



CITIZENS ADVISORY COMMITTEE (CAC)

Regular Meeting

Tuesday, March 14, 2017
10:30 am

AGENDA

1. Call to Order
2. Roll Call
3. Approval of Minutes
 - *January 17, 2017 Regular Meeting*
4. Comments from the Public
5. Approval of Agenda
6. Action Items
 - 6a. Transportation Alternatives Program (TAP) 2017 Grant Applications: Review and prioritization of the TAP grant applications for the 2017 grant cycle.

Action: Review and recommend the prioritization of the TAP grant applications for the 2017 grant cycle, recommend prioritization with conditions, or do not recommend prioritization.
 - 6b. Transportation Regional Incentive Program (TRIP) 2017 Grant Application: Review and endorsement of a TRIP grant application for the 2017 grant cycle.

Action: Review and recommend endorsement of the TRIP grant application for the 2017 grant cycle, recommend endorsement with conditions, or do not recommend endorsement.
 - 6c. Congestion Management Process (CMP) Major Update Phase 1: A presentation on Phase 1 of the CMP Major Update.

Action: Review the work completed to date during Phase 1 of the CMP Major Update and recommend roadway segments and intersections for further analysis as part of Phase 2 of the CMP Major Update.

- 6d. Strategic Intermodal System (SIS) 2045 Multimodal Unfunded Needs Plan (MMUNP): A presentation on the draft SIS 2045 MMUNP.

Action: Review and recommend endorsement of the draft SIS 2045 MMUNP, recommend endorsement with conditions, or do not recommend endorsement.

- 6e. 2040 Regional Long Range Transportation Plan (RLRTP): A presentation on the 2040 RLRTP.

Action: Review and recommend approval of the draft Regional Transportation Network, Regional Needs Plan, Regional Project Prioritization Criteria, and Regional Performance Measures, recommend approval with conditions, or do not recommend approval.

7. Recommendations/Comments by Members
8. Staff Comments
9. Next Meeting: The next CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, May 16, 2017.
10. Adjourn

NOTICES

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

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

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

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

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

CITIZENS ADVISORY COMMITTEE (CAC)

Regular Meeting

DATE: Tuesday, January 17, 2017
 TIME: 10:30 AM
 LOCATION: St. Lucie Transportation Planning Organization
 466 SW Port St. Lucie Blvd., Suite 111
 Port St. Lucie, Florida

MINUTES

1. Call to Order

Carolyn Niemczyk, Chairwoman called the Regular Meeting of the St. Lucie Citizens Advisory Committee (CAC) to order at 10:40 am.

2. Roll Call

The roll was taken via sign-in sheet. A Quorum was noted with 6 members in attendance.

Members present:

Carolyn Niemczyk, Chairwoman
 Ron Brown
 William Lindsey
 Marvin Mendelson
 Kevin Trepanier
 Paul Weinstein, Vice Chairman

Representing:

Unincorporated County Resident
 Port St. Lucie
 Minority
 At Large
 At Large
 Port St. Lucie

Others attending:

Peter Buchwald
 Edward DeFini
 Yi Ding
 Marceia Lathou
 Mary Holleran

Representing:

St. Lucie TPO
 St. Lucie TPO
 St. Lucie TPO
 St. Lucie TPO
 Recording Specialist

3. Approval of Minutes
* July 12, 2016 Regular Meeting
- * MOTION – MOVED by Mr. Mendelson to approve the Minutes of the CAC Regular Meeting on July 12, 2016.
- ** SECONDED by Mr. Weinstein Carried UNANIMOUSLY

4. Comments from the Public - None

5. Approval of Agenda

- * MOTION – MOVED by Mr. Weinstein to approve the agenda as presented.
- ** SECONDED by Mr. Trepanier Carried UNANIMOUSLY

6. Action Items

6a. Annual Officer Elections for 2017: Nominate and Elect a Chairperson and Vice Chairperson for the CAC for 2017.

Mr. Buchwald advised as required by the By-Laws of the CAC it was time to nominate and elect a Chairperson and a Vice Chairperson for 2017. In 2016 Carolyn Niemczyk served as Chairperson, and Paul Weinstein served as Vice Chair.

The Secretary called for nominations for Chairperson.

- * NOMINATION – MOVED by Mr. Weinstein and SECONDED by Mr. Mendelson to nominate Ms. Carolyn Niemczyk to serve as Chairperson.

Ms. Carolyn Niemczyk agreed to serve if elected. A call was made for other nominations. Hearing none, the Nominations were closed.

- ** NOMINATION – MOVED and SECONDED to elect Carolyn Niemczyk as Chairperson for the CAC for 2017.

All those in favor of Ms. Niemczyk serving as Chairperson of the CAC for 2017 signified by raising their hands. No one opposed.

- ** Carried UNANIMOUSLY

The gavel was passed and Ms. Niemczyk conducted the nominations for a Vice Chairperson of the TPO CAC for 2017.

- * NOMINATION – MOVED by Mr. Mendelson to nominate Mr. Paul Weinstein to serve as Vice Chairperson.
- ** SECONDED by Ms. Niemczyk. Mr. Weinstein agreed to serve as Vice Chairperson. A call was made for other nominations. Hearing none, the Nominations were closed.
- * NOMINATION – MOVED and SECONDED to elect Mr. Paul Weinstein Vice Chairperson of the St. Lucie TPO CAC for 2017.

All those in favor of Mr. Weinstein serving as Vice Chairperson of the TPO CAC for 2017 signified by raising their hands. No one opposed.

- ** Carried UNANIMOUSLY

6b. Complete Streets Study: Review of the revised map depicting the Complete Streets Inventory for the St. Lucie TPO area, recommend approval of the revised map, approve with conditions, or do not recommend approval.

Mr. Buchwald reviewed the revised map as the first step in developing the Complete Streets Study. A “complete street” is defined as a street that accommodates all users including motorists, transit riders, bicyclist and pedestrians, regardless of their ages or abilities, in a safe and balanced environment.

Questions, and comments on the Complete Streets Inventory revised map were encouraged.

Questions and Comments:

- Will a cost analysis be performed and if so, when?
- How will ranking and funding for priority sidewalks occur?
- Can prioritizing segments in phases provide a cost analysis for each.
- Are sidewalks and bike lanes in the Long Range Plan included as part of the overlay for prioritizing the Complete Streets Inventory?
- What size is suitable for a multimodal use path/bike lane for bicycles, pedestrians and all users?

- Should we construct sidewalks without a multimodal use, versus constructing a sidewalk that is only 6 ft. wide, and should we continue widening existing sidewalks?
- Safety at school bus stops is a concern and we should focus on where accidents occurred in the past.
- Adding two different colors on the map for sidewalks and bike lanes was suggested.
- None of the roads on the map include streets and sidewalks at less than 8 ft. and have a lower priority for the complete streets inventory.
- Midway Road was mentioned as having super wide sidewalks rarely being used.
- The expense for larger sidewalks was questioned along with how often problems occurred between bicyclists and pedestrians on a 5 ft. sidewalk.
- We have an existing bicycle and sidewalk map, can we overlay the complete streets inventory map on top of it.
- Do we have a map showing all the different facilities in the County?

* MOTION – MOVED by Mr. Brown to recommend approval of the Complete Streets Inventory revised map, with conditions for prioritizing the comments made today.

** SECONDED by Mr. Weinstein

Mr. Buchwald indicated another map could be prepared to prioritize the projects and connections, with adding a sidewalk layer.

Addressing the cost for larger sidewalks, Mr. Buchwald explained the comfort and safety level for wider sidewalks and the cost comparison indicated it costs less to build an 8 ft. sidewalk than to build another traffic lane. What needs to be determined is how much of a priority bike and pedestrian facilities are to the community, the need for funding, and how much money we are willing to spend on a complete street.

** MOTION – MOVED AND SECONDED.

** Carried UNANIMOUSLY

7. Discussion Items

- 7a. Transportation Connectivity Study: Review of the draft list and maps that identify Major Activity Centers (MACs) and gaps in transportation connectivity to essential services in the St. Lucie TPO area. Discuss and provide comments to staff.

Mr. Buchwald indicated this Study is another step further to ensure that people can easily reach employment, education, shopping, recreation and medical/health and other daily needs.

Mr. Buchwald introduced Ms. Marceia Lathou, Transportation Program Manager, to present the recent efforts of the Transportation Connectivity Study.

Ms. Lathou provided information on Major Activity Centers (MACs) defined as walkable, geographic areas containing multiple attractions. An attached list of MACs and draft of the map showing locations was presented for review.

Attached maps indicated what MACs are not served by complete streets or bus routes and gaps in the network can then be prioritized for complete streets treatment or new bus routes.

Questions and Comments:

Ms. Niemczyk commented on the County's position for economic development and growth for the Airport, and connecting the Port to the Airport. She suggested the airport be designated as a MAC and added to the map, and asked if it fit the MAC criteria.

Ms. Lathou said it fit in terms of size, but not for diversity of land uses, intensity of development and traffic volume. Additional categories for future development such as minor and emerging MACs were discussed and the Airport was considered to be an "emerging" MAC.

Ms. Lathou noted this Study is an initial step to develop an inventory of activity centers (MACs) and how to connect people to where they want to go, in a non-motorized mode, and hasn't yet been prioritized. She explained the color-coded legend on the map.

Ms. Niemczyk acknowledged the difficulty of the task and congratulated Ms. Lathou on her presentation.

Ms. Lathou commented on the location of the Park and Ride lot on Gatlin Boulevard to access I-95/Okeechobee Boulevard. The size and location of Park and Ride lots also was discussed.

8. Recommendations/Comments by Members – None

9. Staff Comments – None

10. Next Meeting: The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, March 14, 2017.

11. Adjourn – The meeting was adjourned at 11:30 am.

Respectfully submitted:

Approved by:

Mary F. Holleran
Recording Specialist

Carolyn Niemczyk
Chairperson

AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 14, 2017
Item Number:	6a
Item Title:	Transportation Alternatives Program (TAP) 2017 Grant Applications
Item Origination:	Fixing America's Surface Transportation (FAST) Act
UPWP Reference:	Task 3.3: Transportation Improvement Program Task 3.5: Bicycle/Pedestrian/Greenway Planning
Requested Action:	Review and recommend the prioritization of the TAP grant applications for the 2017 grant cycle, recommend prioritization with conditions, or do not recommend prioritization.
Staff Recommendation:	It is recommended that the TPO Advisory Committees recommend to the TPO Board that the TA grant applications for 2017 be prioritized for funding based on the rankings of the proposed projects in the 2016/17 TA Priority Project List.

Attachments

- Staff Report
- 2016/17 TA Priority Project List
- Alcantarra Boulevard Sidewalk Project Application Excerpts
- Oleander Avenue Site Walk Improvements Application Excerpts
- St. James Drive Sidewalk Improvements Application Excerpts

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: March 6, 2017

SUBJECT: Transportation Alternatives Program (TAP)
2017 Grant Applications

BACKGROUND

The TAP was reauthorized by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and was continued as a "set-aside" in the current, enabling legislation known as the Fixing America's Surface Transportation (FAST) Act. The program provides funding for the following:

- Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized modes.
- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized modes.
- Construction of turnouts, overlooks, and viewing areas.
- Community improvement activities, including:
 - inventory, control, or removal of outdoor advertising;
 - preservation and rehabilitation of historic transportation facilities;
 - vegetation management practices in transportation rights-of-way to improve safety, prevent against invasive species, and provide erosion control; and
 - archaeological activities relating to impacts from the implementation of a transportation project.

- Environmental mitigation activities, including pollution prevention and abatement activities, to:
 - address stormwater management and pollution prevention and abatement activities related to highway construction or runoff; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

- The Recreational Trails Program.

- The Safe Routes to School Program.

- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

The funding available for the 2017 TAP grant cycle for the St. Lucie TPO is \$649,698 that will be programmed by the Florida Department of Transportation (FDOT) in Fiscal Year 2020/21. The TPO Advisory Committees recommend to the TPO Board the endorsement or prioritization of the TAP grant applications received during the grant cycle for submittal to FDOT. Proposed TAP Projects typically have been prioritized based on the TPO’s TA Priority Project List which is attached.

ANALYSIS

The following three TAP grant applications (attached), listed in alphabetical order, were submitted for consideration for the 2017 TAP grant cycle:

Project Name	Project Location/Limits	Project Description	Project Cost	Funding Requested	Project Sponsor	2016/17 TA Priority Ranking
Alcantarra Boulevard Sidewalk Project	Savona Boulevard to Port St. Lucie Boulevard	~0.8-mile long, 6-foot wide, concrete sidewalk	\$605,937	\$482,098	City of Port St. Lucie	16
Oleander Avenue Sidewalk Improvements	Midway Road to South Market Avenue	~1.3-mile long, 6-foot wide, concrete sidewalk	\$940,162	\$775,160	St. Lucie County	2
St. James Drive Sidewalk Improvements	Royce Avenue to Lazy River Parkway	~0.25-mile long, 8-foot wide, concrete sidewalk	\$260,247	\$209,652	St. Lucie County	Not on TA Priority Project List

The Alcantarra Boulevard Sidewalk Project and the Oleander Avenue Sidewalk Improvements are in the 2016/17 TA Priority Project List while the St. James Drive Sidewalk Improvements are not in the list. Therefore, the St. James Drive Sidewalk Improvements should be prioritized below the other two proposed projects.

RECOMMENDATION

Based on the rankings of the proposed projects in the TA Priority Project List, it is recommended that the TPO Advisory Committees recommend to the TPO Board that the TA grant applications for 2017 be prioritized for funding as follows:

Recommended 2017 TAP Project Rank	2016/17 TA Priority Ranking	Project Name	Project Sponsor	Project Cost	Funding Requested
1	2	Oleander Avenue Sidewalk Improvements Project	St. Lucie County	\$940,162	\$775,160
2	16	Alcantarra Boulevard Sidewalk Project	City of Port St. Lucie	\$605,937	\$482,098
3	Not on List	St. James Drive Sidewalk Improvements	St. Lucie County	\$260,247	\$209,652

Transportation Alternatives (TA) Projects

2016/17 Priority Ranking	Score ¹	Facility	Project Limits		Project Description	Project Source	Estimated Cost ²	2015/16 Priority Ranking
			From	To				
1	41.5	North Macedo Boulevard	Selvitz Road	St. James Drive	Sidewalk-1.0 miles	2016 TA Grant Application ³	\$872,243 ⁴	7
2	34.0	Oleander Avenue	Midway Road	Market Avenue	Sidewalk-1.3 miles	L RTP ⁵	\$1,202,125	2
3	46.5	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	L RTP	\$632,730	3
4	43.5	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	L RTP	\$222,700	4
5	43.0	East Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	L RTP	\$220,080	5
6	41.5	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.8 miles	L RTP	\$520,397	7
7	38.5	Thornhill Drive	Bayshore Boulevard	Airosa Boulevard	Sidewalk-1.0 miles	L RTP	\$916,023	9
8	36.5	Parr Drive	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk-0.8 miles	L RTP	\$529,837	10
8	36.5	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	L RTP	\$77,000	10
8	36.5	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	L RTP	\$123,200	10
11	35.5	Curtis Street	Prima Vista Boulevard	Floresta Drive	Sidewalk-0.5 miles	L RTP	\$710,895	14
12	34.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	L RTP	\$445,220	15
13	34.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	L RTP	\$1,323,840	16
13	34.0	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 miles	L RTP	\$870,425	16
15	32.5	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	L RTP	\$19,7000	18
16	31.5	Alcantarra Boulevard	Port St. Lucie Boulevard	Savona Boulevard	Sidewalk-0.8 miles	L RTP	\$703,290	19
17	29.5	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	L RTP	\$964,947	20
18	28.5	Rosser Boulevard	Openview	Bamberg Street	Sidewalk-2.1 miles	L RTP	\$1,999,182	21
19		Florida East Coast Greenway/SUN Trail	Martin County Line	Downtown Fort Pierce	Multi-Use Trail	L RTP	\$6,757,225	N/R
20		Florida East Coast Greenway/SUN Trail	Downtown Fort Pierce	Indian River County Line	Multi-Use Trail	L RTP	\$3,412,760	N/R

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

²Source of Estimated Cost: *Go2040 Long Range Transportation Plan, February 2016*, unless otherwise noted

³Construction funding is anticipated to be programmed in the upcoming FDOT Tentative Work Program as a result of the 2016 TA Grant Cycle

⁴Source of Estimated Cost: 2016 TA Grant Application

⁵L RTP: *Go2040 Long Range Transportation Plan, February 2016*



St. Lucie Transportation
Planning
Organization



2017

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)

Application and Scoping Form

(for FY 2020/21 project funding)

General Information:

Project Title: Alcantarra Boulevard Sidewalk project

Name of Applicant (If other than Project Sponsor):

Project Sponsor: **City of Port St. Lucie**

(municipality, county, state, federal agency, or tribal council)

Contact Person: **Edith Majewski**

Title: **Project Coordinator**

Email: **emajewski@cityofpsl.com**

Phone Number: **772-344-4291**

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

(All of the following items are **required** - applications without this information will not be reviewed)

1 Qualifying TAP Funded Activities:

Check the Transportation Alternatives activity the proposed project will address. Please check **one** activity that represents the majority of the work proposed. Eligible activities must be consistent with details described under 23 U.S.C. 133(h)(3).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23

- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 23 U.S.C. 133(b)(3) [as amended under the FAST Act], 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
- The Safe Routes to School Program under section 1404(f) of the SAFETEA-LU; **note, Florida's Safe Routes to School Infrastructure application must accompany this application to be considered for funding.**
 - infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - Application attached
 - Noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
 - Application attached

2 Project Description:

Road Name: [Alcantarra Boulevard](#)

Road Number: Local Road State Road
 (US, SR, CR, etc.) (Off-System) (On-System)

[NOTE: All On-System projects will be administered and delivered by FDOT]

Project Limits: Begin: [Savona Boulevard](#)
 End: [Port St. Lucie Boulevard](#)

- (a) Project Location
 - Location map attached. (Location_Map.pdf)
(Required)
- (b) Project Typical Section – Complete the following information and Include a Typical Section schematic depicting existing and proposed features, dimensions, and right of way lines.
 - Schematic Typical Section (existing and proposed) attached (Typical_Section.pdf)
[The attached typical section depicts a 6-foot sidewalk being constructed 10 feet off the edge of pavement with an open swale drainage behind the sidewalk](#)

Project Typical Section

Instructions: All boxes must be filled in. Blue highlighted boxes require a number. Write "0" in Existing/Proposed and check N/A if an item does not apply to the proposed project.

	EXISTING	PROPOSED	N/A
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RIGHT-OF-WAY

Width (feet)	80	0	
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Right-of-Way acquisition is NOT permitted.

ROADWAY

Number of Travel Lanes	2		
Lane Width (feet)	12		
(1) Total Roadway Width <i>(No. Travel Lanes x Lane Width)</i>	24(feet)	0	

Curb & Gutter to remain: yes no N/A

(2) Bike Lane Width (feet) <i>(Not Including Buffer Width)</i>	0	0	N/A
(3) Buffer Width (feet)	0	0	N/A

Re-stripe for Bike Lane: yes no

Widen for Bike Lane: yes no

Posted Speed Limit	30	0	
Design Speed (if known)	0	0	

MEDIAN

(4) Width (feet)	0	0	
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SIDEWALK

(5) Widen, Left - Width (feet)	0	0	N/A
(6) Widen, Right - Width (feet)	0	0	N/A
Replace, Left - Width (feet)	0	0	N/A
Replace, Right - Width (feet)	0	0	N/A

Material:

concrete asphalt paver
 other (specify) _____

SWALE

(7) Width (feet)	5	0	
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TOTAL EXISTING / PROPOSED	73	0	
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Add (1) + (2) + (3) + (4) + (5) + (6) + (7)

(c) Right of Way

Right-of-Way acquisition is NOT permitted.

Acquisition is defined as obtaining property not currently owned by the Local Agency through any means including: Deed, Easement, Dedication, Donation, etc.

No Right-of-Way acquisition is proposed

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). If right-of-way is an easement, please describe the easement language.

The existing right-of-way is owned and maintained by the City of Port St. Lucie as described in the Recorded Plats.

