runways. Operations at this airport are predominately General Aviation Local and General Aviation Itinerant with total operations reaching nearly 200,000 annually. The most recent Master Plan Update for this airport was completed in June 2011 to identify a long range, orderly direction for airport development. Recommended developments from this plan include capacity for future industrial development. As the airport is designated as a US Customs Port of Entry and includes the only FTZ within the Treasure Coast Region, current business development plans seek to better utilize these attributes. This 2011 Master Plan will be updated in the near future to serve as a guide to airport development and operation in accordance with the needs and desires of St. Lucie County.
- **Witham Field,** located in Martin County approximately one mile southeast of Stuart, does not have commercial or air cargo services but plays a significant role in the general aviation needs of the region. The three runways of this airport can accommodate most general aviation aircraft and serve several major tenants and two fixed base operators. Efforts to expand this airport's attractiveness to users has included attempts to build a U.S. Customs facility that would serve international air and marine travelers. This would allow users to clear customs at Witham Field, rather than using facilities in either West Palm Beach or Fort Pierce. This facility is moving forward with the County Commission's vote to apply for a state construction grant in December 2016.[1] [2]

FDOT has undertaken efforts to understand and illustrate the economic impact of these airports. The latest update of the *Florida Statewide Aviation Economic Impact Study* was completed in August 2014 and includes an economic impact for each of the individual airports. Other airport facilities located within the

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[1] http://floridapolitics.com/archives/210042-sally-swartz-customs-facility-at-witham-field-fails-at-the-starting-gate

[2] http://www.tcpalm.com/story/news/local/shaping-our-future/growth/2016/12/20/us-customs-facility-moves-forward-martin-county/95531570/

Treasure Coast region include Sebastian Municipal Airport (Indian River County), New Hibiscus Airpark (Indian River County), and Indiantown Airport (Martin County) and are also included. The total economic output generated by these facilities exceeds $1 billion.

Other Key Industrial Areas

While the major freight transportation infrastructure used to transport goods is a vital part of freight related activities in any region, supplemental facilities associated with these movements are also important. Such facilities include but are not limited to: warehouses and distribution centers, foreign trade zones, truck parking, and new developments.

- Freight activity centers in the Treasure Coast region largely consist of warehousing and distribution facilities as well as light manufacturing although a significant amount of vacant land is available for future developments.
- Foreign trade zones offer a competitive advantage for reducing, delaying, or eliminating duties. 1,588 acres of land are covered by FTZ No. 218, the only FTZ in the Treasure Coast Region.
- The availability of truck parking continues to be a national priority in order for drivers to comply with federal regulations. The Treasure Coast region has nearly 1,000 truck parking spaces spread across the three counties, many of which are utilized by drivers serving the Southeast Florida region.
- New developments in the region include the introduction of a new pipeline facility which will terminate at the Martin Next Generation Clean Energy Center.

Freight Needs and Priorities

Fifty-two roadway projects were identified and prioritized based on their need for freight and goods movement and the regional top 10 projects based on freight and goods are listed in Table 8. The prioritization score based on freight and goods movement has been factored into the overall RLRTP prioritization process (10 percent of overall score). Appendix G includes the freight prioritization worksheet.

Table 8. Top 10 Roadway Projects for Freight Needs and Priorities

County	Roadway	Limits	Description	Score	Rank
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L	80	1
Martin/St. Lucie/Indian River	US 1	Cove Road to Indian River County/Brevard County Line	Corridor Retrofit	74	2
St. Lucie	SR 91/Florida's Turnpike	Port St. Lucie Boulevard to SR 70 (Fort Pierce)	Widen 4 to 6L	73	3
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L	66	4
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L	64	5
St. Lucie	Glades Cut Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L	63	6
St. Lucie	I-95	Northern Connector	New Interchange	63	6
St. Lucie	Midway Road	Glades Cut Off Road to Selvitz Road	Widen 2 to 4L	63	6
St. Lucie	SR 91/Florida's Turnpike	Midway Road	New Interchange	62	9
St. Lucie	SR 91/Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L	61	10

Non-roadway freight needs include projects that have been identified for the airports, seaport, and railroads. The list of needs is driven by available project lists identified by the facilities through master plans, capital improvement plans, as well as projects included in FDOT's work program. Without an active outreach program, and given the limited list of freight needs, it was determined no prioritization would be completed for these projects.

- **Rail.** The railroad infrastructure in the Treasure Coast region is privately owned and operated. At present, no freight project needs have been identified for FEC, CSXT or SCFX for infrastructure located in the region.
- **Port.** With direct access to the FEC network and acres of undeveloped land, the Port of Fort Pierce is looking for new business opportunities and new tenants that may have overlooked this undeveloped port. The County has moved forward with a list of funded and unfunded projects designed to ensure its viability into the future. Funded projects include roadway access improvements, property acquisition, and bulkhead and dredging improvements. The unfunded project list provides short, mid and long term projects focused on roadway improvements (access and internal), bulkhead and dredging improvements, re-establishment of rail connections, and more distant connections to hubs.

- **Air.** The airports in the Treasure Coast region do not serve large amounts of cargo. As such, the airport projects identified for the Treasure Coast region tend to benefit overall airport operations, not specifically freight movements. Over $50 million has been invested by FDOT from 2011 to 2016 with over $40 million more programmed for 2017 to 2022.

Freight System Summary

The Treasure Coast region is home to a multi-modal freight transportation system. Roadways are the foundation, providing truck access to established industries, while other modes provide varying degrees of service. A summary of key characteristics of the freight system are presented below:

- **Freight considerations have been included in policy language.** Each M/TPO has addressed freight in existing goals and objectives to varying degrees. Consistency with MAP-21 was a key consideration. Opportunities for future enhancements exist.
- **Key regional roadways have been identified.** Indian River and St. Lucie counties have designated key truck routes and Martin County has identified key regionally significant roadways. The NHFN and SIS highlight key interregional corridors.
- **Freight rail service is provided by three railroads.** The region is served by FEC, CSXT and SCFX. FEC is the primary provider with direct connections to Port of Fort Pierce and a rail yard in Fort Pierce. All three provide direct carload service to rail served properties.
- **Port of Fort Pierce has expansion opportunities.** The community continues to explore strategic opportunities to make the best use of the facility while preserving the quality of life in adjacent communities.
- **Waterways handle limited cargo movement.** The region is home to the AIW, and the St. Lucie River/Canal. While the waterways are maintained, barge traffic has decreased significantly in recent years due to shifts in industry patterns. Marine industries do rely on the waters. The region also has identified a set of strategies for alternate non-freight use of the waterways.
- **Limited air cargo services exist but there are opportunities for economic development.** The region's airports provide largely general aviation operations. Commercial service recently returned to Vero Beach Regional Airport. Treasure Coast International Airport is designated as a FTZ and is a US Customs Port of Entry. Master plans for both highlight a desire for expanded industrial development. Other local airports also offer general aviation services and have a significant economic impact on the region. Witham Field, for its part, has been working to acquire a Customs facility in order to increase traffic at this facility.

- **Freight activity centers are clustered around key corridors.** Existing freight intensive businesses are in close proximity to I-95 and Florida's Turnpike interchanges, along key commercial corridors, and adjacent to transportation hubs (e.g., airports).
- **Region is home to significant truck parking facilities.** These consist of public and private facilities with a range of amenities. They operate at high levels of occupancy and are utilized by truck drivers serving the South Florida market.
- **Top roadway priorities for freight focus on capacity expansion along key corridors.** Key projects include widening/adding lanes, new interchanges along I-95 and Florida's Turnpike, and corridor retrofits.

More information regarding the 2040 RLRTP Freight Element can be found in the Treasure Coast Regional Freight Plan under separate cover.

REGIONAL PRIORITIZATION CRITERIA

The regional prioritization criteria were developed to review the process by which regional transportation needs are evaluated in the 2040 RLRTP. Projects identified in the Needs Plan are evaluated based on the quantitative criteria identified herein. The result is a ranked regional transportation needs plan that will provide input to the relative urgency of each project on the regional roadway network.

The regional prioritization criteria are shown in Table 9 and the data sources established for the criteria are listed below.

- **2040 Volume-to-Capacity Ratio** –2040 Treasure Coast Regional Planning Model (TCRPM) was compared to the future capacity from FDOT Generalized Level of Service (LOS) Tables
- **Mobility (connecting dense employment and residential areas)** – United States Census Bureau census block group for 2010 population density and 2016 ESRI employment density
- **Capacity Benefit** – 2040 individual LRTPs
- **Emergency Evacuation Routes** – Florida Department of Emergency Management (FDEM)
- **Freight Benefit** – 2040 Regional Freight Plan
- **Intermodal Connectivity** – 2040 individual LRTP's
- **Regional Connectivity** – FDOT SIS
- **Environmental Impacts** – 2040 individual LRTP's
- **Non-Motorized Safety Benefit** – 2040 individual LRTP's and FDOT's Pedestrian-Involved Crash Clusters and Counts in Florida from 2009 through 2013
- **Transportation Disadvantaged** – United States Census Bureau

Table 9. Regional Prioritization Criteria

2040 Volume to Capacity
V/C >= 1.20 = 1.0
V/C 1.10-1.19 = 0.8
V/C 1.00-1.09 = 0.6
V/C 0.90-0.99 = 0.4
V/C 0.80-0.89 = 0.2
V/C < 0.80 = 0.0
Mobility (connecting dense employment and residential areas)
Project connects dense areas (1,000 persons/square mile and 500 employment/square mile) = 1.0
Project connects medium-dense areas (500 persons/square mile and 250 employment/square mile) = 0.5
Project does not connect dense nor medium-density areas = 0.0
Capacity Benefit
Improves capacity and eliminates the need to widen adjacent and parallel roadway within 1.0 mile = 1.0
Improves capacity = 0.5
Not a capacity project = 0.0
Emergency Evacuation Routes
Florida Department of Emergency Management emergency evacuation route = 1.0
Local emergency evacuation route = 0.5
Not an emergency evacuation = 0.0
Freight Benefit
Score from the Regional Freight Plan, Freight Prioritization Worksheet / 100 (will range from 0.0-1.0)
Intermodal Connectivity
Designated airport/seaport/rail terminal facility connection and/or includes a transit route or regional trail = 1.0
Not a designated airport/seaport/rail terminal/transit connection = 0.0
Regional Connectivity
Improves the connection to an adjacent M/TPO or to a SIS Highway or facility (includes grade-separation) = 1.0
Does not provide a connection to an adjacent M/TPO or SIS Highway = 0.0
Environmental Impacts
Project is not in an environmentally sensitive area = 1.0
Project is in an environmentally sensitive area = 0.0
Non-Motorized Safety Benefit
Project provides a bike lane and/or sidewalk, and addresses a non-motorized safety issue = 1.0
Project provides a bike lane and/or sidewalk but does not address a non-motorized safety issue = 0.5
Project does not provide a bike lane or sidewalk = 0.0
Transportation Disadvantaged (average of the percent population 65+, disabled, or in poverty)
Service to a Census Tract with 35% or more transportation disadvantaged population = 1.0
Service to a Census Tract with a 30-35% transportation disadvantaged population = 0.8
Service to a Census Tract with a 25-30% transportation disadvantaged population = 0.6
Service to a Census Tract with a 20-25% transportation disadvantaged population = 0.4
Service to a Census Tract with a 15-20% transportation disadvantaged population = 0.2
Service to a Census Tract with a 0-15% transportation disadvantaged population = 0.0

After prioritizing the 179 projects including roadway, transit, and non-motorized needs, the top 10 projects are shown below. Appendix H contains the regional project rankings by mode.

1. Kings Highway from North of I-95 Overpass to Indrio Road – Widen 2 to 4L
2. Roseland Road from CR 512 to US 1 – Widen 2 to 4L
3. US 1 from Cove Road to Indian River County/Brevard County Line – Corridor Retrofit
4. US 1 from Hobe Sound to Sebastian – Bus Rapid Transit (BRT)
5. CR 512 from I-95 to CR 510 – Widen 4 to 6L
6. St. Lucie West Boulevard from E of I-95 to Cashmere Boulevard – Widen 4 to 6L
7. Midway Road from Glades Cut-Off Road to Selvitz Road – Widen 2 to 4L
8. Indian River Boulevard from US 1/4 Street to 37 Street – Widen 4 to 6L
9. Glades Cut-Off Road from Commerce Center Drive to Selvitz Road – Widen 2 to 4L
10. Port St. Lucie Boulevard from Becker Road to Paar Drive – Widen 2 to 4L

REGIONAL REVENUE RESOURCES

The purpose of this task is to document existing and potential revenue sources for constructing, operating, and maintaining projects on the designated regional multimodal transportation system.

This task includes a review of the 2040 estimates of state and federal revenues provided to the three M/TPOs for development of their 2040 LRTPs, financial/revenue analyses done for the three 2040 LRTPs, and revenue estimates for projects on the SIS in the Treasure Coast region.

Federal and State Revenue Sources

Federal Highway Trust Fund

The Federal Highway Trust Fund (HTF) is resulted from highway motor fuel (a Federal tax of 18.4 cents per gallon on gasoline and of 24.4 cents per gallon on highway diesel fuel), heavy vehicle use, a load rating-based tax on truck tires, and a retail sales tax on trucks and trailers. The FAST Act extends the heavy vehicle use tax through September 30, 2023 and the taxes on highway motor fuel will continue past September 30, 2022, but at a reduced rate of 4.3 cents per gallon. (Highway Trust Fund and Taxes, FHWA)

State Transportation Trust Fund

In the State of Florida, there are five (5) revenue sources that comprise the State Transportation Trust Fund (STTF) including motor vehicle fuel tax, motor vehicle fees, document stamps, rental car surcharges, and aviation fuel tax. The following information is obtained from Florida's Transportation Tax Sources – A Primer, January 2017.

State Fuel Taxes

- **Motor Vehicle Fuel Tax** – Sales tax to the sales of all gasoline and diesel fuels. The state fuel tax is based on the floor tax of 6.9 cents per gallon indexed to the consumer price index (CPI) (all items) and the base index 12-month period remains the same as in FY 1988-89. The rate is 13.4 cents per gallon.
- **State Comprehensive Enhanced Transportation System (SCETS) Tax** – Excise tax on all highway fuels and proceeds must be spent in the transportation district, to the extent feasible, in the county from which they are collected. The SCETS tax is like the fuel sales tax that it is indexed to all CPI (all items) and the base year is FY 1989-90. The rate for gasoline range from 6.1 to 7.4 cents per gallon and for diesel is 7.4 cents per gallon.
- **State Fuel Tax Distributed to Local Governments** – The State of Florida collects a fuel excise tax of 4 cents per gallon to be distributed to local governments. The Constitutional Fuel Tax is set

at 2 cents per gallon. The proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds and the balance, called the 20 percent surplus and the 90 percent surplus, is credited to the counties' transportation trust funds. The County Fuel Tax is set at 1 cent per gallon and distributed the same as the Constitutional Fuel Tax. The Municipal Fuel Tax is also set at 1 cent per gallon and revenues from the tax are transferred into the Revenue Sharing Trust Fund for Municipalities.

- **Alternative Fuel Fees –** Non-convention fuels such as propane, butane, and other liquefied petroleum gases (LPG) or compressed natural gases (CNG). The use of these alternative fuels represents only a very small part of the state's total fuel consumption. To encourage the use of alternative fuels, the 2013 Florida Legislature passed legislation to exempt these fuels from taxation beginning January 1, 2014 and ending January 1, 2019.
- **Fuel Use Tax –** The tax is designed to ensure that heavy vehicles which engage in interstate operations incur taxes based upon fuel consumed, rather than purchased, in the state. The tax is comprised of an annual decal fee of four dollars plus a use tax based upon the number of gallons of fuel consumed multiplied by the prevailing statewide fuel tax rate.

State Motor Vehicle Fees

In Florida's transportation history, funding transportation for vehicle-related revenues started very early. There are four types of motor vehicle fees: Motor Vehicle License Fee, Initial Registration Fee, Motor Vehicle Title Fee, and Rental Vehicle Surcharge.

State Aviation Fuel Tax

The current aviation fuel tax rate is 6.9 cents but will drop to 4.27 cents in FY 2019-20.

State Document Stamps

The Documentary Stamp Tax is levied on documents, including, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidence of indebtedness. The timeline of the State Documentary Stamp Tax is as follows.

- 2005 **–** Legislature passed a growth management bill to address needed infrastructure in Florida. The growth management package provided $541.75 million annually from documentary stamp revenue to fund transportation needs.
- 2008 **–** Legislature changed the distribution of documentary stamp tax collections so that the STTF received 38.2 percent of collections after other distributions are made, not to exceed $541.75 million per year.

- 2011 – Legislature directed the following amounts to be transferred to the State Economic Enhancement and Development (SEED) Trust Fund from the STTF portion of documentary stamp tax revenues: $50 million in FY 2012-13, $65 million in FY 2013-14, and $75 million every fiscal year thereafter.
- 2014 – The percentage of Documentary Stamp Tax is lowered from 38.2 percent to 24.18442 percent.
- 2015 – Revenue Estimating Conference estimated $271.3 million in distributions of documentary stamp revenue to the STTF for FY 2015-16 and $297.0 million for FY 2016-17.

These estimates are net of the SEED transfers mentioned above.

Funding Estimates

FDOT developed a new long range revenue forecast in July 2013, 2040 Revenue Forecast Handbook. The forecast is based upon Federal, State, and Turnpike revenues that flow through the FDOT Work Program for fiscal years 2014 through 2040. Florida's MPOs are encouraged to use these estimates and guidance of their long range plans. FDOT has developed metropolitan estimates from the 2040 Revenue Forecast for certain capacity programs for each MPO. These metropolitan estimates are included in a separate document entitled "Supplement to the Revenue Forecast Handbook" prepared for each MPO.

State Funding Programs

- **SIS Highway Construction and Right-of-Way (ROW)** – Provides funds for construction, improvements, and associated ROW on the State Highway System (SHS) roadways that are designated as part of the SIS.
- **Other Arterials (OA) Construction and ROW** – Provides funds for construction, improvements, and associated ROW on the SHS roadways that are not designated as part of the SIS. OA revenues include additional funding for the Economic Development Program and the County Incentive Grant Program.
- **Districtwide State Highway System (SHS) Operations and Maintenance (O&M) Funds** – Provide financial assistance to activities to support and maintain transportation infrastructure once it is constructed and in place. District-wide estimates were provided by FDOT.
- **Transportation Management Area (TMA) Funds** – Federal funds distributed to an urbanized area with a population greater than 200,000, as designated by the U.S. Census Bureau following the decennial census. Please note that Indian River County is not designated as a TMA.
- **Transportation Alternatives (TA) Funds** – TA program includes TALU – estimates of TA funds allocated for TMAs; TALL – estimates of funds for areas with population under 200,000; and TALT – for any areas of the state.

- **Transportation Regional Incentive Program (TRIP) Funds** – Encourage regional planning and coordination by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. TRIP will fund up to 50 percent of project costs. FDOT has developed estimates of TRIP funds for each District; the estimates are based on statutory direction for allocating TRIP funds. M/TPO TRIP fund estimates included in the 2040 RLRTP are based on a percent of population within FDOT District Four.
- **State New Starts Transit Funds** – Funds are from the transportation proceeds of the Documentary Stamp Tax. Annually, 10% of the transportation proceeds is allocated for major new transit capital projects in metropolitan areas.
- **FDOT Transit Funds** – Provide technical and operating/capital assistance to transit, paratransit, and ridesharing systems.
- **Florida's Turnpike Enterprise (FTE)** – The FTE is not a State funding program but part of an agency of the State of Florida. FTE manages a self-supporting operation financed primarily with tolls and concession revenue with no reliance on other FDOT revenues to pay for its operations, maintenance, and debt service.

Table 10 summarizes the revenues from the Federal/State funding programs.

Table 10. Federal/State Total Revenues (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2040	Total
SIS	Martin	$ 32.7	$ 79.8	$ 442.2	$ 554.7
	St. Lucie	$ 9.9	$ 174.6	$ -	$ 184.6
	Indian River	$ 37.8	$ -	$ -	$ 37.8
	Total Region	**$ 80.4**	**$ 254.4**	**$ 442.2**	**$ 777.1**
OA	Martin	$ 27.6	$ 26.1	$ 57.2	$ 110.9
	St. Lucie	$ 61.0	$ 57.7	$ 126.1	$ 244.9
	Indian River	$ 27.1	$ 25.7	$ 56.2	$ 109.0
	Total Region	**$ 115.7**	**$ 109.5**	**$ 239.5**	**$ 464.8**
TMA	Martin	$ 8.9	$ 8.9	$ 17.8	$ 35.6
	St. Lucie	$ 16.5	$ 16.5	$ 33.0	$ 66.0
	Indian River	N/A	N/A	N/A	N/A
	Total Region	**$ 25.4**	**$ 25.4**	**$ 50.8**	**$ 101.6**
TA	Martin	$ 0.9	$ 0.9	$ 1.8	$ 3.5
	St. Lucie	$ 3.3	$ 3.3	$ 6.5	$ 13.1
	Indian River	$ 1.8	$ 1.8	$ 3.6	$ 7.1
	Total Region	**$ 6.0**	**$ 6.0**	**$ 11.8**	**$ 23.8**
TRIP	Martin	$ 0.4	$ 0.4	$ 0.8	$ 1.5
	St. Lucie	$ 0.6	$ 0.6	$ 1.3	$ 2.6
	Indian River	$ 0.4	$ 0.4	$ 0.7	$ 1.4
	Total Region	**$ 1.4**	**$ 1.4**	**$ 2.8**	**$ 5.5**
Transit	Martin	$ 15.5	$ 16.3	$ 34.3	$ 66.1
	St. Lucie	$ 23.8	$ 22.7	$ 48.5	$ 94.4
	Indian River	$ 15.3	$ 16.0	$ 33.7	$ 65.0
	Total Region	**$ 54.6**	**$ 55.0**	**$ 116.5**	**$ 226.1**

Local Revenues

Local revenue sources also play a role in funding transportation investments in the Treasure Coast region. Local sources are identified in each M/TPO's individual LRTP and include the following.

- **State-Collected Motor Fuel Taxes (FT) Distributed to Local Governments** – Represents a major portion of local transportation revenues.
    - Martin County has the following FT; 1st Local Option Fuel Tax (6 cents), 2nd Local Option Fuel Tax (5 cents), 9th Cent (1 cent), Constitutional (2 cents), and County (1 cent).

- St. Lucie County has the following Local Option Fuel Tax (12 cents) and 3 cents of State fuel tax for local use.
- Indian River County has the following 6-cent Local Option Gas Tax, Constitutional Gas Tax, and County Gas Tax.

- **Transportation Impact Fees (TIF)** – Assessed on new development to provide a portion of the revenue needed for the addition and expansion of local roadway facilities that are necessary to accommodate travel demand from new development.
- **Local Option Sales Tax (LOST)** – Indian River County has a 1-cent LOST that has been an established funding source for the last 25 years. The Indian River MPO Board voted to assume the 1-cent LOST will remain in place for purposes of developing estimates for the 2040 LRTP.
- **Local Transit Funds** – Each county has different local transit funds; Martin County has technical and operating/capacity assistance for transit, St. Lucie County has the Transit Municipal Services Taxing Unit (MSTU), and Indian River County has GoLine Local Transit revenues.

Table 11. Local Total Revenues (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2040	Total
FT	Martin	$ 52.8	$ 55.7	$ 120.9	$ 229.4
	St. Lucie	$ 73.4	$ 74.7	$ 142.3	$ 290.4
	Indian River	$ 28.8	$ 30.6	$ 67.3	$ 126.7
	Total Region	**$ 155.0**	**$ 161.1**	**$ 330.4**	**$ 646.5**
TIF	Martin	$ 11.9	$ 14.0	$ 35.9	$ 62.0
	St. Lucie	$ 89.1	$ 105.5	$ 218.7	$ 413.3
	Indian River	$ 22.5	$ 22.5	$ 44.9	$ 89.9
	Total Region	**$ 123.5**	**$ 142.0**	**$ 299.5**	**$ 565.0**
LOST	Martin	N/A	N/A	N/A	N/A
	St. Lucie	N/A	N/A	N/A	N/A
	Indian River	$ 58.9	$ 69.3	$ 177.3	$ 305.5
	Total Region	**N/A**	**N/A**	**N/A**	**N/A**
Transit	Martin	$ 2.6	$ 3.1	$ 7.8	$ 13.5
	St. Lucie	$ 19.9	$ 22.3	$ 54.2	$ 96.4
	Indian River	$ 5.2	$ 6.0	$ 15.2	$ 26.4
	Total Region	**$ 27.7**	**$ 31.3**	**$ 77.2**	**$ 136.2**

Potential Additional Funding Sources

Given increasing transportation construction costs and operations and maintenance (O&M) costs along with expected decreases in gas tax revenues, the Treasure Coast counties face challenging decisions regarding the funding of transportation needs. The M/TPOs of the Treasure Coast have identified potential alternative revenue sources that may fund unmet transportation needs.

