



**INDIAN RIVER COUNTY  
METROPOLITAN PLANNING ORGANIZATION**

**MARTIN COUNTY METROPOLITAN PLANNING ORGANIZATION**

**ST. LUCIE COUNTY TRANSPORTATION PLANNING ORGANIZATION**

**TREASURE COAST TRANSPORTATION COUNCIL (TCTC) MEETING**

**DATE: JUNE 27, 2018**

**TIME: 11:00 AM**

**LOCATION: INDIAN RIVER COUNTY ADMINISTRATION BUILDING B  
CONFERENCE ROOM B1-501  
1800 27<sup>TH</sup> STREET  
VERO BEACH, FL 32960**

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**AGENDA**

- 1. Call to Order**
- 2. Roll Call**
- 3. Approval of Minutes  
June 29, 2017**
- 4. Consideration of 2018 Transportation Regional Incentive (TRIP) Program Application Cycle**
- 5. Discussion of Future US 1 Corridor Study**
- 6. Other Business**
- 7. Public Comments**
- 8. Discussion of Next Meeting**

## 9. Adjournment

An agenda of items to be considered will be available to the public through the St. Lucie TPO office located in the Coco Vista Centre, 466 SW Port St. Lucie Blvd, Suite 111, Port St. Lucie, FL or on the St. Lucie TPO website: [www.stlucietpo.org](http://www.stlucietpo.org).

An agenda of items also will be available through the Martin MPO office on the 2nd Floor of the Martin County Administration Center, 2401 SE Monterey Road, Stuart, Florida or on the Martin MPO website: <http://martinmpo.com>. Items not included on the agenda may also be heard in consideration of the best interests of the public's health, safety, welfare, and as necessary to protect every person's right of access.

An agenda of items to be considered will be available to the public through the Indian River County MPO office on the 1st Floor of the Indian River County Administration Building A, 1801 27<sup>th</sup> Street, Vero Beach, Florida or on the Indian River County MPO website: [www.irmpo.com](http://www.irmpo.com).

Any St. Lucie County resident who requires special accommodations under the Americans with Disabilities Act (ADA) or who requires translation services (free of charge) should contact Marceia Lathou, the St. Lucie TPO Title VI/ADA Coordinator, at 772 462 1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711. Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou at 772-462-1593.

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

If any person decides to appeal any decision made with respect to any matter considered at the meetings or hearings of any board, committee, agency, council, or advisory group, that person will need a record of proceedings and, for such purpose, may need to insure that a verbatim record of the proceedings is made, which record should include testimony and evidence upon which the appeal is to be based. Any questions concerning this agenda may be referred to the St. Lucie TPO at (772) 462-1593 or the Martin MPO at (772) 288-5484.

If any Indian River resident has questions concerning the items on this agenda, please contact MPO Staff at (772) 226-1455. Anyone who may wish to appeal any decision which may be made at this meeting will need to ensure that a verbatim record of the proceedings is made which included the evidence and testimony upon which the appeal will be based.

**TREASURE COAST TRANSPORTATION COUNCIL (TCTC)**

**Meeting**

**City of Stuart**

**City Hall - Commission Chambers**

**121 SW Flagler Avenue**

**Stuart, FL 34994**

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

**MINUTES**

**1. CALL TO ORDER**

The Chair, Mr. Troy McDonald, called the meeting to order at 10:00 AM. He expressed gratitude for everyone in attendance and welcomed them to the Stuart City Hall.

**2. ROLL CALL**

Troy McDonald, Chair, Martin MPO  
Kathryn Hensley, Vice Chair, St. Lucie TPO  
Shawn Frost, Indian River MPO  
Tim Zorc, Indian River, MPO  
Vinny Barile, Martin MPO  
Darrell Drummond, St. Lucie TPO

**Others Present**

Alice Bojanowski, Martin Metropolitan Planning Organization (MPO)  
Bolivar Gomez, Martin Metropolitan Planning Organization (MPO)  
Ricardo Vazquez, Martin Metropolitan Planning Organization (MPO)  
Michael Williamson, Cambridge Systems  
Victoria Williams, FDOT Turnpike  
Lisa Dykstra, FDOT District 4  
Myra Skoroden, FDOT District 4  
Sabrina Aubery, FDOT  
Jeremy Upchurch, FDOT  
Hui Zhas, FDOT  
Brian Freeman, Indian River MPO  
Stewart Robertson, Kimley-Horn  
Luke Lambert, Martin County  
Lisa Wichser, Martin County  
Sam Amerson, City of Stuart  
Peter Buchwald, St. Lucie Transportation Planning Organization (TPO)  
Phil Matson, Indian River Metropolitan Planning Organization (MPO)  
Beth Beltran, Martin Metropolitan Planning Organization (MPO)  
Peggy Brassard, Martin Metropolitan Planning Organization (MPO)

There was a quorum at the meeting

Mr. McDonald said that the meeting would begin with a moment of silence followed by the Pledge of Allegiance.

**3. APPROVAL OF AGENDA**

There was a motion to approve the Agenda by Ms. Kathryn Hensley and a second by Mr. Shawn Frost. There were no objections. The motion passed unanimously.

**4. APPROVAL OF MINUTES**

**TCTC Meeting – August 9, 2016**

A motion was made by Ms. Kathryn Hensley which was seconded by Mr. Shawn Frost. There were no changes requested so the motion passed unanimously.

**5. PUBLIC COMMENTS**

None.

Mr. McDonald expressed his thanks to Martin County Television (MCTV) for recording the proceedings.

**6. BUSINESS ITEMS**

**A. 2040 REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)**

Ms. Beltran stated that she will begin the item and Mr. Buchwald and Mr. Matson can say a few comments as well. She expressed her gratitude for everyone coming today and for City of Stuart providing the venue. Ms. Beltran stated that developing this Plan has been an exciting journey beginning with the signing of the Memorandum of Understanding (MOU) back in February, 2016. Much has transpired since that time with Project Management Team (PMT) meetings and there have been four meetings of the Treasure Coast Technical Advisory Committee (TCTAC). The TCTAC is comprised of staff from each of the Counties who served as a resource during this study by providing detailed, local information, allowing for a comprehensive vision for the Treasure Coast. Ms. Beltran expressed her thanks to Mr. Matson and Mr. Buchwald saying that even though Martin was the “Lead Agency” in this project, they have provided great insight. Mr. Matson offered his appreciation to Ms. Beltran as the host of this meeting, being the “Lead Agency” and administering the Contract for us as well. He stated that careful attention to detail of this project has been exhibited by each County, to scrutinize the technical criteria that went into the making of the Plan; they used the respective Long Range Transportation Plans (LRTPs) as a basis for this to ensure no surprises are forthcoming. Mr. Matson stated that one of the end products of the plan is the prioritization and the projects that may be studied if/when the funds become available. Mr. Matson said that this helps the region collectively advocate the benefits of the projects and expressed his thanks to the Council. Mr. Buchwald said that he would like to echo the comments of his counterparts adding that this is a complete Plan, consisting of all modes of transportation as well as a significant Freight Plan which will be presented shortly. He said that this is something that the region should be proud of, calling on Mr. Robertson to begin the presentation. Mr. Robertson expressed his thanks to everyone