Display the existing ownership with Right-of-Way maps to verify that all proposed work is within existing Right-of-Way currently owned by the Project Sponsor. Provide required right-of-way documentation (Right-of-Way.pdf):

Right-of-Way maps are attached

Plats, deeds, prescriptions, certified surveys, and/or easements are attached

3 Project Scope:

(a) Project Scope of Work

Project Scope of Work

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

	YES	NO	N/A
ADA			
All proposed crosswalks, sidewalks, ramps, etc. comply with ADA standards	X		

Describe proposed ADA items: *(Required, if yes)*

All ADA requirements will be met through the desing and construction of the sidewalk and crosswalks. 2% cross slopes will be a requirement of the project.

Project Scope of Work (Cont'd.)

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

YES	NO	N/A
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ACCESS MANAGEMENT

Access management revisions			X
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Describe Access Management needs: (*Required, if yes*)

LIGHTING

Pedestrian lighting proposed			X
Roadway lighting proposed			X

Describe proposed Lighting: (*Required, if yes*)

LANDSCAPE

Median landscape proposed			X
Other landscape proposed			X
Irrigation items proposed			X

Describe proposed Landscape: (*Required, if yes*)

SIGNALIZATION

Pedestrian signals proposed			X
New traffic signalization proposed			X
Existing signalization to be replaced			X

Describe proposed Signalization: (*Required, if yes*)

Project Scope of Work (Cont'd.)

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

	YES	NO	N/A
TRANSIT			
Queue Jump possible			X
Upgrade existing bus bay area			X
Transit provider concurrence provided (required)			X

Describe Proposed Transit: *(Required, if yes)*

SCHOOL ZONE			
Existing flashing school zone signal on state road			X
High emphasis cross walk at un-signalized crossing			X

Describe proposed School Zone: *(Required, if yes)*

UTILITIES			
Sub-surface relocation is required			X
Utility coordination is required			X

Describe Utility involvement: *(Required, if yes)*

DRAINAGE/PERMIT			
Existing closed drainage system to remain			X
Existing open drainage system to remain	X		

Describe Drainage/Permit needs: *(Required, if yes)*

A South Florida Water Management Permit Exemption Will be applied for. All Compliance with the City's National Pollution Discharge Elimination Systems will be met.

Project Scope of Work (Cont'd.)

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

YES	NO	N/A
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RAILROAD

Rail crossing within limits			X
Replace all railroad signal equipment and gates			X

Describe Railroad involvement: *(Required, if yes)*

BRIDGES

Proposed Pedestrian Bridge on project			X
Bridge widening proposed			X
Bridge Replacement			X

Describe Bridge elements: *(Required, if yes)*

OTHER SCOPE ITEMS

Describe Other Scope Items: *(Required)*

- (b) Summarize any special characteristics of the project.
- (c) Identify any upcoming projects or projects currently underway adjacent to the proposed project.
- No adjacent projects are in construction or planned.
- Adjacent projects include:
- Future widening of Port St. Lucie Boulevard will tie into this project.

- (d) Other specific project information that should be considered.

Alcantarra Boulevard is a heavily used roadway between Savona Boulevard and Port St. Lucie Boulevard. A sidewalk was completed in 2015 on Savona Boulevard and a sidewalk will be constructed on Port St. Lucie Boulevard as part of the widening project. This project will provide connection between the two sidewalks.

4 Project Implementation Information:

Attach documentation as exhibits to this application.

- (a) Describe the proposed method of performing (i.e. consultant contract or in-house) and administering each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the Agency must be LAP certified to administer Federal Aid projects in accordance with the Department's **Local Agency Program Manual (topic no. 525-010-300)**. Web site: www.dot.state.fl.us/projectmanagementoffice/lap/default.htm

- Design to be conducted by in-house staff
- Design to be conducted by FDOT pre-qualified consultant ⁽¹⁾ ⁽²⁾
- Design to be conducted by non-FDOT pre-qualified consultant ⁽²⁾
- CEI to be conducted by in-house staff
- CEI to be conducted by FDOT pre-qualified consultant ⁽¹⁾ ⁽²⁾
- CEI to be conducted by non-FDOT pre-qualified consultant ⁽²⁾

⁽¹⁾ FDOT pre-qualified consultants must be used on all design and CEI work for critical projects (a project is considered critical when it is on the State Highway System (SHS), features a major structure, and/or has a budget greater than \$10 million)

⁽²⁾ Design consultant and CEI consultant shall not be the same.

(b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

(c) Describe the proposed maintenance responsibilities for the project when it is completed.

The ownership and maintenance of this sidewalk will be the sole responsibility of the City of Port St. Lucie.

5 Cost Estimate:

The total construction amount of Transportation Alternative Program (TAP**) (also including CSLIP & LI) funds requested per projects (infrastructure) must be in excess of \$250,000 with a maximum project amount of \$1,000,000 (though some T/MPO's may choose to use a lesser upper limit).

Transportation Alternative Program funds will be used to fund Construction and FDOT in-house support activities.

Local Funds (LF) will be used for all non-participating items, contingency activities, Construction Engineering and Inspection Activities (CEI), and any costs in excess of the awarded funding (TAP) allocation.

(a) Provide detailed project cost estimate. Estimate shall be broken down to eligible and non-eligible project costs. **Estimates are to be prepared and signed by a Professional Engineer from the Local Agency's Engineering office.**

Use the following links to access the basis of estimates manual as well as historical cost information for the project area:

[Basis of Estimates Manual](#)

[Historical Cost Information](#)

A detailed cost estimate is attached. (Use attached Estimate.xlsx)
(Required)

6 Certification of Project Sponsor:

I hereby certify that the proposed project herein described is supported by the City of Port St. Lucie.

(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.

James E. Angstadt
Signature

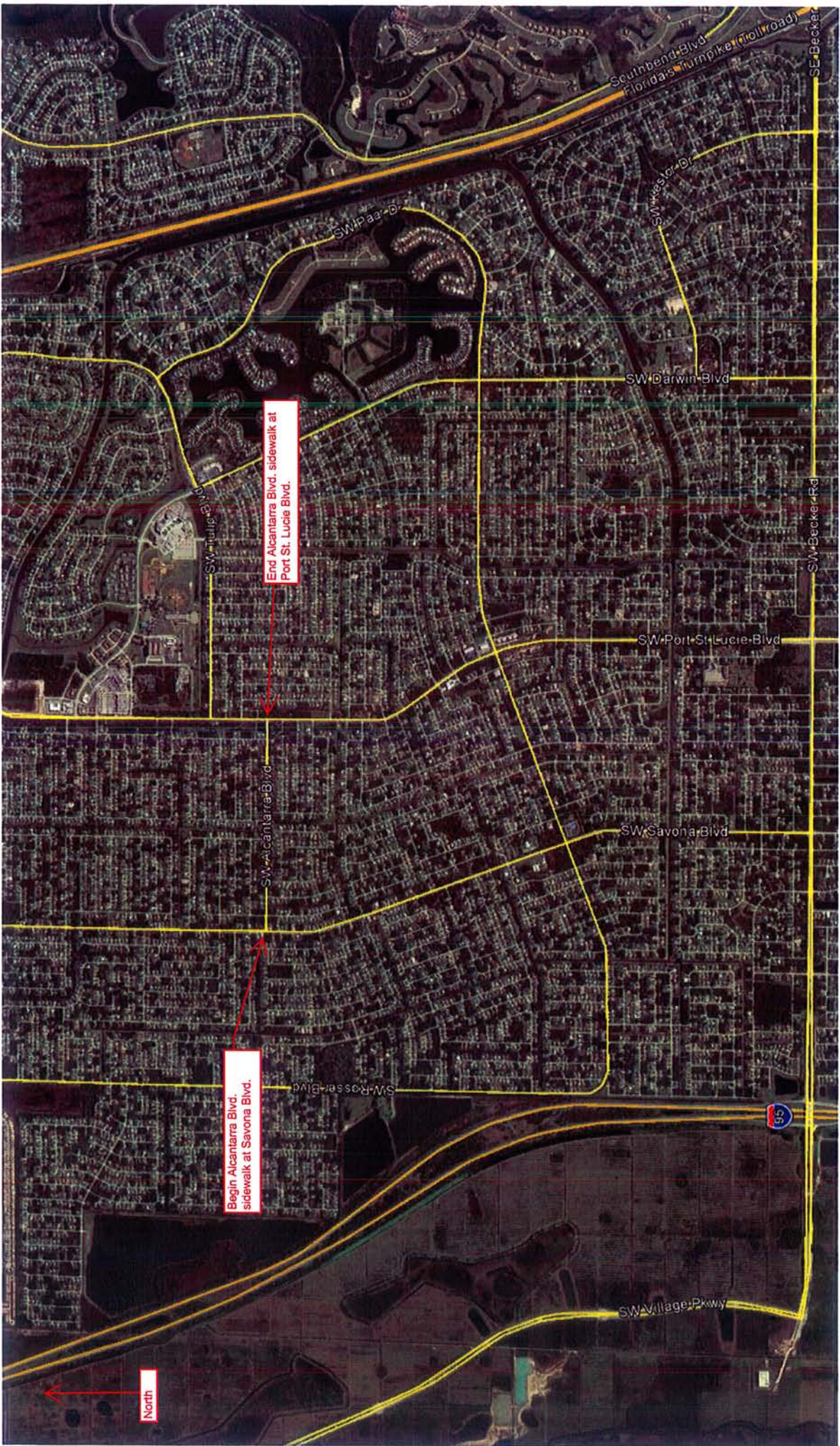
James E. Angstadt, P.E.
Name (please type or print)

Public Works Director
Title

2/15/17
Date

FOR FDOT USE ONLY		
Application Complete	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Project Eligible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Implementation Feasible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Include in Work Program	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Item Description	Cost \$	
(A) TOTAL Construction Cost Estimate ⁽¹⁾	\$482,113.11	
(B) Cost Estimate of Eligible (participating) items ⁽²⁾	\$482,098.20	
Funding Breakdown	Fund Source	Cost \$
(C) FDOT In-House Design Support (phase 31) ⁽³⁾	TAP	\$5,000.00
(D) (Critical projects only) FDOT In-House Design Support (phase 31) ⁽³⁾	TAP	\$0.00
(E) FDOT In-House Construction Support (phase 61) ⁽³⁾	TAP	\$5,000.00
(F) (Critical projects only) FDOT In-House Construction Support (phase 61) ⁽³⁾	TAP	\$0.00
(G) TAP funds requested for Construction (phase 58)	TAP	\$457,634.81
(H) Local Funds for Construction (phase 58)	LF	\$24,478.30
(I) Local Funds for Contingency (phase 58)	LF	\$96,422.62
(J) Local Funds for Design	LF	\$0.00
(K) Construction Engineering & Inspection Activities (CEI) (phase 68 - optional) ⁽⁴⁾	TAP	\$0.00
(L) Construction Engineering & Inspection Activities (CEI) (phase 68) ⁽⁴⁾	LF	\$2,937.40
(M) Transit Related projects FTA 10% administrative fees ⁽⁵⁾	LF	\$0.00
(N) FDOT Oversight CEI (3% of TOTAL Construction Cost Estimate) (phase 62) ⁽⁶⁾	TAP	\$14,463.39
Funding Summary		
(O) Total TAP funds ⁽⁷⁾		\$482,098.20
(P) Total LF funds		\$123,838.32
(Q) Total Funds		\$605,936.52



End Alcantarra Blvd. sidewalk at Port St. Lucie Blvd.

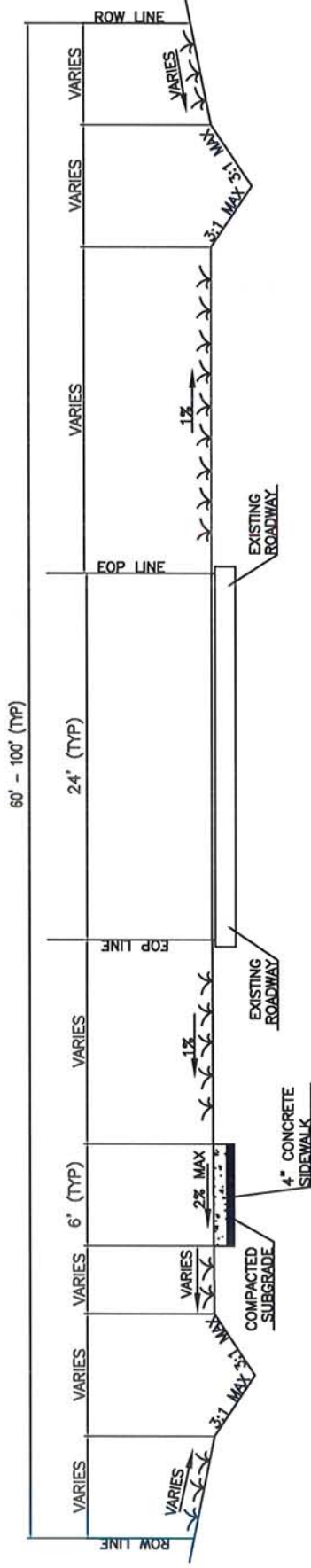
Begin Alcantarra Blvd. sidewalk at Savona Blvd.

North



"A City for All Ages"

PUBLIC WORKS DEPARTMENT



TYPICAL CROSS-SECTION DETAIL
N.T.S.

TAP Grant Application FY 20/21
Alcantarra Boulevard Sidewalk
Savona Boulevard to Port St. Lucie Boulevard



2017

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
Application and Scoping Form
(for FY 2020/21 project funding)

General Information:

Project Title: **Oleander Avenue (Midway Road to South Market Avenue) Sidewalk Improvements**

Name of Applicant *(If other than Project Sponsor)*:

Project Sponsor: **St. Lucie County**
(municipality, county, state, federal agency, or tribal council)

Contact Person: **Lori Rocky**

Title: **Grants Specialist**

Email: **rockyl@stlucieco.org**

Phone Number: **772-462-2517**

Sponsor Address: **2300 Virginia Avenue**
Fort Pierce, FL 34982

*(All of the following items are **required** - applications without this information will not be reviewed)*

1 Qualifying TAP Funded Activities:

Check the Transportation Alternatives activity the proposed project will address. Please check **one** activity that represents the majority of the work proposed. Eligible activities must be consistent with details described under 23 U.S.C. 133(h)(3).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23

- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 23 U.S.C. 133(b)(3) [as amended under the FAST Act], 328(a), and 329 of title 23; or
 - reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats
- The Safe Routes to School Program under section 1404(f) of the SAFETEA-LU; **note, Florida's Safe Routes to School Infrastructure application must accompany this application to be considered for funding.**
 - infrastructure-related projects on any public road or any bicycle or pedestrian pathway or trail in the vicinity of schools that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, secure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.
 - Application attached
 - Noninfrastructure-related activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
 - Application attached

2 Project Description:

Road Name: [Oleander Avenue](#)

Road Number: [N/A](#) Local Road State Road
 (US, SR, CR, etc.) (Off-System) (On-System)

[NOTE: All On-System projects will be administered and delivered by FDOT]

Project Limits: Begin: [Midway Road](#)

End: [South Market Avenue](#)

(a) Project Location

Location map attached. (Location_Map.pdf)
(Required)

(b) Project Typical Section – Complete the following information and Include a Typical Section schematic depicting existing and proposed features, dimensions, and right of way lines.

Schematic Typical Section (existing and proposed) attached (Typical_Section.pdf)
(Required)

Project Typical Section

Instructions: All boxes must be filled in. Blue highlighted boxes require a number. Write "0" in Existing/Proposed and check N/A if an item does not apply to the proposed project.

EXISTING	PROPOSED	N/A
----------	----------	-----

RIGHT-OF-WAY

Width (feet)	100	100	
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Right-of-Way acquisition is NOT permitted.

ROADWAY

Number of Travel Lanes	<u>2</u>	<u>2</u>	
Lane Width (feet)	<u>10</u>	<u>10</u>	
a. Total Roadway Width <i>(No. Travel Lanes x Lane Width)</i>	20	20	

Curb & Gutter to remain: yes no N/A

b. Bike Lane Width (feet) <i>(Not Including Buffer Width)</i>	0	0	
c. Buffer Width (feet)	0	8	

Re-stripe for Bike Lane: yes no

Widen for Bike Lane: yes no

Posted Speed Limit	35	35	
Design Speed (if known)	40	40	

MEDIAN

d. Width (feet)	0	0	X
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SIDEWALK

e. Widen, Left - Width (feet)	0	0	
f. Widen, Right - Width (feet)	0	6	
Replace, Left - Width (feet)	0	0	
Replace, Right - Width (feet)	0	0	

Material:

concrete asphalt paver
 other (specify) _____

SWALE

g. Width (feet)	6	6	
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TOTAL EXISTING / PROPOSED	26	40	
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Add (a.) + (b.) + (c.) + (d.) + (e.) + (f.) + (g.)

(c) Right of Way

Right-of-Way acquisition is NOT permitted.

Acquisition is defined as obtaining property not currently owned by the Local Agency through any means including: Deed, Easement, Dedication, Donation, etc.

No Right-of-Way acquisition is proposed

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). If right-of-way is an easement, please describe the easement language.

The Right-of-Way is owned by St. Lucie County as shown on the attached recorded Plats.

Display the existing ownership with Right-of-Way maps to verify that all proposed work is within existing Right-of-Way currently owned by the Project Sponsor. Provide required right-of-way documentation (Right-of-Way.pdf):

Right-of-Way maps are attached

Plats, deeds, prescriptions, certified surveys, and/or easements are attached

3 Project Scope:

(a) Project Scope of Work

Project Scope of Work

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

YES	NO	N/A
-----	----	-----

ADA

All proposed crosswalks, sidewalks, ramps, etc. comply with ADA standards	X		
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Describe proposed ADA items: (*Required, if yes*)

6' Concrete sidewalk shall be constructed to ADA standards. Curb ramps shall be constructed to comply with ADA standards.

Project Scope of Work (Cont'd.)

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

YES	NO	N/A
-----	----	-----

ACCESS MANAGEMENT

Access management revisions		X	
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Describe Access Management needs: (*Required, if yes*)

LIGHTING

Pedestrian lighting proposed		X	
Roadway lighting proposed		X	

Describe proposed Lighting: (*Required, if yes*)

LANDSCAPE

Median landscape proposed		X	
Other landscape proposed		X	
Irrigation items proposed		X	

Describe proposed Landscape: (*Required, if yes*)

SIGNALIZATION

Pedestrian signals proposed		X	
New traffic signalization proposed		X	
Existing signalization to be replaced		X	

Describe proposed Signalization: (*Required, if yes*)

Project Scope of Work (Cont'd.)

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

YES	NO	N/A
-----	----	-----

TRANSIT

Queue Jump possible		X	
Upgrade existing bus bay area		X	
Transit provider concurrence provided (required)		X	

Describe Proposed Transit: *(Required, if yes)*

[Click here to enter text](#)

SCHOOL ZONE

Existing flashing school zone signal on state road		X	
High emphasis cross walk at un-signalized crossing		X	

Describe proposed School Zone: *(Required, if yes)*

[Click here to enter text](#)

UTILITIES

Sub-surface relocation is required		X	
Utility coordination is required	X		

Describe Utility involvement: *(Required, if yes)*

Utility coordination will ensure that no utility poles or underground utilities need to be relocated during construction. Some minor utility involvement is likely. Drainage and communication lines may require coordination or improvements.

DRAINAGE/PERMIT

Existing closed drainage system to remain			X
Existing open drainage system to remain	X		

Describe Drainage/Permit needs: *(Required, if yes)*

Some swales may need to be regraded, adjusted, or enclosed in pipes.

Project Scope of Work (Cont'd.)

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

YES	NO	N/A
-----	----	-----

RAILROAD

Rail crossing within limits		X	
Replace all railroad signal equipment and gates			X

Describe Railroad involvement: *(Required, if yes)*

BRIDGES

Proposed Pedestrian Bridge on project		X	
Bridge widening proposed		X	
Bridge Replacement		X	

Describe Bridge elements: *(Required, if yes)*

OTHER SCOPE ITEMS

Describe Other Scope Items: *(Required)*

[Click here to enter text](#)

- (b) Summarize any special characteristics of the project.

