Appendix A

LRTP Checklist

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
23 C.F.R. Part 450 – Planning Assistance and Standards		
A-1	Does the plan cover a 20-year horizon from the date of adoption? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(a)	Chapter 1. Plan Overview; About SmartMoves 2045 Chapter 2. Study Area Data Review Analysis – Forecast of Population and Employment Chapter 5. Multimodal Needs Plan Chapter 6. Financial Resources Analysis Chapter 8. Multimodal Cost Feasible Plan
A-2	Does the plan address the planning factors described in 23 C.F.R. 450.306(b)? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. Risk and Resiliency Does the plan improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation? Travel and Tourism Does that plan enhance travel and tourism? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(a)	Chapter 2. Study Area Data Review Analysis Chapter 3. Goals, Objectives, and Performance Measures Chapter 8. Multimodal Cost Feasible Plan Chapter 9. Implementation – Resiliency

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-3	Does the plan include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(b)	Chapter 1. Plan Overview Chapter 3. Goals, Objectives, and Performance Measures – Table 3-1 Goals, Objectives, and Performance Measures Chapter 5. Multimodal Needs Plan Chapter 7. Transportation Alternatives Chapter 8. Multimodal Cost Feasible Plan
A-4	Was the requirement to update the plan at least every five years met? Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(c)	Chapter 1. Plan Overview Go2040 (2040 LRTP) was adopted in February 2016 and SmartMoves 2045 (2045 LRTP) was adopted in February 2021.
A-5	Did the MPO coordinate the development of the metropolitan transportation plan with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? 23 C.F.R. 450.324(d)	N/A
A-6	Was the plan updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(e)	Chapter 2. Study Area Data Review Analysis – Forecast of Population and Employment

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-7	Does the plan include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(1)	Chapter 2. Study Area Data Review Analysis – Movement of Goods and Services & Forecast of Population and Employment Chapter 5. Multimodal Needs Plan
A-8	Does the plan include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors) that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan? 23 C.F.R. 450.324(f)(2)	Chapter 2. Study Area Data Analysis – Transportation System Chapter 3. Goals, Objectives, and Performance Measures – Table 3-1 Goals, Objectives, and Performance Measures Chapter 5 – Multimodal Needs Plan Chapter 7 – Transportation Alternatives Chapter 8 – Multimodal Cost Feasible Plan
A-9	Does the plan include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with §450.306(d)? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(3)	Chapter 3. Goals, Objectives, and Performance Measures – Table 3-1 Goals, Objectives, and Performance Measures Chapter 9. Implementation – System Performance Report

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-10	Does the plan include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in §450.306(d), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(4)(i)	Chapter 3. Goals, Objectives, and Performance Measures – Table 3-1 Goals, Objectives, and Performance Measures Chapter 9. Implementation– System Performance Report

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-11	Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under 49 U.S.C. chapter 53 by providers of public transportation, required as part of a performance-based program including: (i) The State asset management plan for the NHS, as defined in 23 U.S.C. 119(e) and the Transit Asset Management Plan, as discussed in 49 U.S.C. 5326; (ii) Applicable portions of the HSIP, including the SHSP, as specified in 23 U.S.C. 148; (iii) The Public Transportation Agency Safety Plan in 49 U.S.C. 5329(d); (iv) Other safety and security planning and review processes, plans, and programs, as appropriate; (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in 23 U.S.C. 149(l), as applicable; (vi) Appropriate (metropolitan) portions of the State Freight Plan (MAP-21 section 1118); (vii) The congestion management process, as defined in 23 CFR 450.322, if applicable; and (viii) Other State transportation plans and transportation processes required as part of a performance-based program. Please see the "New Requirements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.306 (d)(4)	Chapter 3. Goals, Objectives, and Performance Measures – Federal, State, and Local Goals, Table 3-1 Goals, Objectives, and Performance Measures, Table 3-2 Goals, Objectives, and Planning Factors Chapter 9. Implementation – System Performance Report

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-12	Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(5)	Chapter 5. Multimodal Needs Plan Chapter 7. Transportation Alternatives Chapter 8. Multimodal Cost Feasible Plan
A-13	Does the plan include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(6)	Chapter 5. Multimodal Needs Plan Chapter 8. Multimodal Cost Feasible Plan
A-14	Does the plan include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters? 23 C.F.R. 450.324(f)(7)	Chapter 2. Study Area Data Review Analysis – Countywide System Chapter 5. Multimodal Needs Plan Chapter 7. Transportation Alternatives Chapter 8. Multimodal Cost Feasible Plan Chapter 9. Implementation – Resiliency
A-15	Does the plan include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in 23 U.S.C. 101(a), and associated transit improvements, as described in 49 U.S.C. 5302(a)? 23 C.F.R. 450.324(f)(8)	Chapter 2. Study Area Data Review Analysis – Transportation System Chapter 5. Multimodal Needs Plan Chapter 7. Transportation Alternatives Chapter 8. Multimodal Cost Feasible Plan

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-16	Does the plan describe all proposed improvements in sufficient detail to develop cost estimates? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(9)	Chapter 6. Financial Resources Analysis Chapter 8. Multimodal Cost Feasible Plan Appendix D. Financial Resources
A-17	Does the plan include a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(10)	Chapter 2. Study Area Data Review Analysis – Countywide System Chapter 9. Implementation
A-18	Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented? Please see the "Fiscal Constraint" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(11)	Chapter 8. Multimodal Cost Feasible Plan
A-19	Does the plan include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation? 23 C.F.R. 450.324(f)(11)(i)	Chapter 6. Financial Resources Analysis Chapter 8. Multimodal Cost Feasible Plan Appendix D. Financial Resources

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-20	Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support metropolitan transportation plan implementation, as required under §450.314(a)? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(f)(11)(ii)	Chapter 6. Financial Resources Analysis Appendix D. Financial Resources
A-21	Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the plan, and, in the case of new funding sources, identify strategies for ensuring their availability? 23 C.F.R. 450.324(f)(11)(iii)	Chapter 6. Financial Resources Analysis
A-22	Does the plan's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)? 23 C.F.R. 450.324(f)(11)(iv)	Chapter 6. Financial Resources Analysis, Projected Revenue Estimates Appendix D. Financial Resources
A-23	Does the financial plan address the specific financial strategies required to ensure the implementation of TCMs in the applicable SIP? 23 C.F.R. 450.324(f)(11)(vi)	Chapter 3. Goals, Objectives, and Performance Measures – Table 3-1 Goals, Objectives, and Performance Measures Chapter 5. Multimodal Needs Plan Chapter 8. Multimodal Cost Feasible Plan
A-24	Does the plan include pedestrian walkway and bicycle transportation facilities in accordance with 23 U.S.C.17(g)? 23 C.F.R. 450.324(f)(12)	Chapter 5. Multimodal Needs Plan Chapter 7. Transportation Alternatives Chapter 8. Multimodal Cost Feasible Plan

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-25	Does the plan integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the "Technical Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(h)	Chapter 3. Goals, Objectives, and Performance Measures
A-26	Does the plan identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? 23 C.F.R. 450.324(g)(1)	Chapter 2. Study Area Data Analysis, Chapter 5. Multimodal Needs Plan
A-27	Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan using the participation plan developed under §450.316(a)? 23 C.F.R. 450.324(j)	Chapter 4. Community Engagement • Individual focus groups were conducted. • Attended/set-up pop-up outreach events at specific locations and easy accessible. • Specific efforts were made for the easy-to-ignore communities. Appendix C. Public Involvement

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-28	Did the MPO publish or otherwise make readily available the metropolitan transportation plan for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Administrative Topics" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.324(k), 23 C.F.R. 450.316(a)(1)(iv)	Chapter 4. Community Engagement
A-29	Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed metropolitan transportation plan? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(i)	Chapter 4. Community Engagement
A-30	In developing the plan, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(vii)	Chapter 2. Study Area Data Review Analysis – Countywide System Chapter 4. Community Engagement Appendix C. Public Involvement

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-31	Has the MPO demonstrated explicit consideration of and response to public input received during development of the plan? If significant written and oral comments were received on the draft plan, is a summary, analysis, and report on the disposition of the comments part of the final plan? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.316(a)(1)(vi) & 23 C.F.R. 450.316(a)(2)	Chapter 4. Community Engagement Appendix C. Public Involvement – Key Decision Points
A-32	Did the MPO provide an additional opportunity for public comment if the final plan differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the "Stakeholder and Coordination Input" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R 450.316(a)(1)(viii)	Chapter 4. Community Engagement Appendix C. Public Involvement
A-33	Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities? Please see the "Proactive Improvements" section of the 2018 FHWA LRTP Expectations Letter for guidance. 23 C.F.R. 450.316(b)	Chapter 4. Community Engagement
A-34	If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the plan? 23 C.F.R 450.316(c)	Chapter 2. Study Area Data Review Analysis Appendix C. Public Involvement – Email Correspondence

FDOT LRTP Review Checklist

	Section A – Federal Requirements	Where and How Addressed
A-35	If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the plan? 23 C.F.R 450.316(d)	Chapter 2. Study Area Data Review Analysis Appendix C. Public Involvement – Email Correspondence
A-36	In urbanized areas that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries? 23 C.F.R. 450.314(e)	Chapter 6. Financial Resources Analysis Appendix D. Financial Resources

FDOT LRTP Review Checklist

	Section B – State Requirements	Where and How Addressed
Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175		
B-1	Are the prevailing principles in s. 334.046(1), F.S. – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the plan? ss.339.175(1), (5) and (7), F.S.	Chapter 3. Goals, Objectives, and Performance Measures Chapter 9. Implementation
B-2	Does the plan give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities? ss.339.175(1) and (7)(a), F.S.	Chapter 2. Study Area Data Review Analysis Chapter 5. Multimodal Needs Plan Chapter 6. Financial Resources Analysis – Funding Sources Chapter 7. Transportation Alternatives Chapter 8. Multimodal Coast Feasible Plan
B-3	Is the plan consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area? ss.339.175(5) and (7), F.S.	Chapter 3. Goals, Objectives, and Performance Measures – Table 3-1 Goals, Objectives, and Performance Measures
B-4	Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions? ss.339.175(1) and (7) F.S.	Chapter 3. Goals, Objectives, and Performance Measures – Table 3-1 Goals, Objectives, and Performance Measures
B-5	Were the goals and objectives identified in the Florida Transportation Plan considered? s.339.175(7)(a), F.S.	Chapter 3. Goals, Objectives, and Performance Measures

FDOT LRTP Review Checklist

	Section B – State Requirements	Where and How Addressed
B-6	Does the plan assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods? s.339.175(7)(c), F.S.	Chapter 5. Multimodal Needs Plan Chapter 6. Financial Resources Analysis – Funding Sources Chapter 7. Transportation Alternatives Chapter 8. Multimodal Cost Feasible Plan
B-7	Does the plan indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising? s.339.175(7)(d), F.S.	Chapter 2. Study Area Data Review Analysis Chapter 5. Multimodal Needs Plan Chapter 8. Multimodal Cost Feasible Plan
B-8	Was the plan approved on a recorded roll call vote or hand-counted vote of the majority of the membership present? s.339.175(13) F.S.	Recorded roll call on February 3, 2021.

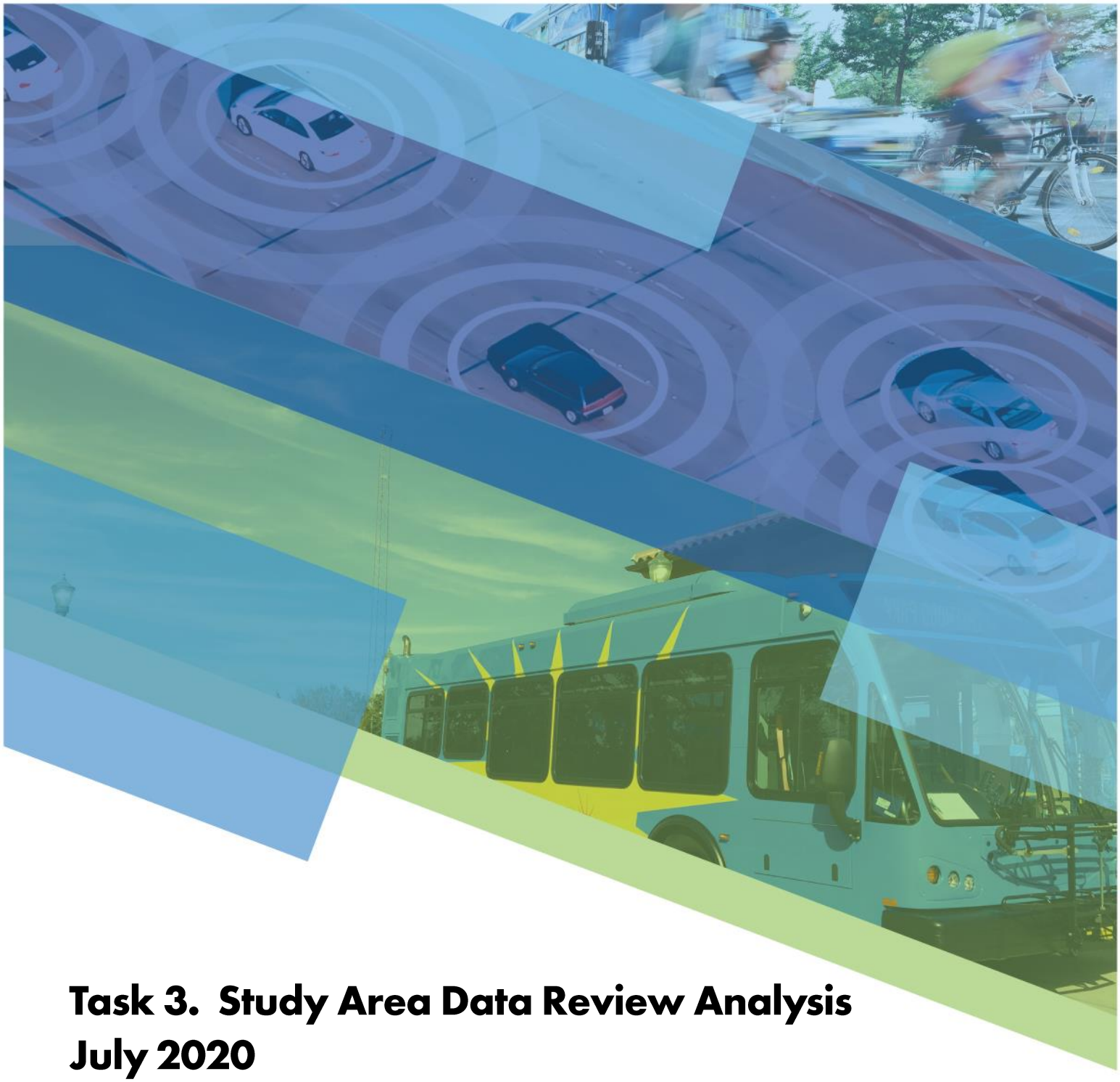
	Section C – Proactive Recommendations	Where and How Addressed
C-1	Does the plan attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation? 23 C.F.R 450.306(b)(9)	Chapter 8. Multimodal Cost Feasible Plan Chapter 9. Implementation – Resiliency

FDOT LRTP Review Checklist

	Section C – Proactive Recommendations	Where and How Addressed
C-2	Does the plan proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?	Chapter 2. Study Area Data Review Analysis – Countywide System Chapter 3. Goals, Objectives, and Performance Measures Chapter 7. Transportation Alternatives Chapter 9. Implementation
C-3	Does the plan consider the transportation system's accessibility, mobility, and availability to better serve an aging population?	Chapter 3. Goals, Objectives, and Performance Measures Chapter 7. Transportation Alternatives Chapter 8. Multimodal Cost Feasible Plan
C-4	Does the plan consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?	Chapter 3. Goals, Objectives, and Performance Measures Chapter 7. Transportation Alternatives Chapter 8. Multimodal Cost Feasible Plan
C-5	Is the MPO considering the short- and long-term effects of population growth and or shifts on the transportation network?	Chapter 2. Study Area Data Review Analysis – Forecast of Population

Appendix B

Study Area Data Review Analysis



Task 3. Study Area Data Review Analysis
July 2020

St. Lucie Transportation Planning Organization

SMART MOVES 2045
St. Lucie TPO Long Range Transportation Plan

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Study Area Data Review and Analysis

Review of Planning Documents and Requirements

Federal Plans, Regulations, and Initiatives

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

The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015, as a funding and authorization bill to guide federal transportation investment. It authorized $305 billion over Fiscal Years (FY) 2016 through 2020 for highway, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act was the first federal law in over a decade to provide long-term funding certainty for surface transportation infrastructure planning and investment.

The FAST Act continues the Metropolitan Planning Program which establishes a cooperative, continuous, and comprehensive (3-C) framework for making transportation investment decisions. It provides funding and procedural requirements for multimodal transportation planning in metropolitan areas, resulting in long-range plans and short-range programs of transportation investment priorities. Both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly oversight the Metropolitan Planning Program (FAST Act § 1201; 23 U.S.C. 134).

The FAST Act continues the metropolitan planning requirements that were in effect under MAP-21, as well as the approach to formula program funding, authorizing lump sum totals. The FAST Act continues to include support for facilities that enable an intermodal transportation system. It expands the scope of consideration of the metropolitan planning process to include improving transportation system resiliency and reliability and enhancing travel and tourism.

The FAST Act specifically addresses transportation issues relating to Project Delivery, Freight, federal funding, financing or technical assistance through the Innovative Finance Bureau, Safety and Transit. In addition, the FAST Act rolled out a number of provisions aimed at improving transportation options, redeveloping communities, and expanding employment opportunities notably through Transit Oriented Development (TOD) with significant design flexibilities. These new initiatives were created in order to streamline the process of seeking federal approval, create a safer transportation network, and improve freight railways.

Federal Transit Administration (FTA) Guidelines for LRTP Updates, 2018[1]

The transportation plan shall include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The metropolitan transportation plan shall, at a minimum, include the following.

- The current and projected transportation demand of persons and goods
- Existing and proposed transportation facilities
- Performance measures and performance targets
- System performance report
- Operational and management strategies to relieve vehicular congestion and maximize safety and mobility

[1] 23 CFR 450 - Planning Assistance and Standards (§450.324 Development and content of the metropolitan transportation plan)

- Assessment of capital investment and other strategies to preserve infrastructure, provide for multimodal capacity increases, and reduce vulnerability
- Transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption, including systems that are privately owned and operated, and including transportation alternatives
- Types of potential environmental mitigation activities and potential areas to carry out these activities
- Pedestrian walkway and bicycle transportation facilities

U.S. Department of Transportation (USDOT) Strategic Plan for FY 2018-2022, 2018

The U.S. Department of Transportation (USDOT) Strategic Plan for FY 2018-2022 establishes DOT's strategic goals and objectives, presenting the long-term objectives an agency hopes to accomplish at the beginning of each new term of an Administration. The strategic goals include the following.

- Reducing Transportation-Related Fatalities and Serious Injuries Across the Transportation System
- Investing in Infrastructure to Ensure Safety, Mobility and Accessibility
- Leading in the Development and Deployment of Innovative Practices and Technologies that Improve the Safety and Performance of the Nation's Transportation System
- Serving the Nation with Reduced Regulatory Burden and Greater Efficiency, Effectiveness and Accountability

It highlights the potential benefits of emerging technologies in the context of advancing DOT's mission of providing safe, clean, accessible, and efficient transportation. It also examines the existing regulatory structure and the new policy and regulatory challenges posed by emerging technologies. Strategies include partnerships with the private sector, State, Tribal, and local governments, and research organizations to encourage technology innovation and development of data systems to support data-driven technologies, decision making in real time, and data sharing.

FHWA Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning, 2014

The Model Long-Range Transportation Plans: A Guide for Incorporating Performance-Based Planning prepared by FHWA is a companion document to the Performance Based Planning and Programming Guidebook, 2013 to provide detailed information about developing a performance-based statewide long-range or metropolitan transportation plan. A performance-based plan sets the foundation of goals, objectives, performance measures, and targets that support decisions for long-range investments and policies, and guides programming, as well as shorter-range decisions that move toward achievement of desired system performance outcomes.

The recommended framework to develop a Performance-Based Planning & Programming (PBPP) Plan is presented in **Figure 1**.

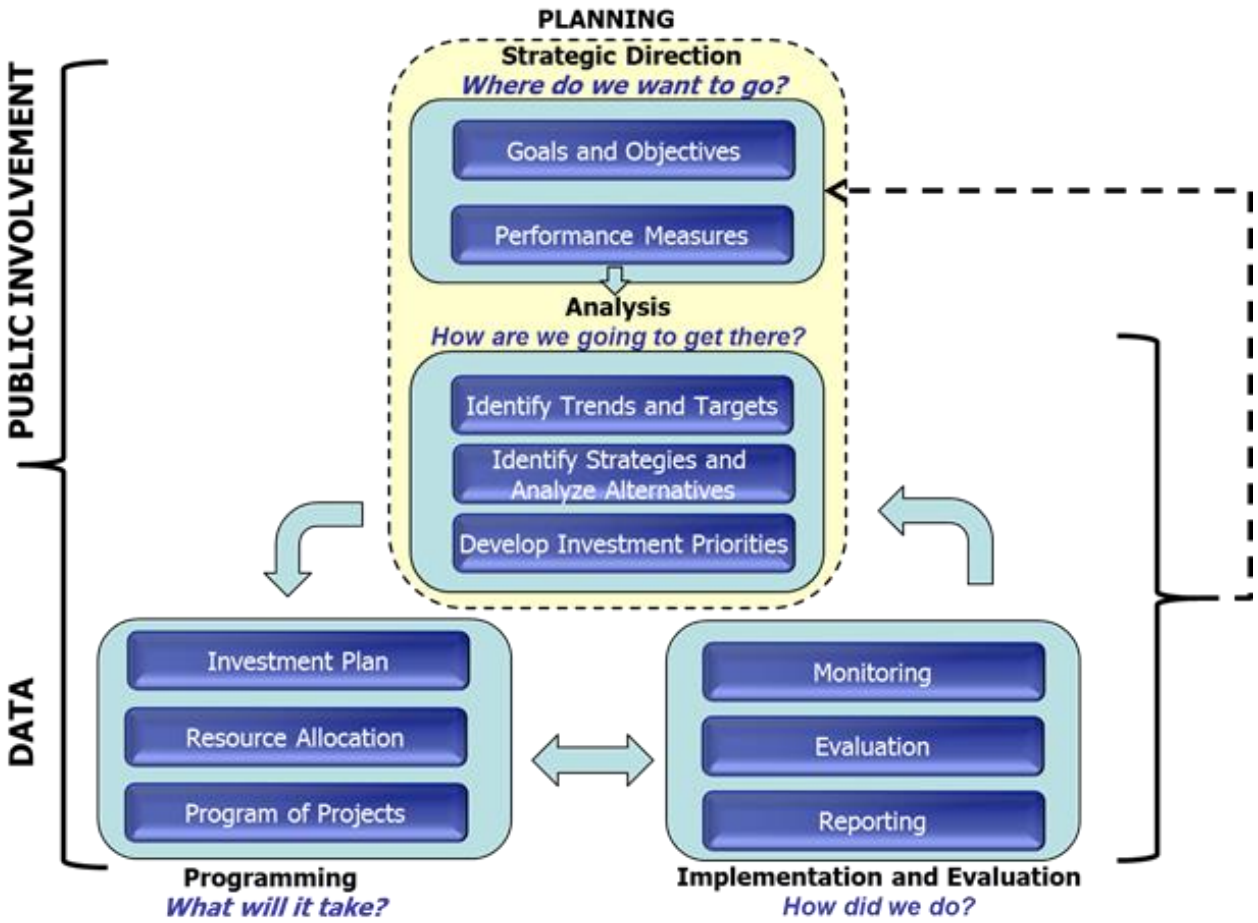


Figure 1. Framework for PBPP

State Plans and Legislation

Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs, 2018

The Federal Strategies for Implementing Requirements for LRTP Updates for the Florida MPOs was developed to clearly identify and document expectations related to meeting federal requirements for the Long Range Transportation Plans (LRTPs). FHWA and FTA worked closely with the Florida Department of Transportation (FDOT), the Metropolitan Planning Organization Advisory Council (MPOAC), and Florida's Metropolitan Organizations (MPOs). Some of the discussed topics regarding existing requirements include the following.

- Stakeholder coordination and input, and specific Public Involvement strategies.
- Fiscal constraint including required project phases and inclusion of projects from the date of adoption projected out at least 20 years from that date.
- Technical topics, inclusive of
  - consistency with the Florida Strategic Highway Safety Plan (SHSP),
  - assessment of freight needs (the planning regulations now require the goals, objectives performance measures and targets of the State Freight Plan to be integrated into the LRTPs either directly or by reference)
  - types of potential environmental mitigation activities for highway projects
  - evaluation of the effectiveness of Congestion Management strategies

- Americans with Disabilities Act (ADA) Transition Plans

» Administrative topics

In addition, the document discusses new requirements as listed below.

» Two new planning factors that need to be considered.
    1. Improving the resiliency and reliability of the transportation system and reducing or mitigating stormwater impacts of surface transportation
    2. Enhancing travel and tourism.
» Performance measures and the targets the MPO has selected for assessing the performance of the transportation system. A system performance report is also required to be included.
» Inclusion of strategies/actions that provide for the development of an integrated multimodal transportation system.
» Emerging technologies, such as Mobility on Demand (MOD), are not federally required to be included in LRTPs. However, it is noted that addressing these issues early on may potentially minimize the level of effort needed to achieve future compliance.

This encourages MPOs to implement strategies that contribute to comprehensive livability programs and advance projects with multimodal connectivity.

FDOT Long Range Transportation Plan Citizen-Friendly Best Practices, 2013

The Long Range Transportation Plan Citizen-Friendly Best Practices report consists of nationwide research conducted by FDOT that assesses best practices for user-friendly LRTPs. The resulting document is meant to serve as guidance for the development of LRTPs in Florida.

The key principles were distilled into four (4) criteria that were used to assess LRTPs for citizen- friendliness.

» Length – the length of a document and the ability of the reader to comprehend its information are correlated
» Clarity – the clarity of the LRTP assessment is the element most related to the content of the LRTP's narrative
» Graphics – the graphics are a critical component in the composition of any type of report distributed to the general public
» Vision – the visioning process is a vital ingredient to any major planning effort

It presents research meant to guide MPOs to develop a more citizen-friendly LRTP, explicitly assuming that LRTPs consists of the following.

» Developed with a clear vision
» Easy to access via the MPO's website
» Easy to read and understandable by the general public
» Of a reasonable page-length
» Sub-divided into meaningful sections
» Free of excess information that could reasonably be located in ancillary documents
» Inclusive of appropriate methods for presenting the report's content (e.g., easy to understand charts and visual aids)

Figure 2 illustrates how each of the four (4) criteria can be applied to the LRTP planning process in Florida to help create citizen-friendly documents.

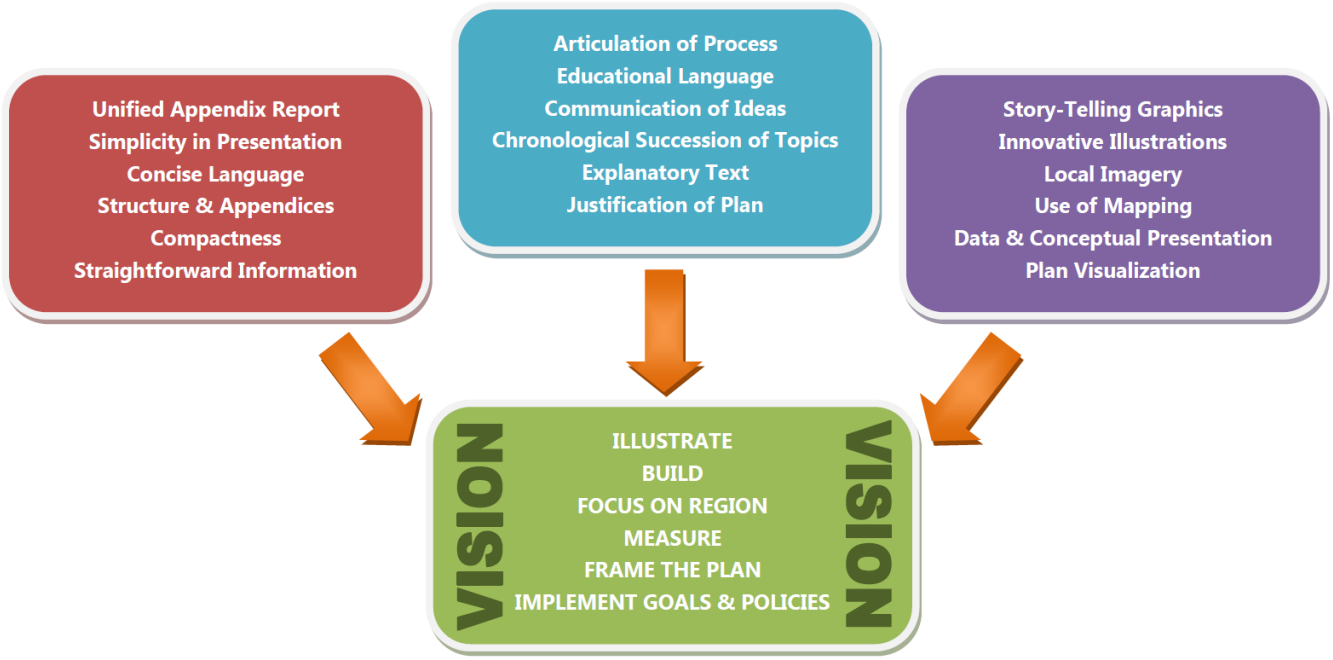


Figure 2. LRTP Basis for Best Practice

FDOT MPO Program Management Handbook, 2020

The MPO Program Management Handbook developed by FDOT provides guidance to FDOT and MPO staff for carrying out their metropolitan transportation planning responsibilities. The document presents procedures, policies, and timelines for the purpose of developing MPO planning and programming products. Significant changes in the 2020 update of this document include clarification on performance measures implementation requirements in the LRTP, as well as system performance reporting requirements.

The ten (10) Federal Planning Factors that MPOs must consider in the planning process are shown in **Figure 3**.

Listed below are the federal requirements for the LRTP as per 23 C.F.R.450.306(a) and (b).