Discretionary Grants

Discretionary grants are administered by FHWA and FTA through various offices of the agency. These discretionary programs represent special funding categories where the federal agency solicits for candidate projects and selects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by regulation or administratively. Examples of discretionary programs include Transportation Investment Generating Economic Recovery (TIGER) and Transportation Infrastructure Financing and Innovation Act (TIFIA). The TIGER grant program supports innovative projects, including multimodal and multijurisdictional regional projects, which are difficult to fund through traditional transportation funding programs. TIFIA provides credit assistance for qualified projects of regional significance.

Developer Funding

Developer funding is part of local government development agreements for projects that will be built or paid for by the responsible party.

Public-Private Partnerships

Public-private partnerships (P3s) are contractual agreements formed between a public agency and a private sector entity that allow for greater private sector participation in the delivery of and financing of transportation projects. Typically, this participation involves the private sector taking on additional project risks, such as design, construction, finance, long-term operation, and traffic revenue. It is important to note that P3s are actually a procurement option, not a revenue source. Although P3s may increase financing capacity and reduce costs, public agencies must still identify a funding source to pay its share of the costs.

Shared-Use Nonmotorized (SUN) Trail

The Florida Shared-Use Nonmotorized (SUN) Trail is a funding program to develop a statewide system of paved non-motorized trails as a component of the FGTS. Funding comes from the redistribution of new vehicle tag revenues, which provides $25 million annually to SUN Trail projects. In order to be eligible for

funding, the individual trails must meet the four eligibility criteria. In addition to the eligibility criteria, there are selection criteria that if met will help the projects advance more quickly.

1. Project is a paved component of the FGTS Priority Land Trail Network.
2. Project is identified as a priority by the applicable jurisdiction.
3. Project has an entity formally committed to operation and maintenance.
4. Project is consistent with the applicable comprehensive plan or the long-term management plan.

CONCLUSIONS

The 2040 Treasure Coast RLRTP provides a vision for the regional multimodal transportation network addressing roadway, transit, freight, bicycle, and pedestrian facility needs. This Plan provides a responsible guide for maintaining and improving the current transportation system and identifies regional priority projects.

Developing and adopting the 2040 RLRTP is the first step toward achieving a transportation system that facilitates critical regional travel flows in an accessible, efficient, and safe manner. The 2040 RLRTP is intended to be viewed as a living document that may be adjusted as implementation occurs. Adjustments that may be made include addition of projects, changes in priority rankings based on updated information, changes in the financial analyses underlying the plan, and changes due to new or updated federal legislation or regulation. The regional planning and coordination process should be undertaken through the TCTAC and TCTC process for any changes to the Plan.

Appendix H

Regional Prioritization Projects

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
St. Lucie	Kings Highway	North of I-95 Overpass to Indrio Road	Widen 2 to 4L	1	1	1	1	0.58	1	1	1	1	0.6	**9.18**	**1**
Indian River	Roseland Road	CR 512 to US 1	Widen 2 to 4L	1	1	1	1	0.33	1	1	1	1	0.4	**8.73**	**2**
Martin/St. Lucie/Indian River	US 1	Cove Road to Indian River County/Brevard County Line	Corridor Retrofit	1	1	0.5	1	0.64	1	1	1	1	0.4	**8.54**	**3**
Indian River	CR 512	I-95 to CR 510	Widen 4 to 6L	0.6	1	0.5	1	0.40	1	1	1	1	0.2	**7.70**	**5**
St. Lucie	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6L	0.8	0.5	0.5	1	0.47	1	1	1	1	0.4	**7.67**	**6**
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4L	0.8	0.5	0.5	1	0.63	1	1	1	0.5	0.6	**7.53**	**7**
Indian River	Indian River Boulevard	US 1/4 Street to 37 Street	Widen 4 to 6L	0.4	1	1	1	0.41	1	0	1	1	0.6	**7.41**	**8**
St. Lucie	Glades Cut-Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L	0.4	0.5	0.5	1	0.63	1	1	1	0.5	0.6	**7.13**	**9**
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4L	0	1	0.5	1	0.36	1	1	1	1	0.2	**7.06**	**10**
St. Lucie	Port St. Lucie Boulevard	Paar Drive to Darwin Boulevard	Widen 2 to 4L	1	1	0.5	1	0.25	0	1	1	1	0.2	**6.95**	**11**
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L	0.6	1	0.5	1	0.39	1	0	1	1	0.4	**6.89**	**13**
Indian River	66 Avenue	49 Street to Barber Street	Widen 2 to 4L	0.4	1	1	1	0.32	1	0	1	0.5	0.6	**6.82**	**14**
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L	0.2	1	0.5	1	0.66	1	1	1	0	0.4	**6.76**	**16**
St. Lucie	I-95	Northern Connector	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	**6.73**	**17**
St. Lucie	I-95	N of Becker Road to N of Glades Cut Off Road	Widen 6 to 8L	0.2	1	0.5	1	0.59	1	1	1	0	0.4	**6.69**	**18**
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4L	0.2	1	0.5	0	0.38	1	1	1	1	0.6	**6.68**	**19**
Indian River	CR 512	Willow Street to I-95	Widen 2 to 4L	1	0	0.5	1	0.40	1	1	1	0.5	0.2	**6.60**	**20**
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L	0.2	1	0.5	1	0.64	1	1	1	0	0.2	**6.54**	**23**
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L	0.2	1	0.5	1	0.54	1	1	1	0	0.2	**6.44**	**24**
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L	1	1	0.5	0	0.34	1	1	1	0.5	0	**6.34**	**26**
St. Lucie	SR 91/Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L	0	1	0.5	1	0.61	1	1	1	0	0.2	**6.31**	**27**
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L	1	1	1	0.5	0.39	1	0	0	1	0.4	**6.29**	**29**
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L	0	0.5	0.5	1	0.80	1	1	0	1	0.4	**6.20**	**30**
Indian River	43 Avenue	25 Street SW to 26 Street	Widen 2 to 4L	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	**6.16**	**32**
Indian River	CR 510	CR 512 to Intracoastal Waterway	Widen 2 to 4L	0.2	1	0.5	1	0.32	1	0	1	0.5	0.6	**6.12**	**33**
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Widen 2 to 4L	1	0.5	0.5	0	0.45	1	0	1	1	0.6	**6.05**	**34**
Martin	SR 91/Florida's Turnpike	Jupiter/Indiantown Road to SR 714/Stuart	Widen 4 to 6L	0	0.5	0.5	1	0.57	1	1	1	0	0.4	**5.97**	**41**
Martin	SR 91/Florida's Turnpike	SR 714/Stuart to Becker Road	Widen 4 to 8L	0.2	0.5	0.5	1	0.55	1	1	1	0	0.2	**5.95**	**42**
Indian River	US 1	53 Street to CR 510	Widen 4 to 6L	0.4	0.5	0.5	1	0.42	1	0	1	0.5	0.6	**5.92**	**43**
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L	0.6	1	1	0.5	0.38	1	0	0	1	0.4	**5.88**	**45**
Indian River	I-95	Oslo Road	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	**5.86**	**46**
St. Lucie	I-95	Glades Cut Off Road to S of SR 70	Widen 6 to 8L	0.2	1	0.5	1	0.53	0	1	1	0	0.6	**5.83**	**47**
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4L	0.4	1	0.5	0	0.51	1	0	1	1	0.4	**5.81**	**48**
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L	0.2	1	0.5	0.5	0.45	1	1	0	1	0	**5.65**	**55**
Indian River	Oslo Road	I-95 to 58 Avenue	Widen 2 to 4L	0	0.5	0.5	0.5	0.23	1	1	1	0.5	0.4	**5.63**	**56**
Indian River	I-95	53 Street	New Interchange	0	1	0.5	1	0.39	0	1	1	0.5	0.2	**5.59**	**64**
St. Lucie	Airport Connector	I-95 to Kings Highway	New 4L	0	0	1	0	0.49	1	1	1	0.5	0.6	**5.59**	**65**
St. Lucie	Northern Connector	SR 91/Florida's Turnpike to I-95	New 4L	0	0	1	0	0.49	1	1	1	0.5	0.6	**5.59**	**65**
St. Lucie	SR 91/Florida's Turnpike	Northern Connector	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	**5.57**	**67**
St. Lucie	SR 91/Florida's Turnpike	Port St. Lucie Boulevard to SR 70 (Fort Pierce)	Widen 4 to 6L	0	0	0.5	1	0.73	0	1	1	0	0.6	**4.83**	**91**
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L	0	0.5	0.5	0	0.36	1	1	0	1	0.4	**4.76**	**94**
St. Lucie	Selvitz Road	Glades Cut Off Road to Edwards Road	Widen 2 to 4L	0.8	0.5	0.5	1	0.25	0	0	1	0.5	0.2	**4.75**	**95**
St. Lucie	SR 91/Florida's Turnpike	SR 70 (Fort Pierce) to Yeehaw Junction	Widen 4 to 6L	0	0	0.5	1	0.58	0	1	1	0	0.6	**4.68**	**100**
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to Midway Road	Widen 2 to 4L	0.2	0.5	0.5	0	0.53	1	0	1	0.5	0.4	**4.63**	**101**

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
Martin	Cove Road	SR 76/Kanner Highway to Willoughby Boulevard	Widen 2 to 4L	0.8	0	1	0.5	0.39	1	0	0	0.5	0.4	**4.59**	**104**
St. Lucie	North-Mid County Connector	SR 91/Florida's Turnpike to Midway Road	New 4L	0	0	1	0	0.49	1	1	0	0.5	0.6	**4.59**	**104**
St. Lucie	SR 91/Florida's Turnpike	Midway Road	New Interchange	0	1	0.5	1	0.62	0	1	0	0	0.4	**4.52**	**106**
Indian River	82nd Avenue	26 Street to Laconia Street	New 2L	0	1	0.5	0	0.38	1	0	0	1	0.2	**4.08**	**133**
Indian River	53 Street	82 Avenue to 58 Avenue	New 2L	0	0.5	1	0	0.36	1	0	0	0.5	0.4	**3.76**	**147**
Indian River	58 Avenue	St. Lucie County Line to Oslo Road	New 2L	0	0.5	1	0	0.26	0	1	0	0.5	0.4	**3.66**	**154**
Indian River	53 Street	Fellsmere N-S Road 1 to 82 Avenue	New 2L	0	0	1	0	0.36	0	1	0	0.5	0.2	**3.06**	**163**
St. Lucie	Arterial A	Glades Cut-Off Road to Midway Road	New 4L	0	0	0.5	0	0.43	1	0	0	0.5	0.6	**3.03**	**164**
St. Lucie	Becker Road	Range Line Road to Village Parkway	New 4L	0	0	0.5	0	0.34	0	0	1	0.5	0.6	**2.94**	**165**
St. Lucie	Crosstown Parkway	Range Line Road to Village Parkway	New 4L	0	0	0.5	0	0.34	1	0	0	0.5	0.6	**2.94**	**165**

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
Martin/St. Lucie/Indian River	US 1 Bus Rapid Transit	Hobe Sound to Sebastian	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	**7.90**	**4**
Martin/St.Lucie	I-95 Express Bus Route	Palm Beach County to Gatlin Boulevard/I-95	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	**6.30**	**28**
Martin/St.Lucie	Turnpike Express Bus Route	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	**6.01**	**35**
Martin/St. Lucie	Tri-Rail Extension	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	**6.00**	**36**
Martin	SR710/CSX Connector	Palm Beach County to SW Allapattah Road	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	**4.90**	**89**

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
Indian River	Roseland Road	CR 512 to US 1	Bike Lanes/Sidewalks	1	1	N/A	1	N/A	1	1	1	0.5	0.4	**6.90**	**12**
Indian River	43 Avenue	25 Street SW to 26 Street	Bike Lanes/Sidewalks	0.4	1	N/A	1	N/A	1	1	1	1	0.4	**6.80**	**15**
Martin	SR 714/Martin Highway	SW Citrus Boulevard to Florida Turnpike	Bike Lanes	0.4	1	N/A	1	N/A	1	1	1	1	0.2	**6.60**	**20**
Martin	Dixie Highway	SE Bridge Road to St. Lucie County Line	Greenway	0.6	1	N/A	1	N/A	1	1	0	1	1	**6.60**	**22**
St. Lucie	SW Port St Lucie Boulevard	SW Becker Road to SW Paar Drive	Bike Lanes/Sidewalks	0	1	N/A	1	N/A	1	1	1	1	0.4	**6.40**	**25**
St. Lucie	Midway Road	Glades Cut Off Road to Selvitz Road	Bike Lanes/Sidewalks	0.8	0.5	N/A	1	N/A	1	1	1	0.5	0.4	**6.20**	**30**
St. Lucie	N/A	East Coast Greenway - St. Lucie Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	1	**6.00**	**36**
St. Lucie	N/A	Florida Cracker Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	1	**6.00**	**36**
Martin	N/A	East Coast Greenway - Martin Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	1	**6.00**	**36**
Martin	SR 714 /Martin Highway	Martin Downs Boulevard to High Meadow Avenue	Sidewalks	0.8	1	N/A	1	N/A	1	0	1	1	0.2	**6.00**	**36**
Indian River	CR 512	I-95 to CR 510	Bike Lanes/Sidewalks	0.4	1	N/A	1	N/A	1	1	1	0.5	0	**5.90**	**44**
St. Lucie	N/A	FEC Rail with Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.8	**5.80**	**49**
Martin	N/A	Treasure Coast Loop Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.8	**5.80**	**49**
Martin	CR 713/High Meadow Avenue	Martin Highway to I-95	Bike Lanes	0.8	0.5	N/A	0	N/A	1	1	1	1	0.4	**5.70**	**51**
Indian River	N/A	Trans-Florida Railroad Corridor	FDEP Trail	N/A	1	N/A	0.5	N/A	1	1	1	1	0.2	**5.70**	**51**
St. Lucie	Port St. Lucie Boulevard	Paar Drive to Darwin Boulevard	Bike Lanes/Sidewalks	1	1	N/A	1	N/A	0	1	1	0.5	0.2	**5.70**	**51**
St. Lucie	Range Line Road	Glades Cut Off Road to Martin County Line	Bike Lanes/Sidewalks	0.6	0	N/A	1	N/A	1	1	1	0.5	0.6	**5.70**	**54**
St. Lucie	N US Highway 1	St Lucie Boulevard to Indian River County Line	Bike Lanes/Sidewalks	0.2	0	N/A	1	N/A	1	1	1	1	0.4	**5.60**	**57**
Martin	Kanner Highway	Lost River Road to Monterey Road	Bike Lanes	0.2	1	N/A	1	N/A	1	1	0	1	0.4	**5.60**	**57**
St. Lucie	SE Becker Road	SE Via Tesoro to NW Gilson Road	Bike Lanes/Sidewalks	0.4	0.5	N/A	1	N/A	1	1	1	0.5	0.2	**5.60**	**57**
St. Lucie	Glades Cut Off Road	Range Line Road to Midway Road to	Bike Lanes/Sidewalks	0	0.5	N/A	1	N/A	1	1	1	0.5	0.6	**5.60**	**60**
St. Lucie	N/A	Kings Highway Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.6	**5.60**	**60**
St. Lucie	N/A	Okeechobee Road Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.6	**5.60**	**60**
Martin	N/A	Robert B. Jenkins C-23 Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.6	**5.60**	**60**
St. Lucie	N/A	Treasure Coast Loop Trail Corridor	FDEP Trail	N/A	0.5	N/A	N/A	N/A	1	1	1	1	1	**5.50**	**68**
St. Lucie	N/A	Western Greenway Corridor	FDEP Trail	N/A	0.5	N/A	N/A	N/A	1	1	1	1	1	**5.50**	**68**
Indian River	Indian River Boulevard	US1/4 Street to 37 Street	Bike Lanes/Sidewalks	0.4	1	N/A	1	N/A	1	0	1	0.5	0.6	**5.50**	**68**
St. Lucie	Indrio Road	I-95 to US 1	Bike Lanes/Sidewalks	0	1	N/A	1	N/A	1	0	1	1	0.4	**5.40**	**71**
St. Lucie	N/A	Crosstown Parkway Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.4	**5.40**	**71**
Indian River	N/A	St. Sebastian River Greenway Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.4	**5.40**	**71**
St. Lucie	Okeechobee Road	I-95 to Jenkins Road	Bike Lanes/Sidewalks	0.2	0.5	N/A	1	N/A	1	1	1	0.5	0.2	**5.40**	**71**
Martin	N/A	Okeechobee County to Palm City Connector	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.4	**5.40**	**71**
Martin	CR 713/High Meadow Avenue	Martin Highway to Murphy Road	Bike Lanes	0.8	1	N/A	0	N/A	1	0	1	1	0.6	**5.40**	**76**
St. Lucie	N/A	Midway Road Connector Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	0.5	0.8	**5.30**	**77**
Martin	SR 714/Martin Highway	SR 91/Florida's Turnpike to Mapp Road	Bike Lanes	0.8	1	N/A	0	N/A	1	1	1	0.5	0	**5.30**	**77**
St. Lucie	W Midway Road	SR 70/Okeechobee Road to Glades Cut Off Road	Bike Lanes/Sidewalks	0.2	0	N/A	1	N/A	1	1	1	0.5	0.6	**5.30**	**77**
Martin	Cove Road	Kanner Highway to End of Cove Road	Bike Lanes	0.8	1	N/A	0	N/A	1	0	1	1	0.4	**5.20**	**80**
Martin	Monterey Road	Mapp Road to Dixie Highway	Bike Lanes	0.4	1	N/A	1	N/A	1	0	0	1	0.8	**5.20**	**80**
Martin	N/A	MC11 - St. Lucie Canal Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.2	**5.20**	**80**
St. Lucie	N Kings Highway	Indrio Road to North of I-95	Bike Lanes/Sidewalks	0.6	0	N/A	1	N/A	1	0	1	1	0.6	**5.20**	**83**
Indian River	20 Street/SR 60	58 Avenue to 20 Avenue	Bike Lanes	0	1	N/A	1	N/A	1	0	1	0.5	0.6	**5.10**	**84**
Indian River	20 Street/SR 60	6 Avenue to Indian River Boulevard	Bike Lanes	0	1	N/A	1	N/A	1	0	1	0.5	0.6	**5.10**	**84**
Indian River	N/A	East Coast Greenway - Indian River Corridor	FDEP Trail	N/A	0.5	N/A	N/A	N/A	1	1	1	1	0.6	**5.10**	**84**
Indian River	US 1	4 St/Indian River Boulevard to 8 Street	Sidewalks	0	1	N/A	1	N/A	1	0	1	0.5	0.6	**5.10**	**84**
St. Lucie	Selvitz Road	Midway Road to Edwards Road	Bike Lanes/Sidewalks	0.8	0.5	N/A	1	N/A	1	0	1	0.5	0.2	**5.00**	**88**
Martin	N/A	Bridge Road Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	0.5	0.4	**4.90**	**89**
Martin	SE Dixie Highway	SE Monterey Road to Wright Boulevard	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.8	**4.80**	**92**
Martin	Treasure Coast Loop Trail Corridor	Ocean Boulevard/A1A to St. Lucie County Line	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.8	**4.80**	**92**
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Bike Lanes/Sidewalks	0.2	1	N/A	0	N/A	1	1	1	0.5	0	**4.70**	**96**
Indian River	CR 512	Willow Street to I-95	Bike Lanes/Sidewalks	1	0	N/A	1	N/A	1	1	0	0.5	0.2	**4.70**	**96**
St. Lucie	S Jenkins Road	Edwards Road to Orange Avenue	Bike Lanes/Sidewalks	0	0.5	N/A	1	N/A	1	0	1	1	0.2	**4.70**	**96**
Martin	N/A	Ocean to Lake Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	0.5	0.2	**4.70**	**96**

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
Martin	Murphy Road	SW Matheson Avenue to St. Lucie County Line	Bike Lanes	1	1	N/A	0	N/A	1	0	0	1	0.6	**4.60**	**102**
Indian River	N/A	Central Indian River Greenway Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	0	1	1	0.6	**4.60**	**102**
Indian River	CR 510	CR 512 to Intracoastal Waterway	Bike Lanes/Sidewalks	0.4	1	N/A	1	N/A	1	0	0	0.5	0.6	**4.50**	**107**
St. Lucie	Angle Road	Kings Highway to Avenue Q	Bike Lanes/Sidewalks	0	0.5	N/A	1	N/A	1	0	1	0.5	0.4	**4.40**	**108**
Martin	Indian River Drive	Palmer Street to St. Lucie County Line	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.4	**4.40**	**108**
St. Lucie	Savannah Road	US 1 to S Indian River Drive	Bike Lanes/Sidewalks	0	1	N/A	0	N/A	1	0	1	1	0.4	**4.40**	**108**
Indian River	58 Avenue	49th Street to 1,100 feet north of 49 Street	Sidewalks	0	0.5	N/A	1	N/A	1	0	1	0.5	0.4	**4.40**	**108**
Martin	N/A	FEC Rail with Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	0	1	1	0.4	**4.40**	**108**
Martin	N/A	Atlantic Ridge Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	0	1	1	0.4	**4.40**	**108**
Martin	N/A	Beeline Highway Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	1	0.4	**4.40**	**108**
Martin	N/A	FNST Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	0	0.4	**4.40**	**108**
Martin	N/A	Indian River Drive Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	0	1	1	0.4	**4.40**	**108**
Martin	Old Dixie Highway	US 1 to Bridge Road	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	**4.40**	**108**
Martin	Salerno Road	Dixie Highway to US 1	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.4	**4.40**	**108**
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.4	**4.40**	**108**
Martin	Savannah Road	Cardinal Avenue to Jensen Beach Boulevard	Bike Lanes	0.2	1	N/A	1	N/A	1	0	0	1	0.2	**4.40**	**108**
St. Lucie	St Lucie Boulevard	North Kings Hwy to N 25 Street	Bike Lanes/Sidewalks	0	0.5	N/A	1	N/A	1	0	1	0.5	0.4	**4.40**	**108**
Martin	US 1	Roosevelt Bridge to Contractors Way	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.4	**4.40**	**108**
Martin	N/A	St. Lucie Canal Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	0	1	0.5	0.8	**4.30**	**123**
Indian River	66 Avenue	49 Street to Barber Street	Bike Lanes/Sidewalks	0.2	1	N/A	1	N/A	1	0	0	0.5	0.6	**4.30**	**123**
Martin	Baker Road	Green River Parkway to NE Braille Place	Sidewalks	0	1	N/A	1	N/A	1	0	0	1	0.2	**4.20**	**125**
Martin	Jensen Beach Blvd	US 1 to Roundabout	Bike Lanes	0	1	N/A	1	N/A	1	0	0	1	0.2	**4.20**	**125**
Martin	Bridge Road	Kanner Highway to Flora Avenue	Bike Lanes	0.2	0	N/A	1	N/A	1	1	0	0.5	0.4	**4.10**	**127**
St. Lucie	Northern Connector	I-95 to Kings Highway	Bike Lanes/Sidewalks	0	0	N/A	0	N/A	1	1	1	0.5	0.6	**4.10**	**128**
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Bike Lanes/Sidewalks	0	0	N/A	0	N/A	1	1	1	0.5	0.6	**4.10**	**128**
Indian River	N/A	Indian River Connector Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.6	**4.10**	**128**
Indian River	US 1	27 Street to CR 510	Bike Lanes/Sidewalks	0.4	0	N/A	1	N/A	1	0	1	0.5	0.2	**4.10**	**128**
Martin	SR 714 /Martin Highway	Citrus Boulevard to 42 Avenue	Sidewalks	0.4	0	N/A	1	N/A	1	0	1	0.5	0.2	**4.10**	**128**
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Bike Lanes/Sidewalks	0.4	0.5	N/A	0	N/A	1	0	1	0.5	0.6	**4.00**	**134**
Martin	SE County Line Road	SE Girl Scout Camp to US 1	Bike Lanes	0.8	1	N/A	0	N/A	1	0	0	1	0.2	**4.00**	**134**
Martin	Willoughby Boulevard	Salerno Road to Pomeroy Street	Shared Use Path	0.6	1	N/A	0	N/A	1	0	0	1	0.4	**4.00**	**134**
Martin	Indian River Drive	A1A to St. Lucie County Line	Shared Use Path	0	1	N/A	1	N/A	1	0	0	0.5	0.4	**3.90**	**137**
Martin	Kanner Highway	SR 710 to US 98	Bike Lanes	0	0	N/A	1	N/A	1	1	0	0.5	0.4	**3.90**	**137**
Martin	Kanner Highway	Warfield Boulevard to Lost River	Shared Use Path	0	0	N/A	1	N/A	1	1	0	0.5	0.4	**3.90**	**137**
Martin	N/A	Allapattah Flats Trail Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.4	**3.90**	**137**
Martin	N/A	Historic Jupiter to Indiantown Road Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.4	**3.90**	**137**
Martin	N/A	Lake Okeechobee Scenic Trail Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.4	**3.90**	**137**
Martin	N/A	Martin East West Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.4	**3.90**	**137**
Martin	N/A	MC 20 - St. Lucie Canal Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.4	**3.90**	**137**
Martin	SW Allapatah Road	SW Warfield Boulevard to St. Lucie County Line	Shared Use Path	0	0	N/A	1	N/A	1	1	0	0.5	0.4	**3.90**	**137**
St. Lucie	SE Walton Road	SE Lennard Road to SE Green River Parkway	Bike Lanes/Sidewalks	0	0.5	N/A	0	N/A	1	0	1	0.5	0.8	**3.80**	**146**
Martin	N/A	Jessup Trail	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.2	**3.70**	**148**
Indian River	82 Avenue	26 Street to CR 510	Bike Lanes/Sidewalks	0	1	N/A	0	N/A	1	1	0	0.5	0.2	**3.70**	**148**
Indian River	CR 507	Myrtle Street to Broadway Street	Sidewalks	0	0	N/A	1	N/A	1	0	1	0.5	0.2	**3.70**	**148**
Indian River	N/A	Ten Mile Ridge / Sand Lakes Conservation Area Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	1	1	0.5	0.2	**3.70**	**148**
Indian River	Oslo Road	27 Avenue to US 1/SR 5	Bike Lanes	0	1	N/A	0	N/A	1	0	1	0.5	0.2	**3.70**	**148**
Martin	SW Citrus Blvd	Martin Highway to Warfield Boulevard	Bike Lanes	0	0	N/A	1	N/A	1	1	0	0.5	0.2	**3.70**	**148**
Indian River	25 Street SW	58 Avenue to 27 Avenue	Bike Lanes/Sidewalks	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	**3.60**	**155**
Indian River	53 St/Indian River Boulevard	US 1 to Indian River Boulevard	Sidewalks	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	**3.60**	**155**
St. Lucie	Edwards Road	S Jenkins Road to S 25 Street	Bike Lanes/Sidewalks	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	**3.40**	**157**
Martin	Palm City Road	Monterey Road to US 1	Bike Lanes	0	1	N/A	0	N/A	1	0	0	1	0.4	**3.40**	**158**
Martin	Willoughby Boulevard	Monterey Road to US1	Bike Lanes	0	1	N/A	0	N/A	1	0	0	1	0.4	**3.40**	**158**