(Please type your description here)

- (c) Identify any upcoming projects or projects currently underway adjacent to the proposed project.

- No adjacent projects are in construction or planned.
 Adjacent projects include:

The widening of Midway Road at the South end of the project was recently begun and will include sidewalk. This project will extend existing sidewalk to the South to create connectivity in this area and create access to White City Elementary School.

- (d) Other specific project information that should be considered.

(Please type your description here)

4 Project Implementation Information:

Attach documentation as exhibits to this application.

- (a) Describe the proposed method of performing (i.e. consultant contract or in-house) and administering each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the Agency must be LAP certified to administer Federal Aid projects in accordance with the Department's **Local Agency Program Manual (topic no. 525-010-300)**. Web site: www.dot.state.fl.us/projectmanagementoffice/lap/default.htm

- Design to be conducted by in-house staff
 Design to be conducted by FDOT pre-qualified consultant ⁽¹⁾ ⁽²⁾
 Design to be conducted by non-FDOT pre-qualified consultant ⁽²⁾
 CEI to be conducted by in-house staff
 CEI to be conducted by FDOT pre-qualified consultant ⁽¹⁾ ⁽²⁾
 CEI to be conducted by non-FDOT pre-qualified consultant ⁽²⁾

⁽¹⁾ FDOT pre-qualified consultants must be used on all design and CEI work for critical projects (a project is considered critical when it is on the State Highway System (SHS), features a major structure, and/or has a budget greater than \$10 million)

⁽²⁾ Design consultant and CEI consultant shall not be the same.

- (b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

Attached, please find a letter of support from the St. Lucie County School Board. This stretch of Oleander has 17 bus stops each morning and afternoon. The students would have safer access to those bus stops with this project.

- (c) Describe the proposed maintenance responsibilities for the project when it is completed. St. Lucie County will own and maintain the sidewalk.

5 Cost Estimate:

The total construction amount of Transportation Alternative Program (TAP**) (also including CSLIP & LI) funds requested per projects (infrastructure) must be in excess of \$250,000 with a maximum project amount of \$1,000,000 (though some T/MPO's may choose to use a lesser upper limit).

Transportation Alternative Program funds will be used to fund Construction and FDOT in-house support activities.

Local Funds (LF) will be used for all non-participating items, contingency activities, Construction Engineering and Inspection Activities (CEI), and any costs in excess of the awarded funding (TAP) allocation.

- (a) Provide detailed project cost estimate. Estimate shall be broken down to eligible and non-eligible project costs. **Estimates are to be prepared and signed by a Professional Engineer from the Local Agency's Engineering office.**

Use the following links to access the basis of estimates manual as well as historical cost information for the project area:

[Basis of Estimates Manual](#)

[Historical Cost Information](#)

- A detailed cost estimate is attached. (Use attached Estimate.xlsx)
(Required)

6 Certification of Project Sponsor:

I hereby certify that the proposed project herein described is supported by St. Lucie County BOCC

(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.

Donald B. West
Signature

DONALD B. WEST
Name (please type or print)

PUBLIC WORKS DIRECTOR
Title

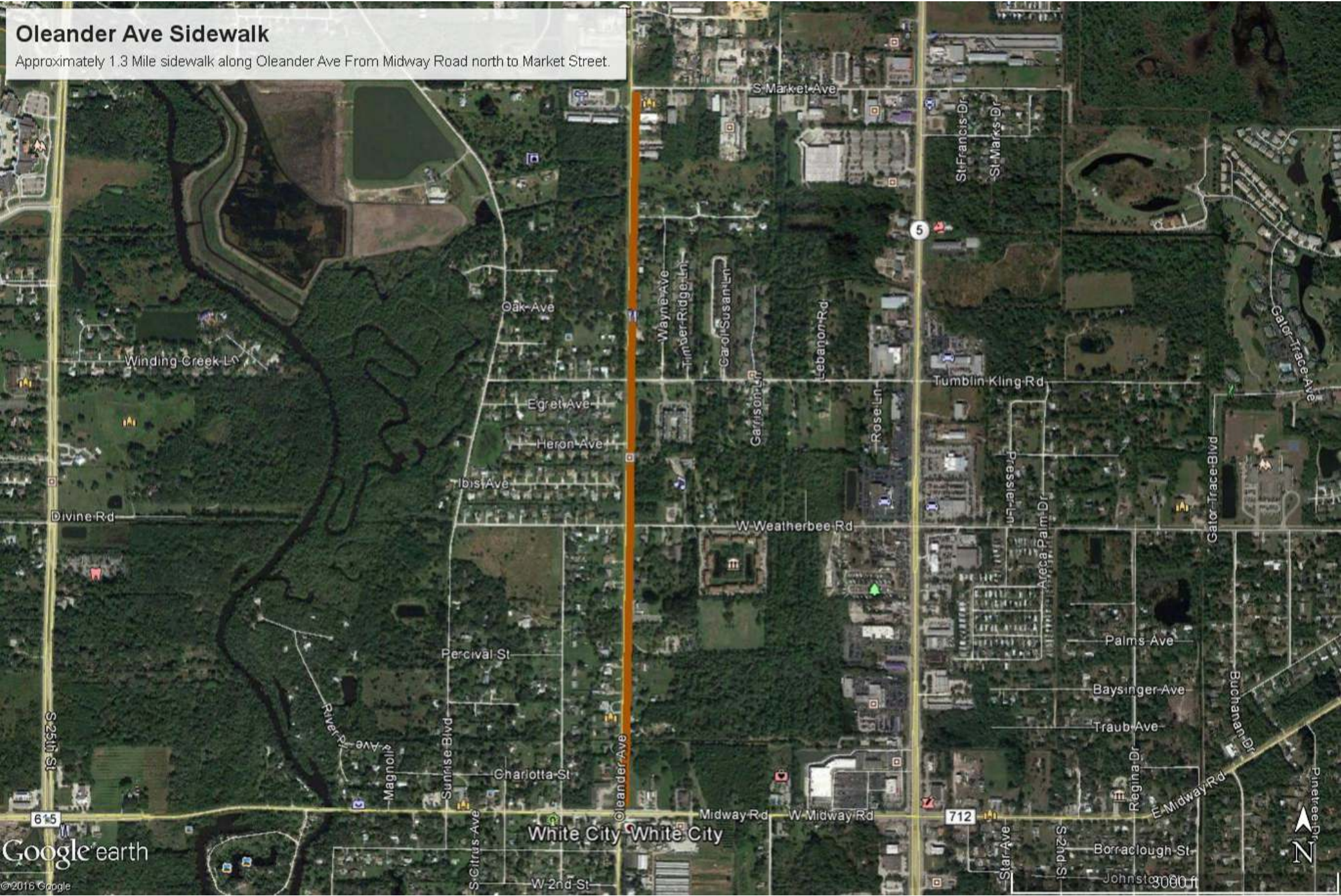
02/17/2017
Date

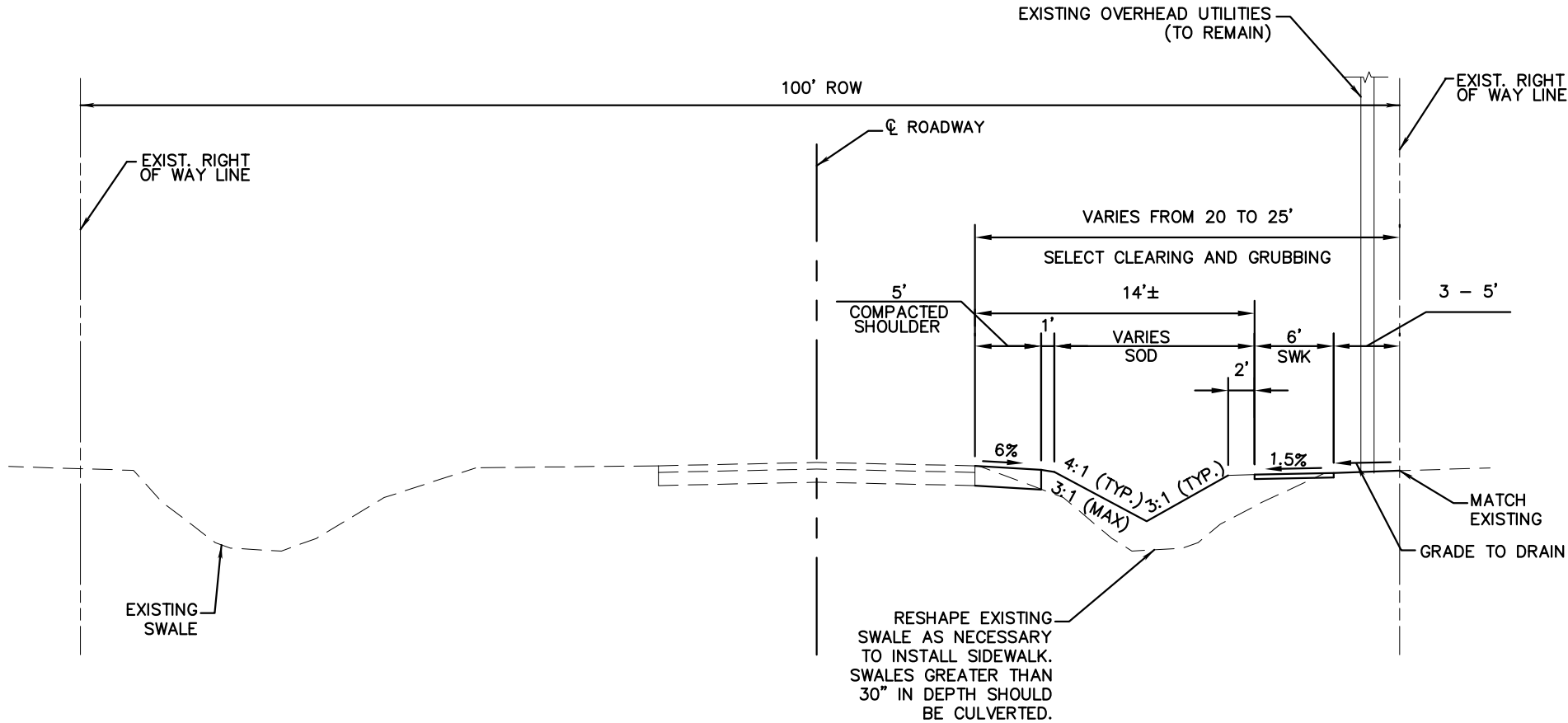
FOR FDOT USE ONLY		
Application Complete	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Project Eligible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Implementation Feasible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Include in Work Program	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Item Description	Cost \$	
(A) TOTAL Construction Cost Estimate ⁽¹⁾	\$755,010.00	
(B) Cost Estimate of Eligible (participating) items ⁽²⁾	\$775,160.30	
Funding Breakdown		
Funding Breakdown	Fund Source	Cost \$
(C) FDOT In-House Design Support (phase 31) ⁽³⁾	TAP	\$5,000.00
(D) (Critical projects only) FDOT In-House Design Support (phase 31) ⁽³⁾	TAP	\$0.00
(E) FDOT In-House Construction Support (phase 61) ⁽³⁾	TAP	\$5,000.00
(F) (Critical projects only) FDOT In-House Construction Support (phase 61) ⁽³⁾	TAP	\$0.00
(G) TAP funds requested for Construction (phase 58)	TAP	\$742,510.00
(H) Local Funds for Construction (phase 58)	LF	\$12,500.00
(I) Local Funds for Contingency (phase 58)	LF	\$151,002.00
(J) Local Funds for Design	LF	\$0.00
(K) Construction Engineering & Inspection Activities (CEI) (phase 68 - optional) ⁽⁴⁾	TAP	\$0.00
(L) Construction Engineering & Inspection Activities (CEI) (phase 68) ⁽⁴⁾	LF	\$1,500.00
(M) Transit Related projects FTA 10% administrative fees ⁽⁵⁾	LF	\$0.00
(N) FDOT Oversight CEI (3% of TOTAL Construction Cost Estimate) (phase 62) ⁽⁶⁾	TAP	\$22,650.30
Funding Summary		
(O) Total TAP funds ⁽⁷⁾	\$775,160.30	
(P) Total LF funds	\$165,002.00	
(Q) Total Funds	\$940,162.30	

Oleander Ave Sidewalk

Approximately 1.3 Mile sidewalk along Oleander Ave From Midway Road north to Market Street.





OLEANDER AVENUE SIDEWALK
FROM MIDWAY ROAD TO SOUTH MARKET AVENUE
TYPICAL SECTION

NTS



2017

TRANSPORTATION ALTERNATIVES PROGRAM (TAP)
Application and Scoping Form
(for FY 2020/21 project funding)

General Information:

Project Title: **St. James Drive (Royce Avenue to Lazy River Parkway) Sidewalk Improvements**

Name of Applicant *(If other than Project Sponsor)*:

Project Sponsor: **St. Lucie County**
(municipality, county, state, federal agency, or tribal council)

Contact Person: **Lori Rocky**
Title: **Grants Specialist**
Email: **rockyl@stlucieco.org**
Phone Number: **772-462-2517**

Sponsor Address: **2300 Virginia Avenue**
Fort Pierce, FL 34982

*(All of the following items are **required** - applications without this information will not be reviewed)*

1 Qualifying TAP Funded Activities:

Check the Transportation Alternatives activity the proposed project will address. Please check **one** activity that represents the majority of the work proposed. Eligible activities must be consistent with details described under 23 U.S.C. 133(h)(3).

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users
- Construction of turnouts, overlooks, and viewing areas
- Inventory, control, or removal of outdoor advertising
- Historic preservation and rehabilitation of historic transportation facilities
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control
- Archaeological activities relating to impacts from implementation of a transportation project eligible under title 23

Project Typical Section

Instructions: All boxes must be filled in. Blue highlighted boxes require a number. Write "0" in Existing/Proposed and check N/A if an item does not apply to the proposed project.

EXISTING	PROPOSED	N/A
----------	----------	-----

RIGHT-OF-WAY

Width (feet)	80-140 (Varies)	80-140	
--------------	--------------------	--------	--

Right-of-Way acquisition is NOT permitted.

ROW width varies but no acquisition will be necessary.

ROADWAY

Number of Travel Lanes	5	5	
Lane Width (feet)	12	12	
a. Total Roadway Width <small>(No. Travel Lanes x Lane Width)</small>	60	60	

Curb & Gutter to remain: yes no N/A

b. Bike Lane Width (feet) <small>(Not Including Buffer Width)</small>	0	0	X
c. Buffer Width (feet)	0	8	

Re-stripe for Bike Lane: yes no

Widen for Bike Lane: yes no

Posted Speed Limit	45	45	
Design Speed (if known)	50	50	

MEDIAN

d. Width (feet)	0	0	X
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SIDEWALK

e. Widen, Left - Width (feet)	6	0	
f. Widen, Right - Width (feet)	0	8	
Replace, Left - Width (feet)	0	0	
Replace, Right - Width (feet)	0	0	

Sidewalk will reduce to 6 feet for the first 300 feet including the canal crossing.

Material:

concrete asphalt paver
 other (specify) _____

SWALE

g. Width (feet)	0	10	
-----------------	---	----	--

TOTAL EXISTING / PROPOSED	66	92	
----------------------------------	----	----	--

Add (a.) + (b.) + (c.) + (d.) + (e.) + (f.) + (g.)

(c) Right of Way

Right-of-Way acquisition is NOT permitted.

Acquisition is defined as obtaining property not currently owned by the Local Agency through any means including: Deed, Easement, Dedication, Donation, etc.

No Right-of-Way acquisition is proposed

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). If right-of-way is an easement, please describe the easement language.

The Right-of-Way is owned by St. Lucie County as shown on the attached sketch and Right-of-Way maps.

Display the existing ownership with Right-of-Way maps to verify that all proposed work is within existing Right-of-Way currently owned by the Project Sponsor. Provide required right-of-way documentation (Right-of-Way.pdf):

Right-of-Way maps are attached

Plats, deeds, prescriptions, certified surveys, and/or easements are attached

3 Project Scope:

(a) Project Scope of Work

Project Scope of Work

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

YES	NO	N/A
-----	----	-----

ADA

All proposed crosswalks, sidewalks, ramps, etc. comply with ADA standards	X		
---	---	--	--

Describe proposed ADA items: (*Required, if yes*)

6' concrete sidewalk shall be constructed to ADA standards. Curb ramps shall be reconstructed to comply with ADA Standards.

Project Scope of Work (Cont'd.)

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

YES	NO	N/A
-----	----	-----

ACCESS MANAGEMENT

Access management revisions		X	
-----------------------------	--	---	--

Describe Access Management needs: (*Required, if yes*)

LIGHTING

Pedestrian lighting proposed		X	
Roadway lighting proposed		X	

Describe proposed Lighting: (*Required, if yes*)

LANDSCAPE

Median landscape proposed		X	
Other landscape proposed		X	
Irrigation items proposed		X	

Describe proposed Landscape: (*Required, if yes*)

SIGNALIZATION

Pedestrian signals proposed		X	
New traffic signalization proposed		X	
Existing signalization to be replaced		X	

Describe proposed Signalization: (*Required, if yes*)

Project Scope of Work (Cont'd.)

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

YES	NO	N/A
-----	----	-----

TRANSIT

Queue Jump possible		X	
Upgrade existing bus bay area		X	
Transit provider concurrence provided (required)		X	

Describe Proposed Transit: *(Required, if yes)*

[Click here to enter text](#)

SCHOOL ZONE

Existing flashing school zone signal on state road		X	
High emphasis cross walk at un-signalized crossing		X	

Describe proposed School Zone: *(Required, if yes)*

[Click here to enter text](#)

UTILITIES

Sub-surface relocation is required		X	
Utility coordination is required	X		

Describe Utility involvement: *(Required, if yes)*

Some minor utility involvement is likely. Drainage and communication lines may require coordination or improvements.

DRAINAGE/PERMIT

Existing closed drainage system to remain			X
Existing open drainage system to remain	X		

Describe Drainage/Permit needs: *(Required, if yes)*

Some swales may need to be regraded, adjusted, or enclosed in pipes.

Project Scope of Work (Cont'd.)

Instructions: All blue highlighted boxes must be checked Yes or No. Check "N/A" if an item does not apply to the proposed project.

YES	NO	N/A
-----	----	-----

RAILROAD

Rail crossing within limits		X	
Replace all railroad signal equipment and gates			X

Describe Railroad involvement: *(Required, if yes)*

BRIDGES

Proposed Pedestrian Bridge on project		X	
Bridge widening proposed		X	
Bridge Replacement		X	

Describe Bridge elements: *(Required, if yes)*

OTHER SCOPE ITEMS

Describe Other Scope Items: *(Required)*

[Click here to enter text](#)

- (b) Summarize any special characteristics of the project.
(Please type your description here)
- (c) Identify any upcoming projects or projects currently underway adjacent to the proposed project.
- No adjacent projects are in construction or planned.
 Adjacent projects include:
- (d) Other specific project information that should be considered.
(Please type your description here)

4 Project Implementation Information:

Attach documentation as exhibits to this application.

- (a) Describe the proposed method of performing (i.e. consultant contract or in-house) and administering each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the Agency must be LAP certified to administer Federal Aid projects in accordance with the Department's **Local Agency Program Manual (topic no. 525-010-300)**. Web site: www.dot.state.fl.us/projectmanagementoffice/lap/default.htm

- Design to be conducted by in-house staff
- Design to be conducted by FDOT pre-qualified consultant ⁽¹⁾ ⁽²⁾
- Design to be conducted by non-FDOT pre-qualified consultant ⁽²⁾
- CEI to be conducted by in-house staff
- CEI to be conducted by FDOT pre-qualified consultant ⁽¹⁾ ⁽²⁾
- CEI to be conducted by non-FDOT pre-qualified consultant ⁽²⁾

⁽¹⁾ FDOT pre-qualified consultants must be used on all design and CEI work for critical projects (a project is considered critical when it is on the State Highway System (SHS), features a major structure, and/or has a budget greater than \$10 million)

⁽²⁾ Design consultant and CEI consultant shall not be the same.

- (b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).
- (c) Describe the proposed maintenance responsibilities for the project when it is completed. The City of Port St. Lucie will maintain the sidewalk. There is an existing agreement between the City and the County on maintenance of the sidewalk that has been in use for phases 1 and 2 of the St. James Sidewalk projects.