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and nonmotorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system across and between modes for people and freight
- Promote efficient system management and operations
- Emphasize the preservation of the existing transportation system

- Improve the resiliency and reliability of the transportation system, and reduce or mitigate storm water impacts of surface transportation
- Enhance travel and tourism

State requirements for the LRTP as per Section 339.175(6)(b). F.S. include the following.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety and security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility options available to people and for freight;
- Protect and enhance the environment, promote energy conservation, and improve quality of life
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

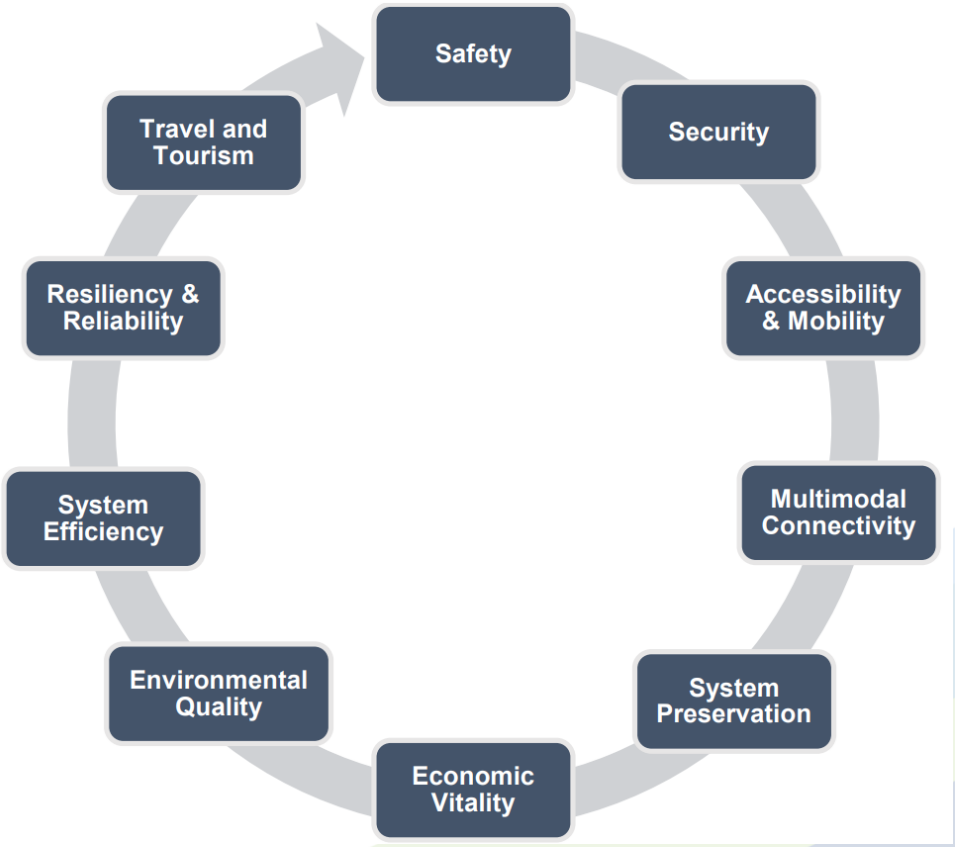


Figure 3. Federal Planning Factors

Ensuring American Leadership in Automated Vehicle Technologies Initiative, 2020

The U.S. Government encourages a future in which the United States is a global leader in Autonomous Vehicle (AV) technology. To support this endeavor, the White House and the US Department of Transportation developed AV 4.0, building upon previous versions of Federal AV guidance to provide policies, guidance, and best practices in preparation for emerging and innovative AV technology. To maximize the potential societal benefits which this technology may yield, it is necessary to have appropriate oversight by the Government to ensure safety, open markets, allocation of scarce

public resources, and protection of the public interest. AV 4.0 establishes principles that consist of three core interests: prioritizing safety, security, and privacy for users and communities; promoting efficient markets; and facilitating coordinated research efforts nationwide.

The introduction of AVs in the coming decades has the potential to substantially affect many sectors of daily life. The National Highway Traffic Safety Administration (NHTSA) has highlighted four main areas of potential benefit with regard to AVs: safety, economic and societal benefits, efficiency and convenience, and mobility.

The National Science and Technology Council's (NSTC) Automated Vehicle Fast Track Action Committee (AV FTAC) expanded upon USDOT's principles and adopted a total of 10 principles to guide the development of AV technology in the United States.

1. Prioritize Safety
2. Emphasize Security and Cybersecurity
3. Ensure Privacy and Data Security
4. Enhance Mobility and Accessibility
5. Remain Technology Neutral
6. Protect American Innovation and Creativity
7. Modernize Regulations
8. Promote Consistent Standards and Policies
9. Ensure a Consistent Federal Approach
10. Improve Transportation System-Level Effects

Local governments are in an ideal position to engage with citizens, to address their concerns and to ensure that automation supports local needs. Collaboration is needed among manufacturers, technology developers, infrastructure owners and operators, and relevant government agencies to establish protocols that will help to advance safe operations in these testing environments. **Figure 4** provides a conceptual framework to help provide clarity to the public regarding the general distinctions between the stages of testing and full deployment.

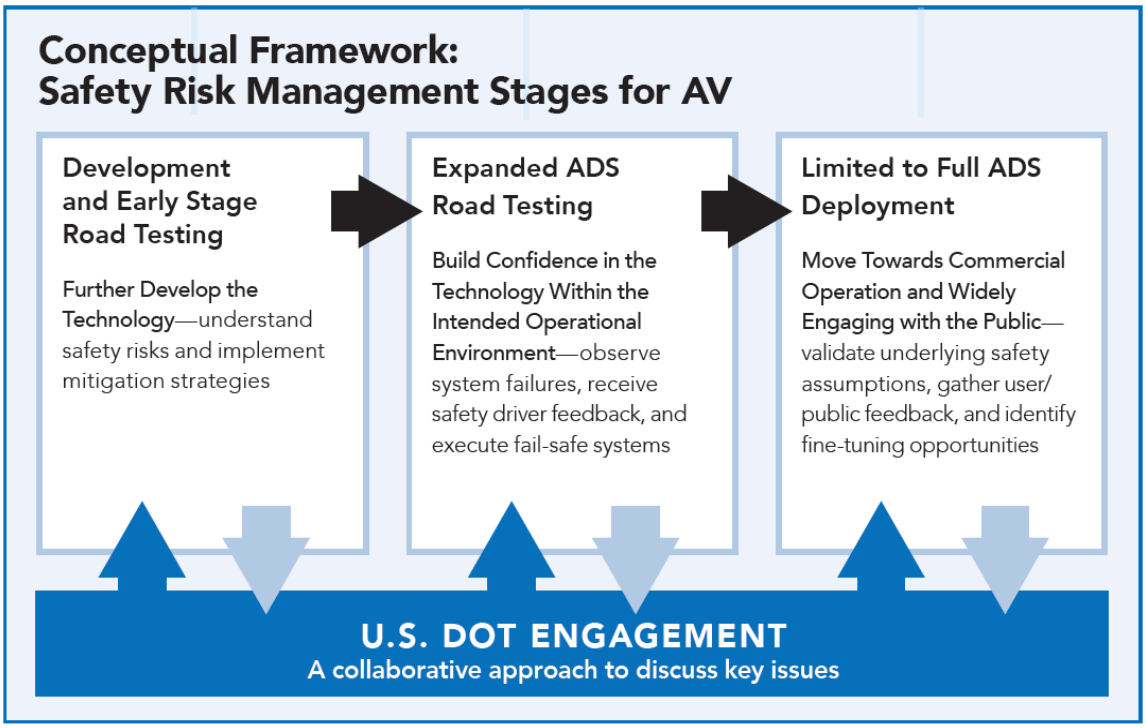


Figure 4. AV Safety Risk Management

Florida Transportation Plan (FTP)

The Florida Transportation Plan (FTP) is the state's long-range plan guiding Florida's transportation future. Three elements are included – a Vision Element, Policy Element, and Implementation Element.

- **VISION ELEMENT** – provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years
- **POLICY ELEMENT** – defines goals, objectives, and strategies for Florida's transportation future over the next 25 years.
- **IMPLEMENTATION ELEMENT** – defines the roles of state, regional, and local transportation partners in implementing the Florida Transportation Plan, including specific short- and medium-term actions and performance measures.

The Goals are listed below.

- **SAFETY AND SECURITY** for residents, visitors, and businesses
- Agile, resilient, and quality transportation **INFRASTRUCTURE**
- Connected, efficient, and reliable **MOBILITY** for people and freight
- **TRANSPORTATION CHOICES** that improve accessibility and equity
- Transportation solutions that strengthen Florida's **ECONOMY**
- Transportation systems that enhance Florida's **COMMUNITIES**
- Transportation solutions that enhance Florida's **ENVIRONMENT**

Some of the specific implementation strategies identified to achieve these Goals are listed below.

- Updating Florida's Strategic Highway Safety Plan (SHSP)
- Developing policies and standards for next generation transportation corridors that support emerging technologies such as connected vehicles or alternative fuel sources
- Promoting innovative urban mobility solutions or moving people and freight, including expanding modal choices and deploying new technologies.
- Enhancing public transportation options.
- Using regional visions to guide major transportation capacity decisions.
- Improving understanding of customer needs and values with emphasis on demographic trends such as growth in millennials and older residents.
- Continue to implement strategies to reduce transportation-related air quality pollutants including greenhouse gas emissions

The FTP is currently being updated and will include automated, connected, electric and shared-use vehicles (ACES), resilience, and safety aspects.

Weblink: http://floridatransportationplan.com/index.htm

FDOT Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles, 2018

The Guidance for Assessing Planning Impacts and Opportunities of Automated, Connected, Electric and Shared-Use Vehicles helps each Florida MPO consider how best to account for the increasing deployment of automated, connected,

electric and shared-use vehicles (ACES) and complementary technologies within their individual planning process and long-range transportation plan. An ACES specific scenario planning approach was developed, and ACES related travel demand model concepts were tested with two Florida MPO travel demand models; the Gainesville Urban Area Transportation Study Model (GUATS) and the Central Florida Regional Planning Model (CFRPM). **Figure 5** shows the recommended planning approach for MPOs that intend to update their LRTPs and incorporate ACES guidance.

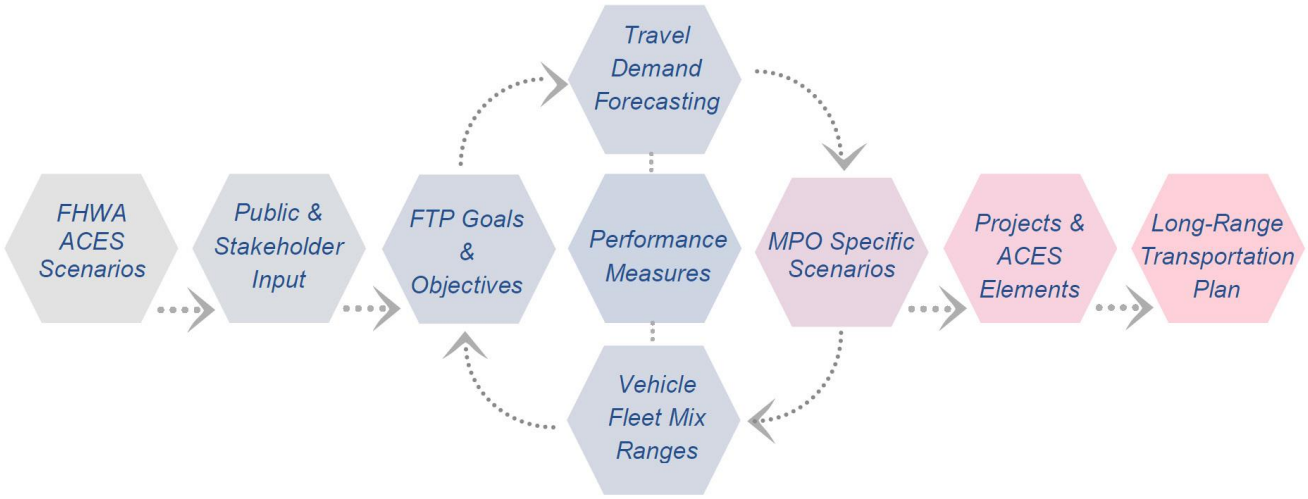


Figure 5. ACES Planning Process

Benefits of ACES are expected to align with traditional objectives of shared vehicle use, strong urban centers, efficient travel corridors and inclusive access. However, a key planning implication revolves around the rate at which the vehicle fleet incorporates ACES technologies. Planning issues, including road design, vehicles miles traveled (VMT), parking, transit, urban form, transportation funding sources, and safety will largely depend on fleet mix scenarios and vehicle types. This uncertainty poses an issue with traditional performance measure approaches, since it still is not possible to determine the impact of ACES in terms of setting and measuring specific performance measures with any degree of certainty for the foreseeable future. Instead, it will require implementing projects based on estimated outcomes coupled with repetitively and regularly evaluating results as new data and data sources become available and de-emphasizing precise predictions for "action brackets" metrics.

FHWA developed six (6) scenarios that represent a range of potential outcomes related to technology capabilities, the regulatory framework, consumer preferences and economic impacts following the introduction of ACES technologies shown in **Figure 6**[2].

[2]FHWA, Scenario Planning for Connected and Automated Vehicles, DRAFT Scenario Descriptions, November 2017

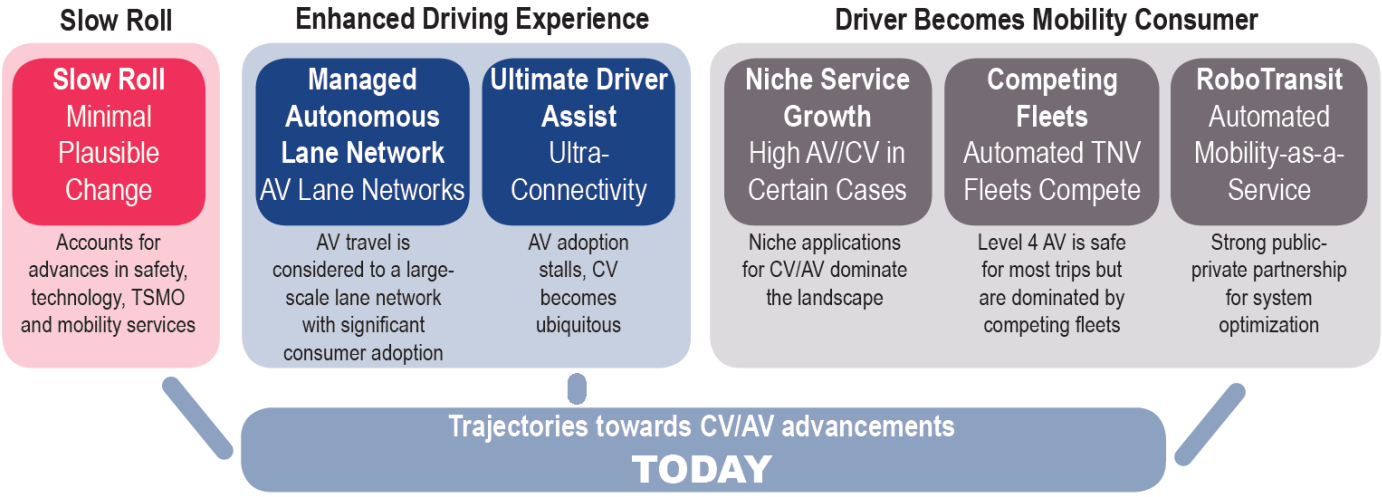


Figure 6. FHWA 2035 CV/AV Scenarios

ACES impacts can be focused on specific considerations in the areas of engagement, fiscally constrained financial planning, infrastructure programming, transportation planning and modeling, and policy. For example, a long range consideration for the integration of ACES is revenue planning and the potential impact of electrification on revenue from fuel sales. Financial scenarios evaluating the impact on MPO fiscally constrained capital programs should be considered. In addition, MPOs can potentially play a new or expanded role in communicating information about ACES and their impact on communities, policies and investments across a broad range of issues. Coalitions of stakeholders with similar interests, including technology suppliers and emerging service providers, could become active, positive partners in helping MPOs appropriately prioritize their ACES efforts and invest their resources most effectively.

The following are potential ACES-supportive projects.

- State of Good Repair
  - Lane marking improvements/maintenance for machine vision
  - Pavement Lane marking maintenance improvements for safe automated vehicle operation improvements
- Travel Lanes Capacity
  - Conversion of on-street parking to other uses
  - Designation/planning of automated vehicle (AV)-only limited access arterial lanes or AV only transportation zones
- Curb Management/Shared Mobility
  - Designated pick-up/drop-off zones
  - Curb space value capture policy plans
- Parking
  - Activity center master plans to guide conversion of parking
  - Conversion of public parking facilities
  - ACES parking priority
  - Electric vehicle charging stations and related support systems
- Transit
  - Transit plans to guide investments in urban corridors
  - Dedicated high-occupancy AV expressway and arterial lanes

- Mobility hubs
- First/last mile or paratransit partnership opportunities

» Smart Cities
- Vehicle-to-infrastructure (V2I) roadside units
- Traffic signal prioritization and interconnections
- Transportation operations management centers/upgrades
- Transportation data processing centers
- Fleet management facilities

Regional and Local Plans and Initiatives

2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) for Martin, St. Lucie and Indian River Counties, 2017

The 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP) created a regional overlay and combined the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network.

Five (5) goals were endorsed by the Treasure Coast Transportation Council (TCTC) for the 2040 Treasure Coast RLRTP.

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

The completion of the multimodal needs assessment from the regional perspective was based on the multimodal need's assessment done for the three individual 2040 LRTPs. Projects identified in the Needs Plan were evaluated based on the identified regional prioritization criteria. The result was a ranked regional transportation needs plan that provides input to the relative urgency of each project on the regional roadway network. After prioritizing the 179 projects including roadway, transit, and non-motorized needs, the top ten (10) projects are listed below.

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

TPO's Transportation Connectivity Study, 2017

The St. Lucie TPO addresses transportation accessibility by incorporating livability, sustainability, and mobility goals into the planning process. The Transportation Connectivity Study evolved from two initiatives, Unified Planning Work Program (UPWP) outreach and federal agency Planning Emphasis Areas (PEAs). It seeks to provide residents with more options for access.

The Transportation Connectivity Study evaluates residents' connectivity to Major Activity Centers (MACs) via bicycle lanes, sidewalks, transit routes, or Complete Streets. An inventory of MACs in the TPO area was developed using the following criteria: intensity of development, size, and diversity of land use. The MACs were mapped, and the transit system and the complete streets network were overlain on the map. The result indicated which MACs are not on bus routes or are not served by complete streets. Regarding complete streets, if the main road fronting the MAC was complete and a secondary road was not, the MAC was counted as being on the complete streets network. The results of this analysis are shown in **Figure 7**.

Gaps in connectivity were identified as corridors that serve MACs but that were not complete street corridors or were corridors that are not served by transit routes. Based on this methodology, the Transportation Connectivity Study identified and prioritized the following gaps in connectivity.

1. Port St. Lucie Boulevard south of Gatlin Boulevard
2. St. Lucie Boulevard from N. 25th Street to Kings Highway
3. Port St. Lucie Boulevard at Veterans Memorial Parkway/Westmoreland Boulevard
4. Crosstown Parkway
5. SR-A1A - South Hutchinson Island
6. Port St. Lucie Boulevard at Airoso Boulevard

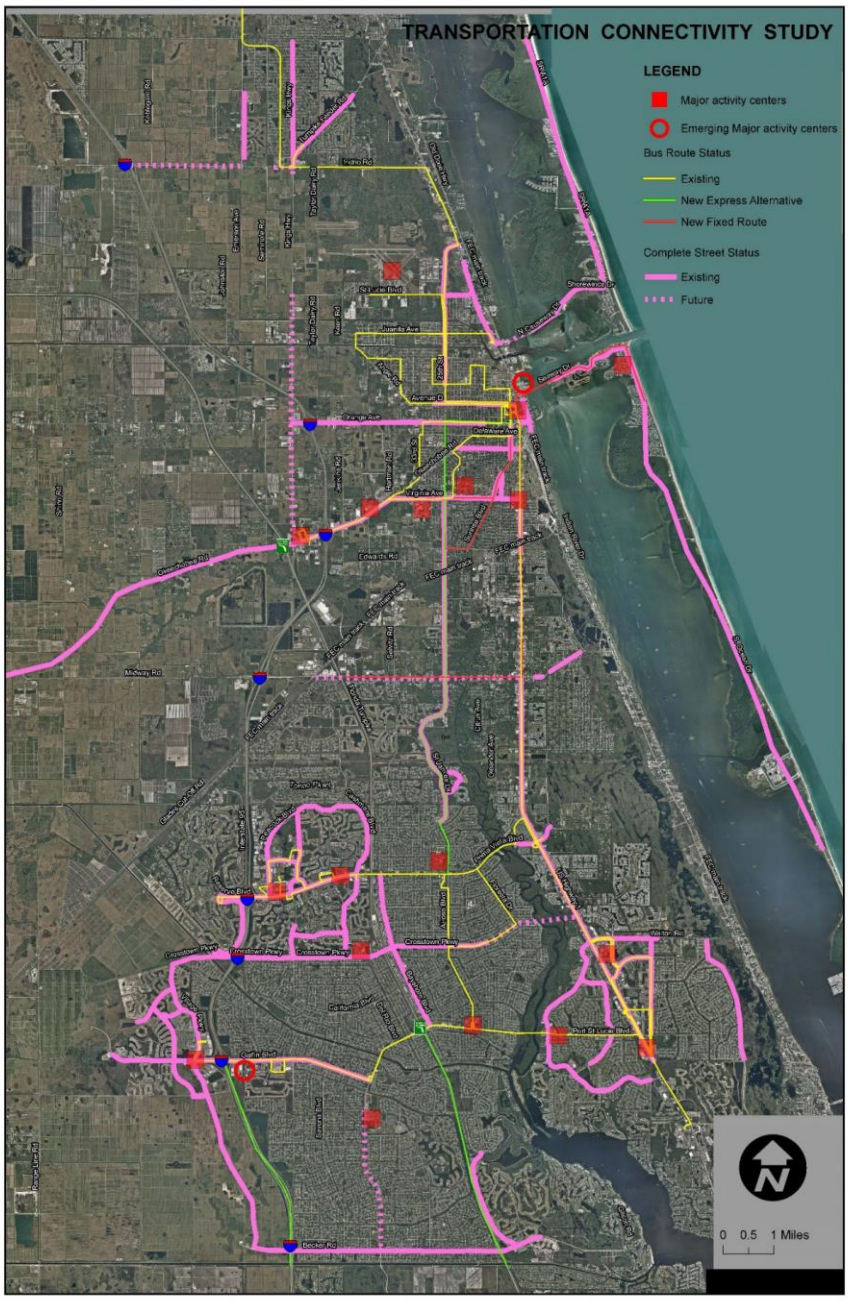


Figure 7. Transportation Connectivity Study

St. Lucie TPO 2040 Long Range Transportation Plan, Go2040, 2016

The St. Lucie TPO 2040 Long Range Transportation Plan (LRTP), also known as Go2040, was developed with the requirements of Moving Ahead for Progress in the 21st Century Act (MAP-21). The goals are listed below.

- Goal 1: Provide for efficient transportation that serves local and regional needs and stimulates economic prosperity and growth.
- Goal 2: Ensure transportation choices for all residents, visitors, and businesses.
- Goal 3: Maintain the condition and improve the efficiency of transportation assets and services.
- Goal 4: Improve land use and transportation decision-making through community participation and Intergovernmental cooperation.

- Goal 5: Protect and enhance public health and the environment.
- Goal 6: Provide safer and more secure transportation.

Weblink: http://www.stlucietpo.org/documents/Go2040LRTP.pdf

Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County, 2013

The Advanced Transportation Management System (ATMS) Master Plan provides recommendations for improving existing traffic control system in St. Lucie County. Information that can be provided by roadside traffic sensors and cameras such as real-time traffic information will increase transportation system efficiency, enhance mobility, and improve safety. The emphasis in the early phases includes getting the existing St. Lucie County and City of Fort Pierce communication systems up to par with the existing City of Port St. Lucie system. Eventually, the three systems can then be connected so that the entire County will operate under one system with one operations center. Furthermore, upgrades to St. Lucie County, City of Fort Pierce, and City of Port St. Lucie ATMS systems can be made.

St. Lucie County Comprehensive Plan – Transportation Element, 2019

The St. Lucie Comprehensive Plan Transportation Element goal is to provide a safe and efficient integrated multimodal transportation system which addresses the future needs of St. Lucie County for movement of people and goods. The plan also considers social, economic, energy and environmental effects including greenhouse gas emissions of the transportation system.

To facilitate the construction of sidewalks as needed to infill sidewalk gaps, the County may consider completing the following priority sidewalk areas (the list is not ordered by priority) when reviewing requests for free-in-lieu contributions from developers as shown in **Table 1**.

Table 1. Priority Sidewalk Areas

Project	From	To	Approx. Length (miles)
Angle Road	Kings Highway	N 53rd Street	1.23
Indrio Road	Kings Highway	Route One	2.63
Indrio Road	Route One	Old Dixie Highway	0.16
Juanita Avenue	N 53rd Street	N 25th Street	1.76
Juanita Avenue	Bridge	US1	0.17
Keen Road	Angle Road	St. Lucie Boulevard	1.0
N Kings Highway	N of I-95	Indrio Road	4.5
Oleander Avenue	Midway Road	Edwards Road	2.5
Oleander Avenue	Midway Road	Saeger Avenue	1.5
Route One	St. Lucie Boulevard	Turnpike Feeder	5.26
Selvitz Road	Edwards Road	S of Midway Road	2.38
Silver Oak Drive	Easy Street	Midway Road	1.79

Project	From	To	Approx. Length (miles)
Taylor Dairy Road	Angle Road	St. Lucie Boulevard	1.01
Walton Road	Lennard Road	Green River	1.1
Weatherbee Road	US1	Oleander Avenue	0.5
St. Lucie Boulevard	Kings Highway	N 25th Street	3.02

City of Port St. Lucie Comprehensive Plan – Transportation Element, 2012

The City of Port St. Lucie Comprehensive Plan – Transportation Element is a plan for efficient, safe, and coordinated multimodal transportation system that provides mobility for pedestrians, bicyclists, transit users, and motorized vehicle users. The existing conditions level of service (LOS) analysis demonstrated there are several roadways that are currently operating below their acceptable LOS threshold during the peak hour including segments from the following roadways.

- Bayshore Boulevard
- Floresta Drive
- Gatlin Boulevard
- Gilson Road
- Mariposa Avenue
- Midway Road
- Port St. Lucie Boulevard
- Prima Vista Boulevard
- St. Lucie West Boulevard

Several constrained corridors where additional lanes are not feasible were identified such as the US 1 Corridor Retrofit project. The US 1 Corridor Retrofit project is a proposed solution to increase travel capacity along sections of US 1 through Port St. Lucie where roadway widening is not a feasible plan. Additional projects are in response to the significant activity associated with the Western Annexation area Development of Regional Impact (DRI). The most notable projects include the widening of Becker Road and the construction of the roadway network in the Port St. Lucie Western Annexation Area.

The City of Port St. Lucie may consider implementing a mobility fee that provides for capital improvements on the entire transportation because of the City's interest in the development of multi-modal options particularly pedestrian and bicycle facilities, efficient roadways and transit (when and where available).

St. Lucie County and Martin County worked together to complete a Regional Transit Development Plan (TDP), 2009 for the Port St. Lucie Urbanized Area. A total of 16 new routes were developed for the conceptual transit network in both counties, many of which pass through Port St. Lucie. Two (2) transfer centers were proposed for the conceptual transit network within the City.

- St. Lucie West – The St. Lucie West transit transfer station is proposed to provide regional connections to the western St. Lucie developments such as the Port St. Lucie Annex area and the Tradition DRI.
- Port St. Lucie Transit Facility – The Port St. Lucie Transit Facility is located at the intersection of Deacon Avenue and Airoso Boulevard and across from the Port St. Lucie Community Center.

Another possible transit service could be commuter rail service, likely operated by Tri-Rail.

City of Fort Pierce Comprehensive Plan – Transportation Element, 2011

The City of Fort Pierce Comprehensive Plan – Transportation Element provides the overall policy framework from which zoning and other land development regulations can be developed. The City of Fort Pierce is designated as a transportation concurrency exception area; however, the City continues to administer a roadway LOS based on concurrency management system to review development impacts. The City intends to maintain the adopted LOS standard of "D" for all non-FIHS, SIS and TRIP funded roadways within the City for the peak hour. Moreover, the City requires transportation demand management (TDM) strategies to reduce the peak hour demand on the City's roadways.

The City is seeking to develop, plan, and fund transportation improvements to support and enhance the revitalization of the US 1 corridor adjacent to the Downtown District and the Historic Districts, prioritizing Transportation System Management & Operations (TSM&O) strategies. Another adopted policy is the enhancement of the transit services along US 1 by improving headways and service of existing transit lines, and improvement of pedestrian and vehicular linkages from US 1 to the Historic Districts and to the Downtown Area.

The City of Fort Pierce administers St. Lucie County's Right-of-Way (ROW) width standards according to the functional classification of the roadways, as shown in **Table 2**.

Table 2. Functional Classification and ROW Standards

Functional Classification	Width (feet)
Limited Access/Controlled	325' (width may vary)
Arterials	200' – 106'
Collectors	94' – 70'
One-Way Pair	60'

The City provides incentives, such as increased allowable densities and reduced parking requirements, to promote mixed-use developments, especially within the downtown and around the future AMTRAK passenger rail station, by requiring a mix of land uses in all non-residential future land use categories and allowing density bonuses for developments located within ¼-mile of a rail station, a multimodal transit center, or a transit stop as identified in the Future Land Use Element. In addition, consistent with the City's "Complete Streets" approach, the Comprehensive Plan states that all streets within the City shall have sidewalks on both sides.

City of Fort Pierce Strategic Plan: 2017–2022–2032, 2017

The City of Fort Pierce Strategic Plan consists of value-based principles that describe the preferred future in 15 years; 2017 – 2022 – 2032. The transportation-related projects include the following.

- Parking Plan and Actions at the citywide level, beach, Downtown, and for major corridors
- Edwards Road Corridor Strategy/City Actions
- Corridor Revitalization Plan North US 1, South US 1, and North 25th Street
- Tri-Rail Service to Jupiter

- Street Striping Program
- Transit Link: Downtown/Community and Beach
- Indian River Terminal Purchase

The Town of St. Lucie Village Comprehensive Plan Update - Transportation Element, 2011

The Town of St. Lucie Village Comprehensive Plan – Transportation Element provides a framework of goals, policies, and strategies necessary to maintain and develop the transportation facilities in the Town. Most local roadways operate within town-owned rights-of-way. Residents in the town seem to be resistant to widening local roads.

- US 1 from Avenue D to St. Lucie Boulevard, adjacent to the town, is going to be improved to relieve congestion but not widened, since the segment is identified as a constrained corridor.
- Indrio Road from US 1 to Kings Highway/SR 713 is planned to be widened from two lanes to four lanes.

Bicycle and pedestrian facilities needs have been identified for the segment of US 1 adjacent to the Town. As of 2006, sidewalks were found on a portion of Chamberlin Boulevard, and there were no other local streets with sidewalk or bicycle facilities.

The following are the Goals and Objectives in the Transportation Element.

- Goal 2.1.: A safe, convenient and efficient multi-modal transportation system shall be available for all residents and visitors to the Town of St. Lucie Village.
    - Objective 2.1.1: Roadway facilities shall be provided at or above the level of service standards adopted by this element.
    - Objective 2.1.2: Right-of-way needs shall be formally identified and a priority schedule for acquisition or reservation shall be established.
    - Objective 2.1.3: The provision of parking, bicycle and pedestrian ways will be regulated in order to enhance mobility and accessibility in the town's transportation system.
    - Objective 2.1.4: The town's transportation system will emphasize safety and aesthetics.
    - Objective 2.1.5: Transportation planning shall be coordinated with the future land uses shown on the future land use map of this plan, the FDOT 5-Year Transportation Plan, plans of neighboring jurisdictions, county TPO and county airport.
    - Objective 2.1.6: Easements which serve the purpose of public rights-of-way shall remain free of obstruction.

St. Lucie County Transit Development Plan, Bus Plus, 2019

The major update of St. Lucie County's 10-Year Transit Development Plan (TDP), Bus Plus, provides the policy direction to achieve the community's vision while helping guide the agency as the county evolves. The four (4) goals established as part of the TDP are listed below.

- Goal 1: A high-quality transit service that provides a high level of service and convenience
- Goal 2: A financially-efficient and affordable transit service
- Goal 3: Widespread knowledge and awareness of the transit system through marketing and education efforts
- Goal 4: Transit-supportive land use and policies

The transit needs and associated alternatives are developed based on information gathered through various data collection and outreach efforts conducted for *Bus Plus*. The identified alternatives, shown on **Figure 8**, are prioritized through the evaluation process and the final prioritized list of improvements is used to develop the 10-year implementation and financial plans. **Figure 9** provides an illustration of these proposed service alternatives, in addition to the infrastructure and other capital needs.

