



TECHNICAL ADVISORY COMMITTEE (TAC)

Regular Meeting

Tuesday, January 12, 2016
1:30 pm

AGENDA

1. **Call to Order**
2. **Roll Call**
3. **Approval of Minutes**
 - *November 17, 2015 Regular Meeting*
4. **Comments from the Public**
5. **Approval of Agenda**
6. **Action Items**
 - 6a. **Annual Officer Elections:** Election of a Chairperson and a Vice Chairperson for the TAC for 2016.
Action: Nominate and Elect a Chairperson and a Vice Chairperson.
 - 6b. **Go2040 Long Range Transportation Plan (LRTP):** Review of the draft Go2040 LRTP.
Action: Review and recommend adoption of the draft Go2040 LRTP, recommend adoption with conditions, or do not recommend adoption.
 - 6c. **By-Laws, Rules, and Procedures Update:** Review of proposed revisions to update the TPO's By-Laws, Rules, and Procedures.
Action: Review and recommend adoption of the proposed revisions to the TPO's By-Laws, Rules, and Procedures, recommend adoption with conditions, or do not recommend adoption.
7. **Recommendations/Comments by Members**
8. **Staff Comments**

9. Next Meeting: The next TAC meeting is a regular meeting scheduled for 1:30 pm on Tuesday, March 8, 2016.

10. Adjourn

NOTICES

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

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

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

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

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

TECHNICAL ADVISORY COMMITTEE (TAC)

Regular Meeting

DATE: Tuesday, November 17, 2015

TIME: 1:30 PM

LOCATION: St. Lucie Transportation Planning Organization
466 SW Port St. Lucie Blvd., Suite 111
Port St. Lucie, Florida

MINUTES

1. Call to Order

Chairman Craig Hauschild called the Regular Meeting of the St. Lucie Technical Advisory Committee (TAC) to order at 1:40 pm.

2. Roll Call

The roll was taken via sign-in sheet. A Quorum was noted with 10 members in attendance.

Members present:

Craig Hauschild, Chair
Roxanne Chesser, Vice Chair
Leslie Olson
John Wiatrak
Ed Seissiger
John Finizio
Sgt. Brian Rhodes
Rogelio Gonzalez
Phil Vitale
Steve Braun
Murriah Dekle

Representing:

St. Lucie Co. Engineering
City of Port St. Lucie
St. Lucie Co. Plan. & Dev.
St. Lucie Co. Airport
City of Fort Pierce, Engineering
City of Port St. Lucie, Planning
St. Lucie Co. Sherriff's Office
St. Lucie Council on Aging
St. Lucie Co. School District
FDOT District 4
St. Lucie Co., Transit

Others attending:

Peter Buchwald
Ed DeFini

Representing:

St. Lucie TPO
St. Lucie TPO

Yi Ding	St. Lucie TPO
Marceia Lathou	St. Lucie TPO
Mary Holleran	Recording Specialist
Britton Wilson	St. Lucie County
Crystal Wilson	Consultant
Bob Wallace	Tindale-Oliver
Arlene Tanis	FDOT District 4
Lisa Dykstra	FDOT District 4
Dan Hiden	FDOT District 4

3. **Approval of Minutes - * July 21, 2015 – Regular Meeting**

* **MOTION – MOVED** by Ms. Chesser to approve the Minutes of the July 21, 2015 Regular Meeting.

* **SECONDED** by Mr. Gonzalez Carried **UNANIMOUSLY**

4. **Comments from the Public – None**

5. **Approval of Agenda**

* **MOTION – MOVED** by Ms. Chesser to approve the Agenda as presented.

** **SECONDED** by Mr. Braun Carried **UNANIMOUSLY**

6. **Action Items**

6a. **Approval of the Proposed List of the TPO TAC 2016 Meeting Dates**

Mr. Buchwald explained that changes in meeting dates might occur due to Legislative Sessions.

* **MOTION - MOVED** by Ms. Dekle to approve 2016 meeting dates for the St. Lucie TPO.

** **SECONDED** by Mr. Gonzalez Carried **UNANIMOUSLY**

6b. **Go2040 Long Range Transportation Plan (LRTP) Cost Feasible Plan**

Mr. Buchwald introduced Mr. Bob Wallace, Consultant Tindale Oliver, to present the draft Go2040 Cost Feasible Plan (CFP).

Based on comments received from all three commissions and local jurisdictions two Alternatives (2A and 2C) were presented for review, comments, recommendations and adoption.

Mr. Wallace reviewed potential new local funding sources to supplement the traditional State, Federal and existing local funding for the Plan.

At previous meetings the City of Port St. Lucie recommended 2A and St. Lucie County leaned toward Alternative 2A. The City of Fort Pierce was interested in Alternative 2C.

At today's meeting the CAC recommended including both 2A and 2C, allowing additional improvements to be identified in the TPO CFP. Should new funding sources become available at some future date, the alternatives would provide a list of projects identified and documented in the 2040 Plan. The CAC also favored the sales tax over an increase in property taxes.

Mr. Wallace clarified the specific taxes used for local jurisdictions that were included in 2C, and how the gas tax option worked.

Questions and Comments:

In 2A, what projects would be included in the Congestion Management program, and is funding only on the State roads? Mr. Buchwald said it was a mix of both state and local roads. Is pavement management included only in 2C?

Consideration was given for adopting 2A, and looking at 2C minus 2B for funding projects when money becomes available.

Using the gas tax for the TPO CFP doesn't work for local jurisdictions, it doesn't provide money for local road needs such as resurfacing, or for other resources and programs. Alternative 2B was unclear as to how it was being used.

Today's meeting encouraged looking at what other alternate Federal and state funding sources are available, and referred to projects where future funds could be used for resurfacing and maintenance.

Mr. Braun addressed the CMP component comparing 2A and 2C and suggested identifying those corridors as maintenance and conditional management projects versus actual widening or capacity improvements.

Discussion ensued on CMP and TMA funding and the ability to use those sources for matching funds.

Including impact fees made more sense than using the gas tax.

Mr. Braun thought there was a strong leaning towards 2A and suggested they let that be the focus of the LRTP and to put together a technical memorandum as an appendix attached to the LRTP with all the due diligence, research, comparisons, and the list displayed earlier. The focus on 2A provides a stand-alone document that can be used as an analysis and decision making tool, and projects can be funded if events occur.

After comparisons and summarizing the Alternatives, Mr. Wallace asked for a recommendation from the TAC to the TPO Board on Alternative 2A or 2C or going with both. He explained the gas tax calculations and said it could be eliminated.

2A was discussed as the most feasible plan, with 2C as an option and a motion was suggested for 2A going forward, and bringing 2C back with documentation on our needs and revisited in 2021.

MOTION – MOVED by Ms. Olson to recommend 2A for adoption in the draft CFP.

SECONDED by Ms. Chesser

Clarification on the motion to add “bringing back 2C without 2B for discussion” was called.

Clarifying the amended motion Ms. Olson said the TPO staff will bring forward a discussion of a new concept called 2C to include increasing a sales tax, and maximizing the existing Transit MSTU as new funding sources.

Amended Motion SECONDED by Ms. Chesser.

Carried **UNANIMOUSLY**

Confirmation on the FDOT Work Program for the Port St. Lucie Blvd. schedule looked as if it had been pushed back a year or so and discussion ensued on funding and a timeframe for the entire project.

6c. Bicycle Rack Plan

Mr. Edward DeFini presented a detailed review of the Bicycle Rack Plan as part of Task 3.5 of the UPWP. The purpose of the Plan is to provide an inventory and to identify what needs exist to secure bicycle racks, raise awareness of the current lack of bicycle racks and recommend locations in areas where none exist.

The Plan is part of a complete multimodal transportation system resulting in connecting biking and walking, public transportation options and carpooling. Maps were provided showing various locations with and without bicycle racks.

Mr. Buchwald added this information is provided as an additional resource to jurisdictions who wish to adopt its use for improvements to install bicycle racks at various locations, or prioritize programs or projects that can be funded through the Transportation Alternative Plan (TAP) and other funding sources.

* **MOTION – MOVED** by Ms. Olson to recommend adoption of the Bicycle Rack Plan.

** **SECONDED** by Ms. Dekle Carried **UNANIMOUSLY**

6d. Walton Road Improvements Feasibility Study

Mr. Buchwald explained the Walton Road Improvements Feasibility Study is included in the UPWP as Task 4.1. The objective is to conduct a feasibility study of potential improvements to the section of Walton Road from Lennard Road to Indian River Drive, which is in poor condition and does not include shoulders or any bike or pedestrian facilities.

The feasibility study is expected to be completed in six months and will evaluate the need for corridor improvements. The Scope of Services contains tasks including analyses of the existing conditions, bicycle and pedestrian mobility and potential impacts and environmental concerns.

Members were asked to review and recommend the draft of the Scope of Services for approval to the TPO Board.

Questions and Comments:

Mr. Buchwald explained the study is the beginning step to determine what, if anything can be done to improve Walton Road, as opposed to what specifics can be done.

Mr. Braun recommended reaching out to environmental and natural resource agencies, seek mitigation requirements and information from the State Parks Dept., and having traffic analyses.

The study will help to determine if there is a need to widen the road for capacity projections to 2040. This route is also used for access to schools and the County Park and safety improvements might be recommended.

- * **MOTION – MOVED** by Ms. Chesser to recommend the draft Scope of Services for the Walton Road Improvements Feasibility Study be recommended for approval.

** **SECONDED** by Mr. Vitale Carried **UNANIMOUSLY**

7. **Discussion Items**

7a. FY 2016/17 – FY 2017/18 Unified Planning Work Program (UPWP) Call for Planning Projects

Ms. Lathou provided a review of requirements for the two-year program of Federal and state funded transportation planning activities to be undertaken by the TPO. She initiated a call for the discussion of planning priorities, tasks, projects and activities to be identified for possible inclusion in the FY 2016/17-2017/18 UPWP.

The TPO will be going through the requirement for a Federal Certification Review next year which includes a site visit and desk audit of the TPO's plans and programs for compliance with state and Federal laws.

The TAC was requested to provide input on some of the projects they want implemented over the next two fiscal years.

Staff is proposing a transportation connectivity study as part of the Ladders of Opportunity effort. The LRPT has already identified major activity centers and roadways for essential network services. The Regional bus route map will also be updated and safety and security projects will be proposed. A four-page form will be provided to the TAC to have their projects submitted for input to staff.

The TAC was encouraged to provide their input and any additional information on their projects that is needed for the January meeting.

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

9. **Staff Comments** – Mr. Buchwald thanked everyone for their participation and wished all a happy and healthy holiday.
10. **Next Meeting:** The next St. Lucie TPO TAC meeting is a regular meeting scheduled for 1:30 pm on Tuesday, January 12, 2016.
11. **Adjourn** – The meeting was adjourned at 4:30 pm.

Respectfully submitted:

Approved by:

Mary F. Holleran
Recording Specialist

Craig Hauschild, Chairman

AGENDA ITEM SUMMARY

Board/Committee:	Technical Advisory Committee (TAC)
Meeting Date:	January 12, 2016
Item Number:	6a
Item Title:	Annual Officer Elections
Item Origination:	TPO By-Laws, Rules, and Procedures
UPWP Reference:	Task 1.1 -Program Management
Requested Action:	Nominate and elect a Chairperson and a Vice Chairperson for 2016. The Chairperson for 2015 was Craig Hauschild, and the Vice Chairperson for 2015 was Roxanne Chesser.
Staff Recommendation:	Not applicable

Attachments

- TAC Roll Call Sheet-2015

TECHNICAL ADVISORY COMMITTEE (TAC) ROLL CALL SHEET 2015

MEMBER & ALTERNATE(S)/REPRESENTING	PRESENT	ABSENT
Leslie Olson & Britton Wilson / St. Lucie County Planning & Development		
Rebeca Grohall & Vennis Gilmore / Fort Pierce Community Development		
Patty Tobin & Anne Cox & John Finizio / Port St. Lucie Planning Director		
Don West & Craig Hauschild & John Frank / St. Lucie County Engineer Chair		
Jack Andrews & Tracy Telle & Ed Seissinger / Fort Pierce City Engineer		
Roxanne Chesser & Edith Majewski / Port St. Lucie City Engineer Vice-Chair		
John Wiatrak / Treasure Coast International Airport Director		
Wayne Gent & Marty Sanders & Phil Vitale / Superintendent of St. Lucie County Schools		
Marianne Arbore & Roje Gonzalez / Council on Aging of St. Lucie Transit Director		
Chief Buddy Emerson & Captain Derek Fox / St. Lucie County Fire District Chief		
Steve Braun & Lisa Dykstra FDOT District 4 Planning & Environmental Eng.		
Arlene Tanis & Lisa Maack FDOT District 4 Modal Development Admin.		
George Pantuso & Rusty Varn / St. Lucie County Area Freight Representative		
Ken J. Mascara & Lt. Kevin Detrich & Sgt. Brian Rhodes & Deputy Christopher Gordineer & Joe Guertin & Kurt Mittwede / St. Lucie County Sheriff's Office		
Beth Ryder & Murriah Dekle St. Lucie County Transit Manager		

15 Members
Quorum = 8
Quorum has been met _____

AGENDA ITEM SUMMARY

Board/Committee:	Technical Advisory Committee (TAC)
Meeting Date:	January 12, 2016
Item Number:	6b
Item Title:	Go2040 Long Range Transportation Plan (LRTP)
Item Origination:	2040 LRTP Development Process
UPWP Reference:	Task 3.1 – Long Range Transportation Planning and MAP-21 Implementation
Requested Action:	Review and recommend adoption of the draft Go2040 LRTP, recommend adoption with conditions, or do not recommend adoption
Staff Recommendation:	Based on the Go2040 LRTP complying with State and Federal requirements and addressing the needs of the TPO area, it is recommended that the Go2040 LRTP be recommended for adoption.

Attachments

- Staff Report
- Draft Go2040 LRTP

MEMORANDUM

TO: Technical Advisory Committee (TAC)

FROM: Peter Buchwald
Executive Director

DATE: January 5, 2016

SUBJECT: Go2040 Long Range Transportation Plan (LRTP)

BACKGROUND

The development of the Go2040 Long Range Transportation Plan (LRTP) was initiated in September 2014, and the TPO advisory committees have participated throughout its development. During every meeting in 2015, the TPO advisory committees provided input and reviewed the elements that comprise the Go2040 LRTP as follows:

<u>Input/Element</u>	<u>2015 Meeting Dates</u>
Growth Projections	January
Go2040 Survey	March
Goals, Objectives, and Performance Measures	May
Needs Plan	July
Safety, Security, ITS, and CMP Elements	September
Cost Feasible Plan	September, November

The draft Go2040 LRTP has been prepared for review and recommendation for adoption. The document incorporates the input received and the elements reviewed by the TPO advisory committees during its development.

ANALYSIS

The draft Go2040 LRTP contains six chapters which incorporates the elements reviewed by the TPO advisory committees as follows:

<u>Input/Element</u>	<u>Go2040 LRTP Chapters</u>
Growth Projections	Chapters 2 and 3
Go2040 Survey	Chapters 2 and 3
Goals, Objectives, and Performance Measures	Chapters 2 and 6

Needs Plan	Chapter 3
Safety, Security, ITS, and CMP Elements	Chapter 3
Cost Feasible Plan	Chapters 4 and 5

In addition, Chapter 1 contains background information including a summary of the Federal and State requirements; Chapter 2 establishes consistency of the Go2040 LRTP with State, Regional, and local plans; and Chapter 3 incorporates the St. Lucie Freight Network, an Environmental Justice analysis, and environmental mitigation strategies. Furthermore, Chapter 4 summarizes the financial resources analysis, and Chapter 5 summarizes the scenarios planning approach, both of which were utilized in the development of the Cost Feasible Plan. Finally, Chapter 6 identifies the LRTP amendment process and emerging issues.

The Go2040 LRTP contains tables, figures, and maps to convey and depict the information. A glossary of terms and acronyms and the Go2040 Public Participation Plan are included in the appendices.

The Go2040 LRTP is a multimodal transportation plan that includes the projects from the existing TPO Master List of Priority Projects, the Jenkins Road Project from Angle Road to St. Lucie Boulevard, the US-1 Corridor Retrofit Program, the Congestion Management Program (CMP), and a total of 20 St. Lucie Walk-Bike Network Projects, while maintaining the Transit Program with the existing bus service on seven routes, including the recent extended service enhancements, through 2040.

The Go2040 LRTP addresses the needs of the TPO area based on the comprehensive stakeholder and public participation while minimizing or mitigating potential environmental impacts on a systemwide basis. In addition, there is no disparity of impacts or benefits to the environmental justice populations of the TPO area. In addition, the Go2040 LRTP addresses asset management, safety, and security of the transportation network on a systemwide basis and considers operational improvements to address capacity issues. Finally, the Go2040 LRTP implements quantitative measures to assess the performance of the plan.

RECOMMENDATION

Based on the Go2040 LRTP complying with State and Federal requirements and addressing the needs of the TPO area, it is recommended that the Go2040 LRTP be recommended for adoption.

Go2040 LRTP

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- Appendix B: Public Participation Plan
- Appendix C: FDOT Revenue Forecast Handbook Supplement
- Appendix D: LRTP Checklist

Task Deliverables

- Task deliverables provide details for the Plan Report and consultant support information
- Public Involvement
- Planning Assumptions
- Goals, Objectives and Performance Measures
- Environmental Lands and Environmental Justice Analysis
- Financial Resources
- Safety, Security, Intelligent Transportation System, and Congestion Management Process
- Needs Plan Development
- Cost Feasible Plan Development

DRAFT

Chapter 1: Introduction

1.1 What is the TPO?

The St. Lucie Transportation Planning Organization (TPO) is an independent metropolitan planning organization (MPO) responsible for the transportation planning and programming for the City of Fort Pierce, City of Port St. Lucie, St. Lucie Village and the unincorporated areas of St. Lucie County. MPOs are established by federal requirements for urbanized areas that exceed 50,000 in population, and these requirements must be followed to receive federal transportation funds.

The St. Lucie TPO was established more than 25 years ago and is led by a Board consisting of:

- > Four (4) St. Lucie County Board of County Commissioners
- > Four (4) City of Port St. Lucie Councilmembers
- > Two (2) City of Fort Pierce Commissioners
- > One (1) St. Lucie County School Board member
- > One (1) Community Transit representative

The TPO Board meets every other month to act on plans and programs and determine how best to meet the transportation needs of the area.

One of the most important metropolitan planning federal requirements is the preparation of a long range transportation plan (LRTP) every five years. In addition, the expenditure of federal and state funds on projects can occur only if a project is first included in the adopted LRTP.

The Go2040 LRTP is intended to be that plan and will guide the investment in multimodal transportation options and identify projects to be completed over the next 25 years. It will include a vision and goals and will answer the following questions:

- > Where do people live, work, and play now?
- > Where will people be living, working, and playing in 2040?
- > How does the community want the transportation system to function in 2040 to accommodate current and future development needs?
- > What transportation options will be needed, and which are the most important in 2040 (transit, bicycle, pedestrian, trails, roads)?
- > How will these transportation options be paid for?
- > What are the keys to successful implementation of the Go2040 LRTP?

To answer the above questions, a variety of public involvement techniques were used in the development of the Go2040 LRTP. Details of the public participation process are discussed in chapters that follow.

Chapter 1: Introduction

1.2 What is Go2040?

Go2040 is the LRTP prepared by the St. Lucie TPO. It is a comprehensive, multimodal “blueprint” aimed at meeting the transportation needs of St. Lucie County, including the incorporated cities of Port St. Lucie, Fort Pierce, and St. Lucie Village. Go2040 has been developed consistent with the Comprehensive Plans of the County and the incorporated cities, which identify the goals, objectives, and policies that guide future growth within St. Lucie County.

As a multimodal transportation plan, Go2040 considers not only needed road improvements, but also public transportation, bicycle, pedestrian, freight, and other transportation projects. Go2040 relies heavily on input from the public to help identify and prioritize multimodal transportation projects in the development of the plan. Additionally, Go2040:

- > Recognizes the inextricable tie between land use and transportation.
- > Supports the economic development goals of St. Lucie County.
- > Supports regional coordination and collaboration.
- > Places emphasis on maintenance and preservation of the existing transportation system.
- > Looks to provide safe, convenient, and accessible transportation options for all.
- > Analyzes and weighs the potential social, economic, and environmental impacts and benefits of the plan.
- > Is consistent with all applicable federal and State planning requirements.
- > Is a performance-based plan establishing metrics to monitor and evaluate the Go2040 goals and objectives.
- > Provides a fiscally-constrained financial plan to meet future transportation needs through 2040.

1.3 Federal and State Requirements Guiding Go2040

1.3.1 Federal Requirements

The St. Lucie TPO is the federally-designated metropolitan planning organization for St. Lucie County. The TPO was formed as an independent and cooperative decision-making organization meeting the federal requirements for urbanized areas having a population greater than 50,000. Federal funds for transportation projects and programs are channeled through this process and subsequently are awarded to local agencies and jurisdictions to address planned transportation needs. The St. Lucie TPO was established more than 25 years ago and is led by a board consisting of County Commissioners, Port St. Lucie Councilmembers, Fort Pierce Commissioners, and representatives from the St. Lucie County School Board and Community Transit.

Since the population of St. Lucie County is greater than 200,000, the urbanized area is designated as a Transportation Management Area (TMA). Because of this designation, the TPO has additional roles and

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responsibilities for transportation planning identified within the federal metropolitan planning process. Under federal regulations, one of the major responsibilities of the St. Lucie TPO is the preparation of the LRTP.

In response to the federally-mandated LRTP, Go2040 was developed to identify the transportation options that will best serve the county's needs over at least the next 20 years. The metropolitan planning process must be accomplished through a "continuing, cooperative, and comprehensive" ("3-C") transportation planning process to be eligible to receive federal funding for transportation projects, planning, and programs. This process requires the TPO to work directly with local, State, and federal agencies and the general public to develop and administer transportation programs, including the development of Go2040.

1.3.1.1 Moving Ahead for Progress in the 21st Century Act (MAP-21)

Signed into law by President Obama on July 6, 2012, MAP-21 (Public Law 112-141) is the first long-term highway authorization enacted since the Safe, Accountable, Flexible, Efficient Transportation Equity Action: A Legacy for Users (SAFETEA-LU) act became law in 2005.

MAP-21 is a milestone for the U.S. economy and the nation's surface transportation program because it creates a streamlined and performance-based program and builds on many of the highway, transit, bike, and pedestrian programs and policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Establishing a performance- and outcome-based program requires states to invest financial resources in projects that collectively will make progress toward achieving national multimodal transportation goals. Go2040 has been developed to ensure compliance with the requirements of MAP-21 and includes a performance-based approach to the transportation decision-making process. It also continues many of the previous requirements contained in SAFETEA-LU, including eight planning factors that illustrate the need for the Go2040 LRTP to recognize and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for Go2040 as shown in Figure 1-1.

Additional guidance for implementing the requirements of MAP-21 was provided to the TPO in a joint letter sent from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) in April 2014. This letter outlined three Planning Emphasis Areas (PEAs) based on MAP-21 legislation:

- > **Map-21 Implementation:** Transition to Performance-Based Planning and Programming.
- > **Models of Regional Planning Cooperation:** Promote cooperation and coordination across MPO/TPO boundaries and across state boundaries where appropriate to ensure a regional approach to transportation planning.
- > **Ladders of Opportunity:** Access to essential services – as part of the transportation planning process, identify transportation connectivity gaps in access to essential services such as housing, employment, health care, schools/education and recreation.

Figure 1-1: FHWA Planning Factors



MAP-21 also includes additional requirements related to performance measures and targets in the metropolitan planning process. As a result, continued coordination with State and public transportation providers is required to establish performance targets to assess the performance of the multimodal transportation system in response to MAP-21.

1.3.1.2 Fixing America’s Surface Transportation (FAST) Act

Guiding future updates to the Go2040 LRTP will be the recently-signed Fixing America’s Surface Transportation (FAST) Act signed into law by President Obama on December 4, 2015. A Review of the initial summaries of this Act indicate continued emphasis and focus on highway safety, strengthening the relationship between planning

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and NEPA, federal grants for highway freight movement, restoration of bus and bus facilities cuts from MAP-21, and the inclusion of discretionary grant programs. Given the timing for developing and implementing the regulations for the FAST ACT, it will likely be at least 2–3 years before any final rules for the FAST Act are provided.

1.3.2 State Requirements

The Florida Department of Transportation (FDOT), Office of Policy Planning coordinates with Florida MPOs and TPOs to publish the *MPO Program Management Handbook*. This handbook is used to provide guidance on State and federal legislation; applicable legislation on how the TPO is formed; how its membership is apportioned in metropolitan areas; the establishment of transportation planning boundaries, areas, and designations; and requirements for cooperative agreements between FDOT and the MPOs/TPOs. Go2040 was developed consistent with the guidance provided in this handbook. The TPO coordinates with the FDOT on an ongoing basis to plan, develop, and program roadway projects on the State Highway System (SHS). In addition to the handbook providing guidance for the TPO’s planning activities, FDOT has developed a series of PEAs to expand those developed at the Federal level. The PEAs provided by FDOT for the TPO plans, including the Go2040 LRTP, are:

- Freight Planning
- Transit Planning
- Complete Streets
- Bicycle/Pedestrian

A portion of the SHS has been designated as the Strategic Intermodal System (SIS). The SIS is a statewide network of high-priority transportation facilities, including the state’s largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways, and highways. For the Go2040 LRTP, the TPO has incorporated the FDOT implementation schedule for the SIS projects. For projects not on the SIS, but on the SHS, the MPO established a phasing plan based on available funds, LRTP priorities, and projected future needs. In addition to reviewing and refining the phasing plans for transportation facilities, FDOT worked with the TPO in developing revenue projections, estimating project costs, and determining the demand for road widening and transit investments by modeling future travel patterns through the use of the Treasure Coast Regional Planning Model (TCRPM) 4.0.

State requirements also exist for public involvement, as outlined in Chapter 339.175, Florida Statutes (F.S.), requiring that citizens, public agencies, and other known interested parties be given the opportunity to comment during development of MPO/TPO plans and programs, including the Go2040 LRTP.

Additional requirements for public access to governmental proceedings are addressed in Chapter 286, F.S., commonly referred to as the “Sunshine Law.” This law requires that meetings of boards and commissions are open to the public, reasonable notice of such meetings is given, and minutes are taken and made available to

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the public in a timely manner. All public outreach and documentation for Go2040 has been done in accordance with the Sunshine Law.

1.4 What is Included in Go2040?

Go2040 includes numerous components, each vital to the development of the overall plan. Following this Introduction are five major chapters comprising the plan; a series of separately-bound supplement reports provide further details concerning the plan development process. Appendix A includes a Glossary of Terms and Acronyms to aid in the reading of the information presented in the Go2040 LRTP.

Chapter 2: Guiding the Go2040 Vision

Chapter 2 presents the overall Vision for the St. Lucie TPO and the Go2040 LRTP. Connecting this vision with the outcomes of the plan is done through a series of Goals & Objectives along with the introduction of a series of performance measures designed to meet the expectations of MAP-21. The forecasted growth of population and employment in St. Lucie County over the next 25 years also is presented in Chapter 2, connecting the land use and development trends with the vision for St. Lucie County. Areas of high growth will have an impact on the future transportation needs. This chapter also documents the approach and outcomes from the significant public participation process that occurred as part of Go2040.

Chapter 3: Establishing the Transportation Needs

Chapter 3 documents the Go2040 Multimodal Needs Plan for 2021–2040. This includes documenting the need for future roadway projects to meet travel needs as well as identifying transportation projects that are needed for improving quality of life and future economic development. Included is an assessment of:

- > Future travel estimated using the Treasure Coast Regional Planning Model
- > Gaps in the walk/bike network
- > Bus service improvements in the form of expanded hours, more frequent service, and new bus routes
- > Freight and goods movement
- > Transportation related safety and security improvements
- > Roadway congestion measures that do not require additional lanes

Chapter 3 also includes an assessment of the potential impacts transportation projects could have on the environment and established communities. Finally, an assessment of the costs of these needs is completed using standardized costs and other information available from more detailed project specific studies.

Chapter 4: Financial Resources

Chapter 4 presents revenue forecasts for existing revenues and potential new revenue sources used in the scenario planning process for the Go2040 LRTP. Existing State and federal revenue forecasts were provided by the FDOT Central Office. Local revenue forecasts for existing revenue sources were developed by Tindale Oliver

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based on information provided by local governments and include gas taxes, transportation impact fees, and a transit Municipal Services Taxing Unit (MSTU). Potential new revenue sources and forecasts could include a local option sales tax and an MSTU for walk/bike projects, as well as increasing the millage levy for the MSTU for transit to the current maximum allowed of 0.25 mil. These options and uses of these revenue sources are discussed in Chapter 4.

Chapter 5: Go2040 Cost Feasible Plan

Chapter 5 presents the transition of the multimodal transportation needs to a fiscally-constrained cost feasible plan. Several factors guided the selection of transportation projects for the Go2040 Cost Feasible Plan—technical criteria, policy input, citizen input, and available financial resources. In determining the right mix of projects and funding, a scenario-based approach was used to evaluate the transportation system improvements based on future investment. This approach is documented in Chapter 5 along with an assessment of the future transportation system performance.

Chapter 6: Implementing the Plan

Chapter 6 concludes the report with an identification of the key next steps that must be taken to ensure that the plan transitions to implementation and that critical opportunities are pursued in the coming years. Progress in meeting these steps will be captured through the TPO's future updates of the Transportation Improvement Program (TIP), Congestion Management Process (CMP), and Unified Planning Work Program (UPWP). Also incorporated into the implementation actions is a series of emerging issues identified in MAP-21 that are key to the implementation of Go2040.

2.1 Introduction

This chapter describes the foundational work that was done to create the context for the Go2040 LRTP, including:

- > Development of a vision statement and goals for evaluating the effectiveness of the projects included in the LRTP.
- > Review of existing population and employment in St. Lucie County and the growth that is anticipated by 2040.
- > Identifying a set of planning assumptions based on a review of federal, State, regional, and local planning reports.
- > Summarizing the public comments received during the development of the Go2040 LRTP. Public engagement was a critical “check-in” step the TPO used to evaluate consistency of the LRTP development with the stated Vision and Goals.