5 Cost Estimate:

The total construction amount of Transportation Alternative Program (TAP**) (also including CSLIP & LI) funds requested per projects (infrastructure) must be in excess of \$250,000 with a maximum project amount of \$1,000,000 (though some T/MPO's may choose to use a lesser upper limit).

Transportation Alternative Program funds will be used to fund Construction and FDOT in-house support activities.

Local Funds (LF) will be used for all non-participating items, contingency activities, Construction Engineering and Inspection Activities (CEI), and any costs in excess of the awarded funding (TAP) allocation.

- (a) Provide detailed project cost estimate. Estimate shall be broken down to eligible and non-eligible project costs. **Estimates are to be prepared and signed by a Professional Engineer from the Local Agency's Engineering office.**

Use the following links to access the basis of estimates manual as well as historical cost information for the project area:

[Basis of Estimates Manual](#)

[Historical Cost Information](#)

- A detailed cost estimate is attached. (Use attached Estimate.xlsx)
(Required)

6 Certification of Project Sponsor:

I hereby certify that the proposed project herein described is supported by **St. Lucie County BOCC**

(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.

Donald B. West
Signature

DONALD B. WEST
Name (please type or print)

PUBLIC WORKS DIRECTOR
Title

02/17/2017
Date

FOR FDOT USE ONLY		
Application Complete	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Project Eligible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Implementation Feasible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Include in Work Program	<input type="checkbox"/> Yes	<input type="checkbox"/> No

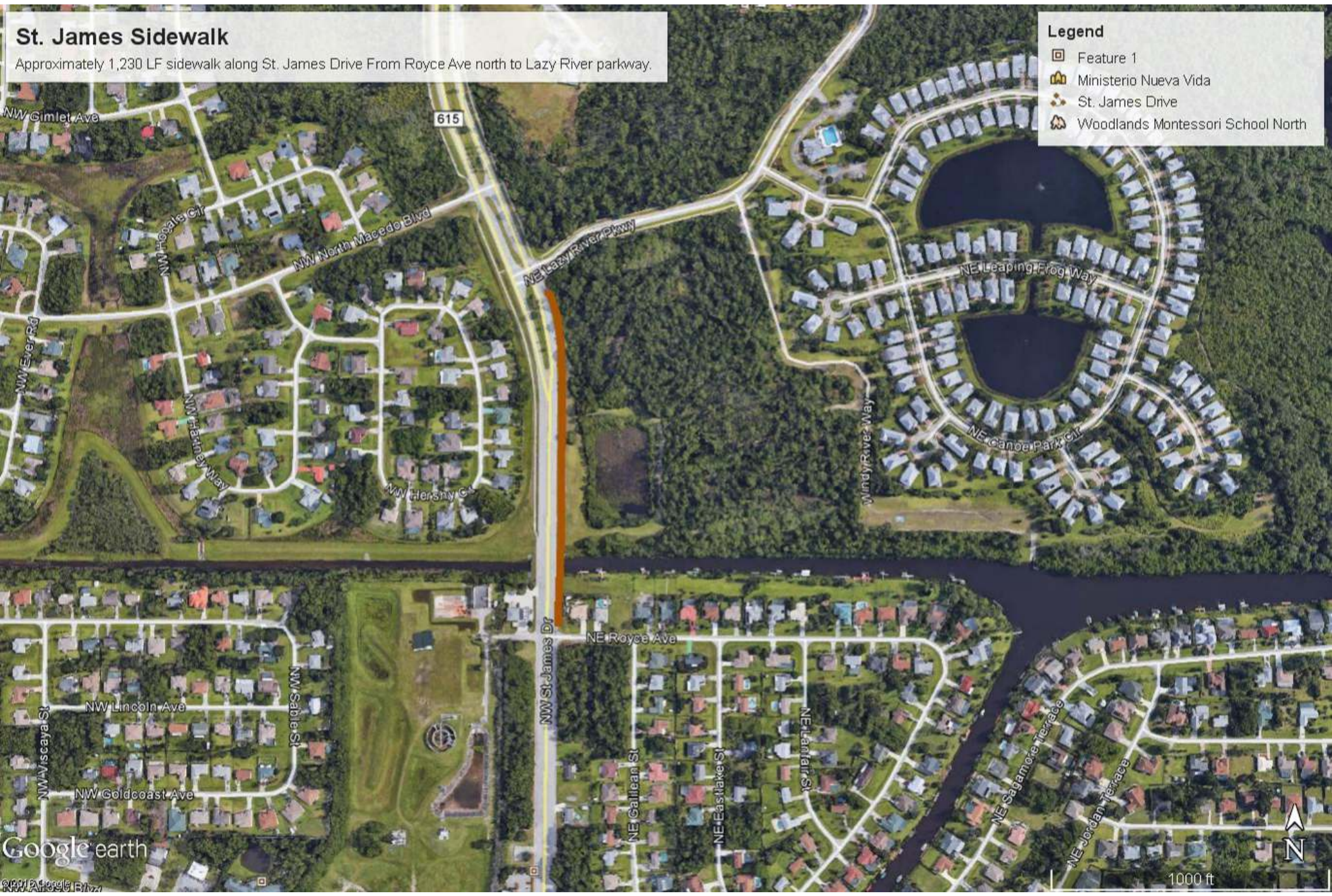
Item Description	Cost \$	
(A) TOTAL Construction Cost Estimate ⁽¹⁾	\$202,575.00	
(B) Cost Estimate of Eligible (participating) items ⁽²⁾	\$209,652.25	
Funding Breakdown	Fund Source	Cost \$
(C) FDOT In-House Design Support (phase 31) ⁽³⁾	TAP	\$5,000.00
(D) (Critical projects only) FDOT In-House Design Support (phase 31) ⁽³⁾	TAP	\$0.00
(E) FDOT In-House Construction Support (phase 61) ⁽³⁾	TAP	\$5,000.00
(F) (Critical projects only) FDOT In-House Construction Support (phase 61) ⁽³⁾	TAP	\$0.00
(G) TAP funds requested for Construction (phase 58)	TAP	\$193,575.00
(H) Local Funds for Construction (phase 58)	LF	\$9,000.00
(I) Local Funds for Contingency (phase 58)	LF	\$40,515.00
(J) Local Funds for Design	LF	\$0.00
(K) Construction Engineering & Inspection Activities (CEI) (phase 68 - optional) ⁽⁴⁾	TAP	\$0.00
(L) Construction Engineering & Inspection Activities (CEI) (phase 68) ⁽⁴⁾	LF	\$1,080.00
(M) Transit Related projects FTA 10% administrative fees ⁽⁵⁾	LF	\$0.00
(N) FDOT Oversight CEI (3% of TOTAL Construction Cost Estimate) (phase 62) ⁽⁶⁾	TAP	\$6,077.25
Funding Summary		
(O) Total TAP funds ⁽⁷⁾		\$209,652.25
(P) Total LF funds		\$50,595.00
(Q) Total Funds		\$260,247.25

St. James Sidewalk

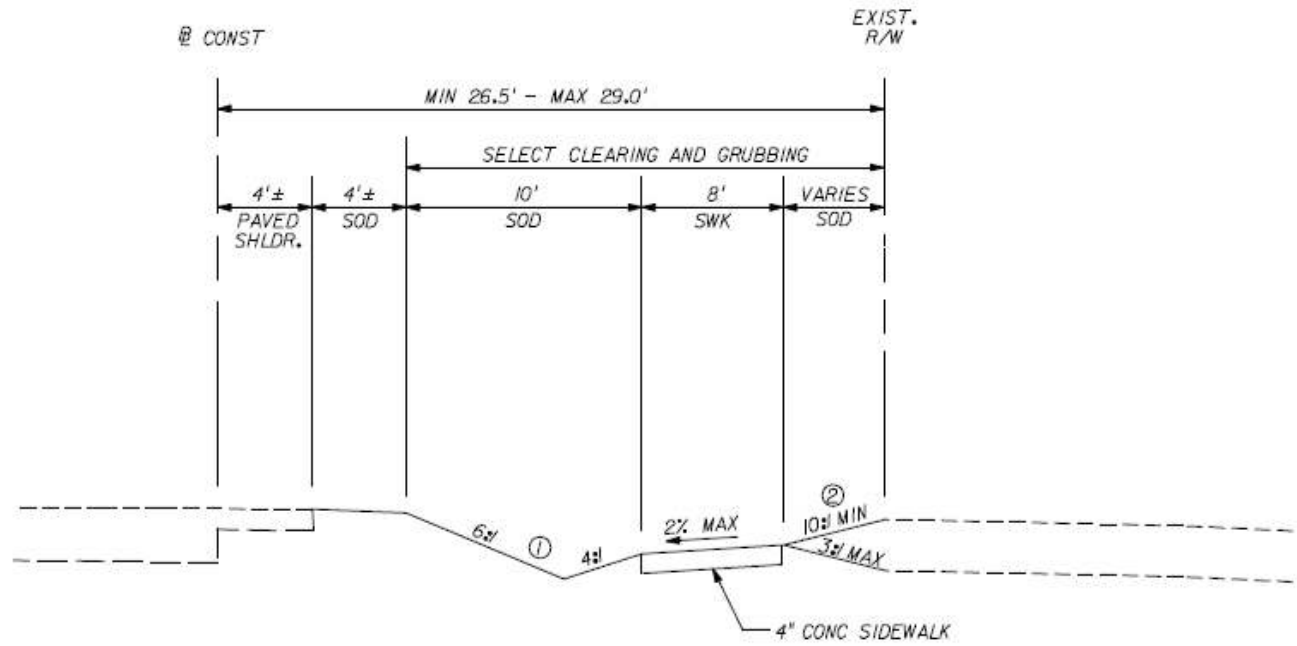
Approximately 1,230 LF sidewalk along St. James Drive From Royce Ave north to Lazy River parkway.

Legend

- Feature 1
- Ministerio Nueva Vida
- St. James Drive
- Woodlands Montessori School North



* CONTRACTOR TO OBTAIN APPROVAL FROM COUNTY REPRESENTATIVE PRIOR TO ANY VEGETATIVE, LANDSCAPE MATERIAL REMOVAL LOCATED WITHIN THE RIGHT OF WAY.



AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: March 14, 2017

Item Number: 6b

Item Title: Transportation Regional Incentive Program (TRIP) 2017 Grant Application

Item Origination: 2017 TRIP Grant Cycle

UPWP Reference: Task 5.1 – Models of Regional Planning Cooperation

Requested Action: Review and recommend endorsement of the TRIP grant application for the 2017 grant cycle, recommend endorsement with conditions, or do not recommend endorsement.

Staff Recommendation: Based on the project being consistent with the TPO's Long Range Transportation Plan and the Regional Needs Projects List, it is recommended that the TRIP grant application for the Treasure Coast Airport Connector Project be recommended to the TPO Board for endorsement.

Attachments

- Staff Report
- Regional Needs Projects List
- Treasure Coast Airport Connector TRIP Application Excerpts

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
 Executive Director

DATE: March 6, 2017

SUBJECT: Transportation Regional Incentive Program (TRIP)
 2017 Grant Application

BACKGROUND

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

TRIP will pay for up to 50 percent of the non-federal share of project/phase costs for transit projects and up to 50 percent of project/phase costs for other projects. Projects considered for TRIP funding must be included in the Regional Needs Projects List which is attached. The TCTC prioritizes and selects projects for TRIP funding that are submitted by the Treasure Coast MPOs.

The Florida Department of Transportation District 4 (FDOT) has indicated that the following TRIP funding is available for the 2017 grant cycle:

Year of Funding	FY 2021/22
Approximate Funding for TCTC	\$502,959
Total Funding for District 4	\$3,143,493

It is anticipated for the TCTC to prioritize the TRIP applications for the 2017 grant cycle in late spring or early summer. The TPO Advisory Committees are requested to recommend to the TPO Board for submittal to

the TCTC the prioritization or endorsement of the TRIP grant applications that are received from the local agencies in the TPO area.

ANALYSIS

A single TRIP application (excerpts attached) was submitted for the 2017 TRIP grant cycle by St. Lucie County for the Treasure Coast Airport Connector. The proposed project consists of the construction of new interchanges on Interstate 95 and Florida's Turnpike in the northern TPO area between the existing Interstate 95 interchanges at Indrio Road and Orange Avenue with a roadway connecting the two new interchanges to Kings Highway at the St. Lucie Boulevard intersection.

TRIP funding is being requested for the Project Development & Environment (PD&E) Study phase of the project. The TRIP funding will help accelerate this phase, and design of the roadway alignment and cross-sections would occur after a preferred alternative is selected during the PD&E phase.

The proposed project will provide connectivity from the populated areas of northern St. Lucie County and southern Indian River County to both Florida's Turnpike and Interstate 95. The proposed connection will significantly shorten travel distance and time for many users in the area accessing Interstate 95 and Florida's Turnpike and will serve as an alternate connection between Interstate 95 and Florida's Turnpike bypassing the congested portion of Okeechobee Road (SR-70) connecting those two facilities. In addition, the proposed project will enhance freight connectivity between Florida's Turnpike and Interstate 95 while removing freight trips from local roads and will provide direct access to the Treasure Coast International Airport from Florida's Turnpike and Interstate 95 which are two existing Strategic Intermodal System (SIS) facilities.

The PD&E project phase is estimated to cost approximately \$2 million, and a total of \$502,959 of TRIP funding is being requested for the project in FY 2020/21. The project is identified in the Regional Needs Projects List, the Go2040 Long Range Transportation Plan, and the St. Lucie County Comprehensive Plan.

RECOMMENDATION

Based on the project being consistent with the TPO's Long Range Transportation Plan and the Regional Needs Projects List, it is recommended that the TRIP grant application for the Treasure Coast Airport Connector Project be recommended to the TPO Board for endorsement.



REGIONAL NEEDS ASSESSMENT

This task involves the completion of a multimodal needs assessment from the regional perspective based on the multimodal needs assessment done for the three 2040 LRTPs. The needed projects were identified based on the analysis of the regional multimodal transportation system. A total of 41 roadway needs projects were identified through the year 2040.

The regional transportation network was defined by the criteria established in the 2030 RL RTP and input from the project stakeholders to refine the network. Table 1 identifies the roadway needs projects.

Table 1. Regional Road Needs

County	Facility/Project Name	Limits	Project Description
Martin County	Cove Road	SR 76 to CR A1A	Widen 2 to 4L
	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L
	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L
	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L
	US 1	Cove Road to St. Lucie County Line	US 1 Corridor Retrofit
	SR 91/Florida's Turnpike	Indiantown Road to SR 714/Stuart	Widen 4 to 6L
	SR 91/Florida's Turnpike	SR 714/Stuart to St. Lucie County Line	Widen 4 to 8L
	SR 9/I-95	Martin/Palm Beach County Line to St. Lucie County Line	Widen 6 to 8L
St. Lucie County	Jenkins Road	Midway Road to Edwards Road	New 4L
	Jenkins Road	Edwards Road to Orange Avenue	Widen 2 to 4L
	Jenkins Road	Orange Avenue to St. Lucie Boulevard	New 4L
	Kings Highway	North of SR 9/I-95 to Indrio Road	Widen 2 to 4L
	Kings Highway	Indrio Road to US 1	Widen 2 to 4L
	Port St. Lucie Boulevard	Darwin Boulevard to Becker Road	Widen 2 to 4L
	St. Lucie West Boulevard	E of SR 9/I-95 to Cashmere Boulevard	Widen 4 to 6L
	Glades Cut-Off Road	Commerce Center Drive to Jenkins Road	Widen 2 to 4L
	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4L
	US 1	Martin County Line to Indian River County Line	US 1 Corridor Retrofit
	Becker Road	Range Line Road to west of SR 9/I-95	New 4L
	Crosstown Parkway	Range Line Road to Village Parkway	New 4L
	Arterial A	Glades Cut-Off Road to Midway Road	New 4L
	Airport/Northern Connector	SR 91/Florida's Turnpike to Kings Highway	New 4L
	North-Mid County Connector	SR 91/Florida's Turnpike to Midway Road	New 4L



County	Facility/Project Name	Limits	Project Description
	SR 9/I-95	Martin County Line to Okeechobee Road	Widen 6 to 8L
	SR 91/Florida's Turnpike	Midway Road	New Interchange
	SR 9/I-95	Airport/Northern Connector	New Interchange
	SR 91/Florida's Turnpike	Airport/Northern Connector	New Interchange
Indian River County	US 1	CR 510 to 53 Street	Widen 4 to 6L
	CR 510	CR 512 to Intracoastal Waterway	Widen 2 to 4L
	CR 512	SR 9/I-95 to Willow Street	Widen 2 to 4L
	CR 512	CR 512 to SR 9/I-95	Widen 4 to 6L
	66 Avenue	49 Street to Barber Street	Widen 2 to 4L
	Indian River Boulevard	US 1/4 Street to 37 Street	Widen 4 to 6L
	43 Avenue	St. Lucie County Line to 26 Street/Aviation Boulevard	Widen 2 to 4L
	Oslo Road	SR 9/I-95 to 58 Avenue	Widen 2 to 4L
	26 Street/Aviation Boulevard	66 Avenue to US 1	Widen 2 to 4L
	58 Avenue	Oslo Road to St. Lucie County Line	New 2L
	25 Street SW	27 Avenue to 58 Avenue	New 2L
	53 Street	SR 9/I-95 to 82 Avenue	New 2L
	SR 9/I-95	Oslo Road	New Interchange
	SR 9/I-95	53 Street	New Interchange

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 - Preliminary Engineering Study of the Alignment of Extension of St. Lucie Blvd. West Attached

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
<ul style="list-style-type: none"> St. Lucie County will provide local funds in the amount of 50% of the identified PD&E Study cost. 			
<input checked="" type="checkbox"/> Design (PD&E Study)	<u>20/21</u>	<u>\$502,959</u>	<u>\$1,502,741</u>
<input type="checkbox"/> Right of Way	<u> </u>	<u> </u>	<u> </u>
<input type="checkbox"/> Construction	<u> </u>	<u> </u>	<u> </u>
<input type="checkbox"/> CEI	<u> </u>	<u> </u>	<u> </u>

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. **Included.**

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

Attachment C: Project support data, as appropriate. **Not included.**

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. **Included.**

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. **Not included.**

Attachment G: Document that the candidate project meets the following TRIP statutory eligibility requirements. **Not included.**

- 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:

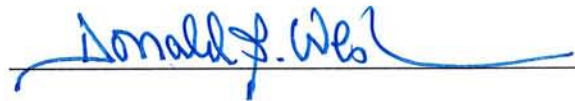
Certification of Project Sponsor:

I hereby certify that the proposed project herein described is supported by _____
(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



Name (please type or print)