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
Martin	Sewall's Point Road	Ocean A1A to Palmer Street	Bike Lanes	0.4	1	N/A	0	N/A	1	0	0	0.5	0.4	**3.30**	**160**
St. Lucie	NW East Torino Parkway	Cashmere Road to Midway Road	Bike Lanes/Sidewalks	0.2	0.5	N/A	0	N/A	0	0	1	1	0.4	**3.10**	**161**
Martin	N/A	Hutchinson Island Trail Corridor	FDEP Trail	N/A	0	N/A	N/A	N/A	1	0	1	0.5	0.6	**3.10**	**161**
St. Lucie	NW West Torino Parkway	NW California Boulevard to NW Volucia Drive	Bike Lanes/Sidewalks	0	0.5	N/A	0	N/A	0	0	1	1	0.4	**2.90**	**167**
Martin	US 1	Sand Road to Dixie Highway	Shared Use Path	0	0	N/A	1	N/A	1	0	0	0.5	0.4	**2.90**	**167**
Martin	Bridge Road	US 1 to Beach Road	Shared Use Path	0	0	N/A	1	N/A	1	0	0	0.5	0.2	**2.70**	**169**
Martin	Bridge Road	US 1 to Gomez Avenue	Sidewalks	0	0	N/A	1	N/A	1	0	0	0.5	0.2	**2.70**	**169**
Martin	CR 711/Pratt Whitney	Kanner Highway to Citrus	Bike Lanes	0	0	N/A	1	N/A	1	0	0	0.5	0.2	**2.70**	**169**
Martin	CR 711/Pratt Whitney	Kanner Highway to Palm Beach County Line	Bike Lanes	0	0	N/A	0	N/A	1	1	0	0.5	0.2	**2.70**	**169**
Indian River	53 Street	Fellsmere N-S Rd 1 to 58 Avenue	Bike Lanes/Sidewalks	0	0	N/A	0	N/A	1	1	0	0.5	0.2	**2.70**	**169**
St. Lucie	Taylor Dairy Road	W Angle Road to St Lucie Boulevard	Bike Lanes/Sidewalks	0	0	N/A	0	N/A	1	0	1	0.5	0.2	**2.70**	**169**
Indian River	Indian River Boulevard	41 Street to 45 Street	Bike Lanes	0	0	N/A	0	N/A	1	0	0	1	0.6	**2.60**	**175**
St. Lucie	NW Gilson Road	SE Becker Road to South of SE Becker Road	Bike Lanes/Sidewalks	0.2	0.5	N/A	0	N/A	0	0	1	0.5	0.2	**2.40**	**176**
Indian River	58 Avenue	St. Lucie County Line to 16 Street	Bike Lanes/Sidewalks	0	0.5	N/A	0	N/A	0	1	0	0.5	0.4	**2.40**	**177**
Indian River	Oslo Road	I-95 to 58 Avenue	Bike Lanes/Sidewalks	0	0.5	N/A	0	N/A	0	1	0	0.5	0.4	**2.40**	**177**
Martin	Sand Trail	Sand Avenue to Martin Downs Boulevard	Bike Lanes	0	1	N/A	0	N/A	0	0	0	0.5	0	**1.50**	**179**

ITEM NUMBER:
6B

TREASURE COAST TRANSPORTATION COUNCIL
(TCTC) MEETING
AGENDA ITEM SUMMARY

MEETING DATE: June 29, 2017		**DUE DATE:** June 22, 2017
WORDING: **2040 RLRTP FREIGHT PLAN**		
REQUESTED BY: MPOs/FDOT	**PREPARED BY:** Beth Beltran/ Alice Bojanowski	**DOCUMENT(S) REQUIRING ACTION:** 2040 RLRTP Freight Plan

BACKGROUND
The Freight Plan of the 2040 RLRTP addresses freight movement from a regional perspective for the Treasure Coast area.

ISSUES
At the June 29th TCTC meeting, FDOT staff will present the 2040 RLRTP Freight Plan.

RECOMMENDED ACTION
a. Approve and adopt the 2040 RLRTP Freight Plan as presented.
b. Approve and adopt the 2040 RLRTP Freight Plan with comments.

ATTACHMENT
1. 2040 RLRTP Freight Plan
2. Appendix B - Projects

report

Treasure Coast Regional Long Range Transportation Plan - Freight Element

prepared for

Florida Department of Transportation District 4

prepared by

Cambridge Systematics, Inc.
2101 West Commercial Boulevard, Suite 3200
Fort Lauderdale, FL 33309

date

April 2017

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1.0 Introduction and Background

The Treasure Coast region has been actively engaged in regional transportation planning for several years. Freight was identified as a key component for the 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP). This report summarizes the region's freight transportation system and serves as input to the RLRTP. Freight transportation is a critical element of the long range planning under taken by M/TPOs.

Federal guidance relating to freight transportation to states and MPOs continues to strengthen. The importance of freight at the national level began in 1991 with ISTEA; each subsequent bill has strengthened this message. The national freight policy is designed to drive U.S. global competitiveness. Fixing America's Surface Transportation Act (FAST Act), passed December 4, 2015, further increased the focus and funding available for freight.

The national freight program provides new funding opportunities. The FAST Act established the Nationally Significant Freight and Highway Projects (NSFHP) Program. This program provides dedicated funding for eligible NSFHP projects. In addition to the dedicated formula funds provided to each state, a discretionary competitive grant program was created called the FASTLANE Grant Program (also know as Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies).

These new funding programs are designed to help address ongoing challenges, including: Safe, efficient, and reliable movement of freight and people; global, national, and regional economic competitiveness; congested highways; efficient intermodal connections and "first/last" mile; international border operations; modernization of seaports and their landside connections; infrastructure resiliency and environmental protection; and rail grade crossing conflicts.

As part of this legislation, new requirements were placed on states and a national freight highway system was designated. The ability of M/TPOs to benefit from these changes requires freight be a part of established transportation planning activities. In addition to changes to the federal freight program, it is also critical that the regional freight element is consistent with key statewide initiatives. This includes overarching guidance provided by Florida's Transportation Plan and Florida's Strategic Intermodal System Plan, as well as more specific freight guidance provided by Florida Freight Mobility & Trade Plan and the Florida Trade and Logistics Study. Florida's M/TPOs also have established a Freight Subcommittee as part of its MPOAC to help insure M/TPOs are prepared to provide key input to the state's freight program, specifically as it relates to urban goods movement.

The rest of this report summarizes existing freight policies, objectives, and visions; identifies freight and logistics network elements; identifies freight needs and priorities; and presents a summary of the freight system. Appendix A provides a literature review of relevant documents.

2.0 Existing Freight Policies, Objectives, and Visions

The three M/TPOs in the Treasure Coast region have an established process to create individual Long Range Transportation Plans (LRTPs). The most recent 2040 LRTPs were adopted in late 2015 through early 2016. With a 2040 planning horizon, the LRTPs account for the substantial changes that have occurred since the completion of the 2035 plans. Specifically, federal legislation and statewide planning efforts such as Moving Ahead for Progress in the 21st Century Act (MAP-21), the Fixing America's Surface Transportation (FAST) Act, the 2060 Florida Transportation Plan (FTP), and the Freight Mobility and Trade Plan (FMTP) have been reshaping the goals and objectives that M/TPOs are working towards. The counties primarily worked to align their goals, objectives, and performance measures with MAP-21 Goals and the 2060 FTP Goals. For the purposes of this Treasure Coast RLRTP Freight Element, existing goals and objectives were reviewed to identify policy language that encompasses the needs of the freight system and its users.

2.1 Existing Federal and State Freight Guidance

One of the primary purposes of developing freight goals and objectives at the M/TPO level is to ensure that established plans are consistent with state and federal guidance. This is critical for an M/TPO to be eligible for all available funding programs. Over the past few years, updates to and creation of statewide transportation planning documents, as well as the passage of new surface transportation legislation at the federal level has impacted the planning environment M/TPOs are working within.

The first of these is the Moving Ahead for Progress in the 21st Century Act, or MAP-21. This legislation was signed into law in July of 2012 to provide over $105 billion for surface transportation investments in fiscal years 2013 and 2014. This legislation was the first long-term highway legislation enacted since 2005 and set the stage for a performance based multimodal program. Key changes made through MAP-21 include an expansion of the National Highway System (NHS), establishment of a performance-based program, and a restructuring of existing or new formula programs. This was the current legislation when the LRTPs were developed for the three counties and was used as guidance for their goals and objectives.

Since the completion of the LRTPs, new federal legislation has come out in the form of the Fixing America's Surface Transportation Act, or FAST Act. Signed into law in December 2015, this law authorizes $305 billion over fiscal years 2016 through 2020 for surface transportation infrastructure planning and investment. This legislation builds upon the foundation developed by MAP-21. The FAST Act seeks to improve mobility on America's highways through the development of programs and policies such as a new National Multimodal Freight Policy, funding through a new National Highway Freight Program, and the development of a new discretionary grant program for nationally significant freight and highway projects. Specifically, the FAST Act designates approximately $1.2 billion per year for the National Highway Freight Program allocated to states by formula; the FASTLANE grant program, created as a discretionary competitive grant program, allocates an additional $4.5 billion over five years for freight projects. In addition, the FAST Act will support economic growth, accelerate project delivery, and promote innovation. When the LRTPs for the Treasure Coast M/TPOs are updated once again, they will need to align planning policies with the guidance set forth by this Act.

At the state level, the 2060 FTP creates a vision and guidance over the next 50 years for transportation and investment decisions in Florida. This plan establishes the policy framework for the expenditure of state and federal transportation funds allocated to Florida through the work program. In addition, this document

provides guidance for other transportation partners, such as MPOs, transit agencies, and the like, as they work towards future plans and projects. The three major sections of the FTP are:

- Identifying key trends, issues, and opportunities which shape Florida's transportation past and future;
- Seven long range goals to guide transportation decisions, along with objectives, strategies, and indicators to support each goal; and
- Key actions to implement the FTP.

Florida Transportation Plan Goals

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

Source: FTP Vision Element, FDOT, August 2015

The state has also developed a comprehensive freight plan and program. The Freight Mobility and Trade Plan (FMTP) was conceived in April 2012 through Florida House Bill 599. The two main components of this document are the Policy Element, completed in June 2013, and the Investment Element, which was completed in September 2014. While Florida has been actively engaged in freight planning for many years, MAP-21 specifically called for states to develop freight plans. An adopted freight plan ensures that Florida is eligible for additional funding opportunities as up-to-date, compliant freight plans are now a requirement under the FAST Act in order to program projects with federal formula freight funding. State freight plans were required to have the following elements:

- Identify trends, needs, and issues;
- Describe policies, strategies, and performance measures to guide investment decisions;
- Describe how the plan will improve the state's ability to meet national freight goals;
- Consider innovative technologies and operational strategies;
- Describe improvements required to reduce deterioration of heavy truck routes; and
- Provide an inventory of facilities with freight mobility issues and strategies to address those issues.

These planning and policy documents provide an excellent reference point for the M/TPOs to consider in the development of their own goals and objectives. As these documents are modified moving forward, they can provide a reference point for the changes in transportation policies and visioning.

2.2 Indian River County Freight Goals and Objectives

Both Indian River and Martin counties developed their goals and objectives in a similar fashion. The overall goals and objectives of these 2040 LRTPs are aligned with the MAP-21 and 2060 Florida Transportation Plan Goals. Freight is specifically called out under the MAP-21 goals related to "Freight Movement and Economic Vitality".

Indian River County developed five goals for this LRTP, each with its own subset of objectives. While many goals related to safety, connectivity and access impact the movement of freight, only a handful relate directly to freight. Of these five, two are identified as directly related to freight movement, with a combined total of three objectives. These objectives focused on implementing multimodal improvements, improving the Strategic Intermodal System (SIS) network, and enhancing freight mobility, as summarized in Table 2.1.

Recommended enhancements for the Indian River MPO focus on the addition of freight specific objectives to the safety and preservation goals (goals 4 and 5). Each of these areas are impacted by freight operations. Safety concerns related to reducing crash and injury rates may be different for freight movements. For instance, an interchange ramp may be too steep for a truck to safely navigate, resulting in the truck rolling down an embankment. Crash rates here could be reduced by making improvements to the ramp. The preservation goal of Indian River is focused on pavement index ratings and the bridge network. As trucks are heavier than a typical passenger car, they can have a much greater impact on these facilities. Rehabilitating a roadway without an understanding of the truck traffic on that roadway may result in deteriorated conditions much faster than expected. An understanding of the routes heavily used by trucks can ensure that improvement projects are undertaken with all users in mind.

Table 2.1 Indian River County Freight Goals and Objectives

Goal 1: A connected, responsive, aesthetically pleasing, and efficient transportation system that meets the needs of Indian River County residents, visitors, and businesses
Objective 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
Objective 1.04: **Enhance the FDOT's Strategic Intermodal System** (SIS) by constructing the Oslo Road Interchange at Interstate 95 by 2040
Goal 2: A transportation system that provides travel alternatives which enhance mobility for people and freight
Objective 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

Source: Connecting Indian River County: Long Range Transportation Plan 2040 Update.

2.3 Martin County Freight Goals and Objectives

As mentioned above, Martin County identified and categorized the 2040 LRTP goals and objectives in a similar fashion as Indian River, albeit with some modifications. Martin County identified four overall goals, each of which has earmarked "Freight Movement and Economic Vitality" as a component of one or more objectives. Even though each of the four goals addresses freight or economics, only two goals specifically address freight, along with four objectives as shown in Table 2.2. Martin County did not identify specific policies to help reach these goals and objectives, but did identify performance measures used to determine how well the county is trending towards each objective.

Recommended enhancements for the Martin MPO focus on separating "freight movement" and "economic vitality" when screening existing objectives for relevance to freight. In looking at the objectives identified as addressing "freight movement and economic vitality", only one specifically mentions freight or improving freight networks (Objective 1B: Support improvements to major roadway freight corridors). Others indirectly relate to freight by referencing overall performance (e.g., prioritize improvements that maintain acceptable

travel performance), however, many relate to objectives that support economic vitality but not freight movement (e.g., increasing sidewalk coverage; improving transit commuter access to employment; and increasing the bike facility coverage). While freight movements are directly tied to economic vitality, a more suitable way to address this MAP-21 goal may be to separate the two components to ensure the specific freight goals of the county can be more readily realized and measured.

Table 2.2 Martin County Freight Goals and Objectives

Goal 1: An efficient multimodal transportation system that supports the local economy and maintains the quality of life
B. Support improvements to **major roadway freight corridors**
J. Support projects that **enhance the local economy**
L. Prioritize funding for projects that **improve existing corridors that address multimodal transportation** needs with context sensitive designs
Goal 2: A safe multimodal transportation system
B. Prioritize projects and programs that improve safety on corridors with highest number of crashes with fatal and incapacitating **injuries by mode**

Source: Moving Martin Forward: 2040 Long Range Transportation Plan.

2.4 St. Lucie County Freight Goals and Objectives

St. Lucie County developed the goals and objectives of the 2040 LTRP in a different manner. Goals and objectives are aligned with MAP-21. A total of six goals were developed, with three identified as related to "Movement of People and Freight". However, only one goal with two objectives directly address the movement of freight. Table 2.3 shows the goals and objectives specific to freight.

Recommended enhancements for the St. Lucie TPO focus on separating the movement of freight and the movement of people, as well as adding freight objectives for Goals 3 and 6. Existing objectives under each already cover freight indirectly (e.g., Goal 3: maintain condition of existing transportation assets, improve efficiency of existing transportation services; Goal 6: improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles). The defined goals and objectives are utilized to score projects and determine their priorities. Without objectives specifically related to freight, the corresponding project ranking criteria are similarly not freight-focused. As a result, a freight project would score very low based on the existing project ranking criteria.

Table 2.3 St. Lucie County Freight Goals and Objectives

Goal 1: Provide for efficient transportation that serves local and regional needs and stimulates economic prosperity and growth
Enable people and **goods to move** around efficiently.
Increase transportation options and improve access to destinations that support prosperity and growth.

Source: Go2040: St. Lucie TPO Long Range Transportation Plan.

3.0 Freight and Logistics System Elements

The freight system of the Treasure Coast region is a multimodal network consisting of roadways, railways, airports, a seaport, waterways, and other supporting infrastructure such as warehouses, distribution centers, and truck parking facilities. The network is shown in Figure 3.1 with further information on each of these components detailed in the following subsections.

3.1 Key Freight Roadways

A well connected network of roadways is pivotal to the efficient movement of goods and services. While most routes will be used by trucks in some capacity for local deliveries, only a portion of the overall system is considered critical for freight movements. Without efficient movements on these roadways, other local streets may suffer from congestion as drivers attempt to find alternative routes. The three designations included here are:

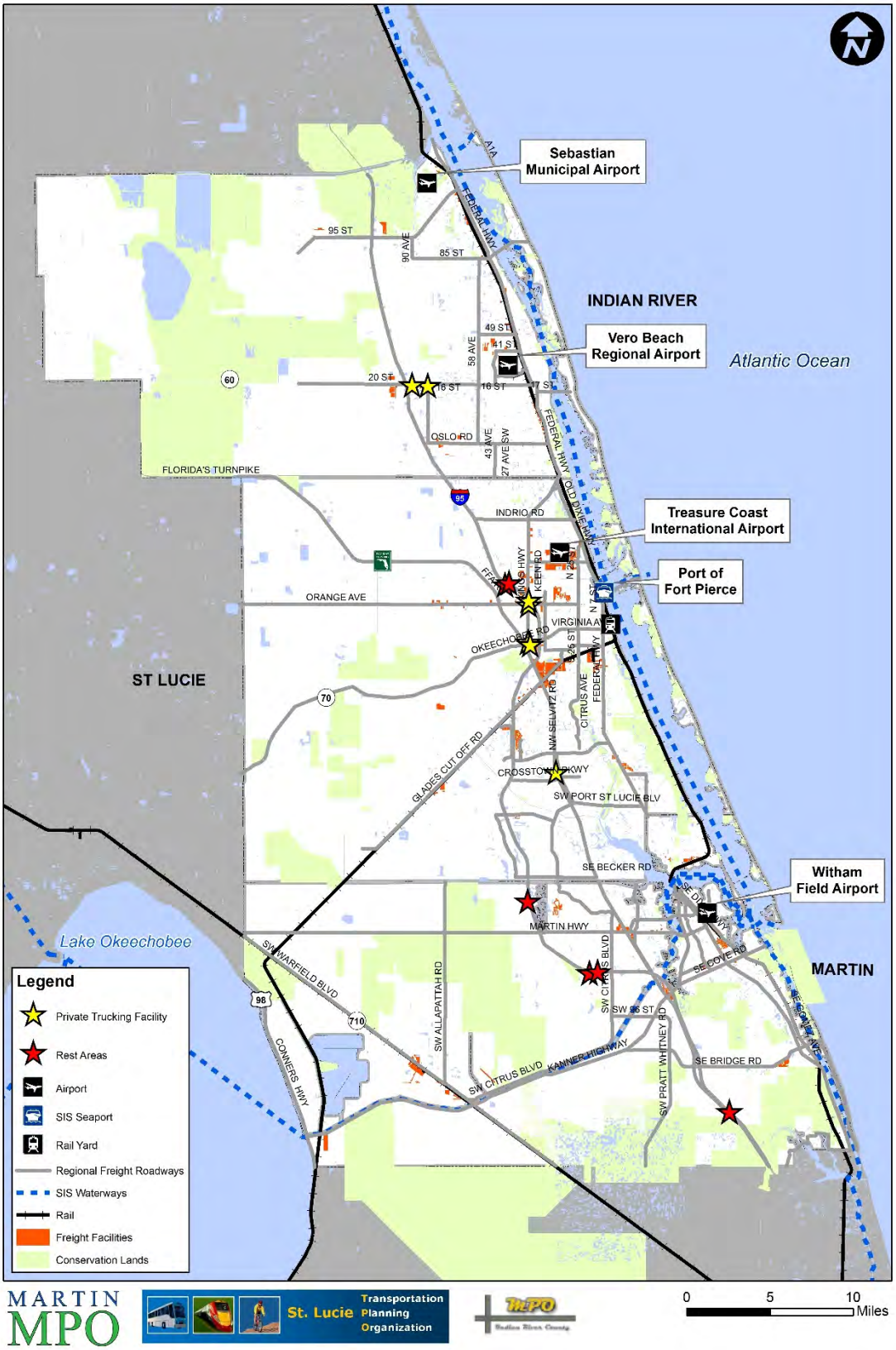
- Strategic Intermodal System Roadways (SIS)
- National Highway Freight Network (NHFN)
- Locally designated truck routes

3.1.1 Key Roadway Designations

Strategic Intermodal System Roadways

The Strategic Intermodal System (SIS) roadways are the backbone of the roadway network. These roadways represent the state's high priority network of transportation facilities which facilitate mobility and economic development. The roadways and facilities identified as part of the SIS are critical for interregional, interstate, and international travel and are eligible for additional funding options from the state. At the state level, SIS highway facilities carry 89 percent of all interregional rail and bus passengers, 55 percent of total traffic, and more than 70 percent of all truck traffic on the State Highway System. Figure 3.2 shows the SIS roadway facilities in the Treasure Coast region. This system is predominantly made up of Interstates, and US and state roadways including I-95, Florida's Turnpike, US 1, US 441, State Road 60, State Road 70, and State Road 710.

Figure 3.1 Treasure Coast Freight Network



MARTIN MPO

St. Lucie Transportation Planning Organization

TCPO

Figure 3.2 SIS Roadways in the Treasure Coast Region

Source: Florida Department of Transportation.

National Highway Freight Network

The Federal Highway Administration (FHWA) is an agency within the U.S. Department of Transportation (USDOT) which supports State and local governments in the design, construction, and maintenance of the Nation's highway system. To ensure the consistency and continuity of this support, long term federal transportation funding is a critical element so that States and local governments can appropriately plan for anticipated funding. The most recent transportation bill, Fixing America's Surface Transportation (FAST) Act, was the first federal law in over a decade to provide long-term funding for surface transportation. Signed into law in December 2015, the FAST Act authorizes $305 billion for transportation spending over fiscal years 2016 through 2020.

