



## CITIZENS ADVISORY COMMITTEE (CAC)

### Regular Meeting

Tuesday, May 19, 2015  
10:30 am

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### AGENDA

1. **Call to Order**
2. **Roll Call**
3. **Approval of Minutes**
  - *March 10, 2015 Regular Meeting*
4. **Comments from the Public**
5. **Approval of Agenda**
6. **Action Items**
  - 6a. **Amendment to the FY 2014/15 – FY 2018/19 Transportation Improvement Program (TIP):** Review of an amendment to the FY 2014/15 – FY 2018/19 TIP to delete the Turnpike Heavy Truck Turnaround Project from the TIP.  
  
***Action:** Review and recommend adoption of the TIP amendment, recommend adoption with conditions, or do not recommend adoption.*
  - 6b. **Amendment to the FY 2014/15 – FY 2018/19 TIP:** Review of an amendment to the FY 2014/15 – FY 2018/19 TIP to advance the construction of the Indrio Road project to FY 2015/16 in the TIP.  
  
***Action:** Review and recommend adoption of the TIP amendment, recommend adoption with conditions, or do not recommend adoption.*
  - 6c. **Draft FY 2015/16 – FY 2019/20 Transportation Improvement Program (TIP):** Review of the draft FY 2015/16 – FY 2019/20 TIP.  
  
***Action:** Review and recommend adoption of the draft TIP, recommend adoption with conditions, or do not recommend adoption.*

- 6d. Go2040 Long Range Transportation Plan (LRTP) Goals, Objectives, and Performance Measures (GOPMs):** Review of the draft GOPMS for the Go2040 LRTP.

**Action:** Review and recommend adoption of the draft GOPMs, recommend adoption with conditions, or do not recommend adoption.

- 6e. Transportation Regional Incentive Program (TRIP) Grant Applications for 2015:** Review of the TRIP grant applications for the 2015 grant cycle.

**Action:** Review and recommend endorsement of the TRIP grant applications for the 2015 grant cycle, recommend endorsement with conditions, or do not recommend endorsement.

**7. Recommendations/Comments by Members**

**8. Staff Comments**

- 9. Next Meeting:** The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, July 21, 2015.

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

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

**ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO)  
 CITIZENS ADVISORY COMMITTEE (CAC)**

**Regular Meeting**

**DATE:** Tuesday, March 10, 2015

**TIME:** 10:30 a.m.

**LOCATION:** St. Lucie TPO  
 Coco Vista Centre  
 466 SW Port St. Lucie Blvd., Suite 111  
 Port St. Lucie, Florida

**MINUTES**

**1. Call to Order**

The meeting was called to order at 10:50 am by Mr. Paul Weinstein.

**2. Roll Call**

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

**Members present:**

Bill McKenney, Vice Chair  
 Ron Brown  
 Fred Cook  
 William Lindsey  
 Alan Love  
 Carolyn Niemczyk  
 Paul Weinstein

**Representing:**

Unincorporated County  
 Port St. Lucie  
 Port St. Lucie  
 Minority  
 Disabled  
 Unincorporated County  
 Port St. Lucie

**Others present:**

Peter Buchwald  
 Ed DeFini  
 Yi Ding  
 Marceia Lathou

**Representing:**

St. Lucie TPO  
 St. Lucie TPO  
 St. Lucie TPO  
 St. Lucie TPO

Bill Brooks	CAC Alternate
Mary Holleran	Recording Specialist
Crystal Wilson	Consultant
Edith Majewski	City of Port St. Lucie
Tawonna Johnson	St. Lucie County

### 3. **Approval of Minutes** – January 13, 2015

\* **MOTION – MOVED** by Mr. Cook to approve the CAC Regular Meeting Minutes of January 13, 2015.

\*\* **SECONDED** by Ms. Niemczyk Carried **UNANIMOUSLY**

### 4. **Comments from the Public** - None

### 5. **Approval of Agenda**

\* **MOTION – MOVED** by Ms. Niemczyk to approve the CAC Agenda as presented.

\*\* **SECONDED** by Mr. Cook Carried **UNANIMOUSLY**

### 6. **Action Items**

#### 6a. **Transportation Alternatives Program (TAP) 2015 Grant Applications**

Mr. Buchwald provided background information on several recently announced transportation grant programs, including the Transportation Alternatives Program (TAP) for over \$654,000. Two applications were submitted, one for the Oleander Avenue Sidewalk Improvement Project, and one for the Paar Drive Sidewalk Project. Both of these projects are included in the TPO's Transportation Priority Project List.

Based on Paar Drive being ranked higher than the Oleander Avenue Sidewalk Improvement Project, it was recommended that the TPO Advisory Committees recommend to the TPO Board that the TA grant applications for 2015 be prioritized for funding, ranking Paar Drive as number one and the Oleander Avenue Project to receive the remainder of the TA funding, and any excess TA funding allocated by FDOT District 4.

At this time Mr. McKenney, Vice Chair and another member had arrived and Mr. Buchwald recommended a short recess to re-group.

Mr. Weinstein passed the gavel and Mr. McKenney continued to Chair the meeting. Mr. Buchwald repeated the earlier review of grant funding.

The Transportation Regional Incentive Program (TRIP) and the County Incentive Grant Program (CIGP) are also included for funding. These programs are starting earlier this year due to the acceleration of the FDOT Work Program development cycle caused by the advancement of the 2016 Florida Legislative Session.

Mr. Buchwald encouraged all jurisdictions to submit applications for these programs and noted the challenge for both CIGP and TRIP grants that require the 50% local match and available funds.

Representatives from each of the applicants were present to answer questions.

- \* **MOTION – MADE** by Mr. Love that the CAC approve the funding for Paar Drive Sidewalk Project since it is ranked higher than the Oleander Avenue Sidewalk Project, and that Oleander Avenue Sidewalk Improvements Project receive the remainder of the TA funding and any excess TA funding allocated by FDOT District 4.

- \*\* **SECONDED** by Mr. Cook                      Carried **UNANIMOUSLY**

#### **6b. St. Lucie Freight Network**

In response to FDOT and USDOT recently enacting legislation, Mr. Buchwald provided background information and policies emphasizing the planning for freight movement and the investing of freight infrastructure. The TPO's UPWP has a task (3.6) dedicated to freight planning. Mr. Buchwald introduced Ed DeFini to present the St. Lucie Freight Network (SLFN).

Mr. DeFini displayed a map and presented an analysis depicting the SLFN, connections showing east and west and emerging freight routes. Objectives of the SLFN are to reflect the active freight network, identify corridors most suitable for moving freight, and discourage freight moving in designated residential areas and invest in freight infrastructure.

Mr. Weinstein confirmed that the freight network was only for truck traffic, not for trains or cars.

- \* **MOTION – MOVED** by Ms. Niemczyk to recommend designation of the SLFN.

- \* **SECONDED** by Mr. Weinstein                      Carried **UNANIMOUSLY**

## **7. Discussion Items**

### **7a. Go2040 Long Range Transportation Plan Advisory Committee Interviews**

Mr. Buchwald addressed the need for outreach and input from the Advisory Committees for the collection of information regarding the economic development efforts that are needed, the quality of the life issues that are present, and the types of transportation investments that would best serve the St. Lucie TPO area through the year 2040.

Ms. Lathou reviewed the on-going extensive public outreach that includes key stakeholder interviews, community events, and a social media campaign for the Go2040 brand "Go Ride, Go Walk, Go Live." Others to be contacted were radio stations, an outreach events list including job fairs, HOAs, POA, festivals, farmer's market, and getting on the agendas for meetings. The telephone number and website on the Go2040 card is important.

Ms. Lathou led the CAC through the LRTP survey. Member comments are summarized below Economic Development/Quality of Life.

#1 – Best feature of the TPO area – good roads, affordable lifestyle

#2 – Worst feature of the TPO area – traffic, too many buses & trucks, unemployment, commuting out of the area for work, unaffordable living. No accessible transit on weekends or at night.

#3 – Future Quality of Life – Economy, poor quality of the school system, service issues. The school facilities and teachers were not the issue, it was students not wanting to be educated, they don't come to school to learn. The economy.

#4 – Most important issues facing future Quality of Life – Schools, Job training, attracting a workforce, educating new mothers.

#5 - How can we improve economic viability and development – More efforts made to bring the community and school board together.

#6 – Improvement with the St. Lucie Co. Economic Development Council and developers, less time for development applications, partnerships with high school students.

#7, #8, #9 are rated on a scale of 1 to 5, and comments: –Self-driving vehicles will put the aging population on the road, we're not catching up with the number of needs for the disabled community. Cars will need to be charged for long distances.

Survey for St. Lucie TPO Transportation System:

#1 –more money should be spent on maintenance of roads and building new roads as we need and must balance both.

#2 – Importance of bus system: Yes, it's important. Questions: what is the ridership percentage? Where are the stops? Who installs shelters? Most won't abandon their cars to ride the bus. Who maintains the bus stops and shelters.

#3 – Yes on prioritizing bus shelters and stops

#4, #5, and #8, are all multiple selections for priorities.