DONALD B. WEST

Title

PUBLIC WORKS DIRECTOR

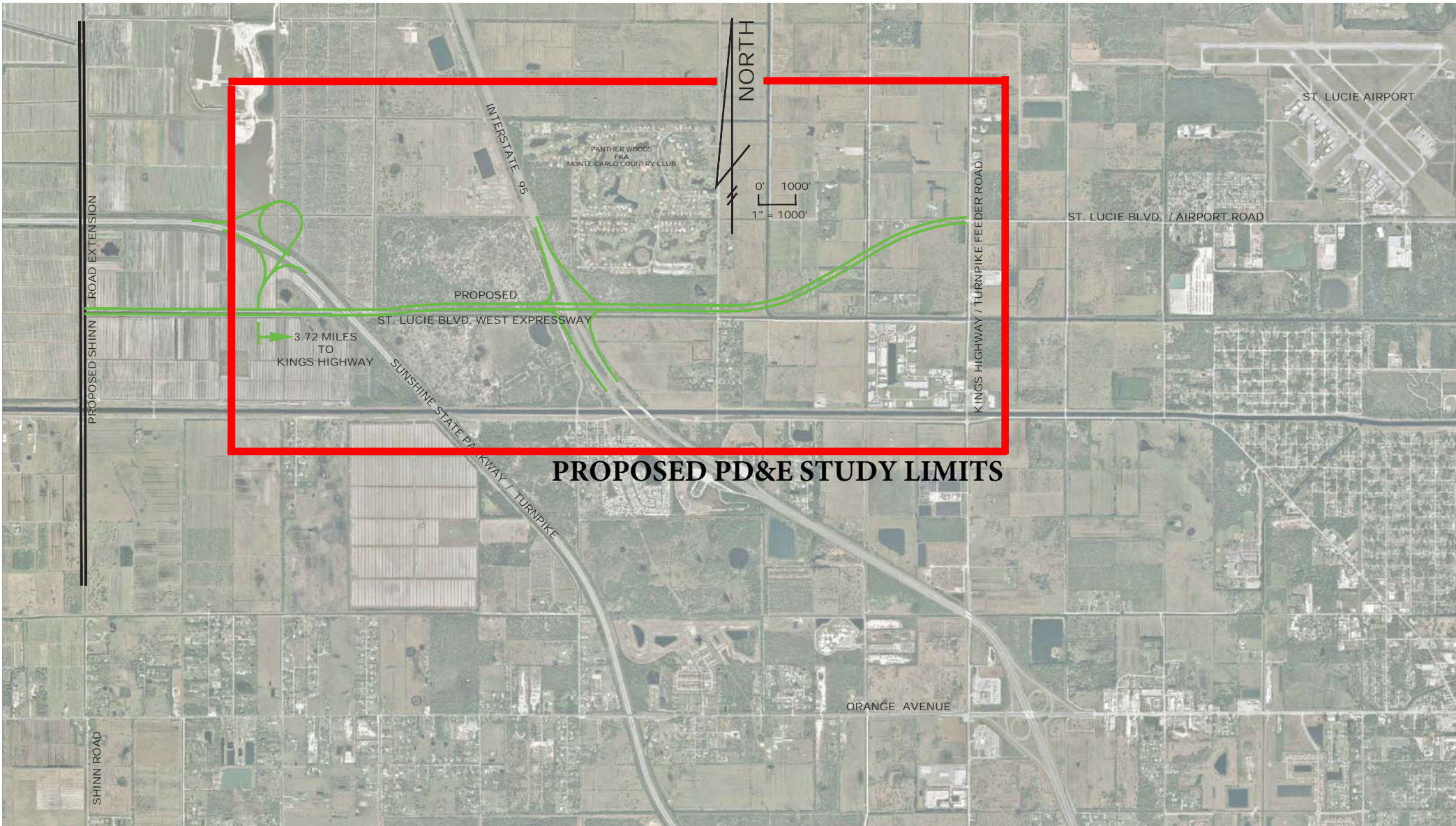
Date

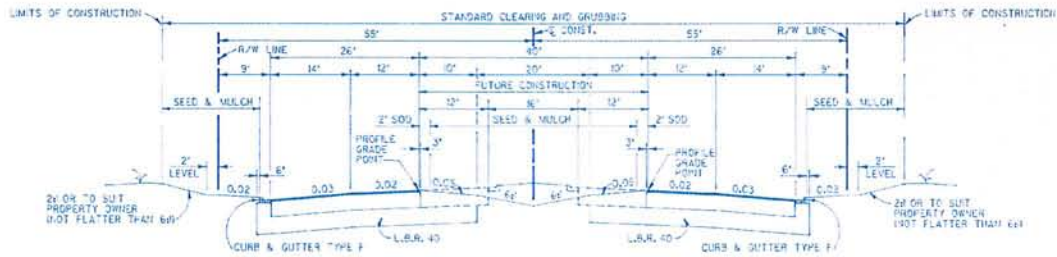
02/17/2017

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

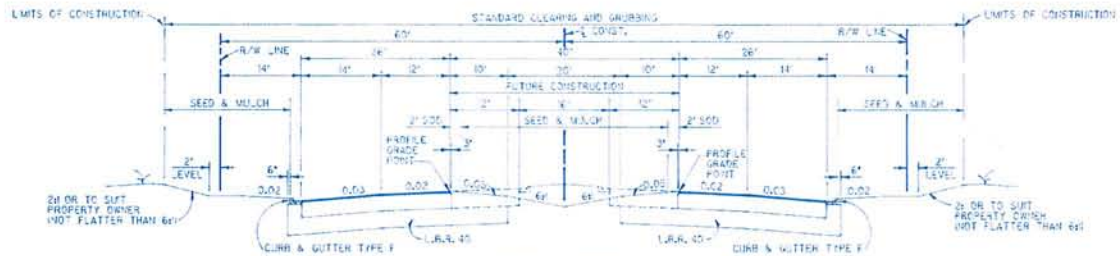
This document has been developed at an overview level; please refer to the
FDOT Office of Policy Planning website (<http://www.dot.state.fl.us/planning/trip/>) or contact
Sabrina Aubery, FDOT District 4 TRIP Coordinator or Aiah Yassan, FDOT District 6 TRIP Coordinator, for detailed program requirements.

PROJECT LOCATION MAP



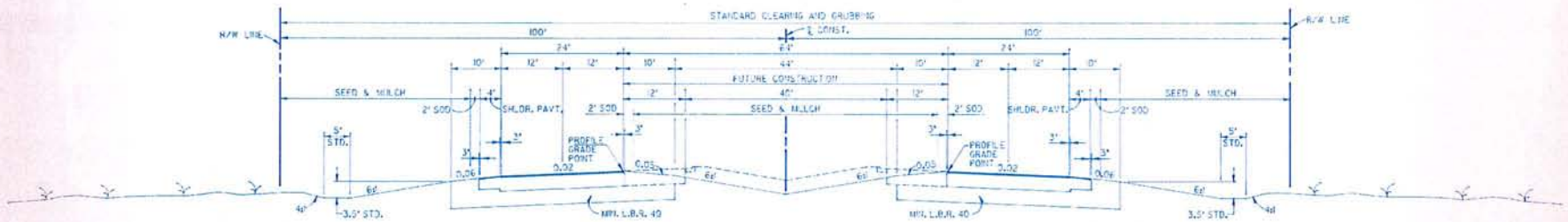


TYPICAL SECTION
U.S.I TO 33RD STREET



TYPICAL SECTION
33RD STREET TO SEMINOLE ROAD*

* NOTE TYPICAL SECTION MAY BE MODIFIED TO AVOID CONFLICTS WITH EXISTING FORT PIERCE FARMS DRAINAGE DISTRICT CANALS



TYPICAL SECTION
SEMINOLE ROAD TO SHINN ROAD

APPROVED BY	NAME	DATE	SCALE	FIELD WORK
DRAWN BY	J.S.H.M.	1-83	11/A	11/A
TRACED BY			DRAWING NO.	126-46
CHECKED BY		1-83	SHEET	OF SHEETS
NOTEBOOK NO.	11/A			

022627028.WRTY.DWG 07-APR-1983

TYPICAL SECTIONS
ST. LUCIE BLVD.

AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 14, 2017
Item Number:	6c
Item Title:	Congestion Management Process (CMP) Major Update Phase 1
Item Origination:	TPO Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.4 – CMP
Requested Action:	Review the work completed to date during Phase 1 of the CMP Major Update and recommend roadway segments and intersections for further analysis as part of Phase 2 of the CMP Major Update.
Staff Recommendation:	It is recommended that the roadway segments and intersections experiencing the most significant issues be recommended to the TPO Board for additional analyses as part of Phase 2 of the CMP Major Update.

Attachments

- Staff Report
- CMP Major Update Phase 1 Report



Coco Vista Centre
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772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: March 7, 2017

SUBJECT: Congestion Management Process (CMP) Major Update
Phase 1

BACKGROUND

The Congestion Management Process (CMP) provides the information necessary to identify areas with congestion or safety issues and to prioritize projects which address the identified congestion and safety issues. These projects typically do not involve the widening of roadway segments and are intended to be implemented more quickly than roadway widening projects.

The primary element of the CMP is the CMP Implementation Plan that prioritizes CMP projects. The CMP projects from the Implementation Plan are added to the TPO's List of Priority Projects (LOPP) for future funding considerations. CMP Box Funds in the amount of \$300,000-\$400,000 are allocated annually toward CMP projects in the LOPP.

A major update of the CMP was last completed in October 2011. Because of the small number of CMP projects remaining in the CMP Implementation Plan, the need to prepare a major update of the CMP was established in the FY 2016/17 – FY 2017/18 Unified Planning Work Program (UPWP) in Task 3.4, *Congestion Management Process (CMP)*.

The major update to the CMP is being completed in two phases. Stanley Consultants, Inc. (SCI) was retained to complete Phase 1 of the CMP Major Update. Phase 1 consists of the preliminary analyses of congestion and safety issues, identification of CMP objectives, development of project prioritization and performance criteria, and the prioritization of roadway segments and intersections for additional analyses. SCI will provide a presentation on the work completed to date during Phase 1 of the CMP Major Update.

ANALYSIS

The Go2040 Long Range Transportation Plan (LRTP) included a preliminary screening of congestion and safety issues that served as a basis for Phase 1 of the CMP Major Update. Staffs from St. Lucie County, the City of Fort Pierce, and the City of Port St. Lucie provided input on the congestion and safety issues identified in the Go2040 LRTP and identified additional congestion and safety issues within their jurisdictions. Preliminary analyses then were conducted of the congestion and safety issues identified by the local agencies, of areas of safety concern listed in crash databases, and of segments that are experiencing large volume to capacity ratios based on traffic count data.

CMP objectives were identified and issue and project prioritization and performance criteria were developed to meet the objectives. The criteria was applied to the roadway segments and intersections identified to have issues to prioritize them for additional analyses in Phase 2 of the CMP Update. Tables 4 and 6 in the attached Phase I Report summarizes the prioritization results for the roadway segments and intersections, respectively.

As part of Phase 2 of the CMP Major Update, projects will be developed and prioritized based on the additional analyses, and a new CMP Implementation Plan will be prepared that will be utilized to inform the TPO's LOPP and allocate the TPO's CMP Box Funds. The roadway segments and intersections experiencing the most significant issues should be recommended to the TPO Board for additional analyses as part of Phase 2 of the CMP Major Update.

RECOMMENDATIONS

It is recommended that the roadway segments and intersections experiencing the most significant issues be recommended to the TPO Board for additional analyses as part of Phase 2 of the CMP Major Update.

Congestion Management Process Major Update – Phase 1 Draft



St. Lucie Transportation
Planning
Organization



March 2017

Prepared By


Stanley Consultants INC

1.0 INTRODUCTION

To improve transportation system performance and reliability the St. Lucie Transportation Planning Organization (TPO) has retained Stanley Consultants, Inc. to complete Phase I for the Congestion Management Process (CMP) major update. The completed CMP major update will identify and prioritize CMP projects with potential for inclusion in the Florida Department of Transportation (FDOT) Five-Year Work Program, the TPO’s List of Priority Projects (LOPP), and the TPO’s Transportation Improvement Program (TIP).

1.1 WHAT IS A CMP?

The CMP is a systematic, performance-based planning approach for congestion management within the TPO area. It is part of the comprehensive, continuing, and cooperative process utilized to meet the needs, vision, and goals of the area. The CMP allows the TPO to evaluate up-to-date information about the area’s transportation system using performance measures and it enables decision makers to evaluate alternative strategies and potential projects for congestion management. In addition, it aids in moving these projects into the funding and implementation stages.

This CMP has been broken into two phases: Phase I and Phase II. Phase I is a large system-wide screening evaluation of traffic count data and crash data that will identify roadway segments and intersections that experience undesirable levels of congestion and/or have safety issues. A prioritization ranking criteria using performance measures will be utilized to assist in determining which projects should be further evaluated in Phase II. Phase II of

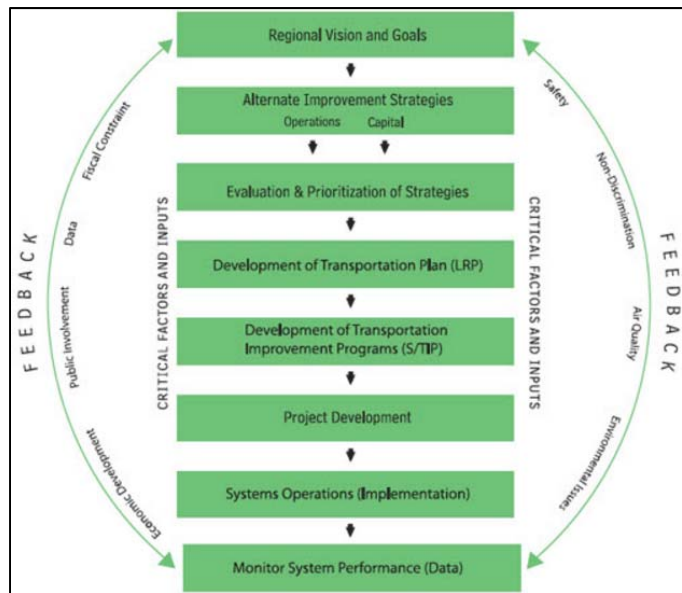


Figure 1 CMP Flow Chart (Source: FHWA)

the CMP will consist of a more detailed analysis and include a coordinated implementation plan for projects that will reduce congestion, mitigate the impacts of congestion, improve safety, and improve travel time reliability for all modes of the transportation network.

1.2 BENEFITS OF A CMP

The CMP will benefit the TPO by providing a framework to respond to congestion and other operational issues. Benefits of the CMP include:

- A detailed identification of issues which enable the allocation of financial resources more effectively
- Reduced travel time delay
- Improved safety

Using the CMP's ranking system, the TPO will identify projects that will provide the most benefit to the multi-modal transportation network and then allocate those funds accordingly to reduce congestion and improve safety. Reducing travel time delay improves air quality conditions by reducing emissions from idling and helps motorists reduce fuel cost by spending less time in congested conditions.

1.3 CMP NETWORK

The CMP will evaluate the roadway network using current traffic data that the St. Lucie TPO has available through the Traffic Data Management System Crash databases on the TPO website. This network includes the City of Fort Pierce, the City of Port St. Lucie, and Unincorporated St. Lucie County. The homepage of the St. Lucie TPO Traffic Data Management System website is shown in **Figure 2**.

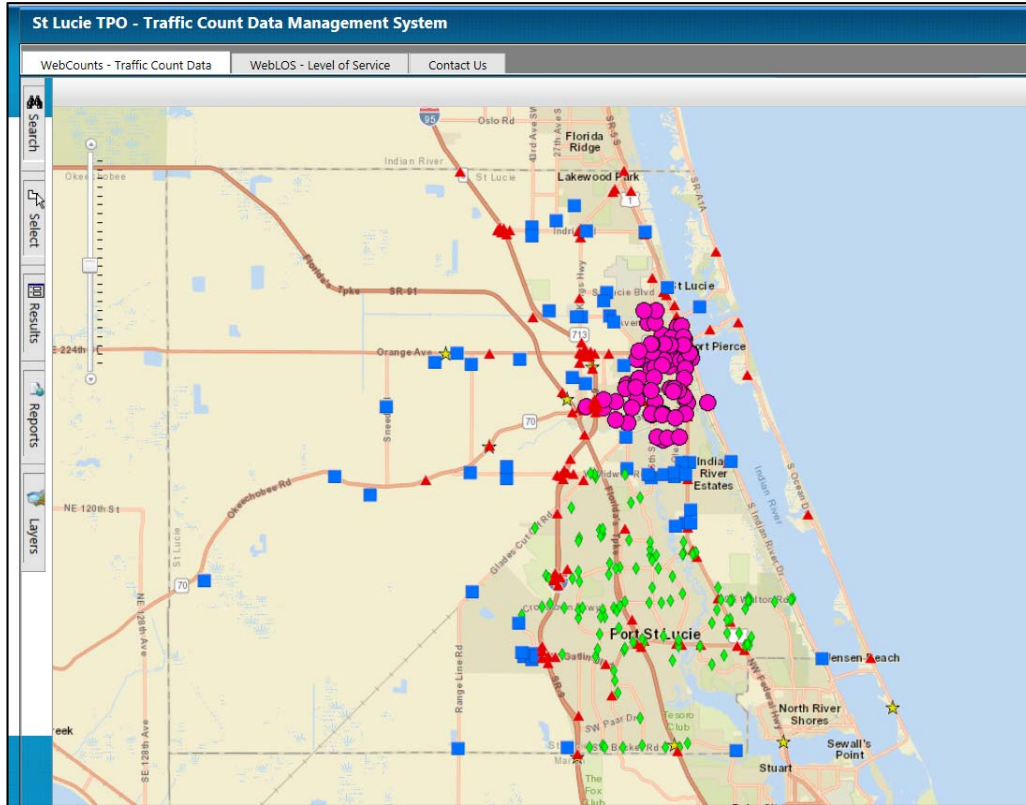


Figure 2 St. Lucie TPO - Traffic Count Data Management System

1.4 FEDERAL HIGHWAY ADMINISTRATION CMP GUIDEBOOK

The Federal Highway Administration’s ‘Congestion Management Process: A Guidebook’ from April 2011, seen in **Figure 3**, was used as a reference guide for the development of the CMP Phase I.

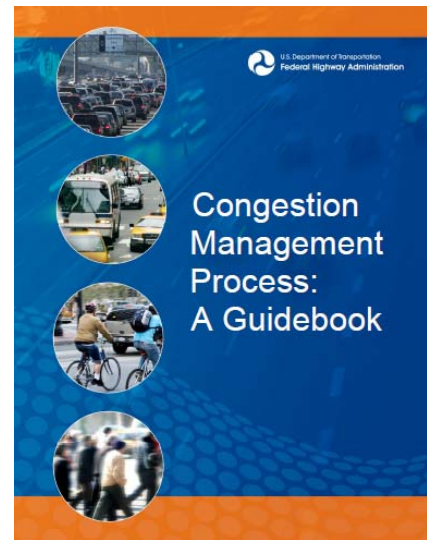


Figure 3 FHWA CMP Guidebook

2.0 PUBLIC INVOLVEMENT

The St. Lucie TPO will obtain public and stakeholder input regarding the CMP through meetings with local government officials, presentations to committees established by the TPO for coordination purposes, and having CMP documents available for public review.

2.1 LOCAL GOVERNMENT OUTREACH

As part of Phase I, meetings were held with local government officials to obtain input on a list of congested corridors and intersections that should be considered for the CMP Major Update Phase I evaluation. Items that were discussed in the meeting included key intersections that should be considered for further evaluation, funding for future projects, CMP projects that have already been completed, multimodal needs and other areas need to be evaluated for improvements. The following local government meetings were held at the offices of the individual local governments by TPO and Stanley Consultants staff:

- City of Fort Pierce – January 26, 2017
- St. Lucie County – January 27, 2017
- City of Port St. Lucie – January 27, 2014

2.2 PUBLIC MEETINGS

Public meetings during Phase I are scheduled as follows:

- Citizens Advisory Committee (CAC) – Tuesday, March 14, 2017
- Technical Advisory Committee (TAC) – Tuesday, March 14, 2017
- Bicycle/Pedestrian Advisory Committee (BPAC) – Thursday, March 18, 2017
- TPO Board – Wednesday, April 5, 2017

This section will be updated after the public meetings.

2.3 LIST OF PROJECTS FROM PUBLIC INVOLVEMENT

Table 1 and **Table 2** show a list of projects gathered at the individual meetings with local government staff.