Planning/Policy
Completion of bus stop and transit facility accessibility assessment and ADA Transition Plan
Completion of a comprehensive operations analysis
Determination on fare policy

New Services
Crosstown Parkway
Fort Pierce/Port St Lucie Express (25th St.)
Fort Pierce to South Hutchinson Island
Midway Road
Palm Beach Express
Port St Lucie Boulevard (Route 5 split)
Gatlin Boulevard (Route 5 split)
Virginia Avenue
Selvitz Road/Bayshore Boulevard
Indian River Estates micro-transit
Torino Parkway micro-transit
Tradition Area micro-transit

Improvements to Existing Service
Increase frequency from 60 minutes to 30 minutes on Routes 2 & 3
Expand service hours on Route 7 to reflect the other route schedules (currently 7a.m.—6p.m.)
Expand Saturday service hours to reflect weekday span of service (currently 8a.m.—12p.m./1p.m.—4p.m.)

Capital/Infrastructure
Port St. Lucie Transfer Station improvements
New Port St. Lucie City Center hub/transfer station
Bus Stop/Shelter improvements
Improved sidewalk connections to bus stops
New operations/maintenance/administrative facility

Figure 8. Proposed Alternatives

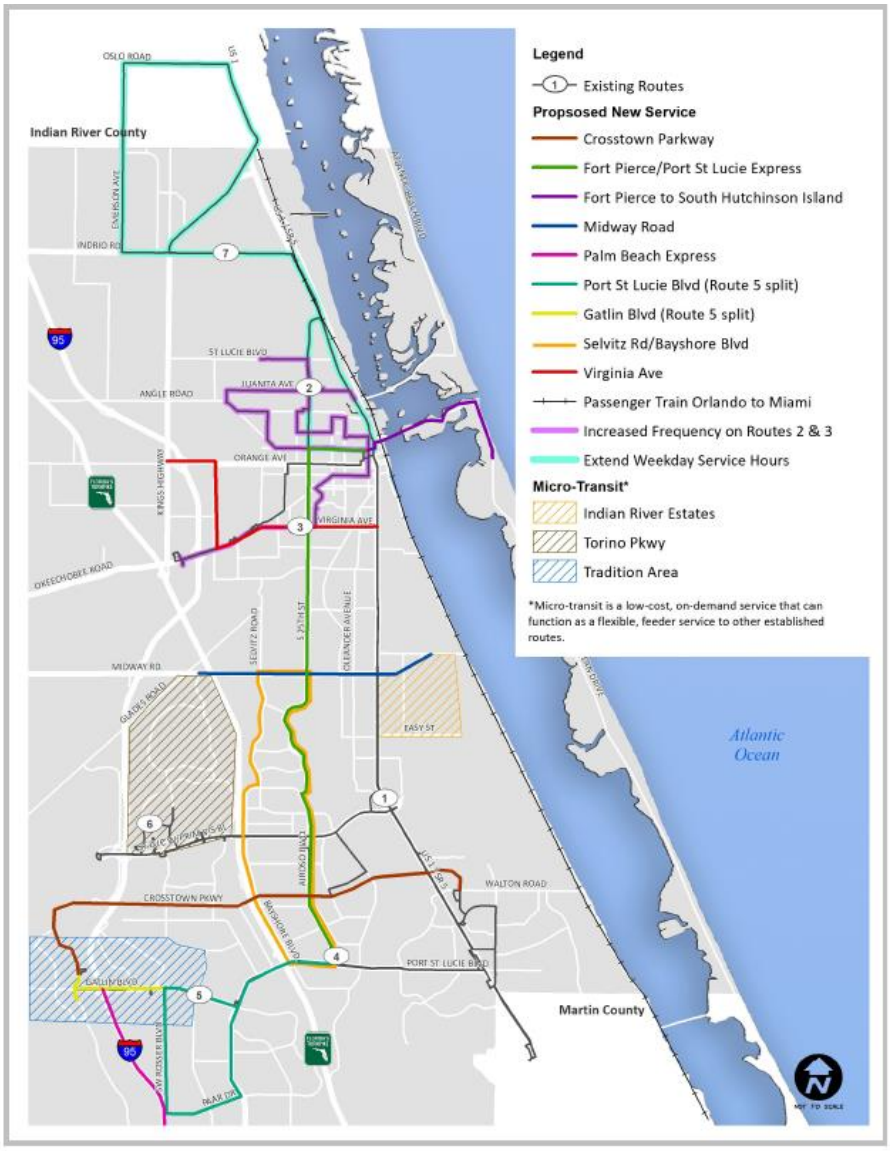


Figure 9. St. Lucie County New Service Alternatives

Data Review Summary

Florida Department of Transportation (FDOT) Five Year Work Program

The Florida Department of Transportation (FDOT) Five Year Work Program is the plan for transportation system improvements programmed during the next five years. This includes planning activities, preliminary engineering, right-of-way acquisition, construction, and public transportation projects within Broward, Palm Beach, Martin, St. Lucie, and Indian River counties planned by FDOT and the Florida Turnpike Enterprise.

Weblink: https://fdotewp1.dot.state.fl.us/fmsupportapps/workprogram/WorkProgram.aspx

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) identifies transportation projects and programs that are expected to occur over the next five years. The TIP identifies the type of transportation project, project phases, and type of funding received for the project. The TIP is developed in cooperation with FDOT, Florida Turnpike Enterprise, public transit operators,

municipalities in St. Lucie County, and St. Lucie County. Comments received from the general public are also incorporated as the development of the TIP.

Weblink: http://www.stlucietpo.org/transportation-improvement-program/

List of Priority Projects (LOPP)

The List of Priority Projects (LOPP) is developed based on the LRTP, St. Lucie TDP, Transportation Disadvantaged Service Plan/Coordinated Public Transit – Human Services Transportation Plan, other transportation plans of the St. Lucie TPO, local agency input, and public comments.

Weblink: http://www.stlucietpo.org/documents2/

Countywide System

Environmental Justice (EJ)

An Environmental Justice (EJ) area is defined by the TPO as any census tract where 50 percent (50%) or more individuals live in poverty or 50 percent (50%) or more of the population is minority. In each of the municipalities there are pockets of EJ area as depicted in **Figure 10**. Incorporating fairness and equity into the development of transportation policies and funding decisions is essential for long range planning.

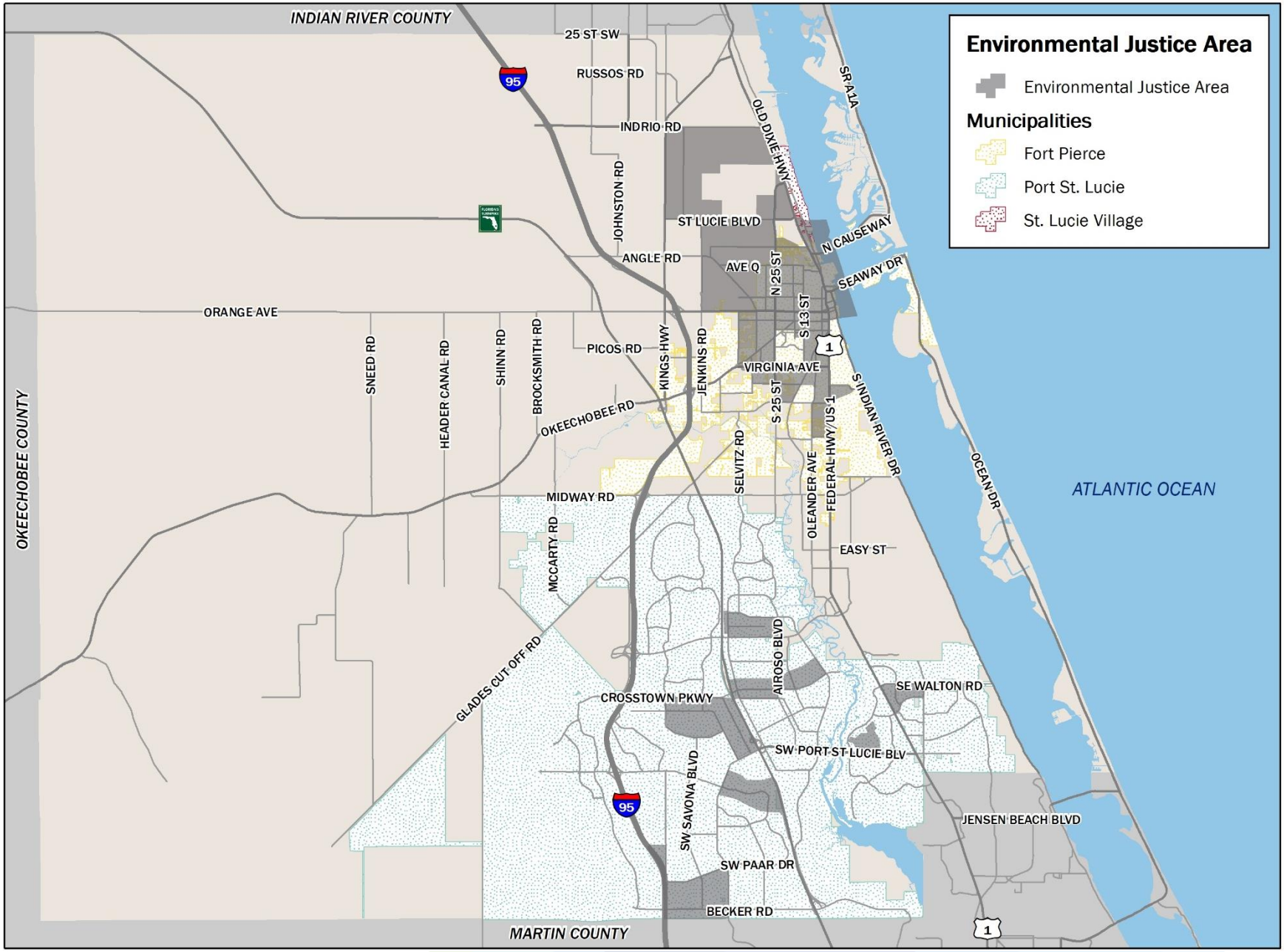


Figure 10. Environmental Justice Area

Sea Level Rise (SLR) Vulnerability

A desktop review of available sea level rise (SLR) vulnerability data was done using the University of Florida Sea Level Scenario Sketch Planning Tool and National Oceanic and Atmospheric Administration (NOAA) Coastal Flood Exposure Mapper. Global SLR is mainly due to thermal expansion and melting of land ice. Local SLR rates depend on natural geologic processes as well as land use processes and groundwater withdrawal. The local SLR rates in the Treasure Coast area generally follow the global sea level rise rates. In the past 50 years, mean sea level has risen 5.5 inches in the Treasure Coast and Southeast Florida according to NOAA tide gauge data.

There are currently five (5) SLR projection curves from NOAA and the U.S. Army Corps of Engineers (USACE) that are commonly used to project SLR. The most aggressive projection, the 2012 NOAA High Rate, was utilized for the purposes of this review. This projection showed that, in the year 2050, minor impacts to the County's roadways could be experienced shown in **Figure 11**. Less aggressive projections prepared by NOAA and USACE showed little to impact on the County's roadways projected by 2050.

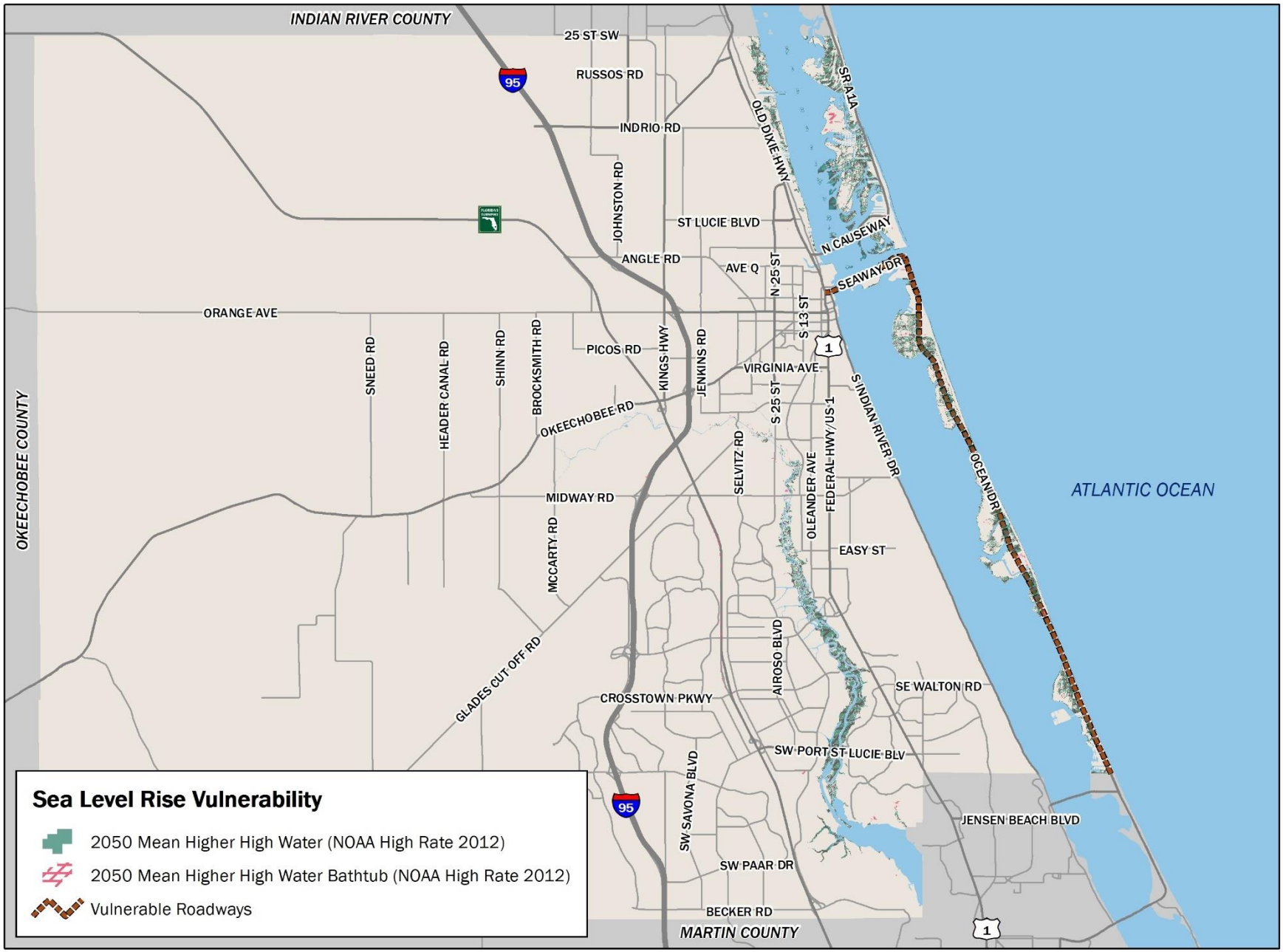


Figure 11. Sea Level Rise Vulnerability

Transportation System

Roadway Functional Classification

The roadway functional classification is used to group and describe roads according to the type of service they provide and their role in the network. Roadways with a higher functional classification, such as arterials, provide greater mobility with less accessibility while a local roadway provides greater accessibility with less mobility as shown in **Figure 12**. Shown in **Figure 13** are the roadway functional classification in St. Lucie County and Urban Service Area. Roadways functionally classified as urban minor collector or above are eligible for Federal-aid highway funding. An Urban Service Area allows local government to maximize infrastructure investments within a boundary where services are available and will be most needed as growth continues.

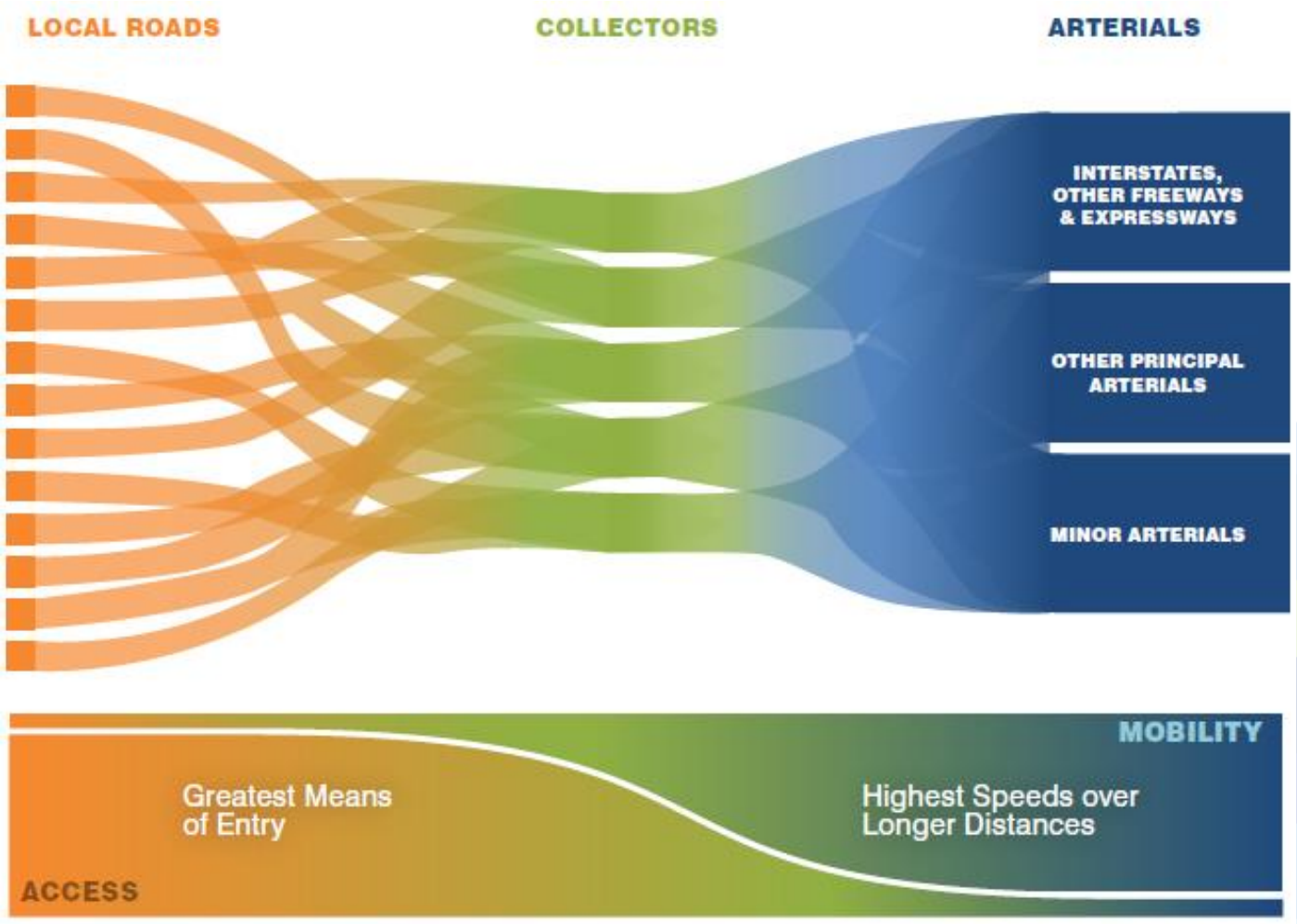


Figure 12. FHWA Functional Classification Guidelines

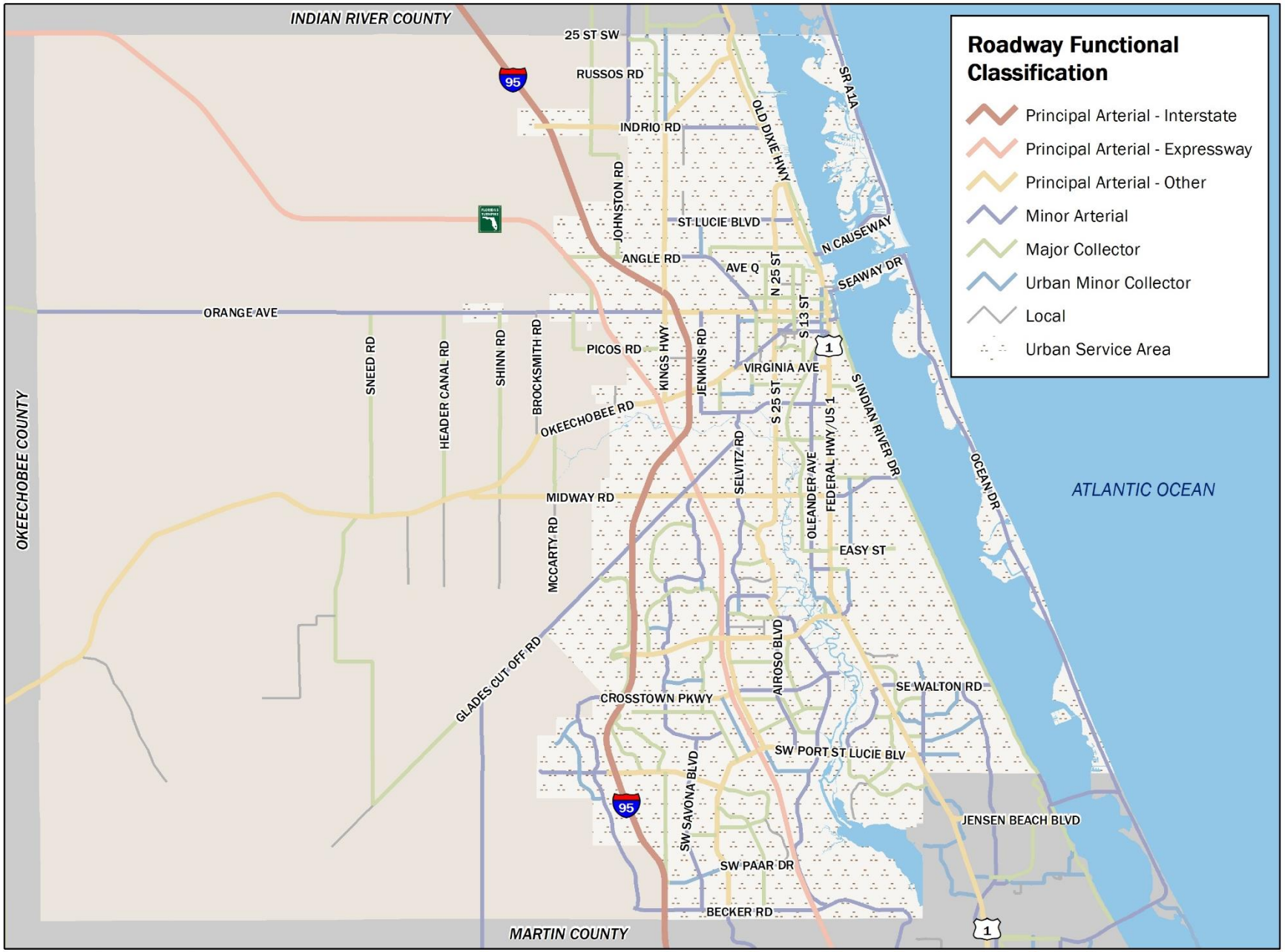


Figure 13. Roadway Functional Classification

Strategic Intermodal System (SIS) Facilities

The Strategic Intermodal System (SIS), established by the Florida Legislature and Governor in 2003, is composed of a statewide network of high-priority transportation facilities. The facilities represent the state's primary means for moving people and freight between Florida's diverse regions, as well as between Florida and other states and nations.

Weblink: https://www.fdot.gov/planning/systems/documents/brochures/default.shtm#maps

Treasure Coast Connector

The Treasure Coast Connector is the public transit provider for St. Lucie County through a contract with the Board of County Commissioners of St. Lucie County. There are eight (8) routes as shown in **Figure 14**. Two line (2) of the eight (8) routes are regional, Route 1 connects with Martin County (MARTY) and Route 7 connects with Indian River County (GoLine).

There is a premium Curb-to-Curb service in the South Port St. Lucie area called the Treasure Coast Connector-On Demand. This micro-transit project is a pilot program funded by FDOT and utilizes the technologies of TransLoc.

Weblink: http://treasurecoastconnector.com/

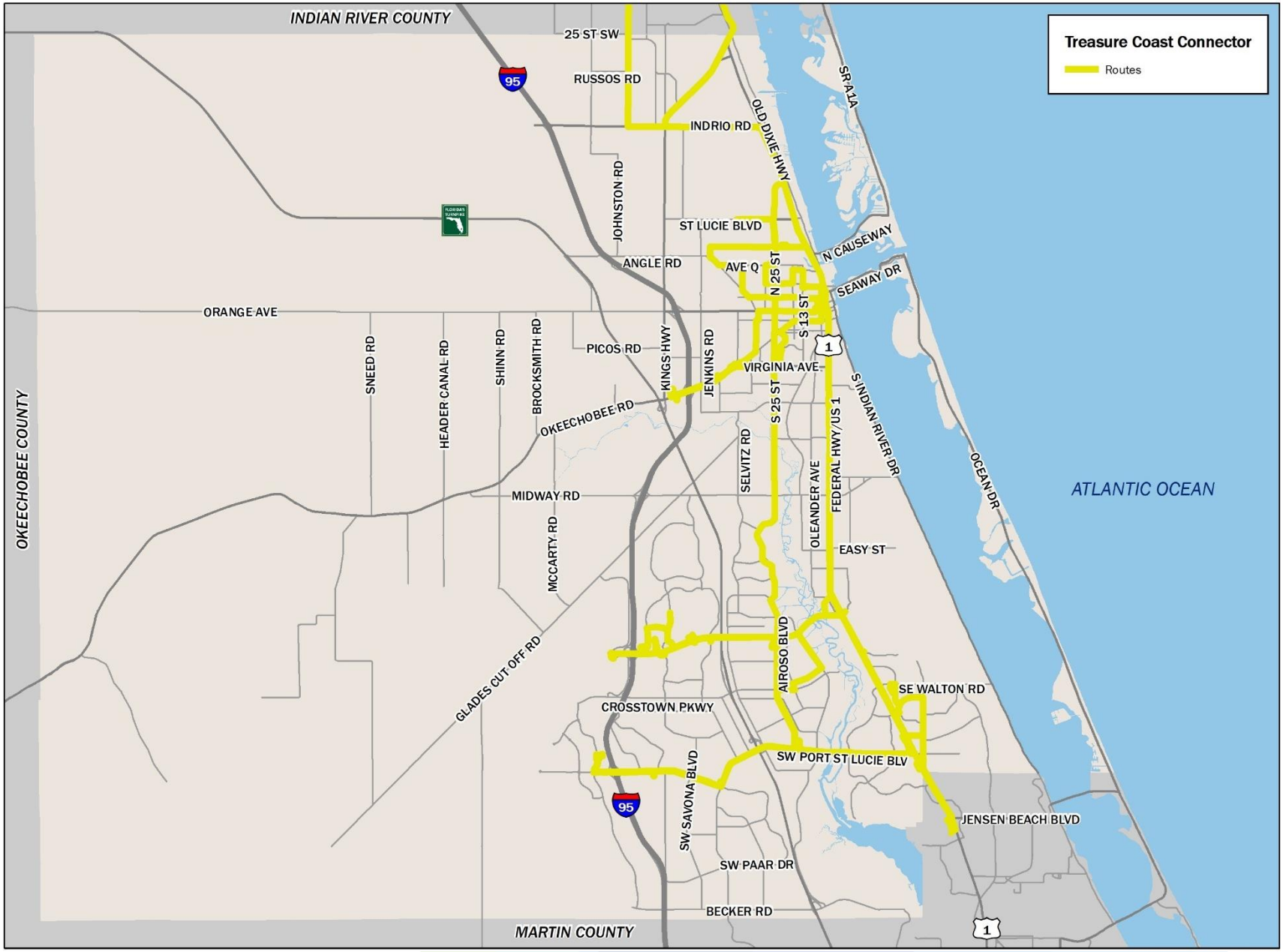


Figure 14. Treasure Coast Connector

Walk-Bike Network, 2018

The Walk-Bike Network was originated during the development of the *Go2040* and previously it was called the Pedestrian Facility Inventory Program Update. The Walk-Bike Network was last updated in 2018. Shown in **Table 3** are the mileage separated by facility type and depicted in **Figure 15**.

Table 3. Walk-Bike Network Mileage, 2018

Facility Type	Miles
8'-12' Wide Sidewalks	178
4'-6' Wide Sidewalks	518
Marked Bike Lanes	111
4' Wide Paved Shoulders	29
Unpaved Hiking-Bike Trails	92
Total	927

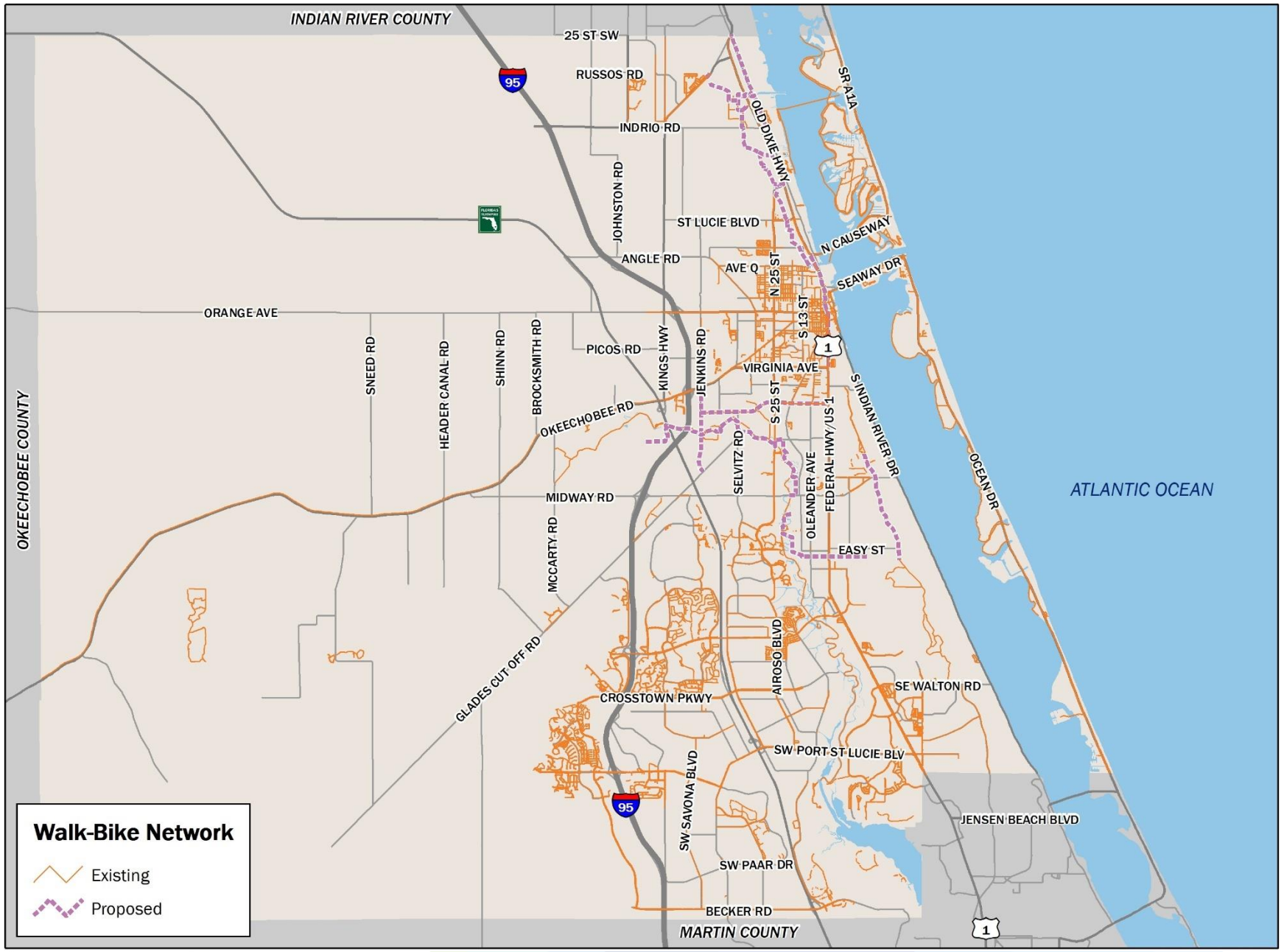


Figure 15. Walk-Bike Network

Existing Bicycle Facilities

Bicycle facilities makes streets safer for everyone. Shown in **Figure 16** are the existing bicycle facilities and the description is shown below. Bicycle traffic equates to economic vitality and benefits everybody such as pedestrians. It provides a greater separation from motor vehicles and pedestrians.