2.2 Public Involvement

2.2.1 Public Outreach Summary

Early on, the need to engage the public in a variety of different ways was acknowledged. To capture this, a guiding document, the LRTP Public Participation Plan (PPP) was developed to outline the techniques to be used for engaging the public during each phase of the plan development. The PPP is included in Appendix B. Unlike the 2035 LRTP, the Go2040 LRTP includes a significant social media component and provides additional focus on the impacts and benefits the transportation projects have on environmental justice (EJ) areas. Discussion about the identification of these areas and the emphasis on them for analysis of the Needs Plan projects can be found in Chapter 3, “Establishing Transportation Needs.”



Figure 2-1: Public Engagement by Phase

2.2.2 Public Involvement Strategy (Phases and Techniques)

The public involvement plan was divided into three phases, as shown in Figure 2-1, to mirror the three phases of plan development process:

- > Phase I – Visioning/Plan Development
- > Phase II – Needs Plan
- > Phase III – Cost Feasible Plan

Grassroots outreach was integral to the development of the plan, and Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle/Pedestrian Advisory Committee (BPAC), and TPO Board Committee meetings were used during all phases to review work products and to give feedback and direction. Specific techniques are described below.

Pop-up /Events

Although traditionally-scheduled events were used, the primary vehicle for in-person engagement for the Go2040 LRTP was the “pop-up” event; staff could piggy-back on scheduled community events or get feedback in high-traffic areas (e.g. bus station). At these events, maps and the on-line and paper surveys were used.

Social Media, Project Website, Community Remarks Interactive Web-based Tool



With survey questions, project information, and maps, a website was designed as the project hub. The website was further enhanced by the integration of the Community Remarks engagement tool that allowed visitors to comment on projects and to vote. Because comments could be made in response to comments posted, an on-line dialogue was facilitated.

Environmental Justice Outreach



EJ areas were identified to ensure that the projects proposed in the Needs and Cost Feasible plans were reviewed by communities that have traditionally been under-represented in the transportation decision-making process—communities in which income and minority populations meet established thresholds. Outreach in EJ areas has been emphasized in the planning process as a result of Executive Order 12898. In addition to emphasizing events and community forums held in EJ areas, traditional public workshops and outreach meetings were effective in engaging the public.

Stakeholder Interviews

Early in the project, key stakeholders were identified that represented a variety of groups in St. Lucie County, including the minority community, veterans, older adults, low-income households, and representatives of public safety agencies, Housing Authority of the City of Fort Pierce, Roundtable of St. Lucie County, public works, and County officials.

Consensus-Building Workshop

At this event, 12 community stakeholders who had been interviewed for the stakeholder interviews were invited to the TPO for a more in-depth review of the issues, including a review of the road, transit, and bike/pedestrian projects being considered for the Needs Plan and subsequent Cost Feasible Plan.

Virtual Town Hall

To expand the reach of the public engagement effort, a virtual town hall meeting was held during Phase 3. This telephone and web-based event engaged the community in a series of polling questions and provided a question-and-answer session about transportation in the community. Polling question topics included ranking the most critical transportation issues, identifying the relative importance of walking and biking, and gauging the level of support for an increase in local sales tax.

2.2.3 Public Engagement by the Numbers

Table 2-1 provides a summary of the public outreach activities by phase during Go2040 LRTP development. Information is provided on the type and number of various outreach events and related measures of effectiveness. A total of 49 public outreach events were held during the development of the Go2040 LRTP. Of the 49 public outreach events held, 16 of them were targeted in environmental justice areas.

2.3 2040 Growth Forecast

Developing the growth forecast for Go2040 was based on two guiding factors: a scenario-based analysis of growth in the Martin–St. Lucie 2035 Regional LRTP (RLRTP) and county-wide growth totals developed by the Bureau of Economic and Business Research (BEBR) at the University of Florida. An extensive effort was undertaken during the 2035 RLRTP to evaluate the distribution of future population and employment using two growth strategies. For Go2040, the Infill Alternative was used to direct the anticipated growth in population and employment.

2.3.1 Socio-economic Data Development Process

The 2035 RLRTP identified two scenarios, the Historic Trend and the Infill Alternative. The Infill Alternative was selected to guide the 2035 plan and continues to be the preferred direction for St. Lucie County for guiding growth in Go2040. While the Infill Alternative did not proposed zoning changes, it did provide the

framework to shift transportation and land plan trends in a more sustainable direction by proposing greater connectivity and more balanced land use, especially along the US1 corridor, in the downtown districts and around the existing I-95 interchanges. It also proposed that all future development occur within the Urban Service Area (USA). Using the Infill Alternative scenario, population forecasts were developed that reflected the increased density in targeted areas.

Table 2-1: Go2040 Public Involvement

	Phase 1	Phase 2	Phase 3
Grassroots Outreach Events			
Pop-up events	2	10	5
Project website	Built	Updated	Updated
Virtual Town Hall Meeting			1
Targeted EJ populations and grassroots outreach/special events	1	4	4
Consensus-Building Workshop		1	
Environmental Justice Workshop		2	
Online survey	1	1	1
Email blasts	1	1	1
Stakeholder Interviews	14		
Public Participation Plan Measures of Effectiveness			
Total number of persons engaged in person (with special emphasis on tracking targeted EJ populations and grassroots outreach/special events)	70	156	
Total number of comments/questions received in person (with special emphasis on tracking targeted EJ populations and grassroots outreach/special events)	187	220	
Tracking targeted EJ populations and grassroots outreach/special events)			
Total visits to website and online surveys	1,176	1,746	
Total number of volunteers/outreach ambassadors	4	4	
Supplemental Measures of Effectiveness			
Total number of persons engaged through social media	800	450	
Total number of persons reached through social media	17,200	7,451	
Total number of votes on Needs/Cost Feasible Plan projects		2,684	

Using the Infill Alternative to guide the distribution of population, the growth forecast for Go2040 was developed using BEBR medium estimates for countywide growth and the Treasure Coast Urban Land-Use Allocation Model (TCULAM). The purpose of the TCULAM model is to provide an automated process to allocate future growth in the form of regional or county-wide population and employment control totals at the traffic analysis zone (TAZ) level for use in the Treasure Coast Regional Planning Model (TCRPM) 4.0. Table 2-2 shows the population growth forecast expected to occur over the next 25 years. Employment growth was forecasted using the same ratio of population to employment observed in 2010 and projected based on the BEBR estimate of population. Overall, St. Lucie County is anticipated to experience a 65% increase in population and a 58% increase in employment, with more than 150,000 jobs and 450,000 residents. Industrial employment is forecasted as the fastest growing sector, but the majority of the jobs in 2040 will continue to be service oriented.

Table 2-2: Forecasted Population and Employment Growth, 2010–2040

Time Period	Population	Total Employment	Industrial Employment	Commercial Employment	Service Employment
2010	275,598	95,059	18,260	23,897	52,902
2040	454,200	150,361	29,550	38,088	82,723
Total Growth	178,602	55,302	11,290	14,191	29,821
Percent Growth	64.81%	58.18%	61.83%	59.38%	56.37%

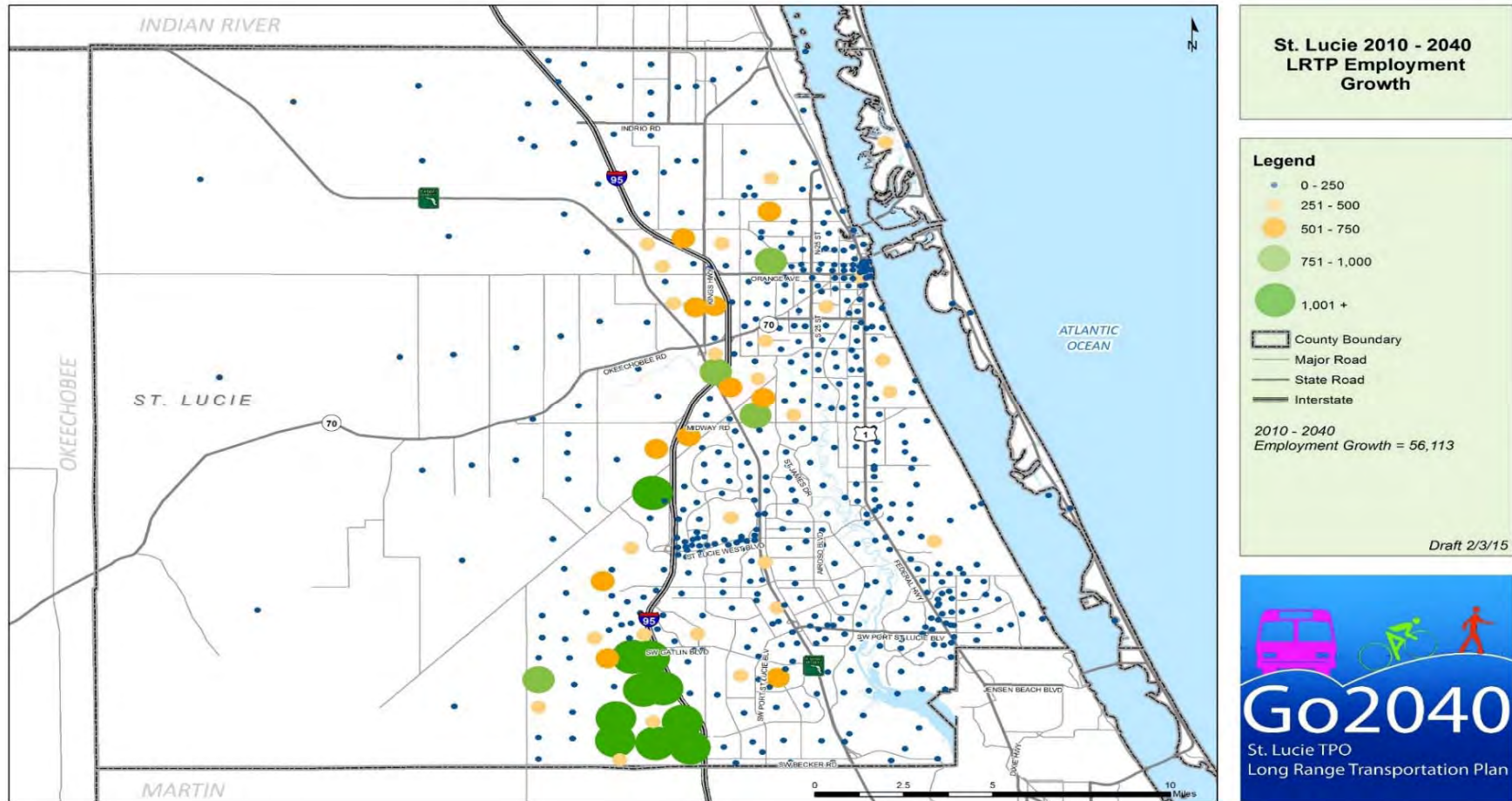
The forecasted population was distributed throughout the county using the following five guidelines:

- > *Review of land use densities* – identify the amount of future growth on a given parcel depending on the allowed maximum zoning adjusted for historical average consistent with the County’s Future Land Use Element.
- > *Review of vacant land* – identify opportunities to build, guided by Future Land Use and zoning designations excluding wetlands and environmentally sensitive lands.
- > *Review of approved development* – consider build-out timeframes and current level of build-out for Developments of Regional Impact (DRIs) and Planned Unit Developments (PUDs).
- > *Support of economic development* – consider local government comments and direction on where development should be targeted and encouraged.
- > *Land use allocation process* – use a parcel based land use allocation model that considers the above topics to produce 2040 population and employment projections that are consistent with the zoning and land use policies of the county and cities.

Using GIS, maps were created to illustrate the forecasted locations of the population and employment growth. Extensive coordination among TPO, City, and County staffs resulted in refinements to the data. Focus areas included the Jenkins Road Corridor and the Prima Vista Corridor where policies are in place to increase the amount of commercial development. The Riverland/Southern Grove area in southeast St. Lucie County was emphasized, as the area has shifted since the 2035 RL RTP from a more industrial area to an area of mixed-use. Map 2-1 shows the population growth between 2010 and 2040. Significant increases are primarily in areas south of Midway Road and east and west of I-95. Map 2-2 shows the employment growth between 2010 and 2040. The areas that experienced the largest increases are mainly in the area west of I-95 and south of SW Gatlin Boulevard.

There are several areas of economic emphasis in St. Lucie County. The Jenkins Road Corridor, the Prima Vista Corridor, and the Treasure Coast International Airport, part of the Freight Logistics Zone (FLZ) that encompasses the airport and the Port of Fort Pierce, are all part of the long-term economic development plan for the area. In the Jenkins Road and Prima Vista corridors, the focus is in increasing commercial development. The FLZ concept, envisioned for the airport and port, is seen as a way to increase the economic strength of the county. The development of the FLZ is supported by several projects in the LRTP Needs Plan that focus on connectivity in the northeast part of the county.

Map 2-2: Employment Growth, 2010–2040



2.4 Consistency with State, Regional, and Local Plans

Key to the development of Go2040 was identifying and ensuring consistency with various plans and visions within St. Lucie County. Below are highlights of the elements that had a major impact in guiding the Go2040 vision. Consistency was determined through a review of the following documents:

- > 2060 Florida Transportation Plan
- > Florida Department of Emergency Management Statewide Regional Evacuation Study
- > Florida’s Energy & Climate Change Action Plan
- > Local Government Comprehensive Plans
- > St. Lucie County Bicycle, Pedestrian, Greenways, and Trails Master Plan
- > TPO plans and programs

2.4.1 State Plans

The 2060 Florida Transportation Plan (FTP) identifies goals, objectives, and strategies to guide transportation investments in Florida over the next 50 years to make the economy more competitive, communities more livable, and environment more sustainable for future generations. Table 2-3 lists the goals of the FTP and provides a cross-reference to the goals developed for Go2040.

Table 2-3: 2060 FTP Goals and Go2040 Goals

2060 FTP Goals	Go2040 Goals
Invest in transportation systems to support a prosperous, globally competitive economy.	Goal 1 – Economic Prosperity and Growth Goal 4 - Cooperation
Make transportation decisions to support and enhance livable communities.	Goal 1 – Economic Prosperity and Growth Goal 5 – Health and Environment
Make transportation decisions to promote responsible environmental stewardship.	Goal 2 – Choices Goal 5 – Health and Environment
Provide a safe and secure transportation system for all users.	Goal 3 – Existing Assets and Services Goal 6 – Safety and Security
Maintain and operate Florida’s transportation system proactively.	Goal 3 – Existing Assets and Services Goal 4 – Cooperation
Improve mobility and connectivity for people and freight.	Goal 1 – Economic Prosperity and Growth Goal 2 – Choices Goal 4 - Cooperation

The SIS was designated by FDOT as a network of high-priority transportation facilities. To plan for the regional transportation needs of people and freight, the SIS includes the highways of I-95 and Florida’s Turnpike, the Florida East Coast Railroad running the entire length of St. Lucie County parallel to US 1, and the Intercoastal Waterway as an SIS waterway. SR 70 west of the Turnpike to Okeechobee County and the rail line extending from Fort Pierce along Glades Cutoff Road towards Martin County have been designated as part of the Emerging SIS Network.

During the development of the Go2040 LRTP, FDOT began an update to the FTP and the SIS Policy Plan. This update resulted in a unified approach to ensuring consistency in the development of these two critical state planning documents. In addition to developing the LRTP consistent with these FDOT plans, the TPO engaged in staff-level coordination activities with FDOT throughout the LRTP development. These were an opportunity to receive feedback from a variety of FDOT departments at key points, such as the development of goals and performance measures. Expected to be finalized in early 2016, the FTP and SIS Policy Plan will form the basis of the FDOT update to the SIS Multimodal Needs Plan and Cost Feasible Plan in the coming years.

Various plans including Florida's Energy and Climate Change Action Plan (2009) and the Florida Department of Emergency Management Statewide Evacuation Study (2010) were reviewed in keeping with the goal to incorporate resiliency into the projects included in the Cost Feasible Plan. Each of these plans establishes policy guidance for addressing the impacts of climate change on the transportation infrastructure.

2.4.2 Regional Plans and Local Plans

Local and regional planning have been a focus for many years along Florida's Treasure Coast. The seven-county, 50-year Florida Southeast Prosperity Plan (2014) and the neighboring MPO LRTPs all identify opportunities to coordinate and set local and regional goals. At various steps in the process, TPO staff also coordinated with the Indian River County and Martin County MPOs.

Local comprehensive plans also were reviewed for consistency to ensure that projects and areas of emphasis identified by the different municipalities in St. Lucie County were included in the LRTP. Items of interest include objectives about maintaining the adopted roadway level of service, the interest in providing a balanced land use/transportation mix, and supporting economic development in targeted areas.

Additional work has been done by the TPO in planning for the enhancement of bus services and enhanced bicycle and pedestrian travel. The projects submitted in the Needs and Cost Feasible plans reflect the increasing emphasis on non-automobile modes in St. Lucie County.

2.5 Vision and Goals for Go2040

Establishing a vision allows for the evaluation and measurement of decisions in reaching the stated goal. In long range transportation planning, attaining the goal or hitting the mark comes in the form of identifying transportation projects that shape the desires of a community captured in the form of a vision statement. Hitting the mark then becomes measurable through a series of goal statements and specific and targeted objectives. The vision, goals, and supporting objectives form the framework of the Go2040 LRTP by serving as the blueprint for the multimodal transportation system in St. Lucie County through 2040.

The TPO identified the key concepts of *balance*, *funding*, and *community needs* to develop its guiding vision statement:

Go2040 Vision Statement
A balanced and funded transportation system
that meets community needs.

Building on this vision, the TPO adopted a set of goals and objectives to reflect the TPO’s effort to develop a transportation plan that truly reflects the community vision and, at the same time, is consistent with the national planning factors identified in federal code. To make the goals effective and understood, key phrases were identified for each. Shown in Figure 2-2 are the adopted Go2040 Goals. Throughout the development of the Goals & Objectives, consistency with the vision statement was confirmed so the plan and the transportation projects can be evaluated in meeting the planning requirements and addressing the needs of the community.

Figure 2-2: Go2040 Goals



2.5.1 Consistency with National Planning Factors

National planning factors outlining the federal position on planning matters were presented in Chapter 1. The goals identified by the TPO were aligned with the national planning factors as listed in Table 2-4 illustrate the relationship between the Go2040 LRTP goals and the MAP-21 planning factors.

2.5.2 Measuring Achievement of the Goals

In addition to developing the goals for consistency, an effort was made to ensure that a correlation to the measurement of the plan's performance and the project evaluation criteria applied to individual projects was made to the Go2040 Goals. Table 2-5 clearly shows the relationship between the goals and objectives, the plan performance measures and the project evaluation criteria. This approach creates a unique opportunity for the St. Lucie TPO to address the requirements of MAP-21 for establishing thresholds and measuring the performance of the transportation system.

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Table 2-4: Go2040 LRTP Goals Compared to MAP-21 Planning Factors

Go2040 Goals	MAP-21 Planning Factors	Economic Vitality	Safety	Security	Movement of People and Freight	Environment and Quality of Life	Integration and Connectivity	System Management and Operation	System Preservation
(1) Economic Prosperity and Growth		✓	✓	✓	✓	✓	✓	✓	✓
(2) Choices		✓			✓	✓	✓		
(3) Existing Assets and Services			✓	✓				✓	✓
(4) Cooperation		✓		✓	✓		✓	✓	
(5) Health and Environment						✓	✓		✓
(6) Safety and Security			✓	✓				✓	✓

Table 2-5: Goals, Objectives, and Evaluation Criteria

Goals	Objectives	Proposed Plan Performance Measures	Proposed Project Ranking Criteria	Score	
Economic Prosperity and Growth	Enable people and goods to move around efficiently.	Lane miles of additional capacity along existing congested (V/C>0.85) corridors	0.85-1.00 volume/capacity ratio	1	
			1.00-1.20 volume/capacity ratio	2	
			Volume / capacity ratio > 1.20	3	
	Increase transportation options and improve access to destinations that support prosperity and growth.	% truck miles severely congested	Is project on St. Lucie freight network? Yes	5	
			% population within ¼ mile of Activity Centers	Is project within ¼ mile of Activity Center(s)? Yes	5
			Transit routes providing access to Activity Centers	Is project located on transit needs network? Yes	5

Goals	Objectives	Proposed Plan Performance Measures	Proposed Project Ranking Criteria	Score
Choices	Improve bike/pedestrian and public transportation networks.	% of roadways with sidewalks and bike lanes	Is project on bike/ped needs network? Yes	5
		% of transit stops with sidewalk access	Is project adjacent to a transit stop? Yes/No	5
	Provide for transportation needs of transportation disadvantaged that may include use of automated vehicles.	Miles of fixed route transit service	Is project a new transit route? Yes	5
		% of low-income, older adults, persons with disabilities within ¼ mile of transit route	Is project in an EJ area? Yes	5
Existing Assets and Services	Maintain condition of existing transportation assets.	Pavement condition, 70 or less	Does project improve pavement condition? Yes	2
		Bridge condition, 50 or less	Does project improve bridge condition? Yes	2
		Percent transit fleet beyond useful life	Does project replace aging fleet? Yes	5
	Improve efficiency of existing transportation services.	VMT of roads operating at adopted LOS	Does project improve multimodal LOS? Yes	5
Passenger trips per vehicle mile of service		Does project increase ridership? Yes	5	
Cooperation	Facilitate unified transportation decision-making through intergovernmental cooperation.	Attendance at TPO meetings	Is project supported by a public-private partnership? Yes	4
		Collaboration opportunities with local and resource agencies	Is project supported by local and resource agencies? Yes	1
	Ensure community participation is representative.	Collaboration opportunities with community and public groups	Is project supported by community and public groups? Yes	1
		Opportunities for engagement in traditionally underserved areas	Is project supported by groups from traditionally-underserved areas? Yes	2
Health and Environment	Support healthy living strategies, programs, and improvements.	Community Walkscores	Does project add a sidewalk? Yes	5
		Number of bicycle riders	Does project add a bike lane? Yes	5
	Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation.	Number of additional roadway lane miles of impacting environmentally-sensitive areas	Is project not in an environmentally-sensitive area depicted in Go2040 LRTP? Yes	5
		Increase transit frequency and span of service	Does project increase service hours or frequency? Yes	5
Safety and Security	Improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles.	Number and rate of fatalities/serious Injuries, motorized	Does project address a motorized safety issue? Yes	5
		Number of fatalities/serious Injuries, non-motorized	Does project address a non-motorized safety issue? Yes	5

Chapter 3: Establishing the Transportation Needs

3.1 Development of the Multimodal Needs Plan

The Go2040 LRTP includes the development of a Multimodal Needs Plan that includes walk, bike, transit, and roadway modes of travel. Additionally, the Multimodal Needs Plan includes the following sections:

- > Pavement management
- > Project prioritization
- > Movement of freight and goods
- > Safety and security
- > Environmental justice analysis
- > Environmental lands assessment
- > Summary of public outreach
- > Cost of Needs Plan

Each of these sections is discussed below.

3.1.1 Roadway

Existing and Committed (E+C) Roadway Network

The E+C Roadway Network was developed by adding the projects in the FY15/16 adopted Transportation Improvement Program (TIP) that are expected to be completed by FY 19/20 to the roadway network that existed at the end of 2014. Table 3-1 identifies the committed transportation projects that are scheduled to be complete by the end of 2019.

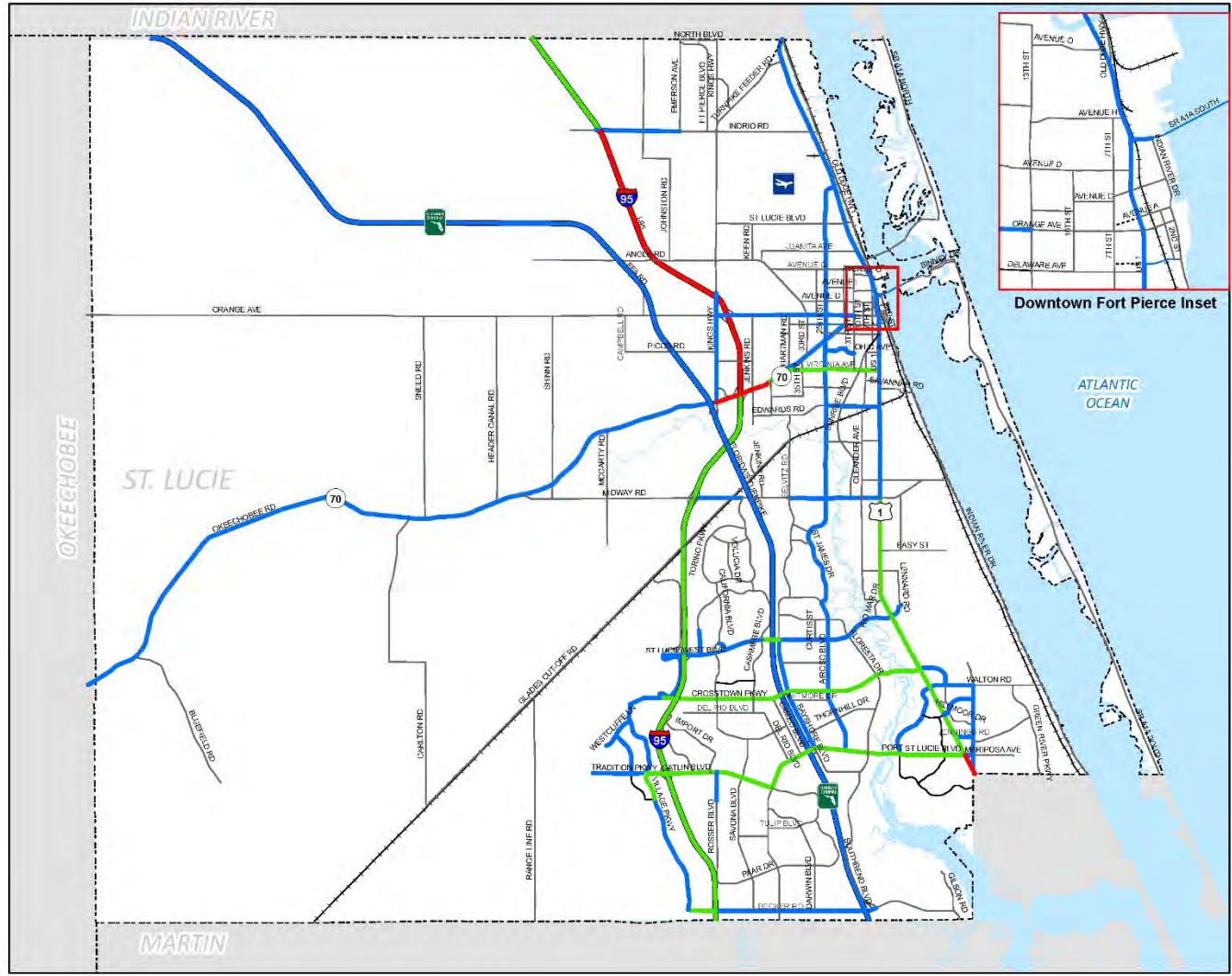
The 2040 growth projections for population and employment, other demographic variables and the E+C roadway network were imported into the TCRPM Version 4.0. The TCRPM was executed and produced model volumes that represent the 2040 traffic volumes on the E+C roadway network (year 2019). The results of this work effort are illustrated in Map 3-1, the 2019 E+C roadway network number of lanes, and Map 3-2, the resulting level of service (LOS) of the E+C network. Roads projected to operate at LOS E and LOS F are shown in orange and red on Map 3-2.

Table 3-1: Summary of TIP Committed Improvements

Project Limits	Project Description	Phase	Cost	Year
SR 70, from 900 ft W to 2700 ft E of Jenkins Rd	Add lanes, rehabilitate pavement	ROW	\$1,245,000	2016–2018
Midway Rd from S 25 th St to US 1	Widen to 4 lanes, add bike lanes	ROW Construction	\$13,450,000 \$33,256,000	2016–2019 2016
Midway Rd from Glades Cutoff Rd to Selvitz Rd	PD&E study	Design	\$2,150,000	2017
Indrio Rd from W of I-95 to E of Emerson Ave	Add lanes, reconstruct	ROW Construction	\$1,959,000 \$31,899,000	2016–2018 2016
Crosstown Parkway from Manth Ln to US 1*	Right-of-way for bridge	ROW	\$8,990,000	2016–2019
Port St. Lucie Blvd from Darwin Blvd to Paar Dr	Add lanes, reconstruct	Environment ROW	\$185,000 \$506,000	2016 2016
Port St. Lucie Blvd from Becker Rd to Darwin Blvd	Add lanes, reconstruct	Design	\$46,000	2015
Kings Hwy from S of SR 70 to N of Picos Rd	Add lanes, reconstruct	ROW Construction	\$14,652,000 \$26,291,000	2016–2018 2018
Kings Hwy from N of Picos Rd to N of I-95 Overpass	Add lanes & reconstruct	ROW Construction	\$4,159,000 \$16,631,000	2016–2018 2019
North Causeway Bridge from US 1 to E Bridge Terminus	Bridge reconstruction	Design Construction	\$5,010,000 \$61,758,000	2016–2017 2019
St. Lucie West Blvd @ I-95	Add lanes, reconstruct	Construction	\$7,402,000	2019
25 th St from St. Lucie Blvd to US 1	Resurface, add sidewalk	Construction	\$2,419,000	2017
US 1 from Savana Club Blvd to Kings Hwy/ SR 70 from Kings Hwy to US 1	ATMS – Arterial Traffic Management	Design	\$203,000	2016

* Construction funds for construction of Crosstown Parkway Bridge were obligated in 2015.