For freight planning, the FAST Act has specifically designated federal money for freight improvement projects. To focus on the elements of the network most critical for the movement of goods, the FAST Act directed FHWA to establish a National Highway Freight Network (NHFN). This network ensures the strategic use of Federal resources and policies to improve the performance of the Nation's freight system. The NHFN is comprised of the following four subsystems which have their own designation criteria:

- Primary Highway Freight System (PHFS)
- Those portions of the Interstate System not part of the PHFS
- Critical Rural Freight Corridors (CRFCs)
- Critical Urban Freight Corridors (CUFCs)

Primary Highway Freight System

The Primary Highway Freight System (PHFS) is a critical component of the freight transportation network. This network was established through significant amounts of stakeholder feedback from local, regional, and state entities based on a preliminary designation by FHWA. The designation completed as part of the FAST Act built on the initial network designation process undertaken as part of the MAP-21 highway only primary freight network (PFN) under 23 U.S.C. 167(d). Nationally, the system consists of 41,518 centerline miles, including 37,436 centerline miles of Interstate and 4,082 centerline miles of non-Interstate roads. The state of Florida as a whole comprises 1600.69 miles of this, including 1538.92 miles of major corridors with the remainder being comprised of intermodal connectors. FHWA is charged with re-designating this system every five years to reflect changes in freight flows.

Within the Treasure Coast Region, this network includes I-95 through the entire region. In addition, the Port of Fort Pierce has an intermodal connector. At 6.11 miles, this connector includes SR 70 and US 1 from I-95 to the Port entrance. A map of the PHFS in the region is shown in Figure 3.3.

Figure 3.3 Primary Highway Freight System

Source: FHWA.

Other Interstate Portions not on the PHFS

As the PHFS limited the total mileage designated, not all interstates across the country were included in this subsection. However, interstates are critical to the movement of goods and services. The purpose of this subsection is to ensure that all interstate portions are included as part of the overall NHFN. Within Florida, 54.63 miles of interstate are included in this subsection. However, as all interstate portions in the Treasure Coast region have been included as part of the PHFS, no further segments are identified in this subsection.

An important note on the other interstate portions not on the PHFS, the total mileage within the state impacts funding availability for these roadways. For states whose mileage is greater than or equal to two percent of the total PHFS mileage of all states, funding may only be used on the PHFS, Critical Rural Freight Corridors, and Critical Urban Freight Corridors. Funds may be not used on these other interstates not included as part of the PHFS. Florida is a high mileage state, meaning that the State cannot use the funding on these other interstate portions not on the PHFS. While this does not impact the Treasure Coast region, it is an important consideration to remember.

Critical Rural Freight Corridors

Critical Rural Freight Corridors (CRFCs) are an important component of the NHFN as they serve as part of the first and last mile connectivity. These public roadways help to provide links between freight generators and a distribution pathway. The CRFCs must be outside the adjusted boundaries of any urbanized area, with the Census Bureau defining an urbanized areas as one with a population of at least 50,000. In addition, a roadway must meet one or more defined seven elements.

The identification of these facilities puts an emphasis on enhancing first and last mile connectivity. A State may designate the greater amount of 150 miles of highway or 20 percent of the PHFS mileage in the State. Within the State of Florida, 320.14 miles may be designated as CRFCs. For this effort, the State is responsible for designating the public roads in accordance with section 1116 of the FAST Act. Florida has worked to designate these corridors and at present no CRFCs are located in the Treasure Coast Region. However, SR 60 has been designated as a “planned” CRFC.

Seven Elements for CRFC Designation

- (A) is a rural principal arterial roadway and has a minimum of 25 percent of the annual average daily traffic of the road measured in passenger vehicle equivalent units from trucks (FHWA vehicle class 8 to 13);
- (B) provides access to energy exploration, development, installation, or production areas;
- (C) connects the PHFS or the Interstate System to facilities that handle more than:
  - 1. 50,000 20-foot equivalent units per year; or
  - 2. 500,000 tons per year of bulk commodities;
- (D) provides access to:
  - 1. a grain elevator;
  - 2. an agricultural facility;
  - 3. a mining facility;
  - 4. a forestry facility; or
  - 5. an intermodal facility;
- (E) connects to an international port of entry;
- (F) provides access to significant air, rail, water, or other freight facilities in the State; or
- (G) is determined by the State to be vital to improving the efficient movement of freight of importance to the economy of the State.

Source: FHWA.

Critical Urban Freight Corridors

Similar to the CRFCs, States are also charged with designating Critical Urban Freight Corridors (CUFCs) in consultation with their MPOs. Specifically, for an urbanized area with a population greater than 500,000, MPOs are responsible for designating the CUFC. For areas with a population of less than 500,000, the State is responsible for designating the CUFC in consultation with the MPO. Regardless of the population size, a public road designated as a CUFC must be within an urbanized area and meet one or more of four defined elements.

As with the CRFCs, States and MPOs are encouraged to consider first and last mile connections for high volume freight corridors and/or freight intensive land uses. Designation of the CUFC is limited to the maximum of 75 miles of highway or 10 percent of the PHFS mileage in the State, whichever is greater. Within the state of Florida, 160.07 miles is eligible to be designated as part of the CUFCs. Florida has worked to designate these corridors and at present none are located in the Treasure Coast region.

Four Elements for CUFC Designation

- Connects an intermodal facility to:
  - The PHFS;
  - The Interstate System; or
  - An intermodal freight facility;
- Is located within a corridor of a route on the PHFS and provides an alternative highway option important to goods movement;
- Serves a major freight generator, logistics, center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the MPO or the State.

Source: FHWA.

While the Treasure Coast region does not currently have CUFCs or CRFCs, it is important to remember that designations and certifications of these routes may be provided to FHWA on a rolling basis. Routes may be removed and added at any time so long as the requirements are met and the mileage does not exceed the maximum allowable limit.

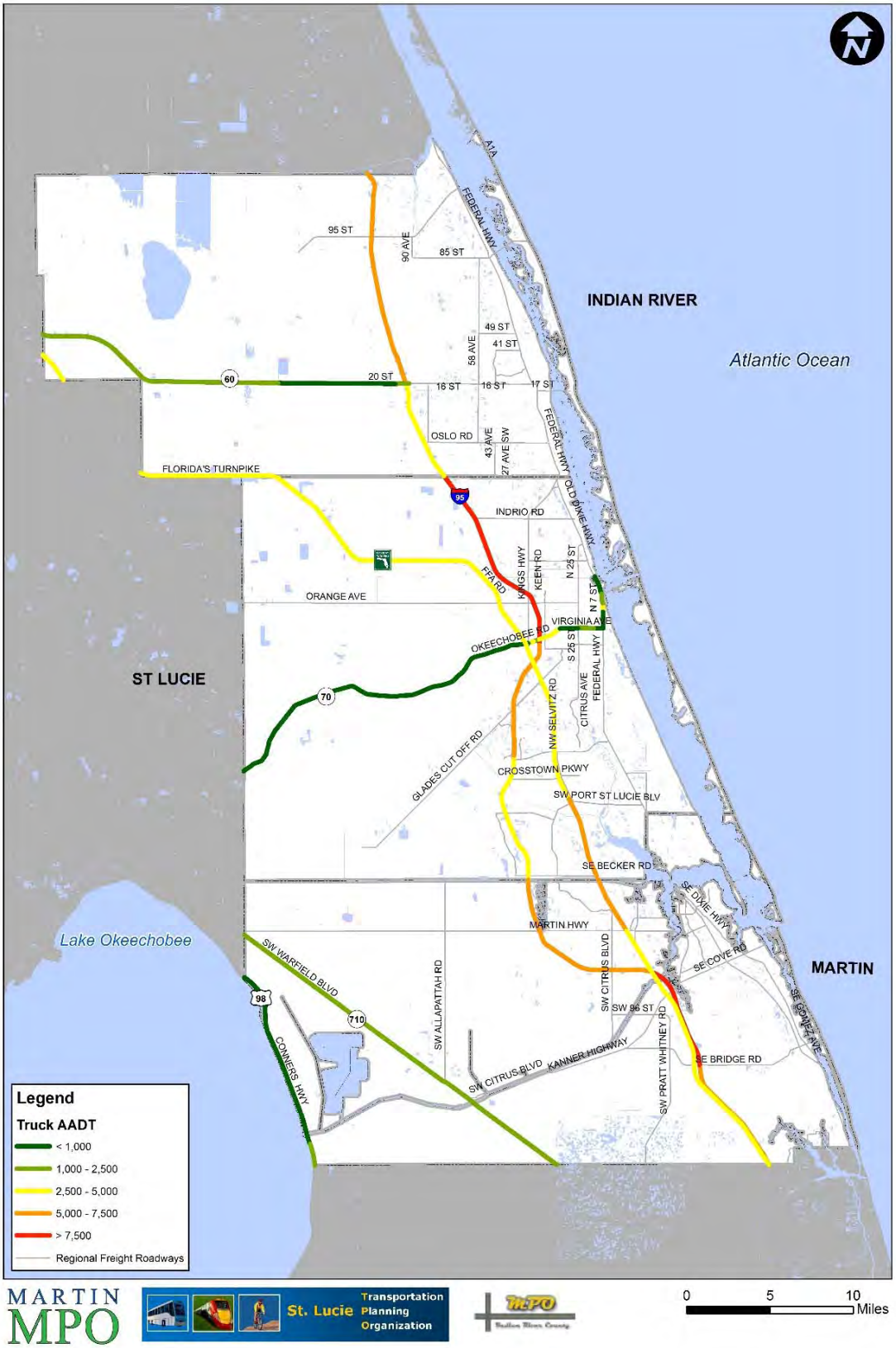
Regionally Significant Roadways

Some of the counties of the Treasure Coast region have worked to designate truck routes within their boundaries. Specifically, St. Lucie and Indian River have made efforts to identify key truck routes. This does not prevent trucks from traveling on other roadways but they are encouraged to use these roadways. Martin County has not made such a designation. The identified roadways are part of the regionally significant roadway network defined through the RLRTP development process.

3.1.2 Key Truck Corridors

One way to determine the most significant truck corridors in the region is by looking at the volume of trucks traveling on the roadways. Based on data from FDOT, Figure 3.4 shows the volume of trucks moving on the SIS roadway network in the Treasure Coast region with Table 3.1 supplementing this with detail on the top ten roadway segments by truck volume. Daily truck volumes range from 7,200 to almost 9,000. The highest volumes are seen along I-95, in particular on segments where it crosses with Florida's Turnpike. One explanation for this may be truck drivers' desire to avoid tolled roadways where possible. Therefore, the drivers are switching from Florida's Turnpike to I-95 when able in order to avoid continued tolls. Similarly, drivers may also be switching to Florida's Turnpike after these points and lowering the overall truck volumes seen on the parallel roadways.

Figure 3.4 Truck Volumes on Treasure Coast Regional Roadways



Source: Florida Department of Transportation, 2016.

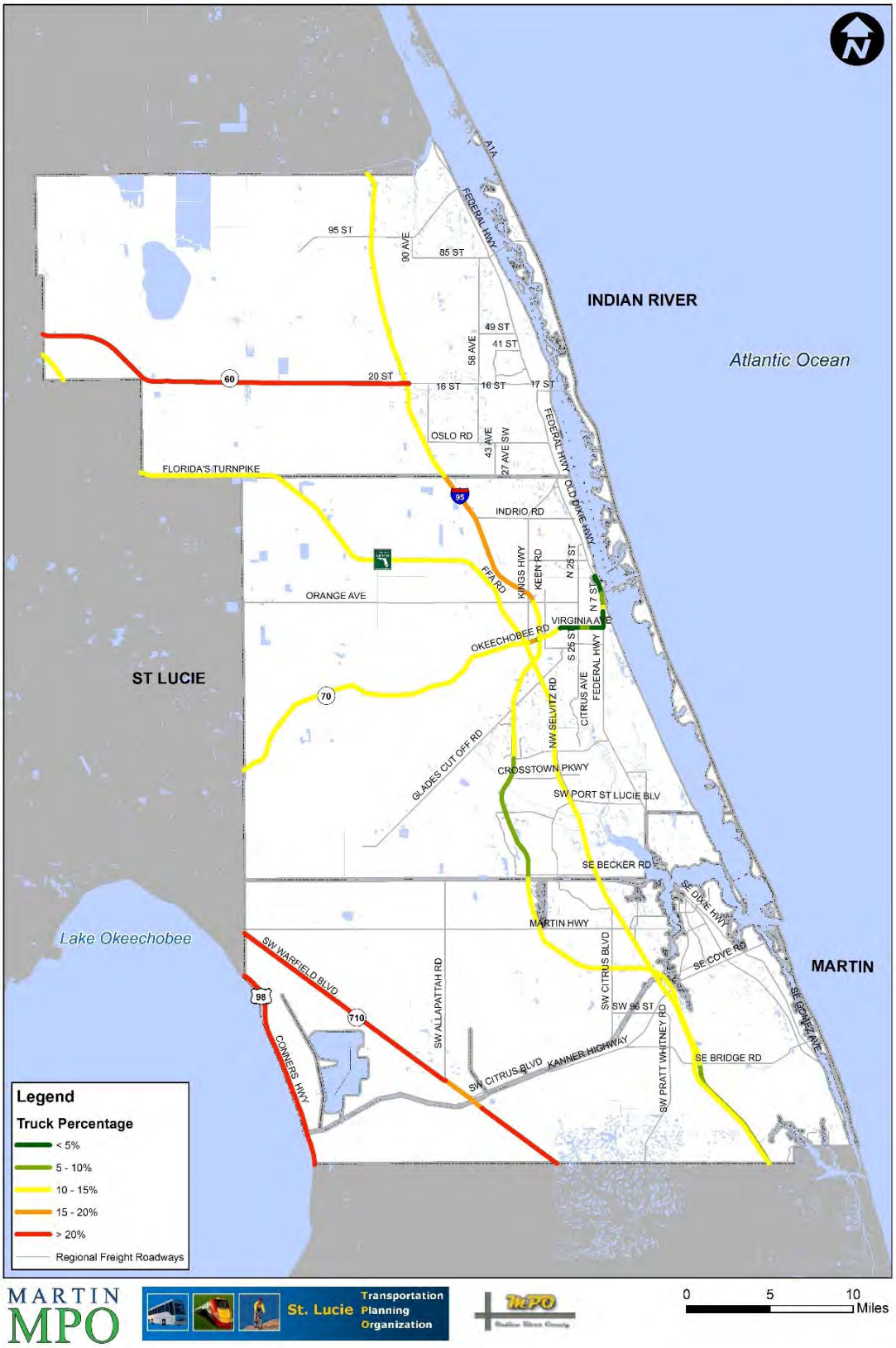
Table 3.1 Top 10 Highest Volume Regional Roadways by Truck Traffic

Roadway	From	To	County	AADT	AADTT	Truck Percent
I-95	Indian River County Line	Orange Ave	St. Lucie	46,500	8,975	19.3%
I-95	SW High Meadow Ave	SW Kanner Hwy	Martin	63,000	8,694	13.8%
I-95	SW Kanner Hwy	SE Bridge Rd	Martin	73,500	8,159	11.1%
I-95	Orange Ave	Graham Rd	St. Lucie	54,502	7,739	14.2%
I-95	Graham Rd	Okeechobee Rd	St. Lucie	54,502	7,739	14.2%
I-95	Martin Hwy	SW High Meadow Ave	Martin	51,500	7,262	14.1%
I-95	Okeechobee Rd	Midway Rd	St. Lucie	69,500	7,159	10.3%
I-95	Midway Rd	St. Lucie W Blvd	St. Lucie	61,500	6,581	10.7%
I-95	St. Lucie County Line	Martin Hwy	Martin	59,325	6,288	10.6%
I-95	Brevard County Line	Fellsmere Rd	Indian River	43,500	5,916	13.6%

Source: Florida Department of Transportation, 2016.

In addition to looking at overall truck volumes, it also is important to look at the percent of total traffic represented by trucks. This helps further refine and evaluate key truck corridors. Figure 3.5 illustrates the percent trucks along the SIS and Table 3.2 provides the top ten roadways based on percent truck. Note the list of roadways is different from the top ten roadways based on total truck volume. Truck percent ranges from 20 to 43 percent as compared to 10 to 19 percent when looking at the highest volume roadways.

Figure 3.5 Truck Share of Traffic on Treasure Coast Regional Roadways



Source: Florida Department of Transportation, 2016.

Table 3.2 Top 10 Highest Volume Regional Roadways by Truck Share of Traffic

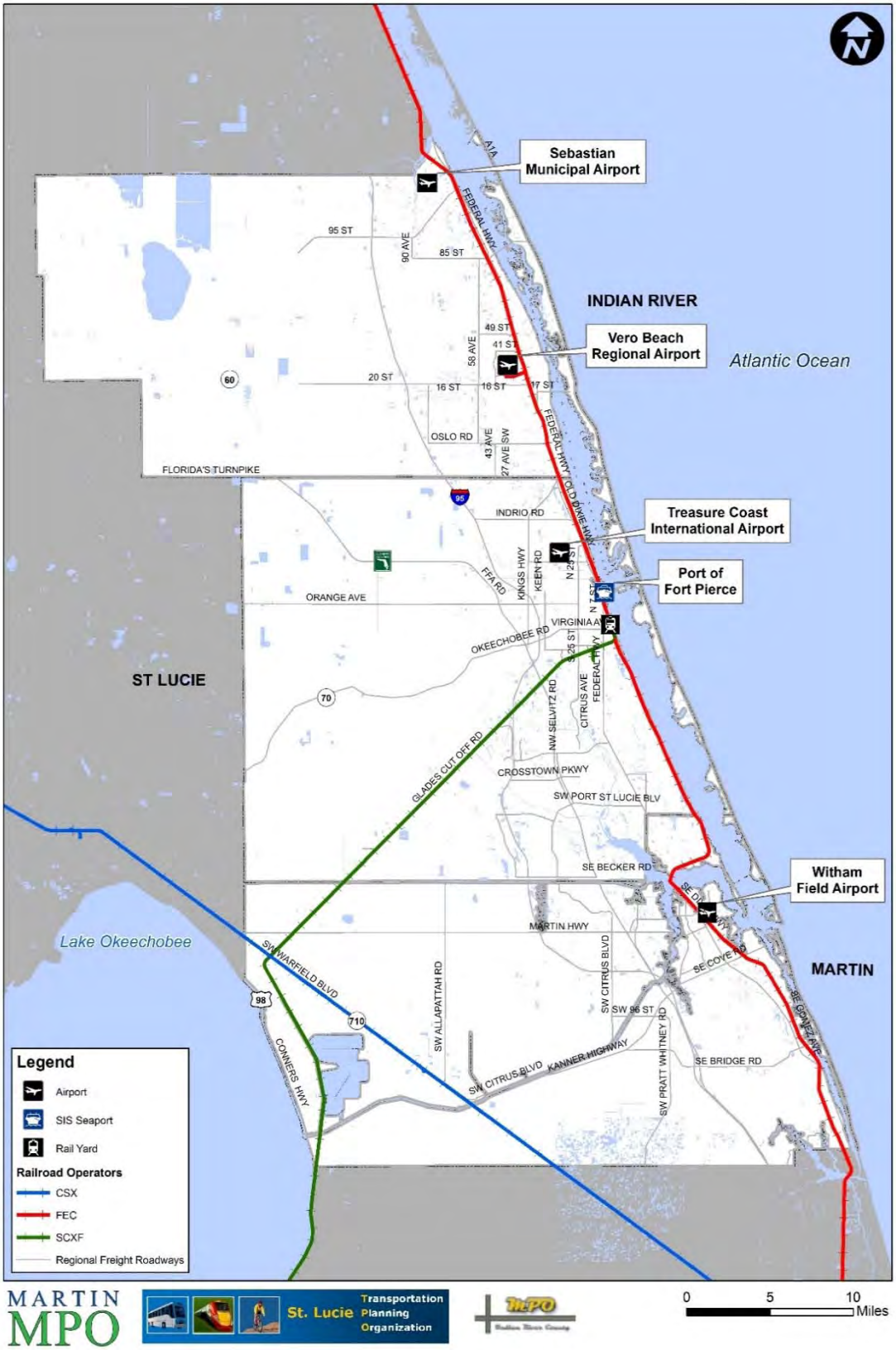
Roadway	From	To	County	AADT	AADTT	Truck Percent
US 98	SW Kanner Hwy	Palm Beach County Line	Martin	5,000	2,155	43.1%
US 98	Okeechobee County Line	SW Kanner Hwy	Martin	2,500	800	32%
SR 60	Osceola County Line	Blue Cypress Rd	Indian River	5,583	1,535	27.5%
SR 60	Blue Cypress Rd	CR 512	Indian River	5,583	1,535	27.5%
SR 710	SW Kanner Hwy	Palm Beach County Line	Martin	7,400	1,983	26.8%
SR 60	94th Dr	I-95	Indian River	8,700	2,297	26.4%
SR 710	Okeechobee County Line	SW Allapattah Rd	Martin	7,100	1,711	24.1%
SR 60	CR 512	94th Dr	Indian River	4,600	984	21.4%
SR 60	94th Dr	90th Ave	Indian River	10,200	2,173	21.3%
SR 710	SW Allapattah Rd	SW Kanner Hwy	Indian River	10,900	2,180	20%

Source: Florida Department of Transportation, 2016.

3.2 Key Freight Railroads

The history of the development on the East Coast of Florida is synonymous with the name of Henry Flagler, whose ambition was to expand his railroad network throughout the state of Florida in the late 19th century. This ambition has helped to shape the current rail infrastructure in place today. There are three entities operating the freight railroad network in the Treasure Coast region: Florida East Coast Railway (FEC), South Central Florida Express railroad (SCXF), and CSX Transportation. Figure 2.3 shows these three railroads operating within the Treasure Coast Region. The grey lines show SIS roadway network for reference. Note the SCXF currently has operating authority on FEC's K Branch from Fort Pierce to South Bay. FEC, as owner, also has operating rights along this corridor..

Figure 3.6 Freight Railroads in the Treasure Coast Region



Note: SCXF, as shown, has operating authority along track owned by FEC.

3.2.1 Florida East Coast Railway

The Florida East Coast Railway (FEC) is a 351-mile Class II freight rail system located along the east coast of Florida. It is the only north-south mainline along the Atlantic coast between Miami and Jacksonville. FEC is the primary rail service provided in the Treasure Coast region, operating 76 miles of freight rail. FEC transports a mix of freight including intermodal containers and trailers, bulk/carload, and box car/general merchandise. FEC provides direct and exclusive service to PortMiami, Port Everglades and Port of Palm Beach, as well as a network of terminals. In the Treasure Coast region, FEC serves the Port of Fort Pierce and the cities of Port St. Lucie and Vero Beach. In addition to regular freight service, the development of the Brightline express passenger rail service by All Aboard Florida will add additional trains to the corridor.[1]

3.2.2 CSX

CSX, one of North America's Class I railroads, also operates in the Treasure Coast region. In Florida, CSX operates and maintains more than 2,800 miles of track and handles more than 1.1 million carloads of freight on the state's rail network. In the Treasure Coast region, CSX operates 25 miles of railway in the southwest corner of Martin County where it provides limited carload service. CSX provides carload/bulk and box car/general merchandise service through the region with limited stops at rail served properties in Martin County.

3.2.3 South Central Florida Express

Another railroad company operating in the Treasure Coast region is South Central Florida Express railroad (SCXF). SCXF is a Class III railroad serving the agricultural industries of South Central Florida. The railroad serves 26 customers and hauls cut cane, bulk raw sugar, packages and bulk-refined sugar, fertilizer, molasses, pulpwood logs, rolled paper, and farm equipment. SCXF has been owned and operated by the U.S. Sugar Corporation since 1994. The railroad currently owns a 98-mile section between Sebring and Pahokee. The railroad also owns a branch line running south of Lake Harbor and then turning east into the cane fields south of Belle Glade. SCXF operates on 171 route miles on both sides of Lake Okeechobee in South Florida. The line on the west side of Lake Okeechobee interchanges with CSX at Sebring and, through a lease agreement, operates over 51 miles of FEC track to the Atlantic Coast where it connects to the FEC main line at Fort Pierce. SCXF has haulage rights on the FEC to its Jacksonville interchanges with CSX and Norfolk Southern. SCXF operates on 45 miles of railway in the Treasure Coast region.

[1] http://www.allaboardflorida.com/

3.3 Seaports and Waterways

3.3.1 Port of Fort Pierce

Established in 1918, the Port of Fort Pierce, which lies within the City of Fort Pierce's limits, falls under the jurisdiction of St. Lucie County and the five County Commissioners. The County owns 20 acres at the port, adjacent to 67 undeveloped privately owned acres and 12 acres which house the privately owned Fort Pierce Yachting Center, formerly known as the Indian River Terminal. This port has historically served a hinterland including St. Lucie, Indian River, Okeechobee, Highlands, Hendry, Glades, and Martin counties. The port has traded with nearby partners in the Caribbean Basin and the Bahamas as well as the Far East and Europe. No container cargo has been handled at the Port of Fort Pierce since FY 2011/12, however the port does continue to export break, neo and dry bulk cargo via barges. The port updated its Master Plan in December 2015 and continues to explore its strategic opportunities.