- Conventional Bike Lane – A portion of the roadway (typically 4-5 feet) which has been designated by signs and pavement markings for preferential or exclusive use of bicyclists.
- Multi-Use Pathway – A completely separate path (typically 8-12 feet) for shared use by bike riders, pedestrians, and other non-motorized users with minimal vehicle crossings. Some paths may have restricted access or speed limits.
- Paved Shoulder – A paved shoulder is a portion of a roadway (typically 3-4 feet) that has been delineated by edge line striping but does not include special pavement markings or signings for the preferential uses by bicyclists.
- Suggested Connections – These suggested routes provide additional connections and are not official bikeways. Bike riders should use caution in choosing routes appropriate for their skills and equipment.

Weblink: http://www.stlucietpo.org/portfolio/st-lucie-bicycle-facilities-map/

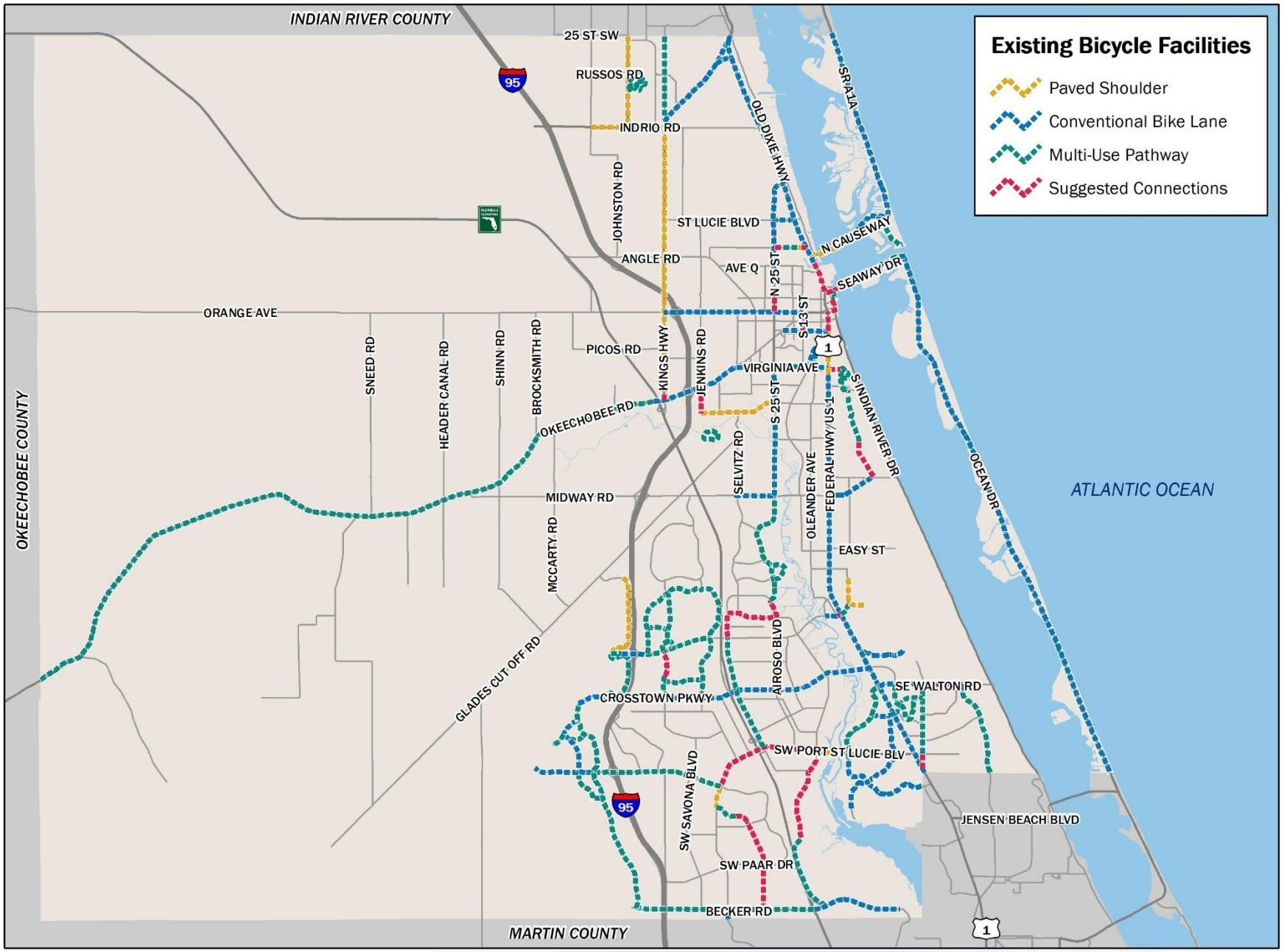


Figure 16. Existing Bicycle Facilities

Shared Micromobility

Shared micromobility is one of the fastest growing branches of transport. It includes several modes of transportation, namely docked and dockless bikeshare systems, electric bikes and electric scooters. St. Lucie County launched a bike share program in January 2018 and electric scooter share program in September 2019 both in the City of Fort Pierce.

Bike Share Program

The bike share program is designed to promote public health, recreation, provide an affordable non-motorized travel option for short trips, and improve access to the county's fixed-route bus service. Four (4) bike share locations are in the City of Fort Pierce as show in **Figure 17**. The program has consistently grown and at the end of August 2019, there were over 2,754 users and 5,248 rides since the inception of the bike share program.

Electric Scooter Share Program

The electric scooters (e-scooters) enhance mobility by presenting a flexible, easy, and convenient car alternative for many short trips. This will hopefully bridge transit gaps and create recreation for residents and visitors. The e-scooters do not require a docking station, meaning that users leave e-scooters in a location of their choosing when they end their rides. In addition, "no ride zones" have been identified at Seaway Drive Bridge (South Bridge), Indian River Drive and inside parking garages for rider safety.

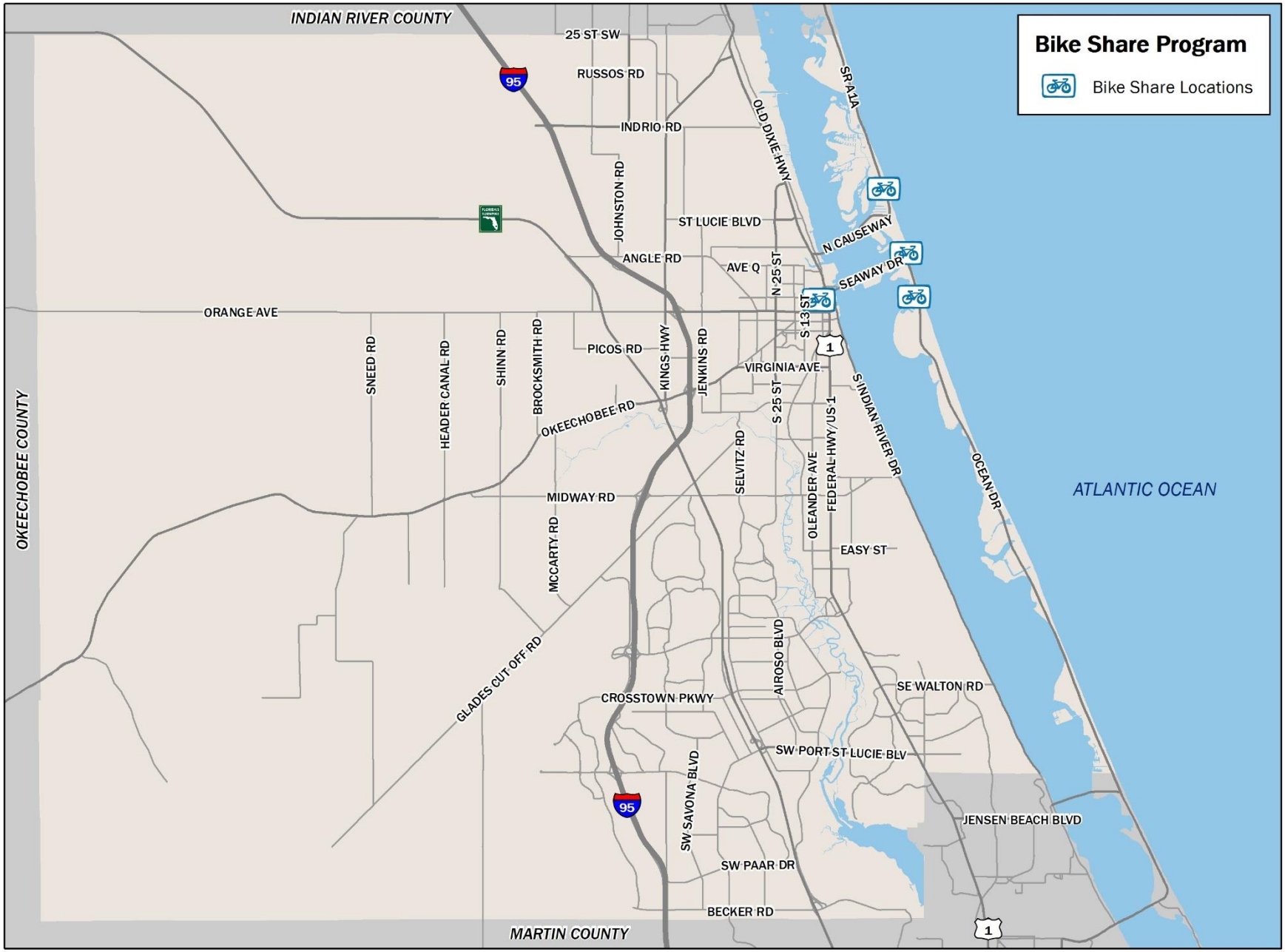


Figure 17. Bike Share Program

Growth Forecast

The growth forecast was based on countywide growth totals developed by the Bureau of Economic and Business Research (BEBR) at the University of Florida. BEBR published the Projections of Florida Population by County 2020-2045, with Estimates for 2017 in January 2018. The TPO Board accepted the BEBR High population projected for 2045 in April 2019.

As part of the public engagement methods, focus groups were held throughout the development of *SmartMoves 2045* to obtain input from stakeholders. One of the Focus Group discussion held in February 2020 was reviewing and gaining concurrence on the Traffic Analysis Zone (TAZ) data also known as the socioeconomic data from the Treasure Coast Regional Planning Model version 5 (TCRPM5). The Model Focus Group stakeholders from St. Lucie County, Fort Pierce, and Port St. Lucie attended, participated, and provided meaningful feedback. The updated population and employment data projected for 2045 provides a more accurate projection since the information was provided and heard from local stakeholders.

Table 4 shows the population and employment growth forecast expected to occur over the next 25 years. The data are projecting growth for St. Lucie County with an 80% increase in population and a 76% increase in employment. Illustrations of the population and employment growth are shown in **Figure 18** and **Figure 19**.

Table 4. Forecasted Population and Employment Growth, 2015 to 2045

	Population	Total Employment
2015	292,362	108,097
2045	525,100	190,247
Total Growth	232,738	82,150
Percent Growth	79.61%	75.99%

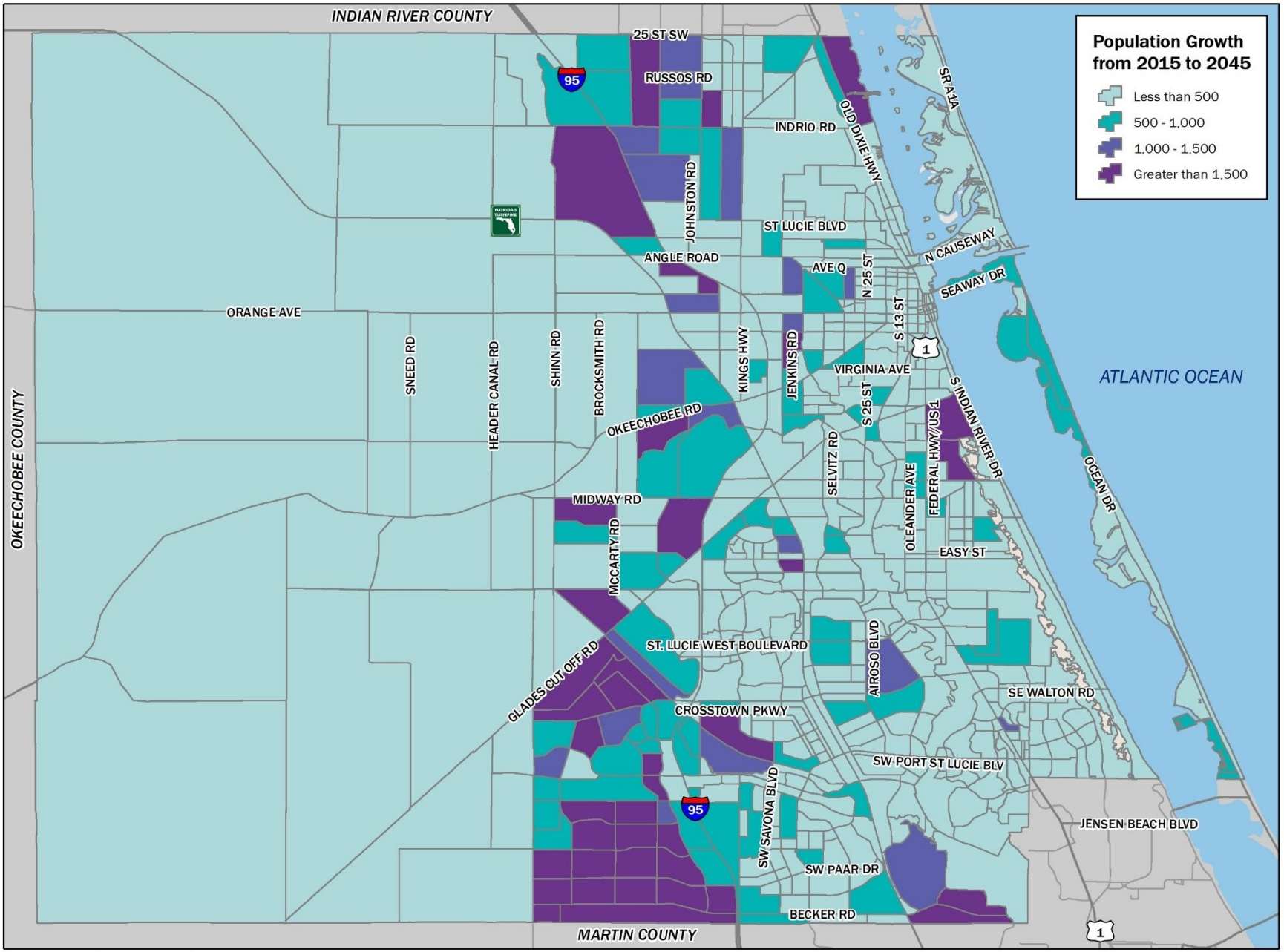


Figure 18. Population Growth from 2015 to 2045

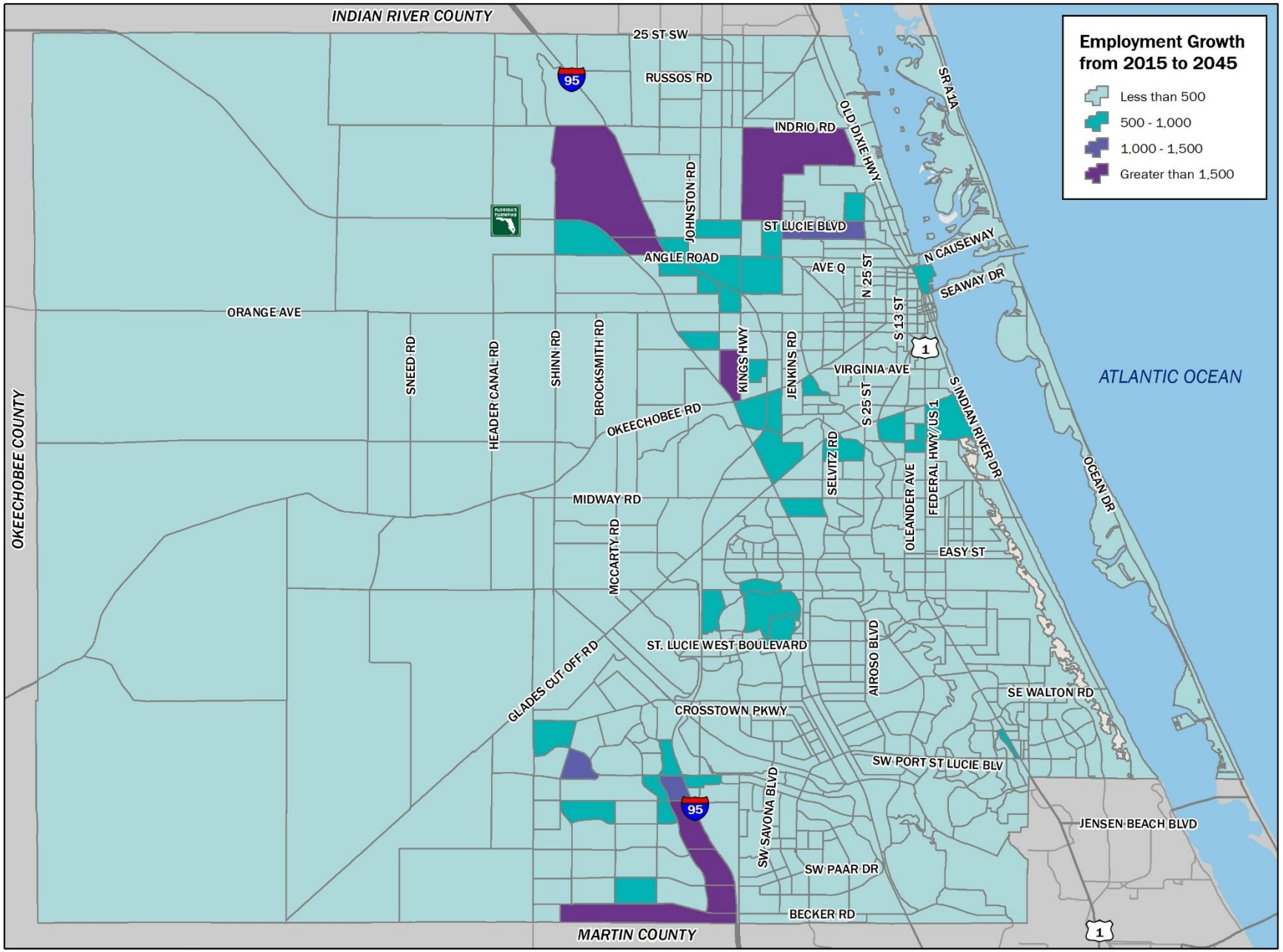


Figure 19. Employment Growth from 2015 to 2045

Appendix C

Public Involvement

Appendix C

Public Involvement Plan (PIP)

St. Lucie Transportation Planning Organization

SMART MOVES 2045

St. Lucie TPO Long Range Transportation Plan

Public Involvement Plan (PIP)

Background

A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas (UZAs) with populations over 50,000 and be based on a comprehensive, cooperative, and continuing (3-C) planning process. The St. Lucie Transportation Planning Organization (TPO) is responsible for the planning and programming of federal and state transportation funds for transportation projects within its metropolitan urbanized area.

An essential element of the transportation planning process is the Long Range Transportation Plan (LRTP) which is a minimum of a 20-year multimodal plan including roadway/highway, freight, transit, pedestrian, and bicycle facilities. This serves as the foundation for the development of the Transportation Improvement Program (TIP) which is a staged, 5-year, program of transportation projects consistent with the LRTP.

It is imperative to understand the transportation industry is changing at an unprecedented rate. The development of 2045 LRTP will include Autonomous, Connected, Electric, and Shared Vehicle (ACES) planning concepts to enable new mobility paradigms.

Purpose

The purpose of the Public Involvement Plan (PIP) is to establish a clear framework to help ensure the greatest degree of public input, involvement, and education when considering transportation priorities and funding. Particular efforts of Title VI of the Civil Rights Act of 1964, which prohibits discrimination on the basis of race, color and national origin, must be adhered to by any government entity that receives federal funding. Title VI also references the term "Environmental Justice" as it relates to the impact of transportation plans or projects on a particular community or population that may have traditionally been underserved or left out of the transportation planning process. The intent of the Environmental Justice policy is to ensure public involvement of low income and minority groups and prevent disproportionately high or adverse impacts on those populations. This helps to ensure everyone receives equal participation and benefit from transportation improvements.

The PIP is consistent with the TPO's *Public Participation Plan (PPP)* to reflect community values and benefit all segments of the community equitability. A cooperative effort between local stakeholders, Florida Department of Transportation (FDOT), and regional partners such as Indian River County MPO and Martin MPO will be conducted and is accomplished through early, often, and thorough communication. The TPO uses three (3) different methods to identify the public to be involved.

Self-Identification
Anyone who has exhibited previous interest through public meeting attendance, written comments, or contact with the TPO.

TPO Identification
Agencies, organizations, and the general public identified from the TPO's current mailing lists and from public records.

Third-party Identification
General public and private groups as identified through known shakeholders.

The PIP provides a clear process for actively engaging the public and a schedule of events and community outreach activities that will occur during the course of the 2045 LRTP.

Public Participation Methods

Specific methods including high-touch and high-tech tactics selected from the PPP are used to execute the PIP that promotes broad dialogue and continuing involvement of the citizens and stakeholders in the LRTP process. High-touch methods are those that involve face-to-face outreach with the community. This ensures specific target groups or traditionally underserved populations are incorporated into the public process. High-tech methods involve technology and digital resources for outreach and indirectly gain input from the community. This is emphasized in mass communications and utilized to reach a larger audience.

HIGH-TECH
» Community Survey
» Website
» Media

HIGH-TOUCH & VIRTUAL HIGH-TOUCH
» Focus Groups
» Workshops
» Regional Coordination
» Committee Meetings

High-Touch

Pop-Up Outreach. Four (4) pop-up outreach at each of the four points in educating and engaging the community.

1. Goals, Objectives Performance Measures and Needs Assessment
2. Alternatives Development
3. Project Prioritization
4. Draft Document

Attendance at Friday Fest at Fort Pierce City Marina Square. The community can dine, shop, and enjoy the beautiful, historic, downtown Fort Pierce while staying informed of the roles and responsibilities of the TPO. TPO staff began the dialogue with the community on the 2045 LRTP and will continue with Pop-Up Outreach at other community events.

Focus Groups. Five (5) focus groups will be conducted to obtain input from TPO stakeholders consistent with the ten (10) planning factors specified within CFR 23 450.306. Elected officials, staff from stakeholder agencies including those providing transportation services, students, and individuals/groups traditionally underserved by existing transportation systems will be part of the focus groups. One of the focus groups will be with the Treasure Coast Chapter of the National Federation of the Blind. This is an organization that believes in the full capacity of blind people, and has the power, influence, diversity, and determination to help transform dreams into reality.

Workshops. Three (3) workshops will be conducted to engage the public and receive input. The communications and notices of the workshops will target historically underrepresented populations as outlined in Title VI and Environmental Justice directives issued by the US DOT. The workshop venues will be at convenient and accessible locations and times for citizens including minority and disadvantaged populations to provide opportunities for broader participation and will

comply with ADA accessibility requirements. Visualization techniques such as graphs, charts, maps, and photographs will be used to enhance understanding of the information being presented.

Regional Coordination. Coordination of the LRTP activities with adjacent jurisdictions regarding regional transportation facilities will be conducted including with other MPOs such as Martin and Indian River County, and with FDOT.

Committee Meetings. Presentations will be given to the following committees and boards to ensure stakeholders are well-informed and engaged in the process.

- Citizens Advisory Committee (CAC)
- Technical Advisory Committee (TAC)
- Bicycle/Pedestrian Advisory Committee (BPAC)
- Indian River Lagoon Scenic Highway (IRLSH) Treasure Coast Corridor Management Entity (TCCME)
- Local Coordinating Board for the Transportation Disadvantaged (LCB)
- TPO Governing Board

High-Tech

Community Survey. An online community survey will be developed and posted on the TPO website during the update of the LRTP to obtain citizen input. Survey topics may include, but are not limited to, transportation challenges, potential congestion and safety problem locations, multimodal needs, priorities, and funding alternatives.

Website. The St. Lucie TPO website will include a webpage for the 2045 LRTP. The webpage will provide an overview of the LRTP process, TPO's roles and responsibilities, maps and presentations, key results of interim tasks, and the draft final plan for public review.

Media. The use of local media to maximize public awareness of the LRTP update and obtain citizen participation. Techniques to be deployed will include press releases, flyers, media advertisements, and social media,

Public Involvement Process

Adequate public notice of public participation activities and a period of at least 14 days for public review and comments at key decision points will be provided consistent with the PPP. The public participation activities to be conducted at the key decision points are described as follows.

Point 1: Goals, Objectives, Performance Measures and Needs Assessment

- Focus group meetings will be conducted as described previously.
- Conduct an LRTP workshop on the Goals, Objectives, Performance Measures and Needs Assessment.
- Conduct pop-up outreach events.
- Offer public access to the online survey, LRTP website, and media releases.
- Present to TPO Committees and Board.
- Conduct regional coordination with adjacent jurisdictions regarding common goals and needs.

Point 2: Alternatives Development

- Conduct an LRTP workshop on Transportation Alternatives Development.
- Conduct pop-up outreach events.
- Offer public access to the online survey, LRTP website, and media releases.
- Present to TPO Committees and Board.
- Conduct regional coordination with adjacent jurisdictions regarding facilities at the county boundaries.

Point 3: Project Prioritization

- Conduct an LRTP workshop on Project Prioritization including the Financial Resources Analysis and 2045 Cost Feasible Plan.
- Conduct pop-up outreach events.
- Offer public access to the online survey, LRTP website, and media releases.
- Present to TPO Committees and Board.
- Conduct regional coordination with adjacent jurisdictions regarding financial resources and cost feasible projects.

Point 4: Draft Document

- Conduct pop-up outreach events.
- Offer public access to the online survey, LRTP website, and media releases.
- Include a summary report on the disposition of comments with the final documentation when written comments are received on the draft LRTP.

St. Lucie Transportation Planning Organization

St. Lucie TPO 2045 Long Range Transportation Plan (LRTP) Summary of Comments

Comment	Commenter	Date/Method Received	Incorporation into Plan/Program/Study
Connect SW Gatlin Boulevard/Tradition Parkway to Glades Cut Off Road.	CTST Attendee	March 5, 2020/CTST Meeting	The Developer Funded roadways will create this connection.
Roll out Bicycle and Pedestrian Safety and Education Program to increase awareness of the responsibilities and promote tolerance among all roadway users.	CTST Attendee	March 5, 2020/CTST Meeting	Included in the Safety section.
Install bicycle facilities along Floresta Drive from SE Port St Lucie Boulevard to NW Airoso Boulevard.	CTST Attendee	March 5, 2020/CTST Meeting	Included in Bicycle Facilities Needs Plan as Project ID 209 (Floresta Drive from Bayshore Boulevard to Airoso Boulevard)
Please comment if the sidewalk will be reconstructed on the PSL Turnpike Exit/South Bayshore new lane added as a right hand turn lane onto PSL Blvd. This side walk was not reconstructed at that time. This restricts individuals using electric wheel chairs safe access to the crossing light. I have witnessed individuals moving in the turn lane to get to the corner. I feared for their life. Was told this was an issue with private property owner, Walgreens on that corner. Melody Hearn, Co Chair Family Care Council Area 15. www.fccflorida.org mhearn1990.org	Virtual Workshop #2 Attendee	August 27, 2020/Transportation Alternative Development Workshop	Included in Pedestrian Facilities Needs Plan as Project ID 390 (SE Bayshore Boulevard from Walgreen Driveway Entrance to SW Port St. Lucie Bouleard).
it's more of a suggestion why not have midway road 2 lane to 4 lane from US 1 to the I95 interchange instead of having multiple project	Virtual Workshop #2 Attendee	August 27, 2020/Transportation Alternative Development Workshop	There are two projects along Midway Road. Project ID 143 (Midway Road from Glades Cut-Off Road to Selvitz Road) and Project ID: 162 (Midway Road from Arterial A to I-95), which is a Develper Funded roadway.
will the bus still be free to all St Lucie county resident with all of the changes taking place ?	Virtual Workshop #2 Attendee	August 27, 2020/Transportation Alternative Development Workshop	Answered during the Virtual workshop.

Comment	Commenter	Date/Method Received	Incorporation into Plan/Program/Study
One of the early maps in the presentation showed work/upgrades to be done in Indian River Estates for Easy Street and a north-south street to Midway road. WHere can the details on that planning or work be found?	Virtual Workshop #2 Attendee	August 27, 2020/Transportation Alternative Development Workshop	Answered during the Virtual workshop.
I believe a vision of having a max multimodal goal will increase the local economy and create more opportunities for work in the county.	Virtual Workshop #2 Attendee	August 27, 2020/Transportation Alternative Development Workshop	The Multimodal Cost Feasible Plan develops the foundation to invest transportation dollars towards other modes of transportation and not solely on roadway capacity projects.
What is the county's ultimate goal? Are we looking to bring more businesses to the area or are we just hoping to maintain the businesses we already have in the county?	Virtual Workshop #2 Attendee	August 27, 2020/Transportation Alternative Development Workshop	Answered during the Virtual workshop.
what is the time frame for the micro transit in either torino or Indian River drive be in service because it is much needed?	Virtual Workshop #3 Attendee	September 1, 2020/Transportation Alternative Development Workshop	Torino Parkway micro-transit is funded in 2026-2030 and the Indian River Estates mirco-transit is funded in 2031-2035.
Transit rider was disappointed that half-hour service was reduced to hourly service on Route 1 of the Treasure Coast Connector. He also misses former Route 8, which he said was discontinued.	Library Pop-Up Outreach Attendee	December 12/15, 2020/Library Pop-Up	The Transit Cost Feasible Plan includes increasing Increase frequency from 60 minutes to 30 minutes on certain routes.
Two residents of Fort Pierce are eager to use the Brightline train service and hope a station will be located in Fort Pierce.	Library Pop-Up Outreach Attendee	December 12/15, 2020/Library Pop-Up	The Transit Needs Plan includes Project ID: 409 (Passenger Train – Miami to Orlando), which is a new service.
One employee of downtown Fort Pierce would like to see a transit stop located downtown, noting that the closest one is blocks away on U.S. 1.	Library Pop-Up Outreach Attendee	December 12/15, 2020/Library Pop-Up	Answered in-person.

Comment	Commenter	Date/Method Received	Incorporation into Plan/Program/Study
Several residents of Port St. Lucie described St. Lucie West Boulevard as the most congested road in the city, with Port St. Lucie Boulevard also scoring high on congestion meter. Motorists said they use the newly opened Crosstown Parkway whenever possible and said it has greatly improved their east-west commute.	Library Pop-Up Outreach Attendee	December 12/15, 2020/Library Pop-Up	Acknowledged.
A resident of Tradition worries that the recent building boom will exacerbate traffic problems and said she lives in Tradition because of its pedestrian-friendly design.	Library Pop-Up Outreach Attendee	December 12/15, 2020/Library Pop-Up	The Multimodal Cost Feasible Plan includes Torino Parkway as an Operational Improvement.

Summary Completion Date: **February 2021**

From:	Yi Ding
To:	SAJ-RD@usace.army.mil; Diane.Pupa@FloridaDEP.gov; ndemonst@sfwmd.gov
Subject:	Draft St. Lucie TPO 2045 Long Range Transportation Plan (LRTP)
Date:	Thursday, February 04, 2021 8:44:00 AM
Attachments:	SmartMoves 2045_draft report_rev04 resize.pdf

Good morning,

Attached please see and comment on the draft SmartMoves 2045 Long Range Transportation Plan (LRTP) developed by St. Lucie TPO. Please feel free to forward it to the appropriate contact in your organization.