and proceeded to make an overview presentation of the Regional Long Range Transportation Plan (RLRTP), focusing on the report's highlights. Mr. Robertson explained that the RLRTP has a 25 year planning horizon, it is consistent with each of the T/MPO's individual LRTPs and together the four Plans provide an integrated transportation system which meets both County and regional transportation needs. Mr. Robertson explained that the RLRTP includes the regional freight component and the Executive Summary from the Regional Freight Plan is also included in the report. He stated that the development prioritization criteria are described as well as an assessment of the regional revenue resources anticipated to be available for a potential application for the projects on the regional map. Mr. Robertson provided a brief review of the five goals endorsed by the TCTC in August, 2016, and explained that the Plan divided the transportation network into two segments, the Primary and Secondary Regional Facilities. Mr. Robertson stated that the Primary facilities consist of the Strategic Intermodal System (SIS) and the Principal Arterials which meet a minimum of one of the Primary Regional Network criteria. He added that Minor Arterials and Major Collectors are eligible to be part of the Primary Regional Network but they must meet additional criteria. Mr. Robertson said the Secondary Regional Network Map includes Major Collectors and Minor Arterials that meet one of the criteria of the Regional Network. Mr. Robertson stated that adding the Primary and Secondary Networks plus the application of the criteria with new data, combined with the new projects from the 2040 LRTPs, subsequent to its development, becomes the comprehensive map of the Regional Roadway Needs map. Mr. Robertson explained how this map shows various projects including new interchanges within the LRTP, roadway lighting, and the US 1 Corridor retrofit to mention a few. This, he said is followed by transit, which highlights the US 1 Corridor Retrofit Project while linking the three Counties using an efficient and reliable public transit option. Mr. Robertson mentioned that for the first time a Regional, non-motorized Needs Plan has been developed; initiating from the Florida Department of Environmental Protection (FDEP) Statewide Trail Priority Map noting that the East Coast Greenway (ECG) is along the coast of this map. He said that the ECG is one of the highest level of priority trails in the FDEP Statewide Network and is eligible for SUN Trail Funding which is a regional funding source. Mr. Robertson said that the Project Prioritization Criteria was developed working with the Regional Plan Management Team and the Treasure Coast Transportation Advisory Committee (TCTAC). He said a multimodal prioritization criteria package allowed us to score the various modes i.e. Transit, bike/ped and roadway widening projects. Mr. Robertson continued that the Regional Revenue Resources consists of Federal, State, Local and potential additional funding sources which may become eligible for the RLRTP whereas they would not qualify for individual LRTPs. Mr. Robertson concluded stating the benefits of the RLRTP, adding that it's a "living document" which may be amended or updated as projects are completed or unforeseen needs arise using the regional Plan just as there are on individual LRTPs. Ms. Kathryn Hensley mentioned that she's glad Mr. Robertson emphasized the RLRTP as a "living document" as her County has several Developments of Regional Impact (DRIs) that will soon be "kicked off" so it's good

to know that this can be adjusted as need be to accommodate future projects. Mr. McDonald requested more detail on the US 1 Corridor Retrofit Project as to what the State is planning. Mr. Robertson stated that the Corridor Retrofit Project looks at ways to solve mobility challenges without widening the roadway. Mr. Robertson stated that due to the constraints of US 1 in the tri-Counties, innovative ways to address these challenges utilizing things such as public transportation, connectivity to the existing transit, bicycle/pedestrian facilities, improved signalization and turning lane improvements rather than just the traditional road widening for mobility improvements. Mr. McDonald asked what the timeline is to actually do the retrofit. Mr. Robertson advised that some of the activities are already occurring. Ms. Lisa Dykstra introduced herself as being with FDOT. She said that FDOT District Four has been working with the T/MPOs incorporating projects as they arise. She mentioned that some of Martin's minor projects have been incorporated and implemented, but there are no Small County Outreach Program (SCOP) funds available currently for that overall corridor. One approach would be for the T/MPOs to do that corridor as a coordinated project. The List of Priority Projects (LOPP) will help FDOT prioritize the projects. Mr. McDonald said that he's got a suggestion. He likes how everyone has worked so well together according to the administrators. Mr. McDonald mentioned that Martin has funds set aside to do a study through Martin County on US 1 Corridor. He said that once this Regional Transportation Plan has been adopted, this may be a good opportunity to have a coordinated US 1 study performed by the TCTC from Indian River to Martin Counties so that plans and safety issues may be unified. Mr. McDonald mentioned that the US 1 Corridor in the City of Stuart/Martin County is extremely constrained and one of the most dangerous roadways for pedestrians, cyclists as well as motorists. Ultimately, he said he is encouraging the TCTC to perform a US 1 Corridor Study, to improve freight mobility; though freight and pedestrians are not always harmonious. Mr. McDonald mentioned that regionally, if the transportation is for a job, shopping or medical purposes, US 1 is the most common North/South route as opposed to I-95 or the Florida Turnpike which are further west in Martin County. He expressed a desire to return to this conversation later in the meeting asking the Council to think about it. Ms. Beltran mentioned that she has been asked what is a "retrofit". Ms. Beltran said that term came from Mr. Buchwald during the development of the 2035 Plan which was when we were trying to increase capacity and safety without widening the road as US 1 has been noted to be extremely dangerous. Mr. Buchwald explained that the intent of the project is to allow the T/MPOs to collectively as a region, address issues on the US 1 corridor and provide flexibility in addressing the issues. He stated that there are constraints in Stuart and Ft. Pierce, where the road can't be widened but the congestion as well as safety issues must still be addressed. This program allows the T/MPOs to collectively address those issues through other means, bike lanes, transit etc. rather than simply widening the roads. Mr. Matson commented that in the future a second generation retrofit study will be appropriate as the autonomous, connected vehicle and smart intersection technology advances. He said that US 1 would be an excellent area to initiate that as it could optimize the North/South traffic given the

distance from I-95 and the Turnpike. Mr. McDonald advised that the City of Stuart recently consented to explore subsidizing its transportation within the City limits using an Uber pilot program. Ms. Hensley said that St. Lucie County is working on a new signaling project with FDOT which they are hopeful will help with congestion on US 1 possibly providing a new baseline on US 1. She concurred that a project of this nature needs to be worked regionally. Mr. McDonald mentioned that some new things are happening in St. Lucie County which will affect US 1 traffic. Ms. Dykstra stated that a US 1 Study will be done in Indian River County this fiscal year as the rest of the corridor was reviewed in the first study. She advised that FDOT does have some funds for that section in Indian River. With direction of this Council and the T/MPOs we can discuss how those funds may be used moving forward. Mr. Matson mentioned that Indian River will benefit from what did/did not work in the southern areas.