The Florida Seaport Five-Year Capital Improvement Program (CIP) for 2015-2016 through 2019/2020 identifies several projects for the Port of Fort Pierce. The port continues to work on infrastructure and economic development projects to attract business to the region. Currently, the port is midway through the construction phase of the 2nd Street project which runs the length of the port (from north to south) and serves as the primary entrance road to the port. This major project includes widening the roadway to accommodate freight, moving and burying power lines to accommodate Oversize & Overweight trucks, adding a truck "turn-around" loop at the northern end, installing upgraded power, water, sewer, and natural gas mains to serve the port areas as well as a storm water collection and treatment system. Construction is anticipated to be complete by April 2018.

Another significant development underway at the port is the development of Fisherman's Wharf. The objective of developing this area is to serve as a "Transition Zone" between the City's Downtown to the south and the more industrial area to the north. A recently completed study looked at various options for optimal development for this portion of land, as shown in Figure 3.7. Option 2 was selected, in a comparative evaluation process in close collaboration with the City and County, as the optimal land configuration. As a result of this study, the County was able to apply for and successfully receive funding through the Florida Seaport Transportation and Economic Development Program (FSTED) for two small properties totaling 0.44 acres as well as design funds for Fisherman's Wharf bulkhead and dredging project. It is the intent of the County to move the design project forward and apply for additional funds from FSTED for construction of the bulkhead and dredging project.

The Port is also focusing it's efforts on the County owned Harbour Pointe parcel at the northern end of the port. They are exploring options on developing the land to best fit the region and community as well as provide for economic development in the area.

Figure 3.7 Development Options for Fisherman's Wharf

Source: Fisherman's Wharf Development Study, 2015.

3.3.2 Regional Waterways of the Treasure Coast

In addition to the seaport infrastructure of the Treasure Coast, another important transportation facility is the waterway system located in this region. Of particular importance are the Atlantic Intracoastal Waterway (AIW) which passes through all three counties, the St. Lucie River, and the St. Lucie Canal. In an effort to identify and prioritize waterway access needs and facilities of the regional waterway system, a Martin/St. Lucie Regional Waterways Plan was developed in December 2014. This effort was spearheaded by the Treasure Coast Regional Planning Council (TCRPC) with funding provided by the Martin MPO, St. Lucie TPO, and the Florida Inland Navigational District (FIND). The study area of focus for this project is shown in Figure 3.8.

Figure 3.8 Martin/St. Lucie Regional Waterways Plan Study Area

Source: 2014 Martin and St. Lucie Regional Waterways Plan.

The AIW serves as a mixed use transportation corridor in Martin and St. Lucie counties. Cargo services are limited to infrequent barge traffic to serve specific customers. Barge service provides products to specific industrial hubs (power plants). The region is home to two navigable inlets in Stuart and Fort Pierce. Cargo volumes from Jacksonville to Miami, fluctuate annually, driven largely by petroleum movements. There has been a significant reduction in recent years due to a declining demand for petroleum products. This is largely due to the conversion of Florida Power and Light Company (FPL) plants from petroleum to natural gas. Cargo trends along the AIW are shown in Table 3.3 below for 2007 through 2014. Recent operations are extremely limited and consist of primary manufactured goods and manufactured equipment and machinery.

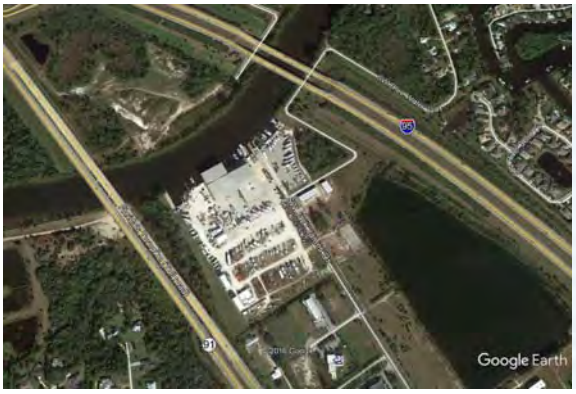
Table 3.3 Atlantic Intracoastal Waterway Cargo Volumes, 2007 through 2014 Jacksonville, FL to Miami, FL

Year	Total Tons	Petroleum Tons	Percent Petroleum
2007	458,639	454,337	99%
2008	75,071	66,746	89%
2009	55,252	49,452	90%
2010	80,217	61,806	77%
2011	12,243	5,800	47%
2012	1,291	-	0%
2013	1,737	-	0%
2014	1,241	-	0%

Source:
http://www.navigationdatacenter.us/wcsc/webpub14/Part1_WWYs_tonsbyTT_Dr_Yr_comm2014_2010.htm
http://www.navigationdatacenter.us/wcsc/webpub11/Part1_WWYs_tonsbyTT_Dr_Yr_commCY2011-2007.HTM

While the cargo movements along the AIW have decreased, the waterways also are home to a successful yacht building and service industry. The waterways provide direct water access for landside facilities. For example, American Custom yachts Inc. is located along the St. Lucie Canal between Florida's Turnpike and I-95, as shown in Figure 3.9. Increased rail service along the FEC corridor (freight and passenger) has the potential to impact waterborne vessels at the Loxahatchee and St. Lucie River bridges including barge traffic, other commercial operations, and recreational uses.

Figure 3.9 Example of Yacht Industry



Florida's Premier Custom Yacht Builder and Marine Service Facility

More than just a boatyard, American Custom Yachts' 63-acre marine facility accommodates the construction of ACY's world-famous custom sportfishermen and provides a full range of marine services on site, including yacht repair, repowering and refitting, complete painting services and storage for over 300 vessels. Our reputation is built on long-lasting relationships with our customers and business associates. Our customers know they can come to us anytime with any problem, just like family. Whatever your marine service needs are, big or small, let us know. We'll treat you right at home.

Source: http://www.americancustomyachts.com/

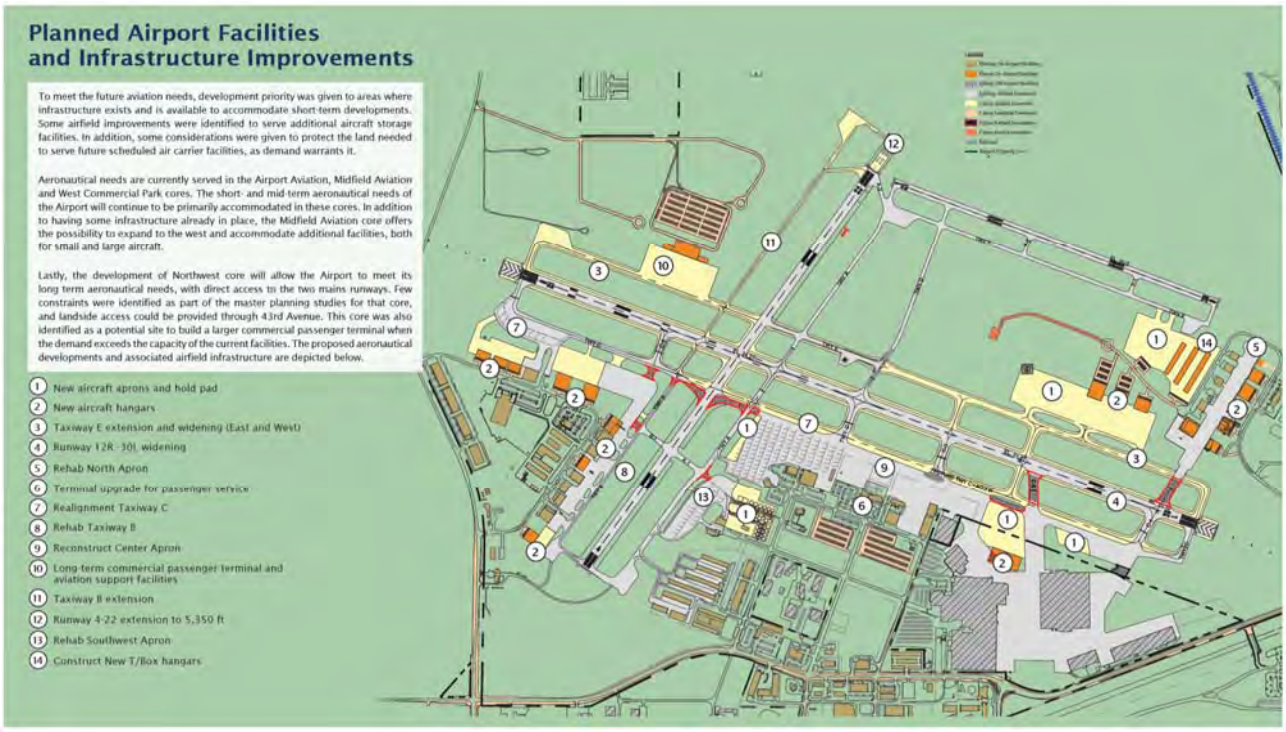
3.4 Airports

The Treasure Coast region is home to a network of airports. These airports consist largely of general aviation airports. Commercial flights, foreign trade zone (FTZ) status, customs services, and economic development plans set a few of the airports apart, as described below.

3.4.1 Vero Beach Regional Airport

Vero Beach Regional Airport, formerly known as Vero Beach Municipal Airport, is located in Indian River County and is owned and operated by the City of Vero Beach. The airport has three operational runways with lengths of 3,504', 4,974', and 7,314'. Operations at this airport are predominately General Aviation Local and General Aviation Itinerant however there are some air taxi and military operations as well. Commercial service began on December 10th, 2015 at this airport for the first time in nearly 20 years. Total annual operations at this facility exceed 250,000. The city of Vero Beach worked with the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT) to prepare an Airport Master Plan which was completed in June 2016 and will guide the future of the airport. The master plan prioritizes maximizing development to complement existing infrastructure, particularly in the short term; protecting lands for future development opportunities; and expansion and development of aeronautical needs in the Midfield and Northwest cores. Figure 3.10 illustrates the facilities and improvements.

Figure 3.10 Planned Airport Facilities and Infrastructure Improvements at Vero Beach Regional Airport



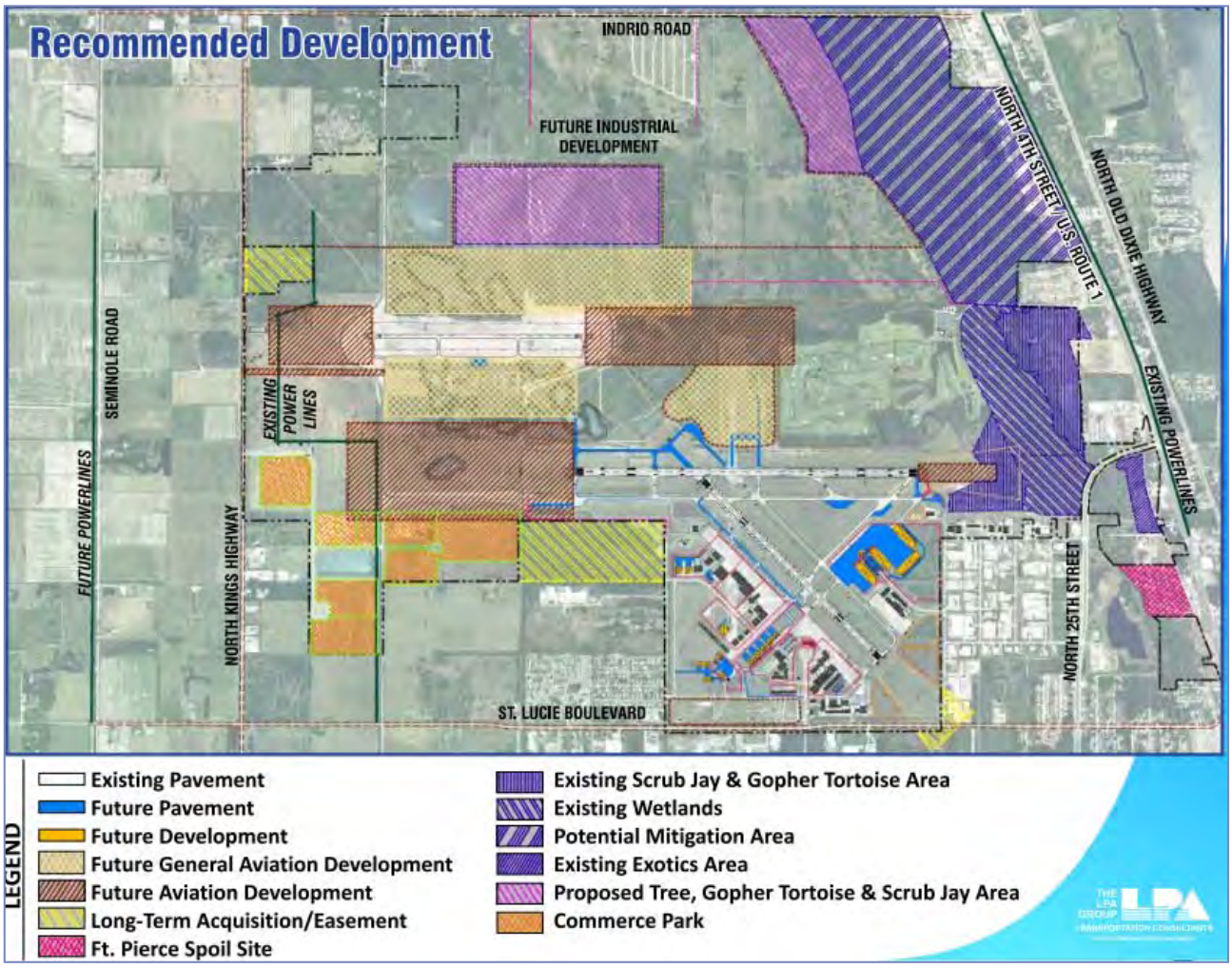
Source: Plan for Sustaining Vero Beach Regional Airport, Executive Summary, June 2016.

3.4.2 Treasure Coast International Airport and Business Park

The Treasure Coast International Airport and Business Park, formerly referred to as the St. Lucie County International Airport, is owned and operated by the St. Lucie County Board of County Commissioners. The airport encompasses 3,660 acres and contains three operational runways with lengths of 4,000', 4,755', and 6,492'. Operations at this airport are predominately General Aviation Local and General Aviation Itinerant with total operations reaching nearly 200,000 annually. The most recent Master Plan Update for this airport was completed in June 2011 to identify a long range, orderly direction for airport development. Recommended developments from this plan, shown in Figure 3.10, include capacity for future industrial

development. As the airport is designated as a US Customs Port of Entry and includes the only Foreign Trade Zone (FTZ) within the Treasure Coast Region, current business development plans seek to better utilize these attributes. As part of Planned Activity Level (PAL) 1, the airport sought to provide opportunities for the utilization of existing on-airport FTZs and warehouse development. PAL 2, to be implemented in 2014 through 2018, would then extend Taxiway A to provide access to planned maintenance/cargo facility developments. Lastly, in PAL 2 – 3, to implement between 2014 and 2029, the airport would develop intermodal connectivity with Port, highways, and rail. This 2011 Master Plan will be updated in the near future to serve as a guide to airport development and operation in accordance with the needs and desires of St. Lucie County, Florida during the period 2016-2036.

Figure 3.11 Recommended Developments for the Treasure Coast International



Source: 2011 Master Plan Update, St. Lucie County International Airport.

3.4.3 Witham Field

Another airport in the Treasure Coast region is Witham Field. Located in Martin County, approximately one mile southeast of Stuart, Witham Field does not have commercial or cargo air services but plays a significant role in the general aviation needs of the region. The three runways of this airport can accommodate most general aviation aircraft and serve several major tenants including Triumph Aircraft Industries, Inc. (aircraft parts manufacturing) and Fair Wind Charter (air taxi/charter), as well as two fixed base operators: Atlantic

Aviation and Stuart Jet Center. Efforts to expand this airport's attractiveness to users has included attempts to build a U.S. Customs facility that would serve international air and marine travelers. This would allow users to clear customs at Witham Field, rather than using facilities in either West Palm Beach or Fort Pierce. This facility is moving forward with the County Commission's vote to apply for a state construction grant in December 2016.[23]

3.4.4 Economic Impact of the Treasure Coast Airports

FDOT at the state level has undertaken efforts to understand and illustrate the economic impact of these airports. The latest update of the *Florida Statewide Aviation Economic Impact Study* was completed in August 2014 and includes an economic impact for each of the individual airports. Table 3.4 below summarizes these impacts for the airports in the Treasure Coast Region. Other airport facilities located within the Treasure Coast region include Sebastian Municipal Airport (Indian River County), New Hibiscus Airpark (Indian River County), and Indiantown Airport (Martin County) and are also included here. Note that of these other airports, Sebastian is the only publically owned and operated facility, and thus the only one eligible to receive aviation grant funding. While operations at these airports are minimal and do not include cargo, they do still have a significant economic impact on their community and have the potential for future growth.

Witham Field and Vero Beach Regional Airport have the largest economic impacts. Witham Field is the largest by overall output, accounting for nearly half of the total economic output associated with the airports in the region. Vero Beach Regional Airport is the most significant based on the number of employees and total payroll. While the other airports may have a lower economic impact relative to these large generators, each is a critical element in the transportation network of the Treasure Coast region and provides a significant number of jobs and economic output.

Table 3.4 Economic Impact of the Treasure Coast Airports

Airport	County	Employment		Payroll		Output	
		Total	Percent of Region	Total	Percent of Region	Total	Percent of Region
Indiantown Airport	Martin	60	< 1%	$2 M	< 1%	$7 M	< 1%
New Hibiscus Airpark	Indian River	12	< 1%	$0.4 M	< 1%	$2 M	< 1%
Sebastian Municipal Airport	Indian River	364	5%	$12 M	5%	$45 M	3%
Treasure Coast International Airport	St Lucie	1,282	17%	$50 M	20%	$156 M	12%
Vero Beach Regional Airport	Indian River	3,515	47%	$124 M	49%	$469 M	36%
Witham Field	Martin	2,310	31%	$66 M	26%	$616 M	48%
Total		7,543		$255 M		$1.3 B	

Source: Florida Statewide Aviation Economic Impact Study, 2014.

[2] http://floridapolitics.com/archives/210042-sally-swartz-customs-facility-at-witham-field-fails-at-the-starting-gate

[3] http://www.tcpalm.com/story/news/local/shaping-our-future/growth/2016/12/20/us-customs-facility-moves-forward-martin-county/95531570/

3.5 Other Key Industrial Areas

While the major freight transportation infrastructure used to transport goods is a vital part of freight related activities in any region, supplemental facilities associated with these movements are also important. Such facilities include but are not limited to: warehouses and distribution centers, foreign trade zones, truck parking, and new developments. The following details some of these facilities in the Treasure Coast region.

3.5.1 Freight Activity Centers and Land Use

FDOT developed a statewide dataset of large-scale freight facilities. This was done by acquiring data from the Florida Department of Revenue (DOR). The initial parcel data file from DOR utilized land use codes identified as freight-related; these were joined with DOR parcel boundary files to help identify and describe these facilities. The complete dataset contained 91,985 records statewide. In order to hone in on the largest facilities, parcels which contained buildings over 100,000 square feet were selected for additional analysis. While the full list of records is available, only the largest facilities were validated to confirm their current use.

For the purpose of the Treasure Coast Freight Plan, those facilities identified through this effort were utilized to help illustrate where the centers of freight activity are located in the Treasure Coast region. The dataset was taken as provided by FDOT with few modifications. Specifically, the dataset was briefly reviewed to remove any facilities which were not freight related (i.e. some of the larger facilities in the Treasure Coast region are storage facilities which would not generate freight activities and were recommended for removal within the database itself). Table 3.5 shows the remaining freight facilities summarized by aggregated square footage and DOR Land Use within each county. While the square footage does not necessarily indicate how large operations are, it does yield some comparison of the relative size of the industry, particularly as vacant parcels would not otherwise be identified. Based on total land by classification, vacant land is the largest type at 39 percent of the total facility types. Vacant parcels represent lands that may be developed to support freight activity in the future. Warehousing & Distribution follows closely behind vacant land at 30 percent of the total land area. Combined with Light Manufacturing, these three land uses account for 81 percent of all identified freight land uses within the region.

Table 3.5 Freight Facilities by Land Area

Department of Revenue Land Use	Indian River (1,000 sq. ft.)	Martin (1,000 sq. ft.)	St. Lucie (1,000 sq. ft.)	Total	Percent
Vacant	20,155	30,226	74,773	125,155	39%
Light Manufacturing	6,768	13,069	18,716	38,553	12%
Heavy Manufacturing	816	263	4,120	5,198	2%
Lumber Yards	400	1,427	2,939	4,765	1%
Packing Plants	6,526		7,259	13,785	4%
Bottlers		3,607	744	4,351	1%
Food Processing	26	43	89	158	0%
Materials Processing	3,225	8,926	7,933	20,084	6%
Warehousing & Distribution	19,536	24,506	53,191	97,233	30%
Open Storage	6,951	3,201	4,394	14,547	4%
Total	64,403	85,267	174,159	323,830	100%

Source: FDOT Freight Facilities Dataset Database Manual.

Similarly, Table 3.6 details the total available building square footage in the region by land use type. As expected the Vacant land use is at zero square feet as vacant properties do not have any facilities built on them. The proportion of Open Storage classifications is also less as open storage facilities typically do not have many structures on them. Warehousing & Distribution and Light Manufacturing continue to be the largest industries, with 65 percent and 20 percent, respectively, of all building space.

Table 3.6 Freight Facilities by Building Size

Department of Revenue Land Use	Indian River (1,000 sq. ft.)	Martin (1,000 sq. ft.)	St. Lucie (1,000 sq. ft.)	Total	Percent
Vacant	0	0	0	0	0%
Light Manufacturing	1,017	1,537	2,848	5,402	20%
Heavy Manufacturing	75	93	486	654	2%
Lumber Yards	37	174	452	663	2%
Packing Plants	907	0	921	1,828	7%
Bottlers	0	207	104	310	1%
Food Processing	5	13	66	84	0%
Materials Processing	83	70	397	550	2%
Warehousing & Distribution	4,150	5,949	7,608	17,708	65%
Open Storage	30	35	157	223	1%
Total	6,304	8,078	13,040	27,422	100%

Source: FDOT Freight Facilities Dataset Database Manual.

Individual parcels were mapped and analyzed to identify clusters of freight activity centers. Many of these clusters are located in close proximity to interchanges with I-95 and Florida's Turnpike, or adjacent to existing hubs such as airports, or in some cases along key commercial corridors. Figures 3.12 through 3.18 provide illustrations of seven key clusters.

- Figure 3.12 shows the interchange of I-95 with 20th Street in Indian River County. The largest freight generation in this area is due to the location of a CVS distribution center north of 20th St and west of I-95. Other parcels here include the New Hibiscus Airpark and vacant lands surrounding this airfield.

- Figure 3.13 shows the area around the Vero Beach Regional Airport in Indian River County. These parcels surrounding the airport are important as they can support existing functions at the airport as well as yield opportunities for expansion.

- Figure 3.14 shows the area around the Treasure Coast International Airport in St. Lucie County. The airport and the surrounding freight facilities are important elements as the Treasure Coast International Airport looks towards future industrial development as part of master planning efforts. In addition, this region offers a unique opportunity for the Treasure Coast as it is located within the only Foreign Trade Zone in the region.

- Figure 3.15 shows the area around the intersection of I-95 and Florida's Turnpike in St. Lucie County. This area is a prime location for companies as they would have immediate access to both I-95 and Florida's Turnpike for better access to distribution channels. Companies such as Wal-mart have

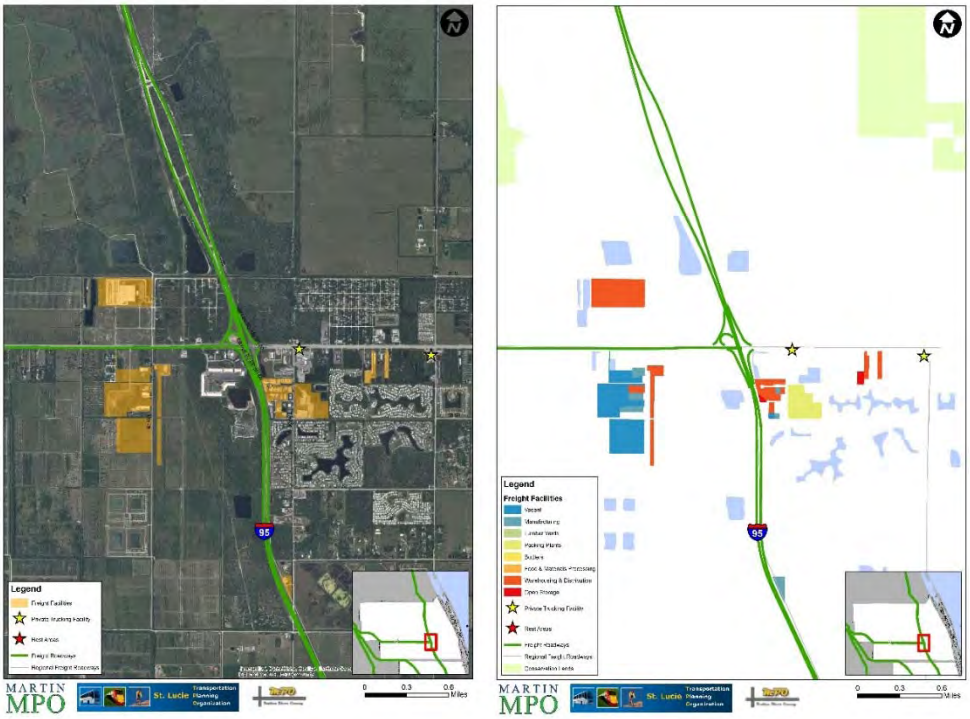
strategically located distribution centers which can take advantage of this. Of note, this location does highlight some issues with the freight facility database which should be noted for future iterations of this dataset. Tropicana operates a large facility here which relies on truck movements to deliver and ship products. The exclusion of this facility may be due to agricultural uses not being included in the dataset, however, this would need confirmation with current land uses.