Thanks,

Yi

Yi Ding
Transportation Systems Manager
Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
www.stlucietpo.org
Tel: (772) 462-2182
Fax: (772) 785-5839
Email: dingy@stlucieco.org

From:	Yi Ding
To:	"Lewis G. Grimm P. E. (Lewis.Grimm@dot.gov)"; "William Abell (williamabell@semtribe.com)"
Subject:	Draft SmartMoves 2045 Long Range Transportation Plan (LRTP)
Date:	Thursday, January 28, 2021 2:30:00 PM
Attachments:	SmartMoves 2045 LRTP draft report.pdf

Good afternoon,

Attached please see the draft SmartMoves 2045 LRTP. Please let me know if you have any question or comment.

Thanks,

Yi

Yi Ding
Transportation Systems Manager
Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
www.stlucietpo.org
Tel: (772) 462-2182
Fax: (772) 785-5839
Email: dingy@stlucieco.org

Appendix D

Financial Resources

2045 REVENUE FORECAST
St. Lucie TPO/St. Lucie Metropolitan Area

2045 Forecast of State and Federal Revenues for Statewide and Metropolitan Plans

Overview

This report documents the Florida Department of Transportation (FDOT) revenue forecast through 2045. Estimates for major funding programs for the St. Lucie metropolitan area, for FDOT Districts, and for Florida as a whole are included. This includes state and federal funds that "flow through" the FDOT five-year work program. This information is used for updates of Metropolitan Planning Organization (MPO[1]) Long Range Transportation Plans (LRTPs) and related documents.

Background

In accordance with federal statute, longstanding FDOT policy, and leadership by the Metropolitan Planning Organization Advisory Council (MPOAC), the FDOT Office of Policy Planning (OPP) provides projections of future available funding to Florida's MPOs. This data is known as the Revenue Forecast. Consistent data is applied to development of the FDOT Strategic Intermodal System (SIS) Highway Cost Feasible Plan (CFP).

The Department has developed a long-range revenue forecast through 2045. The forecast is largely based upon recent federal legislation (e.g., the FAST Act[2]) and changes in multiple factors affecting state revenue sources and current policies. It incorporates (1) amounts contained in the FDOT work program for state fiscal years (FYs) 2018 through 2022, (2) the impact of the Department's objectives and investment policies, and (3) the Statutory Formula (50% population and 50% motor fuel tax collections) for distribution of certain program funds. All estimates are expressed in nominal dollars, also known as year of expenditure (YOE) dollars.

Purpose

This version of the forecast provides one specific MPO, and all interested parties, with dollar figures that will be necessary and useful as it prepares its 2045 LRTP. If more detail or particular additional numbers are needed, these may subsequently be delivered in spreadsheet format. This document does not forecast funds that do not "flow through" the FDOT five-year work program. Further information concerning local sources of revenue is available from State of Florida sources, particularly *Florida's Transportation Tax Sources: A Primer,* and the *Local Government Financial Information Handbook.*[3]

Although it has remained more practical to define geographic areas by county boundaries for some funding categories, it is important to recognize the role of MPOs in conducting metropolitan transportation planning as entities designated to serve urbanized areas as delineated

[1] In this document, the general term MPO is used to refer to organizations whose names take different forms, including TPO, TPA, and MTPO.

[2] Fixing America's Surface Transportation (FAST) Act, Public Law 114-94, December 4, 2015.

[3] FDOT's tax source primer is available at http://www.fdot.gov/comptroller/pdf/GAO/RevManagement/Tax%20Primer.pdf. The financial information handbook is prepared by the Office of Economic and Demographic Research, part of the Florida Legislature; it is available at http://edr.state.fl.us/Content/local-government/reports/lgfih17.pdf.

by the U.S. Census Bureau. This forecast features county level estimates for major capacity programs, specifically Other Roads and Transit. If an MPO includes more than one county, the county level estimates are totaled to produce an overall MPO estimate. If an MPO's boundary does not match county boundaries, the FDOT District determines appropriate funding totals for that MPO. OPP is available for consultation and support, and Districts are asked to share their method and results with OPP. However, final responsibility rests with the appropriate District.

This forecast does not break down SIS Highway expenditures to the county or District level. SIS Highway expenditures are addressed in the SIS CFP, prepared by the FDOT Systems Implementation Office (formerly Systems Planning Office). Districts inform MPOs of projects proposed for the CFP, and, conversely, CFP projects need to be included in the appropriate MPO LRTP(s) to receive federal funding.

This forecast also includes funding for FDOT programs designed to support, operate, and maintain the State Highway System (SHS). The Department has set aside sufficient funds in the 2045 Revenue Forecast for these programs, referred to as non-capacity programs, to meet statewide objectives and program needs in all metropolitan and non-metropolitan areas. Specific District level amounts are provided for existing facilities expenditures. Funding for these programs is not included in the county level estimates.

2045 Revenue Forecast (State and Federal Funds)

The 2045 Revenue Forecast is the result of a three-step process:

1. State and federal revenues from current sources were estimated.
2. Those revenues were distributed among appropriate statewide capacity and non-capacity programs consistent with statewide priorities.
3. County level estimates for the Other Roads and Transit programs were developed, along with estimates for other funding categories of interest to Florida's MPOs.

Forecast of State and Federal Revenues

The 2045 Revenue Forecast includes program estimates for the expenditure of state and federal funds expected from current revenue sources (i.e., new revenue sources were not added). The forecast estimates revenues from federal, state, and Turnpike sources included in the FDOT five-year work program.

The forecast does not estimate revenue from other sources (i.e., local government/authority taxes, fees, and bond proceeds; private sector participation; and innovative finance sources). Estimates of state revenue sources were based on estimates prepared by the State Revenue Estimating Conference (REC) in September 2017 for FYs 2019 through 2028. Estimates of federal revenue sources were based on the Department's Federal Aid Forecast for FYs 2018 through 2027. In this forecast, Surplus Toll Revenue is only projected for the Miami-Dade Metropolitan Area, but that category may apply to more metropolitan areas in future Revenue Forecasts. Assumptions about revenue growth are shown in Table 1.

Table 1
Revenue Sources and Assumptions

Revenue Sources	Years	Assumptions*
State Taxes (includes fuel taxes, tourism-driven sources, vehicle-related taxes and documentary stamp taxes)	2019-2028	Florida REC Estimates; these average in the range from 2.5% to 3.0% per year
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045
Federal Distributions (Total Obligating Authority)	2018-2027	FDOT Federal Aid Forecast
	2028-2045	Annual 0.0% increase through 2045
Turnpike	2018-2028	Turnpike Revenue Forecast
	2029-2045	Annual 1.93% increase in 2029, gradually decreasing to -0.44% in 2045

* Note all growth rates show nominal, or YOE, dollar figures. Consistent with REC assumptions, a constant annual inflation rate of 2.60% is projected forward indefinitely. Therefore, *an assumption of nominal growth of 1.93% signifies a real decline of about 0.65% per year.*

A summary of the forecast of federal, state, and Turnpike revenues is shown in Table 2. The *2045 Revenue Forecasting Guidebook* provides additional information regarding the Revenue Forecast and includes inflation factors that can be used by MPOs to adjust project costs expressed in present day cost to YOE dollars.

Table 2
Forecast of Revenues
2045 Revenue Forecast (Millions of Dollars)
(Percentages reflect percentage of total period funding produced by that source. For example, federal funding is projected to provide 24% of all funding for the period of FYs 2021 through 2025.)

Major Revenue Sources	Time Periods (Fiscal Years) 2020[1]	2021-2025[1]	2026-2030	2031-2035	2036-2045	26-Year Total[2] 2020-2045
Federal	2,353	10,884	11,878	12,108	24,217	61,440
	28%	24%	23%	21%	20%	22%
State	5,270	27,366	34,128	38,264	80,719	185,748
	62%	61%	65%	66%	66%	65%
Turnpike	814	6,572	6,688	7,861	16,518	38,453
	10%	15%	13%	14%	14%	13%
Total[2]	**8,437**	**44,823**	**52,694**	**58,233**	**121,454**	**285,641**

[1] Based on the FDOT Adopted Work Program for FYs 2018 through 2022.
[2] Columns and rows may not equal the totals due to rounding.

Estimates for State Programs

Long range revenue forecasts assist in determining financial feasibility of needed transportation improvements, and in identifying funding priorities. FDOT policy places primary emphasis on

safety and preservation. Remaining funding is planned for capacity programs and other priorities.

The 2045 Revenue Forecast includes the program funding levels contained in the FDOT Adopted Work Program for FYs 2018 through 2022. The forecast of funding levels for FDOT programs for FYs 2020-2045 was developed based on the corresponding Program and Resource Plan (PRP), which includes the FDOT Adopted Work Program and planned funding for FYs 2023-2026. This forecast provides information for capacity and non-capacity state programs. The information is consistent with "Financial Guidelines for MPO Long Range Plans" moved forward by the MPOAC Policy and Technical Committee on July 13, 2017.

The 2045 Revenue Forecast entails long-term financial projections for support of long-term planning. The forecast is timed to be delivered well in advance of the five-year LRTP adoption schedule. It is considered satisfactory for the duration of the five-year cycle; in other words, it is useful for MPOs whose adoptions come at the beginning or end of the cycle. However, FDOT reserves the right to consider adjustments to the Revenue Forecast during the LRTP adoption cycle, if warranted.

Capacity Programs

Capacity programs include each major funding program that expands the capacity of existing transportation systems (such as highways and transit). Table 3 includes a brief description of each major capacity program and the linkage to the program categories used in the PRP.

Statewide Forecast for Capacity Programs

Table 4 identifies the statewide estimates for capacity programs in the 2045 Revenue Forecast. $285 billion is forecast for the entire state transportation program from FYs 2020 through 2045; about $149 billion (52%) is forecast for capacity programs.

Metropolitan Forecast for Capacity Programs

Pursuant to federal law, Transportation Management Area (TMA) funds and certain Transportation Alternatives funds (TALU) are projected based on current population estimates. These two categories only apply to federally designated TMAs; 15 of the Florida's 27 MPOs qualify for these funds. District estimates for certain Transportation Alternatives (TA) funds and the Other Roads program were developed using the current Statutory Formula. For planning purposes, Transit program funds were divided between Districts and counties according to population.

Table 3
Major Capacity Programs Included in the 2045 Revenue Forecast
and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
SIS Highways Construction & ROW - Construction, improvements, and associated right of way on SIS highways (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Interstate Construction Turnpike Construction Other SIS Highway Construction SIS Highway Traffic Operations SIS Highway Right of Way (ROW) SIS Advance Corridor Acquisition
Other Roads Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS. Also includes funding for local assistance programs such as the County Incentive Grant Program (CIGP).	Arterial Traffic Operations Construction County Transportation Programs Economic Development Other Arterial & Bridge Right of Way Other Arterial Advance Corridor Acquisition
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, security, capacity enhancement, land acquisition, planning, economic development, and preservation.	Airport Improvement Land Acquisition Planning Discretionary Capacity Improvements
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Transit Systems Transportation Disadvantaged – Department Transportation Disadvantaged – Commission Other; Block Grants; New Starts Transit
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Rail/Highway Crossings Rail Capacity Improvement/Rehabilitation High Speed Rail Passenger Service
Intermodal Access - Improving access to intermodal facilities, airports and seaports; associated rights of way acquisition.	Intermodal Access
Seaport Development - Funding for development of public deep-water ports projects, such as security infrastructure and law enforcement measures, land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Seaport Development
SUN Trail – FDOT is directed to make use of its expertise in efficiently providing transportation projects to develop a statewide system of paved non-motorized trails as a component of the Florida Greenways and Trails System (FGTS), which is planned by the Florida Department of Environmental Protection (FDEP).	Other State Highway Construction Other State Highway ROW Other Roads Construction Other Roads ROW Other SIS Highway Construction SIS Highway ROW

Table 4
Statewide Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total[2]
	2020[1]	2021-25[1]	2026-30	2031-35	2036-45	2020-2045
SIS Highways Construction & ROW	2,199	12,940	12,490	13,933	28,971	70,534
Other Roads Construction & ROW	892	6,538	8,006	8,650	18,103	42,188
Aviation	211	1,143	1,433	1,596	3,354	7,738
Transit	417	2,306	2,881	3,154	6,580	15,339
Rail	178	850	1,255	1,425	2,985	6,692
Intermodal Access	40	262	345	379	791	1,816
Seaports	114	622	837	938	1,970	4,481
SUN Trail	25	125	125	125	250	650
Total Capacity Programs	**4,075**	**24,786**	**27,372**	**30,200**	**63,004**	**149,438**
Statewide Total Forecast	**8,437**	**44,823**	**52,694**	**58,233**	**121, 454**	**285,641**

[1] Based on the FDOT Tentative Work Program for FYs 2018 through 2022.
[2] Columns and rows may not equal the totals due to rounding.

Estimates for the Other Roads and Transit programs for the St. Lucie metropolitan area are in Table 5.

Table 5
County Level Capacity Program Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Estimates for the St. Lucie Metropolitan Area

Capacity Programs	Time Periods (Fiscal Years)					26-Year Total[2]
	2020[1]	2021-25[1]	2026-30	2031-35	2036-45	2020-2045
Other Roads Construction & ROW	6.38	61.00	80.62	89.38	188.43	425.79
Transit	5.55	30.81	38.85	42.55	88.64	206.40
Total	**11.92**	**91.81**	**119.47**	**131.92**	**277.07**	**632.19**

[1] Estimates for FYs 2018 through 2022 are contained in the FDOT Adopted Work Program.
[2] Columns and rows may not equal the totals due to rounding.

A few programs fund capacity projects throughout the state on a competitive or priority basis. The two most prominent programs for MPOs are the Transportation Regional Incentive Program (TRIP) and the Florida New Starts Transit Program. Formerly, TRIP was referred to as a Documentary Stamp Tax program, but there are currently multiple sources of funding. With the economic recovery, the forecast funding for TRIP is now over five times the level of five years ago. Amounts for the federally-funded TMA program are in Table 6. TRIP, Florida New Starts, and TMA funds are not included in Table 5.

Table 6
Transportation Management Area (TMA) Funds Estimates
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Port St. Lucie Urbanized Area/TMA	Time Periods (Fiscal Years)					26-Year Total[1]
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
TMA Funds for Martin and St. Lucie Metropolitan Areas[2]	6.08	30.41	30.41	30.41	60.81	158.11

[1] Row may not equal the total due to rounding.
[2] The Martin MPO and the St. Lucie TPO need to collaboratively determine how these funds will be used in their combined metropolitan (planning) areas as part of 2045 LRTP development.

"Off-system" funds are included in the Other Roads program estimates comprised of federal and state funds. By law, state funds cannot be used for highway improvements not on the SHS except under certain circumstances. All estimates of TMA funds may be used on "off-system" roads (i.e., roads on the federal-aid highway system but not on the SHS). The following is guidance for estimating other federal funds that can be used for "off-system" roads:

- MPOs in TMAs can assume all estimated TMA funds and 10% of their Other Roads program estimates can be used for "off-system" roads.
- MPOs that are not in TMAs can assume 15% of their Other Roads program estimates can be used for "off-system" roads.

Estimates of TRIP funds by District are in Table 7, and statewide estimates of Florida New Starts funds are in Table 8. Projects which would be partially funded by either of these programs cannot be counted as "funded" in LRTPs. This is because there is no guarantee of any specific project receiving TRIP or Florida New Starts funding in the future. Only a portion of potentially eligible projects receive funding. However, these projects can be included in LRTPs as "illustrative" projects. If MPOs have specific questions, they should consult with their District liaison and planning staff; District staff will contact the OPP, Work Program, or other Central Office staff as needed.

Table 7
Districtwide Transportation Regional Incentive Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

FDOT District	Time Periods (Fiscal Years)					26-Year Total[2]
	2020[1]	2021-25[1]	2026-30	2031-35	2036-2045	2020-2045
District 1	3.1	21.9	32.7	36.4	74.6	**168.8**
District 2	2.5	17.6	26.3	29.2	59.9	**135.5**
District 3	1.6	11.6	17.3	19.2	39.3	**89.0**
District 4	4.1	28.9	43.1	47.9	98.2	**222.3**
District 5	4.7	32.8	49.0	54.4	111.7	**252.6**
District 6	2.8	19.7	29.4	32.7	67.0	**151.6**
District 7	3.3	23.2	34.6	38.4	78.8	**178.2**
Statewide Total Forecast	**22.2**	**155.8**	**232.3**	**258.2**	**529.5**	**1,197.9**

[1] Estimates for FYs 2018 through 2022 are contained in the FDOT Adopted Work Program.
[2] Columns and rows may not equal the totals due to rounding.

Table 8
Transit - Florida New Starts Program Estimates
State Funds from the 2045 Revenue Forecast (Millions of Dollars)

Statewide Program	Time Periods (Fiscal Years)					26-Year Total
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Statewide Total Forecast	41.8	226.3	259.2	282.4	593.4	1,403.1

The FAST Act continued funding for TA projects. Categories impacting MPOs include funds for (1) TMAs (TALU); (2) areas with populations greater than 5,000 up to 200,000 (TALL funds), and (3) any area of the state (TALT). Estimates of TA funds are in Table 9. TALT funds, which are presented as Districtwide totals, are programmed at each District's discretion. MPOs should identify any projects using them as "illustrative" projects since there is no guarantee of a share by MPO or specific projects for these funds.

Table 9
Transportation Alternatives Funds Estimates
Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

St. Lucie Metropolitan Area and Districtwide	Time Periods (Fiscal Years)					26 Year Total [1]
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
TALU (>200,000 Population) for Martin and St. Lucie Metropolitan Areas, Funds for Port St. Lucie TMA[2]	0.49	2.46	2.46	2.46	4.91	12.78
TALL (<200,000 Population)	N/A	N/A	N/A	N/A	N/A	N/A
TALT (Any Area), Entire FDOT District	4.55	22.74	22.74	22.74	45.47	118.22

[1] Rows may not equal the totals due to rounding.
[2] The Martin MPO and the St. Lucie TPO need to collaboratively determine how these funds will be used in their combined metropolitan (planning) areas as part of 2045 LRTP development.

Other projects for which funding is uncertain may also be included in LRTPs as "illustrative" projects.

Non-Capacity Programs

Non-capacity programs refer to FDOT programs designed to support, operate, and maintain the SHS: Safety, Resurfacing, Bridge, Product Support, Operations and Maintenance, and Administration. County level estimates are not needed for these programs. Instead, FDOT has included sufficient funding in the 2045 Revenue Forecast to meet the statewide objectives and policies below and carry out its responsibilities and objectives for the non-capacity programs on the SHS in each District and metropolitan area:

- **Resurfacing program:** Ensure that 80% of SHS pavement meets Department standards;
- **Bridge program:** Ensure that 90% of FDOT-maintained bridges meet Department standards while keeping all FDOT-maintained bridges open to the public safe;
- **Operations and maintenance program:** Achieve 100% of acceptable maintenance condition standards on the SHS;

- **Product Support:** Reserve funds for Product Support required to construct improvements (funded with the forecast's capacity funds) in each District and metropolitan area; and
- **Administration:** Administer the state transportation program.

Table 10 includes a description of each non-capacity program and the linkage to the program categories used in the PRP.

Table 10
Major Non-Capacity Programs Included in the 2045 Revenue Forecast and Corresponding Program Categories in the Program and Resource Plan (PRP)

2045 Revenue Forecast Programs	PRP Program Categories
Safety - Includes the Highway Safety Improvement Program, the Highway Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.	Highway Safety Grants
Resurfacing - Resurfacing of pavements on the SHS and local roads as provided by state law.	Interstate Arterial and Freeway Off-System Turnpike
Bridge - Repair and replace deficient bridges on the SHS. In addition, not less than 15% of the amount of 2009 federal bridge funds must be expended off the federal-aid highway system (e.g., on local bridges not on the SHS).	Repair - On System Replace - On System Local Bridge Replacement Turnpike
Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).	Preliminary Engineering Construction Engineering Inspection Right of Way Support Environmental Mitigation Materials & Research Planning & Environment Public Transportation Operations
Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.	Operations & Maintenance Traffic Engineering & Operations Toll Operations Motor Carrier Compliance
Administration and Other - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards). The "Other" category consists primarily of debt service.	Administration Fixed Capital Outlay Office Information Systems Debt Service

Table 11 identifies the statewide estimates for non-capacity programs. About $136 billion (48% of total revenues) is forecast for non-capacity programs. For projects funded with estimates for

the Other Roads program, MPOs can assume the equivalent of 22 percent of those estimated funds will be available from the statewide Product Support estimates for PD&E and Engineering Design. These funds are in addition to the estimates for the Other Roads program provided to MPOs.

Table 11
Statewide Non-Capacity Expenditure Estimates
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

Major Programs	Time Periods (Fiscal Years)					26-Year Total[1]
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
Safety	141	820	826	825	1,659	4,271
Resurfacing	633	4,354	4,150	4,241	8,756	22,135
Bridge	1,035	1,051	2,403	2,946	6,122	13,556
Product Support	1,302	6,576	6,709	7,096	14,614	36,299
Operations and Maintenance	1,384	7,442	8,596	9,162	18,939	45,523
Administration and Other	429	2,770	2,891	2,819	5,559	14,468
Total Non-Capacity Programs	**4,923**	**23,013**	**25,576**	**27,089**	**55,650**	**136,251**
Statewide Total Forecast	**8,430**	**44,768**	**52,606**	**58,133**	**121,134**	**285,071**

[1] Columns and rows may not equal the totals due to rounding.

Table 12 contains Districtwide estimates for SHS existing facilities expenditures for information purposes. Existing facilities expenditures include all expenditures for the program categories Resurfacing, Bridge, and Operations and Maintenance (O&M). In the previous Revenue Forecast, these expenditures were described as SHS O&M, but the expenditures on the Resurfacing and Bridge categories, in combination, are about as much as those for O&M. These existing facilities estimates are provided pursuant to an agreement between FDOT and the Federal Highway Administration (FHWA) Division Office.

Table 12
State Highway System Existing Facilities Estimates by District
State and Federal Funds from the 2045 Revenue Forecast (Millions of Dollars)

FDOT District	Time Periods (Fiscal Years)					26-Year Total[1]
	2020	2021-25	2026-30	2031-35	2036-45	2020-2045
District 1	457	1,922	2,267	2,446	5,060	12,151
District 2	606	2,551	3,009	3,247	6,716	16,129
District 3	495	2,084	2,458	2,652	5,487	13,176
District 4	410	1,728	2,038	2,199	4,549	10,924
District 5	561	2,362	2,785	3,006	6,217	14,931
District 6	203	854	1,007	1,087	2,248	5,399
District 7	319	1,345	1,586	1,712	3,541	8,503
Statewide Total Forecast	**3,051**	**12,847**	**15,150**	**16,348**	**33,817**	**81,214**

Note: Includes Resurfacing, Bridge, and Operations & Maintenance Programs.
[1] Columns and rows may not equal the totals due to rounding.

Advisory Concerning Florida's Turnpike Enterprise

Within the framework of FDOT, Florida's Turnpike Enterprise (Turnpike) is given authority, autonomy, and flexibility to conduct its operations and plans in accordance with Florida Statute and its Bond Covenants. The Turnpike's traffic engineering consultant projects Toll Revenues and Gross Concession Revenues for the current year and the subsequent 10-year period, currently FYs 2018-2028. The consultant's official projections are available at http://www.floridasturnpike.com/documents/reports/Traffic%20Engineers%20Annual%20Report/1_Executive%20Summary.pdf.

Projections of Turnpike revenues within the State of Florida Revenue Forecast beyond FY 2028 are for planning purposes, and no undue reliance should be placed on these projections. Such amounts are generated and shared by OPP for purposes of accountability and transparency. They are part of the Revenue Forecast process, which serves the needs of MPOs generating required LRTPs.

MPOs do not program capital projects or make decisions concerning Turnpike spending. OPP projections are not part of the Turnpike's formal revenue estimating process and are not utilized for any purpose other than to assist MPOs and perform related functions. Such amounts do not reflect the Turnpike's requirement to cover operating and maintenance costs, payments to bondholders for principal and interest, long-term preservation costs, and other outstanding Turnpike obligations and commitments.

REVENUE FORECAST FOR ST. LUCIE TPO
LONG RANGE TRANSPORTATION PLAN UPDATE

2045 Forecast of State and Federal Revenues
for Statewide and Metropolitan Plans

MARTIN MPO
Metropolitan Planning Organization

3481 S.E. Willoughby Boulevard, Suite 101
Stuart, Florida 34994
(772) 221-1498
http://www.martinmpo.com

June 17, 2020

Mr. Darrell J. Drummond, St. Lucie TPO Chairman
President/CEO
Council on Aging of St. Lucie, Inc.
2501 SW Bayshore Blvd.
Port St. Lucie, FL 34984
Sent via email and U.S. Mail

RE: Martin MPO 2045 Long Range Transportation Plan (LRTP) Cost Feasible Plan

Dear Mr. Drummond:

Thank you for your letter dated June 3, 2020, suggesting a new funding split of Federal Highway Administration (FHWA) Surface Transportation Block Grant (STBG) Funds, also known as Transportation Management Area (TMA) Funds. The Martin Metropolitan Planning Organization recognizes the 32% Martin-68% St. Lucie funding split of STBG funds reflects the population percentage split in FDOT's Urbanized Area Population Estimates dated April 2, 2019; however, the Martin MPO at this time does not support revising the STBG funding split in the future based solely on the most current population data.

Martin MPO recognizes the importance of analyzing the regional travel flows through Martin County due to Martin's position between the two larger counties of St. Lucie and Palm Beach. Therefore, on June 15, 2020, the Martin MPO passed a motion approving its 2045 LRTP Cost Feasible Plan using a 32% Martin-68% St. Lucie funding split of STBG funds. The motion included reviewing the 2020 Census data when it becomes available, as well as considering the future impact of regional travel entering Martin County.

Thank you again for your correspondence and if you have any questions, please contact Beth Beltran, MPO Administrator at (772) 221-1498.

Sincerely,

Commissioner Doug Smith
Martin MPO Chairman

DS/bb

Cc: Gerry O'Reilly, P.E., Secretary, FDOT District Four
Peter Buchwald, St. Lucie TPO

St. Lucie Transportation Planning Organization

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

June 3, 2020

Commissioner Doug Smith
Chairman
Martin Metropolitan Planning Organization
3481 SE Willoughby Boulevard, Suite 101
Stuart, Florida 34994

Re: Allocation of Transportation Management Area Funds from the Federal Highway Administration for the Port St. Lucie Urbanized Area

Dear Chairman Smith:

As the Port St. Lucie Urbanized Area (PSL UZA) includes both the St. Lucie Transportation Planning Organization (St. Lucie TPO) and the Martin Metropolitan Planning Organization (Martin MPO), Transportation Management Area (TMA) Funds from the Federal Highway Administration (FHWA) for the PSL UZA are shared between the St. Lucie TPO and the Martin MPO. The 2030 and 2035 Regional Long Range Transportation Plans developed in the past for the St. Lucie TPO and Martin MPO allocated these Federal funds consistent with the population totals within the St. Lucie TPO and Martin MPO portions of the PSL UZA. The population totals and resulting allocations in these plans resulted in 62 percent of the funds being received by the St. Lucie TPO and 38 percent of the funds being received by the Martin MPO.

Because the Martin MPO terminated the Interlocal Agreement between the organizations in 2014, a reconfirmation was necessary in 2015 of the allocation of the TMA funds for the PSL UZA to be used in the development of the individual 2040 Long Range Transportation Plans (LRTPs) for the organizations. At that time, the St. Lucie TPO suggested that the most appropriate allocation of TMA funds for the PSL UZA should be based on the most recent population data prepared by the Florida Department of Transportation (FDOT) which would have resulted in 68 percent of the funds being received by the St. Lucie TPO and 32 percent of the funds being received by the Martin MPO. After discussion between the organizations in November 2015, an interim compromise was reached for the 2040 LRTPs with 65 percent of the funds being received by the St. Lucie TPO and 35 percent of the funds being received by the Martin MPO.

As the 2045 LRTPs are under development by the organizations, the St. Lucie TPO again has initiated the discussion, first by the TPO Staff and now by the TPO Board, of the allocations to be used for the 2045 LRTPs. The St. Lucie TPO again suggests that the most appropriate allocation of TMA funds for the PSL UZA should be based on the most recent population data prepared by FDOT, a copy of which is attached. This data indicates that the allocation of TMA funds for the PSL UZA should be split with 68 percent of the funds being received by the St. Lucie TPO and 32 percent of the funds being received by the Martin MPO.

In addition, it appears to be appropriate for the aforementioned allocation to continue to be revised in the future based on the most current population data. As confirmation of the appropriateness of this allocation methodology, FDOT already utilizes this data to allocate Metropolitan Planning (PL) funds for the PSL UZA, and FHWA allocates the TMA Funds to the PSL UZA based on population.

It should be noted that the Martin MPO receives the benefit of the TMA Funds only because the urbanized population of St. Lucie County on its own qualifies the PSL UZA as a TMA. The urbanized population of Martin County does not qualify it as a TMA on its own, and the Martin MPO would not receive any TMA funding if not for the St. Lucie County urbanized population.

We look forward to continuing the coordination as the LRTPs are developed. Please contact me or Peter Buchwald, the Executive Director of the St. Lucie TPO, should you require any additional information or clarification regarding the St. Lucie TPO's suggested allocation of TMA funds for the PSL UZA.