#6 – No -- sidewalks should not be on every street

#7 – Yes -- have the train stop in the TPO area

#9 – How should additional local funding be obtained? Discussions ensued on some communities needing more help than others, some favored impact fees and utility taxes.

CAC members were encouraged to fill out the survey and turn it in to Ms. Lathou with additional comments and input. The answers will be summarized and made available at a future meeting.

**8. Recommendations/Comments by Members** - None

**9. Staff Comments** – Mr. Buchwald thanked the CAC for the good turn out today, he appreciated their input and said it's very helpful to develop our Go2040 LRTP. Additional committee members were encouraged and applications were made available to the CAC.

**10. Next Meeting** - The next St. Lucie TPO CAC meeting is scheduled for 10:30 am on Tuesday, May 19, 2015.

**11. ADJOURN**

The meeting was adjourned at 12:10 p.m.

Respectfully Submitted:

Approved by:

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Ms. Mary Holleran  
Recording Specialist

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Mr. Bill McKenney  
Vice Chairman

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Citizens Advisory Committee (CAC)
<b>Meeting Date:</b>	May 19, 2015
<b>Item Number:</b>	6a
<b>Item Title:</b>	Amendment to the FY 2014/15 – FY 2018/19 Transportation Improvement Program (TIP)
<b>Item Origination:</b>	Florida's Turnpike Enterprise
<b>UPWP Reference:</b>	Task 3.3–Transportation Improvement Program (TIP)
<b>Requested Action:</b>	Review and recommend adoption of the TIP amendment, recommend adoption with conditions, or do not recommend adoption.
<b>Staff Recommendation:</b>	Because the proposed TIP amendment is not inconsistent with the 2035 Regional Long Range Transportation Plan, it is recommended that the proposed TIP amendment to delete the Turnpike Heavy Truck Turnaround Project from the TIP be recommended to the TPO Board for adoption.

### **Attachments**

- Staff Report
- TIP Amendment Request and Form



## MEMORANDUM

**TO:** Citizens Advisory Committee (CAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** May 15, 2015

**SUBJECT: Amendment to the FY 2014/15 – FY 2018/19  
Transportation Improvement Program (TIP)**

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### BACKGROUND

The FY 2014/15 – FY 2018/19 TIP was adopted by the St. Lucie TPO on June 4, 2014. The TIP includes the construction of a heavy truck turnaround at Turnpike Milepost 168 in the St. Lucie TPO area. The construction of the project was programmed in the Turnpike Work Program prior to the design being completed. An evaluation of this project as part of the design phase determined that the proposed location for the project does not meet design criteria because there is not adequate median width. Therefore, the project is not feasible, and the Turnpike is requesting its deletion from the TIP.

### ANALYSIS

The TIP amendment is to delete a project that was not identified in the Cost Feasible Plan of the 2035 Regional Long Range Transportation Plan (2035 RL RTP). Therefore, the TIP amendment is not inconsistent with the 2035 RL RTP.

### RECOMMENDATION

Because the proposed TIP amendment is not inconsistent with the 2035 RL RTP, it is recommended that the proposed TIP amendment to delete the Turnpike Heavy Truck Turnaround Project from the TIP be recommended to the TPO Board for adoption.



## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

Florida's Turnpike Enterprise  
P.O. Box 9828, Fort Lauderdale, FL 33310  
954-975-4855

JIM BOXOLD  
SECRETARY

March 4, 2015

Mr. Peter Buchwald, AICP  
Executive Director  
St. Lucie Transportation Planning Organization  
466 SW Port St. Lucie Boulevard  
Port St. Lucie, FL 34953

**RE:** Request for TIP Amendment

Dear Mr. Buchwald:

The Florida Department of Transportation (FDOT) requests the following changes be made to the St. Lucie Transportation Planning Organization's (TPO's) Adopted FY 2014/2015 – FY 2018/2019 Transportation Improvement Program (TIP) in coordination with corresponding changes to FDOT's Work Program:

**Delete Project FPN 429351-1** for the construction of a heavy truck turnaround at Turnpike Milepost 168 in St. Lucie County.

**Programmed project phase to be deleted:**

Phase 52 (Construction) in the amount of \$2,478,098 of Toll/Turnpike funds in FY 2015

**Reason for Request:**

An evaluation of this project as part of the design phase determined that this proposed location does not meet design criteria.

Thank you for your assistance with this matter. If you have any questions, please contact Genessa Casanova, MPO Liaison, at (954) 934 – 1104.

Sincerely,

A handwritten signature in blue ink that reads "Randy Fox".

Randy Fox  
Intermodal Systems Development Administrator  
cc: Genessa Casanova; Tim George

**Transportation Improvement Program (TIP) Amendment  
FY 2014/15 - FY 2018/19**



TIP Amendment Number: \_\_\_\_\_  
 Current TIP Page Number: C 9-3  
 New TIP Page Number (if applicable): \_\_\_\_\_

\_\_\_ Is a STIP amendment needed for this TIP Amendment? (check if yes)

STIP Page Number (if applicable): \_\_\_\_\_

On \_\_\_\_\_, the St. Lucie Transportation Planning Organization (St. Lucie TPO) authorized the Executive Director to amend the St. Lucie TPO TIP that was developed and adopted in compliance with U.S.C. Title 23 and Title 49 in a continuing, cooperative, and comprehensive transportation planning process, as a condition to the receipt of federal assistance, and to approve the associated STIP amendments.

This TIP Amendment is consistent with the 2035 St. Lucie/Martin Regional Long Range Transportation Plan (RLRTP) and does not change financial constraints.

RLRTP Page Number (if applicable): \_\_\_\_\_

TIP Amendment Criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP Yes
- E The change results in a cost increase that is greater than 20 percent and greater than \$2 million.

----- **PROJECT INFORMATION** -----

**Project Name:** Heavy Truck Turnaround on the Turnpike/SR 91 at MP 168

**TIP Criteria:** D. The deletes an individually listed project from the TIP.

**Reason for Change/Notes:** An evaluation of this project as part of the design phase determined that this proposed location does not meet design criteria.

Status	FPN	Limits	Description	Phase	Fund	FY 2015	FY 20__/__	FY 20__/__	FY 20__/__	FY 20__/__
Current	429351-1	MP 168	Construct a heavy truck turnaround crossover along SR 91 that can accommodate heavy trucks & other	CST	TPK	\$2,478,098				
Proposed	429351-1	MP 168	DELETE							
<b>Net Change</b>										

This TIP Amendment has been prepared in accordance with Sections 5.13 and 5.14 of the FDOT *Metropolitan Planning Organization Program Management Handbook*.

**Authorized Signatures:**

\_\_\_\_\_  
 St. Lucie TPO Chairperson or Executive Director

  
 \_\_\_\_\_  
 Florida Turnpike Enterprise Representative

## AGENDA ITEM SUMMARY

- Board/Committee:** Citizens Advisory Committee (CAC)
- Meeting Date:** May 19, 2015
- Item Number:** 6b
- Item Title:** Amendment to the FY 2014/15 – FY 2018/19 Transportation Improvement Program (TIP)
- Item Origination:** Florida Department of Transportation (FDOT)
- UPWP Reference:** Task 3.3–Transportation Improvement Program (TIP)
- Requested Action:** Review and recommend adoption of the TIP amendment, recommend adoption with conditions, or do not recommend adoption.
- Staff Recommendation:** Because the proposed TIP amendment is not inconsistent with the 2035 Regional Long Range Transportation Plan, it is recommended that the proposed TIP amendment to advance the construction of the Indrio Road project to FY 2015/16 in the TIP be recommended to the TPO Board for adoption.

### **Attachments**

- Staff Report
- TIP Amendment Request and Form

## **MEMORANDUM**

**TO:** Citizens Advisory Committee (CAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** May 15, 2015

**SUBJECT: Amendment to the FY 2014/15 – FY 2018/19  
Transportation Improvement Program (TIP)**

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### **BACKGROUND**

The FY 2014/15 – FY 2018/19 TIP was adopted by the St. Lucie TPO on June 4, 2014. The TIP includes the right-of-way acquisition phase for the Indrio Road project. The subsequent construction of the project is being proposed by the Florida Department of Transportation (FDOT) to be advanced to FY 2015/16, and FDOT is requesting that this phase be added to the TIP.

### **ANALYSIS**

The TIP amendment is to add the construction phase of a project that was identified in the FY 2015/16 – FY 2019/20 interval of the Cost Feasible Plan of the 2035 Regional Long Range Transportation Plan (2035 RL RTP). Therefore, the TIP amendment is not inconsistent with the 2035 RL RTP.

### **RECOMMENDATION**

Because the proposed TIP amendment is not inconsistent with the 2035 RL RTP, it is recommended that the proposed TIP amendment to advance the construction of the Indrio Road project to FY 2015/16 in the TIP be recommended to the TPO Board for adoption.