- Figure 3.16 shows the area around I-95 and St. Lucie West Boulevard in St. Lucie County. This area represents a cluster of smaller warehouses and distribution centers which can generate large amounts of freight traffic when examined as a whole. Companies located here include a Fedex Shipping Center, United Refrigeration, and Treasure Coast Newspapers among others as well as some vacant parcels for future development.

- Figure 3.17 shows the area around I-95 and SW Martin Highway in Martin County. Several larger companies have located here, primarily north of SW Martin Highway, although additional vacant parcels due exist to the south. Companies located here include Armellini Express Lines, FedEx Ship Center, International Wholesale Tile, and a mix of other medium and small size companies.

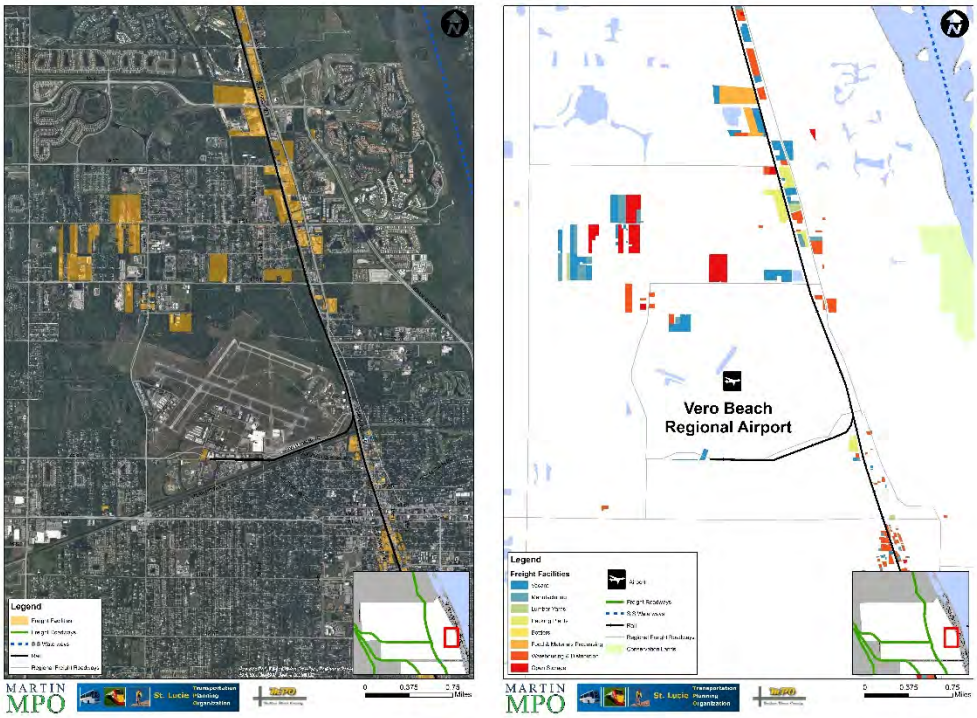
- Figure 3.18 shows the area off of SR 710 in the Indiantown area of Martin County. Its location in the western part of the county lends to more agricultural uses, as demonstrated by both Louis Dreyfus Citrus and Tampa Farm Services. Facilities in this region may benefit from more sustainable energy sources being introduced in the region through proximity to the Martin Next Generation Solar Energy Center.

Figure 3.12 Freight Activity Center Example – I-95 and 20th Street (Indian River)



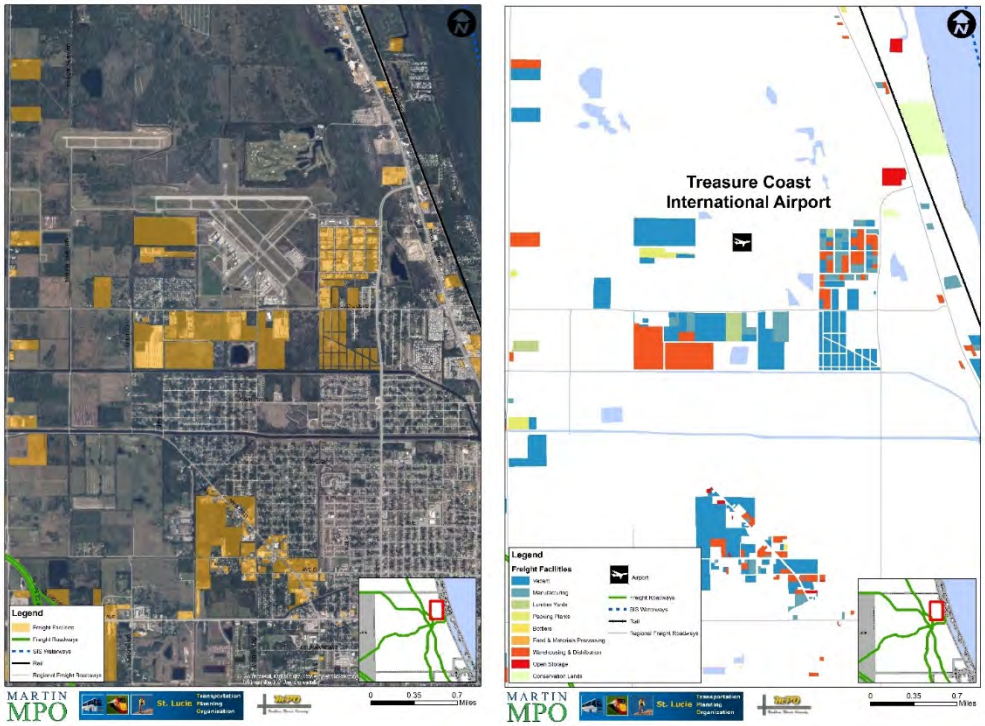
Source: FDOT Freight Facilities Dataset.

Figure 3.13 Freight Activity Center Example – Vero Beach Regional Airport (Indian River)



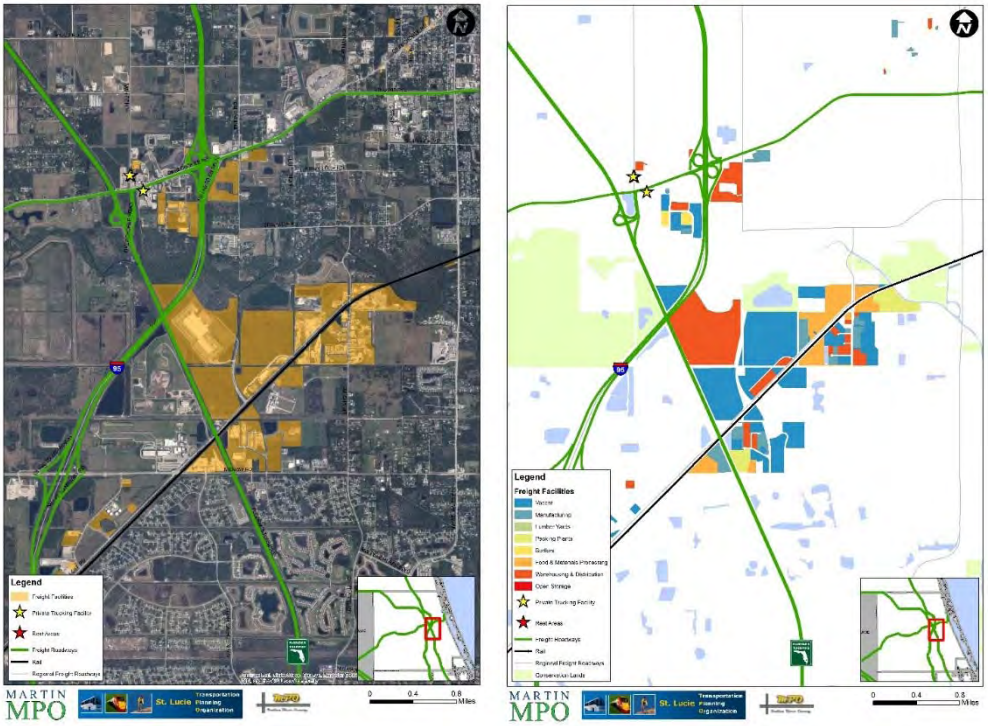
Source: FDOT Freight Facilities Dataset.

Figure 3.14 Freight Activity Center Example – Treasure Coast International Airport (St. Lucie)



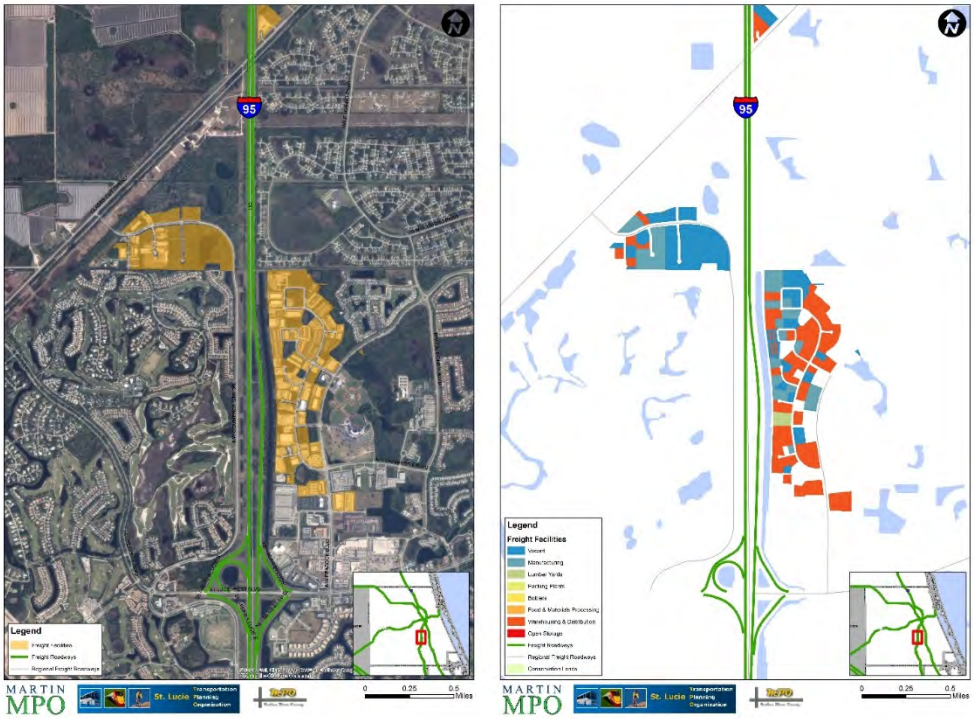
Source: FDOT Freight Facilities Dataset.

Figure 3.15 Freight Activity Center Example – I-95 and Florida's Turnpike (St. Lucie)



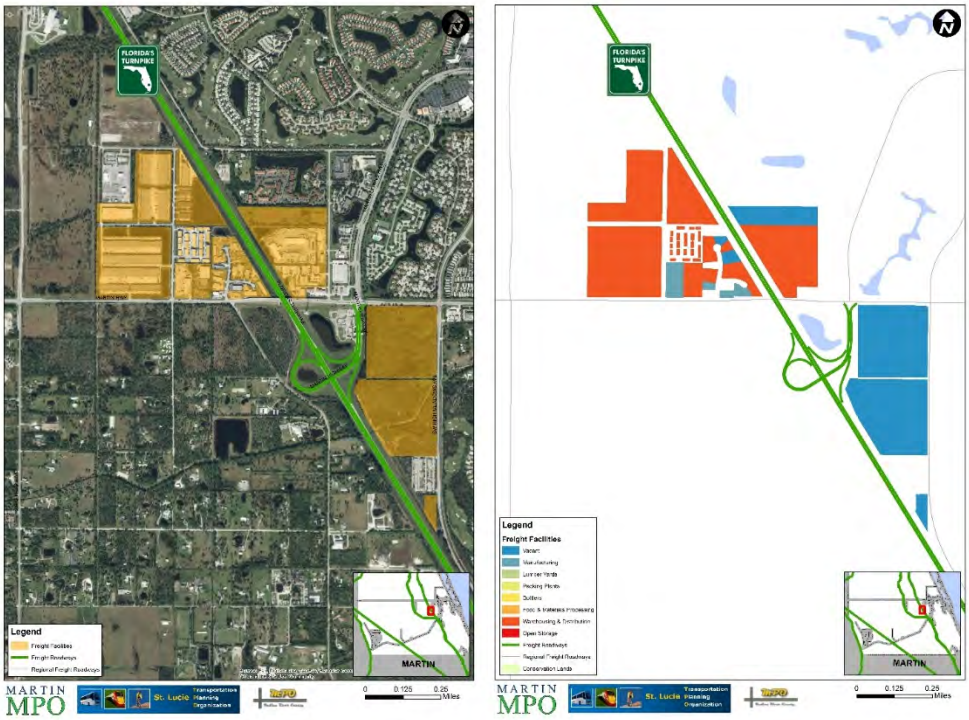
Source: FDOT Freight Facilities Dataset.

Figure 3.16 Freight Activity Center Example – I-95 and St. Lucie W Blvd (St. Lucie)



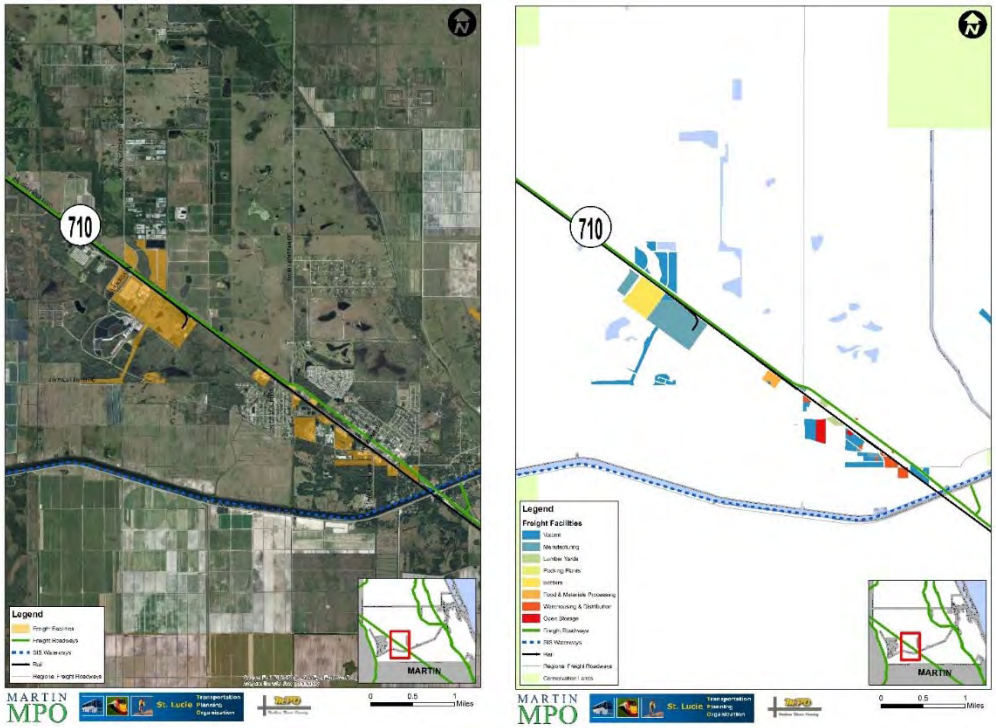
Source: FDOT Freight Facilities Dataset.

Figure 3.17 Freight Activity Center Example – I-95 and SW Martin Highway (Martin)



Source: FDOT Freight Facilities Dataset.

Figure 3.18 Freight Activity Center Example – SR 710 in Indiantown (Martin)



Source: FDOT Freight Facilities Dataset.

3.5.2 Foreign Trade Zones

Foreign trade zones (FTZs) are an important element of the logistics community as they are secure areas under U.S. Customs and Border Protection (CBP) supervision which allow for merchandise handling through such operations as storage, assembly, and manufacturing. Foreign merchandise is not subject to CBP entry procedures and duty payments until it enters CBP territory for domestic consumption. This can reduce, delay, or eliminate duties owed on either original materials or finished products.

As mentioned, the only FTZ currently located within the Treasure Coast Region is at the Treasure Coast International Airport and Business Park. The grantee of FTZ No. 218 is the Treasure Coast Foreign Trade Zone, Inc. FTZ No. 218 was created in 1996 under the name “Central Florida Foreign Trade Zone #218”. This FTZ is operated through a Board of Directors charged with enhancing the local economy and encouraging foreign trade by assisting companies with local employment and economic activity. The four distinct areas which compose FTZ No. 218 are as follows:

- St. Lucie County International Airport and Adjacent Airport Industrial Park – 1,063 acres with warehouse, hangar, and secure office space
- Crossroads Commerce Park – 15 acres of warehouse and secure office space
- Kings Highway Industrial Park – 102 acres of warehouse and secure office space
- St. Lucie West Commerce Park – 408 acres of warehouse, manufacturing, and secure office space

3.5.3 Truck Parking Facilities

Changes in federal legislation have brought truck parking and the availability of such parking to the forefront of freight transportation planning. Several federal, state, and local level planning studies have been conducted in order to document available truck parking locations, related regulations, and the overall unmet demand for such parking. Truck parking is an important part of an efficient supply chain as it allows truck drivers an opportunity to rest, refuel, and/or service their vehicles. Without adequate and safe parking, truck drivers are more likely to become fatigued while driving which can have deadly consequences. In addition, drivers can face fines or loss of employment should they go over their federally mandated service hours. Locally, FDOT District 4 has been working to document the supply and demand of truck parking as it relates to Broward, Palm Beach, Martin, St. Lucie, and Indian River counties in order to determine if there is an adequate supply for truckers serving the South Florida market.

Within the Treasure Coast region, this study identifies ten locations where trucks can legally park which provide almost 1,000 spaces total: two in Indian River County, seven in St. Lucie County, and one in Martin County. These facilities are shown in Figure 3.19. Only three of these facilities are publically owned: two along I-95 in St. Lucie and Martin Counties (each divided into separate northbound and southbound facilities) and one in St. Lucie County along Florida’s Turnpike. Table 3.7 lists each of these truck stops along with the availability of spaces.

Figure 3.19 Truck Parking Locations in the Treasure Coast Region

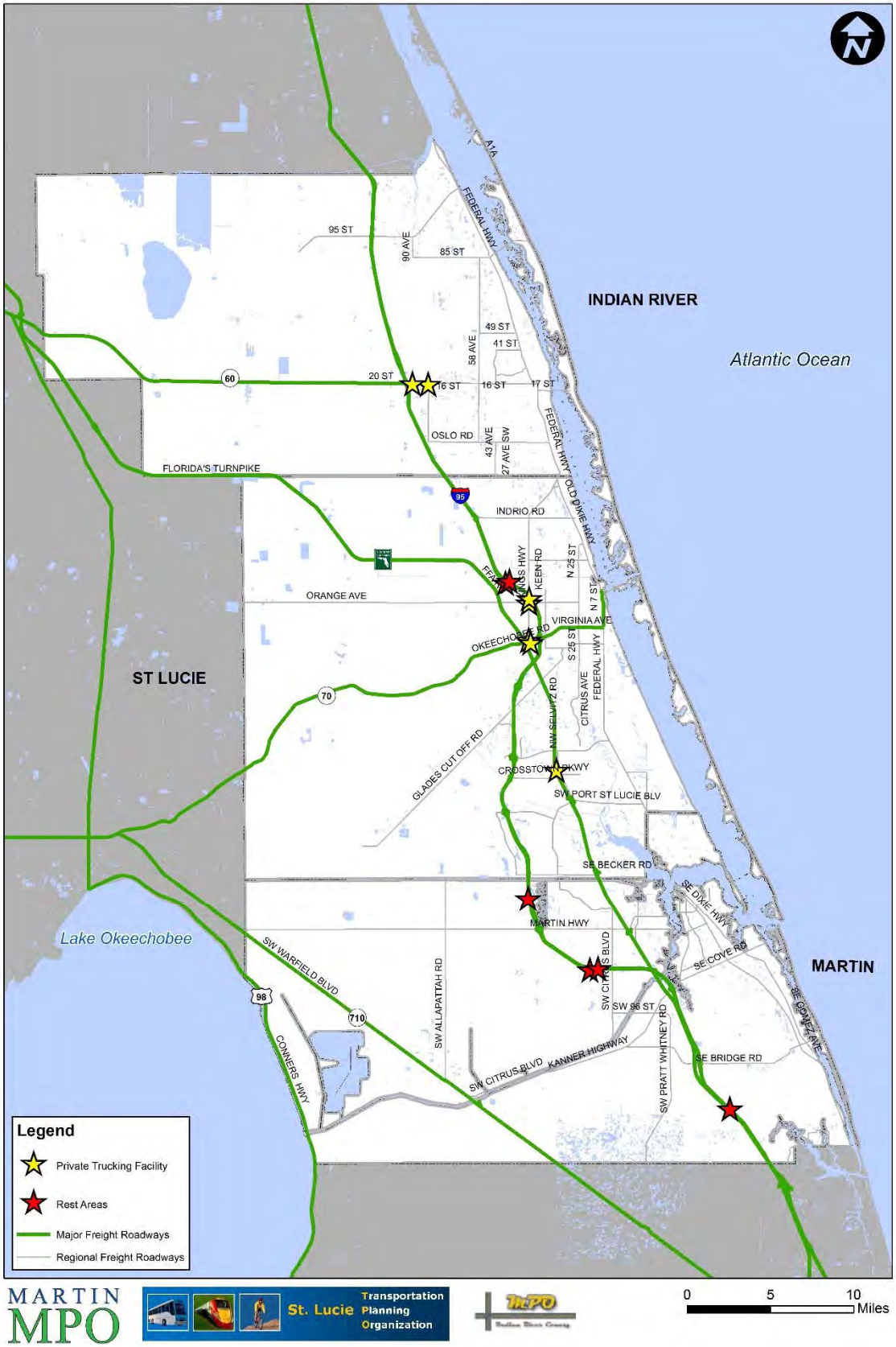


Table 3.7 Truck Parking Locations in the Treasure Coast Region

Name	City/County	Ownership	Number of Spaces
Travel America Vero Beach	Vero Beach, Indian River County	Private	162
Gator Texaco Truck Stop	Vero Beach, Indian River County	Private	17+
St. Lucie County Rest Area	Fort Pierce, St. Lucie County	Public	84
Flying J	Fort Pierce, St. Lucie County	Private	156
Love's Travel Stop	Fort Pierce, St. Lucie County	Private	120+
Love's Travel Stop	Fort Pierce, St. Lucie County	Private	100+
Marathon Gas/Falcon Truck Stop	Fort Pierce, St. Lucie County	Private	25+
Pilot Travel Center	Fort Pierce, St. Lucie County	Private	100
Florida's Turnpike Plaza (Mile Post 144)	Port St. Lucie, St. Lucie County	Public	32
Martin County Rest Area	Palm City, Martin County	Public	120
Total			916+

Source: Florida Department of Transportation.

To help illustrate the differences between private and public truck parking facilities, Figures 3.20 and 3.21 are provided. The private truck parking facility, Figure 3.20, is predominately used by truck drivers, for amenities such as fueling, parking, showers, vehicle maintenance, convenience stores, and more. Small amounts of passenger car parking is also available, typically for vehicles using the fueling station or convenience store, or employees of the facility. Often times, truckers may need to pay to use such facilities, unless they make a purchase of some kind. The public truck parking facility, Figure 3.21, typically coexists as part of a state owned and operated rest area. These facilities have fewer amenities, do not cater exclusively to the trucking industry, and may not allow extended or overnight parking.

Both the public and private truck parking facilities located in the Treasure Coast region serve truck drivers delivering loads to/from South Florida. Given the shortage of truck parking facilities in Palm Beach, Broward, and Miami-Dade counties, many drivers use the Treasure Coast facilities to stage for their southern deliveries. The majority of facilities in the Treasure Coast have high utilization rates and are located conveniently adjacent to I-95 and Florida's Turnpike.

Figure 3.20 Private Truck Parking Facility Example

Source: Google Earth.

Figure 3.21 Public Truck Parking Facility Example

Source: Google Earth.