Map 3-1: E+C Network Number of Lanes



St. Lucie TPO
2040 Multimodal Long
Range Transportation Plan
2040 Preliminary Needs Plan
Existing Plus Committed
Number of Lanes/Road Type

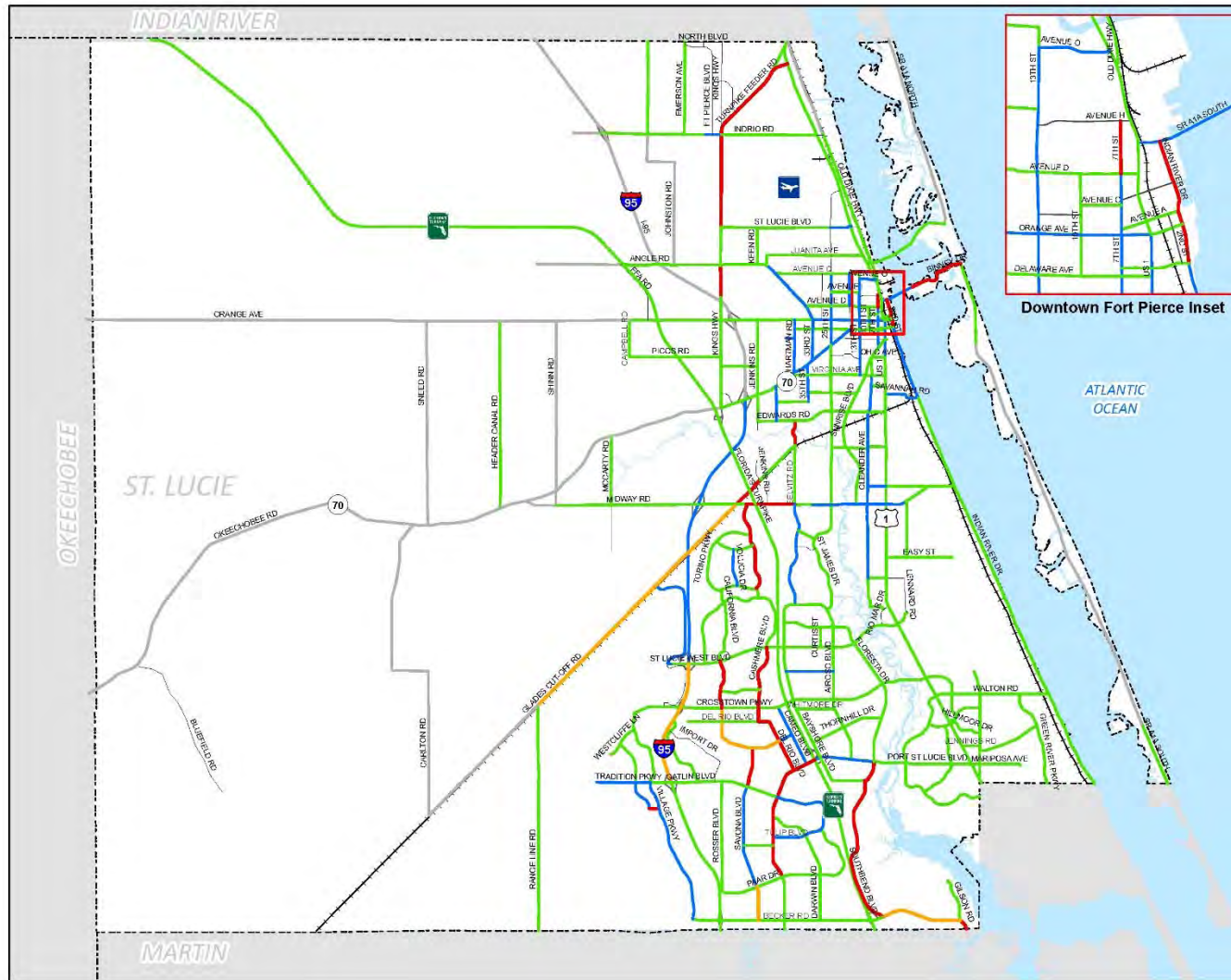
Legend

— 2U	— 4U	— 6F
— 2D	— 4D	— 8D
— 2O	— 6D	— 8F
— Ramps		

Note: Road network is E+C with 2040 Socio-economic conditions applied to TCRPM model for future volumes under Existing + Committed conditions.
Source: T.O. vTIMAS (Network), TCRPM v4.0 (traffic volumes)



Map 3-2: E+C Network Level of Service



St. Lucie TPO
2040 Multimodal Long
Range Transportation Plan

2040 Preliminary Needs Plan
Facility Level Of Service

Legend

Facility Level Of Service

- No Data
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

*Note: Road network is E+C with 2040 Socio-economic conditions applied to TCRPM model for future volumes under Existing + Committed conditions.
Source: T.O. vTIMAS (Network), TCRPM v4.0 (traffic volumes)*



Chapter 3: Establishing the Transportation Needs

Needs Plan Network

Using the LOS deficiencies resulting from the E+C transportation network, an initial 2040 Needs Plan network was developed that increased the number of lanes on deficient roadway segments. The LOS from the initial 2040 Needs Plan Network resolved these LOS deficiencies. However, US 1 through downtown Fort Pierce is a constrained facility, and it is not feasible to widen this section of US 1 from 4 to 6 lanes. Therefore, it will remain as 4 lanes and various Intelligent Transportation System (ITS) and congestion management and safety solutions will be developed in the alternative to optimize level of service and improve safety.

Additionally, during the development of the Go2040 Needs Plan, there were ongoing discussions with St. Lucie County concerning the development of a Freight Logistics Zone (FLZ) in northern St. Lucie County at the St. Lucie County International Airport (see Section 3.2, Movement of Freight and Goods). To support this FLZ concept and the economic development of the area, the County requested through the TAC and TPO Board the inclusion of three additional needs plan projects:

- > Jenkins Road as a new 4-lane road facility from Midway Road to St. Lucie Boulevard
- > Airport Connector from Florida's Turnpike to I-95 with 2 new interchanges (a private developer-built road)
- > Airport Connector from I-95 to Kings Highway

The North Mid-County Connector from Midway Road to Florida's Turnpike, which was included in the 2035 RL RTP and for which a TPO corridor study has been conducted, also was added to the Needs Plan.

The Final Needs Plan Network was created with the above referenced additional Needs Plan projects being added. Table 3-2 provides a listing of Final Roadway Needs Plan projects. It should be noted that the Final Needs Plan includes a listing of developer projects that were included in the Final Needs Plan Network. Construction of these projects is the responsibility of the developer, and these projects are part of development agreements with the responsible local government. **Error! Reference source not found.** shows the breakdown of the roadway projects by category. The total costs of the 2040 roadway needs is \$1.995 billion.

Results of this work effort are illustrated in Map 3-3, the Final 2040 Needs Plan roadway network number of lanes, and Map 3-4, the resulting LOS of the Final 2040 Needs Plan network. There are two LOS concerns. The first is on US 1 and was discussed above. The second is on St. Lucie West at the I-95 Interchange and the section between Cashmere Boulevard and Bayshore Boulevard. The I-95 Interchange is in the FDOT Work Program to be improved and should solve the LOS problem. The eastern section between Cashmere Boulevard and Bayshore Boulevard should be considered for a potential congestion management and ITS study.

The TPO Board, considering committee recommendations, adopted the Final Needs Plan Network on August 5, 2015.

Table 3-2: Final Roadway Needs Plan Projects

Project #	Project Limits	Length (mi)	Project Description	Total Cost (\$ M)
State Projects				
1535	I-95: N of Glades Cut-Off Rd to S of SR-70	3.5	Add 2 auxiliary lanes	\$31.2
1536	I-95: N of Becker Rd to N of Glades Cut-Off Rd	10.0	Add 2 auxiliary lanes	\$100.8
550	Turnpike @ Midway Rd		Interchange	\$39.0
401	Turnpike Feeder Rd, Indrio Rd to US 1	2.7	Add 2 lanes, bike lanes, sidewalks	\$35.6
402	Kings Hwy: N of I-95 Overpass to Indrio Rd	4.4	Add 2 lanes, bike lanes, sidewalks	\$57.7
500	US 1: Martin County to Indian River County	21.4	Operational Improvement	\$26.3
Local Projects				
403	Glades Cut-Off Rd: Commerce Center Dr to Selvitz Rd	5.4	Add 2 lanes, bike lanes, sidewalks	\$70.1
404	Selvitz Rd: Glades Cut-Off Rd to Edwards Rd	0.7	Add 2 lanes, bike lanes, sidewalks	\$9.3
413	Midway Rd: Glades Cut-Off Rd to Selvitz Rd	1.6	Add 2 lanes, bike lanes, sidewalks	\$15.0
450	Jenkins Rd: Midway Rd to St Lucie Blvd	13.0	New 4 lanes, bike lanes, sidewalks	\$120.1
2702	Airport Connector: I-95 to Kings Hwy	2.2	New 4 lanes, bike lanes, sidewalks	\$40.6
2703	North Mid-County Connector: Turnpike to Midway Rd	8.2	New 4 lanes, bike lanes, sidewalks	\$150.8
405	California Blvd: Savona Blvd to St Lucie W Blvd	3.0	Add 2 lanes, bike lanes, sidewalks	\$39.3
406	East Torino Pkwy: Cashmere Blvd to Midway Rd	2.4	Add 2 lanes, bike lanes, sidewalks	\$31.7
407	Port St Lucie Blvd: Becker Rd to Paar Dr	1.2	Add 2 lanes, bike lanes, sidewalks	\$15.4
408	Port St Lucie Blvd: Paar Dr to Darwin Rd	1.7	Add 2 lanes, bike lanes, sidewalks	\$21.6
414	St Lucie W Blvd: E of I-95 to Cashmere Blvd	1.9	Add 2 lanes, bike lanes, sidewalks	\$25.6
415	Floresta Dr: Oaklyn St to Port St Lucie Blvd	0.6	Add 2 lanes, bike lanes, sidewalks	\$7.9
416	Southbend Blvd: Becker Rd to Floresta Dr	4.2	Add 2 lanes, bike lanes, sidewalks	\$54.4
428	Savona Blvd: Gatlin Blvd to California Blvd	1.1	Add 2 lanes, bike lanes, sidewalks	\$14.0
500	Floresta Dr: Port St Lucie Blvd to Crosstown Pkwy	3.5	Operational Improvement	\$15.0
Developer Projects				
2501	E-W-Road 6: Shinn Rd to Glades Cut-Off Rd	2.3	New 4 lanes, bike lanes, sidewalks	\$42.4
2502	Williams Rd: Shinn Rd to McCarty Rd	1.5	New 2 lanes, bike lanes, sidewalks	\$18.4
2503	Williams Ext: McCarty Rd to Glades Cutoff Rd	1.8	New 4 lanes, bike lanes, sidewalks	\$32.9
2504	Newell Rd: Shinn Rd to Arterial A	2.5	New 4 lanes, bike lanes, sidewalks	\$46.7
2505	Range Line Rd: Glades Cut-Off Rd to Midway Rd	5.5	New 4 lanes, bike lanes, sidewalks	\$47.1
2506	Shinn Rd: Midway Rd to Glades Cut-Off Rd	5.0	New 4 lanes, bike lanes, sidewalks	\$42.8
2507	McCarty Rd: Williams Rd to Midway Rd	1.3	Add 2 lanes, bike lanes, sidewalks	\$16.3
2508	McCarty Rd: Glades Cut-Off Rd to Williams Rd	2.0	New 4 lanes, bike lanes, sidewalks	\$36.3
2509	Arterial A: Glades Cut-Off Rd to Midway Rd	2.3	New 4 lanes, bike lanes, sidewalks	\$42.9
2601	Becker Rd: Village Pkwy to Range Line Rd	4.3	New 4 lanes, bike lanes, sidewalks	\$78.2
2602	Paar Dr (W): Village Pkwy to Range Line Rd	4.2	New 4 lanes, bike lanes, sidewalks	\$78.0
2603	Open View Dr (W): Village Pkwy to Range Line Rd	3.9	New 4 lanes, bike lanes, sidewalks	\$72.1
2604	E-W Road 2: Village Pkwy to N-S Road A	2.7	New 4 lanes, bike lanes, sidewalks	\$49.0
2605	Discovery Way: Village Pkwy to Community Blvd	0.3	Add 2 lanes, bike lanes, sidewalks	\$3.5
2606	Discovery Way: Community Blvd to Range Line Rd	3.0	New 4 lanes, bike lanes, sidewalks	\$55.8
2607	Stony Creek Way: Range Line Rd to Tradition Pkwy	1.7	New 4 lanes, bike lanes, sidewalks	\$30.8
2608	Tradition Pkwy: Range Line Rd to Stony Creek Way	2.1	New 4 lanes, bike lanes, sidewalks	\$37.9
2609	Crosstown Pkwy: Range Line Rd to Village Pkwy	2.7	New 4 lanes, bike lanes, sidewalks	\$49.8

Project #	Project Limits	Length (mi)	Project Description	Total Cost (\$ M)
2610	N-S Road A: Crosstown Pkwy to Becker Rd	5.1	New 4 lanes, bike lanes, sidewalks	\$94.3
2611	N-S Road B: Becker Rd to Discovery Way	2.8	New 4 lanes, bike lanes, sidewalks	\$51.5
2612	Community Blvd: Discovery Way to Becker Rd	2.8	New 4 lanes, bike lanes, sidewalks	\$51.4
2701	Airport Connector: Turnpike to I-95	1.0	New 4 lanes, bike lanes, sidewalks	\$95.8
2701	Turnpike @ Airport Connector		Interchange	
2701	I-95 @ Airport Connector		Interchange	

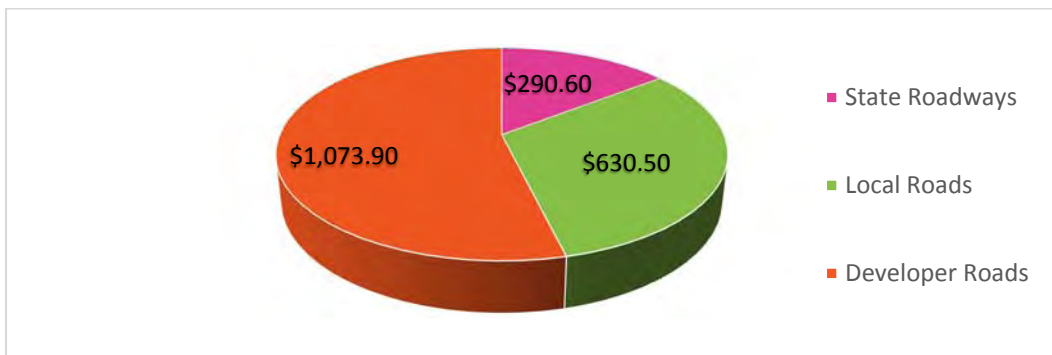
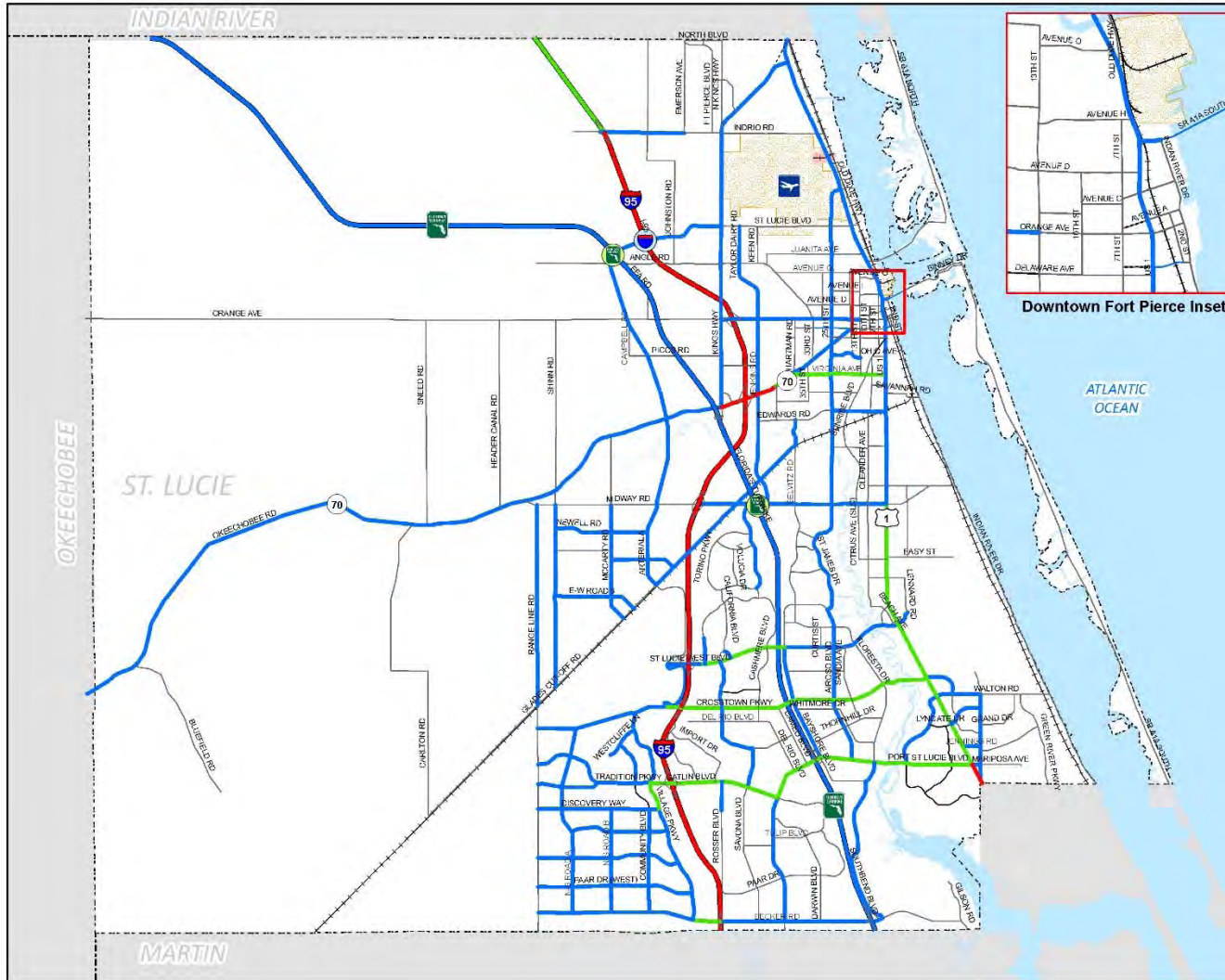


Figure 3-1: Roadway Needs Costs (\$M)

Map 3-3: Final Needs Plan Network Number of Lanes



**St. Lucie TPO
2040 Multimodal Long
Range Transportation Plan**

**2040 Final Needs Plan
Number of Lanes/Road Type**

Legend

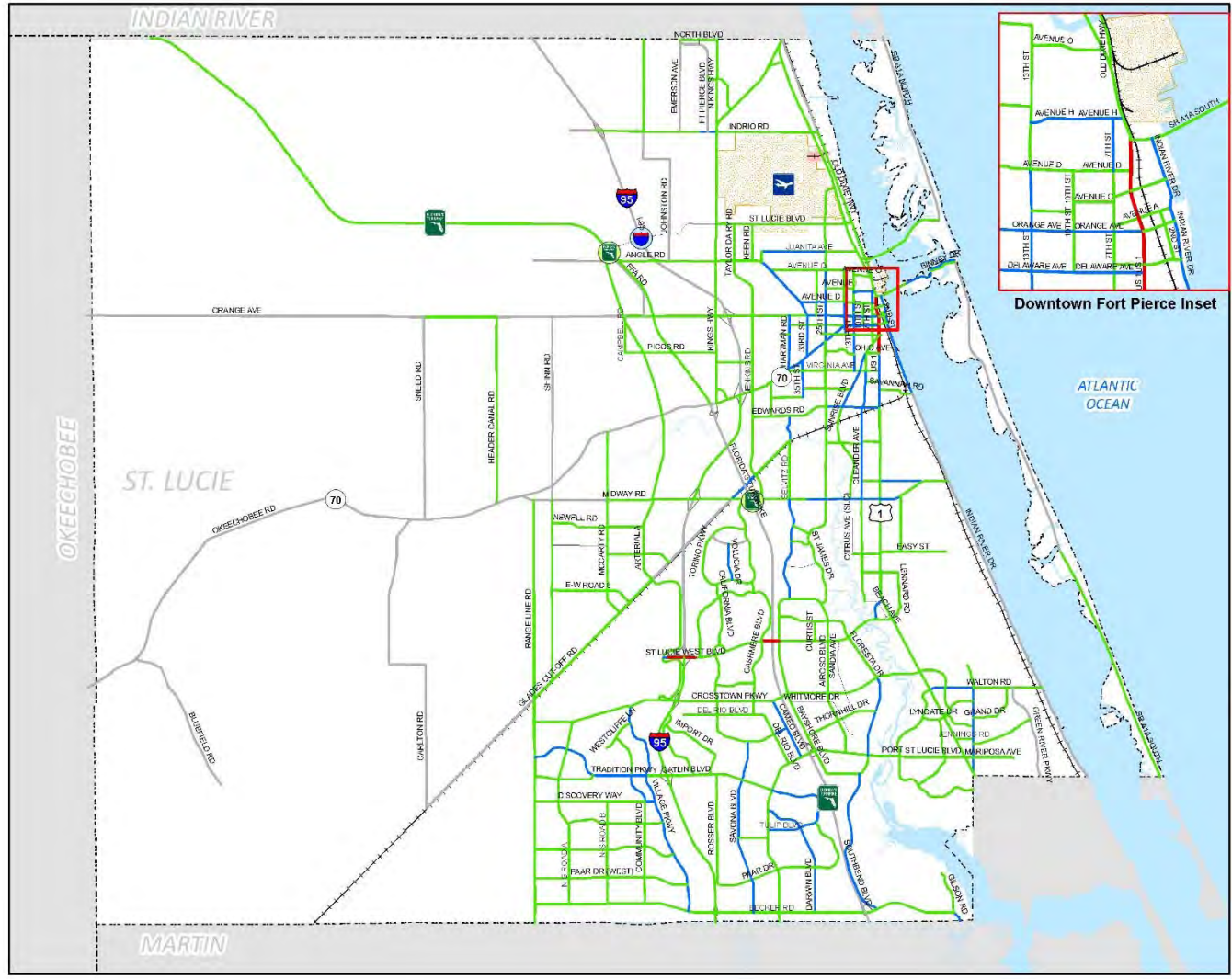
4U	6F
2U	4D
2D	4F
2O	6D
8D	8F

- New Interstate Interchange
- New Turnpike Interchange
- Ramps
- Proposed FLZ Rail Line
- Proposed Freight Logistics Zones

*Note: Road network is E+C with additional improvements to 2040 Needs Plan A3 conditions.
Source: T.O. vTIMAS (Network)*

Go2040
St. Lucie TPO
Long Range Transportation Plan

Map 3-4: Final Needs Plan Level of Service



St. Lucie TPO
2040 Multimodal Long
Range Transportation Plan

2040 Final Needs Plan
Facility Level Of Service

Legend

Facility Level Of Service

- No Data
- LOS B
- LOS C
- LOS D
- LOS E
- LOS F

- New Interstate Interchange
- New Turnpike Interchange
- Proposed FLZ Rail Line
- Proposed Freight Logistics Zones

*Note: Road network is E+C with additional improvements to 2040 Needs Plan A3 conditions.
Source: T.O. vTIMAS (Network)*



Chapter 3: Establishing the Transportation Needs

3.1.2 Walk / Bike Needs

The TPO has done extensive previous work to plan its walk/bike facility network. The Bicycle and Pedestrian System Analysis (2007) and the St. Lucie Bicycle/Pedestrian Corridor Study (2010) identified opportunities to enhance the walk/bike network throughout the county. The System Analysis includes a prioritized list of sidewalk and bike lane projects, and the Corridor Study identifies a potential route for the Florida East Coast Greenway. Both of these reports lay the groundwork for the prioritization process that the TPO completes every year to rank projects for its List of Priority Projects and submission for Transportation Alternative (TA) funding. The Needs Plan consists of projects that have been included on the TA list as well as other projects identified by the TPO and the municipalities. In total, there are 110 miles of sidewalk gaps in St. Lucie County identified in the Needs Plan. The Needs Plan projects are listed in Table 3-3 and are shown on Map 3-5 and Map 3-6. The total cost of the sidewalk gaps is \$58.5 million

Table 3-3: Sidewalk Needs

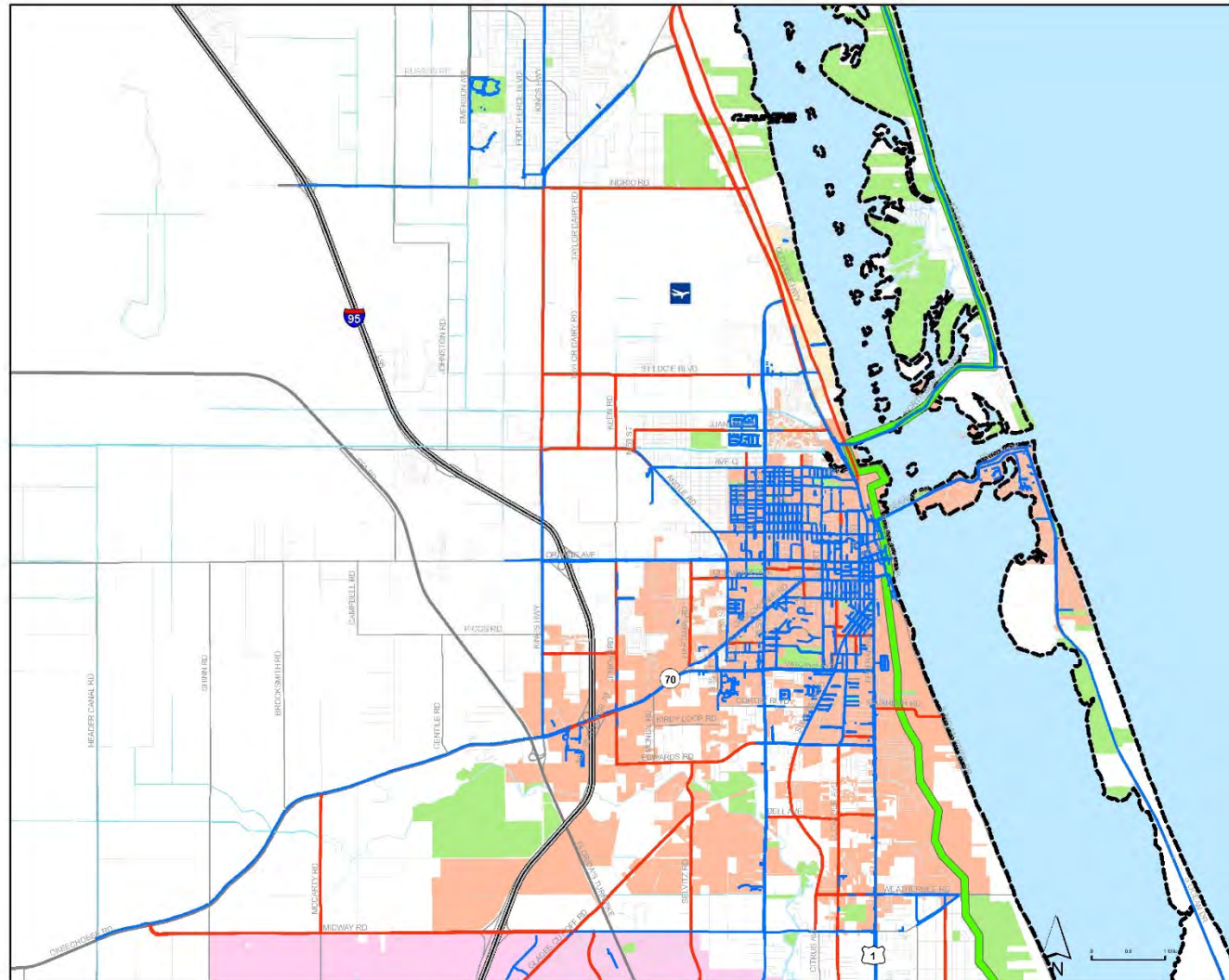
On Street	From	To	Length (mi)
2015/2016 Transportation Alternatives (TA) Priority Sidewalk Gaps			
Oleander Ave	Midway Rd	Market Ave	1.30
Walton Rd	Lennard Rd	Green River Parkway	1.10
17th St Sidewalk Gaps	Georgia Ave	Ave Q	1.70
East Torino Parkway	Volucia Dr	Conus St	0.40
North Macedo Blvd	Selvitz Rd	St. James Dr	1.00
Selvitz Rd	Milner Dr	Peachtree Blvd	0.80
Thornhill Dr	Bayshore Blvd	Airosa Blvd	1.00
Parr Dr	Savona Blvd	Port St. Lucie Blvd	0.80
29th St Sidewalk Gaps	Avenue I	Avenue Q	0.50
Boston Ave	25th St	13th St	0.80
Curtis St	Prima Vista Blvd	Floresta Dr	0.50
Weatherbee Rd	U.S. Highway 1	Oleander Ave	0.50
Volucia Dr	Blanton Blvd	Torino Pkwy	1.00
Oleander Ave	Midway Rd	Saeger Ave	1.50
29th St	Avenue Q	Avenue T	0.10
Alcantarra Blvd	Port St. Lucie Blvd	Savona Blvd	0.80
Floresta Dr	Port St. Lucie Blvd	Southbend Blvd	0.60
Rosser Blvd	Openview	Bamberg St	2.10
Import Dr	Gatlin Blvd	Savage Blvd	2.00
Paar Dr	Bamberg St	Savona Blvd	0.80
Southbend Blvd	Oakridge Dr	Eagle Dr	0.20
Savage Blvd	Import Dr	Gatlin Blvd	1.70
Bayshore Blvd	Mountwell St	Port St. Lucie Blvd	0.80
Emil Dr	Oleander Ave	U.S. Highway 1	0.40
Idol Dr	Charter School	Savona Blvd	0.70
Oakridge Dr	Southbend Dr	Mountwell St	0.80
Selvitz Rd	Floresta Dr	Bayshore Blvd	0.50
Cashmere Blvd	Charter School	Westgate K-8 School	1.00
Tiffany Ave	Lennard Rd	Grand Dr	0.90
West Cedar Pedestrian Mall	2nd St	FEC Railroad	