## Florida Department of Transportation

RICK SCOTT  
GOVERNOR

3400 West Commercial Blvd.  
Fort Lauderdale, FL 33309

JIM BOXOLD  
SECRETARY

April 13, 2015

Mr. Peter Buchwald, Director  
St. Lucie Transportation Planning Organization  
466 SW Port St. Lucie Boulevard  
Port St. Lucie, FL 34953

Dear Mr. Buchwald:

**SUBJECT: St. Lucie Transportation Planning Organization (TPO)  
FY 2014/15 – 2018/19 TIP Amendment Request  
FM No. 230338-4, SR-614/Indrio Road from West of SR-9/I-95 to East of SR-  
670/Emerson Ave**

Pursuant to Title 23 and Title 49, the Florida Department of Transportation requests your processing and approval of the attached amendment to the FY 2014/15 – 2018/19 Transportation Improvement Program. This amendment is required because the construction phase of project has been advanced from 2020 to 2016, and the project cost has increased by more than 20% AND \$2 million and needs to be reflected in the TIP. This Transportation Improvement Program Amendment is consistent with the Adopted Long Range Transportation Plan and the adopted TIP remains financially constrained.

Please contact Darci Mayer at (954) 777-4491 if you have any questions or need additional information.

Sincerely,

A handwritten signature in blue ink, appearing to read "S. Braun", with a long horizontal line extending to the right.

Steven C. Braun, P.E.  
District Planning & Environmental Engineer  
District Four

**Transportation Improvement Program (TIP) Amendment  
FY 2014/15 - FY 2018/19**



TIP Amendment Number: \_\_\_\_\_  
 Current TIP Page Number: C1-9  
 New TIP Page Number (if applicable): \_\_\_\_\_

Is a STIP amendment needed for this TIP Amendment? (check if yes)

STIP Page Number (if applicable): 668-669

On Wednesday April 2, 2014, the St. Lucie Transportation Planning Organization (St. Lucie TPO) authorized the Executive Director to amend the St. Lucie TPO TIP that was developed and adopted in compliance with U.S.C. Title 23 and Title 49 in a continuing, cooperative, and comprehensive transportation planning process, as a condition to the receipt of federal assistance, and to approve the associated STIP amendments.

This TIP Amendment is consistent with the 2035 St. Lucie/Martin Regional Long Range Transportation Plan (RLRTP) and does not change financial constraints.

RLRTP Page Number (if applicable): CH 8-10 & 8-19

TIP Amendment Criteria:

- A The change adds new individual projects to the current TIP
- The change adversely impacts financial constraint
- The change results in major scope changes
- The change removes or deletes an individually listed project from the TIP
- The change results in a cost increase that is greater than 20 percent and greater than \$2 million.

----- **PROJECT INFORMATION** -----

**Project Name:** SR-614/INDRIO ROAD FROM WEST OF SR-9/I-95 TO EAST OF SR-670/EMERSON AV

**TIP Criteria:**     A    

**Reason for Change/Notes:** The change adds a new phase (CST) to the TIP and STIP documents.

Status	FPN	Limits	Description	Phase	Fund	FY 2014/15	FY 2015/16	FY 2016/17	FY 2017/18	FY 2018/19
Current										
Proposed	230338-4	SR-614/INDRIO ROAD FROM WEST OF SR-9/I-95 TO EAST OF SR-670/EMERSON AV	Reconstruction of Indrio Rd from a 2 lane rural undivided road to 4 lane urban divided road.	CST	ACNP		\$30,019,646			
				CST	ACNP		\$102,700			
				CST	ACNP		\$3,977,669			
				CST	DDR		\$154,050			
<b>Net Change</b>							\$34,254,065			

This TIP Amendment has been prepared in accordance with Sections 5.13 and 5.14 of the FDOT *Metropolitan Planning Organization Program Management Handbook* .

**Authorized Signatures:**

\_\_\_\_\_  
 St. Lucie TPO Chairperson or Executive Director

\_\_\_\_\_  
 FDOT District 4 Representative

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Citizens Advisory Committee (CAC)
<b>Meeting Date:</b>	May 19, 2015
<b>Item Number:</b>	6c
<b>Item Title:</b>	Draft FY 2015/16 – FY 2019/20 Transportation Improvement Program (TIP)
<b>Item Origination:</b>	Federal and State requirements
<b>UPWP Reference:</b>	Task 3.3– TIP
<b>Requested Action:</b>	Review and recommend adoption of the Draft TIP, recommend adoption with conditions, or do not recommend adoption
<b>Staff Recommendation:</b>	As the Final Tentative Work Program appears to be consistent with the Draft Tentative Work Program that was recommended for endorsement by the TPO advisory committees, it is recommended that the draft FY 2015/16 – FY 2019/20 TIP be recommended for adoption by the TPO Board.

### **Attachments**

- Staff Report
- Draft FY 2015/16 – FY 2019/20 TIP



## **MEMORANDUM**

**TO:** Citizens Advisory Committee (CAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** May 15, 2015

**SUBJECT: Draft FY 2015/16 – FY 2019/20 Transportation Improvement Program (TIP)**

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### **BACKGROUND**

According to Federal and State requirements, the St. Lucie Transportation Planning Organization (TPO) annually must develop a Transportation Improvement Program (TIP). The purpose of the TIP is to identify the transportation improvement projects located within the TPO area that have been prioritized and are receiving Federal and State funding over a five-year period.

In addition, the TIP is used to coordinate projects among the U.S. Department of Transportation (USDOT), the Florida Department of Transportation (FDOT), and the local governments located within the TPO area. The TIP is developed and adopted annually by the TPO in cooperation with the USDOT, FDOT, TPO advisory committees, local governments, port and aviation authorities, transit operators, and the general public.

### **ANALYSIS**

The development of the TIP is a year-long process that is continuous, cooperative, and comprehensive. For the TPO's FY 2015/16 – FY 2019/20 TIP, the process started in July 2014 with a meeting with staffs from the St. Lucie TPO, FDOT District 4, and the local governments to informally discuss the TPO's priority projects. The List of Priority Projects (LOPP) then was developed, reviewed by the TPO advisory committees, adopted by the TPO Board, and submitted to FDOT District 4 in September 2014.

The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2015/16 – FY 2019/20. The Draft Tentative Work Program was reviewed and recommended for endorsement by the TPO advisory committees in November 2014 and was endorsed by the TPO Board in December 2014.

Highlights of the Draft Tentative Work Program included that the TPO's top priority project, Indrio Road, is now funded for construction in the next fiscal year. In addition, the Draft Tentative Work Program included funding for right-of-way acquisition for Port St. Lucie Boulevard, design and right-of-way acquisition for improvements at the intersection at U.S. Highway 1 and Virginia Avenue, design of the Advanced Transportation Management System for the TPO area, construction of the Tulip Boulevard Sidewalk, construction of the I 95/Gatlin Boulevard Jobs Express Terminal, and reconstruction of the I 95/St. Lucie West Boulevard Interchange. Furthermore, the establishment of new bus service through Lakewood Park and into Indian River County, which is one of the top ranked transit priority projects for the TPO, is included to start next fiscal year.

The Final Tentative Work Program was received from FDOT in April 2015 and was used to prepare the attached TIP through the web-based Interactive TIP. The Final Tentative Work Program is a primary component of the TIP.

The Final Tentative Work Program was reviewed by TPO staff for consistency with the Draft Tentative Work Program. The Final Tentative Work Program appears to be consistent with the Draft Tentative Work Program.

## **RECOMMENDATION**

As the Final Tentative Work Program appears to be consistent with the Draft Tentative Work Program that was recommended for endorsement by the TPO advisory committees, it is recommended that the draft FY 2015/16 – FY 2019/20 TIP be recommended for adoption by the TPO Board.

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Citizens Advisory Committee (CAC)
<b>Meeting Date:</b>	May 19, 2015
<b>Item Number:</b>	6d
<b>Item Title:</b>	Go2040 Long Range Transportation Plan (LRTP) Goals, Objectives, and Performance Measures (GOPMs)
<b>Item Origination:</b>	2040 LRTP Development Process
<b>UPWP Reference:</b>	Task 3.1 – Long Range Transportation Planning and MAP-21 Implementation
<b>Requested Action:</b>	Review and recommend adoption of the draft GOPMs, recommend adoption with conditions, or do not recommend adoption.
<b>Staff Recommendation:</b>	Based on the draft GOPMs being consistent with MAP-21, local plans, the state long range transportation plan, and stakeholder input received to date, it is recommended that the draft GOPMs be recommended for adoption.

### **Attachments**

- Staff Report
- Draft GOPMs
- Public Survey Results

## MEMORANDUM

**TO:** Citizens Advisory Committee (CAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** May 15, 2015

**SUBJECT:** **Go2040 Long Range Transportation Plan (LRTP) Goals, Objectives, and Performance Measures (GOPMs)**

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### BACKGROUND

The attached vision, goals, objectives, performance measures and project evaluation criteria to guide the development of the Go2040 LRTP have been drafted for review and comments.

### ANALYSIS

The vision was drafted to include the key concepts for a successful long range plan: balance, affordability and community. The goals and objectives were developed by reviewing the federal requirements known as MAP-21, local plans, the state long range transportation plan, and most importantly, the stakeholder input that has been received to date. A summary of a portion of the stakeholder input, public surveys, is attached.