Mr. Darrell Drummond stated that he has a modification to the RL RTP regarding transit. He noted the Turnpike Express Bus Route from Palm Beach County to Port St. Lucie Boulevard asking if they are addressing Port St. Lucie Boulevard or the Park-n-Ride near Bayshore. Mr. Buchwald responded that the service is to the Park-n-Ride near Bayshore. Seeing no additional discussion the question was called.

**Ms. Kathryn Hensley made a motion which was seconded by Mr. Shawn Frost to accept the 2040 Regional Long Range Transportation Plan (RL RTP). The motion passed unanimously. Mr. McDonald suggested a motion to direct staff to arrange for a US 1 regional corridor study through the TCTC. A motion was forthcoming by Ms. Kathryn Hensley to direct staff to arrange for the TCTC to have a US 1 Regional Corridor Study performed. The motion was seconded by Mr. Darrell Drummond.** There was some discussion about the State making changes in Indian River County so a regional study could be a benefit. Mr. Buchwald suggested the motion include that possibly the State could assist this project by providing some funding for this regional study. The motioning parties agreed to accept the suggestion amending the motion on the floor, **direct staff to arrange for the TCTC to have a US 1 Regional Corridor Study performed adding that possibly the State could assist this project by providing some funding for this regional study.**

Mr. Tim Zorc inquired of Mr. Matson as to the completion date for the trip activity survey currently in process as that will provide information by monitoring trip activities with regional directions. Mr. Matson advised that the survey has been suspended for the summer due to being "off season" adding that the response rate has been less than anticipated. Mr. Hui Zhao from FDOT District 4 introduced himself as the project manager of that Household Travel Survey. He confirmed the lower number of participants in the survey adding that they suspended the project until August/September to get a more accurate depiction of the traffic. Mr. Zhao stated that the survey should be completed and tallied by the end of the year. Mr. Matson

asked if possibly at the next TCTC meeting we could have a presentation on the survey. Mr. Zhao said that they will work on it. Mr. Zorc inquired for those who didn't sign up to take the survey, when it's reinstated will they have the opportunity to sign up for it. He mentioned that trips change at different times of the year due to sporting events of children and other changes. Mr. Zorc said some people are of the opinion if the survey window was for a longer period of time, six months or a year more people would participate adding that there would be more useful data and information. Mr. Zhao said that the survey is still on the website and people may continue to add data throughout the season. Mr. McDonald stated that the Department of Economic Opportunity (DEO) has a lot of transportation data according to where people work. He mentioned an economic survey that is being done currently and that there's a net increase in people coming to work in Stuart of 21,000 a day. He added that the State is purchasing cycling data from STRAVA and Uber is beginning to provide data to larger Cities of the rides that they provide. Mr. McDonald said that he believes that more data will become available from these transportation companies. Mr. Shawn Frost noted that this is his first meeting, and he has a procedure question. He clarified that this organization is asking that a study be commissioned and he's assuming that there is some form of budget. Mr. McDonald added that FDOT may have some funds to dedicate toward this effort which is why it will have to come back to this Council. Mr. Matson stated that we should express internally what the components of this study would be, what it would do that other studies haven't, then we discuss with FDOT about a regional funding source and determine if they desired to partner with us, then come back to this Council with the results. Mr. Frost expressed thanks for the edification. Mr. McDonald inquired if there were any additional questions. Seeing none, the question was called.

**The amended motion by Ms. Kathryn Hensley was to direct staff to arrange for the TCTC to have a US 1 Regional Corridor Study performed adding that possibly the State could assist this project by providing some funding for this regional study. The motion was seconded by Mr. Darrell Drummond. The motion passed unanimously.**

#### **B. 2040 RLRTP FREIGHT PLAN**

Ms. Beltran stated that several present attend the Statewide Metropolitan Planning Organization Advisory Committee (MPOAC) meetings, highlighting that Mr. Buchwald is the Chair for the Staff Director's Technical Advisory Committee (TAC) meetings. She noted that there has been discussion of the Freight Plan that was developed in the Counties south of Martin. Ms. Beltran stated that exciting things are happening in the Treasure Coast region as well and we need FDOT and the Feds to recognize the advancements being made here. She added that it would be good for the State to recognize that the Treasure Coast region has a Freight Plan, a planning document that we hope to use moving ahead with some of the projects like US 1, which can be used as a basis to obtain funding to assist our regional SIS facilities or other projects that would benefit our area. Ms. Beltran advised that Mr. Jeremy



Upchurch, FDOT District 4, is here to make this presentation along with Mr. Mike Williams from Cambridge Systematics. Mr. Upchurch stated that Mr. Williams will be making this presentation as he is the In-House Freight Consultant at the District. He said that Mr. Williams worked with the MPOs on the scope, and FDOT ended up funding it, so it was a good opportunity to provide a stand-alone Freight Plan, highlight the current, on-going freight infrastructure and future projects. Mr. Williams advised that there is a lot of renewed interest in freight funding at the Federal level, pointing out the dedicated funding for freight under the Fixing America's Surface Transportation Act (FAST) Act. Mr. Upchurch remarked that FDOT just needs to be prepared with projects in the Plan in case funds come up and the projects match, they may be readily submitted. Having the US 1 Retrofit on this list will be interesting as it's an economic generated corridor not just another roadway, it's productive. Mr. Upchurch said that in the next fiscal year, FDOT will impress upon the locals how the freight considerations can be integrated into smart growth and complete street environments. Mr. Upchurch emphasized the need to plan for these changes instead of reacting as the County's to the south have learned. Mr. Williams emphasized the importance of having the ability to say the region has a Freight Plan and there are project priorities within that Plan which provide funding opportunities from either FDOT or the Florida Highway Administration (FHWA). Mr. Williams continued with his presentation, discussing the FAST Act and stating that the Treasure Coast Region's T/MPOs have identified freight within their policy language to varying degrees. Mr. Williams talked about the Freight Element Roadway Network designations, explaining that the National Highway Freight Network is the only projects that can compete for the formula funding from the FAST Act; the SIS are the only segments that may seek SIS funds so understanding the designations are important when seeking funds. Mr. Williams advised that there are three freight railroads serving the Treasure Coast, Florida East Coast (FEC) Railway, CSX Transportation, and South Central Florida Express. There is an extensive waterway system he said; the Port of Ft. Pierce has limited cargo operations but they have a Master Plan which will improve the facilities. The waterways are also critical, as exhibited in the Waterways Plan recently undertaken by Martin and St. Lucie counties which will provide a lot of marine opportunities to those counties. Mr. Williams highlighted the three main airports in the Treasure Coast; Vero Beach Regional Airport, Treasure Coast International Airport and Commerce Park as well as Witham Field. Each are largely focused on General Aviation Operations but have niche opportunities to which they are pursuing. The State performed an economic development study showing that all the airports in the Treasure Coast Region produce over a billion dollars in economic output making a critical impact in the local economy. Mr. Williams discussed the distribution centers such as Walmart adding that in addition to those warehousing facilities the Treasure Coast has nearly 1,000 truck parking spaces mainly located near the Turnpike or I-95 for ease of access with considerable separation to residential communities. He said that the Treasure Coast truck stops are serving the parking demands lacking in the southern counties. Mr. Williams advised of the Freight Top Ten Regional List noting that the US 1 Retrofit