On Street	From	To	Length (mi)
GO2040 LRTP Candidate Sidewalk Gap Projects			
W Midway Rd	Selvitz Rd	25th	0.99
N Kings Hwy	Angle Rd	Indrio Rd	3.55
Avenue D	Angle	25th	0.70
Sunrise Blvd	Midway	Edwards Rd	2.68
Okeechobee Rd	Hartman/Okeechobee	Georgia	3.37
St Lucie Blvd	N Kings Hwy	25th	2.98
Angle Rd	N Kings Hwy	Avenue Q	1.59
N 53rd St	Angle Rd	Juanita Ave	0.29
NW Blanton Blvd	Volucia	East Torino	0.56
NW California Blvd	West Torino	Wolverine	0.14
NW East Torino Pkwy	NW Blanton Blvd	Midway	1.18
Nw North Torino Pkwy	Shawbury	NW East Torino Pkwy	0.65
NW West Torino Pkwy	Shawbury	Volucia	2.22
SE Floresta Dr	Streamlet	Prima Vista	2.53
SW Fairgreen Rd	Crosstown	SW Cadima St	1.02
Juanita Ave	N 53rd St	N US HWY 1	2.62
SE Calmoso Dr	Sandia	SE Floresta Dr	0.60
W Midway Rd	Okeechobee	Glades Cutoff	7.83
Glades Cut Off Rd	Range Line Rd	Selvitz	9.99
Selvitz Rd	W Midway Rd	Edwards Rd	2.32
S Jenkins Rd	Edwards	Orange	2.74
W Weatherbee Rd	Sunrise Blvd	Oleander	0.30
SE Village Green Dr	Walton	US Hwy 1	2.08
SW Dalton Ave	Savona	Port St Lucie	0.94
SW Duval Ave	Bayshore	Airoso	1.27
SW Whitmore Dr	Bayshore	Airoso	1.04
SE Morningside Blvd	Westmoreland	Port St Lucie	2.22
Hartman Rd	Okeechobee	Orange	1.50
N 10th St	Avenue E	Avenue H	0.19
Ohio Ave	S 11th St	US Hwy 1	0.50
S 11th St	Virginia	Georgia	0.99
Farmers Market Rd	Oleander Ave	US Hwy 1	0.51
Kitterman Rd	Oleander Ave	US Hwy 1	0.50
Edwards Rd	Jenkins	25th	2.10
Calmoso Dr	Airoso	Sandia	0.27
NW Selvitz Rd	Milner	W Midway Rd	0.20
SW Abingdon Ave	Import	Savona	0.88
Keen Rd	Angle	St Lucie Blvd	1.00
Mississippi Ave	13th St	10th St	0.25
Oleander Ave	South Market	Edwards Rd	1.15
Quincy Ave	33rd/Okeechobee	25th	0.48
N Old Dixie Hwy	Avenue M/US Hwy 1	Turnpike Feeder	7.08
Savannah Rd	US Hwy 1	Indian River	0.96
Taylor Dairy Rd	Angle Rd	Indrio Rd	3.54
Indrio Rd	N Kings Hwy	N Old Dixie Hwy	2.78
N US Hwy 1	St Lucie Blvd	Turnpike Feeder	10.12

On Street	From	To	Length (mi)
Delaware Ave	Hartman	33rd	0.50
Easy St	US Hwy 1	Silver Oak Dr	0.93
Bell Ave	25th	Oleander Ave	0.98
Colonial Rd	Southern	Ohio Ave	0.25
Oleander Ave	Beach	N of Kitterman	1.26
SW Cadima St	SW Fairgreen Rd	Savage/Galiano	0.15
Graham Rd	Kings	Jenkins	1.00
McCarty Rd	W Midway Rd	Okeechobee	1.87
NW Gilson Rd	Martin Co Line	SE Becker Rd	0.35
Range Line Rd	Martin Co Line	Glades Cutoff	6.15
SE Becker Rd	E of Via Tesoro/Waterfall	NW Gilson Rd	1.86
SILVER Oak Dr	Easy St	Midway	1.79
BEACH Ave	Rio Mar	Oleander	0.39

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Map 3-5: St. Lucie County Walk-Bike Needs (North County)



**St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)**

Walk-Bike Network, North

LEGEND

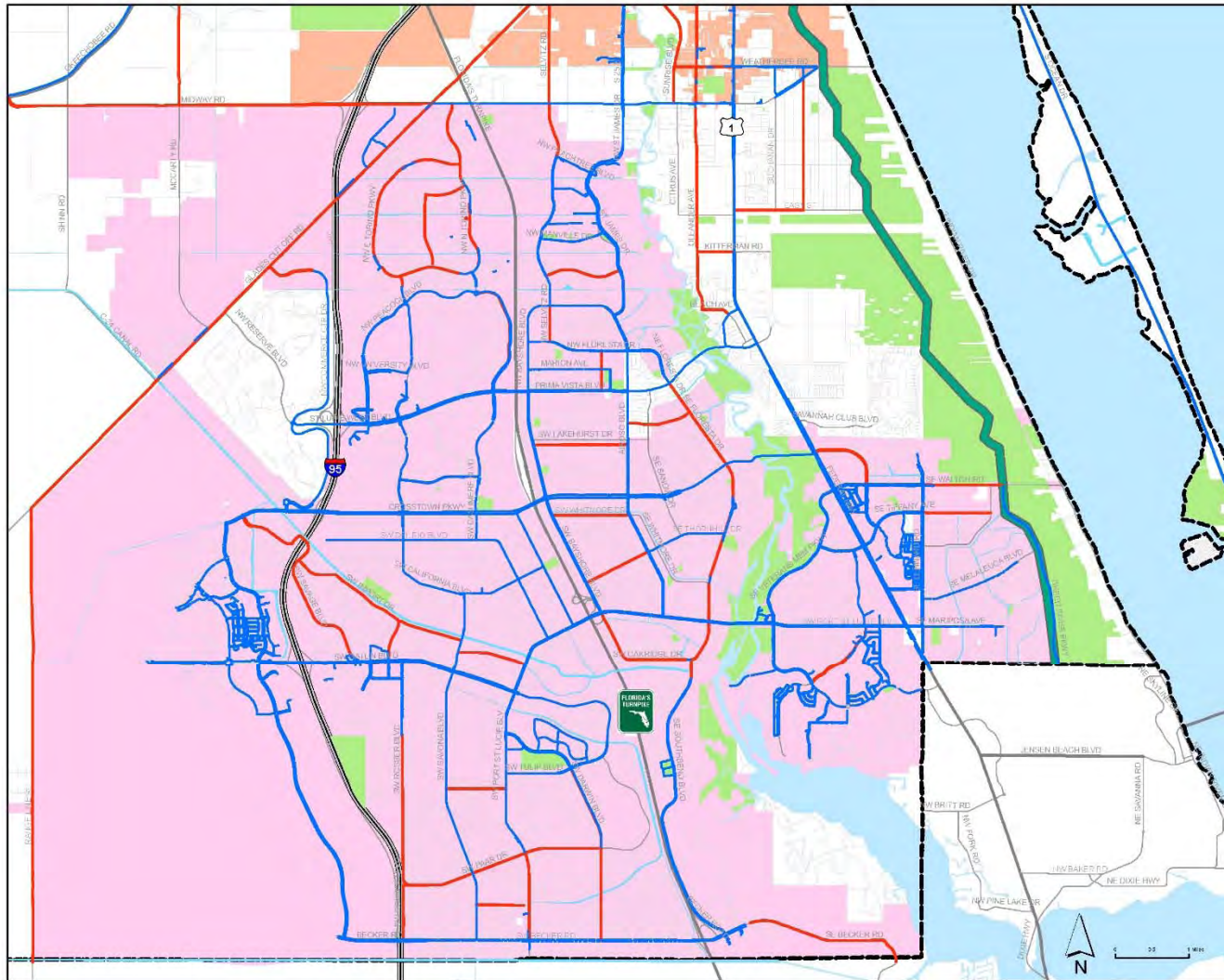
- School
- Existing Sidewalks & Bike Lanes & Striped Shoulders (Width Varies) From Bike/Ped Inventory and FY 2015/16 - FY 2019/20 TIP
- Needed Sidewalks & Bike Lanes & Striped Shoulders From Bike/Ped Inventory and FY 2015 - 2016 LOPP
- Other Streets (95% Residential) Without Sidewalks & Bike Lanes & Striped Shoulders
- East Coast Greenway
- St. Lucie Parks and Preserves
- Fort Pierce
- Port St. Lucie
- St. Lucie Village

Source: St. Lucie TPO map packages

Date: 12/22/2015

Go2040
St. Lucie TPO
Long Range Transportation Plan

Map 3-6: St. Lucie County Walk- Bike Network Needs (South County)



**St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)
Walk-Bike Network, South**

LEGEND

- School
- Existing Sidewalks & Bike Lanes & Striped Shoulders (Width Varies) From Bike/Ped Inventory and FY 2015/16 - FY 2019/20 TIP
- Needed Sidewalks & Bike Lanes & Striped Shoulders From Bike/Ped Inventory and FY 2015 - 2016 LOPP
- Other Streets (85% Residential) Without Sidewalks & Bike Lanes & Striped Shoulders
- East Coast Greenway
- St. Lucie Parks and Preserves
- Fort Pierce
- Port St. Lucie
- St. Lucie Village

Source: St. Lucie TPO map packages

Date: 12/22/2015

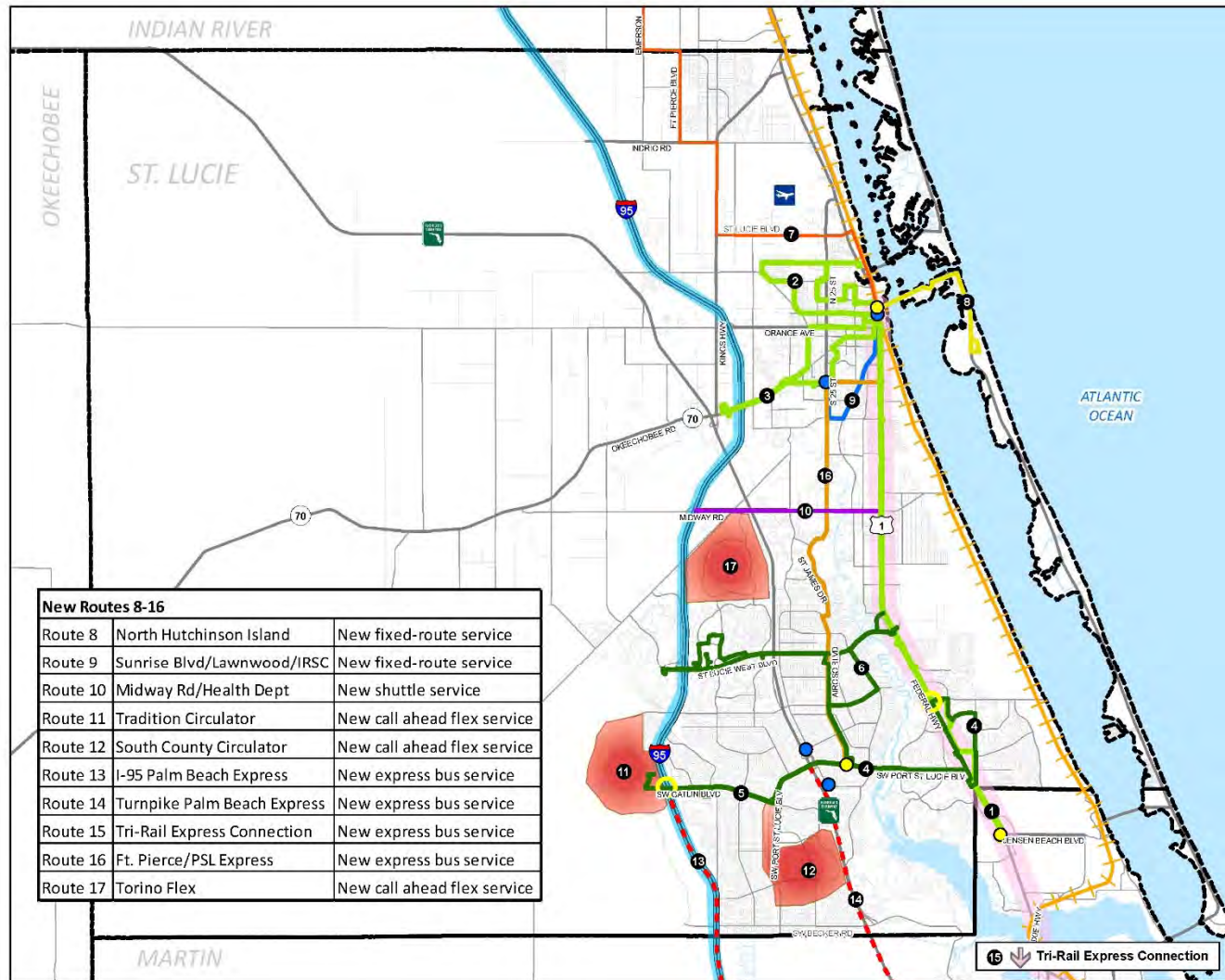
Chapter 3: Establishing the Transportation Needs

3.1.3 Transit Needs Plan

The 2040 Transit Needs Plan was developed in collaboration with the TPO and Community Transit, the division of Council on Aging of St. Lucie, Inc. that provides bus service for St. Lucie County. Currently, the fixed route service has seven routes, two of which connect regionally to Martin and Indian River Counties. Ridership for the Fiscal Year for October 1, 2013 to September 30, 2014 was 312,454.

The 2040 Transit Needs Plan is based on the 2015-2024 Transit Development Plan (TDP) Update. This 10-year plan identifies public transit service improvement priorities for the County and determines the operating and capital costs to implement the priorities. Since the adoption of the TDP, Community Transit has been working with the Board of County Commissioners to fund additional service enhancements. Those enhancements include the increase of bus frequency to 30 minutes and expanded service hours on routes 1, 2 and 3. Saturday service also is being added. Route 7, between Lakewood Park and Fort Pierce, was added in 2015. Additional needs identified in the TDP were discussed with Community Transit and are included in the Final Transit Needs Plan, as shown on Map 3-7. In addition to implementation of new transit service, Community Transit also has identified the need for construction of a new administration and operations facility. The cost of these needed transit service improvements and facilities through 2040 are estimated \$50.4 million for capital and vehicle purchases and \$129.4 million for operating expenses. The total cost for the transit needs is \$179.8 million in current year dollars.

Map 3-7: Final Transit Needs



New Routes 8-16		
Route 8	North Hutchinson Island	New fixed-route service
Route 9	Sunrise Blvd/Lawnwood/IRSC	New fixed-route service
Route 10	Midway Rd/Health Dept	New shuttle service
Route 11	Tradition Circulator	New call ahead flex service
Route 12	South County Circulator	New call ahead flex service
Route 13	I-95 Palm Beach Express	New express bus service
Route 14	Turnpike Palm Beach Express	New express bus service
Route 15	Tri-Rail Express Connection	New express bus service
Route 16	Ft. Pierce/PSL Express	New express bus service
Route 17	Torino Flex	New call ahead flex service

**St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)
2040 Transit Needs**

Legend

- Routes 1-3 Existing
- Routes 4-6 Existing
- Route 7: Lakewood Park
- Route 8
- Route 9
- Route 10
- Route 13
- Route 14
- Route 16
- Circulators
- 95 Express Bus
- Passenger Train
- Transit Stations
- Existing Park and Ride
- Proposed Park and Ride

**Existing Services includes services adopted in the FY2024 TDP Major Update*

Source: 2024 TDP
2035 St. Lucie-Martin RL RTP
Map Date: 07/09/15



Chapter 3: Establishing the Transportation Needs

3.1.4 Pavement Management

MAP-21 requires emphasis on the preservation and maintenance of multimodal transportation infrastructure assets. As part of the development of the Go2040 LRTP, discussions occurred with local governments concerning the level of investments being made in the management of the pavement resurfacing programs in St. Lucie County. These discussions indicated that although local government representatives that are in charge of their respective pavement management programs understand the need for a reasonable pavement resurfacing lifecycle of at least 25 years, recent and current funding levels are simply not available to make this happen. The following information illustrates the pavement resurfacing funding need based on the adopted Go2040 Roadway Needs Plan for all collector and above roads designated on the St. Lucie TPO federal functional classification map for St. Lucie County. It should be noted that the numbers below do not include subdivision and local roads in St. Lucie County.

Development of Funding Need

Information from the TPO transportation inventory database was collected and used to develop the lane miles of roadway that each local government was responsible to maintain, including the addition of new and widened roads included in the adopted Go2040 LRTP Needs Plan. The resurfacing cost per lane mile was developed from information provided by local governments in the county.

Collectively, to maintain a 25-year life cycle (average number of years between pavement resurfacing) for federal functionally-classified roads with a designation of collector and above, approximately 37 lane miles of road need to be resurfaced annually. At \$175,000 to resurface one lane mile and based on their current adopted budgets, Fort Pierce and St. Lucie County collectively would be able to resurface 2.4 lane miles in 2015. The countywide funding investment level to achieve a 25-year life cycle is \$6.5 million annually. This level of investment assumes that the condition of roads in St. Lucie County would not require roadway restoration, which is 2-3 times more expense than roadway resurfacing. Table 3-4 presents a summary of the pavement resurfacing need in St. Lucie County on an annual basis. For the Go2040 LRTP, the total cost over the 20-year period would be \$129.7 million. Covering the entire cost of the 25-year life cycle would be \$162.1 million.

For roadway maintenance activities undertaken by FDOT, guidance regarding the funding of these activities was provided to the TPO and is included in Appendix C. This guidance encompasses all of the non-capacity programs administered by the State. FDOT has indicated that sufficient revenue was held back when the metropolitan estimates for the LRTP were developed to meet the statewide objectives and policies for roadway maintenance. Under the State resurfacing program, FDOT ensures that 80% of State Highway System pavement meets Department standards.

Table 3-4: Countywide Pavement Resurfacing Needs

Jurisdiction	2040 Needs Plan Lane Miles ¹	Lifecycle	Lane Miles / Year to Meet Life Cycle	Cost/ Lane Mile ²	Annual Budget Need	Budget Allocation in FY15/16 ⁴	Actual Lane Miles/ Year Resurfaced
Port St. Lucie ³	446.0	25	17.8	\$ 175,000	\$ 3,122,112	\$ -	-
Fort Pierce	35.1	25	1.4	\$ 175,000	\$ 245,763	\$ 100,000	0.6
County	445.1	25	17.8	\$ 175,000	\$ 3,115,679	\$ 325,000	1.9
Total	926.2	N/A	37.0		\$ 6,483,554	\$ 425,000	2.4

Notes:

¹ Includes federal functionally-classified collector roadways and above (does not include local roads).

² Average cost/lane mile for pavement resurfacing based on discussions with Port St. Lucie and St. Lucie County staff.

³ Port St. Lucie recently implemented a Pavement Management System. Resurfacing needs are established on a project need basis based on funding availability.

⁴ Assumes 25% and 50% of pavement resurfacing budgets in Fort Pierce and the County, respectively, are allocated for this program, with remainder going toward resurfacing of local and subdivision roads.

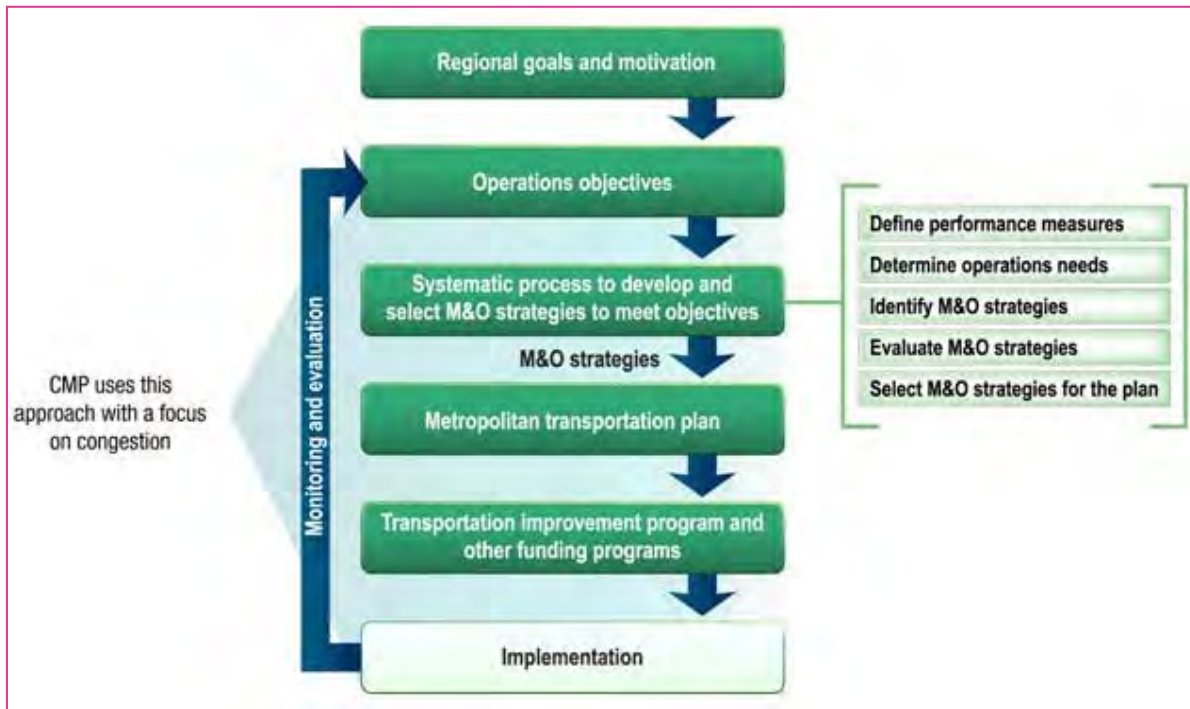
3.1.5 Intelligent Transportation Systems (ITS)

This section discusses the use and integration of ITS in the Go2040 LRTP, including how the region’s ITS plans are connected into the LRTP process, examples of how ITS is integrated into the LRTP, and a discussion on the future of ITS.

Connecting the Region’s ITS Plans to the LRTP

Figure 3-2 shows the linkages between metropolitan transportation planning and planning for management and operations of the transportation network. The core function of ITS is to support management and operations, focusing on improving the transportation network efficiency and safety, so this process can be applied specifically to ITS planning. The St. Lucie TPO places a high priority for implementation of ITS by including it as a TIP project priority. Additionally, the TPO supports ITS through the funding of the US 1 Corridor Retrofit and ITS Program, which is included in the Go2040 Needs Plan. St. Lucie County traffic, emergency, and data management systems also have been integrated into the regional ITS architecture, which, by its existence, is recognized in the Go2040 LRTP.

Figure 3-2: Integrating the LRTP Planning Process and ITS



Integration of ITS in the LRTP

ITS supports the St. Lucie TPO objectives for a safe and efficient, multimodal transportation system. Areas in which ITS planning and regional transportation planning intersect include the following:

- > ITS can be included as one of the solutions assessed in the **Congestion Management Process (CMP)**. Additionally, there is some potential for ITS to support the performance monitoring needs of the CMP (and the LRTP) by leveraging the data gathered by ITS for operations and by using it for performance monitoring.
- > ITS is one of several potential investments that can be used to support County transportation development **goals**. Examples include implementing bicycle detection at traffic signals on bicycle corridors or using systems to support real-time transit operations such as transit real-time location systems.
- > An **Advanced Transportation Management System (ATMS) Master Plan** for St. Lucie County was completed in February 2013 and incorporates input from the regional transportation agencies into an integrated approach for ITS. The ATMS Master Plan includes a phasing plan and cost estimates to implement the short- to mid-term ITS systems and other ITS infrastructure. Integration of the ATMS Master Plan into the LRTP and Transportation Improvement Plan (TIP) processes has been accomplished. The current TIP ranked but did not fund Phase 1 improvements identified in the ATMS Master Plan. This project includes fiber optic infrastructure, cameras, poles, and data collection devices

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to interconnect 56 intersections on US 1 from Turnpike Feeder Road to Savanna Club Boulevard and on Okeechobee Road (SR-70) from Kings Highway to US 1. This will enable interconnection of these traffic signals and monitoring of operations to improve traffic flow on US 1 and Okeechobee Road.

- > The FY2015–2024 **St. Lucie County TDP** identifies a planning and policy priority to add ITS enhancements to the existing and future bus fleet. This reflects the advance of transit ITS technology and the need to have more modern ITS systems in place to allow the County and the Community Transit service to implement programs and track system performance more efficiently.
- > An ITS strategy that spans both transit and roadway improvements is the application of **Transit Signal Priority (TSP)**. Advancements in street-side signal equipment and on-bus detection, as well as signal timing programming, have allowed TSP to be applied with a positive impact on reducing bus travel time with a minimal impact on general traffic operations.

The Future of ITS

High-bandwidth and field-hardened ITS communications infrastructure, wireless vehicle detection technologies, and “smart” traffic signal systems that respond to traffic demands in real time are all leading-edge realities today and will become more and more mainstream over time.

Also, today, research and development by the government and private sectors is being conducted in the area of automated vehicles. Technologies such as collision-avoidance, in which the vehicle senses an impending crash and applies the brakes automatically, are now available on high-end vehicles. The evolution to self-driving cars is expected to continue, especially over the next 10–20 years.

3.1.6 Congestion Management Plan

This section summarizes the St. Lucie County TPO Congestion Management Process (CMP) and preliminary screening of congested facilities for potential CMP concerns as they relate to the LRTP. This process includes updating traffic counts and the roadway facility database and conducting an LOS analysis on the 2015 and 2019 roadway study networks.

Congestion Management Process Recommendations

Table 3-5 is a list of corridors that were identified as Tier 1 candidates during the analysis of the 2019 projected congestion levels. This table also illustrates the point ranges for various volume to capacity ratios and the associated point weighting for each volume to capacity level. The 2019 LOS analysis results are shown in Map 3-8. This analysis was used to provide a county-wide congestion screening for the CMP element of the LRTP.

As expected, several of the candidate corridors are included in the 2040 Final Needs Plan and some of these Needs Plan improvements will make it into the 2040 Cost Feasible Plan. It is recommended that unfunded 2040 Needs Plan Projects included in Table 3-5 and Needs Plan projects that made it into the 2040 Cost Feasible Plan but that are scheduled for funding in the time band from 2031 to 2040 be scheduled for a Tier II congestion

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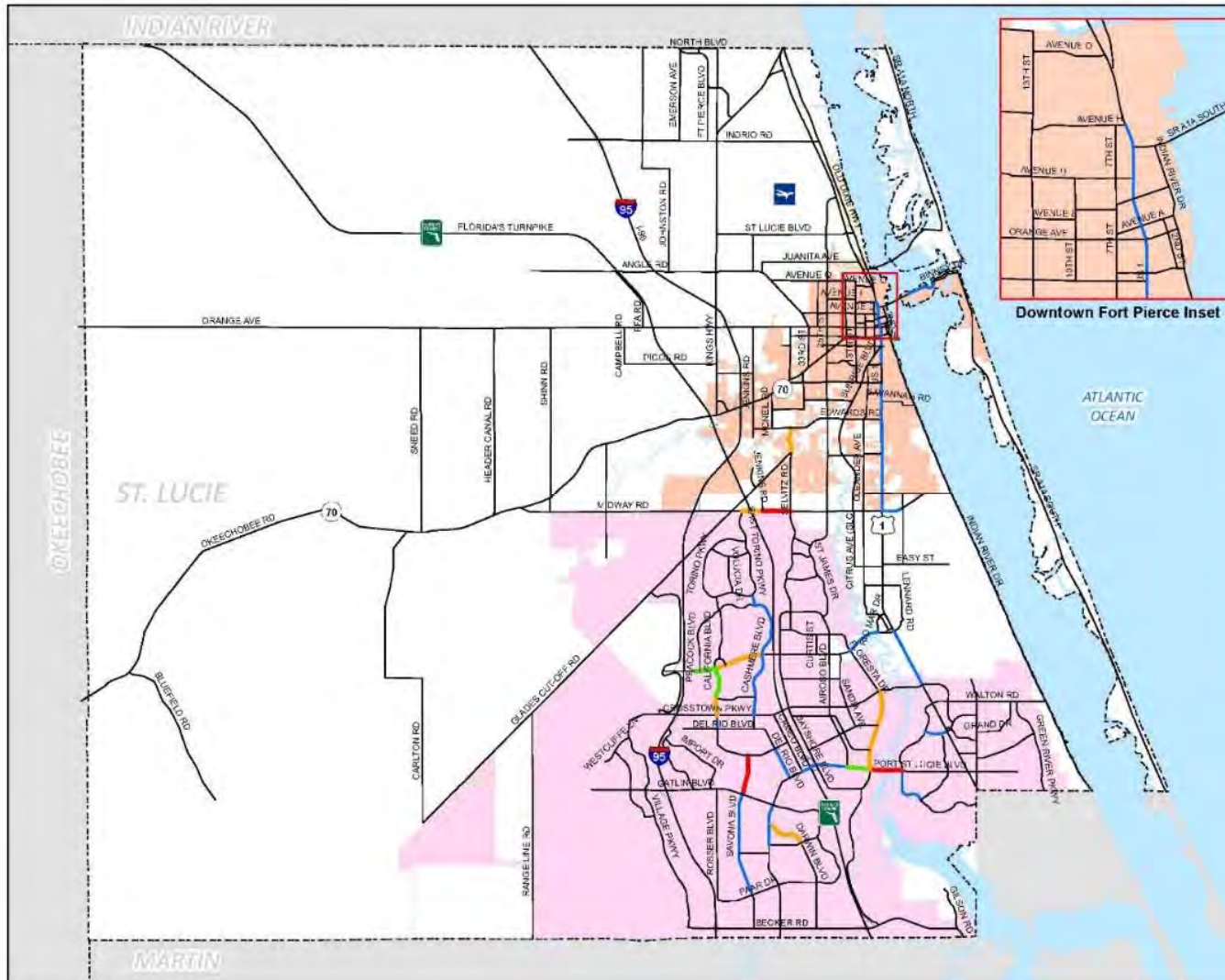
mitigation analysis. The purpose of the Tier II congestion mitigation analysis is to identify potential congestion strategies and improvements that can be considered for funding in the Cost Feasible Plan Congestion Management Program.