The goal statements acknowledge the importance of the following:

- Economic prosperity
- Transportation Choices
- The existing transportation system
- Cooperation
- Health and the environment
- Safety and security

The objectives relate directly to the goals and measure the system as well as aspects that reflect a desired outcome. MAP-21 brings with it a required

focus on the measurement of the overall transportation system performance. As a result, the measures developed for the LRTP align with measures that the Florida Department of Transportation (FDOT) is developing. Tied to these items are the criteria by which projects are selected for inclusion in the cost feasible plan. The criteria that have been identified and are tied directly to the performance measures and goals. Projects will be ranked and scored according to these criteria.

### **RECOMMENDATION**

Based on the draft GOPMs being consistent with MAP-21, local plans, the state long range transportation plan, and stakeholder input received to date, it is recommended that the draft GOPMs be recommended for adoption.

## St Lucie TPO Draft Goals, Objectives and Performance Measures

### St Lucie TPO Go2040 VISION

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

### GOAL STATEMENTS

#### We want to invest in:

##### **Economic Prosperity and Growth**

Provide for efficient transportation that serves local and regional needs and stimulates **economic prosperity and growth**

##### **Choices**

Ensure transportation **choices** for all residents, visitors, and businesses

##### **Existing Assets and Services**

Maintain the condition and improve the efficiency of transportation **assets and services**

##### **Cooperation**

Improve land use and transportation decision-making through community participation and **intergovernmental cooperation**

##### **Health and Environment**

Protect and enhance **public health** and the environment

##### **Safety and Security**

Provide **safer and more secure** transportation

**Preliminary St. Lucie TPO Goals Objectives and Performance Measures**

Goals (6)	Objectives (12)	Proposed Performance Measures (up to 24)	Questions/Comments	MAP-21	FDOT	Criteria #'s
<b>Economic Prosperity &amp; Growth</b> 1	Enable people and goods to move around efficiently	Centerline miles of additional capacity	Tied to capital investment level	Yes	Yes	1, 2, 4, 7
		% truck miles severely congested (MAP-21)		Yes	Yes	
	Increase transportation options & improve access to destinations that support prosperity and growth	% population within 30 minutes of activity centers	Auto only; still determining best way to measure.			
		Transit routes providing access to activity centers	Confirm employment center locations.			
<b>Choices</b> 2	Improve the bike/ped and public transp networks	Miles of sidewalk	Tied to capital investment level			5, 6, 8, 10
		% of transit routes with 100% sidewalk coverage	Define sidewalk coverage			
	Provide for transp needs of transp-disadvantaged	Miles of fixed route transit service	Tied to capital and operating investment			
		Percentage of low-income, elderly and persons with disabilities within 1/4 mile of transit route	Data by block group- still determining best way to measure			
<b>Existing Assets &amp; Services</b> 3	Maintain condition of existing transp assets	Pavement condition, 70 or less	Pavement Condition Index (PCI). Include county and local data as available	Yes	Yes	1, 2, 8, 10, 12
		Bridge condition, 50 or less (Structurally deficiency)	State provides data on all bridges	Yes	Yes	
		Percent transit fleet beyond useful life	Requires coordination with TCT	Yes	Yes	
	Improve efficiency of existing transp services	VMT of roads operating at adopted LOS		Yes	Yes	
		Passengers trips per vehicle mile of service	Requires coordination with TCT			
<b>Cooperation</b> 4	Facilitate unified transp decision-making through intergovernmental cooperation	Attendance at TPO meetings (CAC, TAC, Board)- Number of excused and unexcused absences	Produce Annual Report by Board/Committee			6, 13
	Ensure community participation is representative	Number of meetings, number of participants/comments	Objective modified to reflect LRTP, "reflected through project implementation" should be included in TPO PP plan			
		Opportunities for engagement in underserved area				
<b>Health &amp; Environment</b> 5	Support healthy living strategies, programs and improvements	Miles of sidewalk	Tied to capital investment level	Yes	Yes	5, 6, 10, 11
		Number of healthy living opportunities in areas of health concerns	Infrastructure projects in areas of need- coordination with public health, poverty,			
	Make transportation choices that minimize impacts to the natural environment	Number of additional roadway lane miles of impacting environmentally sensitive areas				
		Increase transit frequency and span of service				
<b>Safety &amp; Security</b> 6	Improve the safety of the transportation system	Number and rate of fatalities/serious Injuries- Motorized	Rate per 1,000,000 vehicle miles of travel	Yes	Yes	3, 5, 8
		Number of fatalities/serious Injury- Non-motorized	Rate to be determined	Yes	Yes	
	Improve the transportation system's stability/resiliency in the event of climate change,	Lane miles of roadways in vulnerable areas				

**Preliminary Proposed 2040 Roadway Project Prioritization Criteria**

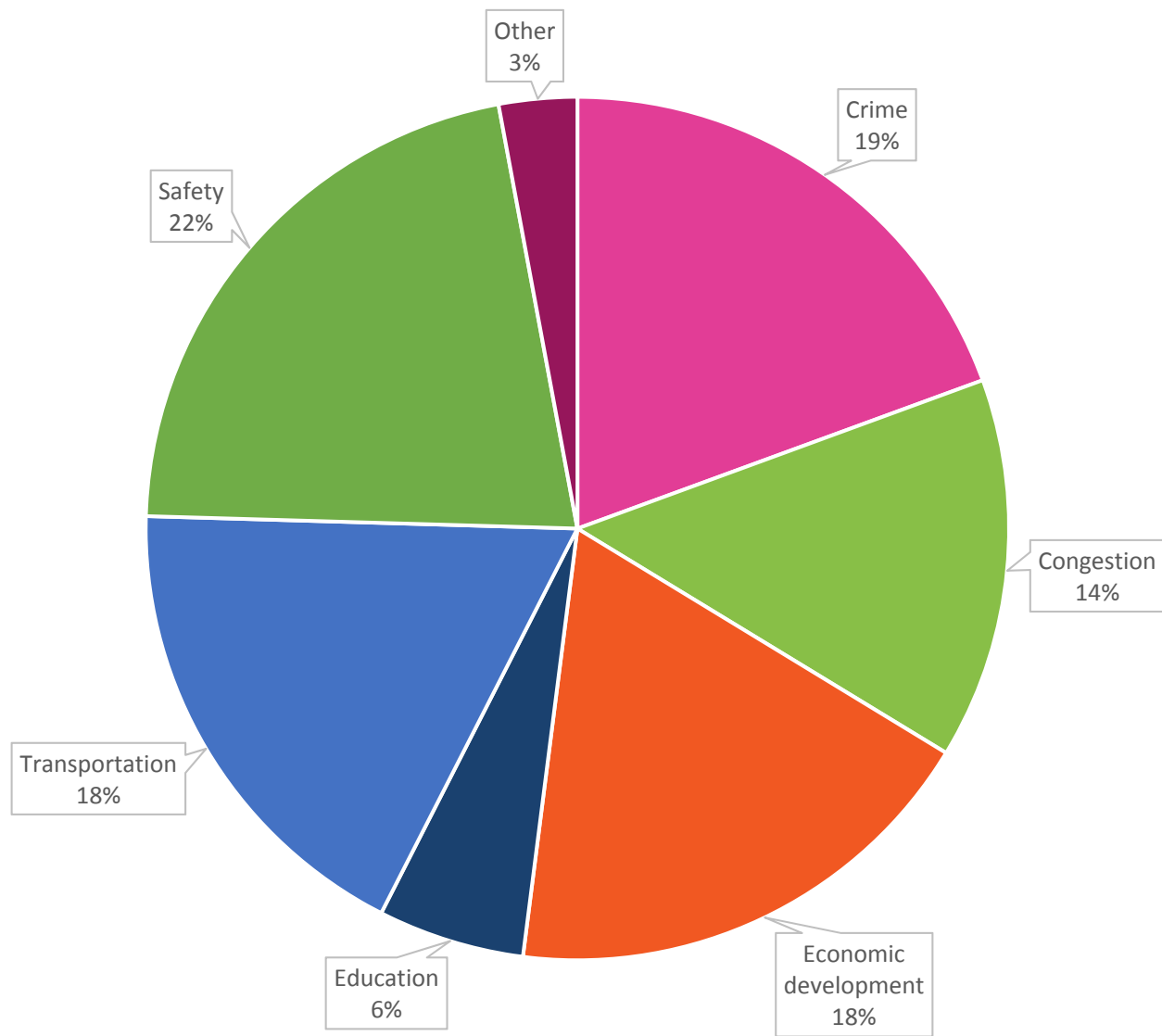
#	Evaluation Criteria (score = 100)	Yes/No	Rank Order of Weighting	# of times used
1	Existing Volume to Capacity Ratio			2
2	2040 Volusme to Capacity Ratio			2
3	Evacuation Miles			1
4	Freight Network			1
5	Multi-modal connectivity			3
6	EJ/Community Impacts			3
7	Targeted Growth Areas			1
8	Safety			3
9	Project Readiness (Committed Projects)			
10	Transit Routes			3
11	Environmental			1
12	Preservation of existing assets			1
13	Public Support			1