Table 1 List of Key Stakeholder's High Congestion Intersections

Location	Issue/Concern
US 1 & Ave H	Congestion
SR 68 & US 1	Need EB left turn lane
Virginia Ave @ 25 th St	SB left has heavy queues
US 1 & Virginia Ave	Safety
25 th Street & Orange Ave	Safety
SR A1A and Peter Cobb Bridge	Sidewalk/bike lane – pedestrian safety
US 1 & Edwards Rd	Safety – sideswipe crashes
Prima Vista Blvd & US1	Congestion
US 1 & Georgia Ave	Safety with trailer trucks
Bayshore Blvd & Lakehurst Dr	Safety, congestion on side streets
Gatlin Blvd & Savona Blvd	Congestion due to future development
St. James Blvd & Peachtree Blvd	On the SW corner a school is planned, possible future congestion
East Torino Pkwy & Cashmere Blvd	Add a possible NBL or NBR turn lane due to congestion
St. Lucie West & Peacock Blvd	Congestion
US 1 & Port St. Lucie Blvd	Congestion, need to extend EB left turn lanes
Port St. Lucie Blvd & Gatlin Blvd	Safety – high crash intersection, intersection improvements still missing \$1.5 million in funding
Spanish Lakes Rd & US 1	Congestion – could be improved with additional left turn lanes
Gatlin Blvd & Brigantine Pl	Future congestion due to construction of an Aldi, add a SB right turn lane for expected growth in traffic
Cameo & Port St. Lucie	BS left turn lane experiences heavy congestion
E Prima Vista Blvd & US1	Congestion
Kings Hwy & US 1 (Turnpike Feeder Rd)	Eastbound experiences long queue
Kings Hwy & Angle Road	SB left turn experience heavy queues that back up to the bridge.
Glades Cut Off Road & Sevitz Rd	Need construction funds, County will pay for design
Kings Hwy & Orange Ave	Safety
Okeechobee Rd & Midway Rd	Safety, right turn only sign is existing
Aroso Blvd & SW Prima Vista Blvd	Congestion
Winter Garden & Ft. Pierce Blvd	Congestion

Table 2 List of Key Stakeholder's Corridor Congestion Concerns

On Street	From Street	To Street	Issue
St. Lucie West	E of I-95	Bayshore Blvd	Corridor improvements needed for better traffic flow
Gatlin Blvd	SB Ramp at I-95	Port St. Lucie Blvd	Corridor improvements needed for better traffic flow
Crosstown Parkway	Airoso Blvd	Floresta Dr	Corridor improvements needed for better traffic flow
Lennard Rd	Mariposa Ave	Walton Rd	Corridor improvements needed for better traffic flow
Becker Rd	Southbend	Gilson Rd	Corridor improvements needed for better traffic flow
Port St. Lucie	Gatlin Blvd	SW Tulip Blvd	Multimodal improvements - sidewalks
California Blvd	Crosstown Pkwy	St. Lucie West Blvd	Congestion, segment needs more capacity
Port St. Lucie Blvd	SW Bayshore Blvd	Airoso Blvd	Safety – high crash corridor
Floresta Dr	Port St Lucie Blvd	Prima Vista Blvd	Multimodal improvements - sidewalks
Easy St	US 1	Yucca Dr	Safety – Possible improvement to complete street

3.0 CMP PERFORMANCE MEASURES

Per the Federal Highway Administration, a CMP must develop performance measures to support congestion management objectives and adequately assess system performance to clearly communicate problem areas. The developed performance measures should define and measure congestion within the CMP network using quantifiable measures.

The role of the developed performance measures is to characterize current and future conditions on the multimodal transportation system in the region. For this CMP, major update several performance measures and ranking system were developed to identify and assess corridors and intersections experiencing large amounts of congestion.

3.1 PHASE I PERFORMANCE MEASURES

Three different performance measures were used in prioritizing roadway segments and intersections for the Phase I major update: congestion, safety, and key stakeholder input. The performance measure used to determine congestion was volume to capacity (V/C) ratios, which are also used in determining the level of service of a roadway or intersection. This measure allows for an understanding of the intensity and relative severity of the congestion that affects travel. Crash data for the most recent past three years was provided from the St. Lucie TPO was used for the safety performance measure. Areas that experience large crash rates normally experience high congestion as well. Lastly, key stakeholder identified roadways and intersections are also assigned a value in the prioritization system as a performance measure. The prioritization criteria for each performance measure can be seen in **Table 3** below. Crash Segments and projects identified by Key Stakeholder Input were both given a maximum score of five points due to their high influence on the CMP roadway network.

Table 3 Performance Measure Prioritization Criteria

Performance Measure	V/C Ratio	Safety	Key Stakeholder Input
Range of Points	<= 0.80; 1 0.80 – 0.94; 2 0.94 – 1.00; 3 1.00 – 1.10; 4 1.10 – 10; 5	Intersections = 3 Segments = 5	5

4.0 PHASE I EVALUATION

The first phase of the CMP major update concentrated on providing a system-wide screening analysis to identify corridors and/or intersection that could require further analysis in the Phase II process.

4.1 VOLUME TO CAPACITY (V/C) – CONGESTION EVALUATION

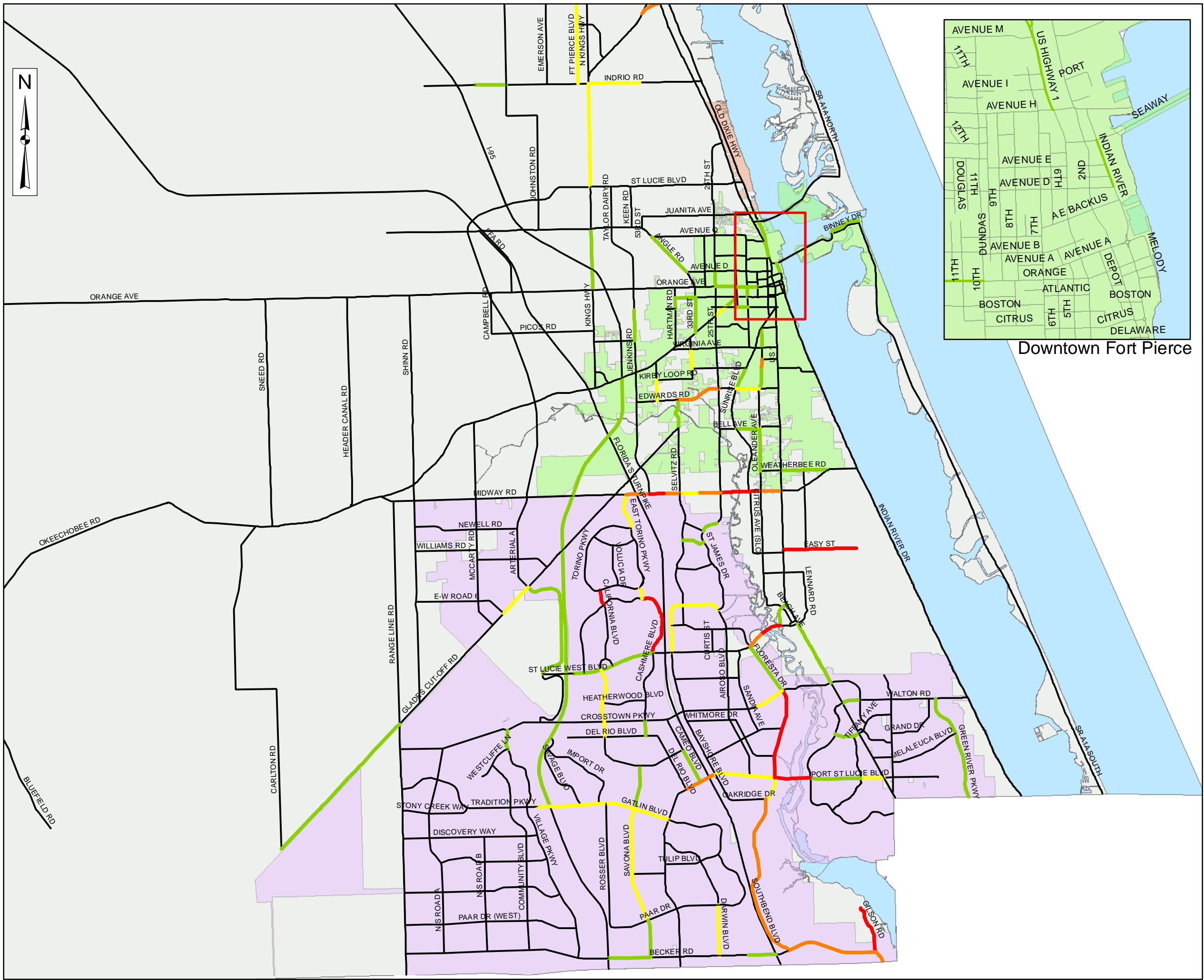
Volume to capacity (V/C) ratios for the County's roadway network were provided from the St. Lucie TPO through their Traffic Data Management System. The system contains approximately 485 count stations. Using a GIS database system, the characteristics of the roadway segments are known allowing the user to calculate V/C ratios for the AM and PM peak hours. The prioritization criteria for the V/C Ratio is broken down in Section 3.0. The Traffic Data Management System did not provide V/C values for intersections so only segments were evaluated using this criterion. AM and PM peak hour V/C distribution for the County can be seen in **Figure 4** and **Figure 5**.

4.2 SAFETY EVALUATION

Crash history for the entire TPO area of Port St. Lucie was collected and was abstracted for the most current past three years (2014-2016). The data was analyzed further in GIS to determine areas that experienced the largest intensity of crashes. The roadway segments that experienced high crash incidents in the City of Port St. Lucie can be seen in **Figure 6**. The roadway segments that experienced high crash incidents in the City of Fort Pierce can be seen in **Figure 7**. An overall illustration for the entire St. Lucie County high crash segments and high crash intersections can be seen in **Figure 8**.

St. Lucie TPO
Congestion Management
Process
Major Update - Phase 1

Figure 4 Volume to
Capacity Ratio for
AM Peak Hour



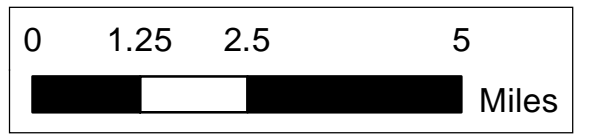
Legend

Municipalities

- Fort Pierce
- Port St. Lucie
- St. Lucie Village

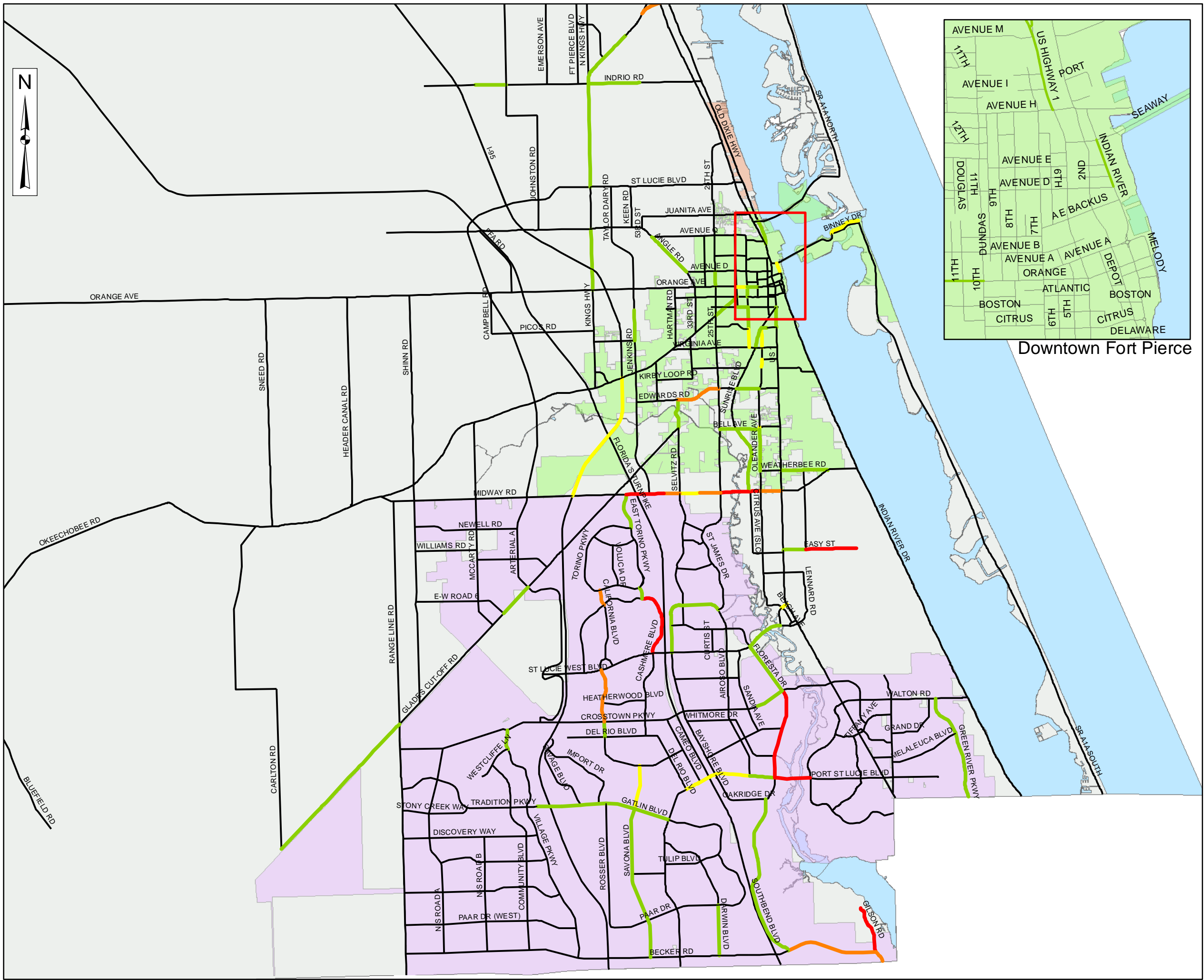
V/C Ratio (AM)

- < 0.8
- 0.8 - 0.94
- 0.94 - 1
- 1 - 1.1
- > 1.1



St. Lucie TPO
Congestion Management
Process
Major Update - Phase 1

Figure 5 Volume to
Capacity Ratio for
PM Peak Hour



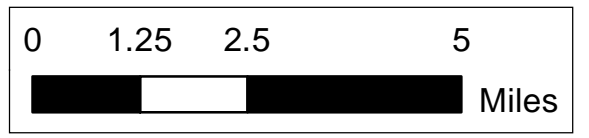
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Municipalities

- Fort Pierce
- Port St. Lucie
- St. Lucie Village

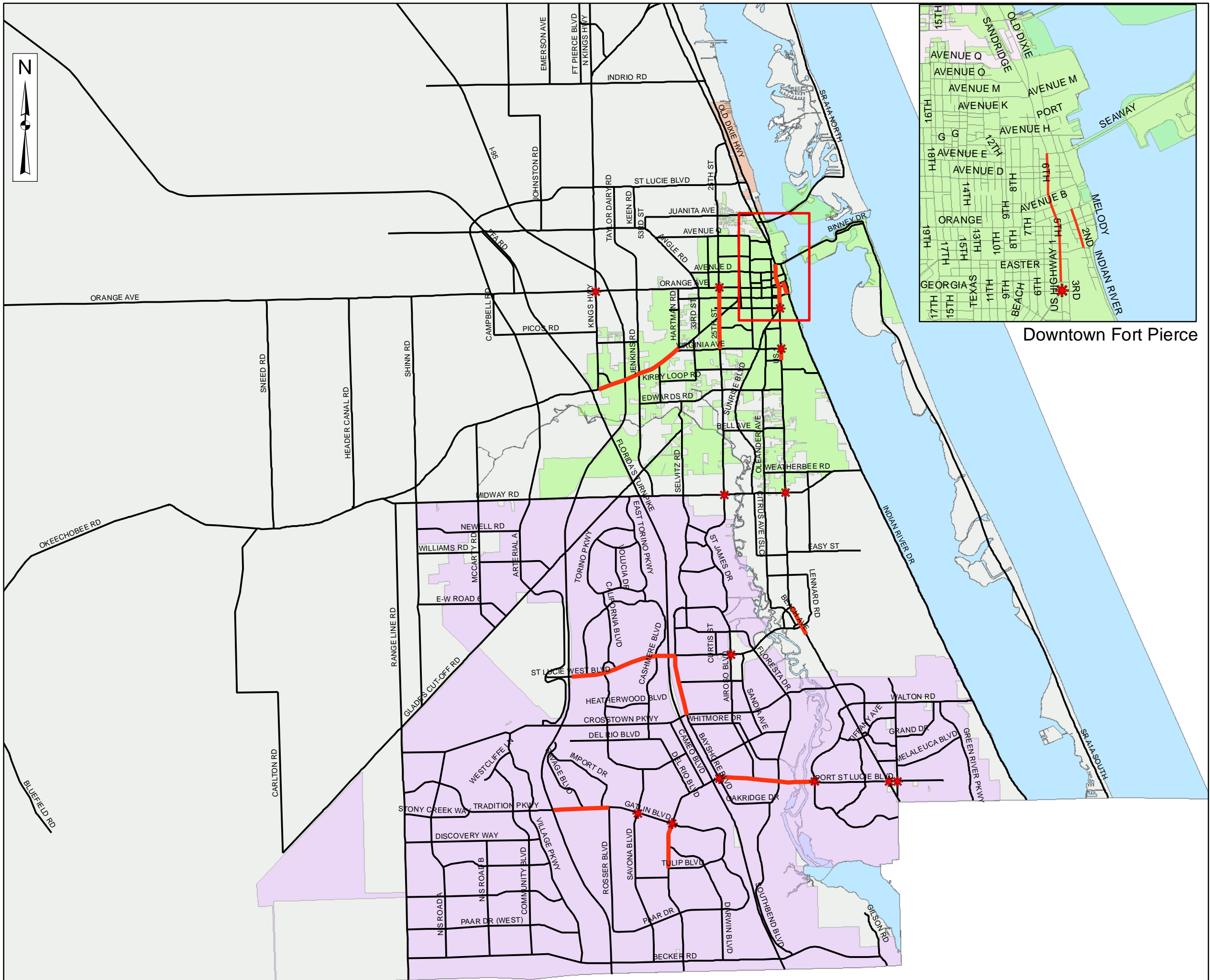
V/C Ratio (PM)