Table 3-5: 2019 Congested Corridors and CMP Recommendations

Performance Measure	V/C Ratio	Points
Range of Points	<=0.80	0
	0.80-0.94	4
	0.94-1.00	6
	1.00-1.10	8
	>1.10	10

2019 Analysis					
On Street	From	To	V/C	Points	Notes
Port St Lucie Blvd	Floresta	Veterans Memorial	> 1.10	10	Constrained
Midway Rd	Jenkins	Selvitz	> 1.10	10	Potential CMP improvement
Savona Blvd	Gatlin	California	> 1.10	10	Potential CMP improvement
Midway Rd	East Torino	Jenkins	1.00-1.10	8	Potential CMP concern
Selvitz Rd	Glades Cutoff	Edwards	1.00-1.10	8	Potential CMP concern
St Lucie W Blvd	California	Cashmere	1.00-1.10	8	Potential CMP concern
California Blvd	Crosstown	Heatherwood	1.00-1.10	8	Potential CMP CONCERN
Floresta Dr	Crosstown	Port St Lucie	1.00-1.10	8	Potential CMP Concern
Darwin Blvd	Port St Lucie	Tulip	1.00-1.10	8	Potential CMP concern

Map 3-8: 2019 Congested Roadways



St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)
Map CMP-4
2019 E+C Conditions
Congested Roadways

Legend

Volume To Capacity Ratio

- V/C ≤ 0.80
- V/C > 0.80 < 0.94
- V/C > 0.94 < 1.00
- V/C > 1.00 < 1.10
- V/C ≥ 1.10

Ramps

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

County Boundary

*Note: Road network is 2019, existing plus committed (E+C) conditions. Volumes are projected to 2019 from historic County and State traffic counts (2005-2014).
Sources: T.O. vTIMAS (Network),
St. Lucie TPO TDMS (Traffic Counts).*



3.1.7 Project Prioritization

Table 2-5 in Chapter 2 shows the linkage between goals, objectives, performance measures, and proposed project ranking criteria. Each project ranking criterion has a corresponding point value that can be assigned to each multimodal project as appropriate. This produces a total technical score for each project. Additionally, representatives of the TAC were asked to rank order the Needs Plan projects for each mode. The technical score was given a weight of 60% and the TAC rankings were weighted at 40%. Table 3-6 provides the scoring results in rank order by mode and jurisdiction.

Table 3-6: Multimodal Project Priorities

Jurisdiction / Mode	Project #	Project Location	Length (mi)	Project Description	Rank
State/Road	500	US 1: Edwards Rd to SR A1A South	3.07	Operational improvements	1
State/Road	402	Kings Hwy: N Of I-95 Overpass to Indrio Rd	4.44	Add 2 lanes, bike lanes, sidewalks	2
State/Road	401	Turnpike Feeder Rd: Indrio Rd to US 1	2.74	Add 2 lanes, bike lanes, sidewalks	3
County/Road	413	Midway Rd: East Torino Pkwy to Selvitz Rd	1.32	Add 2 lanes, bike lanes, sidewalks	1
County/Road	403	Glades Cut-Off Rd: Commerce Ctr Dr to Selvitz Rd	5.39	Add 2 lanes, bike lanes, sidewalks	2
County/Road	451	Jenkins Rd: Midway Rd to St. Lucie Blvd	12.95	Add 2 lanes, bike lanes, sidewalks	3
County & Dev/Road	2701	Airport Connector: Turnpike to Kings Hwy	3.24	New 4 lanes, bike lanes, sidewalks	6
County/Road	404	Selvitz Rd: Glades Cut-Off Rd to Edwards Rd	0.71	Add 2 lanes, bike lanes, sidewalks	4
County & Dev/Road	2702	North Mid-County Connector: Turnpike to Midway Rd	8.21	New 4 lanes, bike lanes, sidewalks	5
City/Road	414	St Lucie W Blvd: E Of I-95 to Cashmere Blvd	1.90	Add 2 lanes, bike lanes, sidewalks	1
City/Road	408	Port St Lucie Blvd: Paar Dr to Darwin Rd	1.70	Add 2 lanes, bike lanes, sidewalks	2
City/Road	407	Port St Lucie Blvd: Becker Rd to Paar Dr	1.19	Add 2 lanes, bike lanes, sidewalks	3
City/Road	406	E Torino Pkwy: Cashmere Blvd to Midway Rd	2.44	Add 2 lanes, bike lanes, sidewalks	4
City/Road	415	Floresta Dr: South Bend Blvd to Port St Lucie Blvd	0.61	Add 2 lanes, bike lanes, sidewalks	6
City/Road	416	Southbend Blvd: Becker Rd to Floresta Dr	4.18	Add 2 lanes, bike lanes, sidewalks	5
City/Road	428	Savona Blvd: Gatlin Blvd to California Blvd	1.08	Add 2 lanes, bike lanes, sidewalks	7
City/Road	405	California Blvd: Savona Blvd to St Lucie W Blvd	3.02	Add 2 lanes, bike lanes, sidewalks	8
City/Road		Floresta Dr: Port St Lucie Blvd to Crosstown Pkwy		Operational improvements	N/A
Transit		Route 16 - Ft. Pierce/PSL Express	N/A		1

Jurisdiction / Mode	Project #	Project Location	Length (mi)	Project Description	Rank
Transit		Route 15 –Tri-Rail Express Connection	N/A		2
Transit		Route 10 –Midway Rd	N/A		3
Transit		Route 13 –I-95 Palm Beach Express	N/A		4
Transit		Route 9 – Sunrise Blvd	N/A		5
Transit		Route 14 –Turnpike Palm Beach Exp.	N/A		6
Transit		Route 11 –Tradition Circulator	N/A		7
Transit		Route 17 –Torino Flex	N/A		8
Transit		Route 8 –Hutchinson Island	N/A		9
Walk Bike		TPO Prioritized Projects	N/A		1
Walk Bike		Florida East Coast Greenway	N/A		2
Walk Bike		L RTP Prioritized Projects	N/A		3

3.2 Movement of Freight and Goods

The competitiveness of St. Lucie County and the broader region is closely linked to the efficiency of freight movement through St. Lucie County, connecting producers to consumers, and providing access to domestic and international markets. Creating and sustaining a freight transportation system that achieves this objective is a key part of the Go2040 LRTP. Below are the goals of the LRTP and their relation to the movement of freight:

- Economic Prosperity and Growth:** The plan seeks to support continuing prosperity and growth by improving the efficiency of goods movement and improving access to a wide range of destinations.
- Existing Assets and Services:** The plan seeks to maintain the condition of existing transportation assets and improve the efficiency of transportation services. It proposes to measure the condition of pavements and bridges and assess the impact of new projects on their condition.
- Cooperation:** The plan seeks to facilitate unified transportation decision making through intergovernmental cooperation. This cooperation is also sought outside of the public sector, involving the community and industry groups throughout decision making processes.
- Safety & Security:** The plan seeks to improve the safety of the transportation system and enhance resiliency to climate change, emergencies and disasters. The safety of freight transportation will be monitored continuously and projects will be undertaken that have the potential to reduce motorized and non-motorized fatalities and injuries.

3.2.1 Freight Assets

The SIS network was developed by FDOT to enumerate the transportation infrastructure assets that are most important for the state.

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Highways

A critical highway that crosses St. Lucie County is I-95, which represents the transportation backbone, not just of Florida, but of the eastern U.S. In Florida, this highway links the south, central, and northern parts of the state, passing through the most populated areas. It also connects several of the state's most critical seaports, airports, and railroads, providing accessibility throughout the U.S. freight network. Another important highway passing through St. Lucie County is Florida's Turnpike, which connects South Florida to Central Florida. Both the Turnpike and I-95 are designated as SIS Corridors.

Also important is SR-70 (Okeechobee Road), which provides connection to Florida's west coast, leading straight into the Tampa-St. Petersburg Area. The part that serves as an interchange between the Florida Turnpike and I-95 has been designated as an SIS Highway Corridor.

In addition to roads designated as SIS Corridors, St. Lucie County has many other roads that are important parts of the freight transportation system.

Rail

St. Lucie County is traversed by two railroads. The Florida East Coast Railroad (FEC) operates its mainline through the eastern coast of the state, starting in Jacksonville and going south until reaching Homestead and is the only designated SIS Railway Corridor in the county. The other main railroad operating in St. Lucie County is the South Central Florida Express Railroad's K-Line, connecting the Port of Fort Pierce with CSX's A-Line at Marcy. FEC operates an intermodal facility in West Palm Beach and another in Fort Pierce, both of which feed into CSX's main lines for transportation throughout the U.S.

Seaports

Four ports in Florida have been designated as Major Cargo Gateway Ports, and an additional seven have been designated as Regional Cargo Gateway Ports. One of these regional gateway ports is located in St. Lucie County, the Port of Fort Pierce, a deep-water port in Fort Pierce operated by St. Lucie County. The main export handled by the port is grapefruit, and the main imports are cement and aragonite (a carbon mineral). Tonnages at the port have been declining steadily since the economic recession of 2008.

The Port of Fort Pierce currently has 87 acres of adjacent land that it would like to develop. A project is underway to improve the drainage and lighting to prepare the Port for future development. The new development could include a mix of recreational, commercial and industrial uses. This project came out of stakeholder work conducted as part of ongoing planning efforts.

Air

The largest airport in the county is the St. Lucie County International Airport, which does not handle significant cargo tonnages. The region is served primarily by Palm Beach International Airport, which is the closest, Fort

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Lauderdale-Hollywood International Airport, and Miami International Airport. Orlando International Airport is also located within a short drive.

3.2.2 Opportunities and Emerging Issues

Proposed Highway Connector

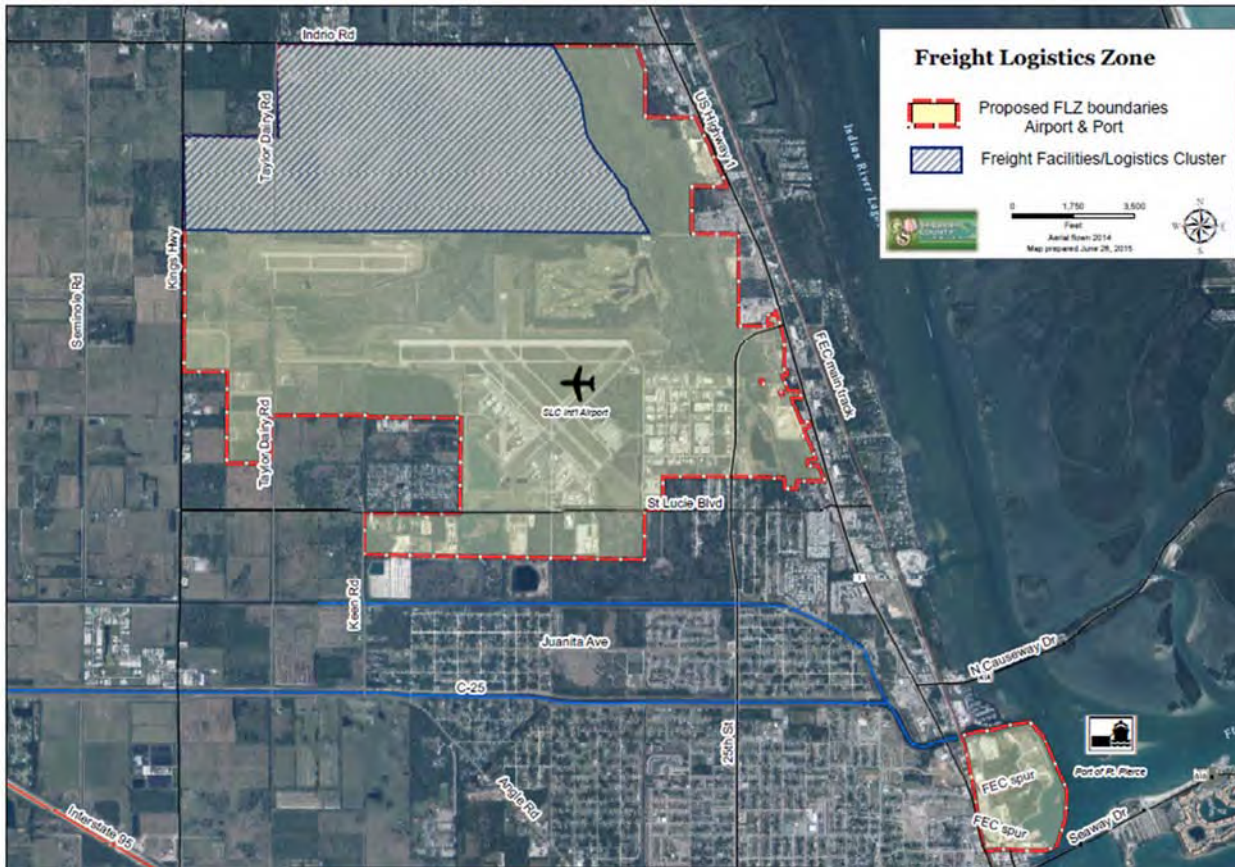
Several truck congestion issues appear to be caused by the current alignment of the roadway network, where highway trucks destined to the Port of Fort Pierce and the surrounding city need to travel a relatively long distance through urban arterials to access their destinations. The only nearby interchange on Florida's Turnpike is at Okeechobee Road, and I-95 has interchanges at Okeechobee Road and Orange Avenue. These two roads, along with Kings Highway, have some of the highest travel time unreliability in the county, reflecting high levels of congestion during certain times of the day.

Construction of a new connector road has been proposed that would link I-95 and Florida's Turnpike with St. Lucie Boulevard, providing a more direct route for trucks traveling on the highways to reach the Port of Fort Pierce, St. Lucie County International Airport, the FEC railroad, and other economic activity in the city. There also are plans to develop 984 acres of land north of the airport into a logistics park, which would be facilitated by a better connection to the highway network. This project has the potential to reduce truck volumes at Orange Avenue, Kings Highway, and parts of Okeechobee Road, reducing congestion and associated negative externalities.

North St. Lucie County Freight Logistics Zone

Discussions are underway to consider the development of an FLZ in northern St. Lucie County. County staff have had discussions with FDOT District 4 regarding this concept and development of a concept plan, which could lead to FLZ designation. Figure 3-3 shows the potential location of the FLZ in northern St. Lucie County.

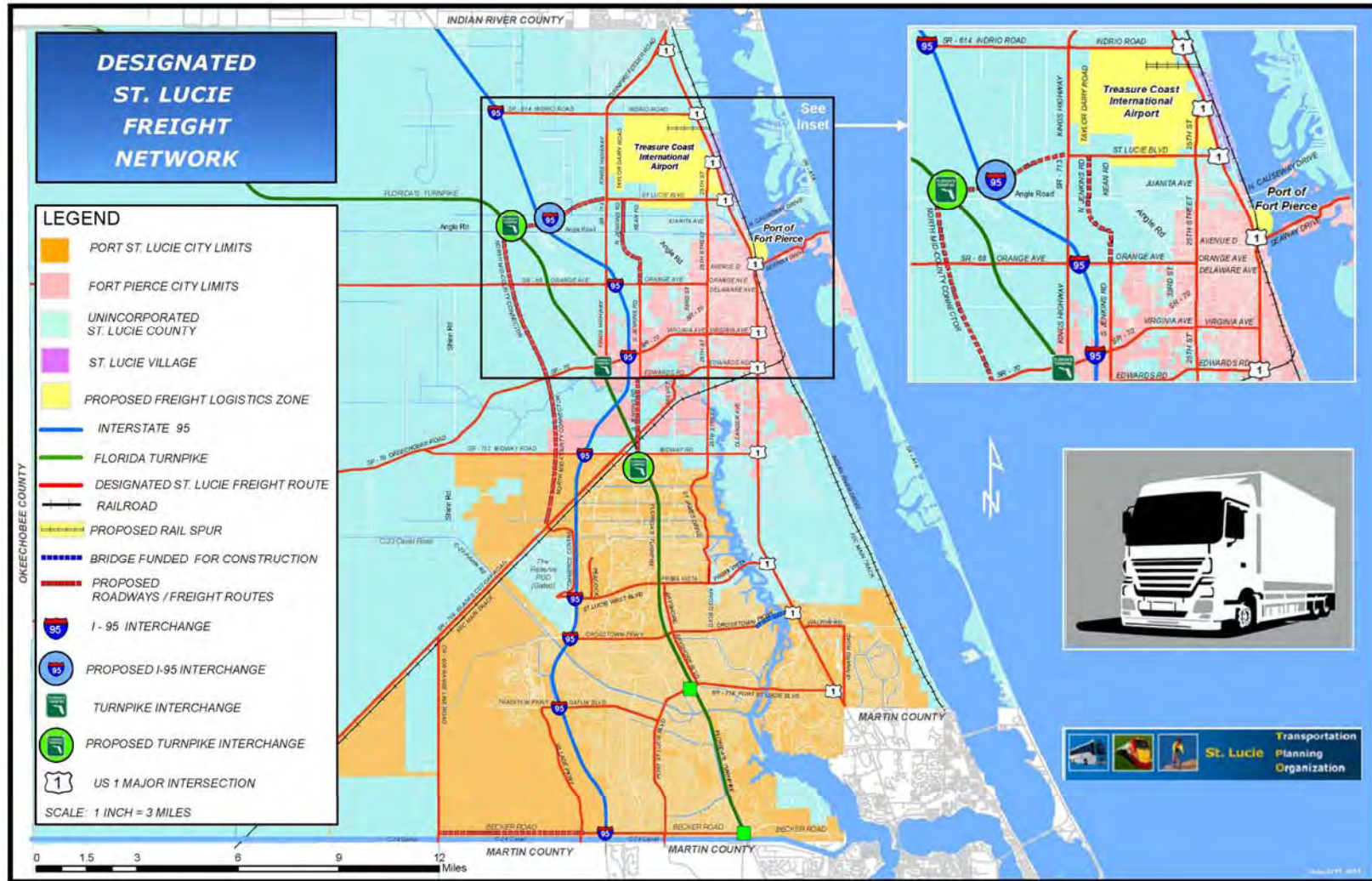
Figure 3-3: Proposed Freight Logistics Zone



3.2.3 St. Lucie Freight Network

In response to recently-enacted federal and State legislation and policies, the U.S. Department of Transportation (USDOT) and FDOT are emphasizing planning for freight movement and investing in freight infrastructure. Accordingly, USDOT has designated a Primary Freight Network (PFN), and FDOT has developed a map of Regional Trucking Corridors. Consistent with these efforts, the TPO has developed the St. Lucie Freight Network. Established by the TPO Board for the coordination of freight planning activities, this network, as shown in Map 3-9, incorporates port, airport, railroads, and the proposed FLZ and identifies the future freight corridors and interchanges listed in the LRTP.

Map 3-9: St. Lucie Freight Network



3.3 Safety and Security

3.3.1 Safety

This section considers Vulnerable Road User Emphasis Areas as defined in the Florida Strategic Highway Safety Plan. Vulnerable Road Users include bicyclists, pedestrians, and motorcyclists, who tend to have higher injuries and fatalities compared to the other Emphasis Areas. St. Lucie County abides by FDOT’s mission to provide a safer surface transportation system for residents, businesses, and visitors by identifying areas, corridors, and intersections within the county for opportunities in which safety improvements would have the greatest impact.

Vulnerable Road User crashes within St. Lucie County were compared to Florida and the U.S., as shown in in Table 3-7. This table indicates that pedestrian, bicycle and motorcycle injury and fatality rates in St. Lucie County are significantly lower than the corresponding rates in the State of Florida. However, when compared the United States as a whole, St. Lucie County rates are higher for pedestrian and bicycle crashes and lower for motorcycle crashes. While Vulnerable User Crash Rates in St. Lucie County compare favorably within the State of Florida, the purpose of this Section is to develop recommendations and strategies that consider engineering, enforcement, education and emergency response. Map 3-10 geographically illustrates all pedestrian, bicyclist, and motorcycle crashes that occurred from 2010 to 2014. Map 3-11 illustrates corridors and intersections that are candidates for future analysis based on number of crashes and fatalities.

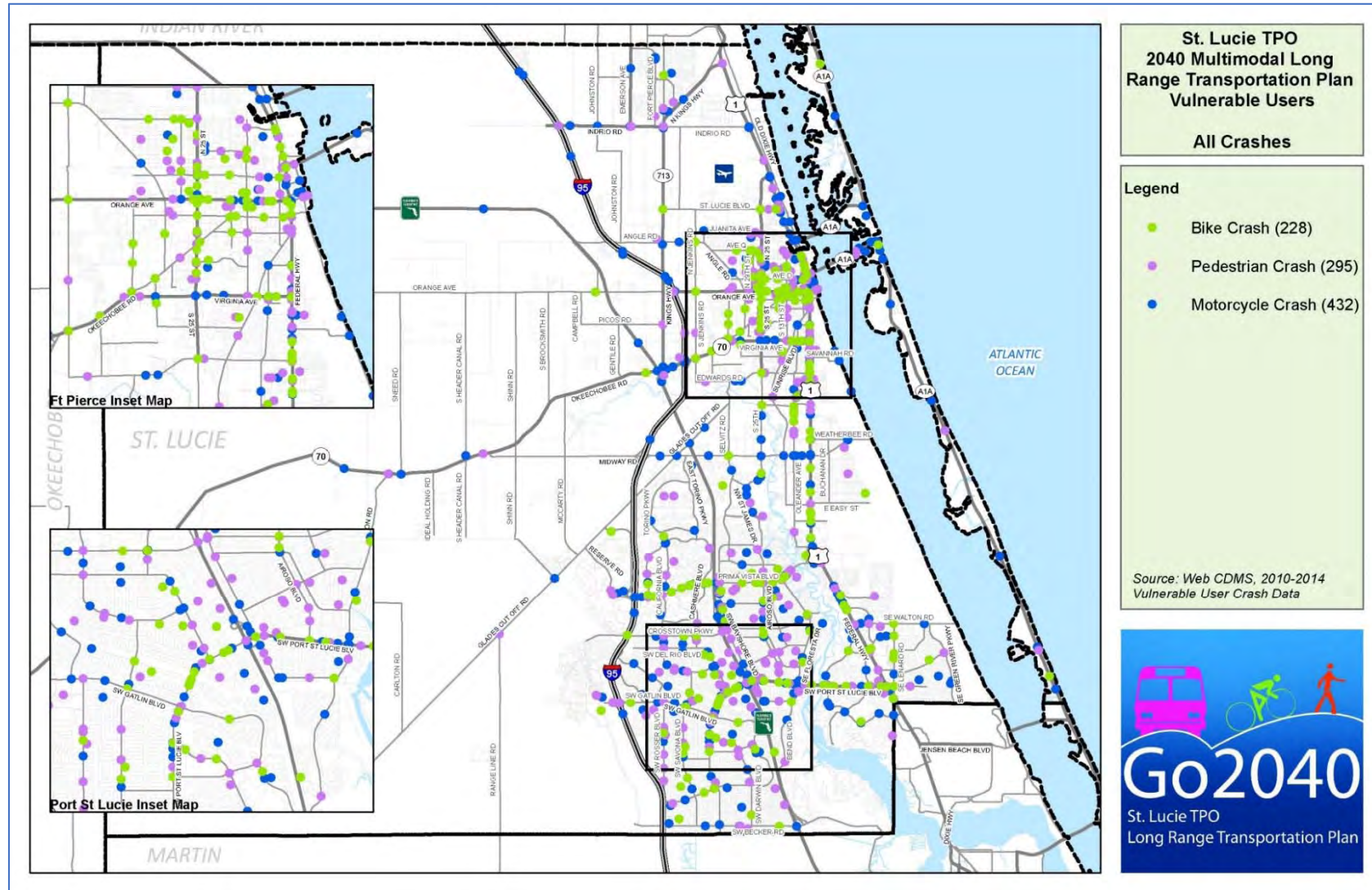
Table 3-7: Vulnerable Users Crashes per 100,000 Miles, St. Lucie County

	St. Lucie		Florida*		National**	
	Mean Crashes Per Year (2010-2013)	Rate Per 100,000	2013 Crashes	Rate per 100,000	2013 Crashes	Rate Per 100,000
Population (2013)	281,151		19,259,543		316,128,839	
Pedestrian Injuries	68	24.2	7,467	38.77	66,000	20.88
Pedestrian Fatalities	2.8	1.0	498	2.59	4,735	1.50
Bicycle Injuries	60.2	21.4	6,520	33.85	48,000	15.18
Bicycle Fatalities	1.6	0.6	135	0.70	743	0.24
Motorcycle Injuires	69.6	24.8	8,742	45.39	88,000	27.84
Motorcycle Fatalities	3.4	1.2	462	2.40	4,668	1.48

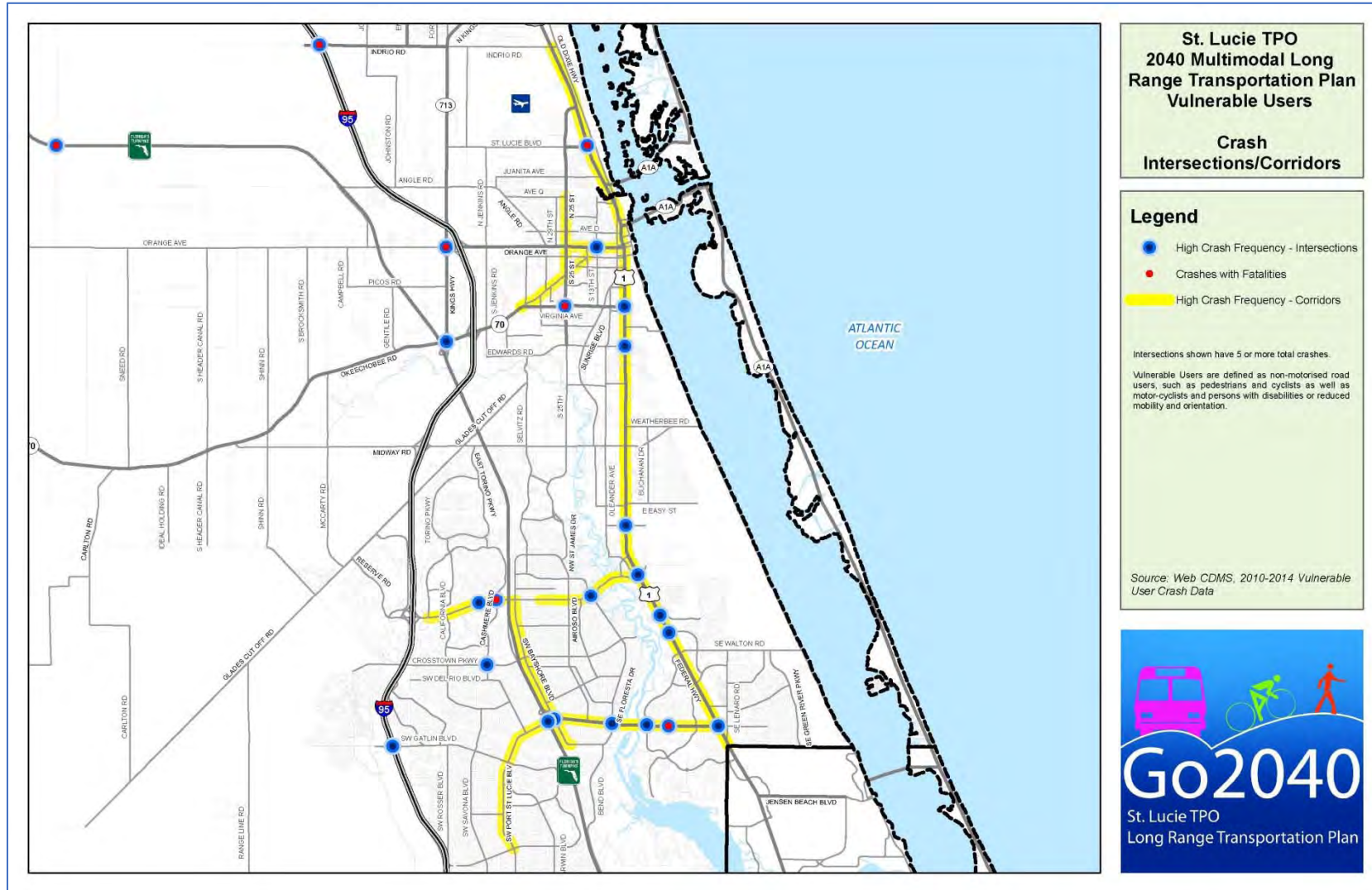
*Florida Traffic Crash Facts Annual Report 2013

**US Department of Transportaiton - Traffic Safety Facts 2013

Map 3-10: Vulnerable Road User Crashes in St. Lucie County



Map 3-11: Vulnerable Road User High Crash Corridors and Intersections in St. Lucie County



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3.3.2 Overall Safety Recommendations

To provide a safer transportation system for St. Lucie County residents, businesses, and visitors, St. Lucie County abides by FDOT’s mission of focusing on engineering, enforcement, education, and emergency response (“4-E’s”) and uses resources in which opportunities for safety improvements for vulnerable road users are greatest. Based on review of St. Lucie County crash data between 2010 and 2014, the following corridors and intersections offer the greatest opportunities for safety improvements as these corridors and intersections appeared to have the most crashes involving pedestrians, bicyclists, or motorcyclists:

- > SR-5/US-1 (Federal Highway) from Martin County to Indrio Road
- > SR-716 (SW Port St. Lucie Boulevard) from SW Paar Drive to SR-5/US-1 (Federal Highway)
- > St. Lucie W Boulevard from SR-9/I-95 to SR-91 (Turnpike)
- > SW Prima Vista Boulevard from NW Hibiscus Street to SR-5/US-1 (Federal Highway)
- > SR-615 (N 25th Street/S 25th Street) from SR-70 (Okeechobee Road/Virginia Avenue) to Avenue Q
- > Downtown Fort Pierce area – SR-68 (Orange Avenue) from SR-615 (N 25th Street/S 25th Street) to SR-5 / US-1 (Federal Highway)
- > Area of SW Del Rio Boulevard, SW California Boulevard, SR-91 (Turnpike), and SW Port St. Lucie Boulevard
- > Intersections include Indrio Road and I-95, SW Gatlin Blvd and I-95, Turnpike Rest Stop, Kings Highway and Orange Avenue, Kings Highway and SR-70, and Crosstown Parkway and Cashmere Blvd

Based on the crash review and analysis, it is recommended that these corridors and intersections be further reviewed for safety improvements to protect vulnerable road users and consider the recommendations discussed below.