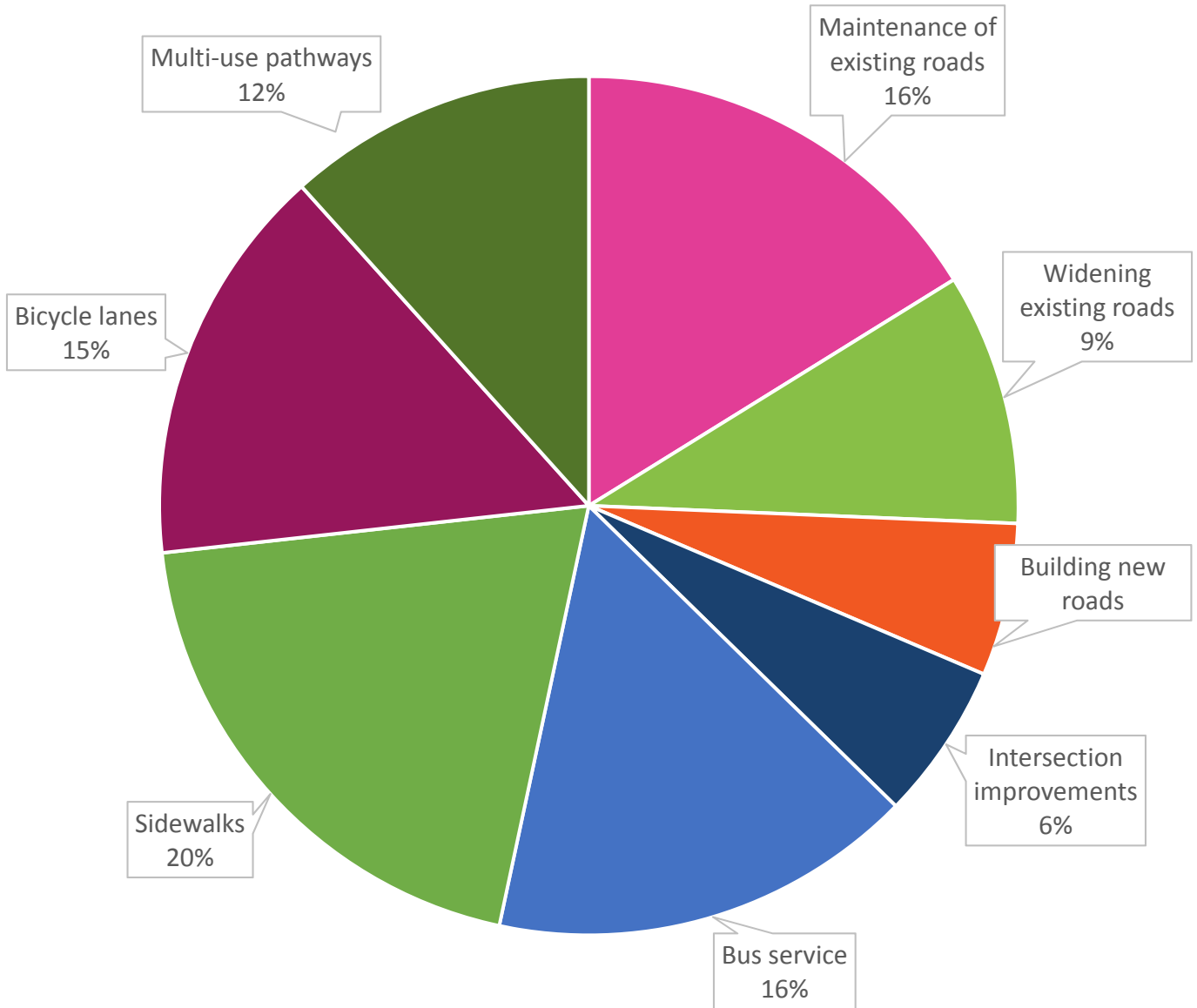
# Public Involvement Survey Responses

The initial 6 question survey was handed out at a variety of public events and meetings. There were 181 respondents. The goal of this initial phase was to get community feedback on a variety of transportation issues. The following charts illustrate the responses to each question asked in the survey. This input will be used to develop the 2040 Long Range Transportation Plan (LRTP).

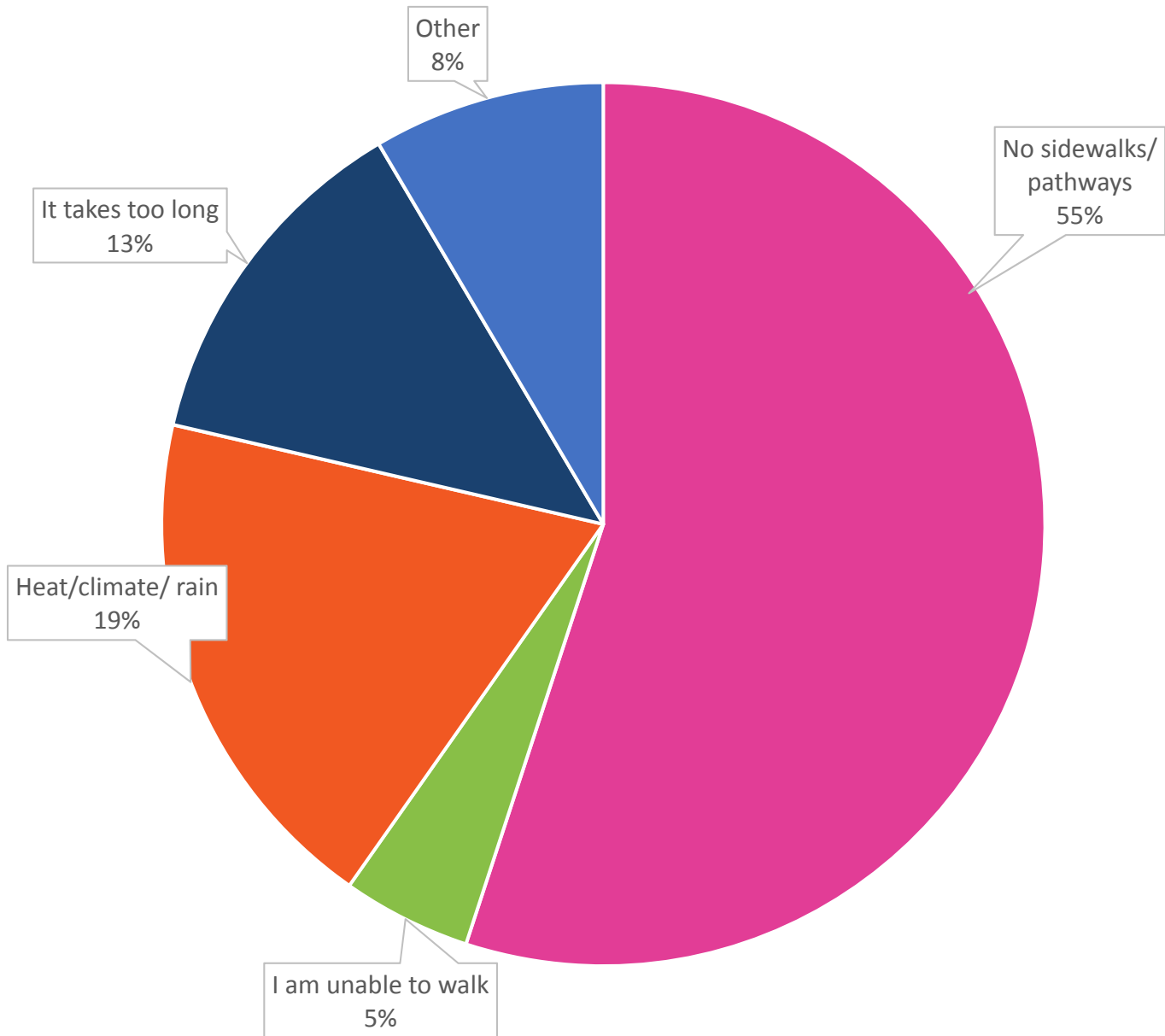
Question 1: What is the greatest issue facing the TPO? Please choose only one.