- < 0.8
- 0.8 - 0.94
- 0.94 - 1.0
- 1.0 - 1.1
- > 1.1



St. Lucie TPO
Congestion Management
Process
Major Update - Phase 1

Figure 8
High Crash Intersections
And Segments

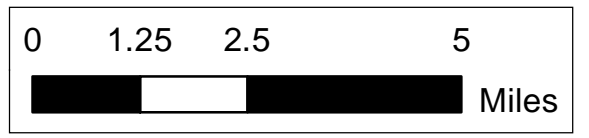


Legend

- * High Crash Intersections
- High Crash Segments

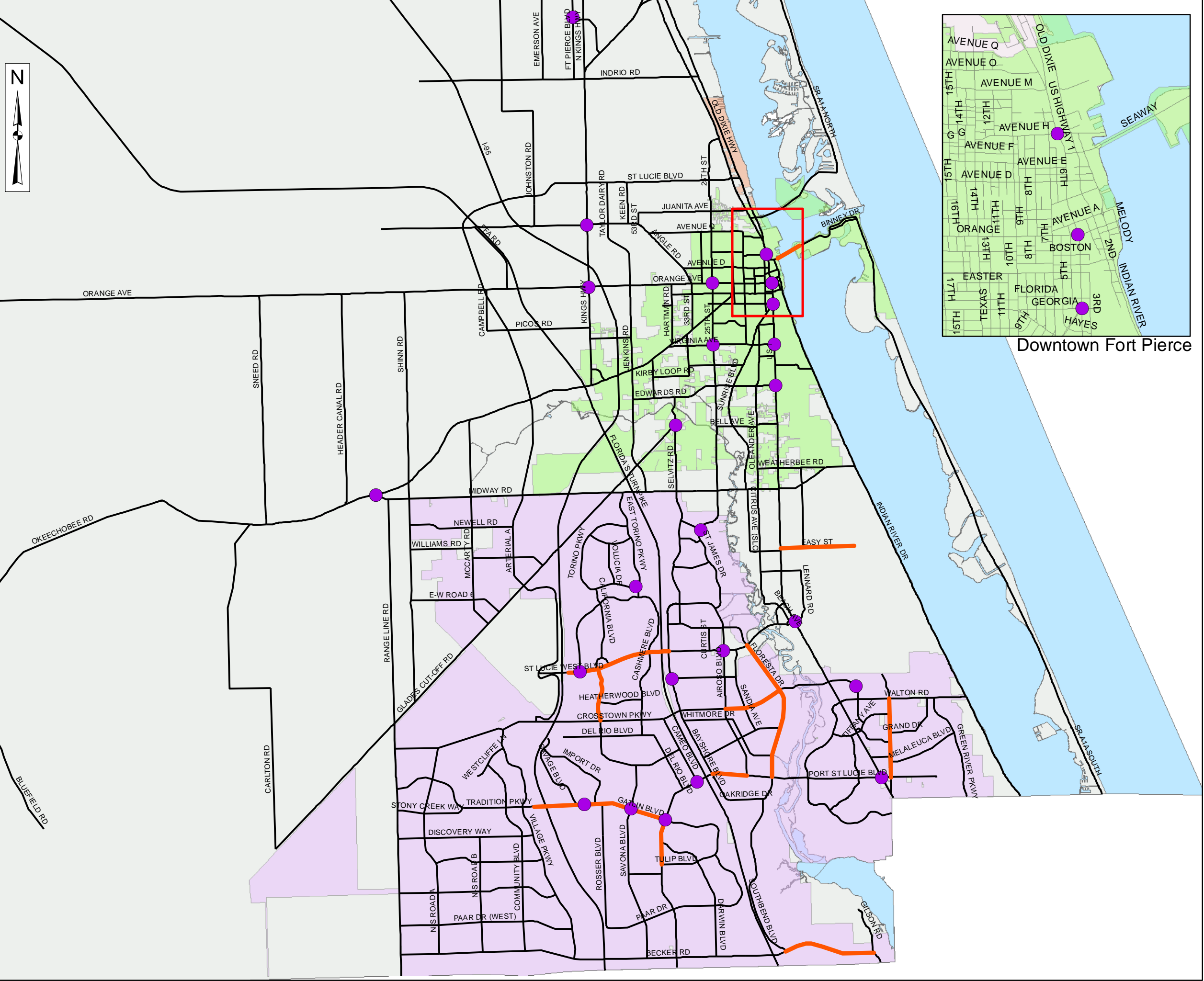
Municipalities

- Fort Pierce
- Port St. Lucie
- St. Lucie Village



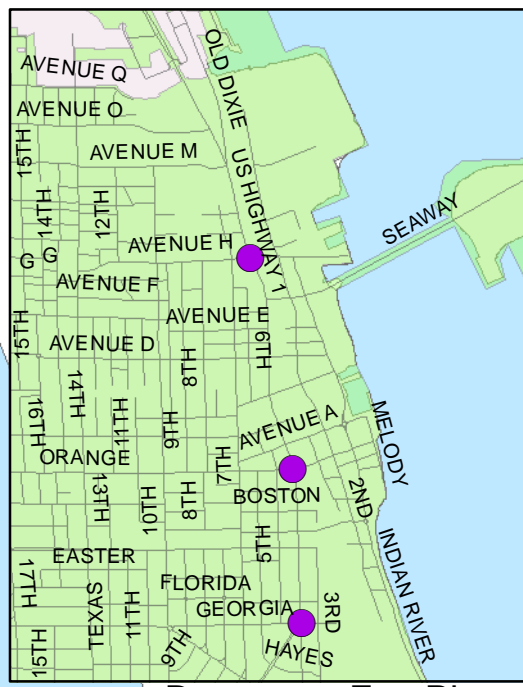
4.3 KEY STAKEHOLDER INPUT

To obtain key stakeholder input meetings were held to discuss key intersections and corridors where congestion was a known issue throughout the community. A list of given projects from all three key stakeholder meetings can be found in **Section 3.2**. A geographical representation of the key stakeholder intersections and corridors can be seen in **Figure 9**. All projects listed by key stakeholders were assigned a one-time maximum value of 5. Due to stakeholders having a large understanding of the roadway network, projects they recommended for the CMP major updated were weighed heavily.



St. Lucie TPO
 Congestion Management
 Process
 Major Update - Phase 1

Figure 9
 Key Stakeholder
 Congestion Areas of Concern



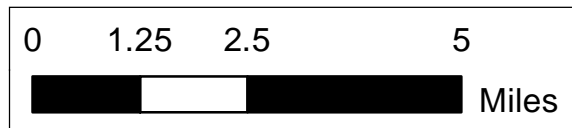
Downtown Fort Pierce

Legend

- Stakeholder Intersections
- Stakeholder Segments

Municipalities

- Fort Pierce
- Port St. Lucie
- St. Lucie Village



5.0 CONCLUSIONS AND RECOMMENDATIONS

The Phase I of the CMP Major Update evaluated the St. Lucie County roadway network for congestion issues using an analytic system approach with performance measures to prioritize existing congestion. Problem segments and intersections within the CMP network were evaluated based on existing volume to capacity ratios, number of vehicle crashes and stakeholder input. A complete list of identified and evaluated segments for CMP Phase I can be seen in **Table 4**.

Table 4 CMP Phase I Segments

ON STREET	FROM STREET	TO STREET	Phase 1 Prioritization Criteria				Total Pts
			V/C AM	V/C PM	SAFETY	STAKEHOLDERS	
Port St Lucie Blvd	Bayshore Dr	Veterans Memorial Pkwy	5	5	5	0	15
Gatlin Blvd	Rosser Blvd	Savona Blvd	3	2	5	5	15
Gatlin Blvd	Savona Blvd	Port St Lucie Blvd	3	2	5	5	15
Easy St	Buchanan Dr	Yucca Dr	5	5	0	5	15
Gatlin Blvd	Savage Blvd	Rosser Blvd	3	2	5	5	15
Gatlin Blvd	W Of I-95	E Of I-95	3	2	5	5	15
Gatlin Blvd	E Of I-95	Savage Blvd	3	2	5	5	15
Floresta Dr	Port St Lucie Blvd	Prima Vista Blvd	5	5	0	5	15
Becker Rd	Southbend Blvd	Gilson Rd	4	4	0	5	13
Easy St	US 1	Buchanan Dr	5	2	0	5	12
California Blvd	Crosstown Pkwy	St Lucie West Blvd	3	4	0	5	12
Port St Lucie Blvd	Bayshore Blvd	Airoso Blvd	3	3	0	5	11
Midway Rd	Sunrise Blvd	Oleander Ave	5	5	0	0	10
Cashmere Blvd	St Lucie West Blvd	Peacock Blvd	5	5	0	0	10
Midway Rd	25th St	Sunrise Blvd	5	5	0	0	10
Gilson Rd	Becker Rd	Lakeridge Dr	5	5	0	0	10
Midway Rd	Milner Dr	W Of Selvitz Rd	5	5	0	0	10
Crosstown Pkwy	Manth Ln	Floresta Dr	3	2	0	5	10
Port St Lucie Blvd	Tulip	Gatlin Blvd	0	0	5	5	10
St Lucie West Blvd	I 95	Bayshore Dr	0	0	5	5	10
California Blvd	Peacock Blvd	Torino Pkwy	5	4	0	0	9
Midway Rd	East Torino Pkwy	Milner Dr	4	5	0	0	9
Midway Rd	Oleander Ave	US 1	4	4	0	0	8

ON STREET	FROM STREET	TO STREET	Phase 1 Prioritization Criteria				Total Pts
			V/C AM	V/C PM	SAFETY	STAKEHOLDERS	
Edwards Rd	Selvitz Rd	25th St	4	4	0	0	8
Gilson Rd	Martin C.L.	Becker Rd	4	4	0	0	8
Midway Rd	W of Selvitz Rd	Selvitz Rd	4	4	0	0	8
Turnpike Feeder Rd	Turnpike Feeder Rd SB Ramp	US 1	4	4	0	0	8
Midway Rd	Christensen Rd	25th St	4	4	0	0	8
Port St Lucie Blvd	Del Rio Blvd	Cameo Blvd	4	3	0	0	7
Port St Lucie Blvd	Florida's Turnpike Feeder Rd	Bayshore Blvd	4	3	0	0	7
Prima Vista Blvd	Naranja Ave	Rio Mar Dr	5	2	0	0	7
Port St Lucie Blvd	Cameo Blvd	Florida's Turnpike	4	3	0	0	7
Oleander Ave	Wisteria Ave	Gardenia Ave	4	3	0	0	7
Midway Rd	Selvitz Rd	Christensen Rd	3	3	0	0	6
Oleander Ave	Virginia Ave	Sunrise Blvd	3	3	0	0	6
Oleander Ave	Bell Ave	Farmer's Market Rd	3	3	0	0	6
Prima Vista Blvd	Floresta Dr	Naranja Ave	4	2	0	0	6
Southbend Blvd	Becker Rd	Floresta Dr	4	2	0	0	6
Bayshore Blvd	Prima Vista Blvd	Floresta Dr	3	2	0	0	5
Kings Hwy	St Lucie Blvd	InDrio Rd	3	2	0	0	5
Okeechobee Rd	25th St	Georgia Ave	3	2	0	0	5
Weatherbee Rd	US 1	Midway Rd	3	2	0	0	5
Rio Mar Dr	Beach Ave	US 1	2	3	0	0	5
I-95	Midway Rd	Okeechobee Rd	2	3	0	0	5
East Torino Pkwy	Torino Pkwy	Midway Rd	3	2	0	0	5
Savona Blvd	Gatlin Blvd	California Blvd	2	3	0	0	5
Sr A1a South	Ocean Dr	Binney Dr	2	3	0	0	5
Savona Blvd	Paar Dr	Gatlin Blvd	3	2	0	0	5
Bayshore Blvd	Floresta Dr	Selvitz Rd	3	2	0	0	5
Bayshore Blvd	Selvitz Rd	25th St	3	2	0	0	5
Cashmere Blvd	Peacock Blvd	Torino Pkwy	3	2	0	0	5
Orange Ave	17th St	13th St	2	3	0	0	5
California Blvd	Del Rio Blvd	Crosstown Pkwy	3	2	0	0	5
Edwards Rd	Sunrise Blvd	Oleander Ave	3	2	0	0	5
Darwin Blvd	Becker Rd	Paar Dr	3	2	0	0	5

ON STREET	FROM STREET	TO STREET	Phase 1 Prioritization Criteria				Total Pts
			V/C AM	V/C PM	SAFETY	STAKEHOLDERS	
Glades Cut-Off Rd	Reserve Blvd	Commerce Center Dr	3	2	0	0	5
Indian River Dr	Avenue D	Seaway Dr	2	3	0	0	5
Indrio Rd	Kings Hwy	Slash Pine Trl	3	2	0	0	5
Okeechobee Rd	King Hwy	Virginia Ave	0	0	5	0	5
25th St	Virginia Ave	Orange Ave	0	0	5	0	5
2 nd St	Citrus Blvd	Ave A	0	0	5	0	5
US 1	Florida Ave	Seaway	0	0	5	0	5
US 1	Gardenia	Virginia Ave	0	0	5	0	5
Bayshore Dr	Crosstown Pkwy	St Lucie West Blvd	0	0	5	0	5
US 1	Dyer	Rio Mar	0	0	5	0	5
Crosstown Pkwy	Airosa Blvd	Floresta Dr	0	0	0	5	5
Lennard Rd	Mariposa Ave	Walton Rd	0	0	0	5	5
Alt A1A	N 4th St	End Of Bridge	0	0	0	5	5
St James Dr	Royce Ave	Lazy River	0	0	0	5	5
Port St Lucie Blvd	Morningside Blvd	US 1	3	1	0	0	4
Floresta Dr	Oaklyn St	Port St Lucie Blvd	3	1	0	0	4
13th St	Virginia Ave	Nebraska Ave	1	3	0	0	4
35th St	Cortez Blvd	Virginia Ave	3	1	0	0	4
Mc Neil Rd	Kirby Loop Rd	Edwards Rd	3	1	0	0	4
Ft Pierce Blvd	Indrio Rd	Emerson Ave	3	1	0	0	4

Corridors that received points based on all three performance measure criteria are listed in **Table 5** below.

Table 5 Segments with Values in all Three Performance Measures

ON STREET	FROM STREET	TO STREET
Gatlin Blvd	Savona Blvd	Port St Lucie Blvd
Gatlin Blvd	Rosser Blvd	Savona Blvd
Gatlin Blvd	Savage Blvd	Rosser Blvd
Gatlin Blvd	W Of I-95	E Of I-95
Gatlin Blvd	E Of I-95	Savage Blvd

Intersections within the CMP network were evaluated based on key stakeholder and safety performance measures since volume to capacity ratios cannot be calculated for intersections. A complete list of identified and evaluated intersection for CMP Phase I can be seen in **Table 6**.

Table 6 CMP Phase I Intersections

Roadway 1	Roadway 2	Phase 1		Total Pts.
		Stakeholders	Safety	
Mariposa/Port St. Lucie Blvd	US1	5	3	8
Port St. Lucie Blvd	Gatlin Blvd	5	3	8
Gatlin Blvd	Savona	5	3	8
Prima Vista Blvd	Airoso	5	3	8
US 1	Virginia	5	3	8
Orange Ave	25th St	5	3	8
US 1	Georgia Ave	5	3	8
Orange Ave	Kings Hwy	5	3	8
Prima Vista Blvd	US1	5	0	5
US 1	Edwards	5	0	5
Virginia	25th	5	0	5
US 1	SR-68	5	0	5
US 1	Ave H	5	0	5
Ft Pierce	Winter Garden	5	0	5
Okeechobee Rd	Midway Rd	5	0	5
Glades Cut Off Rd	Sevitz	5	0	5
Kings Hwy	Angle Rd	5	0	5
Village Green	Spanish Lakes	5	0	5
St. Lucie West	Peakcock	5	0	5
Bayshore	Lakehurst	5	0	5
Port St. Lucie Blvd	Cameo	5	0	5
Torino	Cashmere	5	0	5
St. James Dr	Peachtree	5	0	5
Gatlin	Brigantine	5	0	5
Port St. Lucie Blvd	Bayshore Dr	0	3	3
Port St. Lucie Blvd	Veterans Memorial	0	3	3
Midway Rd	US 1	0	3	3
Midway Rd	25th St	0	3	3
Lennard Dr	Mariposa	0	3	3

Intersections that were given points for both the safety and stakeholder performance measures are listed in **Table 7**.

Table 7 Intersections with Points from Both Performance Measures

Roadway 1	Roadway 2	Phase 1		Total Pts.
		Stakeholders	Safety	
Mariposa/Port St. Lucie Blvd	US1	5	3	8
Port St. Lucie Blvd	Gatlin Blvd	5	3	8
Gatlin Blvd	Savona	5	3	8
Prima Vista Blvd	Airoso	5	3	8
US 1	Virginia	5	3	8
Orange Ave	25th St	5	3	8
US 1	Georgia Ave	5	3	8
Orange Ave	Kings Hwy	5	3	8

The segments and intersections identified in Phase I should be discussed at the upcoming public meetings scheduled for March 2017 to determine which projects should move forward with Phase II evaluation.

AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: March 14, 2017

Item Number: 6d

Item Title: Strategic Intermodal System (SIS)
 2045 Multimodal Unfunded Needs Plan (MMUNP)

Item Origination: Florida Department of Transportation District 4 (FDOT)

UPWP Reference: Task 3.1 -Long Range Transportation Planning and MAP-21/FAST Act Implementation

Requested Action: Review and recommend endorsement of the draft SIS 2045 MMUNP, recommend endorsement with conditions, or do not recommend endorsement.

Staff Recommendation: It is recommended that the draft SIS 2045 MMUNP be recommended to the TPO Board for endorsement if it is confirmed that the local projects potentially eligible for SIS funding are identified in the plan.

Attachments

- Staff Report

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: March 7, 2017

SUBJECT: Strategic Intermodal System (SIS) 2045 Multimodal
Unfunded Needs Plan (MMUNP)

BACKGROUND

The SIS is Florida's statewide network of high priority transportation facilities which include airports, highways, railroads, seaports, spaceports, and transit facilities. The SIS MMUNP identifies capacity projects needed for the SIS to meet Florida Transportation Plan Goals and SIS Policy Plan Objectives.

The Florida Department of Transportation (FDOT) is continuing the process to update the SIS MMUNP from the current horizon year of 2040 to the year 2045. The process began in January 2016 and included initial presentations to the TPO Advisory Committees and Board in April and May of last year. FDOT District 4 now is ready to present the draft SIS 2045 MMUNP for review and comment.

ANALYSIS

Projects associated with SIS facilities are eligible for State funding which is dedicated to the SIS. To become part of the SIS, a facility must meet the Adopted SIS Facility Types, Criteria, and Thresholds.

To receive SIS funding, the project must first be identified as a need in the SIS MMUNP. The SIS MMUNP is the source for projects to receive SIS funding in the SIS Cost Feasible Plan, the 2nd Five-Year SIS Plan, and the 1st Five-Year SIS Plan which is incorporated into the FDOT Work Program for production.

The draft SIS 2045 MMUNP should be reviewed to confirm that local projects potentially eligible for SIS funding are identified in the plan.

RECOMMENDATION

It is recommended that the draft SIS 2045 MMUNP be recommended to the TPO Board for endorsement if it is confirmed that the local projects potentially eligible for SIS funding are identified in the plan.

AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 14, 2017
Item Number:	6e
Item Title:	2040 Regional Long Range Transportation Plan
Item Origination:	Treasure Coast Transportation Council (TCTC)
UPWP Reference:	Task 3.1 - Long Range Transportation Planning and Map-21/FAST Act Implementation Task 5.1 - Models of Regional Planning Cooperation
Requested Action:	Review and recommend approval of the draft Regional Transportation Network, Regional Needs Plan, Regional Project Prioritization Criteria, and Regional Performance Measures, recommend approval with conditions, or do not recommend approval.
Staff Recommendation:	Based on their consistency with the Go2040 Long Range Transportation Plan, it is recommended that the draft Regional Transportation Network, Regional Needs Plan, Regional Project Prioritization Criteria, and Regional Performance Measures be recommended for approval by the TPO Board.

Attachments

- Staff Report
- Draft Regional Transportation Network
- Draft Regional Needs Plan Maps
 - Roadway Needs
 - Transit Needs
 - Non-Motorized Needs
- Draft Regional Project Prioritization Criteria
- Draft Regional Performance Measures

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: March 7, 2017

SUBJECT: 2040 Regional Long Range Transportation Plan (RLRTP)

BACKGROUND

In 2006, the Treasure Coast Transportation Council (TCTC), consisting of two members each from the St. Lucie TPO and the Indian River and Martin Metropolitan Planning Organizations (MPOs), was created to pursue Transportation Regional Incentive Program (TRIP) funds for the three-MPO region. To identify and prioritize regional projects for TRIP funding, the TCTC adopted a Regionally Ranked Needs Project List in 2007. More recently, the TCTC identified the need to update the Regionally Ranked Needs Project List, and, last year, the three MPOs that comprise the TCTC approved a Scope of Services for the completion of a 2040 RLRTP to develop an updated Regionally Ranked Needs Project List.

The 2040 RLRTP will create a regional overlay and combine the 2040 Long Range Transportation Plans from the three Treasure Coast MPOs to identify regional projects that meet transportation needs and community goals pertaining to land use, economic development, environment (natural, human, and cultural), travel demand, safety, health, and social needs. Kimley-Horn and Associates, Inc. was retained to develop the 2040 RLRTP and will provide a presentation on the work completed to date.

ANALYSIS

As part of the development of the 2040 RLRTP, the Regional Trends and Conditions first were evaluated which included population growth, changes and evolution of the workforce, the means by which residents commute to work, and future land use. The trends and conditions facing the region were

analyzed to develop Regional Goals and Objectives to best optimize opportunities and address regional issues, and the Regional Goals and Objectives subsequently were adopted by the TCTC.

The Regional Transportation Network, which is depicted on the attached map, then was created to define the roadways upon which regional transportation needs are based. The network was developed by reviewing and updating the criteria used to develop the Regional Roadway Map in 2007, analyzing the current and future roadway network per the criteria, and receiving input from the staffs of the three Treasure Coast MPOs. The criteria that was applied to establish the Regional Transportation Network, which consists of Primary and Secondary Regional Facilities, are as follows:

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 facilities.
- **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.

The attached Regional Needs Plan then was developed which involved the completion of a multimodal needs assessment from the regional perspective based on the multimodal needs assessments completed for the individual 2040 LRTPs of the three MPOs. Roadway, transit, and non-motorized transportation needs are included in the plan.

Regional roadway needs were identified based on applying the LRTP Needs Plan of each MPO's LRTP to the Regional Transportation Network. The regional roadway needs include four new interchanges and six new roadway segments. The remaining roadway needs plan projects consist of roadway capacity projects such as the creation of additional travel lanes and multimodal improvements.