3.5.4 Pipeline Developments

Another mode which is less visible to users is the pipeline network. Florida is significantly dependent upon the natural gas supply as it generates roughly 68 percent of the electricity used by Floridians. In contrast to other states such as Texas, Florida does not produce much of its own natural gas and has no natural gas storage. Central and South Florida depend on two natural gas pipelines operated by Gulfstream Natural Gas System and Florida Gas Transmission. These two pipelines are nearly at capacity as they work to deliver up to 4.4 billion cubic feet of natural gas each day. To expand capacity, Florida Power and Light (FPL) is working with Sabal Trail Transmission, LLC and Florida Southeast Connection, LLC to develop a new pipeline system to better serve Florida's natural gas needs.

In regards to the Treasure Coast Region, these developments are of local importance. The Florida Southeast Connection pipeline, at a cost of $550 million, will interconnect with the two existing interstate pipelines as well as the new interstate pipeline under development by Sabal Trail Transmission. Construction began in August 2016 on this pipeline which will terminate at the Martin Next Generation Clean Energy Center after passing through Osceola, Polk, Okeechobee, and St. Lucie counties. The completed pipeline will consist of 77 miles of 36" pipe and 50 miles of 30" pipe, which is shown in Figure 3.22. This pipeline was designed to eliminate or minimize impacts to the local ecosystems as it will be constructed adjacent to existing utilities and/or transportation infrastructure. After its expected completion in 2017 this pipeline is projected to deliver about 600 million cubic feet of natural gas per day by 2020.

Figure 3.22 New Interstate Pipeline

Source: NextEra Energy.

4.0 Freight Needs and Priorities

A key component of this Freight Element is the identification and prioritization of freight needs to ensure these established priorities can be reflected in the RLRTP. This section presents an analysis of identified freight needs for highways and non-highway modes.

4.1 Freight Roadway Needs and Priorities

The freight roadway needs and priorities for the Treasure Coast region represent those projects that fall on the defined and adopted regionally significant roadways and address the established ranking criteria. The prioritization score has been factored into the larger RLRTP prioritization process. This section defines the process undertaken to determine the freight roadway priorities.

4.1.1 Regional Freight Roadway Network

The regional freight roadway network, for purposes of identifying roadway needs, was defined as the regional transportation network defined and adopted by the three M/TPOs as part of the RLRTP. This regional network consists of the following three components:

- Strategic Intermodal System (SIS) Network;
- Treasure Coast RLRTP Primary Regional Facilities; and
- Treasure Coast RLRTP Secondary Regional Facilities.

SIS facilities, as mentioned in Section 2, are Florida's high priority transportation facilities deemed most important to the state's economy and mobility. SIS roadway facilities in the Treasure Coast region include I-95, Florida's Turnpike, US 98/441, SR 60 west of I-95, and SR 70 west of I-95 (Emerging SIS). To supplement the SIS network on a more regional level, the Treasure Coast Transportation Council (TCTC) designated a regional roadway network to ensure mobility in the Treasure Coast region. The regional network was first established as a component of the 2030 RLRTP. The 2040 RLRTP updated the regional roadway network to include updates to the network. The Treasure Coast RLRTP network is organized into Primary and Secondary Regional Facilities.

Primary Regional Facilities

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

- **Multi-County** – Facilities that traverse more than one county.
- **SIS Connectivity** – Facilities that connect a SIS highway to another SIS Highway.
- **SIS Intermodal** – Hubs, corridors, and connectors identified as SIS and emerging SIS.

- **Freight and Passenger Hubs** – Freight and passenger hubs not on the SIS such as airports, bus terminals, ports, or rail yards that function as intermodal hubs.
- **Intermodal Connectivity** – Facilities that serve non-SIS freight and passenger intermodal hubs.
- **SIS Access** – Facilities that connect a SIS highway to another arterial or major collector.
- **Evacuation Route** – Facilities that are designated hurricane evacuation routes, per local comprehensive plans.
- **Regional Employment Access** – Facilities that connect to a regional employment hub (defined as a transportation analysis zone (TAZ) where the employment is two percent or greater of the region's employment or where the industrial employment is two percent or greater of the region's industrial employment).
- **Regional Connectivity** – Facilities that connect with the SIS or Emerging SIS or serve another regional facility such as a regional park, sports complex, beach, university, or intermodal hub.

Secondary Regional Facilities

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

4.1.2 Roadway Needs

Identification and prioritization of roadway freight needs is a key component of the Treasure Coast Regional Freight Element. Needs have been identified for the roadway mode of freight transportation based on individual M/TPO needs plans developed as part of the 2040 LRTPs. The freight needs identified and prioritized as part of this effort have not been constrained to "cost feasible" projects; they reflect all regional freight needs of the 2040 planning horizon.

4.1.3 Freight Prioritization

Once freight needs were identified, it was necessary to prioritize them to ensure that limited resources are invested in the projects that provide the greatest public benefit. Current prioritization practices by each M/TPO were reviewed to help ensure consistency and compatibility, as appropriate. Each of the regional roadway needs has been evaluated based on a score out of 100 from the Freight Prioritization Worksheet. The data for freight prioritization was gathered using a variety of sources including the 2015 FDOT Florida Transportation Information (FTI) database, the 2014 InfoUSA establishment database, and a comparison of multimodal information. The InfoUSA database is a national dataset that maintains information on business establishments and can be used to identify businesses that are involved in the freight industry. These data were combined to complete the Freight Prioritization Worksheets. The Freight Prioritization Worksheet uses five criteria to apply a point value for each of the regional roadway projects. A high level explanation of these criteria is provided below with Appendix B providing more detailed information regarding criteria and scoring.

Roadway Freight Prioritization Criteria

- **Truck Traffic (40 points)**
  - Points are assigned based on the percentage of truck traffic and the total truck AADT for each regional need.
- **Number of Truck Activity Centers within 0.5 miles from the roadways (25 points)**
  - Number of Truck Activity Centers within 0.5 miles from the roadways. Points are assigned based on the total number of Transportation, Manufacturing, and Retail/Restaurant businesses within the 0.5-mile radius of the roadway.
- **The Type of Project (15 points)**
  - Points are assigned based on a list of projects ranging from Infrastructure Operations/Technology, and Regulatory/Institutional/Other.
- **Facility Type (10 points)**
  - Points are based on the classification of the roadway ranging from SIS Corridor to Other Minor Arterial.
- **Intermodal Connectivity (10 points)**
  - Points are assigned to those roadways which will provide connectivity to multimodal routes should as transit or trails.

Source: Kimley-Horn and Associates, Inc.

Fifty-three projects were identified and prioritized. The top 10 projects are listed below in Table 4.1. Appendix C provides the scores for all 53 projects.

Table 4.1 Top 10 Roadway Projects

County	Roadway	Limits	Description	Score	Rank
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L	80	1
St. Lucie	US 1	Martin County to Indian River County	Corridor Retrofit	74	2
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L	66	3
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L	64	4
Martin	US 1	Cove Road to St. Lucie County	Corridor Retrofit	64	4
St. Lucie	Glades Cut Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L	63	6
St. Lucie	I-95	Northern Connector	New Interchange	63	6
St. Lucie	Midway road	Glades Cut Off Road to Selvitz Road	Widen 2 to 4L	63	6
St. Lucie	Florida's Turnpike	Midway Road	New Interchange	62	9
St. Lucie	Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L	61	10

Source: Kimley-Horn and Associates, Inc.

4.1.4 Integration with the Treasure Coast Regional LRTP

In addition to the Treasure Coast Regional Freight Element, the overall 2040 Treasure Coast RLRTP has developed a project prioritization process to focus on overall regional transportation needs. The score from the regional roadway freight analysis for each project was incorporated directly into the prioritization criteria for the 2040 RLRTP as one of ten equally-weighted criteria; therefore, freight transportation represents 10 percent of the overall project prioritization in the 2040 Treasure Coast RLRTP.

4.2 Non-Roadway Needs

Non-roadway freight needs include projects that have been identified for the airports, seaport, and railroads. The list of needs is driven by available project lists identified by the facilities through master plans, capital improvement plans, as well as projects included in FDOT's work program. Without an active outreach program, and given the limited list of freight needs, it was determined no prioritization would be completed for these projects.

4.2.1 Railroad Needs

The railroad infrastructure in the Treasure Coast region is privately owned and operated. At present, no freight project needs have been identified for FEC, CSXT or SCFX for infrastructure located in the region. Efforts by All Aboard Florida to add capacity to the FEC corridor are underway and have not been included in this analysis.

4.2.2 Seaport and Waterway Needs

The region is home to the Port of Fort Pierce. With excellent direct access to the FEC and acres of undeveloped land, the port is looking for new business opportunities and new tenants that may have overlooked this undeveloped port. The County has moved forward with a list of funded and unfunded projects designed to ensure its viability into the future. Table 4.2 summarizes funded seaport projects. These include roadway access improvements, property acquisition, and bulkhead and dredging improvements. Table 4.3 summarizes unfunded seaport projects. The unfunded project list provides short, mid and long term projects focused on roadway improvements (access and internal), bulkhead and dredging improvements, re-establishment of rail connections, and more distant connections to hubs like the Treasure Coast International Airport.

Table 4.2 Funded Seaport Projects

Description	FDOT Funding	Status
New Port Entrance (Design and Construction)	$4,242,500	Anticipated Construction Completion: April 2018
Fisherman's Wharf Road Redevelopment	$125,000	Anticipated Design Completion: May 2017
Fisherman's Wharf Property Acquisition	$255,000	Letters of interest sent to property owner
Fisherman's Wharf Bulkhead & Dredging	$225,000	New JPA for 17/18
Seagrass Study & Concept Development Plan	$125,000	New JPA for 17/18

Source: Florida Department of Transportation.

Table 4.3 Unfunded Seaport Projects

Description	Horizon	Improvement Type	Project Cost
Construct Fisherman's Wharf Roadway	Short-Term	Highway Connectors Capacity Project	$800,000
Construct Bulkhead and Dredging at Fisherman's Wharf	Short-Term	Waterway Connectors Capacity Project	$3,500,000
Construct Terminal Drive Roadway	Short-Term	Highway Connectors Capacity Project	$1,500,000
Construct Harbor Street Roadway	Short-Term	Highway Connectors Capacity Project	$2,500,000
Construct Port Avenue Roadway	Short-Term	Highway Connectors Capacity Project	$500,000
Construct Avenue M Street Extension	Short-Term	Highway Connectors Capacity Project	$2,500,000
Construct Bulkhead/Shore Stabilization and Dredging at Harbour Pointe	Short-Term	Waterway Connectors Capacity Project	$8,000,000
Construct Bulkhead and Dredging at Destin Beach, Inc.	Mid-Term	Waterway Connectors Capacity Project	$12,000,000
Re-establish Indian River Terminal Railway Spur	Mid-Term	Railroad Connectors Capacity Project	$5,000,000
Re-establish Avenue M Railway Spur	Mid-Term	Railroad Connectors Capacity Project	$5,000,000
Re-establish Fisherman's Wharf Railway Spur	Mid-Term	Railroad Connectors Capacity Project	$5,000,000
Establish Treasure Coast International Airport Highway Connector to the Port	Long-Term	Highway Connector Capacity Project	$14,000,000
Establish Treasure Coast International Airport Railway Connector to the Port	Long-Term	Railroad Connectors Capacity Project	$15,000,000
Establish Regional Distribution Center Railway Connector to the Port	Long-Term	Highway Connector Capacity Project	$65,000,000

Source: Florida Department of Transportation.

In addition to the port, the region also has an extensive waterway system. The 2014 Martin and St. Lucie Regional Waterways Plan was reviewed to identify projects. While a comprehensive set of recommendations was provided, there were no specific projects defined. Recommendations related to freight focused on developing a strategy for the Port of Fort Pierce, maintenance dredging, protecting access to marine industrial areas, assessing the impacts of All Aboard Florida, and more.

4.2.3 Airport Needs

As described above, the airports in the Treasure Coast region do not serve large amounts of cargo. As such, the airport projects identified for the Treasure Coast region tend to benefit overall airport operations, not just freight movements. Table 4.4 illustrates ongoing and programmed FDOT investments in the region's airports. Over $50 million has been invested by the FDOT from 2011 to 2016 with over $40 million more programmed for 2017 to 2022. Key capacity related projects have been called out. The majority of these funds (72 percent) have been dedicated to the Treasure Coast International Airport and the Vero Beach Regional Airport. The airports continue to strive for improvement, as demonstrated by the multi-million dollar projects programmed for each facility. Note the funding and projects listed reflect state allocations; other funds may also be allocated towards these airports by non-FDOT sources.

Table 4.4 Airport Improvements Identified in FDOT Work Program

Airport	2011-2016	2017-2022	Total
Martin Airport	**$1,625,965**	**$0**	**$1,625,965**
Sebastian Airport	**$3,765,780**	**$4,411,648**	**$8,177,428**
Design and Construct Taxiway C, D & E		$3,904,648	$3,904,648
Treasure Coast International Airport	**$16,754,222**	**$14,338,726**	**$31,092,948**
Airport Expansion (Maintenance and Repair Operations)		$5,055,000	$5,055,000
Strengthen Runway 10R/28L		$3,679,726	$3,679,726
Airfield Signage & Lighting		$1,800,000	$1,800,000
Vero Beach Regional Airport	**$22,929,888**	**$13,319,871**	**$36,249,759**
Rehab Runway 12R/30L		$4,500,000	$4,500,000
Reconstruct Center Apron		$2,000,000	$2,000,000
Rehab, Mark & Light North Apron		$1,875,000	$2,000,000
Witham Field	**$6,413,139**	**$9,450,555**	**$15,863,694**
Taxiway A Improvements		$1,500,000	$1,500,000
Customs Facility	$537,262	$1,000,000	$1,537,262
Airport Security Fence		$1,000,000	$1,000,000
Total	**$51,488,994**	**$41,520,800**	**$93,009,794**

Source: FDOT Work Program.

5.0 Summary of Freight System

The Treasure Coast region is home to a multi-modal freight transportation system. Roadways are the foundation, providing truck access to established industries, while other modes provide varying degrees of service. A summary of key characteristics of the freight system are presented below:

- **Freight considerations have been included in policy language.** Each M/TPO has addressed freight in existing goals and objectives to varying degrees. Consistency with MAP-21 was a key consideration. Opportunities for future enhancements exist.

- **Key regional roadways have been identified.** Indian River and St. Lucie counties have designated key truck routes and Martin County has identified key regionally significant roadways. The NHFN and SIS highlight key interregional corridors.

- **Freight rail service is provided by three railroads.** The region is served by FEC, CSXT and SCFX. FEC is the primary provider with direct connections to Port of Fort Pierce and a rail yard in Fort Pierce. All three provide direct carload service to rail served properties.

- **Port of Fort Pierce has expansion opportunities.** The community continues to explore strategic opportunities to make the best use of the facility while preserving the quality of life in adjacent communities.

- **Waterways handle limited cargo movement.** The region is home to the AIW, and the St. Lucie River/Canal. While the waterways are maintained, barge traffic has decreased significantly in recent years due to shifts in industry patterns. Marine industries do rely on the waters. The region also has identified a set of strategies for alternate non-freight use of the waterways.

- **Limited air cargo services exist but there are opportunities for economic development.** The region's airports provide largely general aviation operations. Commercial service recently returned to Vero Beach Regional Airport. Treasure Coast International Airport is designated as an FTZ and is a US Customs Port of Entry. Master plans for both highlight a desire for expanded industrial development. Other local airports also offer general aviation services and have a significant economic impact on the region. Witham Field, for its part, has been working to acquire a Customs facility in order to increase traffic at this facility.

- **Freight activity centers are clustered around key corridors.** Existing freight intensive businesses are located in close proximity to I-95 and Florida's Turnpike interchanges, along key commercial corridors, and adjacent to transportation hubs (e.g., airports).

- **Region is home to significant truck parking facilities.** These consist of public and private facilities with a range of amenities. They operate at high levels of occupancy and serve truck drivers serving the South Florida market.

- **Top roadway priorities for freight focus on capacity expansion along key corridors.** Key projects include widening/adding lanes, new interchanges along I-95 and Florida's Turnpike, and corridor retrofits.

Appendix C. Scoring Worksheet

				Truck Traffic			Truck Activity Centers								
County	Roadway	Limits	Description	Truck Percent	Truck AADT	Truck Traffic Score	Transportation	Manufacturing	Retail	Truck Activity Center Score	Type of Project Score	Facility Type Score	Intermodal Connectivity Score	Total	Rank
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L	41.8	4536	29	5	6	17	24	15	2	10	**80**	**1**
St. Lucie	US 1	Martin County to Indian River County	Corridor Retrofit	13.9	3267	19	4	3	25	25	10	10	10	**74**	**2**
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L	11.1	8159	27	1	3	0	4	15	10	10	**66**	**3**
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L	14.1	7262	28	0	0	0	1	15	10	10	**64**	**4**
Martin	US 1	Cove Road to St. Lucie County	Corridor Retrofit	9.4	3431	15	10	5	34	25	10	4	10	**64**	**4**
St. Lucie	Glades Cut Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L	41.8	961	21	0	5	10	15	15	2	10	**63**	**6**
St. Lucie	I-95	Northern Connector	New Interchange	24.7	4653	27	0	0	0	1	15	10	10	**63**	**6**
St. Lucie	Midway Road	Glades Cut Off Road to Selvitz Road	Widen 2 to 4L	41.8	4536	29	1	1	3	5	15	4	10	**63**	**6**
St. Lucie	Florida's Turnpike	Midway Road	New Interchange	16.05	3789	23	0	1	3	4	15	10	10	**62**	**9**
St. Lucie	Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L	12.4	5728	23	1	0	2	3	15	10	10	**61**	**10**
St. Lucie	I-95	N of Becker Road to N of Glades Cut Off Road	Widen 6 to 8L	6.8	4760	15	1	0	8	9	15	10	10	**59**	**11**
St. Lucie	Kings Highway	North of I-95 Overpass to Indrio Road	Widen 2 to 4L	19.2	2496	21	3	2	3	8	15	4	10	**58**	**12**
Martin	SR 91/Florida's Turnpike	Jupiter/Indiantown Road to SR 714/Stuart	Widen 4 to 6L	12.6	4914	21	3	6	2	11	15	10	0	**57**	**13**
Martin	SR 91/Florida's Turnpike	SR 714/Stuart to St. Lucie County Line	Widen 4 to 8L	12.6	5166	22	2	5	1	8	15	10	0	**55**	**14**
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L	7.3	5548	18	0	0	1	1	15	10	10	**54**	**15**
St. Lucie	I-95	Glades Cut-Off Road to S of SR 70	Widen 6 to 8L	10.3	7159	24	1	1	2	4	15	10	0	**53**	**16**
St. Lucie	NW East Torino Parkway	NW Cashmere Boulevard to Midway Road	Widen 2 to 4L	41.8	1588	23	0	1	2	3	15	2	10	**53**	**16**
St. Lucie	NW California Boulevard/SW Savona Boulevard	Gatlin Boulevard to St. Lucie West Boulevard	Widen 2 to 4L	41.8	1191	22	0	0	2	2	15	2	10	**51**	**18**
St. Lucie	Northern Connector	Florida's Turnpike to I-95	New 4L	30.1	331	21	0	0	0	1	15	2	10	**49**	**19**
St. Lucie	Northern Connector	I-95 to Kings Highway	New 4L	30.1	331	21	0	0	0	1	15	2	10	**49**	**19**
St. Lucie	North-Mid County Connector	Florida's Turnpike to Midway Road	New 4L	41.8	293	21	0	0	0	1	15	2	10	**49**	**19**
St. Lucie	Florida's Turnpike	Northern Connector	New Interchange	20.8	2459	21	0	0	0	1	15	10	0	**47**	**22**
St. Lucie	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6L	6.2	4536	15	0	0	3	3	15	4	10	**47**	**22**
Indian River	I-95	Oslo Road	New Interchange	12.05	4087	20	0	0	0	1	15	10	0	**46**	**24**
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Widen 2 to 4L	4	376	5	2	1	10	13	15	2	10	**45**	**25**
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L	6.7	1575	9	2	5	0	7	15	4	10	**45**	**25**
St. Lucie	Arterial A	Glades Cut-Off Road to Midway Road	New 4L	14.3	243	15	0	0	1	1	15	2	10	**43**	**27**
Indian River	US 1	53 Street to CR 510	Widen 4 to 6L	5.2	1290	7	0	2	4	6	15	4	10	**42**	**28**
Indian River	Indian River Boulevard	US 1/4 Street to 37 Street	Widen 4 to 6L	3.9	956	4	2	0	6	8	15	4	10	**41**	**29**
Indian River	CR 512	Willow Street to I-95	Widen 2 to 4L	10	1110	12	0	0	0	1	15	2	10	**40**	**30**
Indian River	CR 512	I-95 to CR 510	Widen 4 to 6L	8.3	1428	10	0	0	0	1	15	4	10	**40**	**30**
Martin	Cove Road	SR 76/Kanner Highway to Willoughby Boulevard	Widen 2 to 4L	7.1	966	9	0	0	0	1	15	4	10	**39**	**32**
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L	7.1	966	8	0	0	2	2	15	4	10	**39**	**32**
Indian River	I-95	53 Street	New Interchange	8.75	2417	13	0	0	0	1	15	10	0	**39**	**32**
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L	6.2	1643	9	0	0	0	1	15	4	10	**39**	**32**
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4L	9.5	855	10	0	0	0	1	15	2	10	**38**	**36**
Indian River	82 Avenue	26 Street to Laconia Street	New 2L	9.8	276	10	0	0	0	1	15	2	10	**38**	**36**
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L	7.1	966	8	0	1	2	3	15	2	10	**38**	**36**
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L	7.7	39	8	0	0	0	1	15	2	10	**36**	**39**
Indian River	43 Avenue	St. Lucie County Line to 26 Street	Widen 2 to 4L	7.7	770	8	0	0	1	1	15	2	10	**36**	**39**
Indian River	53 Street	82 Avenue to 58 Avenue	New 2L	7.8	257	8	0	0	0	1	15	2	10	**36**	**39**
Indian River	53 Street	Fellsmere N-S Road 1 to 82 Avenue	New 2L	7.8	257	8	0	0	0	1	15	2	10	**36**	**39**
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4L	5.1	388	6	0	0	0	1	15	4	10	**36**	**39**
St. Lucie	Becker Road	Range Line Road to Village Parkway	New 4L	5.3	74	6	0	0	0	1	15	2	10	**34**	**44**
Indian River	CR 510	CR 512 to Intracoastal Waterway	Widen 2 to 4L	3.9	382	4	0	0	0	1	15	4	10	**34**	**44**
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L	5.3	731	6	0	0	1	1	15	2	10	**34**	**44**
St. Lucie	Crosstown Parkway	Range Line Road to Village Parkway	New 4L	5.2	920	6	0	0	0	1	15	2	10	**34**	**44**
Indian River	Roseland Road	CR 512 to US 1	Widen 2 to 4L	3.9	318	4	0	0	2	2	15	2	10	**33**	**48**
Indian River	66 Avenue	49 Street to Barber Street	Widen 2 to 4L	3.9	343	4	0	0	0	1	15	2	10	**32**	**49**
Indian River	58 Avenue	St. Lucie County Line Oslo Road	New 2L	7	686	8	0	0	0	1	15	2	0	**26**	**50**

				Truck Traffic			Truck Activity Centers								
County	Roadway	Limits	Description	Truck Percent	Truck AADT	Truck Traffic Score	Transportation	Manufacturing	Retail	Truck Activity Center Score	Type of Project Score	Facility Type Score	Intermodal Connectivity Score	Total	Rank
St. Lucie	Port St. Lucie Boulevard	Paar Drive to Darwin Road	Widen 2 to 4L	4.7	733	5	0	0	1	1	15	4	0	**25**	**51**
St. Lucie	Selvitz Road	Glades Cut Off Road to Edwards Road	Widen 2 to 4L	4.9	358	5	0	2	1	3	15	2	0	**25**	**51**
Indian River	Oslo Road	I-95 to 58 Avenue	Widen 2 to 4L	3.9	137	4	0	0	2	2	15	2	0	**23**	**53**

ITEM NUMBER:
6C

TREASURE COAST TRANSPORTATION COUNCIL
(TCTC) MEETING
AGENDA ITEM SUMMARY

MEETING DATE: June 29, 2017		**DUE DATE:** June 22, 2017
WORDING: **TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP) APPLICATIONS FOR FY 2021/22**		
REQUESTED BY: MPOs/FDOT	**PREPARED BY:** Beth Beltran/ Alice Bojanowski	**DOCUMENT(S) REQUIRING ACTION:** 2017 TRIP Applications

BACKGROUND

The Transportation Incentive Program (TRIP) makes State funds available for regionally significant transportation projects that will benefit regional travel and commerce. Regional projects selected for funding will require a 50% match for project costs.

ISSUES

Staff from the St Lucie TPO and the Indian River County MPO will present their 2017 TRIP applications for award in FY 2021/22. Martin MPO does not have a 2017 TRIP application.