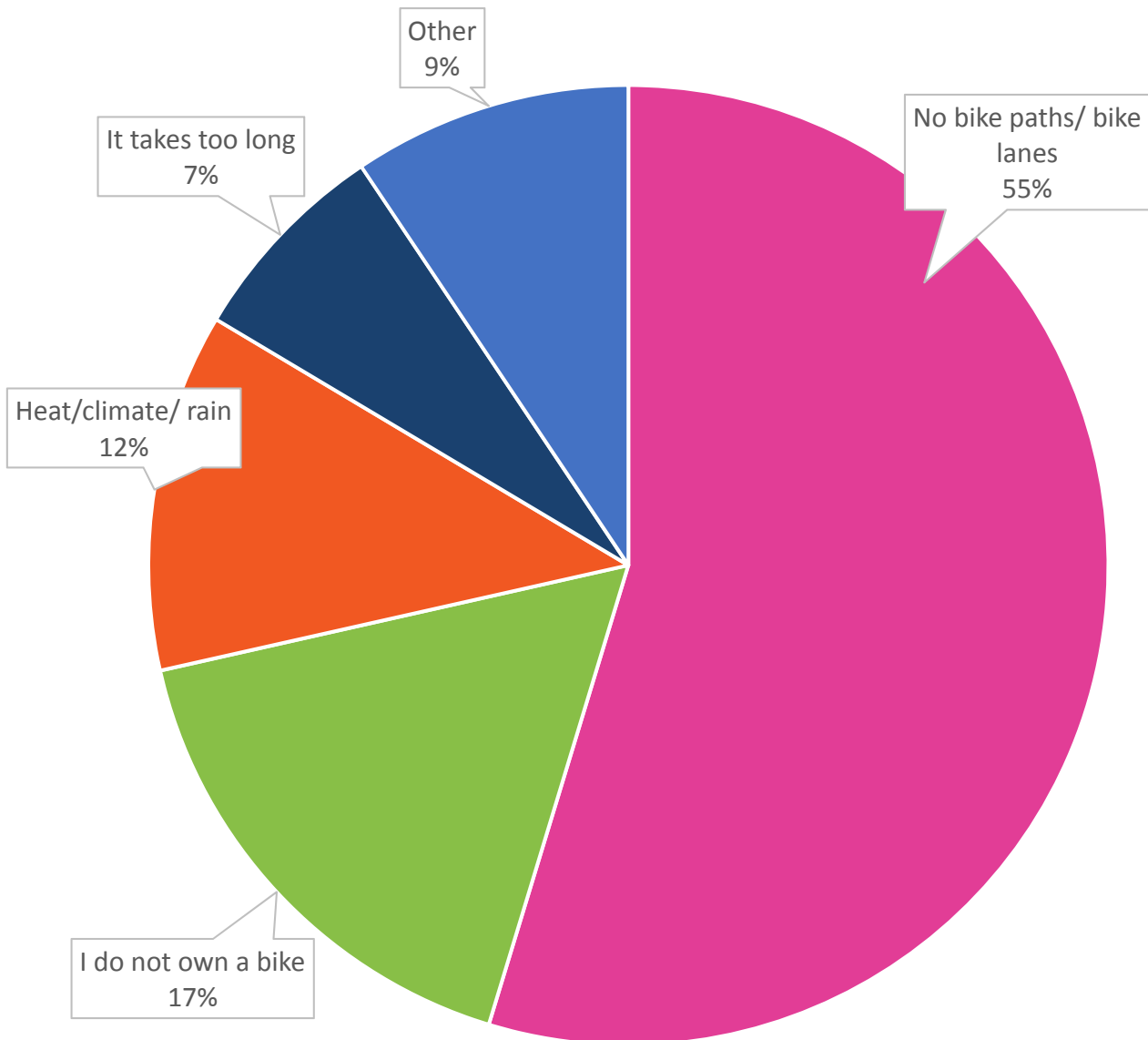
Question 2: What are the top three areas where public money should be spent?



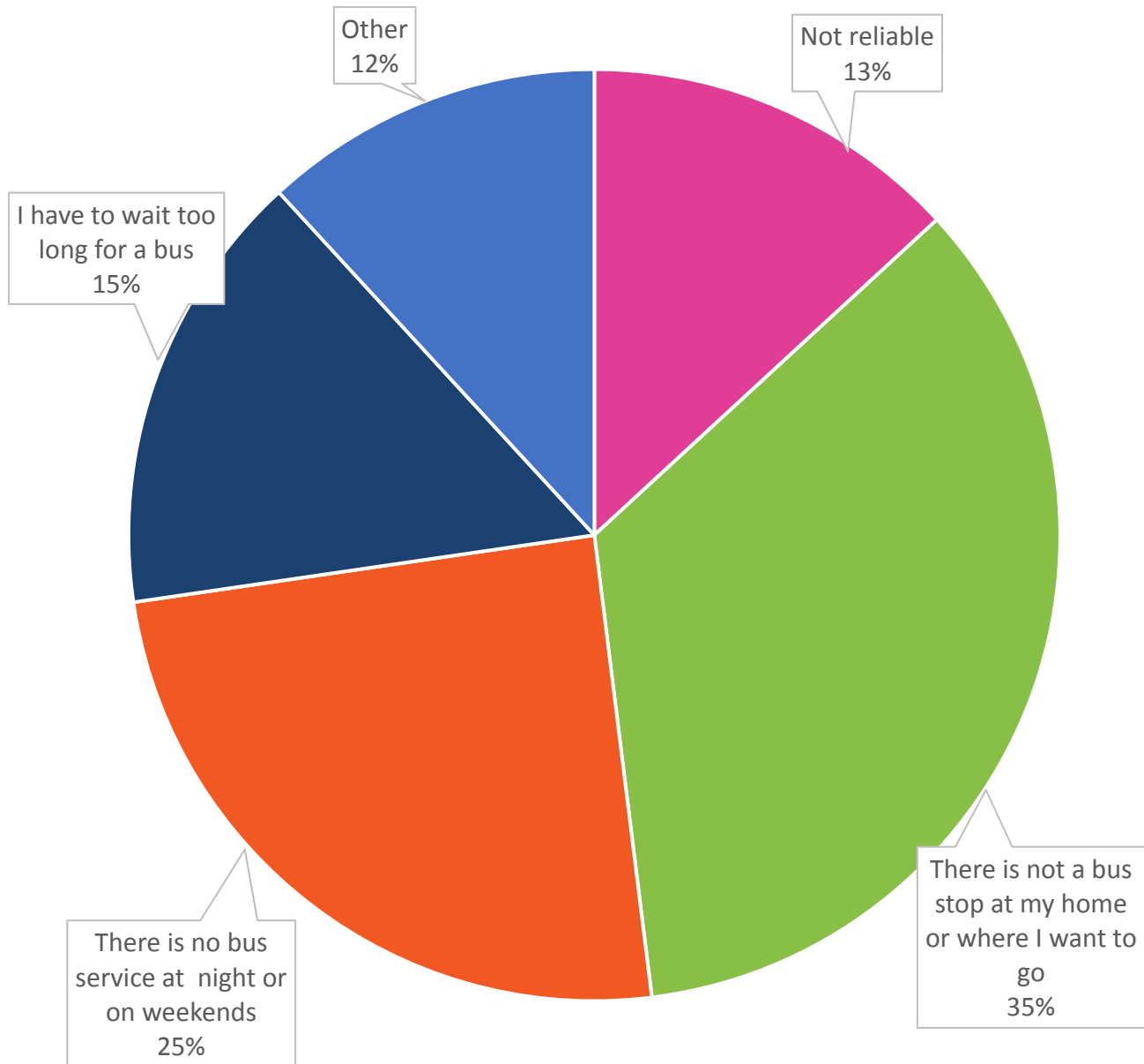
Question 3: What is the greatest barrier that keeps you from walking? Check all that apply.



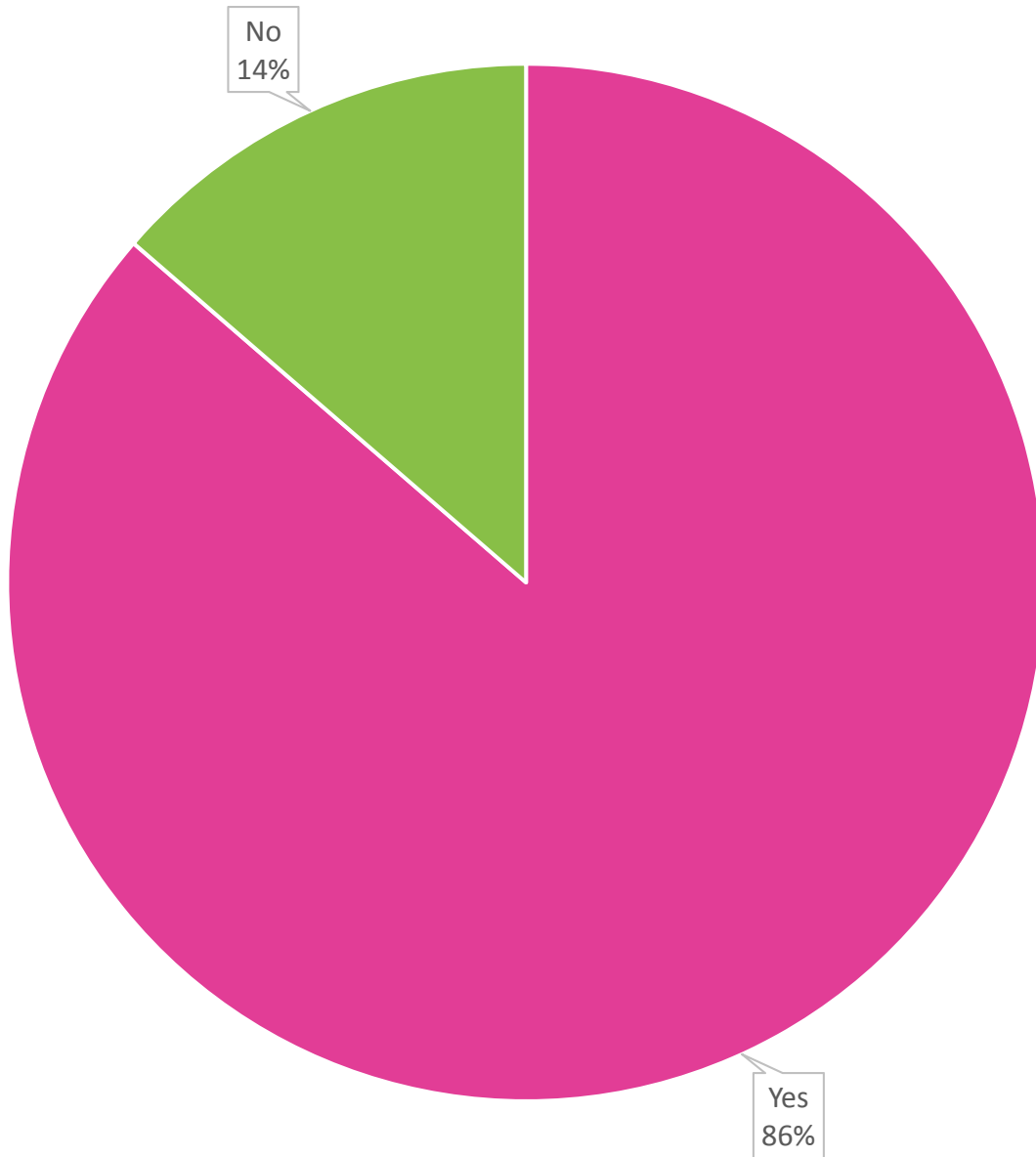
Question 4: What is the greatest barrier that keeps you from biking? Check all that apply.