3.3.3 Security

Security goes beyond safety and includes planning to prevent, manage, and respond to risks and threats to the regional transportation system and its users. Potential threats include natural disasters such as hurricanes, flooding, tornadoes, and earthquakes and also may include acts of violence or terrorism. The TPO recognizes that the transit and highway systems play a vital role in moving people safely in the region, including in times of crisis, and that investments in state-of-the-practice ITS, communication systems, and other elements of the infrastructure are important for providing dependable and safe transportation.

Given the TPO’s role as a coordinating agency, it is in a unique position to foster interagency collaboration among the different modes of transportation, government agencies, and others to ensure security considerations are undertaken. Table 3-8 is a list of possible roles the TPO could play in security planning. Recommendations for near-term consideration are included in the following section under “Candidate TPO Security Planning Efforts.”

Table 3-8: Role Opportunities for TPOs in Security Planning and Transportation System Response

Stage of Incident	Possible TPO Role
Prevention	<ul style="list-style-type: none"> > Fund new strategies/technologies/projects that can help prevent events. > Conduct vulnerability analyses on regional transportation facilities and services. > Secure management of data and information on transportation system vulnerabilities. > Provide a forum for security/safety agencies to coordinate surveillance and prevention strategies. > Fund and coordinate regional transportation surveillance systems that can identify potential danger prior to it occurring. > Coordinate drills and exercises among transportation providers to practice emergency plans. > Coordinate with security officials in development of prevention strategies. > Support hazardous route planning. > Support research on structural integrity in explosion circumstances and standard designs.
Mitigation	<ul style="list-style-type: none"> > Analyze transportation network for redundancies in moving large numbers of people (e.g., model person and vehicle flows with major links removed or reversed, accommodate street closures, adaptive signal control strategies, impact of traveler information systems), strategies for dealing with “choke” points such as toll booths). > Analyze transportation network for emergency route planning and strategic gaps in network. > Provide forum for discussions on coordinating emergency response. > Disseminate best practices in incident-specific engineering design and emergency response. > Disseminate public information on options available for possible response. > Fund communications systems and other technology to speed response to incidents.
Monitoring	<ul style="list-style-type: none"> > Fund surveillance and detection systems. > Propose protocols for non-security/safety agency response (e.g., local governments). > Coordinate public information dissemination strategies. > Fund communications systems for emergency response teams and agencies.
Recovery	<ul style="list-style-type: none"> > Conduct transportation network analyses to determine most effective recovery investment strategies. > Act as a forum for developing appropriate recovery strategies. > Fund recovery strategies. > Develop recovery strategies, including support for transportation disadvantaged. > Coordinate stockpiling of strategic road/bridge components for rapid reconstruction. > Coordinate communication between agencies.
Investigation	<ul style="list-style-type: none"> > Provide any data collected as part of surveillance/monitoring that might be useful for an investigation.
Institutional Learning	<ul style="list-style-type: none"> > Act as forum for regional assessment of organizational and transportation systems response. > Conduct targeted studies on identified deficiencies and recommending corrective action. > Coordinate changes to multi-agency actions that will improve future responses. > Fund new strategies/technologies/projects that will better prepare region for next event.

* Michael D. Meyer, Georgia Institute of Technology, “The Role of the MPO in Preparing for Security Incidents and Transportation System Response.”

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3.3.4 Candidate TPO Security Planning Efforts

The top candidate opportunities identified in

Table 3-8 that the TPO should consider implementing prior to the next LRTP update include:

- > Analyzing transportation network for emergency route planning/strategic gaps in network.
- > Analyzing transportation network for redundancies in moving large numbers of people (e.g., modeling person and vehicle flows with major links removed or reversed, accommodating street closures, adaptive signal control strategies, impact of traveler information systems), strategies for dealing with “choke” points such as toll booths).
- > Coordinating public information dissemination strategies.
- > Funding new strategies/technologies/projects that will better prepare region for next event.

3.3.5 Transit Security in St. Lucie County

Since the terrorist attacks of September 11, 2001, efforts related to security have reached a new level of importance. FTA has undertaken a series of steps to help local transit providers prepare for a variety of threats, including suspicious items or behaviors, including developing a series of publications and trainings. It is critical to incorporate security in all aspects of transit operations, from implementation of new systems and equipment to hiring and training employees, managing the agency, and providing transit service. The emphasis on security should be supported by an efficient emergency response program to resolve incidents.

St. Lucie County transit services are provided by Community Transit, a division of the Council on Aging of St. Lucie, Inc., which serves the greater population through a contract with St. Lucie County. As required by Florida Statutes, Community Transit developed and regularly updates its Security Program Plan that addresses how it responds to emergencies.

3.3.6 Other Transportation Modes

As key transportation facilities in the county, both the St. Lucie County International Airport and the Port of Fort Pierce factor security into their planning efforts.

The St. Lucie County International Airport adopted a Master Plan in 2011 that governs all aspects of the airport’s operations. In general, the airport complies with the standards established by the Florida Airport Council (FAC). As a result of the adopted security plan, the airport has successfully obtained federal grant funding for a number of measures, including the construction of a perimeter fence, badging procedures for employees, and the establishment of access control systems.

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The Port of Fort Pierce’s 2013 Master Plan Update, includes several policies that address security, stressing the importance of complying with federal, state, and local laws. Objective 2.5 specifically calls for a security management plan for the port operations area.

3.4 Environmental Justice Analysis

Compliance with Environmental Justice (EJ) is required by Title VI of the Civil Rights Act of 1964 and reinforced by the Executive Order on Environmental Justice, #12898 (February 11, 1994). EJ prohibits discrimination based on race, color, and national origin and requires the inclusion of minority and low-income populations in the planning process to ensure that the following three major components are addressed:

- > Avoid, minimize, or mitigate disproportionately-high and adverse human health and environmental impacts, including social and economic effects, on minority and low-income populations.
- > Ensure the participation of the traditionally under-served and under-represented segments of the population in the transportation plan development process.
- > Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

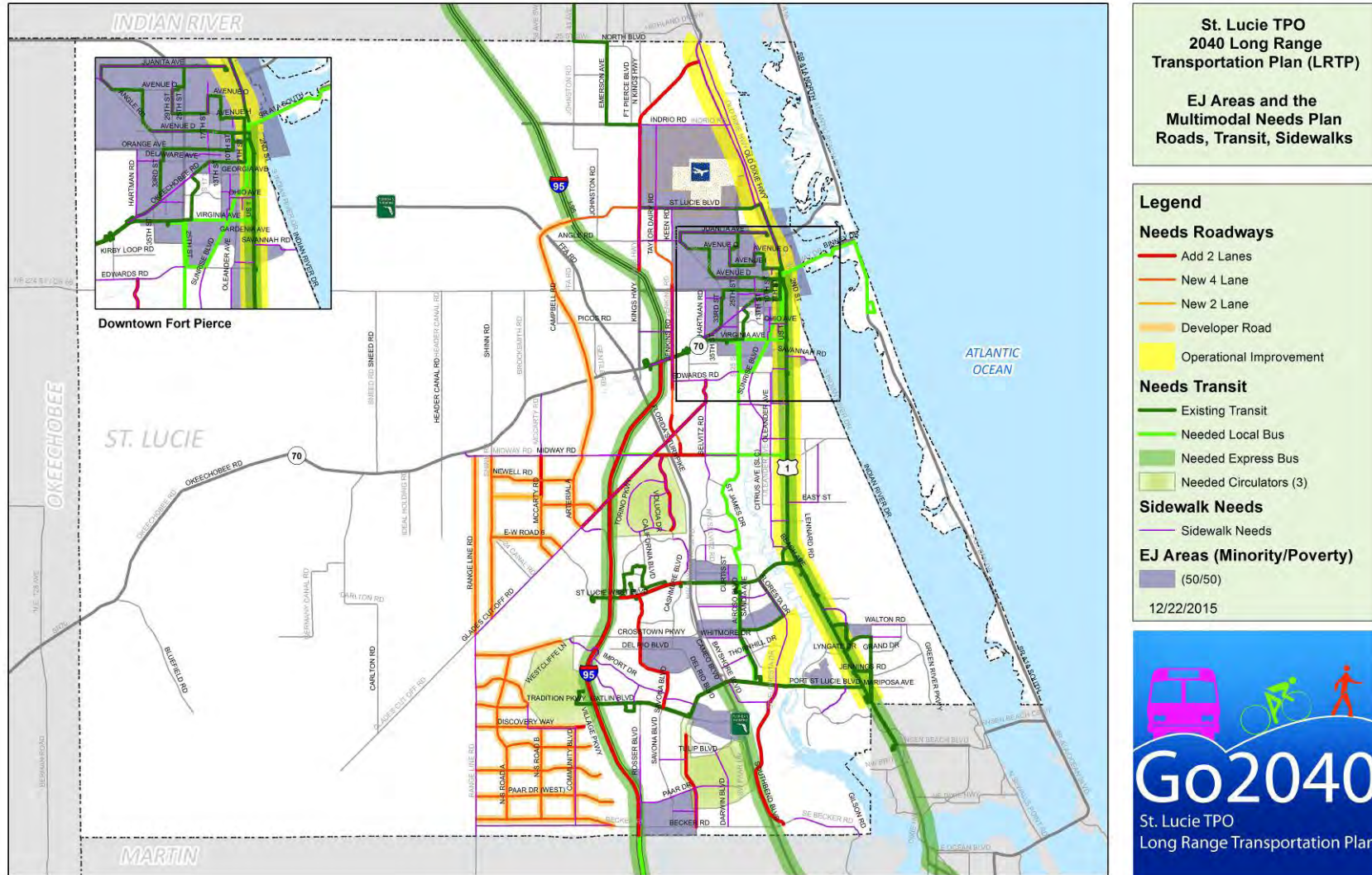
The St. Lucie 2040 LRTP development process included efforts to identify areas with a high concentrations of traditionally under-served and under-represented populations. This effort was made so these areas can be invited to participate in public involvement discussions concerning the development of the multimodal 2040 Needs and Cost Feasible Plans from both project impacts and benefits. Using 2010 Census Data, the traditionally-underserved and under-represented populations that were considered include minority, low-income, age 65+, limited english proficiency, and persons with disabilities.

Final EJ areas were defined by using data showing the spatial distribution of minorities and households in poverty. In St. Lucie County, the the minority population and number of households in poverty were set at a threshold of 50%. Individual block groups that were above one or both of these thresholds were included in the EJ areas.

Map 3-12 shows the EJ areas overlaid with the 2040 Needs Plan for roadways, transit and sidewalks. This map shows that the existing transit routes provide service in the EJ area within Fort Pierce and other EJ areas with the county. New transit routes will enhance service in some of the EJ areas. Several of the sidewalk needs included on the map will provide improved connectivity in EJ areas in Fort Pierce and throughout other EJ areas in the county. Finally, Needs Plan road projects shown on the map will enhance accessibility adjacent to EJ areas.

As future projects are advanced into the Cost Feasible Plan and further into design and construction, continued review of community and environmental impacts should be undertaken so that minority and low-income communities are not being disproportionately impacted by transportation projects, but rather, show benefits to EJ areas. Spending in and of itself is not an indicator of negative impacts on a community. Providing both roadway, walk-bike, and transit investments is an indicator that the mobility and accessibility needs of the community are being considered by the TPO in developing the Go2040 LRTP.

Map 3-12: Environmental Justice Areas and 2040 Multimodal Needs Plan Projects



3.5 Environmental Lands Assessment

A review of available GIS databases was used to identify and locate the following natural features.

- Large water bodies
- Major hydrology
- Major canals
- National Hydrography Dataset water bodies
- Environmental lands
- Special Emphasis Areas (including Hawks Bluff, Lennard Road, Indian River Drive, Narrows Area, North Fork St. Lucie River, 10 Mile Creek Area, Mariposa Cane Slough Preserve)

Data collected were then used to develop a base map of potential area impacts. Locations of the proposed projects in the 2040 LRTP were subsequently incorporated onto the map to identify possible resource impacts. The impacts were classified into categories of low, medium, and high sensitivity areas. If one environmental feature was within ½ mile of a proposed transportation improvement, the impact was considered low. If two or three features overlapped, the impact was considered medium; if four or five features overlap, the impact was considered high. With few exceptions, most of the proposed LRTP projects are situated in parts of St. Lucie County with a generally low environmental sensitivity.

The environmental-sensitivity analysis assessed the impacts of planned roadway expansions on environmentally-sensitive areas. The St. Lucie 2040 LRTP anticipates demand for both new roadway construction and the widening of existing facilities. Table 3-9 and Map 3-13 show the transportation projects that have the potential to impact environmentally-sensitive lands.

3.5.1 Environmental Mitigation Strategies

Transportation projects can significantly impact many aspects of the environment, including wildlife and their habitats, wetlands, and groundwater resources. In situations in which impacts cannot be completely avoided, mitigation or conservation efforts are required. Environmental mitigation is the process of addressing damage to the environment caused by transportation projects or programs. The process of mitigation is best accomplished through enhancement, restoration, creation, and/or preservation projects that serve to offset unavoidable environmental impacts.

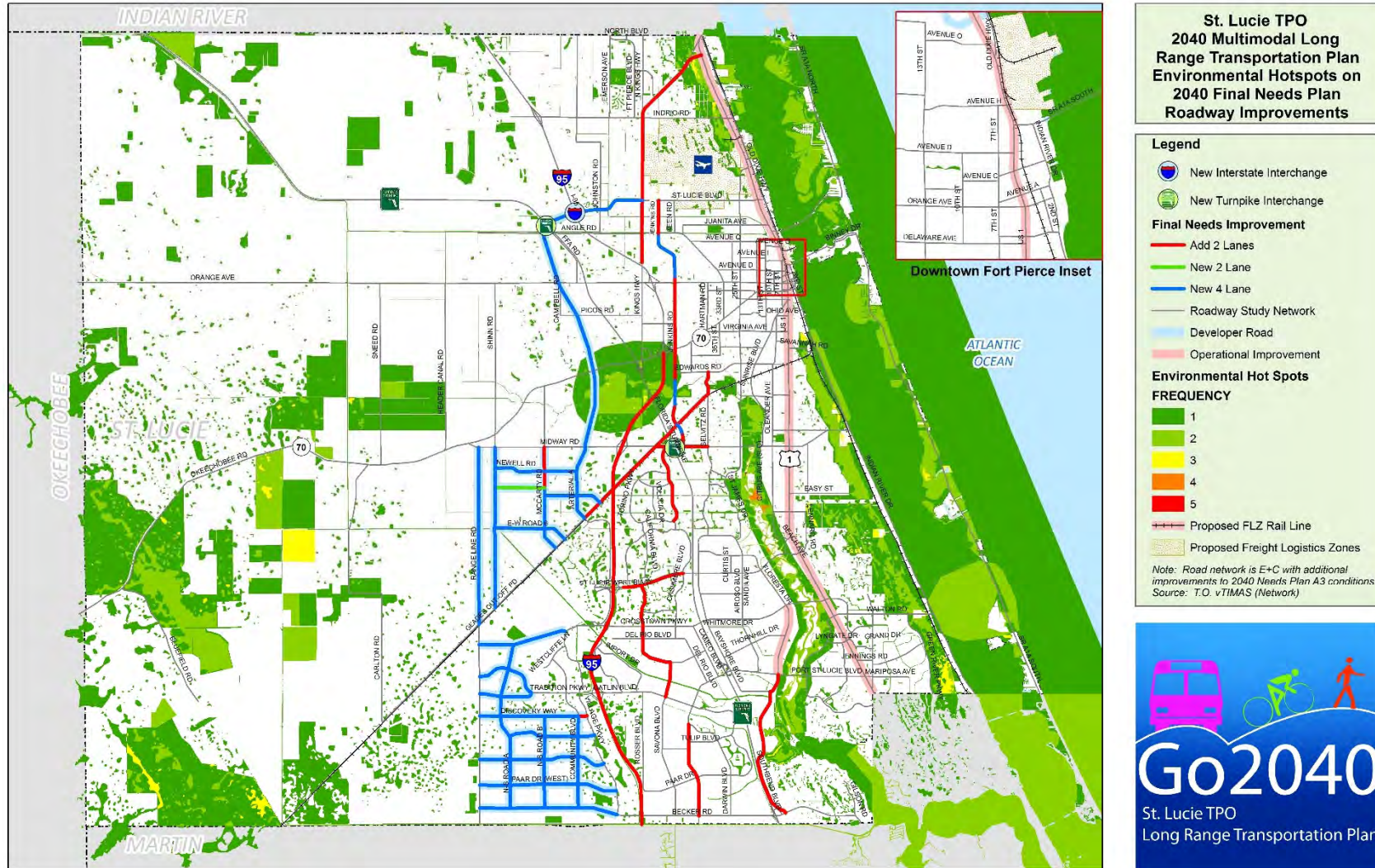
All Florida MPOs are committed to minimizing and mitigating the negative impacts of transportation projects on the natural and built environment to preserve and enhance the quality of life. In Florida, environmental mitigation for transportation projects is completed through a partnership between the MPO, FDOT, and State and federal environmental resource and regulatory agencies, such as the Water Management Districts (WMDs) and the Florida Department of Environmental Protection (DEP). These activities are directed through Section 373 of the Florida Statutes, which establishes the requirements for mitigation planning as well as the requirements for permitting, mitigation banking, and mitigation requirements for habitat impacts. Under this statute, FDOT must identify projects requiring mitigation, determine a cost associated with the mitigation, and

place funds into an escrow account within the Florida Transportation Trust Fund. State transportation trust funds are programmed in the FDOT work program for use by the WMDs to provide mitigation for the impacts identified in the annual inventory.

Table 3-9: 2040 LRTP Roadway Projects with Potential Impacts to Environmentally-Sensitive Areas

Project #	Street	From	To	Miles	Description	Potential Environmental Impact	Funded
2702	North Mid-County Connector	Turnpike	Midway Rd	8.21	New 4 lane	High	No
401	Turnpike Feeder Rd	Indrio Rd	US 1	2.74	Add 2 lanes	Medium	No
415	Floresta Dr	Oaklyn St	Port St Lucie Blvd	0.61	Add 2 lanes	High	No
416	Southbend Blvd	Becker Rd	Floresta Dr	4.18	Add 2 lanes	High	No
500	Operational improvements – countywide					Varies	Yes
1535	I-95	N of Glades Cut-Off Rd	S of SR 70		Add 2 lanes	High	Yes
1536	I-95	N of Becker Rd	N of Glades Cut-Off Rd		Add 2 lanes	Medium	Yes
450A	Jenkins Rd	Midway Rd	Okeechobee Rd	2.84	Add 2 lanes	High	No
450B	Jenkins Rd	Okeechobee Rd	Angle Rd	2.55	Add 2 lanes; new 4 lane	High	No
450C	Jenkins Rd	Angle Rd	St Lucie Blvd	1.01	Add 2 lanes	Low	Yes
550	Florida's Turnpike	At Midway Rd	N/A	N/A	New interchange	Low	No

Map 3-13: LRTP Roadway Projects with Potential Impacts to Environmentally-Sensitive Areas



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Section 373.4137 of the Florida Statutes establishes the FDOT mitigation program that is administered by the state's WMDs, which are responsible for developing an annual mitigation plan with input from federal and State regulatory and resource agencies, including representatives from public and private mitigation banks. Each mitigation plan must focus on land acquisition and restoration or enhancement activities that offer the best mitigation opportunity for that specific region. The mitigation plans are required to be updated annually to reflect the most current FDOT work program and project list of a transportation authority. The FDOT Mitigation Program is a great benefit to MPOs because it offers them an additional method to mitigate for impacts produced by transportation projects and it promotes coordination between federal and state regulatory agencies, MPOs, and local agencies.

When addressing mitigation, there is a general rule to avoid all impacts, minimize impacts, and mitigate impacts when impacts are unavoidable. This rule can be applied at the planning level, when MPOs are identifying areas of potential environmental concern due to the development of a transportation project. A typical approach to mitigation that MPOs can help to advance is to:

- > Avoid impacts altogether.
- > Minimize a proposed activity/project size or its involvement.
- > Rectify the impact by repairing, rehabilitating, or restoring the affected environment.
- > Reduce or eliminate the impact over time by preservation and maintenance operations during the life of the action.
- > Compensate for environmental impacts by providing appropriate or alternate environmental resources of equivalent or greater value, on or off-site.

Sections 373.47137 and 373.4139 of the Florida Statutes require that impacts to habitat be mitigated for through a variety of mitigation options, which include mitigation banks and mitigation through the WMDs and Florida DEP. Table 3-10 lists the levels of environmental impacts and the potential environmental mitigation opportunities that could be considered when addressing environmental impacts from future projects proposed by MPOs and TPOs.

Planning for specific environmental mitigation strategies over the life of the LRTP can be challenging. Potential mitigation challenges include lack of funding for mitigation projects and programs, lack of available wetland mitigation bank credits, improperly assessing cumulative impacts of projects, and permitting issues with the county, local, state and federal regulatory agencies. These challenges can be lessened when MPOs engage their stakeholders, including regulatory agencies, the public and other interested parties, through the public involvement process. The public involvement process provides MPOs an efficient method to gain input and address concerns about potential mitigation strategies and individual projects.

Table 3-10: Resource Impacts and Potential Mitigation Strategies

Resource/Impacts	Potential Mitigation Strategy
Wetlands and Water Resources	<ul style="list-style-type: none"> > Restore degraded wetlands. > Create new wetland habitats. > Enhance or preserve existing wetlands. > Improve storm water management. > Purchase credits from a mitigation bank.
Forested and other natural areas	<ul style="list-style-type: none"> > Use selective cutting and clearing. > Replace or restore forested areas. > Preserve existing vegetation.
Habitats	<ul style="list-style-type: none"> > Construct underpasses, such as culverts. > Other design measures to minimize potential fragmenting of animal habitats.
Streams	<ul style="list-style-type: none"> > Stream restoration. > Vegetative buffer zones. > Strict erosion and sedimentation control measures.
Threatened or Endangered Species	<ul style="list-style-type: none"> > Preservation. > Enhancement or restoration of degraded habitat. > Creation of new habitats. > Establish buffer areas around existing habitat.

A potential wetland mitigation strategy identified in the above table is mitigation banking. Mitigation banking is a practice in which an environmental enhancement and preservation project is conducted by a public agency or private entity (“banker”) to provide mitigation for unavoidable wetland impacts within a defined region (mitigation service area). The bank is the site itself, and the currency sold by the banker to the impact permittee is a credit, which represents the wetland ecological value equivalent to the complete restoration of one acre. The number of potential credits permitted for the bank and the credit debits required for impact permits are determined by the permitting agencies. Chapter 373.4135 of the Florida Statutes states: “Mitigation banks and offsite regional mitigation should emphasize the restoration and enhancement of degraded ecosystems and the preservation of uplands and wetlands as intact ecosystems rather than alteration of landscapes to create wetlands. This is best accomplished through restoration of ecological communities that were historically present.”

The Mitigation Bank Statute (373.4136) and Mitigation Bank Rule (62-342) provide the framework for permitting banks. Mitigation banks are authorized by a State permit, issued by either a WMD or Florida DEP and by the U.S. Army Corps of Engineers as a Mitigation Bank Instrument (MBI). The Corps maintains a website for federally-approved or under-review wetland Mitigation Banks called “RIBITS.”

A benefit to mitigation banks is that they preserve or restore large tracts of ecologically important habitats as functioning communities, as opposed to scattered sites which are less impactful. Mitigation banks can be established, for example, to protect the headwaters of streams or to preserve rookeries of colonial-nesting bird species.

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Bluefield Ranch Mitigation Bank (BRMB) in St. Lucie and Martin counties offers State and federal wetland mitigation credits and numerous other environmental mitigation opportunities to offset environmental impacts in a 120-square mile area of East Central Florida. BRMB is a 2,675-acre parcel of land located in St. Lucie and Martin counties that is being restored to its historic mosaic of wetland and upland systems. BRMB also will be enhancing and restoring upland habitat and vegetation and is a certified habitat for relocation of the Gopher Tortoise and Indigo Snake. Another option is the Platts Creek Mitigation Bank, which is owned by St. Lucie County and was developed in part as mitigation for the Crosstown Parkway Extension. This project is an excellent example of ecosystem-based habitat restoration and how development can fund restoration projects that can greatly improve our natural resources.

In addition to the process outlined in the Florida Statutes and implemented by the MPO and its partner agencies, the ETDM process is used for seeking input on individual qualifying long range transportation projects allowing for more specific commentary. This provides assurance that mitigation opportunities are identified, considered and available as the plan is developed and projects are advanced. Through these approaches, the State of Florida along with its MPO partners ensures that mitigation will occur to offset the adverse effects of proposed transportation projects.

3.6 Public Input Summary

As part of the significant public involvement effort, the public was given the opportunity to cast votes for their most desired Go2040 Multimodal Needs Plan projects. Public votes came through public outreach events, Community Remarks (the TPO's on-line web tool), and a public comment form on the TPO's website. More than 4,000 votes were received from the public.

Table 3-11 presents the results of the public voting on the Go2040 Needs Plan projects that received public votes. The public votes have been grouped into three tiers; projects in the 1st Tier received the most votes and projects in the 3rd Tier received the least votes. Within each tier, projects are identified by mode, roadway (includes sidewalk and bike lanes built concurrently with road project), sidewalk, operational improvements and transit service expansion. Information from public votes on the Go2040 Multimodal Needs Plan were further reviewed and considered in the development of the Go2040 Multimodal Cost Feasible Plan.

Table 3-11: Public Votes on Needs Plan Projects

Project Description	Number of Votes
Tier 1	
St. Lucie W Blvd from I-95 to Cashmere Blvd (Add 2 lanes)	1 st Tier
Kings Hwy from St. Lucie Blvd to Indrio Rd (Add 2 lanes, bike lanes, sidewalks)	1 st Tier
US 1 Corridor from Martin Co to Indian River Co (Operational Improvements)	1 st Tier
Walton Rd from Lennard Rd to Green River Pkwy (Sidewalk)	1 st Tier
N. Macedo Blvd from Selvitz Road to St. James Dr (Sidewalk)	1 st Tier
Boston Ave from 25 th St to 13 th St (Sidewalk)	1 st Tier
Curtis St from Prima Vista Blvd to Floresta Drive (Sidewalk)	1 st Tier
Volucia Dr from Blanton Blvd to Torino Pkwy (Sidewalk)	1 st Tier
Alcantarra Blvd from Port St Lucie Blvd to Savona Blvd (Sidewalk)	1 st Tier
Emil Dr from Oleander Ave to US 1 (Sidewalk)	1 st Tier
SE Village Green Dr from Walton Rd to US 1 (Sidewalk)	1 st Tier
Graham Rd from Kings Hwy to Jenkins Rd (Sidewalk)	1 st Tier
North Hutchinson Island Transit (New Service Expansion)	1 st Tier
Tier 2	
Floresta Dr from Port St. Lucie Blvd to Crosstown Pkwy (Operational Improvements)	2 nd Tier
Selvitz Rd from Glades Cut-Off Rd to Edwards Rd (Add 2 lanes, bike lanes, sidewalks)	2 nd Tier
Port St. Lucie Blvd from Becker Rd to Paar Dr (Add 2 lanes, bike lanes, sidewalks)	2 nd Tier
Jenkins Rd from Midway Rd to Okeechobee Rd (Add 2 lanes, bike lanes, sidewalks)	2 nd Tier
E Torino Pkwy from Cashmere Blvd to Midway Rd (Add 2 lanes, bike lanes, sidewalks)	2 nd Tier
Turnpike/I-95 Connector from Florida’s Turnpike to I-95 (New 4 lane, bike lanes, sidewalk)	2 nd Tier
Weatherbee Rd from US 1 to Oleander Ave (Sidewalk)	2 nd Tier
Oleander Ave from Midway Rd to Saeger Ave (Sidewalk)	2 nd Tier
Import Dr from Gatlin Blvd to Savage Blvd (Sidewalk)	2 nd Tier
Idol Dr from Charter School to Savona Blvd (Sidewalk)	2 nd Tier
Fort Pierce / Port St. Lucie Express Bus (New service expansion)	2 nd Tier
Sunrise Blvd / Lawnwood / ISRC Transit (New service expansion)	2 nd Tier
Palm Beach Express (New transit service)	2 nd Tier
Turnpike Palm Beach Express (New transit service)	2 nd Tier
South County Circulator (New transit service)	2 nd Tier
Torino Flex Bus Service (New transit service)	2 nd Tier
Tier 3	
Glades Cut-Off Rd from Commerce Center Dr to Midway (Add 2 lanes, bike lanes, sidewalks)	3 rd Tier
Savona Blvd from Gatlin Blvd to California Blvd (Add 2 lanes, bike lanes, sidewalks)	3 rd Tier
Thornhill Drive from Bayshore Blvd to Airoso Blvd (Sidewalk)	3 rd Tier
Midway Rd / Health Department Transit (New service expansion)	3 rd Tier
Tri-Rail Express Connection (New service expansion)	3 rd Tier
Tradition Circulator (New service expansion)	3 rd Tier

3.7 Final Multimodal Needs Plan

3.7.1 Needs Plan Cost Assumptions

To determine the financial feasibility of the 2040 LRTP, specific estimates for roadway, non-motorized (bicycle and pedestrian projects), and transit service improvements were developed.