RECOMMENDED ACTION

a. Approve and adopt the 2017 TRIP Applications as presented.
b. Approve and adopt the 2017 TRIP Applications with comments.

ATTACHMENT

1. St Lucie TPO 2017 TRIP Application - TC Airport Connector
2. Indian River County MPO 2017 TRIP Application - 66th Avenue Widening

2017
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: St. Lucie County Board of County Commissioners

Address: 2300 Virginia Avenue, Fort Pierce, FL 34982

Project Manager: Craig Hauschild, P.E.

Phone: 772-462-1712

E-mail: hauschildc@stlucieco.org

Funding for this cycle:

Year of Funding	FY 21/22
Approximate Funding for TCTC	$502,959
Total Funding for District 4	$3,143,493

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: The Treasure Coast Airport Connector

County Location: St. Lucie County

Facility (must be on the regional priority list of the respective regional transportation area): St. Lucie TPO

Road number (if applicable): N/A

Project limits (include begin/end limits): Kings Highway (SR 713) to Florida's Turnpike (SR 91) / New Interchange

☒ 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 St. Lucie County Comprehensive Plan and the St. Lucie TPO Long Range Transportation Plan identify a connector roadway between King's Highway and Florida's Turnpike, with interchanges at Florida's Turnpike and Interstate 95. This request is for funding to begin the study phase of the project; alignment, cross-sections, and details will be finalized after a preferred alternative is selected.

☐ 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 subject roadway will provide connectivity from the populated areas of northern St. Lucie County and southern Indian River County with both the Florida's Turnpike and Interstate 95. Currently, motorists from northern St. Lucie County must utilize Kings Highway (SR 713) south to Orange Avenue (SR 68) to access Interstate 95 southbound or to Okeechobee Road (SR 70) to access Florida's Turnpike southbound. Furthermore, motorists from northern areas of St. Lucie County and Southern areas of Indian River County must travel north to SR 60 or south to Okeechobee Road (SR 70) to access Florida's Turnpike northbound. The proposed connection will significantly shorten travel distance and time for many users in the area accessing both Interstate 95 and Florida's Turnpike. Furthermore, the connection will serve as an alternate connection between Interstate 95 and Florida's Turnpike, effectively bypassing the congested portion of SR 70 connecting those two highways.

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 has been identified in the St Lucie TPO's 2040 Long Range Transportation Plan (Project #2703, Page 3-5). Furthermore, this facility has been identified in the St. Lucie County Comprehensive Plan. No transit is proposed in the long range plan or St. Lucie County Comprehensive Plan in this area (page 2-35 – I-95/Turnpike Interchange from Immokalee to FL Turnpike), so this facility has not been identified in any plan. Considering the longer timeframe for development of the project, it is not included in any near-range Transportation Improvement Plan.

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.)

In addition to the increase in network described above, the proposed connection will provide more freight connection points between Florida's Turnpike and Interstate 95, while removing freight trips from local roads such as Kings Highway and Indrio Road. The proposed corridor will also provide a more direct route to the Treasure Coast International Airport improving access for aviation and non-aviation utilization of this significant regional asset.

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 proposed roadway and interchanges will serve to connect two existing SIS facilities which currently provide access across Florida (Interstate 95 from Miami to the Georgia State Line and Florida's Turnpike from Homestead to Interstate 75). The connection will furthermore serve to provide relief to SR 70 which currently connects Interstate 95 and Florida's Turnpike. SR 70 is an Emerging SIS Facility which connects the Port of Ft. Pierce with areas across the state to Tampa.

How will TRIP funding accelerate the project's implementation?

The proposed project will need to be studied through the various required planning processes, including the PD&E phase. The TRIP funding will help accelerate the PD&E study phase and could ultimately lead to inclusion on a short-range Transportation Improvement Plan.

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).

At this time, funding is only being requested for the PD&E study phase. Design, right-of-way, construction and CEI funding will be identified later.

Phases requested:	FY requested	FDOT Amount requested	Local Match
☒ Design (PD&E Study)	21/22	$502,959	$1,502,741
☐ Right of Way			
☐ Construction			
☐ 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 historical property impact is expected.

- 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 historical property impact is expected.

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 has not been acquired; it will be acquired once an alignment and configuration has been identified in the study phase.

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.

Supporting narrative:

Certification of Project Sponsor:

I hereby certify that the proposed project herein described is supported by St. Lucie County (*municipal, county, state or federal agency, or tribal council*) and that said entity will:

(1) provide any funding required in addition to the grant amount;

(2) enter into a LAP and maintenance agreement with the Florida Department of Transportation;

(3) have complied with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions intended for this project previously performed within the project limits;

(4) will comply with NEPA process prior to construction, which may involve coordination with the State Historic and Preservation Office (SHPO); and

(5) support other actions necessary to fully implement the proposed project.

I further certify that the estimated costs included herein are reasonable, and that increases in these costs could cause significant increase to the local agency required participation. I understand failure to follow through on the project once programmed in the Florida Department of Transportation's Work Program is not allowed.

Signature: Donald B. West

Name (*please type or print*): DONALD B. WEST

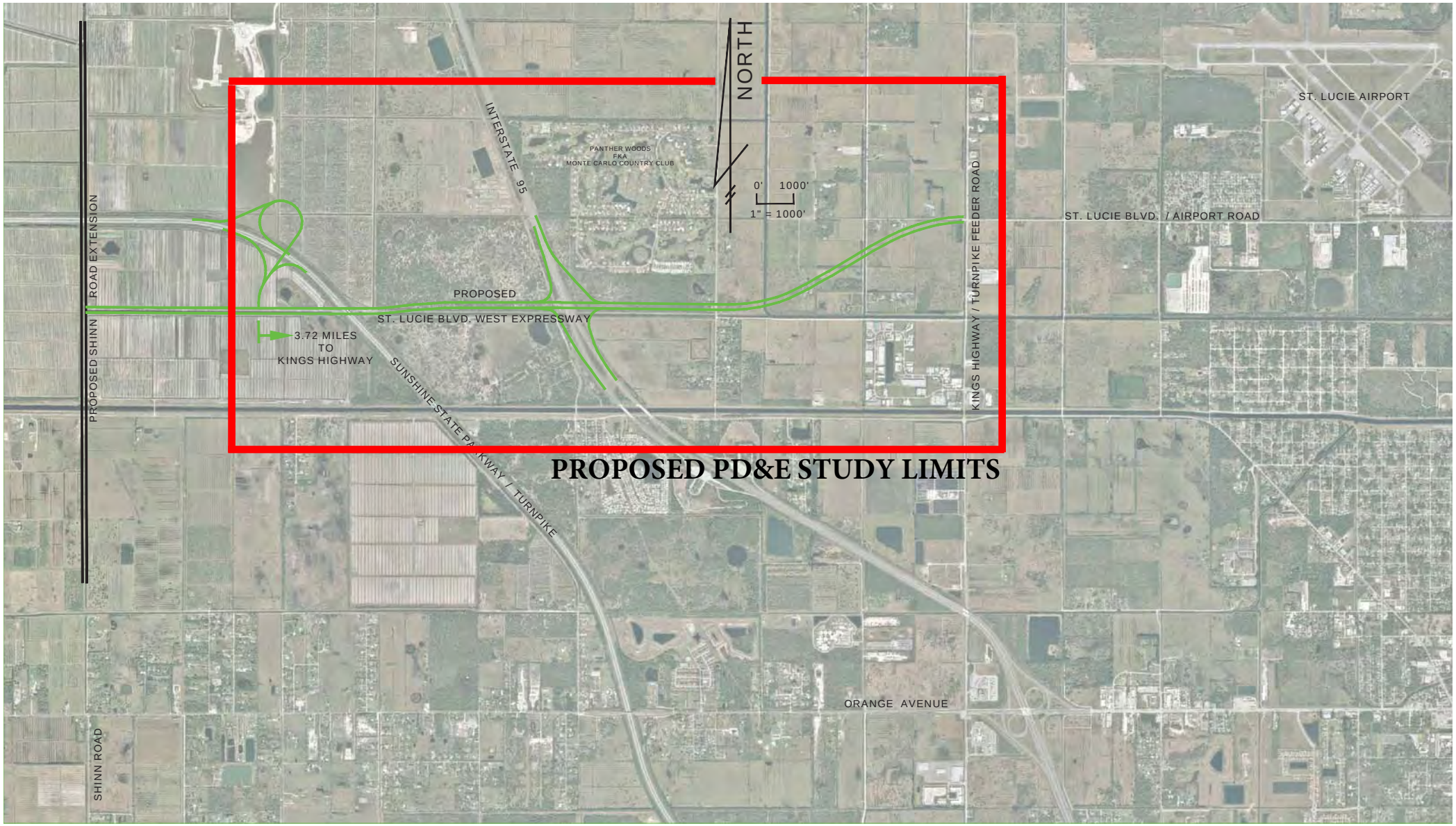
Title: PUBLIC WORKS DIRECTOR

Date: 02/17/2017

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 MAP



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2017 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)
Engineer's Cost Estimate
(Use for Off-System Projects - Administered through LAP)
FM#123456-1-58-01
Project Ti St. Lucie Airport Connector
Date: February 17, 2017

St. Lucie Transportation Planning Organization

Pay Item Number*	Pay Item Description*	FHWA Participating Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	FHWA non-participating (Local funds) Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Total Quantity	Total Engineer's Cost
	PUBLIC INVOLVEMENT										
1.1	Public Involvement Program				$ 24,400				$ -	0	$ 24,400.00
1.2	Public Involvement Data Collection				$ 27,500				$ -	0	$ 27,500.00
1.3	Notice of Intent (EIS only)				N.A.				$ -	0	$ -
1.4	Advance Notification (optional)				$ 8,640				$ -	0	$ 8,640.00
1.5	Scheduled Public Meetings				$ 28,940				$ -	0	$ 28,940.00
1.6	Other (Unscheduled) Public and Agency Meetings				$ 21,500				$ -	0	$ 21,500.00
1.7	Public Hearing				$ 43,200				$ -	0	$ 43,200.00
1.8	Location and Design Concept Acceptance Notice/ Notification of Approved Environmental Document from FHWA				$ 1,440				$ -	0	$ 1,440.00
1.9	Special Public Involvement Requirements				$ 26,400				$ -	0	$ 26,400.00
1.10	Quality Assurance/Quality Control				$ 12,700				$ -	0	$ 12,700.00
	PUBLIC INVOLVEMENT SUB-TOTAL COST =				$ 194,720.00				$ -	0	$ 194,720.00
	ENGINEERING ANALYSIS AND REPORT										
2.1	Field Review				$ 17,400				$ -	0	$ 17,400.00
2.2	Survey Coordination				$ 165,000						$ 165,000.00
2.3	Geotechnical				$ 57,000						$ 57,000.00
2.4	Traffic				$ 64,000						$ 64,000.00
2.5	Safety				$ 38,200						$ 38,200.00
2.6	Utilities and Railroads				$ 8,700						$ 8,700.00
2.7	Needs				$ 15,300						$ 15,300.00
2.8	Corridor Analysis				$ 14,800						$ 14,800.00
2.9	Roadway				$ 73,000						$ 73,000.00
2.1	Structures				$ 180,000						$ 180,000.00
2.11	Drainage				$ 80,000						$ 80,000.00
2.12	Concept Plans				$ 173,000						$ 173,000.00
2.13	Typical Section Package				$ 37,000						$ 37,000.00
2.14	Design Exceptions and Variations				N.A.						$ -
2.15	Multimodal Accommodations				$ 12,000						$ 12,000.00
2.16	Park and Ride Lots				N.A.						$ -
2.17	Maintenance of Traffic				$ 22,000						$ 22,000.00
2.18	Comparative Analysis and Evaluation Matrix				$ 18,000						$ 18,000.00
2.19	Selection of Preferred Alternative(s)				$ 14,000						$ 14,000.00
2.2	Value Engineering Study				$ 25,000						$ 25,000.00
2.21	Risk Management				$ 6,500						$ 6,500.00
2.22	Construction Cost Estimates				$ 17,300				$ -	0	$ 17,300.00
2.23	Right of Way Cost Estimates				$ 44,000				$ -	0	$ 44,000.00
2.24	Preliminary Engineering Report (PER)				$ 26,800				$ -	0	$ 26,800.00
2.25	Other Engineering Services				N.A.				$ -	0	$ -
2.26	Quality Assurance/Quality Control				$ 22,800				$ -	0	$ 22,800.00
	ENGINEERING ANALYSIS AND REPORT SUB-TOTAL COST =				$ 1,131,800.00						$ 1,131,800.00
	SOCIO-CULTURAL EFFECTS										
3.1	Social Resources				$ 10,000				$ -	0	$ 10,000.00
3.2	Socio-cultural Effects Evaluation Report*				$ 25,000				$ -	0	$ 25,000.00
3.3	Relocation Potential				$ 15,000						$ 15,000.00
3.4	Archaeological and Historic Resources				$ 30,000						$ 30,000.00
3.5	Recreational, Section 4(f)				N.A. - FEDERAL FUNDING ONLY						$ -
3.6	Wetlands and Essential Fish Habitat				$ 35,000						$ 35,000.00
3.7	Water Quality				$ 7,000						$ 7,000.00
3.8	Special Designations				$ 2,000						$ 2,000.00
3.9	Wildlife and Habitat				$ 45,000						$ 45,000.00
3.1	Identify Permit Conditions				$ 2,500						$ 2,500.00
3.11	Farmlands				$ 2,500						$ 2,500.00
3.12	Noise				$ 45,000						$ 45,000.00
3.13	Air Quality				$ 3,000						$ 3,000.00
3.14	Construction Impact Analysis				$ 2,500				$ -	0	$ 2,500.00
3.15	Contamination				$ 15,000				$ -	0	$ 15,000.00
3.16	Class of Action Determination				N.A.				$ -	0	$ -
3.17	CATEX Type II				N.A.				$ -	0	$ -
3.18	SEIR				$ 40,000				$ -	0	$ 40,000.00
3.19	Environmental Assessment				N.A.				$ -	0	$ -
3.20	FONSI				N.A.				$ -	0	$ -
3.21	Draft EIS				N.A.				$ -	0	$ -
3.22	Final EIS				N.A.				$ -	0	$ -
3.23	Quality Assurance/Quality Control				16,500				$ -	0	$ 16,500.00
	SOCIO-CULTURAL EFFECTS SUB-TOTAL COST =				$ 296,000.00				$ -	0	$ 296,000.00
		TAP Funds for P,D&E			$ 1,622,520.00	Local Funds for P,D&E			$ -	Subtotal	$ 1,622,520.00
	FDOT IN-HOUSE DESIGN SUPPORT (Phase 31) (REQUIRED)	1	LS	$5,000	$ 5,000.00	FDOT In-House Support must be included as an FHWA Participating Item					
	ADDITONAL FDOT IN-HOUSE DESIGN SUPPORT FOR CRITICAL PROJECTS	0	LS	$2,000	$ -						
	FDOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61) (REQUIRED)	1	LS	$5,000	$ 5,000.00						
	ADDITONAL FDOT IN-HOUSE CONSTRUCTION SUPPORT FOR CRITICAL PROJECTS	0	LS	$2,000	$ -						
	LOCAL FUNDS FOR DESIGN	Local Agency Design Work is not a FHWA Participating Item				1	LS		$ -		
	CONTINGENCY (REQUIRED)	Contingency is not a FHWA Participating Item				1	LS	20%	$ 324,504.00		
	TRANSIT RELATED PROJECTS (10% FTA ADMINISTRATIVE FEE)	Administrative Fee is not a FHWA Participating Item				0	LS	10%	$ -		
	LOCAL FUNDS FOR CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI)					1	LS	12%	$ -		
	FDOT OVERSIGHT CEI (3% OF TOTAL CONSTRUCTION COST ESTIMATE) (Phase 62) (REQUIRED)	1	LS	3%	$ 48,675.60	FDOT In-House Support must be included as an FHWA Participating Item					
					$ 1,681,195.60				$ 324,504.00		$ 2,005,699.60
					Subtotal FHWA Participating				Subtotal FHWA Non-Participating		Total Cost Estimate

*Projects on the State Highway System and Critical Projects **SHALL** utilize FDOT pay items numbers and descriptions.

Non-participating items:
- Mowing & Litter removal
- Engineering work; Optional services; Survey; Video inspection; MOT plans preparation; As-builts/record drawings
- Utility work -- this includes, but is not limited to: valve adjustments, utility relocations, FPL power pole relocations, AT&T directional bore, etc...
- Contingency

Other elements may be non-participating: the ones listed above are the commonly used pay items that are non-participating.
If you have any questions regarding an eligible or non-participating item, please contact us.

Prepared by: **PE Number:** 56109

Name: Signature: Date:

Reviewed by:

Name: Signature: Date:

Approved by (Agency Responsible Charge):
Name: CRAIG HAUSHALTER Signature: Date: 2/17/2017

2/17/2017

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, P.E.

Phone: 772-226-1221

E-mail: rszpyrka@ircgov.com

D4 Total funding for this cycle:

FY 21/22	$3,143,493
Total	**$3,143,493**

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 the2040 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
☐ Design			
☐ Right of Way			
☒ Construction	21/22	$3,143,493	$3,143,493
☐ 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.
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.

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.

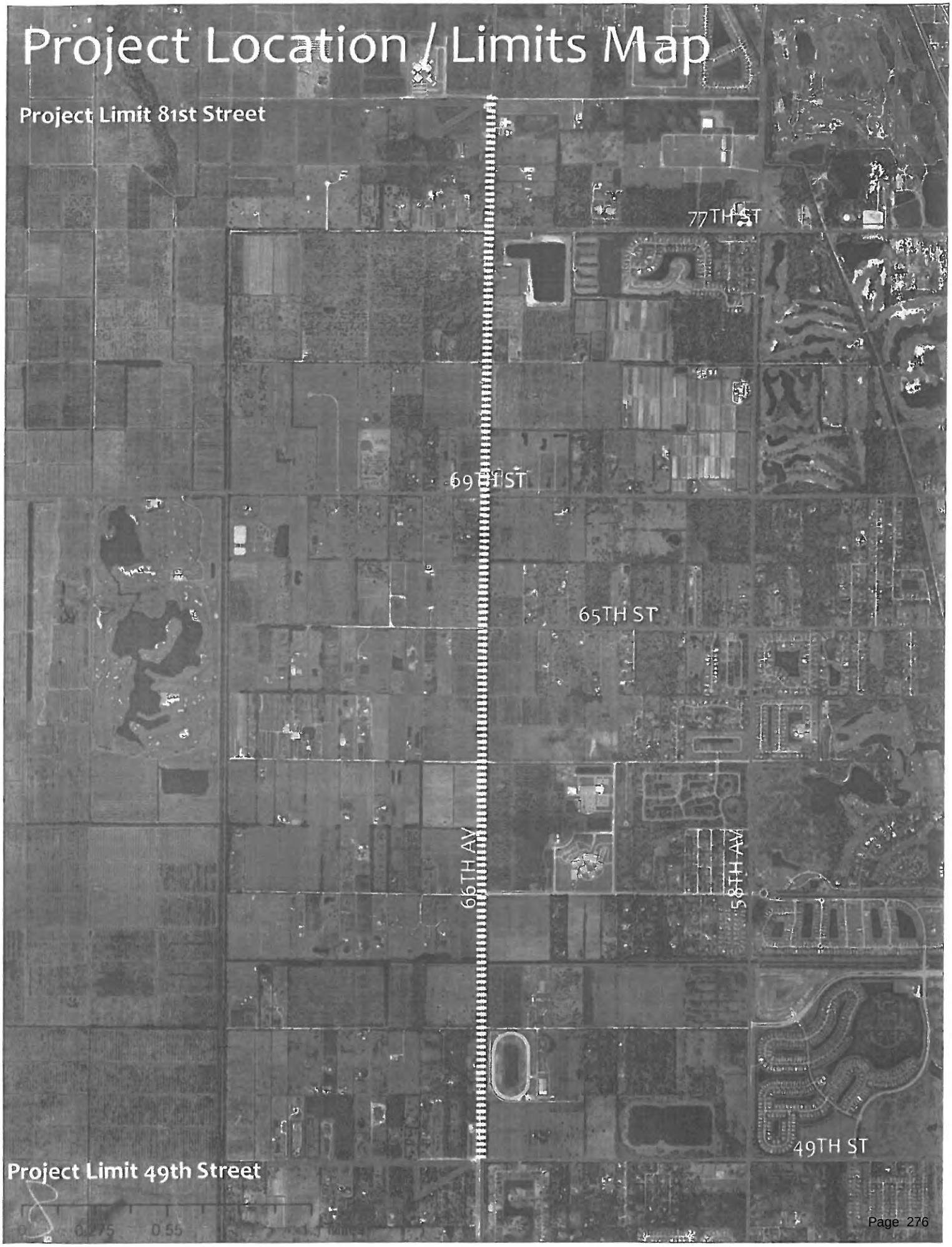
Please transmit a Regional Prioritize List, with the Project Applications and any additional supporting information and documentation to your respective TRIP Coordinator.

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.

General Construction Schedule

1. Right of Way acquisition: 2017-2019
2. Bridge construction (begins) : 2019
3. Mainline construction 2019-2022

Project Location / Limits Map



ITEM NUMBER:
6D

TREASURE COAST TRANSPORTATION COUNCIL
(TCTC) MEETING
AGENDA ITEM SUMMARY

MEETING DATE: June 29, 2017		**DUE DATE:** June 22, 2017
WORDING: **ST LUCIE TPO REVISED TRIP APPLICATION FOR FY 2019/20**		
REQUESTED BY: MPOs/FDOT	**PREPARED BY:** Beth Beltran/ Alice Bojanowski	**DOCUMENT(S) REQUIRING ACTION:** Revised TRIP Application for FY 2019/20

BACKGROUND

The Transportation Incentive Program (TRIP) makes State funds available for regionally significant transportation projects to benefit regional travel and commerce. At the August 9, 2016 TCTC meeting, the 2016 TRIP funding was allocated to the Port St Lucie Boulevard project. Since that time, the project scope and limits have been revised.

ISSUES

Staff from the St Lucie TPO will present the revisions to their 2016 TRIP application.

RECOMMENDED ACTION

a. Approve and adopt the Revised 2016 TRIP Application for FY 2019/20 as presented.
b. Approve and adopt the Revised 2016 TRIP Application for FY 2019/20 with comments.

ATTACHMENT

Revised 2016 TRIP Application for FY 2019/20

St. Lucie Transportation Planning Organization

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

June 16, 2017 VIA EMAIL

Ms. Beth Beltran
MPO Administrator
Martin Metropolitan Planning Organization
Martin County Board of County Commissioners
2401 SE Monterey Road
Stuart, Florida 34996

Re: Project Limits and Scope of Work Revisions
Port St. Lucie Boulevard Project

Dear Beth,

At the meeting on August 9, 2016, the Treasure Coast Transportation Council (TCTC) unanimously allocated the Transportation Regional Incentive Program (TRIP) grant funding available in FY 2019/20 to the Port St. Lucie Boulevard Project. Since the TCTC meeting last year, the design activities completed to date and a developer contribution received by the City of Port St. Lucie necessitate revisions to the limits and scope of work for the project. The Florida Department of Transportation District 4 is requesting that these project revisions be approved by the TCTC.

The revisions to the project limits and scope of work are identified by strikethroughs and underlines on the attached excerpt from the 2016 TRIP Application for the project that was considered by the TCTC last year. It is requested that these revisions be placed on the agenda for approval by the TCTC at the meeting scheduled for June 29th.

Please contact me should you have any questions or require any additional information regarding the requested agenda item.

Thank you,

Peter Buchwald

Peter Buchwald
Executive Director

Attachment

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): **Just South of 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~~ multi-use trail and sidewalk, pedestrian lighting, ~~and~~ curb and gutter drainage, and intersection improvements at Port St. Lucie Boulevard and Darwin Boulevard including southbound dual left-turn lanes and mast arms/signals from a developer contribution. 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.

ITEM NUMBER:
6E

TREASURE COAST TRANSPORTATION COUNCIL
(TCTC) MEETING
AGENDA ITEM SUMMARY

MEETING DATE: June 29, 2017		**DUE DATE:** June 22, 2017
WORDING: **ELECTION OF OFFICERS**		
REQUESTED BY: TCTC	**PREPARED BY:** Beth Beltran/ Alice Bojanowski	**DOCUMENT(S) REQUIRING ACTION:** N/A

BACKGROUND

In accordance with Section 5 of the April 10, 2006 Interlocal Agreement Creating the Treasure Coast Transportation Council, "The Chairman and Vice Chairman shall be elected annually during the first meeting of each calendar year and shall serve for one year terms." The current Chairperson and Vice-Chairperson were elected during the TCTC meeting on August 9, 2016.

ISSUES

At the June 29, 2017 TCTC meeting, voting members shall nominate and elect a Chairperson and a Vice-Chairperson.

RECOMMENDED ACTION

Move appointment of the TCTC Chairperson and Vice-Chairperson.

APPROVAL

TCTC