Question 5: What is the greatest barrier that keeps you from using the bus?  
Check all that apply.



Question 6: Do you support additional public money from local governments for funding specific transportation projects?



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Citizens Advisory Committee (CAC)
<b>Meeting Date:</b>	May 19, 2015
<b>Item Number:</b>	6e
<b>Item Title:</b>	Transportation Regional Incentive Program (TRIP) Grant Applications for 2015
<b>Item Origination:</b>	2015 TRIP Grant Cycle
<b>UPWP Reference:</b>	Task 5.1 – Models of Regional Planning Cooperation
<b>Requested Action:</b>	Review and recommend endorsement of the TRIP grant applications for the 2015 grant cycle, recommend endorsement with conditions, or do not recommend endorsement.
<b>Staff Recommendation:</b>	Based on the projects being TPO Priority Projects, it is recommended that the TRIP project applications for Port St. Lucie Boulevard and Phase 1 of the St. Lucie Advanced Transportation Management System be recommended for endorsement.

### **Attachments**

- Staff Report
- TRIP Applications

## MEMORANDUM

**TO:** Citizens Advisory Committee (CAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** May 15, 2015

**SUBJECT:** **Transportation Regional Incentive Program (TRIP)  
Grant Applications for 2015**

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### BACKGROUND

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

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

FY 16/17	\$240,000
FY 17/18	\$270,000
FY 18/19	\$360,000
FY 19/20	\$990,000
<b>Total</b>	<b>\$1,860,000</b>

### ANALYSIS

Potential projects for TRIP funding must meet eligibility requirements and are prioritized according to several criteria. The most significant of these requirements typically has been the 50 percent local match that is required for a TRIP project. In addition, projects considered for TRIP funding



historically have been derived from the Regionally Ranked Needs Project List which is referenced on the attached applications.

The TPO is submitting applications for the widening of Port St. Lucie Boulevard from Paar Drive to Darwin Boulevard and for Phase 1 of the St. Lucie Advanced Transportation Management System (ATMS). The TRIP funding for FY 16/17 is being requested for the Port St. Lucie Boulevard project, and the TRIP funding for the subsequent fiscal years is being requested for Phase 1 of the ATMS project. Both projects are TPO Priority Projects. The TPO would use its federal funding as local matches for the TRIP funding as provided for in Chapter 40 of the FDOT Work Program Instructions.

### **RECOMMENDATION**

Based on the projects being TPO Priority Projects, it is recommended that the TRIP project applications for Port St. Lucie Boulevard and Phase 1 of the St. Lucie Advanced Transportation Management System be recommended for endorsement.



## 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 Transportation Planning Organization/Florida Department of Transportation District 4**

Address: **466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953**

Project Manager: **Peter Buchwald/Rita Bulsara**

Phone: **(772) 462-1593**

E-mail: **buchwaldp@stlucieco.org**

TCTC funding for this cycle:

FY 16/17	\$240,000
FY 17/18	\$270,000
FY 18/19	\$360,000
FY 19/20	\$990,000
<b>Total</b>	<b>\$1,860,000</b>

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

**Project Information:**

Project Name: **Port St. Lucie Boulevard from Paar Drive to Darwin Boulevard (FM #431752-2)**

County Location: **St. Lucie**

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

Road number (if applicable): **Not applicable**

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

A location map with an aerial view is attached (Location\_Map.pdf)

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

**The project scope of work consists of widening the roadway from 2 to 4 lanes and adding a raised median, bicycle lanes, sidewalks, and lighting.**

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

Typical section is attached (Typical\_Section.pdf)

Explain how the project adds **capacity** to the regional transportation system.

**The project adds capacity to the regional transportation system by adding two vehicle lanes and adding pedestrian and bicycle capacity, where currently there is none, to a need identified in the Regionally Ranked Needs Project List.**

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 Greater Treasure Coast Regional Planning Model Version 4 identifies the segment with a failing level of service in the future. The project will alleviate the future traffic congestion by adding vehicle lanes and will improve safety by addressing the existing roadway deficiencies with regard to the lack of a median and bicycle and pedestrian infrastructure. In addition to being identified in the Regionally Ranked Needs Project List, the project is identified in the 2035 Regional Long Range Transportation Plan (page 8-19), the FY 2015/16 – FY 2019/20 Draft Tentative Work Program (page 11), the FY 2014/15 – FY 2018/19 Transportation Improvement Program (page C 1-17), and the St. Lucie TPO's 2014/15 List of Priority Projects. The adopted comprehensive plans of St. Lucie County and the City of Port St. Lucie classify Port St. Lucie Boulevard as an Urban Principal Arterial critical to facilitating the north-south movement of traffic in southern St. Lucie County.**

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

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

**The project will improve the regional mobility within the Regional Transportation Area by increasing the multimodal capacity of the corridor which extends through the most populous area of the region into Martin County and which provides connections to and/or serves as parallel facilities for U.S. Highway 1, Florida's Turnpike, and I-95.**

Illustrate how the project reflects the statutory (339.2817) guidelines under which the District will prioritize and select candidate projects for funding:

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

**The project tremendously increases capacity by doubling the number of lanes of the segment and incorporating bicycle and pedestrian facilities where currently there is none. The project will enhance the connectivity to the SIS and U.S. Highway 1 and significantly contribute to the growth and sustainability of the region by expanding multimodal access to residential properties, shopping centers, schools, and recreational facilities as identified in the recently-approved Project Development & Environment Study (PD&E).**

How will TRIP funding accelerate the project's implementation?

**The TRIP funding will allow \$240,000 of programmed SU funds to be redirected from the ROW Phase to the Construction Phase which will support the advancement of the construction of the project and accelerate its ultimate implementation.**

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 (i.e. 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 (*see Attachment D - Work Program Excerpt*)

Describe source of matching funds per phase requested and any restrictions on availability. Each phase requested (i.e. 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).

**The matching funds are programmed SU funds that are detailed as follows:**

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input checked="" type="checkbox"/> Right of Way	<b><u>FY 16/17</u></b>	<b><u>\$240,000</u></b>	<b><u>\$265,652 (SU)</u></b>
<input type="checkbox"/> Construction	_____	_____	_____
<input type="checkbox"/> CEI	_____	_____	_____