did make this list. Mr. Upchurch mentioned that though it's not on the list, Oslo Road Interchange is being funded as it is one of the top priorities. Mr. Williams stated that other Non-Roadway Freight Needs were studied such as airports, seaports and railroads though no freight projects were identified to be included in this project. He added that the Port of Ft. Pierce has a list of funded/unfunded projects; FDOT is allowing the Port to establish its own prioritization. Mr. Williams said that FDOT has invested over \$50 million in non-freight specific airport operations over the past five years and another \$40 million programmed for 2017 to 2022. Mr. Tim Zorc said, on the rail freight side, with the change of leadership at CSX, the sale of FEC to an international company, it lends itself to changes in the way business will be done; longer trains, fewer drop off locations, consolidation of deliveries, to become more profitable. How will these changes impact the current freight operations? Also, the airport facility in St. Lucie County is becoming an alternative to the southern airports. He said with larger freight planes arriving, what impacts will be made to the current airport's footprint as well as the aerial rights especially west of the airport. Mr. Williams stated that the Federal Aviation Administration (FAA) has stringent guidelines for air approaches, runway length, and ground facilities. He added that some land use and zoning changes will need to take place to allow for certain operations. Mr. Buchwald commented that St. Lucie County is in process of updating their Master Plan but those situations are being evaluated which will be a several year process as they are having to consider approximately 3,000 acres of developing land under the domain of the airport. He said that you could place Miami, Ft. Lauderdale and Palm Beach International airports within that footprint, so it is large. Ms. Kathryn Hensley mentioned that years ago, when the Subcommittee for the Economic Development meeting was held, the land mass necessary was taken into consideration given the size of the airports to the south, leading to the acquisition of more land. She said the "big picture" was future focused. Discussion ensued as to the warehouse and distribution space in the Treasure Coast Region as well as the airports working in tandem to one another instead of competing. Mr. McDonald mentioned discussion at a previous MPOAC meeting of the robust impacts of cargo to Florida, inclusive of the two Spaceports and Miami International being the second busiest International airport for International travel. Mr. Upchurch commented on the economics of Witham Field adding that it's small in stature but generates billions. Mr. McDonald said that during the season there's easily a billion dollars in aircraft sitting there and with the frequency of the current President's visits to Mar a Largo, Witham Field's traffic has dramatically increased.

**A motion to approve the 2040 RL RTP Freight Plan was brought by Mr. Shawn Frost. The motion was seconded by Mr. Tim Zorc. There was no objection and the motion carried unanimously.**

**C. TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)  
APPLICATIONS FOR FY21/22**

Mr. Phil Matson provided some history about the Transportation Regional Incentive Program (TRIP). He stated that both St. Lucie and Indian River have submitted TRIP applications for this cycle, but the funds have diminished greatly from the onset of the program. He mentioned originally, there was \$15 million a year for the Treasure Coast, now the Treasure Coast's pro-rated share is \$3.1 million. Mr. Matson advised that Indian River's project is the roadway widening of 66<sup>th</sup> Avenue. He said that this project helps the region by connecting the "population centers" of Sebastian and Vero. There are only two roadways that connect these two population centers, one of which is US 1. Though there isn't a "Countyline" between the two locations, they are population centers with regional trips. He said some "regional" roads are roads that wouldn't be on the forefront for TRIP, adding that having a Mico Road Interchange in Brevard would be a great reliever as currently people have to use Roseland Road since they don't have a southern access. This could help ease traffic when I-95 is blocked as it frequently is, adding that people are routed out to US 1 in order to get back to I-95. He said for a long range distance travel, 66<sup>th</sup> Avenue would be a valuable regional project. Mr. Matson said they are asking for as much money from the District that they could bring to the Treasure Coast as it's a \$40 million project. Ms. Beltran clarified that the \$3.1 million is for all of District Four which includes our three T/MPOs, as well as Broward and Palm Beach. She said if they divided it up as they have in the past, it would only be about a half million dollars for the Treasure Coast. It was asked why there's been such a reduction in funds. Ms. Beltran said that TRIP is based on Doc Stamps and when there was a downturn in the economy, there was a significant impact on TRIP funding. Mr. Matson affirmed, saying that it's the only non-transportation related funding source in the Highway Trust Fund and though funds are coming back, they aren't being placed back into this program.

Mr. Buchwald stated that St. Lucie County's application for TRIP funds will benefit the entire region by supporting the Treasure Coast International Airport and Commerce Center, providing two new Interchanges on I-95 and Florida's Turnpike in the TPO area. He said there would be a roadway connecting these two interchanges adding that the project is identified in the Go 2040 LRTP of the TPO, the St. Lucie Comprehensive Plan, as well as being identified in the Regional Needs Plan that was just adopted. Mr. Buchwald said it was ranked 17<sup>th</sup> in the Regional Project Prioritization Roadway List and in the Top Ten of the Regional Needs Plan. He said TRIP funds are being requested for the Project, Development and Engineering (PD&E) phase. Mr. Buchwald said that this project phase is estimated at approximately \$2 Million, so whatever small amount is applied to it, St. Lucie County will pick up the remainder of the balance being requested in FY21/22. Mr. Tim Zorc inquired why the PD&E is \$2 million, is it because it's two separate interchanges or is it being treated as one PD&E connecting two systems? Mr. Buchwald stated that the PD&E is for both interchanges and the road, making it a large/expensive PD&E. Mr. Zorc mentioned as there aren't any exits, it would in essence be an express link between the two. Mr. Buchwald stated that including exits would be determined later as that would have to consider land use since currently it is an agriculture area but