Sincerely,

Darrell Drummond
Chairman

Attachment

cc: Gerry O'Reilly, P.E., Secretary, FDOT District 4

Urbanized Area Population Estimates

April 1, 2019

FDOT FTO FORECASTING & TRENDS OFFICE

U.S. Census Bureau[1] 2010 Urbanized Areas	2010 Urbanized Population	Population Change 2010 - 2019 Numerical	Percent	2019 Urbanized Population
Bonita Springs	**310,298**	**54,088**	**17.4%**	**364,386**
Collier County (Part)	259,499	44,536	17.2%	304,035
Lee County (Part)	50,799	9,552	18.8%	60,351
Cape Coral	**530,290**	**99,703**	**18.8%**	**629,993**
Charlotte County (Part)	172	23	13.6%	195
Lee County (part)	530,118	99,680	18.8%	629,798
Deltona	**182,169**	**16,282**	**8.9%**	**198,451**
Volusia County (part)	182,169	16,282	8.9%	198,451
Fort Walton Beach--Navarre--Wright	**191,917**	**27,303**	**14.2%**	**219,220**
Okaloosa County (Part)	126,512	14,467	11.4%	140,979
Santa Rosa County (Part)	55,939	10,247	18.3%	66,186
Walton County (Part)	9,466	2,589	27.4%	12,055
Gainesville	**187,781**	**15,157**	**8.1%**	**202,938**
Alachua County (Part)	187,781	15,157	8.1%	202,938
Homosassa Springs--Beverly Hills--Citrus Springs	**80,962**	**3,776**	**4.7%**	**84,738**
Citrus County (Part)	79,279	3,628	4.6%	82,907
Marion County (Part)	1,683	148	8.8%	1,831
Jacksonville	**1,065,219**	**146,752**	**13.8%**	**1,211,971**
Clay County (Part)	157,054	20,024	12.7%	177,078
Duval County (Part)	839,100	103,338	12.3%	942,438
St. Johns County (Part)	69,065	23,390	33.9%	92,455
Kissimmee	**314,071**	**101,187**	**32.2%**	**415,258**
Orange County (Part)	105,700	22,150	21.0%	127,850
Osceola County (Part)	208,371	79,037	37.9%	287,408
Lady Lake--The Villages	**112,991**	**26,917**	**23.8%**	**139,908**
Lake County (Part)	16,649	3,371	20.2%	20,020
Marion County (Part)	44,104	3,874	8.8%	47,978
Sumter County (Part)	52,238	19,672	37.7%	71,910
Lakeland	**262,596**	**38,612**	**14.7%**	**301,208**
Hillsborough County (Part)	436	76	17.5%	512
Polk County (Part)	262,160	38,536	14.7%	300,696
Leesburg--Eustis--Tavares	**131,337**	**26,881**	**20.5%**	**158,218**
Lake County (Part)	129,684	26,259	20.2%	155,943
Sumter County (Part)	1,653	622	37.7%	2,275
Miami	**5,502,379**	**608,577**	**11.1%**	**6,110,956**
Broward County (Part)	1,747,770	171,505	9.8%	1,919,275
Martin County (Part)	4,909	412	8.4%	5,321
Miami-Dade County (Part)	2,486,340	314,389	12.6%	2,800,729
Palm Beach County (Part)	1,263,360	122,271	9.7%	1,385,631
North Port--Port Charlotte	**169,541**	**22,232**	**13.1%**	**191,773**
Charlotte County (Part)	108,948	14,861	13.6%	123,809
DeSoto County (Part)	1,251	44	3.6%	1,295
Sarasota County (Part)	59,342	7,327	12.3%	66,669
Ocala	**156,909**	**13,783**	**8.8%**	**170,692**
Marion County (Part)	156,909	13,783	8.8%	170,692
Orlando	**1,510,516**	**278,943**	**18.5%**	**1,789,459**
Lake County (Part)	82,411	16,687	20.2%	99,098
Orange County (Part)	1,010,858	211,833	21.0%	1,222,691
Osceola County (Part)	7,877	2,988	37.9%	10,865
Seminole County (Part)	409,370	47,435	11.6%	456,805
Palm Bay--Melbourne	**452,791**	**42,601**	**9.4%**	**495,392**
Brevard County (Part)	452,791	42,601	9.4%	495,392

Urbanized Area Population Estimates
April 1, 2019

U.S. Census Bureau[1] 2010 Urbanized Areas	2010 Urbanized Population	Population Change 2010 - 2019 Numerical	Percent	2019 Urbanized Population
Palm Coast--Daytona Beach--Port Orange	**349,064**	**36,895**	**10.6%**	**385,959**
Flagler County (Part)	85,819	13,366	15.6%	99,185
Volusia County (Part)	263,245	23,529	8.9%	286,774
Panama City	**143,280**	**-1,173**	**-0.8%**	**142,107**
Bay County (Part)	142,773	-1,312	-0.9%	141,461
Walton County (Part)	507	139	27.4%	646
Pensacola	**340,067**	**34,309**	**10.1%**	**374,376**
Escambia County (Part)	270,140	21,313	7.9%	291,453
Santa Rosa County (Part)	63,661	11,661	18.3%	75,322
Baldwin County, AL (Part)[2]	6,266	1,335	21.3%	7,601
Port St. Lucie	**376,047**	**39,135**	**10.4%**	**415,182**
Martin County (Part)	122,503	10,283	8.4%	132,786
St. Lucie County (Part)	253,544	28,852	11.4%	282,396
St. Augustine	**69,173**	**23,427**	**33.9%**	**92,600**
St. Johns County (Part)	69,173	23,427	33.9%	92,600
Sarasota--Bradenton	**643,260**	**103,159**	**16.0%**	**746,419**
Charlotte County (Part)	35,408	4,830	13.6%	40,238
Manatee County (Part)	304,140	60,828	20.0%	364,968
Sarasota County (Part)	303,712	37,501	12.3%	341,213
Sebastian--Vero Beach South--Florida Ridge	**149,422**	**17,897**	**12.0%**	**167,319**
Brevard County (Part)	8,626	812	9.4%	9,438
Indian River County (Part)	125,877	15,387	12.2%	141,264
St. Lucie County (Part)	14,919	1,698	11.4%	16,617
Sebring--Avon Park	**61,625**	**2,878**	**4.7%**	**64,503**
Highlands County (Part)	61,625	2,878	4.7%	64,503
Spring Hill	**148,220**	**13,922**	**9.4%**	**162,142**
Hernando County (Part)	136,347	12,328	9.0%	148,675
Pasco County (Part)	11,873	1,594	13.4%	13,467
Tallahassee	**240,223**	**18,275**	**7.6%**	**258,498**
Gadsden County (Part)	622	-1	-0.2%	621
Leon County (Part)	239,601	18,276	7.6%	257,877
Tampa--St. Petersburg	**2,441,770**	**315,260**	**12.9%**	**2,757,030**
Hillsborough County (Part)	1,185,609	208,021	17.5%	1,393,630
Pasco County (Part)	342,209	45,954	13.4%	388,163
Pinellas County (Part)	913,939	61,283	6.7%	975,222
Polk County (Part)	13	2	14.7%	15
Titusville	**54,386**	**5,117**	**9.4%**	**59,503**
Brevard County (Part)	54,386	5,117	9.4%	59,503
Winter Haven	**201,289**	**29,588**	**14.7%**	**230,877**
Polk County (Part)	201,289	29,588	14.7%	230,877
Zephyrhills	**66,609**	**8,945**	**13.4%**	**75,554**
Pasco County (Part)	66,609	8,945	13.4%	75,554
Total Urbanized Area Population	**16,439,936**	**2,169,095**	**13.2%**	**18,609,029**
Total State Population	**18,801,332**	**2,407,368**	**12.8%**	**21,208,700**
Percent Population in Urbanized Areas	**87.4%**			**87.7%**

NOTES:

1 Urbanized Areas are as defined by the U.S. Census Bureau based on Year 2010 US Census.

2 The population for Baldwin County, AL used for this estimation is 221,100. This is based on trend analysis using the Census population estimates from 2010 to 2018. The final Total Urbanized Area population of 18,609,029 does not include the population of Baldwin County.

SOURCES:

The U.S. Census Bureau
University of Florida, Bureau of Economic and Business Research
Florida Department of Transportation, Forecasting and Trends Office

Financial Resources Analysis

Alternative and Innovative Transportation

St. Lucie Transportation Planning Organization

SMART MOVES 2045

St. Lucie TPO Long Range Transportation Plan

Financial Resources Analysis

Alternative and Innovative Transportation Funding Sources

Over 90 percent (90%) of the revenue available for federal surface transportation funding sources comes from the taxes on gasoline (18.4 cents per gallon) and diesel fuel (24.4 cents per gallon), which have not been adjusted since 1997[1]. Therefore, a majority of federal transportation revenues are driven by the two main components of fuel consumption, vehicle miles traveled (VMT) and vehicle fleet efficiency. As improved fuel efficiency and electrification become gradually more widespread, it is essential to identify alternative revenue sources to counter the potential reduction of the buying power of the Federal HTF. There are a variety of alternative funding options at the disposal of public agencies seeking to program transportation projects when securing funding from base revenue sources is unattainable or if there are more transportation desires projects than revenue anticipated to be available. The following details the range of these available options.

Federal Grant Programs

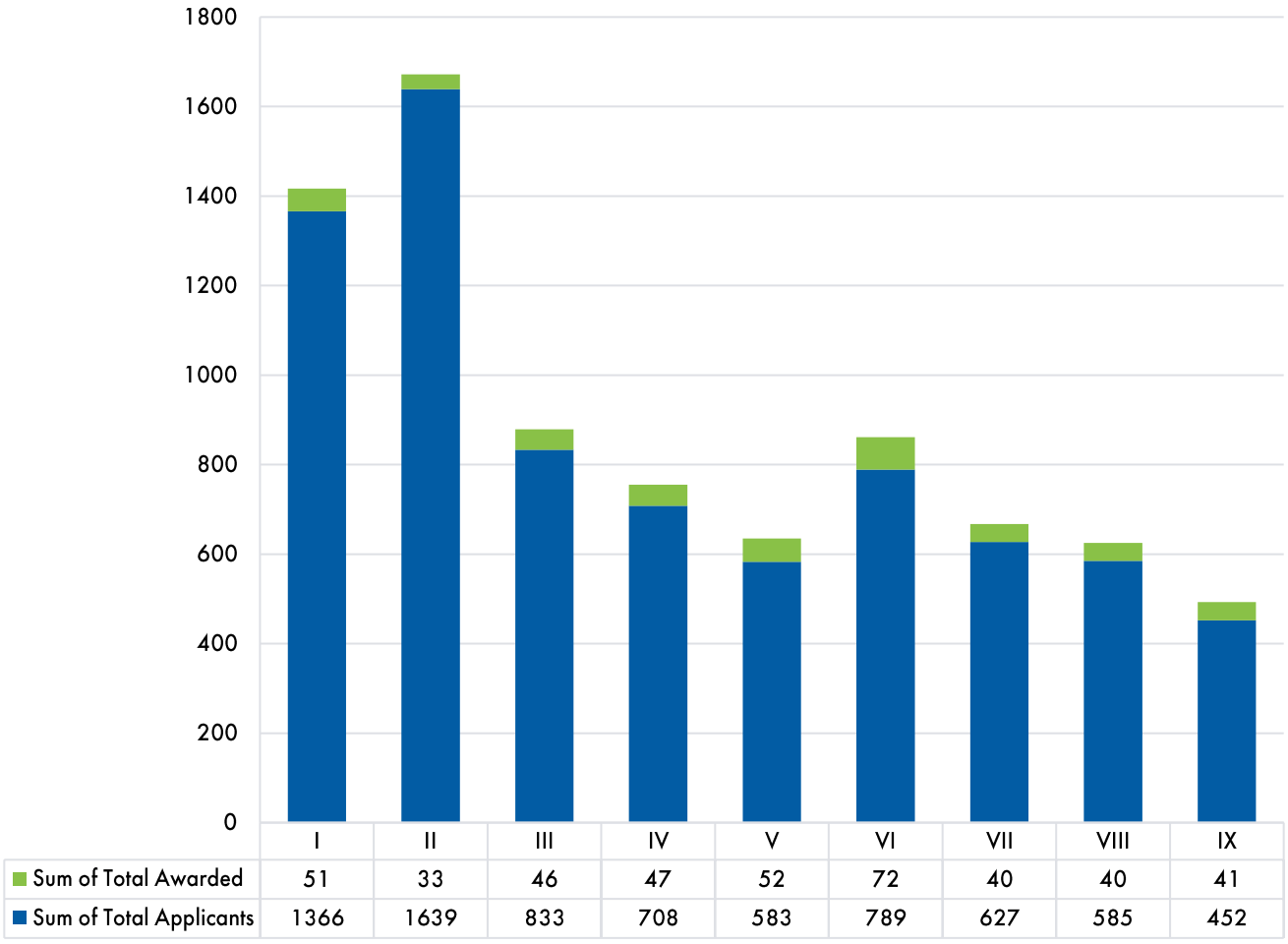
Federal and State Grant Programs can be an additional source of funding. Funding from these Grant Programs is typically obtained through a competitive application process. Once funds are awarded, no repayment is expected, and no debt is accrued.

Better Utilizing Investments to Leverage Development (BUILD) Transportation Grant Program (formerly TIGER)

Since 2008, the Better Utilizing Investments to Leverage Development (BUILD) program – formerly TIGER Program – has been an additional source of federal funding for transit and transportation projects. The BUILD program is a competitive, discretionary funding opportunity that funds investment in transportation infrastructure. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation. BUILD Transportation grants replace the Transportation Investment Generating Economic Recovery (TIGER) grant program.

Between 2009 and 2017, there were 7,582 applicants to the TIGER grant program. The selected 421 projects received $5.1 billion in funding. **Figure 1** shows the total amounts of projects applying for TIGER grants by round cycle, as well as the corresponding number of selected projects each year.

[1] Florida MPOAC Transportation Revenue Study, 2012



	I	II	III	IV	V	VI	VII	VIII	IX
Sum of Total Awarded	51	33	46	47	52	72	40	40	41
Sum of Total Applicants	1366	1639	833	708	583	789	627	585	452

Figure 1. TIGER Applicants & Awards by Round

In 2018, 851 projects applied to the BUILD Grant. The selected 91 projects received a total of $1,475,032,456 with an average awarded amount of $16,209,148 per project. Two (2) Florida projects were recipient of BUILD grants in 2018, South Dade Transitway Park-and-Ride Improvements in Miami-Dade County and Urban Core Riverfront Revitalization & Bay Street Innovation Corridor in Jacksonville. These projects received $9,500,000 and $25,000,000 respectively. The Consolidated Appropriations Act of 2019 made available $900 million for the grant program.

Eligibility: State, local, and tribal governments, including U.S. territories, transit agencies, port authorities, MPOs, and other political subdivisions of State or local governments. The Federal share of project costs for which an expenditure is made under the BUILD Transportation grant program may not exceed 80 percent (80%) for a project located in an urban area. Eligible projects include capital projects for roads and bridges, public transportation, passenger and freight rail transportation, port infrastructure investments, and intermodal projects.

Infrastructure for Rebuilding America (INFRA) Grants

Infrastructure for Rebuilding America (INFRA) Grants provide discretionary funding for projects that address critical issues on highways and bridges. Eligible projects include the following.

- Highway freight projects carried out on the National Highway Freight Network;

- Highway or bridge projects carried out on the National Highway System (NHS) including projects that add capacity on the Interstate System to improve mobility;
- Railway-highway grade crossing or grade separation projects; and
- Freight projects that are intermodal or rail projects, or that are within the boundaries of a public or private freight rail, water (including ports), or intermodal facility, is a surface transportation infrastructure project necessary to facilitate direct intermodal interchange, transfer, or access into or out of the facility, and will significantly improve freight movement on the National Highway Freight Network.

Both large and small projects are eligible for INFRA Grants, with a $25 million and $5 million minimum award respectively. Ten percent of available funds is reserved for small projects every year. A network of projects may be eligible for INFRA grants, however no more than $500 million over fiscal years 2016 – 2020 may be awarded to freight rail, water, ports, or other freight intermodal projects. INFRA grants may be used for up to 60 percent (60%) of future eligible project costs. In FY 2019, INFRA Grants awarded a total of $855,950,000 to 20 selected projects.

INFRA Grants mainly fund capital costs, but can potentially be used for funding planning, environmental approvals, right-of-way acquisitions, and final designs.

Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program

CRISI Grants are geared toward improving rail safety, efficiency, and reliability for intercity passenger and freight rail systems. The program includes rail safety projects that mitigate congestion at both intercity passenger and freight rail chokepoints; enhance multi-modal connections; and lead to new or substantially improved Intercity Passenger Rail Transportation corridors. Grade crossing enhancements, and rail line relocations and improvements are eligible activities covered under this grant. Total funding available is $318,430,337 with $10 million reserved for projects that contribute to the restoration or initiation of intercity passenger rail service. While there is no minimum or maximum total project award, the Federal share of total costs may not exceed 80 percent. In fiscal year 2019, the CRISI Program awarded $56,933,567 to 18 selected projects.

Eligible activities under this program are classified under four possible tracks: Track 1 —Planning, Track 2 — PE/NEPA, Track 3 — FD/Construction, and Track 4 — Research, Safety Programs and Institutes (Non-Railroad Infrastructure).

Capital Investment Grants Program (CIG) - 5309

Discretionary grant program that funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit.

Eligibility: Allows joint public transportation and intercity passenger rail projects to qualify as New Starts or Core Capacity projects. Specifies a methodology for determining eligible project costs and project ratings for such joint projects. CIG may be used to fund capital projects.

CIG - New Starts

Projects are new fixed guideway projects or extensions to existing fixed guideway systems with a total estimated capital cost of $300 million or more, or that are seeking $100 million or more in Section 5309 CIG program funds. The funding for five fiscal years is $7.4 billion. Demonstration of a strong local financial commitment is a key factor in securing FTA funding.

CIG - Small Starts

Small Starts is meant to offset the funding dedicated exclusively to larger projects. Eligible projects include new fixed guideway projects, extensions to existing fixed guideway systems, or corridor-based BRT projects with a total estimated capital cost of less than $300 million and that are seeking less than $100 million in 5309 CIG program funds. A minimum of 20% local match is an eligibility requirement. The federal legislation eligibility requires that a substantial portion of the project must operate on a separate transit dedicated right-of-way during peak traffic periods and the project must make a substantial transit investment, which can be in the form of dedicated transit facilities, transit signal priority, fare collection and other facilities.

CIG - Core Capacity

Projects are substantial corridor-based capital investments in existing fixed guideway systems that increase capacity by not less than 10 percent in corridors that are at capacity today or will be in five years. Core capacity projects may not include elements designed to maintain a state of good repair.

CIG - Programs of Interrelated Projects

Comprised of any combination of two or more New Starts, Small Starts, or Core Capacity projects. The projects in the program must have logical connectivity to one another and all must begin construction within a reasonable timeframe

Integrated Mobility Innovation (IMI) Program

The Federal Transit Administration (FTA) Integrated Mobility Innovation (IMI) Program funds projects that demonstrate innovative and effective practices, partnerships and technologies to enhance public transportation effectiveness, increase efficiency, expand quality, promote safety and improve the traveler experience. FTA's IMI 2019 funding opportunity provides $15 million for demonstration projects focused on three areas of interest: Mobility on Demand, Strategic Transit Automation Research and Mobility Payment Integration.

Eligible applicants are providers of public transportation, including public transportation agencies, state/local government DOTs, and federally recognized Indian tribes. Eligible applicants must identify one or more strategic project partner(s) with a substantial interest and involvement in the project. Eligible project partners under this program may include Private for-profit and not-for-profit organizations, private operators of transportation services, bus manufacturers, state or local government entities, including multi-jurisdictional partnerships, and organizations such as a Metropolitan Planning Organization, or other organizations including consultants, research consortia or not-for-profit industry organizations, and institutions of higher education.

Mobility on Demand (MOD) Sandbox Program - 5312

FTA's Mobility on Demand (MOD) Sandbox Demonstration Program provides a venue through which integrated MOD concepts and solutions – supported through local partnerships – are demonstrated in real-world settings. FTA seeks to fund project teams to innovate, explore partnerships, develop new business models, integrate transit and MOD solutions, and investigate new, enabling technical capabilities such as integrated payment systems, decision support, and incentives for traveler choices.

Eligible activities include all activities leading to the demonstration of the innovative MOD and transit integration concept, such as planning and developing business models, obtaining equipment and service, acquiring/developing software and hardware interfaces to implement the project, and operating the demonstration. Eligible recipients are providers of public transportation, including public transit agencies, state/local government DOTs, and federally recognized Indian

tribes. Each recipient must identify one or more strategic project partner(s) with a substantial interest and involvement in the project.

National Scenic Byways Program

The National Scenic Byways Program (NSBP) recognizes roads having outstanding scenic, historic, cultural, natural, recreational, and archaeological qualities. NSBP funding supports projects that manage and protect these intrinsic qualities, interpret these qualities for visitors, and improve visitor facilities along byways. Awards the funds competitively each year in the form of merit-based grants covering 80 percent (80%) of the project cost and with the requirement that the remaining 20 percent (20%) be matched by local, state, other federal, or in-kinds means.

Pilot Program for Transit Oriented Development Planning (5309)

Competitive Pilot Program for TOD Planning providing funding to local communities to integrate land use and transportation planning with a new fixed guideway or core capacity transit capital investment. Comprehensive planning funded through the program must examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, identify infrastructure needs, and enable mixed-use development near transit stations.

Any comprehensive planning work proposed for funding under this program must be associated with an eligible transit capital project, namely a new fixed guideway project or a core capacity improvement project.

Public Transportation Innovation - 5312

Discretionary funding opportunity to develop innovative products and services that will assist transit agencies in better meeting the needs of their customers.

Eligibility: Universities, public transportation systems, state DOTs, non-profit and for-profit entities, amongst others.

Advanced Transportation and Congestion Management Technologies Deployment Initiative (ATCMTD)

Up to $60 million in Federal Funding to provide grants to eligible entities to develop model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance, and infrastructure return on investment.

Eligible applicants are State or local governments, transit agencies, MPO representing a population of over 200,000, or other political subdivisions of a State or local government (such as publicly owned toll or port authorities), or a multijurisdictional group or consortia of research institutions or academic institutions. Partnership with the private sector or public agencies, including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, or other transportation stakeholders, is encouraged.

State Grant Programs

State departments also offer competitive grant programs through state fund allocations. The Work Program Fund Allocations of FDOT lays out available funds from the STTF. Grant and other state and local funding options in Florida are presented below.

Florida New Starts Transit Program (NTSP)

Florida New Starts Program (NSTP) provides transit agencies with up to a dollar for dollar match of the local (non-federal) share of project costs for rail and bus rapid transit (BRT) systems. Established by the 2005 legislature, it is meant to assist local governments in developing and constructing fixed-guideway and BRT projects to accommodate and manage urban growth and development.

The state's participation of transit capital projects may not exceed 50 percent of the nonfederal share of a project. Additionally, the program leverages state funds to generate local transportation revenues and secure FTA Small/New Starts funding for Florida projects. It is a stated intent of the program to increase the success of capturing federal funds for expensive projects and to strategically invest state and local funds to advance less expensive projects of a state and regional significance without federal support. Funds may be used for final design, ROW acquisition, and construction projects, following the guidance of FTA's 5309 Program.

Transportation Regional Incentive Program (TRIP)

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.

Eligible TRIP projects must be identified in appropriate local government capital improvements program(s) or long-term concurrency management system(s) that comply with State comprehensive plan requirements. In addition, projects must be consistent with the Strategic Intermodal System. FDOT will pay for 50 percent of project costs, or up to 50 percent of the non-federal share of project costs for public transportation facility projects.

Commuter Assistance Program

The Commuter Assistance Program was established to encourage public/private partnerships to provide brokerage services to employers and individuals for carpools, vanpools, buspools, express bus service, subscription transit service, group taxi services, heavy and light rail, and other systems designed to increase vehicle occupancy. The program encourages the use of transportation demand management strategies including employee trip reduction planning; Transportation Demand Management Association activities; alternative work hour programs; parking management; and bicycle and pedestrian programs.

Funding for the Commuter Assistance Program is allocated to each FDOT district based on a statewide assessment of Commuter Assistance Program need. FDOT is authorized to fund up to 100 percent of the eligible costs of commuter assistance projects.

Transit Corridor Program

Transit Corridor Program is aimed at reducing congestion and improving the capacity by supporting transit services. Funds are discretionary and are distributed based on documented need.

Eligible projects include, but are not limited to transit corridor plans, creation of new or expanded transit services, bus pull out lanes, high-occupancy vehicle (HOV) lanes, capital acquisition of high-occupancy vehicles, and marketing of transit. This program could help fund transit improvements and a park-and-ride facility. Projects are funded at one-half the non-federal share. Transit Corridor Program funds may be used for capital or operating expenses.

County Incentive Grant Program (CIGP) - Section 339.2817 F.S.

Created under the 2000 Legislature, CIGP grants are distributed through statutory formula to each district within FDOT. Counties and municipalities may then apply to fund improvements to transportation facilities, including transit, which are located on the State Highway System, or which relieve traffic congestion on the State Highway System. FDOT funds up to 50% of eligible project cost. More than $2 million and almost $6 million have been budgeted for transportation projects for years 20/21 and 21/22, respectively.

Park and Ride Lot Program

The Park and Ride Lot Program provides for the purchase and/or leasing of private land for the construction of park and ride lots, the promotion of these lots, and the monitoring of their usage.

Park and Ride facilities constructed by the FDOT or funded in whole or in part by the FDOT, must be sited, sized, and promoted in such a way that there is a reasonable expectation of at least an average 60 percent occupancy.

Local Funding Alternatives

Toll Revenue Credit Program

Toll credits are earned when the state, a toll authority, or a private entity funds a capital transportation investment with toll revenues earned on existing toll facilities (excluding revenues needed for debt service, returns to investors, or the operation and maintenance of toll facilities). This program allows for the non-Federal share of a project's cost to be met through a "soft match" of toll credits.

Transportation Surtax

A surtax or tax surcharge is a tax levied on top of another tax, most often calculated as a percentage of a given amount. As per *Florida's Statute 212.055 Discretionary sales surtaxes; legislative intent; authorization and use of proceeds,* counties may levy a discretionary sales surtax, subject to approval by a majority vote of the electorate of the county, of up to 1 percent (1%) for a regional transportation system surtax.

Through this strategy, counties can introduce legislation to generate additional revenues for transportation infrastructure improvements through a transportation surtax. Local agencies are able to draft plans according to their own needs and desired projects. Recently, Broward County voters approved a 30-year Penny for Transportation surtax with a proposed plan that uses a highest-need, highest-impact corridors and technologies approach.

Surtax revenue may be used to fund planning, development, engineering, acquisition of right-of-way or equipment, construction, maintenance, operation, supportive services, or for the payment of principal and interest on issued bonds. Modes that may be covered under a surtax include countywide bus system, rail systems, fixed guideway rapid transit system, on-demand transportation services, roads, bridges, and dedicated facilities for autonomous vehicles. In addition, up to 25 percent of revenues generated may be distributed to municipalities. The funds acquired through a local transportation surtax may be used to leverage the local matching requirements of many state and federal grant programs.

Mobility Fees

Mobility fees were introduced into Florida Legislature through the Florida Community Renewal Act in 2009. The 2011 Florida Community Planning Act eliminated the requirement for transportation concurrency and allowed local

governments to adopt alternative mobility funding systems. Florida Statute 163.3180 delineates the procedure for levying mobility fees.

Mobility fees are usually part of Mobility Plans introduced by local governments that seek to introduce flexibility into the planning process to address mobility as a whole instead of merely regulating capacity. It consists of one-time capital charges levied by local governments on new development to fund transportation improvements based on the development's share of the impact stemming from residential and commercial projects. Mobility fees are similar to the impact fees that many local governments currently levy on new developments. The most prominent difference is that Mobility Fees are based on developments' multimodal impacts. Therefore, revenue generated from Mobility Fees can be broadly applied to implement multimodal that promotes walking, bicycling, micromobility, shared mobility, on-demand services, transit, and emerging new technology, rather than solely road capacity projects.

The amount of the fee is typically calculated based on land use and size of the development. In addition, there must be a rational link between the need for the mobility improvement and the development's impacts, as well as a rational link between the expenditures of the mobility fees and benefits to the development. The mobility fee must take into consideration the added demand expected to arise from the new development and the cost of the improvements necessary to mitigate the impact. The specific structure of the fee is thus tied to the needs, goals, and objectives identified by the Mobility Plan, potentially including transit-supportive uses, capital expenditures, transit operations or unfunded needs.

Several counties in Florida have since adopted mobility fees, including Broward, Hillsborough, Alachua, and Pasco.

Value Capture

Given the increasing need for investment in public transportation and the limited funding available, new business models have emerge to secure funding for transit. Most of these strategies capitalize on the expected increase in value in zones surrounding transportation improvement projects. One such model is Tax Increment Financing (TIF), in which expected increase in real estate value surrounding the transit improvement areas is levied by borrowing against this future increase. TIF and other Value Capture strategies are detailed below.

Transportation Improvement Districts (TID) / Transportation Development Districts (TDD)

A Transportation Improvement District (TID) - or Transportation Development District (TDD)- is a special assessment district within a geographic area defined for the purpose of securing required improvements to transportation facilities in said area. As with any special assessment district, TID requires a majority vote or petition by property owners to be established. In Florida, all special districts must comply with Chapter 189, Florida Statutes – Uniform Special District Accountability Act.

The district generally functions as a separate governmental entity with authority granted by state legislation and approval by the local government with property taxing authority, to levy a special property tax levy or sales tax levy for those who will benefit from the improvement in the district. Moreover, TIDs that are supported through developer contributions can leverage state transportation investments and be prioritized for capital planning or transportation improvement planning.

This type of special assessment district often adopts a larger, areawide approach that generally considers benefits on a programmatic basis rather than a project-specific basis. Land Use and Transportation Plans are created for the district,

identifying a package of projects to be implemented. Traffic Impact Studies within the district may then be waived as long as new developments support the land use envisioned for the district.

Tax Increment Financing (TIF)

Tax Increment Financing (TIF) uses taxes on future gains in real estate values to pay for new infrastructure improvements, within a geographic area designated as a TIF district. The TIF creates funding for public or private projects by borrowing against the future increase in these property-tax revenues. The intent is for the improvement to enhance the value of existing properties and encourage new development in the district. Section 163.387 of Florida Statutes allows Community Redevelopment Areas (CRAs) to use TIF through an amendment to the Redevelopment Act.

TIF districts are usually established for a period of 20 to 25 years, during which time all incremental real estate tax revenues above the base rate at the time the district is established flow into the TIF.

Right-of-Way Use (ROW) Agreements - 23 CFR PARTS 635, 710 AND 810

Right-of-way (ROW) Use Agreements are a form of value capture that involve the sale or lease of development above, below, or adjacent to transportation ROW or real estate properties. ROW Use Agreements associated with transit or highway facilities are often attractive to investors because they enable the construction of new development in prime, center-city locations without demolishing other properties or displacing current residents. Bonds may be required to protect the public agency if the private sector investor fails to complete or abandons the improvement.

Joint Development

Joint development involves the development of a transportation project and adjacent complementary private real estate development where a private developer either implements the real estate improvement directly or gives money to a public-sector sponsor to offset the costs. Joint development may involve public participation in market-oriented developments as a means to subsidize the cost of public transportation. Joint development is most common at transit stations. The public agency that either owns an asset or is undertaking an improvement may solicit the involvement of a private sector partner.