Roadway Widening Projects

Estimates for widening local and State roadways were developed in coordination with the County and FDOT District 4, as presented in Table 3-12. Based on the availability of estimates from recently-completed projects and a review of centerline mile costs from other districts within Florida, the costs estimates listed in Table 3-12 were used for state and local projects. These costs were divided by typical rural or urban sections. Rural sections typically have a paved shoulder outside the travel lanes and included open draining while an urban section is constructed with curb and closed drainage.

Table 3-12: Roadway Construction Costs per Centerline Mile

Improvement Type	Product Support ⁽²⁾	Right-of-Way ⁽³⁾	Construction ⁽⁴⁾	CEI ⁽⁵⁾	Total
Rural Section Design - Cost per Centerline Mile					
New Construction, 0 to 2 Lanes	\$682,138	\$1,550,313	\$3,100,625	\$465,094	\$5,798,170
New Construction, 0 to 4 Lanes	\$1,014,888	\$2,306,563	\$4,613,125	\$691,969	\$8,626,545
New Construction, 0 to 6 Lanes	\$1,663,750	\$3,781,250	\$7,562,500	\$1,134,375	\$14,141,875
Lane Addition, 2 to 4 Lanes	\$732,050	\$1,663,750	\$3,327,500	\$499,125	\$6,222,425
Lane Addition, 4 to 6 Lanes	\$798,600	\$1,815,000	\$3,630,000	\$544,500	\$6,788,100
Lane Addition, 4 to 8 Lanes	\$1,397,550	\$3,176,250	\$6,352,500	\$952,875	\$11,879,175
Lane Addition, 6 to 8 Lanes	\$898,425	\$2,041,875	\$4,083,750	\$612,563	\$7,636,613
Urban Section Design - Cost per Centerline Mile					
New Construction, 0 to 2 Lanes	\$1,430,825	\$3,251,875	\$6,503,750	\$975,564	\$12,162,014
New Construction, 0 to 4 Lanes	\$2,162,875	\$4,915,625	\$9,831,250	\$1,474,688	\$18,384,438
New Construction, 0 to 6 Lanes	\$2,429,075	\$5,520,625	\$11,041,250	\$1,656,188	\$20,647,138
Lane Addition, 2 to 4 Lanes	\$1,530,650	\$3,478,750	\$6,957,500	\$1,043,625	\$13,010,525
Lane Addition, 4 to 6 Lanes	\$1,580,563	\$3,592,188	\$7,184,375	\$1,077,656	\$13,434,782
Lane Addition, 4 to 8 Lanes	\$2,229,425	\$5,066,875	\$10,133,750	\$1,520,063	\$18,950,113
Lane Addition, 6 to 8 Lanes	\$1,597,200	\$3,630,000	\$7,260,000	\$1,089,000	\$13,576,200

- (1) Product Support estimated at 22% of construction cost based on 2040 Revenue Forecast Handbook. Product Support Activities generally include the Project Development and Environment Study and the Preliminary Design.
- (2) ROW, or property acquisition, is estimated at 50% of construction cost based on current project estimates.
- (3) Construction cost per centerline mile (length of roadway project) was developed using local and statewide bid information provided by FDOT District 4.
- (4) Construction Engineering Inspection (CEI) is estimated at 15% of construction cost. CEI is conducted by inspectors during construction to ensure accuracy and quality.

Non-Motorized Facility Costs

The unit costs for non-motorized transportation modes were developed using cost figures estimated in the FDOT 2004 Transportation Costs Report, the 2014 Broward County Average Costs, and the FDOT District 4 Estimates Office. These estimates are shown in **Error! Not a valid bookmark self-reference..**

Table 3-13: Non-Motorized Facility Unit Costs

Component	Unit Cost
Shared Use Path Unit Cost	
Multi-Use Trail per mile (12' width - 1 side)	\$198,373
Bicycle Facilities Units Costs	
Bike Path per Mile (12' width) rail-to-trail conversion	\$198,373
Bike Lane per Mile (4' width - 2 sides) when widening road, urban	\$331,846
Bike Lane per Mile (5' width - 2 sides) pavement extension, rural	\$414,810
Pedestrian Facilities Unit Costs	
Sidewalks per Mile (5' width - 1 side)	\$200,486
Sidewalks per Mile (6' width - 1 side)	\$240,581
Pedestrian Facilities Unit Costs	
Paved Shoulder per Mile (4' width - 2 sides)	\$138,546

Transit System Costs

Funding of improvements to the transit system includes identifying the cost of capital or vehicles as well as the operating cost of providing the transit service. Listed in Table 3-14 are the assumptions used to develop the cost of future transit service in St. Lucie County.

Table 3-14: Transit Service Cost Factors

Assumption	Unit Cost	Notes/Source
Operating		
Bus Operating Cost per Revenue Hour – Fully Loaded	\$110	Full-loaded cost, ² including facilities, adjusted to match budget, and ADA
Fixed Route Operating Cost per Revenue Hour ¹	\$65	Provided by Community Transit
Paratransit Operating Expense per Revenue Hour	\$80	Provided by Community Transit
Operating Cost Inflation Rate	2.5%	BLS 10-year percent change average inflation
Operating Revenue Inflation Rate	1.0%	Conservative assumption based on cost inflation
Capital		
Cutaway DR Vehicles ¹	\$105,000	27-ft cutaway vehicles
Cutaway DR Vehicles ²	\$130,000	31-ft. cutaway vehicles
Bus	\$450,000	29-ft Gillig
Administration & Operations Facility	\$10,000,000	Provided by Community Transit

¹ Revenue hours are defined as the number of hours a transit vehicle is providing service.

² Fully-loaded costs include direct, indirect and general administrative costs.

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Inflation Factors

The costs presented earlier are in base year or 2014 dollars. For cost projections in the LRTP, FDOT provides present day cost inflation factors for future transportation projects. Listed below in Table 3-15 are the inflation factors used to convert project costs into future Year of Expenditure format.

**Table 3-15: Present Day Cost Multiplier
(Inflation Factors)**

Year of Expenditure	Construction Factor
2021–2025	1.31
2026–2030	1.54
2031–2040	1.97

3.7.2 Needs Plan Summary

As discussed previously, the individual costs for the Needs Plan modes have been documented and the total cost is \$2.36 billion for the capital and operating/maintenance needs. Along with the results of the prioritization process and input from the public, the Cost Feasible Plan was developed based on the availability of revenues. This discussion in Chapter 5 will include an evaluation of several financial scenarios that were considered by the public, TPO Board and Committees in finalizing the Go2040 Cost Feasible Plan.

4.1 Introduction

Developing a plan that becomes reality is built on the quality and dependability of the underlying assumptions that form the foundational building blocks. The availability of revenues is a key component in identifying the individual projects from the Needs Plan that are included in the Cost Feasible Plan. Consistent with State and federal requirements for LRTPs, three multi-year bands have been used to report available revenues. The connection of these time bands in the LRTP to the programming of projects through the TPO’s TIP is illustrated in Figure 4-1.

Figure 4-1: 2040 LRTP Time Bands

St. Lucie TPO 2040 Long Range Transportation Plan				
Funding Document	TIP	LRTP Cost Feasible Plan		
Time Band	Present–2020	2021–2025 (5 years)	2026–2030 (5 years)	2031–2040 (10 years)

Also consistent with federal rules for the LRTP, the revenues and, ultimately, the cost feasible project costs are shown in Year of Expenditure (YOE) dollars to reflect inflation. This chapter summarizes the revenues identified for the Go2040 LRTP and identifies the gap of revenue needed to fund the projects listed in the Needs Plan.

4.2 Financial Methodology

The 2040 LRTP includes revenue projections from federal, State, and local sources. Developed in coordination with FDOT, Appendix B provides the methodology used for developing statewide estimates of federal and State revenues for use in the metropolitan planning process. One of the scenario planning alternatives funded transportation projects in St. Lucie County using a variety of local funding sources including fuel taxes, impact fees, and a Municipal Service Taxing Unit (MSTU) for transit in addition to federal and State revenues. For the Go2040 LRTP, it is assumed that these revenue sources will continue to be available for funding the transportation projects identified in the 2040 LRTP. The Cost Feasible Plan is based on future expected revenues from federal, State, and local sources.

In addition to the existing local revenues scenario planning alternative, another scenario planning alternative used new potential future revenues to fund transportation projects included in the Go2040 LRTP. These alternative sources included extending the current transit MSTU assessment to its maximum authorized limit and consideration of a new MSTU for walk-bike projects as well as a new local option sales tax.

4.3 Available Revenues

The development of a Cost Feasible LRTP is built upon an assumption of reasonably-available revenues for transportation projects. The following provides a discussion of each sub-component of the revenues projected

to fund the multimodal transportation system, including roadways, public transportation, bicycle facilities, sidewalks, and intermodal facilities. Table 4-1 presents a summary of the total projected revenues available from existing sources in millions of future YOE dollars that are anticipated to be available for the Go2040 LRTP.

Table 4-1: LRTP Available Revenues – Existing Sources

Jurisdiction	Revenue Source	2021-2025 (\$ millions)	2026-2030 (\$ millions)	2031-2040 (\$ millions)	Total Revenues (\$ millions)
Existing Revenues for Highway Projects					
State	Strategic Intermodal System	\$9.9	\$174.6	\$0.0	\$184.5
State	Other Arterial & Construction ⁽¹⁾	\$61.0	\$57.7	\$126.1	\$244.9
State	Transportation Regional Incentive Program	\$0.6	\$0.6	\$1.3	\$2.6
Local	Transportation Impact Fees	\$89.1	\$105.5	\$218.7	\$413.3
Local	Fuel Taxes ⁽²⁾	\$73.4	\$74.7	\$142.3	\$290.4
Total for Roadways:		\$234.0	\$413.1	\$488.4	\$1,135.7
Revenues dedicated to transit projects					
Federal	Transit (Section 5307, 5310, 5311, 5339)	\$20.0	\$18.7	\$39.4	\$78.1
State	Transit (Block Grant)	\$3.8	\$4.0	\$8.6	\$16.3
Local	Transit (Advertising, MSTU, Farebox)	\$19.9	\$22.3	\$54.2	\$96.4
Total for Transit:		\$43.7	\$45.0	\$102.2	\$190.8
Existing Flexible Revenues for All Projects					
Federal	Transportation Management Area ⁽³⁾	\$16.5	\$16.5	\$33.0	\$66.0
Federal	Transportation Alternatives ⁽⁴⁾	\$3.3	\$3.3	\$6.5	\$13.1
Total for Non-Transit, Non-Roadway:		\$19.8	\$19.8	\$39.5	\$79.1
Total		\$297.5	\$477.9	\$630.1	\$1,405.6

- (1) Revenue estimate includes additional 22% for Product Support Activities (PD&E Study and Preliminary Design) based on guidance provided by FDOT in the 2040 Revenue Forecast for the St. Lucie Metropolitan Area.
- (2) Revenue estimate is net of current debt service obligations and is inclusive of fuel tax revenues dedicated to roadway maintenance.
- (3) Estimate of TMA revenues based on split of the urbanized area population between St. Lucie and Martin counties. Revenues provided by FDOT for Urbanized Area were split 65% for St. Lucie TPO and 35% for Martin County MPO based on coordination between the St. Lucie TPO and Martin County MPO Boards.
- (4) Estimate of TA revenues based on split of 2014 population for Transportation Alternatives Any Area (TALT) and Transportation Alternatives Urbanized Area (TALU). For St. Lucie TPO, 65% of TALU and 7.06% of TALT revenues provided by FDOT in 2040 Revenue Forecast Handbook were used.

4.3.1 Federal/State Revenue Sources

Projections of federal and State revenues for use in LRTPs are generated by FDOT. Through enhanced federal, State, and TPO cooperation and guidance provided by the MPO Advisory Council, FDOT has provided a long-range revenue estimate through 2040. At a statewide level, these forecasts are allocated to the seven FDOT Districts. FDOT District 4 has further subdivided the forecast of annual federal and State revenue projections by Urbanized Area for use in the 2040 LRTP. The district sub-allocation of federal and State revenues is documented Appendix C.

Chapter 4: Financial Resources

Transportation Management Area (TMA)

These federal funds are distributed to an urbanized area with a population greater than 200,000 (TMA), as designated by the U.S. Census Bureau following the decennial census. These revenues are listed as the Surface Transportation Program Urban Attributable (XU) funds in the FDOT five-year work program. Based on the estimate included in the FDOT *2040 Forecast of State and Federal Revenues*, \$101.6 million in future revenues will be available from 2021–2040 for the St. Lucie Urbanized Area. Since the Urbanized Area is spread across St. Lucie and Martin counties, the TMA revenues available for the St. Lucie TPO were estimated at **\$66.0 million** or 65% based on distribution of the urbanized area population and by agreement between the St. Lucie TPO and the Martin County MPO Boards.

Transportation Alternatives Program (TAP)

Created as a new funding program under current federal transportation legislation (MAP-21), TAP was designed solely to fund projects that are non-auto-based. Approximately **\$13.10 million** in future transportation alternatives revenues are estimated to be available to the St. Lucie TPO from 2021–2040. As with the TMA revenues, the revenue estimate of \$103.2 million provided by FDOT for all of District 4 was split based on population estimates.

Strategic Intermodal System (SIS)

This capacity program provides funds for construction, improvements, and associated right-of-way (ROW) on the State Highway System (SHS) roadways that are designated as part of the SIS. Approximately **\$184.54 million** in improvements were identified for 2021–2040 in the 2014 SIS Cost Feasible Plan.

Other Arterial Construction/Right-of-Way (OA)

This capacity program provides funds for construction, improvements, and associated ROW on SHS roadways that are not designated as part of the SIS. OA revenues include additional funding for the Economic Development Program and the County Incentive Grant Program. These revenues are available for non-SHS roadways when certain criteria are met. Guidance in the FDOT *2040 Forecast of State and Federal Revenues* indicates that the OA revenues used for developing the LRTP can be increased by 22% to account for additional product support activities. To that end, **\$244.85 million** in future revenues will be available for roadway infrastructure projects for the 2021–2040 timeframe.

Transportation Regional Incentive Program (TRIP)

This program is intended to encourage regional planning by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. For long-range planning purposes, the districtwide allocation of TRIP funds was divided on a population basis. Approximately **\$2.76 million** could be available to the St. Lucie TPO under this scenario during the 2021–2040 timeframe.

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Federal/State Transit Revenue

Using the Treasure Coast Connector (TCC) 10-Year Transit Development Plan (TDP) as the backdrop, assumptions of available revenues were developed for the LRTP. Beyond the 10-year horizon of the TDP, additional revenues have been projected through 2040. Unlike highway funding, in which most of the revenue stream is more predictable, much of the transit revenues come through federal and State discretionary/competitive grant programs. The underlying assumption for developing these transit revenues includes capturing some of these grant funds, which the TCC historically has received. The total federal and State transit revenues assumed for the 2021–2040 planning timeframe in future year dollars are **\$75.49 million** for capital improvements and **\$18.94 million** for operating expenses.

4.3.2 Existing Local Revenue Sources

In addition to federal and state funding, the TPO also considered local revenue sources that could be available for building and maintaining the countywide transportation network.

Transportation Impact Fees (TIF)

TIF revenues are assessed on new development to provide a portion of the revenue needed for the addition and expansion of local roadway facilities that are necessary to accommodate travel demand from new development. For the LRTP, **\$413.27 million** in future-year revenues are anticipated to be available should local governments agree to use this source to fund LRTP projects. The County's TIF is collected by St. Lucie County and the cities of Fort Pierce and Port St. Lucie. Revenue projections were based on adopted population growth through 2040 previously discussed in the Planning Assumptions section of this report. The County currently adjusts TIF rate schedule up or down on an annual basis using the Consumer Price Index (CPI), and this was continued at an average increase of 0.6% annually from 2021 to 2040.

Fuel Taxes

Historically, fuel taxes have represented a major portion of the local transportation revenues within St. Lucie County. Currently, the County charges 12 cents of Local Option Fuel Tax (LOFT) in addition to 3 cents of State fuel tax for local use. The majority of the fuel tax revenue is dedicated to operations and maintenance, with some funds used for transportation capacity expansion and debt service repayment. After the current debt obligations are fulfilled through fuel tax revenues, **\$290.40 million** of future revenues between 2021 and 2040 are estimated for the LRTP. These revenue estimates were adjusted consistent with FDOT Central Office guidance using a negative deflation factor of approximately -3.0%. This deflation factor considers recent trends in driver behavior and recent government fuel-efficiency standards for new vehicles.

Local Transit Revenues

Locally-generated funding for TCC transit service is generated primarily through a property tax assessment known as the MSTU. This assessment currently is applied at the rate of 0.1269 per \$1,000 of taxable value. Projected through 2021–2040 using population growth and property value increase, the MSTU is estimated to

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generate \$70.89 million. In addition to the MSTU, transit revenues are generated locally through fares and advertising. In total, **\$165.3 million** in transit revenues, including federal, state and local, are available for the 2021–2040 timeframe.

4.3.3 Potential Local Revenue Sources

In addition to estimating future revenues from local sources, an analysis was conducted to determine the potential of additional future revenue sources that could be used to fund transportation projects for the Go2040 LRTP. Three sources were specifically identified during this analysis: a 0.10 mill MSTU or general ad valorem to fund county-wide walk-bike improvements; increasing the existing county-wide MSTU for transit by 0.1231 mill to the maximum of 0.25 mill for transit service enhancements and new routes; and a sales tax of 0.5%, of which one-half (½ of 1%) would be allocated for transportation. For the purposes of forecasting future revenues, the transportation allocation in Port St. Lucie and the unincorporated county was assumed to be split, with 70% being allocated to capacity projects and 30% to pavement management county-wide. In the City of Fort Pierce, the sales tax allocation was split equally between capacity projects and pavement management.

Using any of the potential local revenue sources for the Cost Feasible Plan will require specific endorsement by the TPO Committees and Board, including an actionable implementation plan that results in these revenues being available by January 1, 2021. Absent such an actionable implementation plan, projects and services built with these revenue sources can only be shown in the Go2040 LRTP illustrative projects.

Sidewalk MSTU

The sidewalk MSTU is projected to generate approximately **\$55.8 million** for sidewalks to be built in the 2021–2040 timeframe. If levied, these funds could be used to fund approximately 170 miles of sidewalks adjacent to major roads with school bus stops.

Transit MSTU

The additional transit MSTU of 0.1231 mill is projected to generate approximately **\$68.70 million** for the 2021–2040 timeframe. These funds will be used for capital and operating costs associated with transit service improvements such as new transit routes.

Local Option Sales Tax

The ¼-cent portion of the ½-cent local option sales tax is projected to generate approximately **\$261.67 million** during the 2021–2040 timeframe. As indicated above, these funds will be split between capacity projects and county-wide pavement management.

4.4 Funding Challenges

As presented in Chapter 3, the total cost—both operating and capital—of the Go2040 Multimodal Needs Plan is \$2.10 billion for capital and \$259.1 million for operating for a total of \$2.36 billion. Existing federal and State revenues, including transit total capital and operating is \$418.45 million. Existing local revenues currently committed for transit from the countywide MSTU total \$70.89 million. The resulting overall funding shortfall for

the Go2040 Multimodal Needs Plan is \$1.87 billion. In short, current available revenues fund about 23% of the total costs of the Go2040 Multimodal Needs Plan. Three financial planning scenarios will be presented in Chapter 5 as options to be considered in the development and adoption of the Go2040 Cost Feasible Plan.

5.1 Development of the Cost Feasible Plan

As previously identified in Chapter 3, projects included in the currently adopted TIP with funding commitments through the 2019/2020 Fiscal Year were included in the E+C Network. Documentation concerning the funding of these projects was shown in Table 3-1, Summary of Committed improvements. Thus, the timeframe of the Go2040 Cost Feasible Plan is from 2021 to 2040.

Prioritization of the Go2040 Multimodal Needs Plan was completed and documented in Chapter 3, and this work effort forms the initial basis for the Go2040 Cost Feasible Plan funding priorities. It quickly became apparent that the cost of the Go2040 Multimodal Needs Plan far exceeded the available federal and State revenues allocated to the St. Lucie TPO. For example, available federal and state revenues (in year of expenditure projections and excluding SIS revenues) for roadway, transit and walk/bike improvements total \$418.46 million. Add to that amount \$94.57 million in dedicated local transit funding (transit MSTU, farebox, advertising and other sources) results in total federal, State and dedicated local funding of \$513.03 million. This includes both capital and operating revenue sources. Developing a Cost Feasible Plan that identifies the funding projects included the development of various revenue scenarios. Scenario 2C (discussed below) included the most revenues and consequently the largest number of potentially funded projects. This scenario had a total cost including capital and operating (excluding SIS and developer built roads) of \$1,457.21 million. Compared with the existing dedicated revenues, this results in a funding shortfall of \$944.18 million. Saying it another way, existing revenues fund only about 35 percent of the Go2040 Cost Feasible Plan costs for scenario 2C.

SIS roads have previously been documented in the Go2040 Multimodal Needs. Cost feasible improvement priorities on SIS facilities are established by Florida DOT in consultation and coordination with metropolitan planning organizations. They are included in the Go2040 Cost Feasible Plan by reference to the most current adopted SIS Cost Feasible Plan with the understanding that an update to the SIS plan will be completed in the next two years. Updates to the SIS Cost Feasible Plan will need to be coordinated with the Go2040 LRTP for inclusion in the Cost Feasible LRTP.

The Federal TMA and TAP funding sources have been split based on board actions by the Martin MPO and the St. Lucie TPO. The percentage distribution for the St. Lucie TPO is 65 percent and from the MPO 35 percent.

Given the funding shortfall discussed above, an initial Go2040 Cost Feasible Plan alternative was developed to demonstrate how the majority of the Go2040 Multimodal Needs Plan projects could be funded through inclusion of existing and alternative local funding options. However, further review and discussion of this approach led to the development of three incremental scenario planning financial alternatives. These alternatives, developed incrementally to directly tie funding to specific multimodal projects, ranged from using only federal, State and local dedicated transit funding to alternatives that added existing and alternative local revenue sources. In summary, this approach was designed to show the public, local government elected officials and the TPO Board and its committees specifically what multimodal projects, programs and services could be funded as additional revenue sources became available in the 2021 to 2040 timeframe.

5.2 Scenario Planning Approach

As used in the Go2040 LRTP development process, Financial Scenario Planning involved the following steps. All of which are integrated within the Go2040 LRTP development process and the PPP:

- > Establish the vision, goals and objectives.
- > Tie the vision goals and objectives to the performance measures and project evaluation criterion and allocation of project points.
- > Establish baseline conditions of where we are today with respect to needed multimodal improvements and associated costs, existing available revenue sources and needed revenues to fund the shortfall.
- > Obtain public input to:
 - o Gauge support and willingness to implement additional revenue sources to fund needed multimodal improvements.
 - o Cast votes for the multimodal projects determined to be the most important to the community.
- > Establish three scenario planning funding alternatives that incrementally build the cost feasible plan by adding additional revenue sources for consideration by the public and the TPO Board and its Committees.

The initial three scenario planning funding alternatives were 1) Federal and State Funds, 2) Federal, State and Existing Local Funds and 3) Federal, State, Existing Local Funds and New Local Funds. Additionally, refinements to alternatives 1 and 3 were also made. Each of these alternatives are summarized in the sections below.

5.2.1 Alternative 2A: Federal and State Funds

Alternative 2A represents the minimum financial investment in the Go2040 Cost Feasible Plan. It includes only federal, State and dedicated local transit funding. Below is a summary of the highlights of Alternative 2A:

- > State and federal revenue sources:
 - o For roadway, walk/bike, operational/ITS/safety and congestion management include TMA, OA and TAP funding sources. YOE revenues from 2021 to 2040 from these sources total \$323.97 million.
 - o Federal and state transit capital and operating revenues come from discretionary and competitive grants for which St. Lucie County Community Transit has been proactive in obtaining. Additionally, dedicated local funding comes from an existing countywide transit MSTU. Total transit revenues, including \$70.89 million from the countywide transit MSTU total \$165.32 million.
 - o Total revenue for Alternative A is \$489.29 million
- > Includes the following multimodal projects and services:
 - o Completes a total of 12 road projects based on the existing TPO Master List of Priority Projects.
 - Kings Highway (Add 2 lanes, bike lanes, sidewalks) N of I-95 Overpass to St. Lucie Blvd. and from St. Lucie Blvd. to Indrio Rd.;

- Port St. Lucie Blvd. (Add 2 lanes, bike lanes, sidewalks) from Paar Dr. to Darwin Rd. and from Paar Dr. to Becker Rd.
 - Midway Rd. (Add 2 lanes, bike lanes, sidewalks) from Glades Cutoff Rd. to Selvitz Rd.
 - Jenkins Road (New 4 lanes, bike lanes, sidewalks) from Midway Road to Okeechobee Road,
 - The US-1 Corridor Retrofit Program, funded in each of the three time bands.
 - The Congestion Management Program (CMP), funded in each of the three time bands.
 - Includes 22 Developer projects in the 2031 to 2040 time band. The actual construction of these projects is dependent on Development Agreements and other binding project approvals. These projects remain the same in all the financial alternatives.
 - A total of 20 St. Lucie Walk/Bike Network Projects from the TPO Priority LOPP
 - Continues the existing transit services provided by Community Transit through 2040, including the existing bus service on seven routes and the recently implemented service improvements for Routes 1, 2, and 3 enhancements.
- > Includes \$425,000 per year (\$8.93 Million for the LRTP timeframe) for pavement resurfacing or about 7% of the annual funding need to maintain a 25 year life cycle.

5.2.2 Alternative 2B: Federal, State and Existing Local Funds

Alternative 2B adds existing local funding to the minimum financial investment identified in the Go2040 Cost Feasible Plan Alternative 2A. Below is a summary of the highlights of Alternative 2B:

- > Includes all revenues from Alternative 2A.
- > Adds local gas tax and impact fee revenues within the County and Cities that total \$535.12 million.
- > Total Revenue for Alternative 2B is \$1,024.44 million.
- > Includes all multimodal projects and services from 2A.
- > Adds the following additional multimodal projects and services
 - Completes a total of 10 additional road projects
 - Jenkins Rd. (New 4 lanes, bike lanes and sidewalks) from Angle Rd. to St Lucie Blvd.
 - Floresta Dr. (Add 2 lanes, bike lanes, sidewalks) from Southbend Blvd. to Port St Lucie Blvd.
 - Selvitz Rd. (Add 2 lanes, bike lanes, sidewalks) from Glades Cut-Off Rd. to Edwards Rd.
 - Floresta Dr. (Operational Improvements) from Port St Lucie Blvd. to Crosstown Parkway
 - St. Lucie West Blvd. (Add 2 lanes, bike lanes, sidewalks) from E. of I-95 to Cashmere Blvd.
 - Jenkins Rd. (New 4 lanes, bike lanes and sidewalks) from Okeechobee Rd. to Angle Rd.
 - Savona Blvd. (Add 2 lanes, bike lanes, sidewalks) from Gatlin Blvd. to California Blvd.
 - Southbend Blvd. (Add 2 lanes, bike lanes, sidewalks) from Becker Rd. to Floresta Dr.
 - Glades Cut-Off Rd. (Add 2 lanes, bike lanes, sidewalks) from Midway Rd. to Selvitz Rd.

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- Airport Connector (New 4 lanes, bike lanes and sidewalks) from I-95 to Kings Highway
- Completes the top 27 St. Lucie Walk/Bike Network Projects from the TPO Priority LOPP and Sidewalk Gap List.
- Continues the existing transit services provided by Community Transit through 2040, including the existing bus service on seven routes and the recently implemented service improvements for Routes 1, 2, and 3 enhancements.

5.2.3 Alternative 2C: Federal, State, Existing and New Local Funds

Alternative 2C adds new local funding sources to the financial investment identified in the Go2040 Cost Feasible Plan Alternative 2B. Below is a summary of the highlights of Alternative 2C:

- > Includes all revenues from Alternative 2B.
- > Adds the following new local revenue sources which are projected to generate a total \$385.86 million from 2021 to 2040:
 - Increase the Transit MSTU to 0.25 mills, an increase of .1321 mills which is projected to generate \$68.70 million from 2021 to 2040.
 - Adds a Sidewalk MSTU of 0.10 mills, an increase in the general ad valorem assessment of 0.10 mills, which is projected to generate \$55.84 million from 2021 to 2040.
 - Adds a ¼ cent sales tax for transportation (½ of a ½ cent) which is projected to generate \$261.32 million from 2021 to 2040.
- > Total Revenue for Alternative 2C is \$1,410.30 million.
- > Includes all multimodal projects and services from 2B.
- > Adds the following additional multimodal projects and services
 - Completes a total of 2 additional road projects
 - Glades Cut-off Rd. (Add 2 lanes, bike lanes, sidewalks) from Commerce Center Dr. to Midway Rd.
 - East Torino Parkway (Add 2 lanes, bike lanes, sidewalks) from Cashmere Blvd. to Midway Rd.
 - A total of 76 St. Lucie Walk/Bike Network Projects from the TPO Priority LOPP and Sidewalk Gap List are completed which includes all the projects on the current list.
 - The enhanced Transit Program includes 7 new routes and a new Administration and Operations Building.
 - Fort Pierce/Port St. Lucie 25th Street/Airoso Boulevard Express
 - Tradition Circulator
 - I-95/Palm Beach County Express
 - Midway Road/St. Lucie County Health Department
 - South Hutchinson Island
 - Tri-Rail Express Connection or Turnpike/Palm Beach County Express

- Sunrise Boulevard/Lawnwood Medical Center/IRSC
- New Transit Administration and Operations Facility

5.2.4 Refined Alternatives 2A and 2C: Federal, State and New Local Funds

Refined Alternative 2A has only 1 change from the initial 2A scenario. The limits of the Jenkins Road project were changed to be Angle Rd. to St. Lucie Blvd. This change was due to funding constraints on state and federal revenue sources as well as the desire to more directly serve the St. Lucie County International Airport and proposed Freight Logistics Zone.