could become an industrial corridor. Mr. Matson expressed favor for that project as it would be a convenient way to get to I-95 when going south. He reminded the Council that St. Lucie's application is for a PD&E where the 66<sup>th</sup> Avenue has been worked on for a while, was ranked 13<sup>th</sup> in the Regional Project Prioritization Roadway List and it is construction ready, so construction funds are being sought to help jump start that at the local level. Mr. Zorc inquired as to the cost of Indian River's project. Mr. Matson said it is \$40 + million and Indian River is seeking TRIP, with local funds as well. It was asked if the \$40+ million includes all the right of way (ROW). Mr. Matson affirmed adding that's the total project cost. Mr. Matson stated that this is going to go from State Road (SR) 60 to County Road (CR) 510. Mr. Matson said that it's a high performance road that connects two populations, but it has the advantage of relieving I-95. Mr. McDonald said that both projects are worthy, should the funds be divided equally, or are there any other suggestions? Ms. Beltran said previously the Council has done both, split the funds between projects as well as prioritized the projects. Mr. Matson said that Ms. Dykstra stated that there's not a specific allocation, so when something comes up do we want to split it 50/50, 60/40, or 100% to the top ranked project. Mr. Darrel Drummond inquired of Mr. Matson if these funds are going to be used as construction funds as it was noted the entire \$40+ Million is the cost of the project inclusive of the ROW. Mr. Matson said as much as we could raise that we would need to, in addition to whatever we can get. Mr. Drummond asked for the timeframe for programming the construction, five, or seven years? Mr. Matson advised that the County Commission has already allocated the lion's share of it, the Capital Improvement Element has it in FY2020, but basically they will see what they can get through TRIP and other funds, and allocate the remainder. Mr. Drummond addressed Mr. Buchwald saying that his project is a new one with the PD&E Study --- what is the schedule? Is it earlier than FY2021? Mr. Buchwald said if the County could advance it to an earlier schedule they would but it is a PD&E so it's at the beginning of the project. Mr. Zorc suggested that a number should be determined even if no money comes our way; or we could say if we get \$500,000 we would split it 50/50 or 60/40, if it's \$500,000 to a million we have a different split. Though that complicates it both Counties would benefit. Ms. Hensley reflected that this conversation was held last year as noted in the minutes and funds were given to St. Lucie County, so this year we should seriously consider 66<sup>th</sup> Avenue. She said that the lion's share if not all of it, should go to 66<sup>th</sup> Avenue with the understanding that St. Lucie's project will come back next year. Mr. McDonald inquired of Ms. Beltran if any TRIP projects would be coming up in Martin County. She advised not this year but given the new regional list, Martin could have an application next year. Mr. Matson reminded the Council that the project has to be on this regional list and a local match is required. Mr. Buchwald said 66<sup>th</sup> Avenue could get any anticipated TRIP funds (approximately \$503,000) but additional funds over that amount could go to the second project. It was noted that last year's funds, in the range of \$500,000, went totally to St. Lucie. It was brought up that if the amount of funds will greatly exceed the anticipated amount, anything surplus of the anticipated

\$500,000 which was the amount received by St. Lucie last year, will be split between to two projects.

**Ms. Kathryn Hensley made a motion to prioritize 66<sup>th</sup> Avenue as first and that any amount over \$500,000 received due to the TRIP allocation be divided equally between the Indian River and St. Lucie County projects. The motion was seconded by Mr. Tim Zorc. There were no additional comments, the motion passed unanimously.**

**D. REVISED ST LUCIE TPO TRIP APPLICATION FOR FY 2019/20**

Mr. Peter Buchwald stated that this is in reference to the TRIP application awarded last year to St. Lucie County. He advised that a couple of minor changes needed to be made that the District is requesting the TCTC to approve. Mr. Buchwald said that the change of limits should reflect “from just south of Darwin Boulevard” and change the scope of work language from “bicycle lanes, sidewalks” to “multi-use path and sidewalk” in order to fit it in the ROW. Mr. Buchwald explained that intersection improvements at Port St. Lucie Blvd. and Darwin Blvd. and stated that the addition of “just south of Darwin” incorporates a contribution of a developer which is a “mast arm”. He said that in order to use these funds to have the mast arm installed as part of the project, FDOT has requested that this change be approved.

**A motion was made by Ms. Kathryn Hensley to accept the Revision of the St. Lucie TPO Trip Application for FY19/20. The motion was seconded by Mr. Darrell Drummond. No objections were forthcoming. The motion carried unanimously.**

Mr. McDonald took this opportunity to thank the T/MPO Administrators and staff for their efforts and collaboration to make these regional matters work smoothly.

**E. ELECTION OF OFFICERS**

Mr. McDonald said that the Council would entertain nominations for a Chair. Ms. Kathryn Hensley made a motion to maintain the current Chair. Mr. Darrel Drummond commented that historically the position shifts from County to County. Mr. Buchwald mentioned that the previous Chair before Martin County was Indian River, so someone from St. Lucie should be Chair with someone from Indian River assuming the Vice Chair position.

**Mr. Darrel Drummond made a motion to elevate the current Vice Chair, Ms. Kathryn Hensley to the Chair position and the Vice Chair be a representative from Indian River County. Seeing no objections the nomination passed unanimously. RONR (10<sup>th</sup> ed.), p.418, §46 1-10.**

**A nomination from the floor by Mr. Phil Matson, was made for Mr. Tim Zorc, as Vice Chair. There were no objections. The nomination passed unanimously. RONR (10<sup>th</sup> ed.), p.418, §46 1-10.**

**7. COMMENTS FROM TCTC MEMBERS**

It was noted that this was a very good experience. Ms. Hensley expressed pleasure as to the collaboration across County lines especially on significant issues. Mr. McDonald mentioned at the last TCTC meeting, we discussed the MPO Coordination Proposed Rule which was being pursued by the previous administration, and Secretary Foxx. He expressed pleasure in the knowledge that the Proposed Rule was repealed. Mr. McDonald said that he was grateful to meet with Congressman Mast and Congressman Schuster, the Chairman of the Transportation Infrastructure Committee. He said the Proposed Rule was repealed on both the House side as well as from the Senate. He was impressed with the positive outcome and that so many representatives saw that there was an issue. Mr. McDonald thanked the staff and the TCTC for their efforts in this venture.

**8. COMMENTS FROM STAFF**

Mr. Buchwald expressed his thanks to Ms. Beltran for hosting and putting this event together, the City of Stuart for allowing the event to be held in their Chambers, as well as District 4 members for the tremendous amount of resources they offered, the modeling, the Freight Plan and their time attending our meetings to help us develop our RL RTP.

**9. NEXT MEETING**

To be determined at a later date.

**10. ADJOURN**

**Seeing no additional business items on the Agenda, the meeting was adjourned at 11:39 AM**

**Recorded and Prepared by:**

\_\_\_\_\_  
Margaret H. Brassard, Administrative Specialist III

Date: \_\_\_\_\_

**Approved by:**

\_\_\_\_\_  
Troy McDonald, Chair

Date: \_\_\_\_\_



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## **MEMORANDUM**

**TO:** Treasure Coast Transportation (TCTC)

**FROM:** Beth Beltran  
Martin MPO Administrator

Peter Buchwald  
St. Lucie TPO Executive Director

Phil Matson  
Indian River MPO Staff Director

**DATE:** June 13, 2018

**SUBJECT:** **Consideration of 2018 TRIP Program Application Cycle**

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### **BACKGROUND**

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

Shortly after the formation of the TCTC, FDOT hired the consulting firm Renaissance Planning Group to develop a Regional Long Range Plan and list of potential TRIP projects. That list was used to prioritize TRIP projects until last year, when a new Regional Project Prioritization was developed by the Consultant firm Kimley-Horn and Associates as part of the 2040 Regional Long Range Transportation Plan Update approved by the TCTC on June 29, 2017. The updated Regional Prioritization is included as Attachment 1.