Appendix E

Multimodal Project Priorities

Appendix E
Multimodal Project Priorities

St. Lucie Transportation Planning Organization

SMART MOVES 2045

St. Lucie TPO Long Range Transportation Plan

Rank	Project Type	Roadway Name	From	To	Points
1	Operational Improvement	US-1	Martin County Line	Indian River County Line	74
2	Bicycle Facilities	Orange Avenue	Kings Highway	US-1	65
2	Bicycle Facilities	US-1	Seaway Drive	Old US Highway 1	65
4	Bicycle Facilities	US-1	Gardenia Avenue	Orange Avenue	60
5	Bicycle Facilities	Port St. Lucie Boulevard	Gatlin Boulevard	US-1	56
6	Bicycle Facilities	N 25th Street	Virginia Avenue	Avenue E	55
6	Bicycle Facilities	US-1	Baysinger Avenue	Edwards Avenue	55
8	New Transit Services	Fort Pierce to South Hutchinson Island			53
9	Widen 4L to 6L	St. Lucie West Boulevard	E of I-95	Cashmere Boulevard	52
10	Sidewalks	US-1	North Causeway Bridge	St. Lucie County/Indian River County Line	50
10	Sidewalks	US-1	Traub Avenue	High Point Boulevard	50
10	New Transit Services	Port St. Lucie Boulevard (Route 5 split)			50
13	Bicycle Facilities	Port St. Lucie Boulevard	Becker Road	Darwin Boulevard	49
13	Bicycle Facilities	Prima Vista Boulevard	Banyan Drive	US-1	49
13	Sidewalks	Port St. Lucie Boulevard	Becker Road	Gatlin Boulevard	49
16	New Transit Services	Selvitz Road/Bayshore Boulevard			48
17	Neighborhood Traffic Management	Indian River Drive	Martin/St. Lucie County Line	Seaway Drive	47
18	Widen 2L to 4L	Kings Highway	St. Lucie Boulevard	South of Indrio Road	40
18	Widen 2L to 4L	Port St. Lucie Boulevard	Becker Road	Paar Drive	40
20	Sidewalks	Old Dixie Highway	US-1 Junction	Kings Highway	39
20	Improvements to Existing Service	Increase frequency from 60 minutes to 30 minutes on Route 2 & Route 3			39

Rank	Project Type	Roadway Name	From	To	Points
20	Improvements to Existing Service	Expand service hours on Route 7 to reflect the other route schedules (currently 7 am – 6 pm)			39
20	Improvements to Existing Service	Expand Saturday service hours to reflect weekday span of service (currently 8 am – 12 pm/1 pm – 4 pm)			39
24	Widen 2L to 4L	Kings Highway	South of Indrio Road	US-1	37
25	New Transit Services	Crosstown Parkway			36
25	New Transit Services	Passenger Train – Miami to Orlando			36
27	Bicycle Facilities	Indrio Road	Johnston Road	Kings Highway	35
28	Bicycle Facilities	25th Street	Orange Avenue	Avenue F	34
28	Bicycle Facilities	Airoso Boulevard	Port St. Lucie Boulevard	St. James Drive	34
28	Bicycle Facilities	Port St. Lucie Boulevard	SW Abraham Avenue	Becker Road	34
28	Sidewalks	Indrio Road	Kings Highway	Old Dixie Highway	34
28	Sidewalks	Indrio Road	Aico Road	Kings Highway	34
28	Operational Improvement	Seaway Drive	Harbor Isle Marina	north of Blue Heron Boulevard	34
34	New Transit Services	Virginia Avenue			33
35	Bicycle Facilities	Juanita Avenue	25th Street	US-1	32
35	Bicycle Facilities	St. Lucie Boulevard	Kings Highway	N 25th Street	32
35	Sidewalks	25th Street	Industrial Avenue	US-1	32
35	Sidewalks	Kings Highway	north of I-95	Indrio Road	32
39	Bicycle Facilities	Kings Highway	Okeechobee Road	Indrio Road	31
40	Bicycle Facilities	Emerson Avenue	Indrio Road	St. Lucie/Indian River County Line	30
40	New 4 Lanes	Airport Connector	Johnston Road	Kings Highway	30
40	New 4 Lanes	Airport Connector	I-95	Johnston Road	30
40	New 4 Lanes	Airport Connector	Florida's Turnpike	I-95	30

Rank	Project Type	Roadway Name	From	To	Points
40	Widen 2L to 4L	California Boulevard	Savona Boulevard	St. Lucie West Boulevard	30
40	Widen 2L to 4L	Midway Road	Glades Cut-Off Road	Selvitz Road	30
46	Bicycle Facilities	SE Lennard Road	US-1	Cane Slough Road/Mariposa Avenue	29
46	Widen 2L to 4L	Jenkins Road	Altman Road	Orange Avenue	29
48	Bicycle Facilities	Seaway Drive	US-1	St. Lucie County Aquarium	28
48	New Transit Services	Midway Road			28
48	Neighborhood Traffic Management	Torino Parkway			28
51	Widen 2L to 4L	Glades Cut Off Road	Arterial A	Selvitz Road	27
51	Widen 2L to 4L	Selvitz Road	Glades Cut-Off Road	Edwards Road	27
51	Sidewalks	53rd Street	Angle Road	Juanita Avenue	27
51	Sidewalks	Floresta Drive	Southbend Boulevard	Prima Vista Boulevard	27
51	Sidewalks	Juanita Avenue	N 53rd Street	N 41st Street	27
51	Sidewalks	Kings Highway	Deer Run Drive	US-1	27
51	Sidewalks	St. Lucie Boulevard	Kings Highway	N 25th Street	27
51	New Transit Services	Gatlin Boulevard (Route 5 split)			27
51	Sidewalks	SE Bayshore Boulevard	Walgreens Driveway Entrance	SW Port St. Lucie Boulevard	27
60	Bicycle Facilities	North Causeway	US-1	North Causeway Island Park	26
60	Widen 2L to 4L	Bayshore Boulevard	St. Lucie West Boulevard	Selvitz Road	26
62	Bicycle Facilities	Bayshore Boulevard	Prima Vista Boulevard	Floresta Drive	25
62	Bicycle Facilities	Edwards Road	Jenkins Road	S 25th Street	25
62	Sidewalks	Angle Road	Kings Highway	N 53rd Street	25

Rank	Project Type	Roadway Name	From	To	Points
62	Widen 2L to 4L	East Torino Parkway	NW Cashmere Boulevard	Midway Road	25
62	Widen 2L to 4L	Southbend Boulevard	Becker Road	Port St. Lucie Boulevard	25
67	Widen 6L to 8L	I-95	Martin/St. Lucie County Line	SR-70	24
67	Bicycle Facilities	13th Street	Georgia Avenue	Orange Avenue	24
67	Bicycle Facilities	Midway Road	US-1	Star Avenue	24
67	Bicycle Facilities	SW California Boulevard	North of Heatherwood Boulevard	St. Lucie West Boulevard	24
67	Sidewalks	Edwards Road	Jenkins Road	S 25th Street	24
67	Sidewalks	Gilson Road	Martin/St. Lucie County Line	Becker Road	24
73	Bicycle Facilities	Indian Hills Drive	US-1	Indian Hills Recreation Area	23
73	Bicycle Facilities	Jenkins Road	Edwards Road	Kirby Loop Road	23
73	New Transit Services	Palm Beach Express			23
73	ACES Network	Becker Road & I-95			23
77	Sidewalks	Midway Road	Okeechobee Road	Selvitz Road	22
77	New Transit Services	Torino Parkway micro-transit			22
77	Widen 2L to 4L	Savona Boulevard	Gatlin Boulevard	California Boulevard	22
77	Widen 2L to 4L	Selvitz Road	Bayshore Drive	Milner Drive	22
81	Bicycle Facilities	Indian River Drive	Orange Avenue	AE Backus Museum & Gallery	21
82	Bicycle Facilities	Commerce Centre Drive	St. Lucie West Boulevard	Commerce Lakes Drive	20
82	Bicycle Facilities	Floresta Drive	Bayshore Boulevard	Airoso Boulevard	20
82	Bicycle Facilities	Oleander Avenue	Midway Road	Edwards Road	20
82	Bicycle Facilities	Orange Avenue	US-1	Indian River Drive	20
82	Sidewalks	17th Street	Georgia Avenue	Delaware Avenue	20

Rank	Project Type	Roadway Name	From	To	Points
82	Sidewalks	Becker Road	SE Courances Drive	Gilson Road	20
82	Sidewalks	Boston Avenue	S 25th Street	S 13th Street	20
82	Sidewalks	Carter Avenue	Bayshore Boulevard	Airoso Boulevard	20
82	Sidewalks	Curtis Street	Prima Vista Boulevard	Floresta Drive	20
82	Sidewalks	Delaware Avenue	Hartman Road	33rd Street	20
82	Sidewalks	Emil Avenue	Oleander Boulevard	US-1	20
82	Sidewalks	Eyerly Avenue	Bayshore Boulevard	Airoso Boulevard	20
82	Sidewalks	Farmers Market Road	Oleander Avenue	US-1	20
82	Sidewalks	Hartman Road	Okeechobee Road	Orange Avenue	20
82	Sidewalks	Ohio Avenue	S 11th Street	US-1	20
82	Sidewalks	Quincy Avenue	Okeechobee Road	S 25th Street	20
82	Sidewalks	Sandia Drive	Thornhill Drive	Lakehurst Drive	20
82	Sidewalks	Taylor Dairy Road	Angle Road	Indrio Road	20
82	ACES Network	Okeechobee Road between I-95/Florida's Turnpike			20
101	New Interchange	Florida's Turnpike at Midway Road			19
101	Bicycle Facilities	Southbend Boulevard/SE Floresta Drive	SE East Snow Road	Port St. Lucie Boulevard	19
101	Sidewalks	Glades Cut-Off Road	Range Line Road	C-24 Canal Road	19
101	Sidewalks	Glades Cut-Off Road	Burnside Drive	Selvitz Road	19
101	Sidewalks	Jenkins Road	north of Okeechobee Road	south of Ceremony Drive	19
101	Sidewalks	Range Line Road	Martin/St. Lucie County Line	Glades Cut-Off Road	19
101	Sidewalks	Selvitz Road	south of Devine Road	Edwards Road	19
101	Widen 2L to 4L	NW Cashmere Boulevard	Swan Lake Circle	East Torino Parkway	19

Rank	Project Type	Roadway Name	From	To	Points
109	New 2 Lanes	Williams Road	Shinn Road	McCarty Road	18
109	Sidewalks	Jenkins Road	Edwards Road	south of Okeechobee Road	18
109	ACES Network	Midway Road & I-95			18
109	ACES Network	Indrio Road and I-95			18
109	New 4 Lanes	Arterial A	Glades Cut-Off Road	Midway Road	18
109	New 4 Lanes	Becker Road	Range Line Road	Village Parkway	18
109	New 4 Lanes	Community Boulevard	Becker Road	Discovery Way	18
109	New 4 Lanes	Crosstown Parkway	Range Line Road	Village Parkway	18
109	New 4 Lanes	Discovery Way	Range Line Road	Community Boulevard	18
109	New 4 Lanes	E-W Road 2	N-S Road A	Village Parkway	18
109	New 4 Lanes	E-W Road 6	Shinn Road	Glades Cut-Off Road	18
109	New 4 Lanes	Jenkins Road	N Jenkins Road	St. Lucie Boulevard	18
109	New 4 Lanes	Jenkins Road	Post Office Road	Glades Cut-Off Road	18
109	New 4 Lanes	McCarty Road	Glades Cut-Off Road	Williams Road	18
109	New 4 Lanes	Newell Road	Shinn Road	Arterial A	18
109	New 4 Lanes	North-Mid County Connector	Orange Avenue	Florida's Turnpike	18
109	New 4 Lanes	Tradition Parkway	Range Line Road	SW Stony Creek Way	18
109	New 4 Lanes	N-S Road A	Becker Road	Crosstown Parkway	18
109	New 4 Lanes	N-S Road B	Becker Road	Discovery Way	18
109	New 4 Lanes	Open View Drive (West)	Range Line Road	Village Parkway	18
109	New 4 Lanes	Paar Drive (West)	Range Line Road	Village Parkway	18
109	New 4 Lanes	Range Line Road	Glades Cut-Off Road	Midway Road	18

Rank	Project Type	Roadway Name	From	To	Points
109	New 4 Lanes	Shinn Road	Glades Cut-Off Road	Midway Road	18
109	New 4 Lanes	Stony Creek Way	Range Line Road	Tradition Parkway	18
109	New 4 Lanes	Williams Extension	McCarty Road	Glades Cut-Off Road	18
109	Widen 2L to 4L	Discovery Way	Community Boulevard	Village Parkway	18
109	Widen 2L to 4L	Jenkins Road	Orange Avenue	N Jenkins Road	18
109	Widen 2L to 4L	Jenkins Road	Midway Road	Post Office Road	18
109	Widen 2L to 4L	Jenkins Road	Glades Cut-Off Road	Walmart Distribution Center	18
109	Widen 2L to 4L	McCarty Road	Williams Road	Midway Road	18
139	New Transit Services	Indian River Estates micro-transit			17
139	New 4 Lanes	Jenkins Road	Walmart Distribution Center	Altman Road	17
139	New 4 Lanes	North-Mid County Connector	Okeechobee Road	Orange Avenue	17
139	New 4 Lanes	North-Mid County Connector	Midway Road	Okeechobee Road	17
143	Sidewalks	Paar Drive	Savona Boulevard	Port St. Lucie Boulevard	16
144	Bicycle Facilities	Darwin Boulevard	Becker Road	SW Landale Boulevard	15
144	Bicycle Facilities	Walton Road	SE Scenic Park Drive	Green River Parkway	15
144	Sidewalks	Brescia Street	Gatlin Boulevard	Savage Boulevard	15
144	Sidewalks	Colonial Road	Southern Avenue	Ohio Avenue	15
144	Sidewalks	Easy Street	US-1	Silver Oak Drive	15
144	Sidewalks	Grand Drive	Lennard Road	Tiffany Avenue	15
144	Sidewalks	Hillmoor Drive	Hillmoor Professional Plaza	Lyngate Drive	15
144	Sidewalks	Kitterman Road	Oleander Avenue	US-1	15
144	Sidewalks	Lakehurst Drive	Bayshore Boulevard	Airoso Boulevard	15

Rank	Project Type	Roadway Name	From	To	Points
144	Sidewalks	Mississippi Avenue	S 11th Street	S 10th Street	15
144	Sidewalks	NW North Macdeo Boulevard	Selvitz Road	St James Drive	15
144	Sidewalks	Oleander Avenue	Midway Road	Edwards Road	15
144	Sidewalks	Paar Drive	Daemon Street	Savona Boulevard	15
144	Sidewalks	Paar Drive	Port St. Lucie Boulevard	Tulip Boulevard	15
144	Sidewalks	Rosser Boulevard	Open View Drive	Daemon Street	15
144	Sidewalks	S 11th Street	Mississippi Avenue	Georgia Avenue	15
144	Sidewalks	SE Calmoso Drive	SE Sandia Drive	Floresta Drive	15
144	Sidewalks	Selvitz Road	Floresta Drive	Bayshore Boulevard	15
144	Sidewalks	SW Dalton Avenue	Savona Boulevard	Port St. Lucie Boulevard	15
163	Bicycle Facilities	Lennard Road	Shanas Trail	south of Kitterman Road	14
163	Bicycle Facilities	Oleander Avenue	Kitterman Road	south of Midway Road	14
163	Bicycle Facilities	Savannas Preserve State Park Trail	Weatherbee Road	south of Farmers Market Road	14
163	Sidewalks	Beach Avenue	Oleander Avenue	Riomar Drive	14
163	Sidewalks	Keen Road	Angle Road	St. Lucie Boulevard	14
163	Sidewalks	Peacock Trail	Peacock Park	Gatilin Boulevard	14
163	Sidewalks	Savannah Road	US-1	Indian River Drive	14
163	Sidewalks	Selvitz Road	Peachtree Boulevard	north of NW Nassau Lane	14
163	Sidewalks	Torino Parkway	NW Topaz Way	NW Conus Street	14
163	Sidewalks	Village Green Drive	US-1	Cam De Entrada	14
173	New Interchange	Florida's Turnpike at Northern Connector			13
173	New Interchange	I-95 at Northern Connector			13

Rank	Project Type	Roadway Name	From	To	Points
173	Sidewalks	Graham Road	Kings Highway	Jenkins Road	13
173	Sidewalks	Milner Drive	Jenkins Road	Selvitz Road	13
177	Sidewalks	Abingdon Avenue	Savona Boulevard	Import Drive	10
177	Sidewalks	Alcantarra Boulevard	Savona Boulevard	Port St. Lucie Boulevard	10
177	Sidewalks	Bell Avenue	25th Street	Oleander Avenue	10
177	Sidewalks	Berkshire Boulevard	South Blackwell Dr	Melaleuca Boulevard	10
177	Sidewalks	Berkshire Boulevard	Melaleuca Boulevard	Green River Parkway	10
177	Sidewalks	Blanton Boulevard	Torino Parkway	East Torino Parkway	10
177	Sidewalks	Cadima Street	Fairgreen Road	Galiano Road	10
177	Sidewalks	Cambridge Drive	Westmoreland Boulevard	Morningside Boulevard	10
177	Sidewalks	Charleston Drive	Berkshire Boulevard	Green River Parkway	10
177	Sidewalks	Fairgreen Road	Cadima Street	Crosstown Parkway	10
177	Sidewalks	Galiano Road	Cadima Street	Import Drive	10
177	Sidewalks	Import Drive	Gatlin Boulevard	Savage Boulevard	10
177	Sidewalks	Kestor Drive	Becker Road	Darwin Boulevard	10
177	Sidewalks	McCarthy Road	Midway Road	Okeechobee Road	10
177	Sidewalks	Morningside Boulevard	Westmoreland Boulevard	Cambridge Drive	10
177	Sidewalks	N Torino Parkway	NW Coventry Circle	NW East Torino Parkway	10
177	Sidewalks	NW S Delwood Drive	NW East Torino Parkway	NW Jannebo Street	10
177	Sidewalks	NW Volucia Drive	Torino Parkway	Blanton Boulevard	10
177	Sidewalks	Savage Boulevard	Gatlin Boulevard	Import Drive	10
177	Sidewalks	Silver Oak Drive	Easy Street	Midway Road	10

Rank	Project Type	Roadway Name	From	To	Points
177	Sidewalks	Sunrise Boulevard	Midway Road	Edwards Road	10
177	Sidewalks	Tiffany Avenue	east of Simmons Street	Grand Drive	10
177	Sidewalks	Torino Parkway	south of NW Topaz Way	Blanton Boulevard	10
177	Sidewalks	Weatherbee Road	Sunrise Boulevard	west of US-1	10
201	Sidewalks	Oleander Avenue	Beach Avenue	south of Midway Road	9

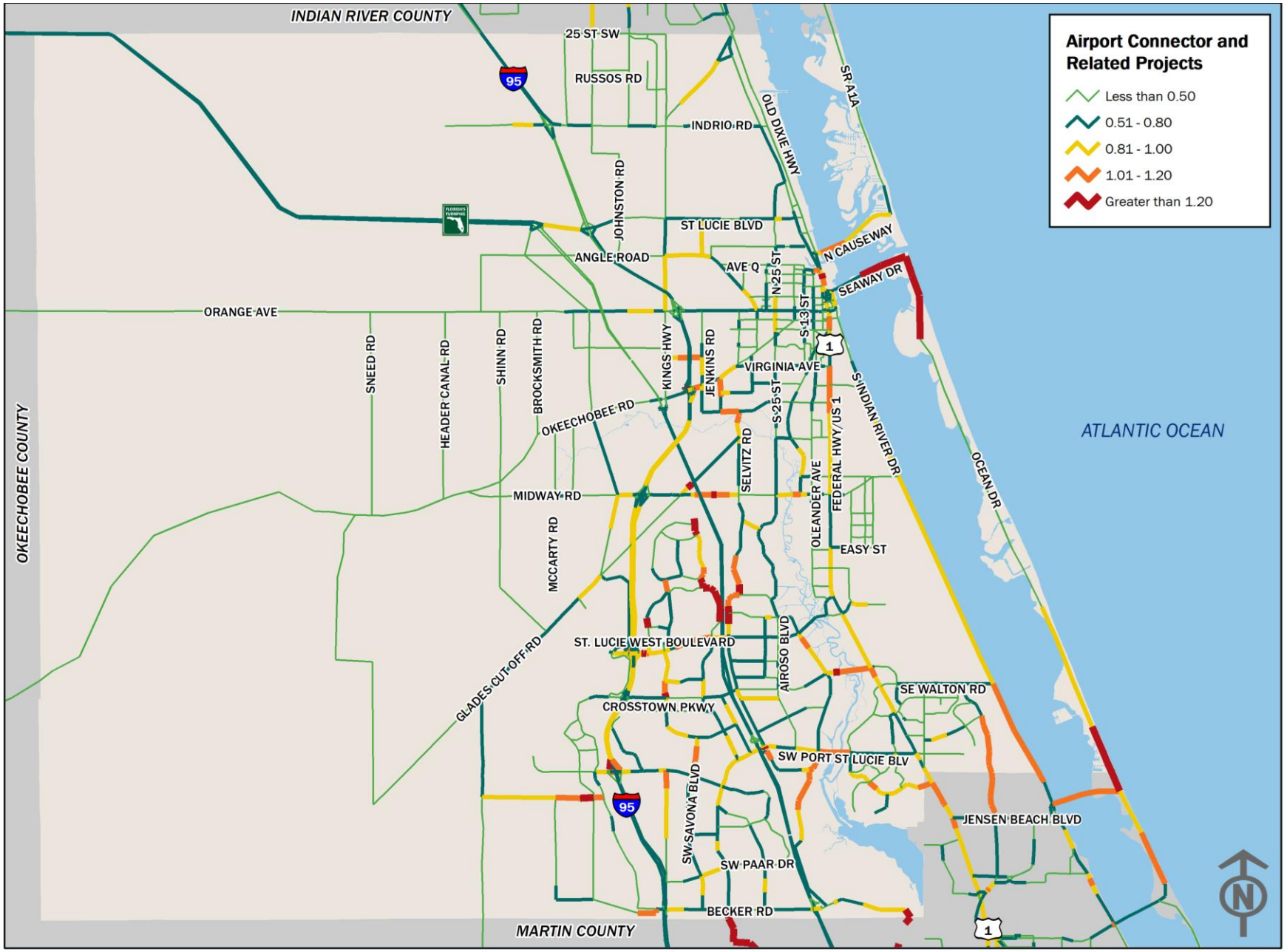


Figure 1. Airport Connector and Related Projects

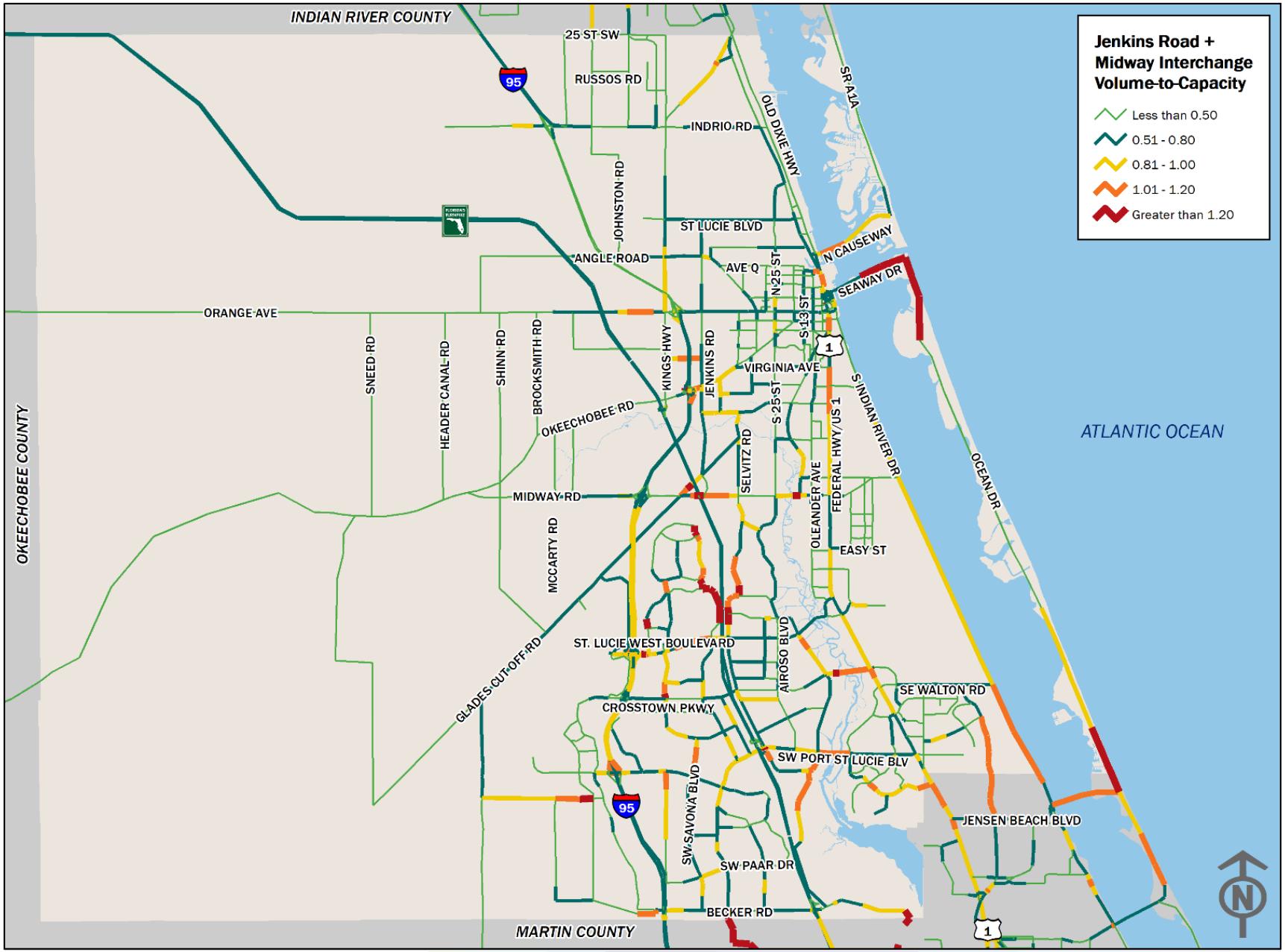


Figure 2. Jenkins Road + Midway Interchange Volume-to-Capacity

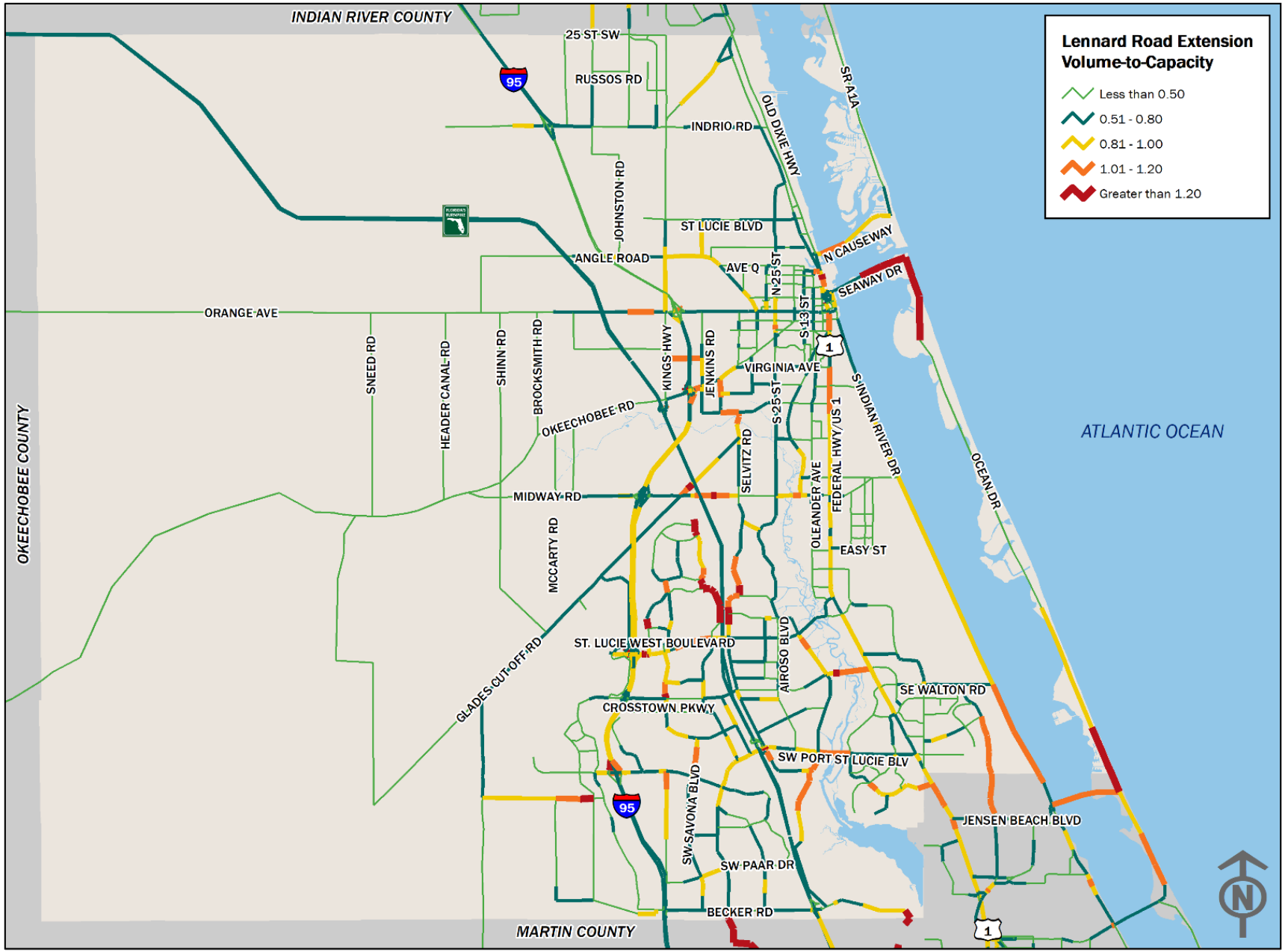


Figure 3. Lennard Road Extension Volume-to-Capacity

Appendix F

Transportation Alternatives Scenarios

Scenario Themes

- Mix of investment in modes (Roadway, Bike, Walk, Transit).
- Three funding scenarios considered
  - Historical Trend
  - Balanced
  - Max Multimodal
- Aspects common to all funding scenarios
  - Strategic Intermodal System (SIS)
  - Continued investment in partially-funded projects in the current TIP
  - Transit operations and maintenance
  - ACES Network – park-and-ride lots, EV charging stations, and transit connectivity
  - Public-private partnerships

	Scenario 1 – Historical	Scenario 2 – Balanced	Scenario 3 – Max Multimodal
Roadway – Strategic Intermodal System (SIS)	▪ **I-95** from Martin/St. Lucie County Line to south of Okeechobee Road – Widen 6L to 8L	▪ **I-95** from Martin/St. Lucie County Line to south of Okeechobee Road – Widen 6L to 8L	▪ **I-95** from Martin/St. Lucie County Line to south of Okeechobee Road – Widen 6L to 8L
Roadway – continued investment in Transportation Improvement Program (TIP) projects	▪ **Midway Road** from East Torino Parkway to Selvitz Road – Widen 2L to 4L ▪ **Kings Highway** from St. Lucie Boulevard to south of Indrio Road – Widen 2L to 4L ▪ **Port St. Lucie Boulevard** from Becker Road to Paar Drive – Widen 2L to 4L	▪ **Midway Road** from East Torino Parkway to Selvitz Road – Widen 2L to 4L ▪ **Kings Highway** from St. Lucie Boulevard to south of Indrio Road – Widen 2L to 4L ▪ **Port St. Lucie Boulevard** from Becker Road to Paar Drive – Widen 2L to 4L	▪ **Midway Road** from East Torino Parkway to Selvitz Road – Widen 2L to 4L ▪ **Kings Highway** from St. Lucie Boulevard to south of Indrio Road – Widen 2L to 4L ▪ **Port St. Lucie Boulevard** from Becker Road to Paar Drive – Widen 2L to 4L
Local Roadway projects (funded)	▪ **Selvitz Road** from Glades-Off Road to Edwards Road – Widen 2L to 4L ▪ **California Boulevard** from Crosstown Parkway to St. Lucie West Boulevard – Widen 2L to 4L	▪ **Selvitz Road** from Glades-Off Road to Edwards Road – Widen 2L to 4L ▪ **California Boulevard** from Crosstown Parkway to St. Lucie West Boulevard – Widen 2L to 4L	▪ **Selvitz Road** from Glades-Off Road to Edwards Road – Widen 2L to 4L ▪ **California Boulevard** from Crosstown Parkway to St. Lucie West Boulevard – Widen 2L to 4L
Transit Needs Plan	▪ Maintain existing transit system – Fixed Route (Routes 1 – 8) and ADA/Paratransit ▪ Improvements to existing services ▪ New routes identified in TDP	▪ Maintain existing transit system – Fixed Route (Routes 1 – 8) and ADA/Paratransit ▪ Improvements to existing services ▪ New routes identified in TDP	▪ Maintain existing transit system – Fixed Route (Routes 1 – 8) and ADA/Paratransit ▪ Improvements to existing services ▪ New routes identified in TDP
Operational Improvements	▪ **US-1** from Martin County Line to Indian River County Line ▪ **Seaway Drive** from Harbor Isle Marina to north of Blue Heron Boulevard	▪ **US-1** from Martin County Line to Indian River County Line ▪ **Seaway Drive** from Harbor Isle Marina to north of Blue Heron Boulevard	▪ **US-1** from Martin County Line to Indian River County Line ▪ **Seaway Drive** from Harbor Isle Marina to north of Blue Heron Boulevard

	Scenario 1 – Historical	Scenario 2 – Balanced	Scenario 3 – Max Multimodal
Neighborhood Traffic Management	▪ **Torino Parkway** ▪ **Indian River Drive**	▪ **Torino Parkway** ▪ **Indian River Drive**	▪ **Torino Parkway** ▪ **Indian River Drive**