Regional transit needs were identified by first identifying existing transit routes with a regional focus. Five such routes were identified: GoLine Route 15, Marty Route 1, Marty Route 20X, TCC Route 1, and TCC Route 7. In addition, nine park and ride facilities are available within the region promoting a reduction of vehicles on the regional roadways. As a result, the following four regional transit needs were identified:

- ***I-95 Express Bus Route*** – A commuter bus route operating along the I-95 Corridor
- ***US 1 Bus Rapid Transit*** – A BRT system along the US-1 corridor
- ***Tri-Rail Extension*** – Extension of the Tri-Rail commuter rail system to provide access to destinations including employment bases in Palm Beach, Broward, and Miami-Dade Counties
- ***SR 710/CSX Indiantown Multimodal Connector***

Regional non-motorized needs were identified by their presence along regionally significant roadways and along the regional greenways and trails as established by the Florida Department of Environmental Protection (FDEP).

The attached draft criteria were developed to prioritize the regional transportation needs identified in the 2040 RL RTP. The projects identified in the multimodal regional needs plan will be prioritized based on the quantitative criteria that was developed resulting in a ranked regional transportation needs plan also known as the Regionally Ranked Needs Project List.

Finally, regional performance measures were developed to guide the evaluation of the 2040 RL RTP in the years following adoption of the plan. The performance measures were developed consistent with Federal legislation and consist of one to three performance measures to evaluate the

Regional Goals and Objectives that were adopted by the TCTC. The adopted Regional Goals and Objectives and the draft Performance Measures are summarized in the attached table.

Based on reviews by the TPO Staff, the draft Regional Transportation Network, Regional Needs Plan, Regional Project Prioritization Criteria, and Regional Performance Measures appear to be consistent with the Go2040 LRTP.

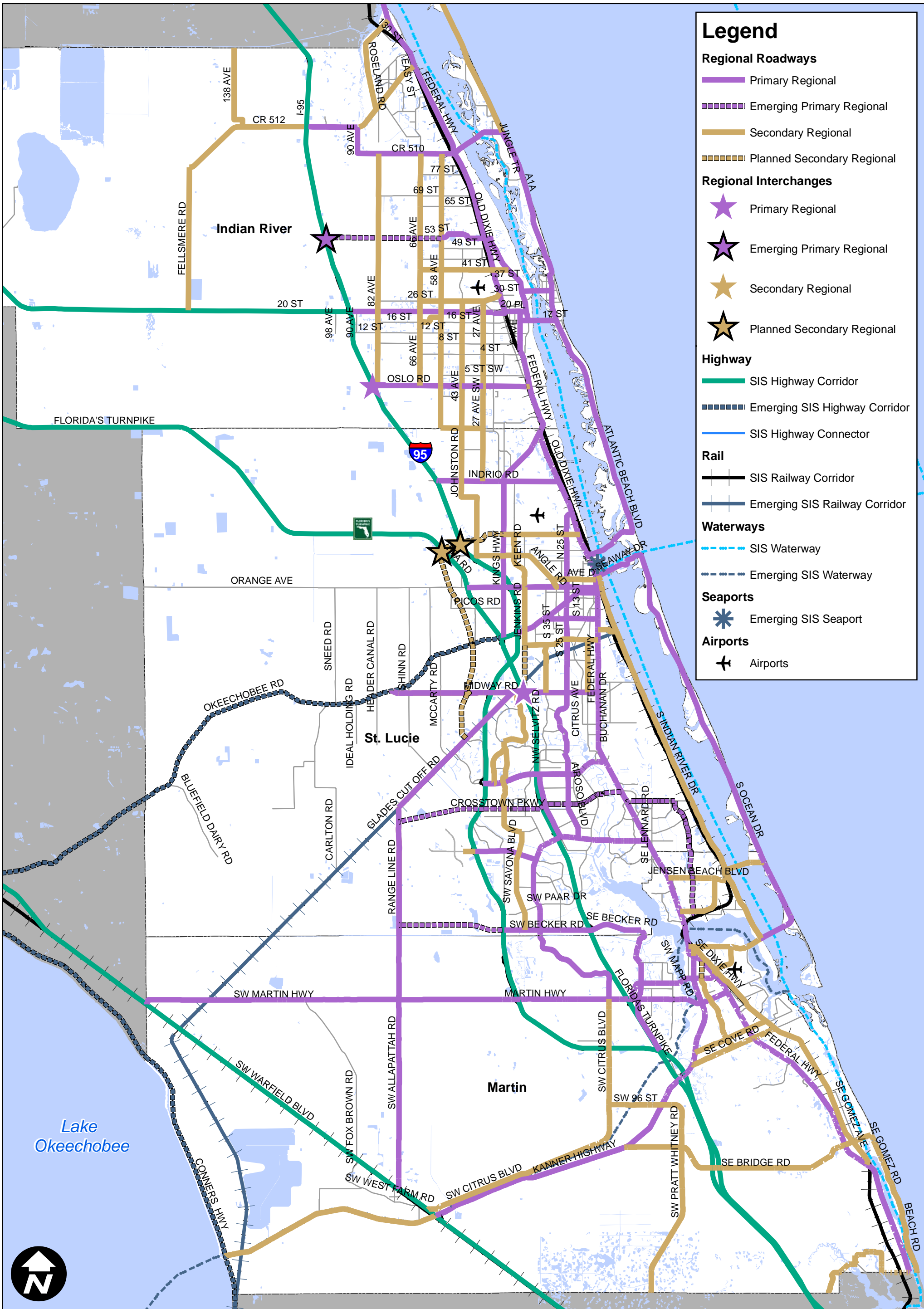
RECOMMENDATION

Based on their consistency with the Go2040 LRTP, it is recommended that the draft Regional Transportation Network, Regional Needs Plan, Regional Project Prioritization Criteria, and Regional Performance Measures be recommended for approval by the TPO Board.

2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP)

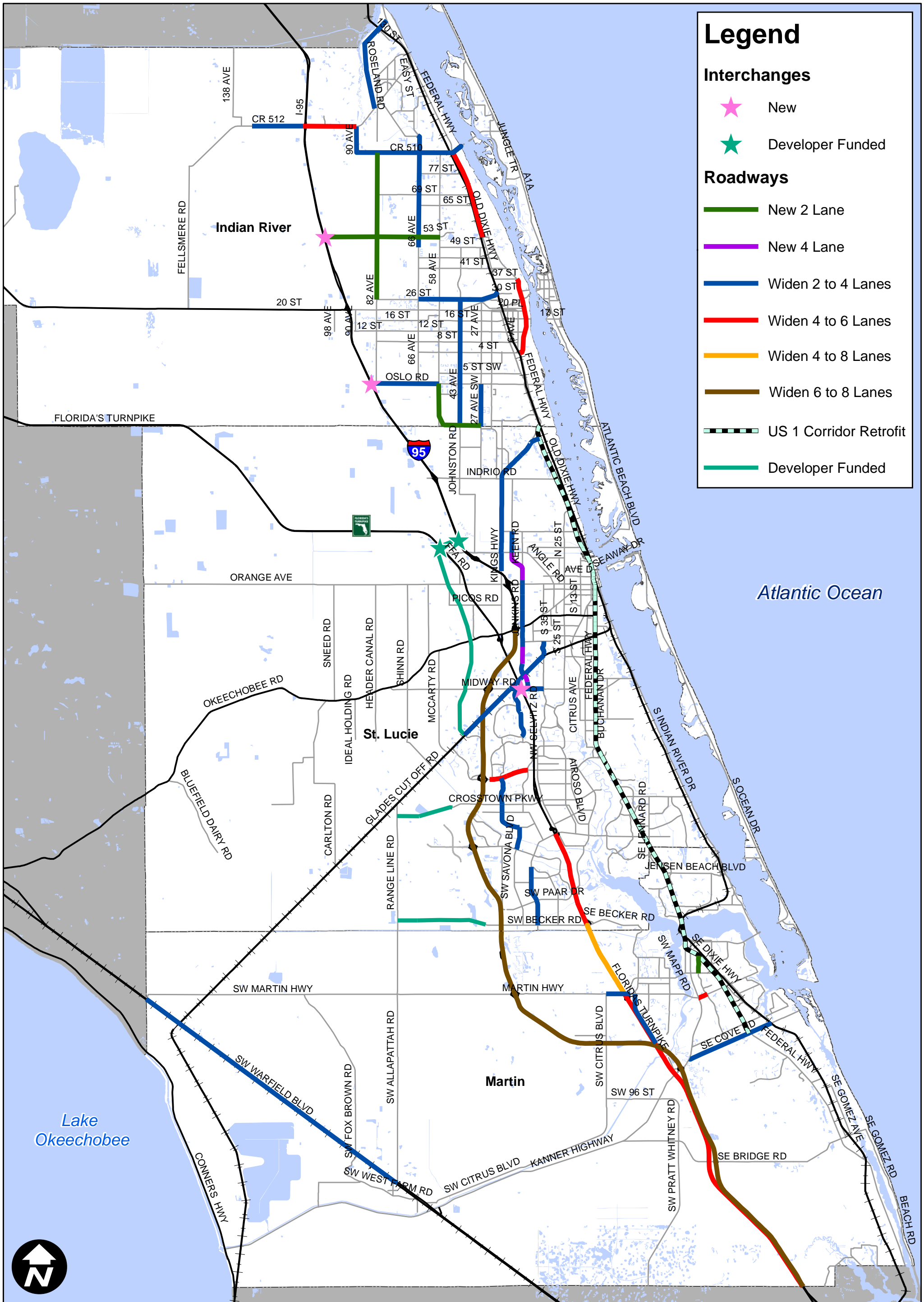
Regional Transportation Network

for Martin, St. Lucie and Indian River Counties



2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) for Martin, St. Lucie and Indian River Counties

Regional Roadway Needs



Legend

Interchanges

- ★ New
- ★ Developer Funded

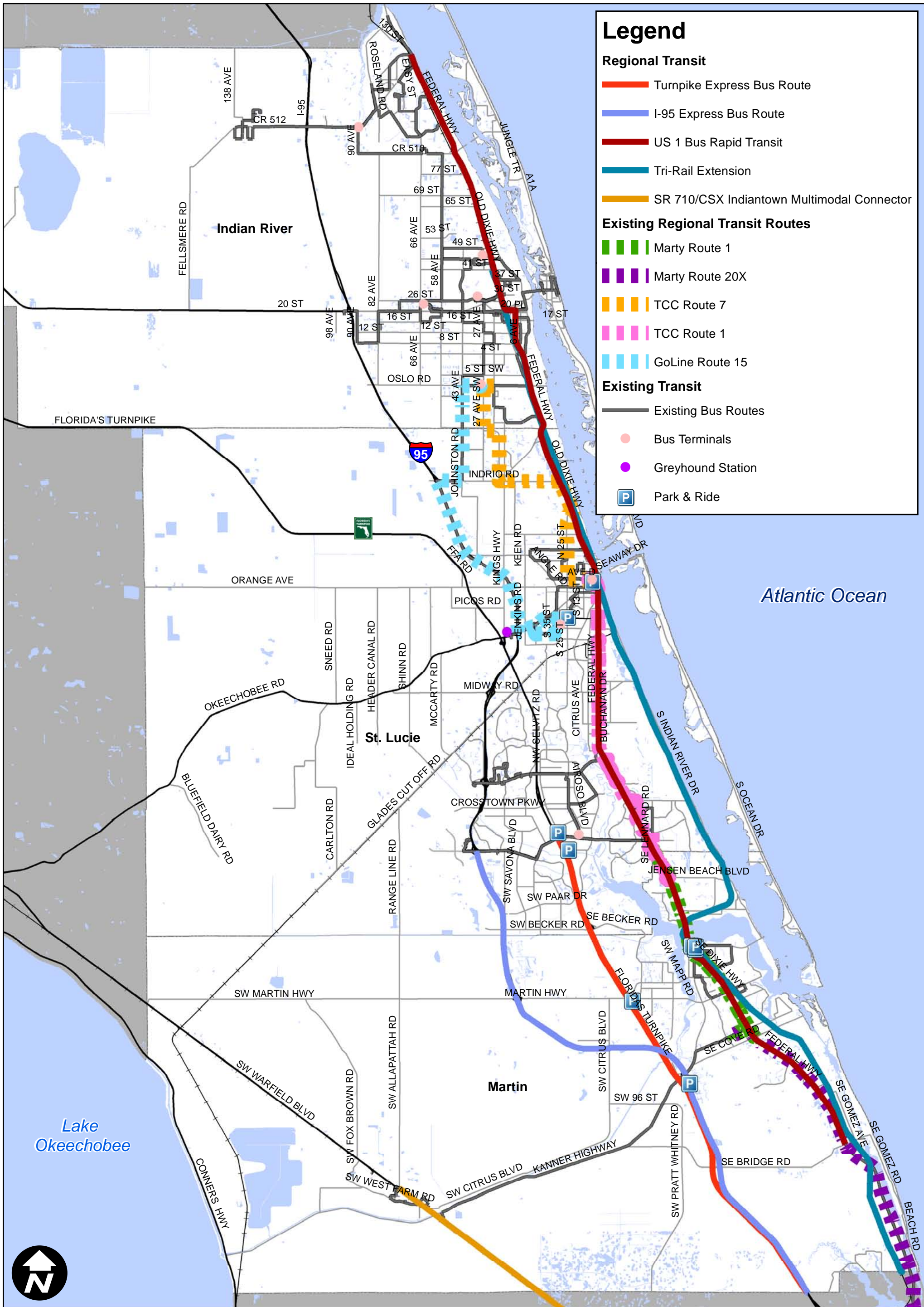
Roadways

- New 2 Lane
- New 4 Lane
- Widen 2 to 4 Lanes
- Widen 4 to 6 Lanes
- Widen 4 to 8 Lanes
- Widen 6 to 8 Lanes
- - - US 1 Corridor Retrofit
- Developer Funded



2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) for Martin, St. Lucie and Indian River Counties

Regional Transit Needs



Legend

Regional Transit

- Turnpike Express Bus Route
- I-95 Express Bus Route
- US 1 Bus Rapid Transit
- Tri-Rail Extension
- SR 710/CSX Indiantown Multimodal Connector

Existing Regional Transit Routes

- Marty Route 1
- Marty Route 20X
- TCC Route 7
- TCC Route 1
- GoLine Route 15

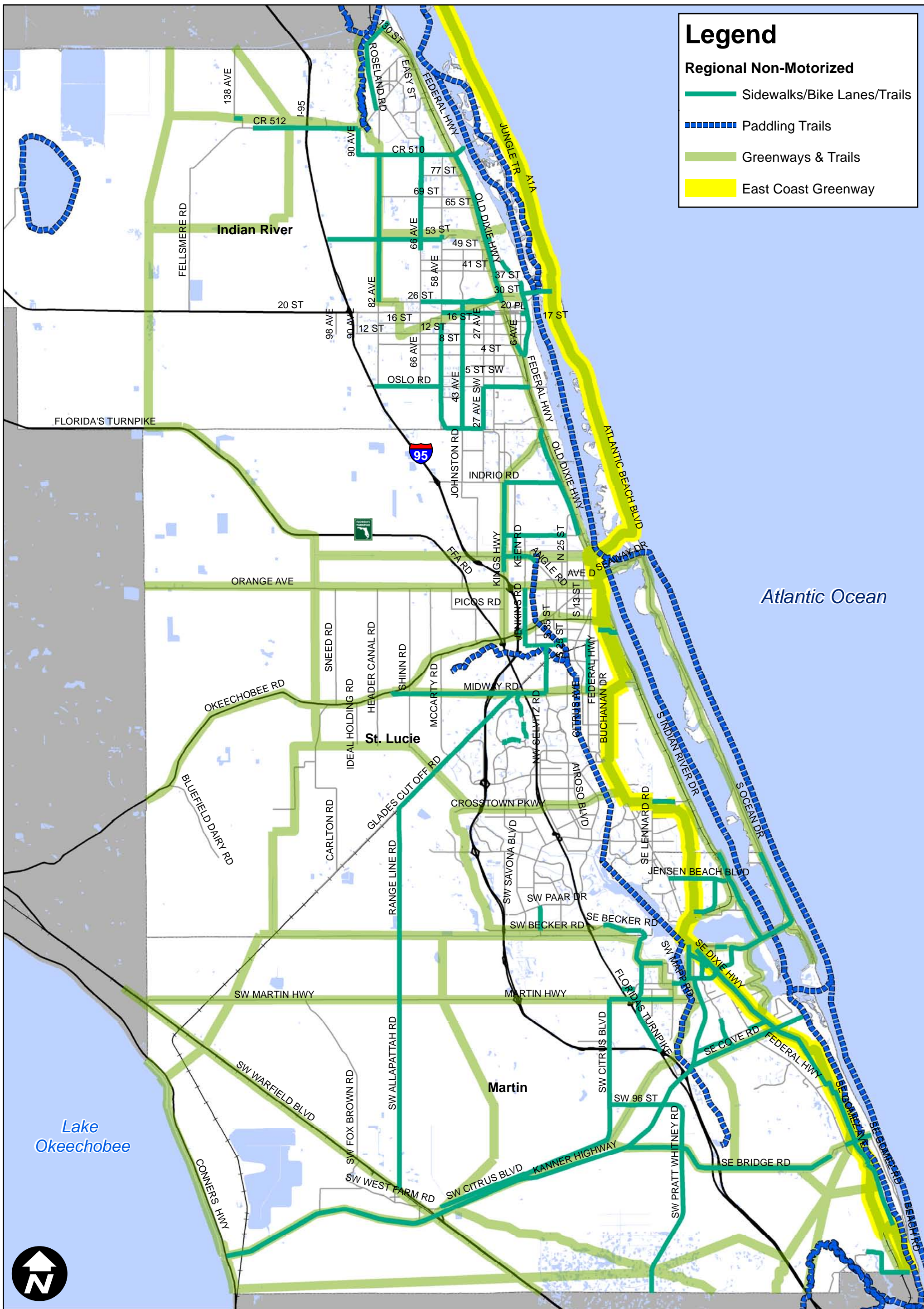
Existing Transit

- Existing Bus Routes
- Bus Terminals
- Greyhound Station
- Park & Ride



2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) for Martin, St. Lucie and Indian River Counties

Regional Non-Motorized Needs



Legend

Regional Non-Motorized

- Sidewalks/Bike Lanes/Trails
- - - Paddling Trails
- Greenways & Trails
- East Coast Greenway



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 county or to an SIS Highway or facility (includes grade-separation) = 1.0
Does not provide a connection to an adjacent county 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

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 1	Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.		
	Objective 1.A	Prioritize transportation investments that maintain acceptable travel performance.	
		1	Increase the percentage of miles meeting/exceeding roadway level of service standards.
	Objective 1.B	Ensure travel time reliability on major roadway freight corridors.	
		1	Increase roadway miles 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	Objective	Performance Measure Number	Performance Measure Description
Goal 3	Protect the region's natural and social environment while minimizing adverse community impacts.		
	Objective 3.A	Improve air quality and reduce greenhouse gas emissions.	
		1	Maintain or improve results of local emissions/air quality tests (tons of CO, HC, an NO emissions) at regular intervals throughout the planning horizon.
	Objective 3.B	Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.	
		1	Decrease the project acreage in sensitive environmental areas in comparison to previous years.
	Objective 3.C	Reduce regional waterway impacts from roadway runoff.	
		1	Reduce the amount of roadway runoff to regional waterways.
Goal 4	Conduct coordinated regional planning and decision-making that improves transportation options for the region.		
	Objective 4.A	Implement strategies to reduce reliance on private automobiles.	
		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	Provide a transportation system that reduces per capita fuel consumption.	
		1	Improve ratio per capita fuel consumption compared to previous model output based on the TCRPM.
		2	Reduce per capita highway hours of delay based on the model output from the TCRPM.
	Objective 4.C	Manage the regional transportation system in a collaborative manner to improve the system's 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	Objective	Performance Measure Number	Performance Measure Description
Goal 5	Protect and enhance the unique quality of life in the Treasure Coast region.		
	Objective 5.A	Provide for the transportation needs of the disadvantaged.	
		1	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	Increase use of transit oriented development policies.
		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 per capita rate of serious injury and crash frequency per year.