On March 9, 2018, FDOT announced the availability of \$608,567 in additional TRIP funding spanning FY 18/19 – 21/22 as follows:

FY 18/19	\$134,320
FY 20/21	\$432,149
FY 21/22	\$42,098
FY 23/24	*
<b>Total</b>	<b>\$608,567</b>

\* Allocation unknown until programming cycle in Fall 2018

### **ANALYSIS**

This year, the Treasure Coast T/MPO's have submitted a single application for TRIP grant funding (Attachment 2). That project is from the Indian River MPO, which is requesting FY 2020/21 & FY 2021/22 funding for the widening of 66<sup>th</sup> Avenue (north of 49<sup>th</sup> Street). As the project will not be production ready in 2018/19, Indian River County is not requesting FY 18/19 funds.

The project is identified as a high-ranking priority in the 2040 Regional Long Range Transportation Plan and Regional Project Prioritization. The criteria used to prioritize potential projects include congestion relief; intermodal connectivity; regional connectivity; and freight benefits. In addition, the project represents one of the most congested links in Indian River County; serves one of the highest concentrations of employment on the Treasure Coast; provides critical emergency access in the event of blockages on nearby I-95; and is one of only three arterials countywide that connect the North Indian River and South Indian River County areas.

At the June 1, 2018 meeting, the TCTAC recommended that the TCTC approve the TRIP candidate project for funding.

### **RECOMMENDATION**

Based on the ranking of the project in the Regional Project Prioritization, it is recommended that the 66<sup>th</sup> Avenue Project is allocated the TRIP grant funding available in 2020/21 and 2021/22.

### **ATTACHMENTS**

1. 2040 RL RTP Regional Project Prioritization
2. Indian River MPO TRIP Grant Application



Regional Project Prioritization - Roadway

St. Lucie	Indian River	St. Lucie	Indian River	St. Lucie	Indian River	St. Lucie	Indian River	St. Lucie	Indian River	St. Lucie	Indian River	St. Lucie	Indian River	St. Lucie	Indian River	St. Lucie	Indian River	St. Lucie	Indian River	St. Lucie	Indian River
US 1	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700	SR 700
0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

ATTACHMENT 1



**Transportation Regional Incentive Program (TRIP)  
Project Application**

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

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

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

**Regional Transportation Area:** SEFTC  or TCTC  (Check one)

**Implementing Local Agency:**

**Local Agency:** Indian River County

**Address:** 1801 27<sup>th</sup> Street Vero Beach, FL 32960

**Project Manager:** Rich Szpyrka, P.E.

**Phone:** 772-226-1221

**E-mail:** rszpyrka@ircgov.com

D4 Total funding for this cycle:

FY 18/19	\$134,320
FY 20/21	\$432,149
FY 21/22	\$42,098
FY 23/24	*
<b>Total</b>	<b>\$608,567</b>

\*Allocation unknown until programming cycle in Fall 2018

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

**Project Information:**

**Project Name:** 66<sup>th</sup> Avenue Widening

**County Location:** Indian River County

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

Road number (if applicable): \_\_\_\_\_

Project limits (Include begin/end limits): 49<sup>th</sup> Street to 81<sup>st</sup> Street \_\_\_\_\_

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

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

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

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

Typical section is attached (Typical\_Section.pdf)

Explain how the project enhances the regional transportation system.

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

Describe the project and what it will accomplish.  
Is the project consistent with:

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

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

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

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

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

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

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

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

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

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

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

**How will TRIP funding accelerate the project's implementation?**

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

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

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

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

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

Local County Matching Funds.

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	20/21	\$432,149	\$432,149
<input checked="" type="checkbox"/> Construction	21/22	\$42,098	\$42,098
<input type="checkbox"/> CEI	_____	_____	_____

**Project Qualification Information:**

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

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

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

No.

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

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

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

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

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

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

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

**Attachment C:** Project support data, as appropriate.

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

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

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

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

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

**Supporting narrative:**

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

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

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

SC07/CICP/TIRP SAMPLE ENGINEERS COST ESTIMATE

FM12355-1-SR-01

Project Description: 65TH Ave Widening (65th Street to 61st Street)

Date: 2/9/2017

Pay Item Name	Quantity	Unit	Engineer's Unit Price	Engineer's Bid Price	Quantity	Unit	Engineer's Unit Price	Engineer's Bid Price	Total Quantity	Total Engineer's Cost
1. 100' SET PHOTOGRAPHY	1	EA	3,000.00	3,000.00	1	EA	3,000.00	3,000.00	1	3,000.00
2. 100' SET PHOTOGRAPHY	1	EA	3,000.00	3,000.00	1	EA	3,000.00	3,000.00	1	3,000.00
3. 100' SET PHOTOGRAPHY	1	EA	3,000.00	3,000.00	1	EA	3,000.00	3,000.00	1	3,000.00
4. TRAFFIC CONTROL ON/ON OR OFF DUTY LAW ENFORCEMENT	1,000	HR	60.00	60.00	1,000	HR	60.00	60.00	1,000	60,000.00
5. CHANGEOVER/REVERSE (20-10)	4,000	HR	20.00	20.00	4,000	HR	20.00	20.00	4,000	80,000.00
6. STAFFING TABLES	2,000	LF	1.00	1.00	2,000	LF	1.00	1.00	2,000	2,000.00
7. PLANTING THE STREET	20	EA	2,000.00	2,000.00	20	EA	2,000.00	2,000.00	20	40,000.00
8. SIG. TRANSOM PARUTION DEVICE	20	EA	2,000.00	2,000.00	20	EA	2,000.00	2,000.00	20	40,000.00
9. BULLET PROTECTION SYSTEM	20	EA	2,000.00	2,000.00	20	EA	2,000.00	2,000.00	20	40,000.00
10. AIR RAIL C-AMMS (1750) (SUPERVISION)	1	LS	5,000.00	5,000.00	1	LS	5,000.00	5,000.00	1	5,000.00
11. AIR RAIL C-AMMS (1750) (SUPERVISION)	1	LS	5,000.00	5,000.00	1	LS	5,000.00	5,000.00	1	5,000.00
12. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
13. HEADPIPE 48" DIA	1	EA	2,000.00	2,000.00	1	EA	2,000.00	2,000.00	1	2,000.00
14. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
15. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
16. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
17. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
18. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
19. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
20. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
21. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
22. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
23. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
24. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
25. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
26. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
27. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
28. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
29. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
30. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
31. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
32. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
33. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
34. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
35. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
36. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
37. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
38. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
39. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
40. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
41. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
42. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
43. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
44. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
45. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
46. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
47. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
48. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
49. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
50. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
51. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
52. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
53. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
54. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
55. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
56. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
57. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
58. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
59. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
60. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
61. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
62. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
63. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
64. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00
65. 14" DIA. PIPES (14")	720	LF	75.00	75.00	720	LF	75.00	75.00	720	54,000.00



Proj Name	Proj Description	Quantity	Unit Price		Subtotal	Total	Total	Total	
			Per Unit	Total				Total	Total
88	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
89	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
90	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
91	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
92	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
93	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
94	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
95	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
96	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
97	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
98	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
99	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				
100	2800 - ROAD LIGHTS	2800	1.00	2800.00	2800.00				

**Identify Proprietary Items**

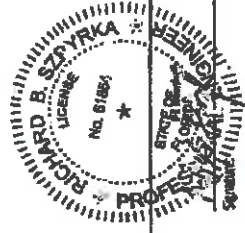
Project Name: State Highway 42, C.R. and Cultural Program - 2000s of the P.O.O.T. pay items numbers and description.