Roadway Needs Plan	▪ **Florida's Turnpike** at Midway Road – New Interchange (ROW cost TBD)
	▪ **Airport Connector** from I-95 to Kings Highway – New 4 Lanes
	▪ **Kings Highway** from south of Indrio Road to US-1 – Widen 2L to 4L
	▪ **Jenkins Road** from Midway Road to Orange Avenue – New 4L/ Widen 2L to 4L (design funding)
	▪ **St. Lucie West Boulevard** from I-95 to Cashmere Boulevard – Widen 4L to 6L
	▪ **California Boulevard** from Savona Boulevard to Crosstown Parkway – Widen 2L to 4L
	▪ **ACES Network**
	  ▪ I-95 at Becker Road
	  ▪ I-95 at Midway Road
	  ▪ Okeechobee Road between Florida's Turnpike and I-95
	  ▪ I-95 at Indrio Road
		▪ **Florida's Turnpike** at Midway Road – New Interchange (ROW cost TBD)
		▪ **Airport Connector** from I-95 to Kings Highway – New 4 Lanes
		▪ **Kings Highway** from south of Indrio Road to US-1 – Widen 2L to 4L
		▪ **Jenkins Road** from Midway Road to Orange Avenue – New 4L/ Widen 2L to 4L (design funding)
		▪ **St. Lucie West Boulevard** from I-95 to Cashmere Boulevard – Widen 4L to 6L
		▪ **ACES Network**
		  ▪ I-95 at Becker Road
		  ▪ I-95 at Midway Road
		  ▪ Okeechobee Road between Florida's Turnpike and I-95
		  ▪ I-95 at Indrio Road
			▪ **Florida's Turnpike** at Midway Road – New Interchange (ROW cost TBD)
			▪ **Airport Connector** from I-95 to Kings Highway – New 4 Lanes
			▪ **Kings Highway** from south of Indrio Road to US-1 – Widen 2L to 4L
			▪ **Jenkins Road** from Midway Road to Orange Avenue – New 4L/ Widen 2L to 4L (design funding)
			▪ **ACES Network**
			  ▪ I-95 at Becker Road
			  ▪ I-95 at Midway Road
			  ▪ Okeechobee Road between Florida's Turnpike and I-95
			  ▪ I-95 at Indrio Road

Bicycle & Pedestrian Needs Plan	**$10 million investment** 15 miles of bicycle facilities 20 miles of sidewalks	**$40 million investment** 60 miles of bicycle facilities 80 miles of sidewalks	**$60 million investment** 90 miles of bicycle facilities 120 miles of sidewalk

Appendix G

Multimodal Needs Plan and Cost Feasible Plan Project Cost Estimates

Project ID	Project	From	To	Type	Length (mile)	Preliminary Engineering	Right-of-Way	Construction	Construction Engineering Inspection	Present Day Cost (2018)	2026 - 2030	2031 - 2035	2036 - 2045
101	Florida's Turnpike at Midway Road[1]			New Interchange		$5.43 M		$56.40 M	$5.64 M	$67.48 M	$89.07 M	$104.59 M	$138.33 M
102	Florida's Turnpike at Northern Connector[2]			New Interchange									
103	I-95 at Northern Connector[2]			New Interchange									
104	Williams Road	Shinn Road	McCarty Road	New 2 Lanes	1.52	$1.64 M	$3.72 M	$7.45 M	$1.12 M	$13.55 M	$17.88 M	$21.0 M	$27.77 M
105	Airport Connector[3]	Johnston Road	Kings Highway	New 4 Lanes	1.42	$2.36 M	$5.36 M	$10.71 M	$1.61 M	$19.49 M	$25.73 M	$30.22 M	$39.96 M
106	Airport Connector[3]	I-95	Johnston Road	New 4 Lanes	0.78	$1.29 M	$2.94 M	$5.89 M	$.88 M	$10.71 M	$14.14 M	$16.60 M	$21.95 M
107	Northern Connector[2]	Florida's Turnpike	I-95	New 4 Lanes	0.94	$12.38 M	$5.32 M	$89.20 M	$13.38 M	$106.91 M	$141.12 M	$165.70 M	$219.16 M
108	Arterial A	Glades Cut-Off Road	Midway Road	New 4 Lanes	2.34	$3.88 M	$8.83 M	$17.66 M	$2.65 M	$32.13 M	$42.41 M	$49.79 M	$65.86 M
109	Becker Road	Range Line Road	N-S Road B	New 4 Lanes	2.03	$3.37 M	$7.66 M	$15.32 M	$2.30 M	$27.87 M	$36.79 M	$43.20 M	$57.13 M
110	Community Boulevard	Becker Road	Discovery Way	New 4 Lanes	2.8	$4.65 M	$10.56 M	$21.13 M	$3.17 M	$38.44 M	$50.74 M	$59.58 M	$78.80 M
111	Crosstown Parkway	Range Line Road	Village Parkway	New 4 Lanes	2.72	$4.52 M	$10.26 M	$20.52 M	$3.08 M	$37.34 M	$49.29 M	$57.88 M	$76.55 M
112	Discovery Way	Range Line Road	N-S Road B	New 4 Lanes	1.99	$3.30 M	$7.51 M	$15.02 M	$2.25 M	$27.32 M	$36.06 M	$42.35 M	$56.01 M
113	E-W Road 2	Community Boulevard	Village Parkway	New 4 Lanes	0.56	$.93 M	$2.11 M	$4.23 M	$.63 M	$7.69 M	$10.15 M	$11.92 M	$15.76 M
114	E-W Road 6	Shinn Road	Glades Cut-Off Road	New 4 Lanes	2.3	$3.82 M	$8.68 M	$17.35 M	$2.60 M	$31.58 M	$41.68 M	$48.94 M	$64.73 M
115	Jenkins Road	N Jenkins Road	St. Lucie Boulevard	New 4 Lanes	2.26	$3.75 M	$8.53 M	$17.05 M	$2.56 M	$31.03 M	$40.96 M	$48.09 M	$63.61 M
116	Jenkins Road[4]	Post Office Road	Glades Cut-Off Road	New 4 Lanes	0.37	$.36 M	$1.4 M	$2.79 M	$.42 M	$4.84 M	$6.38 M	$7.49 M	$9.91 M
117	Jenkins Road[4]	Walmart Distribution Center	Altman Road	New 4 Lanes	0.81	$.79 M	$3.06 M	$6.11 M	$.92 M	$10.59 M	$13.97 M	$16.41 M	$21.70 M

Project ID	Project	From	To	Type	Length (mile)	Preliminary Engineering	Right-of-Way	Construction	Construction Engineering Inspection	Present Day Cost (2018)	2026 - 2030	2031 - 2035	2036 - 2045
118	McCarty Road	Glades Cut-Off Road	Williams Road	New 4 Lanes	1.98	$3.29 M	$7.47 M	$14.94 M	$2.24 M	$27.18 M	$35.88 M	$42.13 M	$55.73 M
119	Newell Road	Shinn Road	Arterial A	New 4 Lanes	2.54	$4.22 M	$9.58 M	$19.17 M	$2.87 M	$34.87 M	$46.03 M	$54.05 M	$71.49 M
120	North-Mid County Connector	Orange Avenue	Florida's Turnpike	New 4 Lanes	1.88	$3.12 M	$7.09 M	$14.19 M	$2.13 M	$25.81 M	$34.07 M	$40.01 M	$52.91 M
121	Tradition Parkway	Range Line Road	SW Stony Creek Way	New 4 Lanes	2.05	$3.40 M	$7.73 M	$15.47 M	$2.32 M	$28.14 M	$37.15 M	$43.62 M	$57.70 M
122	North-Mid County Connector	Midway Road	Okeechobee Road	New 4 Lanes	2.93	$4.86 M	$11.05 M	$22.11 M	$3.32 M	$40.23 M	$53.10 M	$62.35 M	$82.46 M
123	North-Mid County Connector	Midway Road	Okeechobee Road	New 4 Lanes	2.37	$3.93 M	$8.94 M	$17.88 M	$2.68 M	$32.54 M	$42.95 M	$50.43 M	$66.70 M
124	N-S Road A	Becker Road	Crosstown Parkway	New 4 Lanes	5.13	$8.52 M	$19.35 M	$38.71 M	$5.81 M	$70.43 M	$92.97 M	$109.16 M	$144.38 M
125	N-S Road B	Becker Road	Discovery Way	New 4 Lanes	2.8	$4.65 M	$10.56 M	$21.13 M	$3.17 M	$38.44 M	$50.74 M	$59.58 M	$78.80 M
126	Open View Drive (West)	N-S Road A	Village Parkway	New 4 Lanes	2.97	$4.93 M	$11.2 M	$22.41 M	$3.36 M	$40.77 M	$53.82 M	$63.20 M	$83.59 M
127	Paar Drive (West)	N-S Road A	Village Parkway	New 4 Lanes	3.3	$5.48 M	$12.45 M	$24.90 M	$3.73 M	$45.31 M	$59.80 M	$70.22 M	$92.88 M
128	Range Line Road	Glades Cut-Off Road	Midway Road	New 4 Lanes	5.46	$9.06 M	$20.6 M	$41.20 M	$6.18 M	$74.96 M	$98.95 M	$116.19 M	$153.67 M
129	Shinn Road	Glades Cut-Off Road	Midway Road	New 4 Lanes	4.95	$8.22 M	$18.67 M	$37.35 M	$5.60 M	$67.96 M	$89.70 M	$105.33 M	$139.31 M
130	Westcliffe Lane	N-S Road A	SW Tremonte Avenue	New 4 Lanes	1.15	$1.91 M	$4.34 M	$8.68 M	$1.30 M	$15.79 M	$20.84 M	$24.47 M	$32.37 M
131	Williams Extension	McCarty Road	Glades Cut-Off Road	New 4 Lanes	1.65	$2.74 M	$6.22 M	$12.45 M	$1.87 M	$22.65 M	$29.90 M	$35.11 M	$46.44 M
132	Bayshore Boulevard	St. Lucie West Boulevard	Selvitz Road	Widen 2L to 4L	1.46	$1.72 M	$3.91 M	$7.82 M	$1.17 M	$14.23 M	$18.79 M	$22.06 M	$29.18 M
133	California Boulevard	Savona Boulevard	Del Rio Boulevard	Widen 2L to 4L	1.33	$1.57 M	$3.56 M	$7.13 M	$1.07 M	$12.97 M	$17.11 M	$20.10 M	$26.58 M
134	Discovery Way	N-S Road B	Village Parkway	Widen 2L to 4L	1.31	$1.54 M	$3.51 M	$7.02 M	$1.05 M	$12.77 M	$16.86 M	$19.79 M	$26.18 M

Project ID	Project	From	To	Type	Length (mile)	Preliminary Engineering	Right-of-Way	Construction	Construction Engineering Inspection	Present Day Cost (2018)	2026 - 2030	2031 - 2035	2036 - 2045
135	East Torino Parkway	NW Cashmere Boulevard	Midway Road	Widen 2L to 4L	2.73	$3.22 M	$7.31 M	$14.63 M	$2.19 M	$26.61 M	$35.13 M	$41.25 M	$54.56 M
136	Glades Cut Off Road	Arterial A	Selvitz Road	Widen 2L to 4L	5.39	$6.35 M	$14.44 M	$28.88 M	$4.33 M	$52.54 M	$69.36 M	$81.44 M	$107.72 M
137	Jenkins Road[4]	Altman Road	Orange Avenue	Widen 2L to 4L	3.01	$2.10 M	$8.06 M	$16.13 M	$2.42 M	$27.93 M	$36.87 M	$43.29 M	$57.26 M
138	Jenkins Road	Orange Avenue	N Jenkins Road	Widen 2L to 4L	0.52	$.61 M	$1.39 M	$2.79 M	$.42 M	$5.07 M	$6.69 M	$7.86 M	$10.39 M
139	Jenkins Road[4]	Midway Road	Post Office Road	Widen 2L to 4L	0.34	$.24 M	$.91 M	$1.82 M	$.27 M	$3.15 M	$4.16 M	$4.89 M	$6.47 M
140	Jenkins Road[4]	Glades Cut-Off Road	Walmart Distribution Center	Widen 2L to 4L	0.58	$.40 M	$1.55 M	$3.11 M	$.47 M	$5.38 M	$7.10 M	$8.34 M	$11.03 M
141	Kings Highway	South of Indrio Road	US-1	Widen 2L to 4L	2.85	$3.36 M	$7.63 M	$15.27 M	$2.29 M	$27.78 M	$36.67 M	$43.06 M	$56.96 M
142	McCarty Road	Williams Road	Midway Road	Widen 2L to 4L	1.27	$1.50 M	$3.4 M	$6.80 M	$1.02 M	$12.38 M	$16.34 M	$19.19 M	$25.38 M
143	Midway Road	Glades Cut-Off Road	Selvitz Road	Widen 2L to 4L	1.56			$8.36 M	$1.25 M	$9.35 M	$12.35 M	$14.50 M	$19.17 M
144	NW Cashmere Boulevard	Swan Lake Circle	East Torino Parkway	Widen 2L to 4L	1.22	$1.44 M	$3.27 M	$6.54 M	$.98 M	$11.89 M	$15.70 M	$18.43 M	$24.38 M
145	Savona Boulevard	Gatlin Boulevard	California Boulevard	Widen 2L to 4L	1.08	$1.27 M	$2.89 M	$5.79 M	$.87 M	$10.53 M	$13.90 M	$16.32 M	$21.58 M
146	Selvitz Road	Bayshore Drive	Milner Drive	Widen 2L to 4L	2.68	$3.16 M	$7.18 M	$14.36 M	$2.15 M	$26.13 M	$34.49 M	$40.50 M	$53.56 M
148	Southbend Boulevard	Becker Road	Port St. Lucie Boulevard	Widen 2L to 4L	4.79	$5.65 M	$12.83 M	$25.66 M	$3.85 M	$46.70 M	$61.64 M	$72.38 M	$95.73 M
149	St. Lucie West Boulevard	E of I-95	Cashmere Boulevard	Widen 4L to 6L	1.92	$2.08 M		$9.44 M	$1.42 M	$12.58 M	$16.61 M	$19.50 M	$25.79 M
150	I-95	Martin/St. Lucie County Line	south of Okeechobee Road	Widen 6L to 8L	14.59	$10.0 M	$10. M	$154.49 M			$.0 M	$10.0 M	$164.49 M
151	US-1	Martin County Line	Indian River County Line	Operational Improvement	21.42	$5.09 M		$23.15 M	$3.47 M	$31.72 M	$41.87 M	$49.17 M	$65.03 M
152	Seaway Drive	Harbor Isle Marina	north of Blue Heron Boulevard	Operational Improvement	3.87	$1.0 M		$4.55 M	$.68 M	$6.06 M	$8.0 M	$9.39 M	$12.43 M

Project ID	Project	From	To	Type	Length (mile)	Preliminary Engineering	Right-of-Way	Construction	Construction Engineering Inspection	Present Day Cost (2018)	2026 - 2030	2031 - 2035	2036 - 2045
153	Torino Parkway			Neighborhood Traffic Management	6.06	$.04 M		$1.17 M		$1.21 M	$1.60 M	$1.88 M	$2.48 M
154	Indian River Drive	Martin/St. Lucie County Line	Seaway Drive	Neighborhood Traffic Management	14.63	$.12 M		$3.23 M		$3.35 M	$4.42 M	$5.20 M	$6.87 M
155	I-95 at Becker Road			ACES Network		$.77 M	$3.1 M	$3.49 M	$.52 M	$7.89 M	$10.41 M	$12.23 M	$16.17 M
156	I-95 at Midway Road			ACES Network		$.77 M	$3.1 M	$3.49 M	$.52 M	$7.89 M	$10.41 M	$12.23 M	$16.17 M
157	Okeechobee Road between Florida's Turnpike & I-95			ACES Network		$.77 M	$3.1 M	$3.49 M	$.52 M	$7.89 M	$10.41 M	$12.23 M	$16.17 M
158	I-95 at Indrio Road			ACES Network		$.77 M	$3.1 M	$3.49 M	$.52 M	$7.89 M	$10.41 M	$12.23 M	$16.17 M
159	Kings Highway[5]	St. Lucie Boulevard	South of Indrio Road	Widen 2L to 4L	2.19			$11.73 M	$1.76 M	$13.13 M	$17.33 M	$20.35 M	$26.92 M
160	Port St. Lucie Boulevard[5]	Becker Road	Paar Drive	Widen 2L to 4L	1.12			$6.0 M	$.90 M	$6.71 M	$8.86 M	$10.41 M	$13.76 M
161	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Widen 2L to 4L	0.37	$.44 M	$.99 M	$1.98 M	$.30 M	$3.61 M	$4.76 M	$5.59 M	$7.39 M
162	Midway Road	Arterial A	I-95	Widen 2L to 4L	0.88	$1.04 M	$2.36 M	$4.71 M	$.71 M	$8.58 M	$11.32 M	$13.30 M	$17.59 M
163	Becker Road	N-S Road B	Village Parkway	New 6 Lanes	2.26	$4.09 M	$9.29 M	$18.57 M	$2.79 M	$33.80 M	$44.61 M	$52.38 M	$69.28 M
164	Paar Drive (West)	Range Line Road	N-S Road A	New 2 Lanes	0.94	$1.01 M	$2.3 M	$4.60 M	$.69 M	$8.38 M	$11.06 M	$12.98 M	$17.17 M
165	Open View Drive (West)	Range Line Road	N-S Road A	New 2 Lanes	0.95	$1.02 M	$2.33 M	$4.65 M	$.70 M	$8.47 M	$11.18 M	$13.12 M	$17.36 M
166	Trade Center/Tom Mackie	Village Parkway	Discovery Way	New 2 Lanes	0.36	$.39 M	$.88 M	$1.76 M	$.26 M	$3.21 M	$4.24 M	$4.97 M	$6.58 M
167	Village Parkway	Becker Road	Discovery Way	Widen 4L to 6L	3.26	$3.53 M	$8.01 M	$16.03 M	$2.40 M	$29.16 M	$38.49 M	$45.20 M	$59.77 M
168	I-95 at Crosstown Parkway			ACES Network		$.77 M	$3.1 M	$3.49 M	$.52 M	$7.89 M	$10.41 M	$12.23 M	$16.17 M

[1] The Florida's Turnpike at Midway Road assumes a tight diamond interchange concept and the assumption of the Revenue Source is from State Other Roads, Construction & ROW funds.

[2] Northern Connector from Florida's Turnpike to I-95 with the two (2) interchanges at Florida's Turnpike and I-95 is a private developer-built road.

[3] Assumes a jurisdictional transfer to FDOT and a Revenue Source of State Other Roads, Construction & ROW funds

[4] PD&E is funded in the Transportation Improvement Program (TIP) FY 2020/21 to 2024/25.

[5] PD&E and ROW are funded in the Transportation Improvement Program (TIP) FY 2020/21 to 2024/25.

A. Base Revenue Forecast

Revenue Source	2026-2030	2031-2035	2036-2045
SIS	$.0 M	$174.49 M	$.0 M
State Other Roads, Construction & ROW	$98.36 M	$109.04 M	$229.86 M
Federal (TMA & TALU+TALT) Funds	$23.96 M	$23.96 M	$47.90 M
Transit	$38.85 M	$42.55 M	$88.64 M
Total	$161.17 M	$350.04 M	$366.40 M

B. Adjusted Revenue with Carry Over

Revenue Source	2026-2030	2031-2035	2036-2045
SIS	$.0 M	$174.49 M	$.0 M
State Other Roads, Construction & ROW	$98.36 M	$109.04 M	$242.86 M
Federal (TMA & TALU+TALT) Funds	$23.96 M	$23.96 M	$47.90 M
Transit	$38.85 M	$48.90 M	$89.12 M
Total	$161.17 M	$356.39 M	$379.87 M

C. Value of Committed Projects

Revenue Source	2026-2030	2031-2035	2036-2045
SIS	$.0 M	$174.49 M	$.0 M
State Other Roads, Construction & ROW	$98.36 M	$96.04 M	$242.86 M
Federal (TMA & TALU+TALT) Funds	$23.96 M	$23.96 M	$47.90 M
Transit	$32.50 M	$48.43 M	$89.12 M
Total	$154.82 M	$342.92 M	$379.87 M

D. Uncommitted Funds (Part B - Part C)

Revenue Source	2026-2030	2031-2035	2036-2045
SIS	$.0 M	$.0 M	$.0 M
State Other Roads, Construction & ROW	$.0 M	$13.0 M	$.0 M
Federal (TMA & TALU+TALT) Funds	$.0 M	$.0 M	$.0 M
Transit	$6.35 M	$.48 M	$.0 M
Total	$6.35 M	$13.47 M	$.0 M

Note: All values are in year of expenditure (YOE) dollars

Project ID	Rank	Project	From	To	Type	Revenue Source	2026 - 2030				2031 - 2035				2036 - 2045				Unfunded	Total
							PE	ROW	CST	CEI	PE	ROW	CST	CEI	PE	ROW	CST	CEI		
		TPO Planning			Planning	Federal (TMA) Funds	$2.0 M				$2.0 M				$4.0 M					**$8.0 M**
		St. Lucie ATMS			Congestion Management Process	Federal (TMA) Funds	$2.0 M				$2.0 M				$4.0 M					**$8.0 M**
		Bicycle and Pedestrian Facilities				Federal (TALU+TALT) Funds, Federal (TMA) Funds, and 10% State OA			$3.28 M				$20.70 M				$18.18 M			**$42.17 M**
		Continue Existing Paratransit Service (ADA and TD)/ Fixed-Route Service (Routes 1 through 8)			Maintain existing service	Transit			$30.39 M				$37.54 M				$56.81 M			**$124.73 M**
417	203	Bus Stop/ Shelter improvements			Capital/ Infrastructure	Transit			$.19 M				$.22 M				$.29 M			**$.70 M**
418	203	Improved sidewalk connections to bus stops			Capital/ Infrastructure	Transit			$.50 M				$.59 M				$.78 M			**$1.86 M**
160	18	Port St. Lucie Boulevard[1]	Becker Road	Paar Drive	Widen 2L to 4L	Federal (TMA) Funds			$7.71 M	$1.16 M										**$8.86 M**
143	40	Midway Road[2]	Glades Cut-Off Road	Selvitz Road	Widen 2L to 4L	Federal (TMA) Funds			$3.06 M											**$3.06 M**
143	40	Midway Road[2]	Glades Cut-Off Road	Selvitz Road	Widen 2L to 4L	10% State OA			$7.68 M	$1.61 M										**$9.29 M**
161	40	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Widen 2L to 4L	Federal (TMA) Funds	$.56 M	$1.27 M	$2.55 M	$.38 M										**$4.76 M**
405	73	Palm Beach Express			New Transit Services	Transit			$1.01 M											**$1.01 M**
411	77	Torino Parkway micro-transit			New Transit Services	Transit			$.41 M											**$.41 M**
101	101	Florida's Turnpike at Midway Road[3]			New Interchange/ Widen 2L to 4L	State Other Roads, Construction & ROW	$7.17 M		$74.45 M	$7.45 M										**$89.07 M**
116	109	Jenkins Road[4]	Post Office Road	Glades Cut-Off Road	New 4 Lanes	Federal (TMA) Funds					$.49 M						$1.61 M	$.84 M		**$2.93 M**
116	109	Jenkins Road[4]	Post Office Road	Glades Cut-Off Road	New 4 Lanes	10% State OA										$2.78 M	$3.96 M			**$6.75 M**
151	1	US-1	Martin County Line	Indian River County Line	Operational Improvement	State Other Roads, Construction & ROW					$7.90 M		$35.89 M	$5.38 M						**$49.17 M**
235	2	US-1	Seaway Drive	Old US Highway 1	Bicycle Facilities	State Other Roads, Construction & ROW					$.34 M		$1.57 M	$.24 M						**$2.15 M**
402	8	Fort Pierce to South Hutchinson Island			New Transit Services	Transit							$1.18 M							**$1.18 M**
406	10	Port St. Lucie Boulevard (Route 5 split)			New Transit Services	Transit							$.92 M							**$.92 M**
407	16	Selvitz Road/Bayshore Boulevard			New Transit Services	Transit							$1.24 M							**$1.24 M**

Project ID	Rank	Project	From	To	Type	Revenue Source	2026 - 2030				2031 - 2035				2036 - 2045				Unfunded	Total
							PE	ROW	CST	CEI	PE	ROW	CST	CEI	PE	ROW	CST	CEI		
154	17	Indian River Drive	Martin/ St. Lucie County Line	Seaway Drive	Neighborhood Traffic Management	Federal (TMA) Funds					$.18 M		$4.88 M							**$5.06 M**
159	18	Kings Highway[1]	St. Lucie Boulevard	south of Indrio Road	Widen 2L to 4L	State Other Roads, Construction & ROW							$17.70 M	$2.65 M						**$20.35 M**
412	20	Increase frequency from 60 minutes to 30 minutes on Route 2 & Route 3			Improvements to Existing Service	Transit							$2.18 M							**$2.18 M**
413	20	Expand service hours on Route 7 to reflect the other route schedules (currently 7 am – 6 pm)			Improvements to Existing Service	Transit							$.09 M							**$.09 M**
414	20	Expand Saturday service hours to reflect weekday span of service (currently 8 am – 12 pm/1 pm – 4 pm)			Improvements to Existing Service	Transit							$.40 M							**$.40 M**
401	25	Crosstown Parkway			New Transit Services	Transit							$1.18 M							**$1.18 M**
202	28	25th Street	Orange Avenue	Avenue F	Bicycle Facilities	State Other Roads, Construction & ROW					$.20 M		$.91 M	$.14 M						**$1.24 M**
408	34	Virginia Avenue			New Transit Services	Transit							$1.18 M							**$1.18 M**
137	46	Jenkins Road[4]	Altman Road	Orange Avenue	Widen 2L to 4L	Federal (TMA) Funds					$2.71 M								$53.08 M	**$55.78 M**
404	48	Midway Road			New Transit Services	Transit							$1.18 M							**$1.18 M**
403	51	Gatlin Boulevard (Route 5 split)			New Transit Services	Transit							$.04 M							**$.04 M**
150	67	I-95[5]	Martin/ St. Lucie County Line	south of Okeechobee Road	Widen 6L to 8L	SIS					$10.0 M	$10.0 M	$154.49 M							**$174.49 M**
155	73	I-95 at Becker Road			ACES Network	State Other Roads, Construction & ROW					$1.19 M	$4.81 M	$5.41 M	$.81 M						**$12.23 M**
139	109	Jenkins Road[4]	Midway Road	Post Office Road	Widen 2L to 4L	Federal (TMA) Funds					$.31 M								$6.0 M	**$6.30 M**
140	109	Jenkins Road[4]	Glades Cut-Off Road	Walmart Distribution Center	Widen 2L to 4L	Federal (TMA) Funds					$.52 M								$10.23 M	**$10.75 M**
117	139	Jenkins Road[4]	Walmart Distribution Center	Altman Road	New 4 Lanes	Federal (TMA) Funds					$1.08 M								$20.11 M	**$21.19 M**
410	139	Indian River Estates micro-transit			New Transit Services	Transit							$.48 M							**$.48 M**
223	2	Orange Avenue	Kings Highway	US-1	Bicycle Facilities	State Other Roads, Construction & ROW									$2.91 M		$13.22 M	$1.98 M		**$18.10 M**
234	4	US-1	Gardenia Avenue	Orange Avenue	Bicycle Facilities	State Other Roads, Construction & ROW									$1.08 M		$4.90 M	$.74 M		**$6.71 M**
224	5	Port St. Lucie Boulevard	Gatlin Boulevard	US-1	Bicycle Facilities	State Other Roads, Construction & ROW									$3.64 M		$16.54 M	$2.48 M		**$22.66 M**

Project ID	Rank	Project	From	To	Type	Revenue Source	2026 - 2030				2031 - 2035				2036 - 2045				Unfunded	Total
							PE	ROW	CST	CEI	PE	ROW	CST	CEI	PE	ROW	CST	CEI		
218	6	N 25th Street	Virginia Avenue	Avenue E	Bicycle Facilities	State Other Roads, Construction & ROW									$1.04 M		$4.71 M	$.71 M		**$6.46 M**
236	6	US-1	Baysinger Avenue	Edwards Avenue	Bicycle Facilities	State Other Roads, Construction & ROW									$1.32 M		$5.98 M	$.90 M		**$8.20 M**
149	9	St. Lucie West Boulevard	E of I-95	Cashmere Boulevard	Widen 4L to 6L	Federal (TMA) Funds									$4.14 M		$18.83 M	$2.82 M		**$25.79 M**
386	10	US-1	North Causeway Bridge	St. Lucie County/Indian River County Line	Sidewalks	State Other Roads, Construction & ROW									$.91 M		$4.12 M	$.62 M		**$5.64 M**
387	10	US-1	Traub Avenue	High Point Boulevard	Sidewalks	State Other Roads, Construction & ROW									$.26 M		$1.19 M	$.18 M		**$1.63 M**
359	20	Old Dixie Highway	US-1 Junction	Kings Highway	Sidewalks	State Other Roads, Construction & ROW									$1.02 M		$4.64 M	$.70 M		**$6.35 M**
212	27	Indrio Road	Johnston Road	Kings Highway	Bicycle Facilities	State Other Roads, Construction & ROW									$1.11 M		$5.04 M	$.76 M		**$6.91 M**
152	28	Seaway Drive	Harbor Isle Marina	north of Blue Heron Boulevard	Operational Improvement	State Other Roads, Construction & ROW									$2.0 M		$9.07 M	$1.36 M		**$12.43 M**
338	28	Indrio Road	Kings Highway	Old Dixie Highway	Sidewalks	State Other Roads, Construction & ROW									$.39 M		$1.77 M	$.27 M		**$2.42 M**
302	35	25th Street	Industrial Avenue	US-1	Sidewalks	State Other Roads, Construction & ROW									$.06 M		$.27 M	$.04 M		**$.37 M**
105	40	Airport Connector	Johnston Road	Kings Highway	New 4 Lanes	State Other Roads, Construction & ROW									$4.70 M	$10.69 M	$21.37 M	$3.21 M		**$39.96 M**
106	40	Airport Connector	I-95	Johnston Road	New 4 Lanes	State Other Roads, Construction & ROW									$2.58 M	$5.87 M	$11.74 M	$1.76 M		**$21.95 M**
153	48	Torino Parkway			Neighborhood Traffic Management	Federal (TMA) Funds									$.08 M		$2.33 M			**$2.41 M**
230	48	Seaway Drive	US-1	St. Lucie County Aquarium	Bicycle Facilities	State Other Roads, Construction & ROW									$.44 M		$1.98 M	$.30 M		**$2.71 M**
157	82	Okeechobee Road between Florida's Turnpike & I-95			ACES Network	State Other Roads, Construction & ROW									$1.58 M	$6.36 M	$7.16 M	$1.07 M		**$16.17 M**
156	109	I-95 at Midway Road			ACES Network	State Other Roads, Construction & ROW									$1.58 M	$6.36 M	$7.16 M	$1.07 M		**$16.17 M**
158	109	I-95 at Indrio Road			ACES Network	State Other Roads, Construction & ROW									$1.58 M	$6.36 M	$7.16 M	$1.07 M		**$16.17 M**
168	109	I-95 at Crosstown Parkway			ACES Network	State Other Roads, Construction & ROW									$1.58 M	$6.36 M	$7.16 M	$1.07 M		**$16.17 M**
419	202	New operations/maintenance/administrative facility (St. Lucie County Transit Operations Center)			Capital/ Infrastructure	Transit											$31.24 M			**$31.24 M**

[1] The Transportation Improvement Program (TIP) FY 2020/21 to 2024/25 funds the previous phases. The Construction and CEI phases are funded in first (2026 - 2030) time band.
[2] The Transportation Improvement Program (TIP) FY 2020/21 to 2024/25 funds the previous phases. The Construction and CEI phases are funded in first (2026 - 2030) time band. This assumes a Revenue Source mostly funded by 10% State OA and Federal (TMA).
[3] The Florida's Turnpike at Midway Road assumes a tight diamond interchange concept and the assumption of the Revenue Source is from State Other Roads, Construction & ROW funds.
[4] PD&E is funded in the Transportation Improvement Program (TIP) FY 2020/21 to 2024/25.
[5] Per the Strategic Intermodal System (SIS) Funding Strategy.