**Project Qualification Information:**

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

**NO**

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

**NO**

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

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

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

**The right-of-way is owned by private parties as identified in the recently-approved PD&E Study.**

**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. **(attached)**

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

**Attachment C:** Project support data, as appropriate. **(refer to PD&E)**

**Attachment D:** Provide implementation schedules for all appropriate phases. **(attached)**

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

**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. **(attached)**

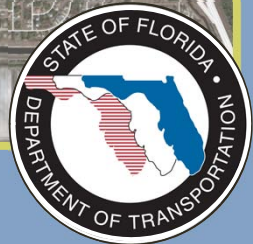
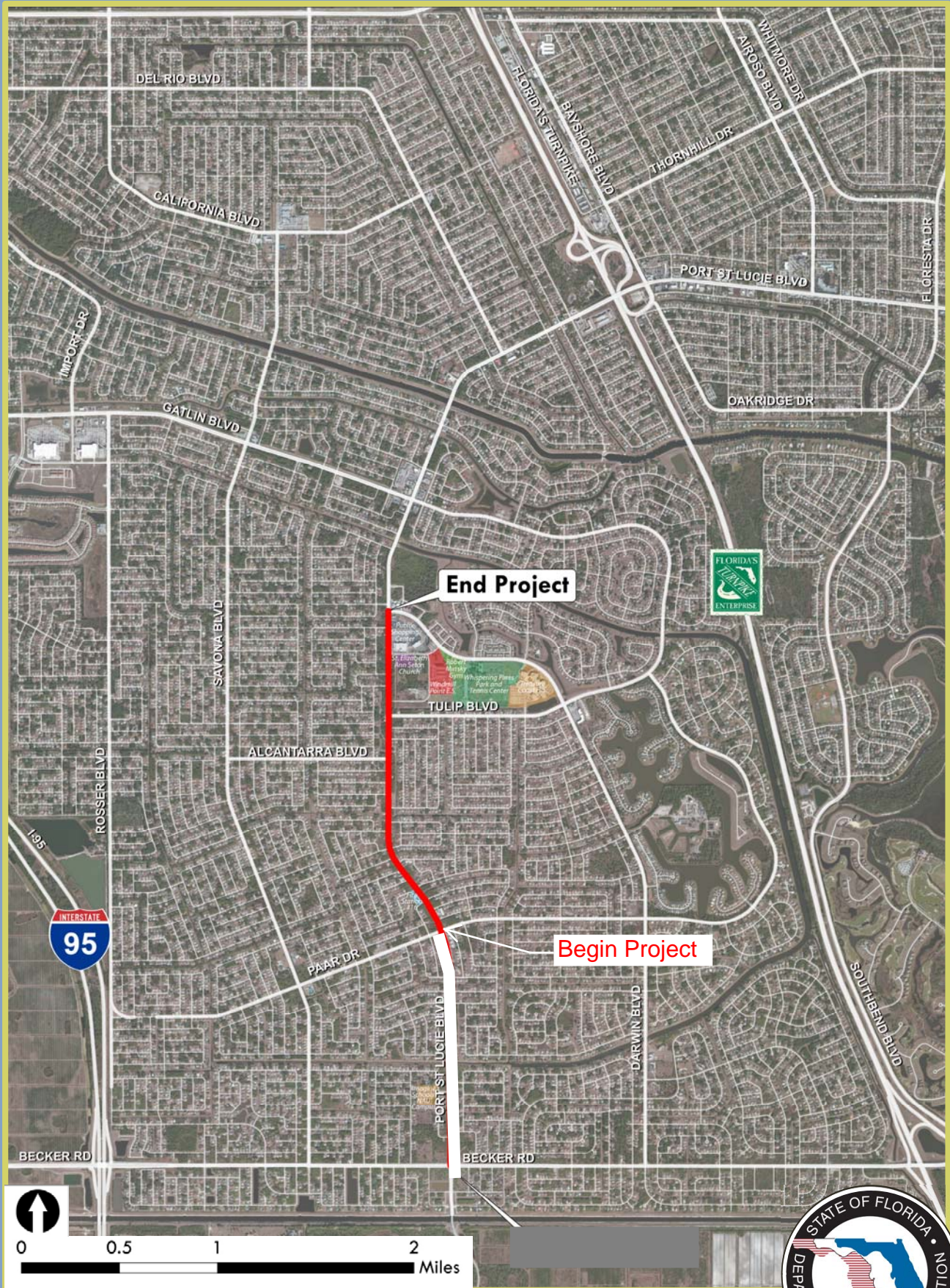
**Attachment G:** Document that the candidate project meets the following TRIP statutory eligibility requirements. **(attached)**

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

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

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

# Project Location Map







## 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 Transportation Planning Organization/Florida Department of Transportation District 4**

Address: **466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953**

Project Manager: **Peter Buchwald/Morteza Alian**

Phone: **(772) 462-1593**

E-mail: **buchwaldp@stlucieco.org**

TCTC funding for this cycle:

FY 16/17	\$240,000
FY 17/18	\$270,000
FY 18/19	\$360,000
FY 19/20	\$990,000
<b>Total</b>	<b>\$1,860,000</b>

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: **St. Lucie Advanced Transportation Management System-Phase 1 (FM #435245-1)**

County Location: **St. Lucie**

Facility (must be on the regional priority list of the respective regional transportation area): **#12: U.S. 1 – Edwards Rd. to Midway Rd.**  
**#17: U.S. 1 – IR County Line to Juanita Ave.**  
**#34: Okeechobee Rd. – Turnpike to McNeil Rd.**  
**#36: Okeechobee Rd. – McNeil Rd. to Virginia**  
**#53: Edwards Rd. – Jenkins Rd. to 25th St.**  
**#58: U.S. 1 – Midway Rd. to Walton Rd.**

Road number (if applicable): **SR-5, SR-70**

Project limits (include begin/end limits): **U.S. 1 (SR-5) – Turnpike Feeder Road to Savannah Club Boulevard**  
**Okeechobee Road (SR-70) – Kings Highway to U.S. 1 (SR-5)**  
**Edwards Road - Okeechobee Road (SR-70) to U.S. 1 (SR-5)**

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 projects include quantities and cost per item, i.e. bus, train, passenger shelters, benches etc.):

**The project scope of work consists of the installation of fiber optic infrastructure, cameras, poles, and data collection devices to connect 56 intersections along three regional corridors.**

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

Typical section is attached (*ATMS Master Plan Excerpt is attached*)

Explain how the project adds **capacity** to the regional transportation system.

**The project adds capacity to the regional transportation system with the installation of capacity-maximizing, corridor management infrastructure, also known as Intelligent Transportation Systems (ITS), to address as many as six capacity needs identified in the Regionally Ranked Needs Project List.**

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 local jurisdictions of St. Lucie County, the City of Port St. Lucie, and the City of Fort Pierce identify the corridors of the project as arterial corridors that are critical to facilitating the north-south and east-west movements of traffic throughout the St. Lucie TPO area. The project will address current and future traffic congestion along these corridors and reduce travel times and fuel consumption. The project is identified in the 2035 Regional Long Range Transportation Plan (page 8-3), the FY 2015/16 – FY 2019/20 Draft Tentative Work Program (page 9), the draft FY 2015/16 – FY 2019/20 Transportation Improvement Program (page C 1-21), and the St. Lucie TPO’s 2014/15 List of Priority Projects. The project also is an integral phase of the Advanced Transportation Management System (ATMS) Master Plan for the St. Lucie TPO area that was completed by FDOT District 4 in 2013.**

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

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

**The regional mobility within the Regional Transportation Area will be improved by the project addressing as many as six capacity needs within the most populous area of the regional transportation system including one of the primary north-south regional corridors (U.S. Highway 1/SR-5) and one of the primary east-west regional corridors (Okeechobee Road/SR-70) connecting U.S. Highway 1, Florida’s Turnpike, and I-95.**

Illustrate how the project reflects the statutory (339.2817) guidelines under which the District will prioritize and select candidate projects for funding:

- Increases capacity
- 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 comprehensive and detailed ATMS Master Plan completed by FDOT District 4 illustrates the need for the project and how it will address capacity by improving the efficiency of the priority corridors that were identified based on the current traffic conditions, existing land-use, roadway classification, access management, and future development. These guidelines for corridor prioritization support economic development, expand access to regional employment centers, businesses, and attractions, and enhance freight opportunities. In addition, the installation of the corridor management infrastructure strengthens the connectivity of the region to the SIS and U.S. Highway 1 which contributes to the overall growth and sustainability of the region.**

How will TRIP funding accelerate the project's implementation?

**FDOT District 4 completed the ATMS Master Plan for the St. Lucie TPO area on behalf of and in cooperation with the local jurisdictions of the St. Lucie TPO area. The design of Phase I of the ATMS Master Plan subsequently has been programmed in the FDOT District 4 Work Program. The TRIP funding will significantly accelerate the project's implementation by enabling the construction of Phase I, which is currently unfunded, to be programmed in the District's Work Program.**

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 (i.e. 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 (*ATMS Master Plan Excerpt is attached*)

Describe source of matching funds per phase requested and any restrictions on availability. Each phase requested (i.e. 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).

**The matching funds are projected SU funds that are detailed as follows:**

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	_____	_____	_____
<input checked="" type="checkbox"/> Construction	<b><u>FY 16/17 – FY 19/20</u></b>	<b><u>\$1,620,000</u></b>	<b><u>\$1,666,221 (SU)</u></b>
<input type="checkbox"/> CEI	_____	_____	_____

**Project Qualification Information:**

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

**NO**

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

**NO**

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

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

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

**The right-of-way is owned by public entities as identified in the ATMS Master Plan.**

**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. **(attached)**

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

**Attachment C:** Project support data, as appropriate. **(refer to ATMS Master Plan)**

**Attachment D:** Provide implementation schedules for all appropriate phases. **(FDOT Work Program excerpt is attached)**

**Attachment E:** Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan. **(not applicable)**

**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. **(attached)**

**Attachment G:** Document that the candidate project meets the following TRIP statutory eligibility requirements. **(attached)**

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

**Please transmit a Regional Prioritized 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 L. Wetherell, FDOT District 4 TRIP Coordinator or Aiah Yassan, FDOT District 6 TRIP Coordinator, for detailed program requirements.



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