**Subtotal** \$ 42,000,000.00

**Total** \$ 42,000,000.00

**Subtotal** \$ 42,000,000.00

**Total** \$ 42,000,000.00



**Project Information**

Prepared By: Edward S. Stephens

Checked By: \_\_\_\_\_

Drawn By: \_\_\_\_\_

Date: \_\_\_\_\_

Scale: \_\_\_\_\_

Project Name: \_\_\_\_\_

Location: \_\_\_\_\_

Sheet No.: \_\_\_\_\_

**Project Description:**

2800 - ROAD LIGHTS

**Material Specifications:**

See Item 2800

**Quantity:** 2800

**Unit Price:** 1.00

**Subtotal:** 2800.00

**Total:** 2800.00

# 2040



Martin, St. Lucie and Indian River Counties

ATTACHMENT A



**General Construction Schedule**

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



**GOALS, OBJECTIVES & POLICIES**

The goals, objectives, and policies are the most important parts of each comprehensive plan element. This section identifies the transportation element goals, objectives, and policies.

**Transportation Element Goal**

Indian River County shall have a safe, efficient, and accessible transportation system which provides for mobility of all residents and visitors, encourages freedom of choice among alternative modes of travel, respects the natural and built environment, meets the stated needs of local jurisdictions, and is determined to be financially feasible.

**Traffic Circulation****OBJECTIVE 1      ADEQUATE TRANSPORTATION SYSTEM**

The county acknowledges that there are no existing roadway capacity deficiencies within the County. Through 2030, the county traffic circulation system will continue to operate at or above the minimum service levels specified in policy 1.1.

**POLICY 1.1:** The county hereby adopts traffic circulation level of service standards. These standards are as follows: Level of service "D" or better shall be maintained on all TRIP grant funded roads as well as all freeway, arterial and collector roadways with the exception of the following two, which will operate at 20% in excess of level of service "E":

- 27th Ave – South County Line to SR 60
- 43rd Ave – Oslo Road to 16th Street

For SIS/Florida Intrastate Highway System roadways, level of service "B" is adopted for rural areas, and level of service "C" is adopted for urban areas.

**POLICY 1.2:** Proposed roadway projects shall be evaluated and ranked in order of priority according to the following guidelines:

- a. Whether the project is needed to protect public health and safety, to fulfill the county's legal commitment to provide facilities and services, or to preserve or achieve full use of existing facilities;
- b. Whether the project increases efficiency of use of existing facilities, protects interregional and intrastate functions of the Florida Intrastate Highway System, prevents or reduces future improvement cost, provides service to developed areas lacking full service, or promotes in-fill development;
- c. Whether the project represents a logical extension of facilities and services within a designated urban service area;

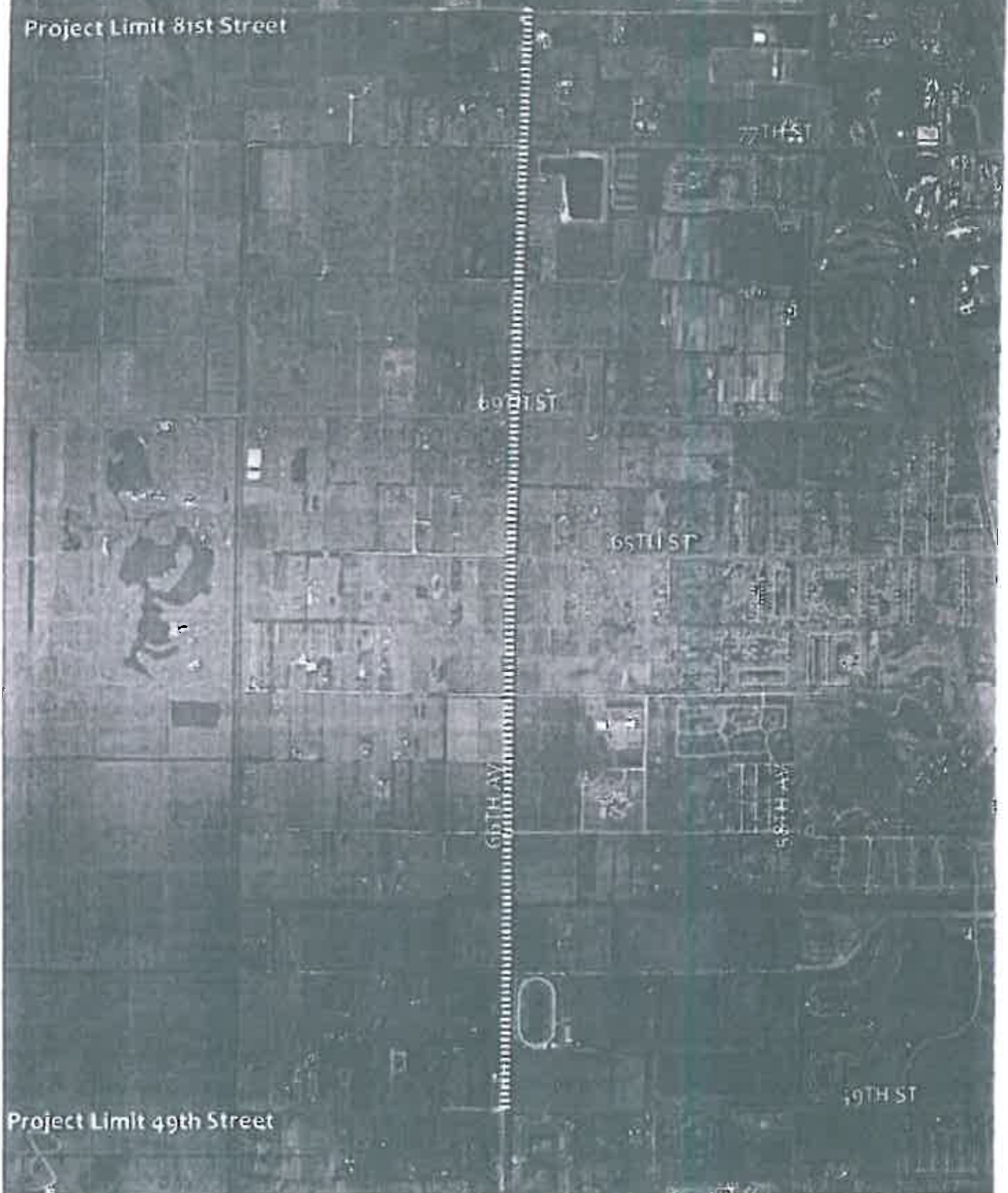
Comprehensive Plan

Transportation Element

Link ID	On Street	From Street	To Street	Length	No. of Lanes	Road Type	Jurisdiction	Functional Class	LOS	Exist ROW	Needed ROW	Improvements by 2030
2935	43rd Ave	S.R. 60	26th St	0.50	2	U	CR	MA	D	80	100	Add 2 Lanes
2940	43rd Ave	26th St	41st St	2.00	2	U	CR	COL	D	80	100	
2945	43rd Ave	41st St	45th St	0.50	2	U	CR	COL	D	80	100	
2950	43rd Ave	45th St	49th St	0.50	2	U	CR	COL	D	80	100	
3005	53th Ave	Oco Rd	4th St	1.00	4	U	CR	COL	D	50	130	
3010	58th Ave	4th St	8th St	0.50	4	U	CR	COL	D	50	130	
3015	58th Ave	8th St	12th St	0.50	4	U	CR	COL	D	50	130	
3020	58th Ave	12th St	16th St	0.50	4	U	CR	COL	D	50	130	
3025	58th Ave	16th St	S.R. 60	0.50	4	D	CR	MA	D	50	130	
3030	58th Ave	S.R. 60	26th St	0.51	4	D	CR	MA	D	50	130	
3033	58th Ave	26th St	41st St	1.50	2	U	CR	MA	D	50	130	Add 2 Lanes
3033	58th Ave	41st St	45th St	0.50	2	U	CR	COL	D	80	130	Add 2 Lanes
3040	58th Ave	45th St	49th St	0.50	2	U	CR	COL	D	80	130	Add 2 Lanes
3045	58th Ave	49th St	53rd St	0.48	2	U	CR	COL	D	80	130	Add 2 Lanes
3047	58th Ave	53rd St	65th St	1.54	2	U	CR	COL	D	80	130	
3050	58th Ave	65th St	69th St	0.50	2	U	CR	COL	D	80	130	
3055	58th Ave	69th St	C.R. 510	2.50	2	U	CR	COL	D	80	130	
	66th Ave	St. Lucie County Line	Oco Rd	2.50	2	U	CR	COL	D	N/A	136	New 2 Lanes
3110	66th Ave	Oco Road	4th St	1.51	2	U	CR	COL	D	50	136	Add 2 Lanes
	66th Ave	4th St	S.R. 60	2.03	0	N/A	CR	N/A	N/A	0	130	New 4 Lanes
3120	66th Ave	S.R. 60	26th St	0.50	2	U	CR	COL	D	50	174	Add 2 Lanes
3130	66th Ave	26th St	41st St	1.50	2	U	CR	COL	D	50	174	Add 2 Lanes
3140	66th Ave	41st St	45th St	0.50	2	U	CR	COL	D	50	174	Add 2 Lanes
3150	66th Ave	45th St	53rd St	0.58	2	U	CR	COL	D	50	174	Add 2 Lanes
3153	66th Ave	53rd St	65th St	1.53	2	U	CR	COL	D	50	174	Add 2 Lanes
3160	66th Ave	65th St	69th St	0.52	2	U	CR	COL	D	50	174	Add 2 Lanes
3170	66th Ave	69th St	C.R. 510	2.00	2	U	CR	COL	D	50	174	Add 2 Lanes
3310	82nd Ave	Oco Rd	4th St	2.00	2	U	CR	COL	D	50	136	
3320	82nd Ave	4th St	12th St	1.00	2	U	CR	COL	D	50	136	
3330	82nd Ave	12th St	S.R. 60	0.50	2	U	CR	COL	D	50	136	
3340	82nd Ave	S.R. 60	26th St	0.49	2	U	CR	COL	D	50	136	
	82nd Ave	26th St	CR 510	7.05	0	N/A	CR	MA	N/A	0	110	New 2 Lanes
3610	77th St	66th Ave	U.S. 1	5.00	2	U	CR	LOC	D	50	80-100	
3710	69th St	22nd Ave	66th Ave	2.00	2	U	CR	COL	D	50	100	
3720	69th St	66th Ave	58th Ave	1.00	2	U	CR	COL	D	50	100	
3730	69th St	58th Ave	Old Dixie Hwy	3.00	2	U	CR	COL	D	50	100	

# Project Location / Limits Map

Project Limit 81st Street



Project Limit 49th Street





2401 SE Monterey Road  
Stuart, Florida 34996  
Telephone: 772-288-5484  
Facsimile: 772-221-2389

466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, FL 34953  
Telephone: 772-462-1593  
Facsimile: 772-785-5839

1801 27th Street  
Vero Beach, FL 32960  
Telephone: 772- 226-1672  
Facsimile: 772-978-1806

## **MEMORANDUM**

**TO:** Treasure Coast Transportation Council (TCTC)

**FROM:** Beth Beltran  
Martin MPO Administrator

Peter Buchwald  
St. Lucie TPO Executive Director

Phil Matson  
Indian River MPO Staff Director

**DATE:** June 13, 2018

**SUBJECT:** **Discussion of Future US 1 Corridor Study**

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### **BACKGROUND**

US 1 is a critical commercial, freight, and travel corridor and is among the most significant regional transportation facilities linking all three Counties of the Treasure Coast. Because of its significance, it offers potential for a variety of technological, mobility, and intermodal improvements as well as an opportunity for collaboration by the TCTC to enhance the corridor for the benefit of the region.

At the June 29<sup>th</sup>, 2017 TCTC meeting, TCTC members directed staff to move forward with a US 1 Corridor Retrofit study as a three-county regional effort. Because of the regional significance of the project, and because it is a state facility in all three counties, it was requested that this study should be undertaken with FDOT funding and guidance.

It should be mentioned that a number of efforts to identify problems and opportunities on US 1 have already been undertaken or are in progress. For example, in 2014, FDOT completed a *Baseline Assessment, Issues, and Opportunities Analysis* of the US 1 Corridor in St. Lucie and Martin Counties.

More recently, FDOT issued a work order to one of its General Planning Consultants, CTS Engineering, to undertake a similar study in Indian River.

At the June 27, 2018 TCTC Meeting, a presentation will be provided summarizing previous US 1 efforts followed by a discussion on a future collaborative study.

**RECOMMENDATION**

Staff recommends that the TCTC consider the issue of the three-county corridor retrofit study and provide guidance on appropriate elements of a future study.