Refined Alternative 2C removes the existing local funds and new Sidewalk MSTU financial investments shown in Alternative 2C. Below is a summary of the highlights of Refined Alternative 2C:

- > Includes all revenues from Alternative 2A.
- > Removes existing local revenues, gas tax and impact fees, previously included in Alternative 2C
- > Removes the Sidewalk MSTU of 0.10 mills from Alternative 2C and retains the following new local revenue sources which are projected to generate a total \$330.02 million from 2021 to 2040:
 - Increase the Transit MSTU to 0.25 mills, an increase of .1321 mills which is projected to generate \$68.70 million from 2021 to 2040.
 - Adds a ¼ cent sales tax for transportation (½ of a ½ cent) which is projected to generate \$261.32 million from 2021 to 2040.
- > Total Revenues for Refined Alternative 2C are \$819.35 million.
- > Includes all multimodal projects and services in Refined Alternative 2A.
- > Adds and/or maintains the following additional multimodal projects and services
 - Completes a total of 3 additional road projects
 - Floresta Dr. (Add 2 lanes, bike lanes, sidewalks) from Southbend Blvd. to Port St Lucie Blvd.
 - Floresta Dr. (Operational Improvements) from Port St Lucie Blvd. to Crosstown Parkway
 - Glades Cut-Off Rd. from Midway Rd. to Selvitz Rd.
 - Maintains and completes the 76 St. Lucie Walk/Bike Network Projects from the TPO Priority LOPP and Sidewalk Gap List which includes all projects on the current lists.
 - Maintains the enhanced Transit Program which includes 7 new routes and a new Administration and Operations Building.
 - Fort Pierce/Port St. Lucie 25th Street/Airosa Boulevard Express
 - Tradition Circulator
 - I-95/Palm Beach County Express
 - Midway Road/St. Lucie County Health Department
 - South Hutchinson Island
 - Tri-Rail Express Connection or Turnpike/Palm Beach County Express

- Sunrise Boulevard/Lawnwood Medical Center/Indian River State College (IRSC)
- New Transit Administration and Operations Facility

5.3 Cost Feasible Plan Review

In addition to the extensive public involvement activities and review by the TPO Board and its Committees, the Go2040 Cost Feasible Plan review process included two workshops that afforded the County Administrator and the two City Managers the opportunity to discuss the issues and challenges the County and two cities face in addressing multimodal transportation needs and funding. The three sections below discuss local agency coordination, TPO Board and Committee meetings and public input received during the development of the Go2040 Cost Feasible Plan.

5.3.1 Local Agency Coordination

Two local agency coordination workshops occurred with the County Administrator and the City Managers of Port St. Lucie and Fort Pierce. The first workshop occurred in August 2015 and included discussions on LRTP revenue assumptions and forecasts, needs plan costs and revenues, and project evaluation criteria and weighting. Comments received during the first workshop confirmed that alternative revenues were needed for walk/bike projects, countywide pavement resurfacing, enhanced transit service and roadway capacity projects. Direction was given to explore new local revenues that could be developed to fund multimodal projects. Assumptions associated with revenues, costs, evaluation criteria and pavement management were sent to the respective staffs of the County and the two Cities for review and comments.

The second workshop occurred in October 2015 and included discussions on the 3 cost feasible funding scenarios, existing and new local revenue sources, multimodal project funding and leveraging state and federal funding for local projects. Comments received during the second workshop provided direction to keep the 3 cost feasible plan scenarios, including the use of existing local and new local funding sources for review by the TPO Board at its October Board meeting.

5.3.2 TPO Board and Committees

The TPO Board adopted the Go2040 Multimodal Needs Plan at its August 5, 2015 Board meeting. The adopted Go2040 Multimodal Needs Plan included the Walk/Bike Network, Existing and Future Transit Service and Roadway Needs, including developer funded projects.

Initially, the Cost Feasible Plan was developed considering federal, State, local funding and new local revenue sources. However, comments at the September TPO Committees Joint Meeting of the CAC, TAC and BPAC suggested the incremental funding alternatives approach discussed in Section 5.2.

At the October TPO Board Meeting, funding scenarios 2A, 2B and 2C were presented and discussed. After much discussion, there was consensus by the TPO Board members to take these options back to their respective elected boards for public discussion and recommendation.

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Prior to the December TPO Board meeting, each local government met and provided their recommendations concerning the funding alternatives. Below is a summary of the local government recommendations concerning the funding scenarios.

- > Port St. Lucie recommended moving forward with alternative 2A
- > St. Lucie County was leaning toward alternative 2A
- > Fort Pierce recommended moving forward with alternative 2C and passed a resolution of support for this alternative.

Based on direction of the local government recommendations concerning funding scenarios 2A, 2B and 2C, Alternative 2B was removed from further consideration. Alternatives 2A and 2C were refined and presented to TPO Committees. The TPO Committees recommended the following:

- > The CAC recommended keeping Alternatives 2A and 2C with only the sales tax as a new revenue.
- > The TAC recommended keeping Alternatives 2A and 2C with the increase in the transit MSTU and sales tax as new revenues.
- > The BPAC recommended keeping Alternative 2C with all existing and new local revenues. The BPAC also recommended that the C24 Canal Trail from the Crosstown Parkway to Southbend Boulevard be added to the 2C alternative.

The TPO Committee recommendations were considered in the development of the TPO Board Agenda Packet for the December 2015 Board meeting. Both refined alternatives 2A and 2C were included in the Board Agenda Packet as both alternatives are consistent with the adopted Go2040 Vision, Goals and Objectives. The staff recommendation was to adopt refined alternative 2A as the Cost Feasible Plan until the new local funding sources recommended in refined alternative 2C (sales tax and transit MSTU) are implemented. It was also recommended that the C24 Canal Trail be added to the St. Lucie Walk/Bike Network.

At the December TPO Board meeting, refined funding alternatives 2A and 2C were presented to the TPO Board for their consideration. After much discussion, the TPO Board adopted refined funding alternative 2A as the Cost Feasible Plan. The Board did not add the C24 Canal Trail to the St. Lucie Walk/Bike Network.

5.3.3 Public Comment

Table 5-1 presents the results of the public voting on the Go2040 Cost Feasible Plan Refined Alternative 2A for projects that received public votes. The public votes have been grouped into three tiers; projects in the 1st Tier received the most votes and projects in the 3rd Tier received the least votes. Within each tier, projects are identified by mode, roadway (includes sidewalk and bike lanes built concurrently with road project), sidewalk, operational improvements and transit service. Information from public votes on the Go2040 Cost Feasible Plan Refined Alternative 2A serve to support projects included in Refined Alternative 2A.

Table 5-1: Public Votes on Cost Feasible Plan Projects

Project Description	Number of Votes
Tier 1	
Kings Hwy from St. Lucie Blvd to Indrio Rd (Add 2 lanes, bike lanes, sidewalks)	1st Tier
Midway Rd. from Glades Cut-Off Rd. to Selvitz Rd. (Add 2 lanes, bike lanes, sidewalks)	1st Tier
Florida East Coast Greenway from Martin Co Line to Downtown Ft Pierce (Multi-Use Trail)	1st Tier
Florida East Coast Greenway, (SR A1A) from Ft Pierce to Indian River Co Line (Multi-Use Trail)	1st Tier
Alcantarra Boulevard from Port St. Lucie Boulevard to Savona Boulevard (Sidewalk)	1st Tier
Walton Road from Lennard Road to Green River Parkway (Sidewalk-1.1 miles)	1st Tier
North Macedo Boulevard from Selvitz Road to St. James Drive (Sidewalk)	1st Tier
Boston Avenue from 25th Street to 13th Street (Sidewalk)	1st Tier
Curtis Street from Prima Vista Boulevard to Floresta Drive (Sidewalk)	1st Tier
Volucia Drive from Blanton Boulevard to Torino Parkway (Sidewalk)	1st Tier
Tier 2	
Port St. Lucie Blvd from Becker Rd to Paar Dr. (Add 2 lanes, bike lanes, sidewalks)	2nd Tier
Thornhill Drive from Bayshore Boulevard to Airoso Boulevard (Sidewalk)	2nd Tier
Weatherbee Road from U.S. Highway 1 to Oleander Avenue (Sidewalk)	2nd Tier
Oleander Avenue from Midway Road to Saeger Avenue (Sidewalk)	2nd Tier
Tier 3	
Kings Hwy from N. of I-95 Overpass to St. Lucie Blvd (Add 2 lanes, bike lanes, sidewalks)	3rd Tier
Port St. Lucie Blvd from Paar Dr. to Darwin Rd. (Add 2 lanes, bike lanes, sidewalks)	3rd Tier
US 1 Corridor Retrofit from Indian River Co Line to Martin Co Line (Corridor Improvements)	3rd Tier
Jenkins Rd. from Angle Rd to St Lucie Blvd (New 4 lanes, bike lanes, sidewalks)	3rd Tier
Oleander Avenue from Midway Road to Market Avenue (Sidewalk)	3rd Tier
East Torino Parkway from Volucia Drive to Conus Street (Sidewalk)	3rd Tier
29th Street from Avenue Q to Avenue T (Sidewalk)	3rd Tier
Floresta Drive from Port St. Lucie Boulevard to Southbend Boulevard (Sidewalk)	3rd Tier
Rosser Boulevard from Openview to Bamberg Street (Sidewalk)	3rd Tier

5.4 Cost Feasible Plan

As indicated in the previous section, the TPO Board adopted Refined Alternative 2A as the Go2040 LRTP Cost Feasible Plan at its December TPO Board meeting. This section provides both a tabular listing of projects and maps that illustrate the adopted multimodal projects included in the cost feasible plan.

5.4.1 Adopted Cost Feasible Plan Projects

Roadway Projects

Nine roadway projects are included in the adopted Cost Feasible Plan and illustrated in Map 5-1 and Table 5-2. Projects in Table 5-2 are sorted by the three LRTP time bands discussed in Chapter 4; 2021–2025, 2026–2030 and 2031–2040. Other information presented in this table are the project number, On-street and from and to termini, improvement description, and project source for the project (2035 LRTP Cost Feasible Plan, Go2040 Multimodal Needs Plan, Go2040 Congestion Management Plan element).

Included in Table 5-2 is a line item in each time band which sets aside future revenues for the Congestion Management Program and Walk-Bike Network Improvements. Specific CMP and Walk-Bike projects are identified on an annual basis as part of the TPO prioritization processes.

Developer built projects included in the adopted Cost Feasible Plan are also listed in Table 5-2 in the 2031–2040 time band. These projects are supported by local government agreements, development orders and or Development of Regional Impact documentation.

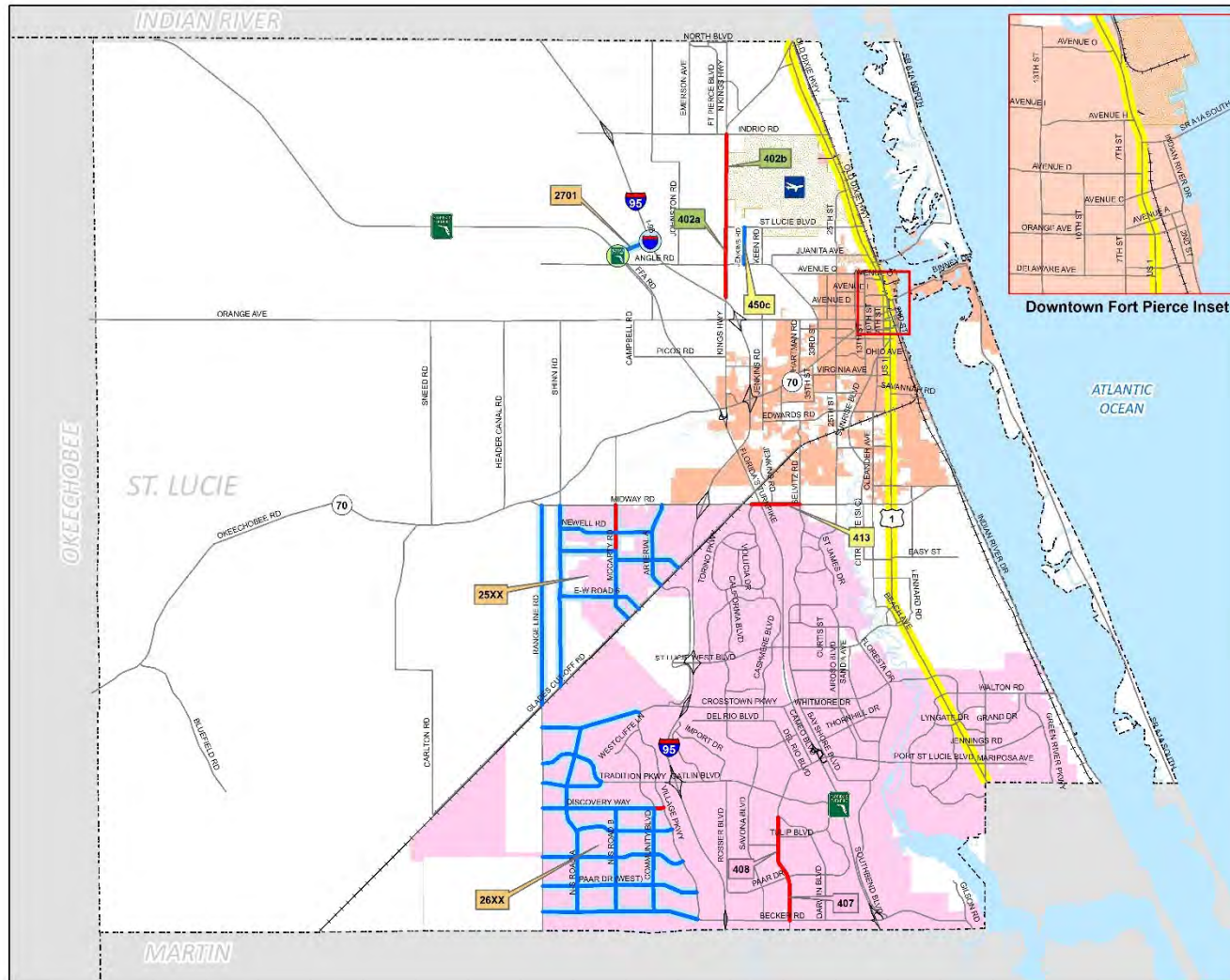
Walk/Bike Projects

Map 5-2 and Map 5-3, and Table 5-3 present the Walk/Bike projects that are included in the Go2040 LRTP Cost Feasible Plan. While Walk/Bike projects are prioritized on an annual basis by the TPO, the 20 Walk/Bike projects included in this Cost Feasible Plan are included on the current TPO project priority list and are listed here as future candidate projects.

Transit Service

The existing transit service is continued in the Go2040 LRTP Cost Feasible Plan. It should be noted that St. Lucie County's adopted FY2015/16 budget includes funding for the new Lakewood Park Route as well as extended hours of service and improved frequency for existing routes 1 to 3. Map 5-4 and Table 5-4 illustrate the existing transit service that is included in the Cost Feasible Plan. Per discussions with County Community Transit, it was indicated that the County's intent is to fund the service enhancements mentioned above through some combination of general fund and/or transit MSTU increases. The County has maintained the transit MSTU to fund transit for over 10 years and an established track record of supporting the Community Transit program.

Map 5-1: Go2040 Cost Feasible Plan Roadway Improvements



**St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)**

**2040 Cost Feasible Plan
Roadway Improvements**

Legend

- Add 2 Lanes
- New Road
- New Interstate Interchange
- New Turnpike Interchange
- Ramps
- Developer Road
- Operational Improvement
- Proposed FLZ Rail Line
- Proposed Freight Logistics Zones
- Fort Pierce
- Port St. Lucie
- St. Lucie Village
- 401 State Project
- 403 County Project
- 408 City Project (PSL)
- 25XX Developer Project

*Note: Road network is E+C with additional improvements to 2040 CF Plan 2A conditions.
Source: I.O. vIMAS (Network)*

Go2040
St. Lucie TPO
Long Range Transportation Plan

Table 5-2: Go2040 Cost Feasible Plan Roadway Improvements

Project Number	On Street	From	To	Improvement	Project Source	Total Cost (YOE)
2021-2025						
402a	Kings Hwy	N. of I-95 Overpass	St. Lucie Blvd	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$27,510,000
408	Port St. Lucie Blvd	Paar Dr.	Darwin Rd.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$17,800,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$6,750,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$3,270,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$4,410,000
2026-2030						
402b	Kings Hwy	St. Lucie Blvd	Indrio Rd	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$40,000,000
413	Midway Rd.	Glades Cut-Off Rd.	Selvitz Rd.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$24,050,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$17,600,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$4,210,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$9,870,000
2031-2040						
407	Port St. Lucie Blvd	Becker Rd	Paar Dr.	Add 2 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$29,360,000

Project Number	On Street	From	To	Improvement	Project Source	Total Cost (YOE)
450c	Jenkins Rd.	Angle Rd	St Lucie Blvd	New 4 lanes, bike lanes, sidewalks	2035 CFP, 2040 Needs Plan	\$36,540,000
500	US 1 Corridor Retrofit	Indian River County Line	Martin County Line	Corridor Improvements	2035 CFP, 2040 Needs Plan	\$35,000,000
	Walk-Bike Network Improvements			Potential projects below	2040 Walk-Bike Network	\$15,790,000
	Congestion Management Program			Operational Improvements	2035 CFP, 2040 CMP Element	\$51,810,000
Developer Roads (2031-2040)						
2501	E-W-Road 6	Shinn Rd	Glades Cut-Off Rd	New 4 lane road	Developer agreement	\$83,440,000
2502	Williams Rd	Shinn Rd	McCarty Rd	New 2 lane road	Developer agreement	\$36,300,000
2503	Williams Ext	McCarty Rd	Glades Cutoff Rd	New 4 lane road	Developer agreement	\$64,870,000
2504	Newell Rd	Shinn Rd	Arterial A	New 4 lane road	Developer agreement	\$92,030,000
2505	Range Line Rd	Glades Cut-Off Rd	Midway Rd	New 4 lane road	Developer agreement	\$92,820,000
2506	Shinn Rd	Midway Rd	Glades Cut-Off Rd	New 4 lane road	Developer agreement	\$84,260,000
2507	McCarty Rd	Williams Rd	Midway Rd	Add 2 lanes	Developer agreement	\$32,120,000
2508	McCarty Rd	Glades Cut-Off Rd	Williams Rd	New 4 lane road	Developer agreement	\$71,530,000
2509	Arterial A	Glades Cut-Off Rd	Midway Rd	New 4 lane road	Developer agreement	\$84,570,000
2601	Becker Rd	Village Pkwy	Range Line Rd	New 4 lane road	Developer agreement	\$154,000,000
2602	Paar Dr (West)	Village Pkwy	Range Line Rd	New 4 lane road	Developer agreement	\$153,630,000
2603	Open View Dr (West)	Village Pkwy	Range Line Rd	New 4 lane road	Developer agreement	\$142,120,000
2604	E-W Road 2	Village Pkwy	N-S Road A	New 4 lane road	Developer agreement	\$96,590,000
2605	Discovery Way	Village Pkwy	Community Blvd	Add 2 lanes	Developer agreement	\$6,950,000
2606	Discovery Way	Community Blvd	Range Line Rd	New 4 lane road	Developer agreement	\$109,920,000
2607	Stony Creek Way	Range Line Rd	Tradition Pkwy	New 4 lane road	Developer agreement	\$60,660,000
2608	Tradition Pkwy	Range Line Rd	Stony Creek Way	New 4 lane road	Developer agreement	\$74,720,000
2609	Crosstown Pkwy	Range Line Rd	Village Pkwy	New 4 lane road	Developer agreement	\$98,110,000
2610	N-S Road A	Crosstown Pkwy	Becker Rd	New 4 lane road	Developer agreement	\$185,790,000

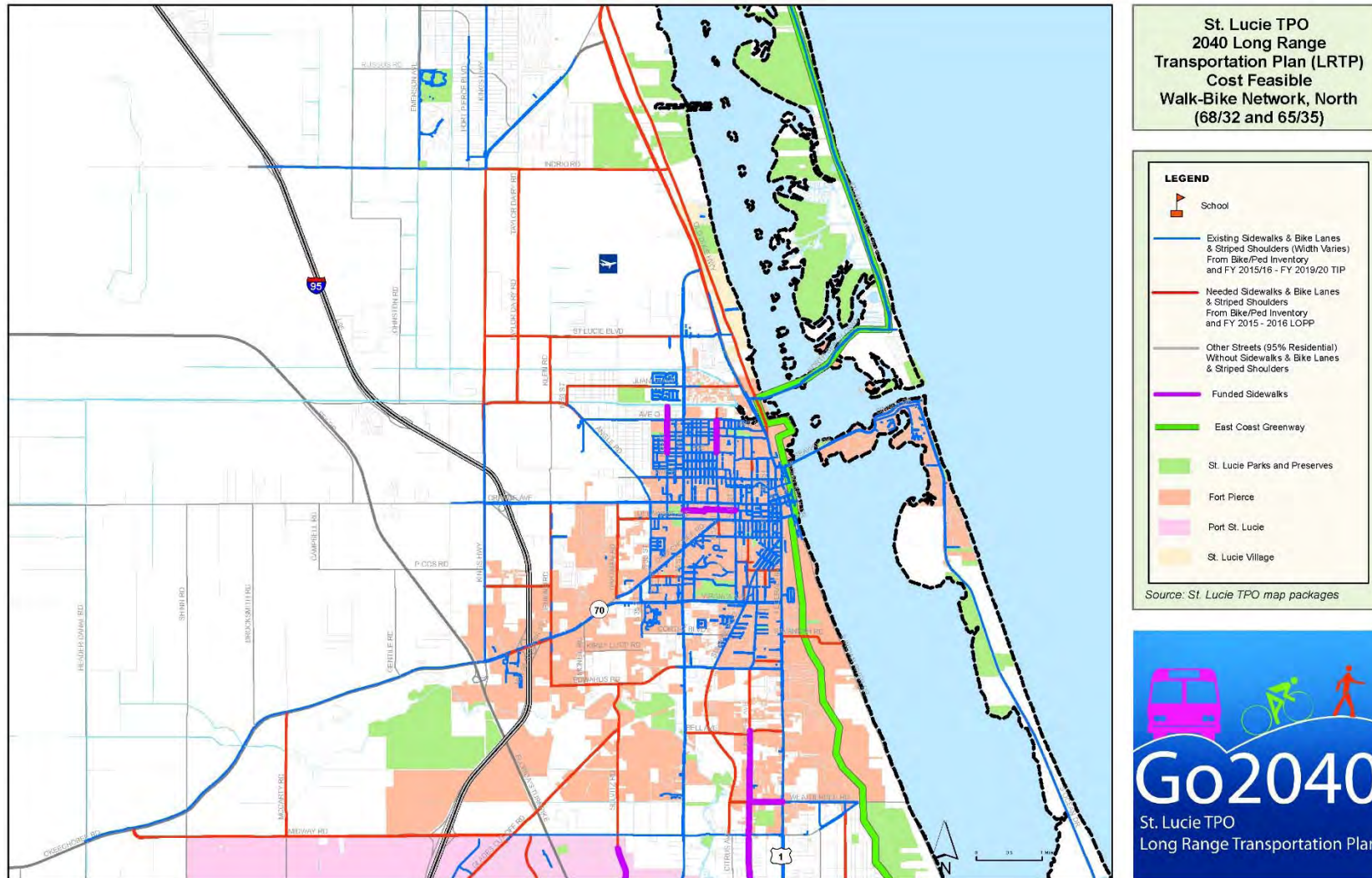
Chapter 5: Go2040 Cost Feasible Plan



Project Number	On Street	From	To	Improvement	Project Source	Total Cost (YOE)
2611	N-S Road B	Becker Rd	Discovery Way	New 4 lane road	Developer agreement	\$101,480,000
2612	Community Blvd	Discovery Way	Becker Rd	New 4 lane road	Developer agreement	\$101,300,000
2701	Turnpike/I-95 Connector	Florida's Turnpike	I-95	New 4 lane road	Developer agreement	\$188,750,000

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Map 5-2: Go2040 Cost Feasible Walk/Bike Improvements, (North County)



Map 5-3: Go2040 Cost Feasible Walk/Bike Improvements, (South County)

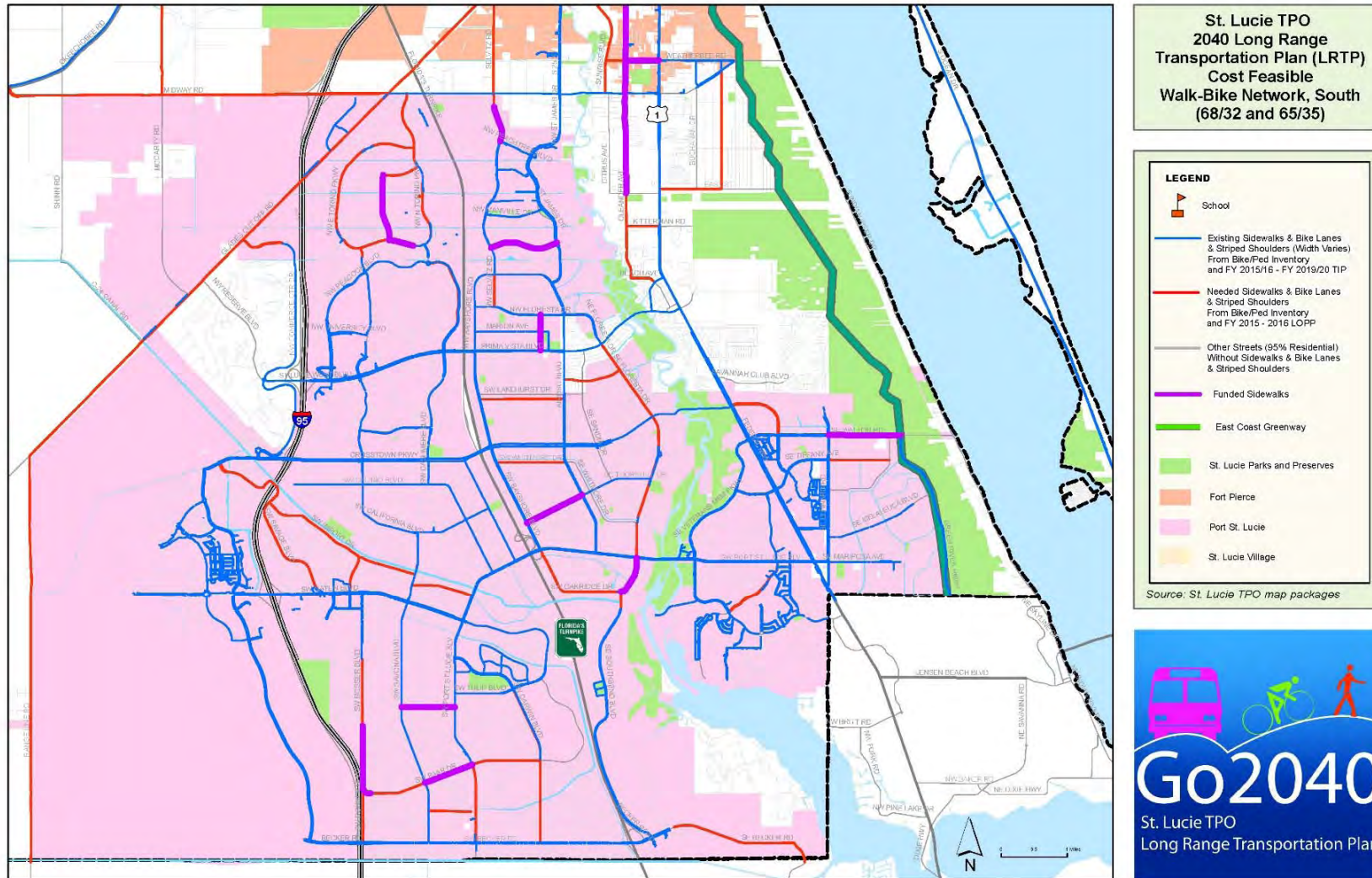


Table 5-3: Go2040 Walk/Bike Cost Feasible Illustrative Projects

Project Number	On Street	From	To	Improvement	Project Source	Total Cost (YOE)
Walk-Bike Network Improvements						
	Oleander Avenue	Midway Road	Market Avenue	Sidewalk-1.3 miles	2015 TA Grant Application	\$1,202,125
	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	St. Lucie County School District	\$632,730
	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	2010/11 LOPP	\$222,700
	East Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	St. Lucie County School District	\$220,080
	North Macedo Boulevard	Selvitz Road	St. James Drive	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$688,038
	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.8 miles	2010/11 LOPP	\$520,397
	Thornhill Drive	Bayshore Boulevard	Airosa Boulevard	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$916,023
	Parr Drive	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List	\$529,837
	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	2010/11 LOPP	\$77,000
	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	2010/11 LOPP	\$123,200
	Curtis Street	Prima Vista Boulevard	Floresta Drive	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List	\$710,895
	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	St. Lucie County School District	\$445,220
	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 miles	St. Lucie County School District	\$870,425

Chapter 5: Go2040 Cost Feasible Plan



Project Number	On Street	From	To	Improvement	Project Source	Total Cost (YOE)
	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	St. Lucie County School District	\$1,323,840
	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	2010/11 LOPP	\$19,700
	Alcantarra Boulevard	Port St. Lucie Boulevard	Savona Boulevard	Sidewalk-0.8 miles	St. Lucie County School District	\$703,290
	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	Port St. Lucie Sidewalk List #8	\$964,947
	Rosser Boulevard	Openview	Bamberg Street	Sidewalk-2.1 miles	Port St. Lucie Sidewalk List #1	\$1,999,182
	Florida East Coast Greenway	Martin Co Line	Downtown Ft Pierce	Multi-Use Trail per Mile (10'-12' width - 1 side)	2040 Needs Plan	\$6,757,225
	Florida East Coast Greenway, (SR A1A)	Ft Pierce	Indian River Co Line	Multi-Use Trail per Mile (10'-12' width - 1 side)	2040 Needs Plan	\$3,412,760

Map 5-4: Go2040 Cost Feasible Plan Transit Service

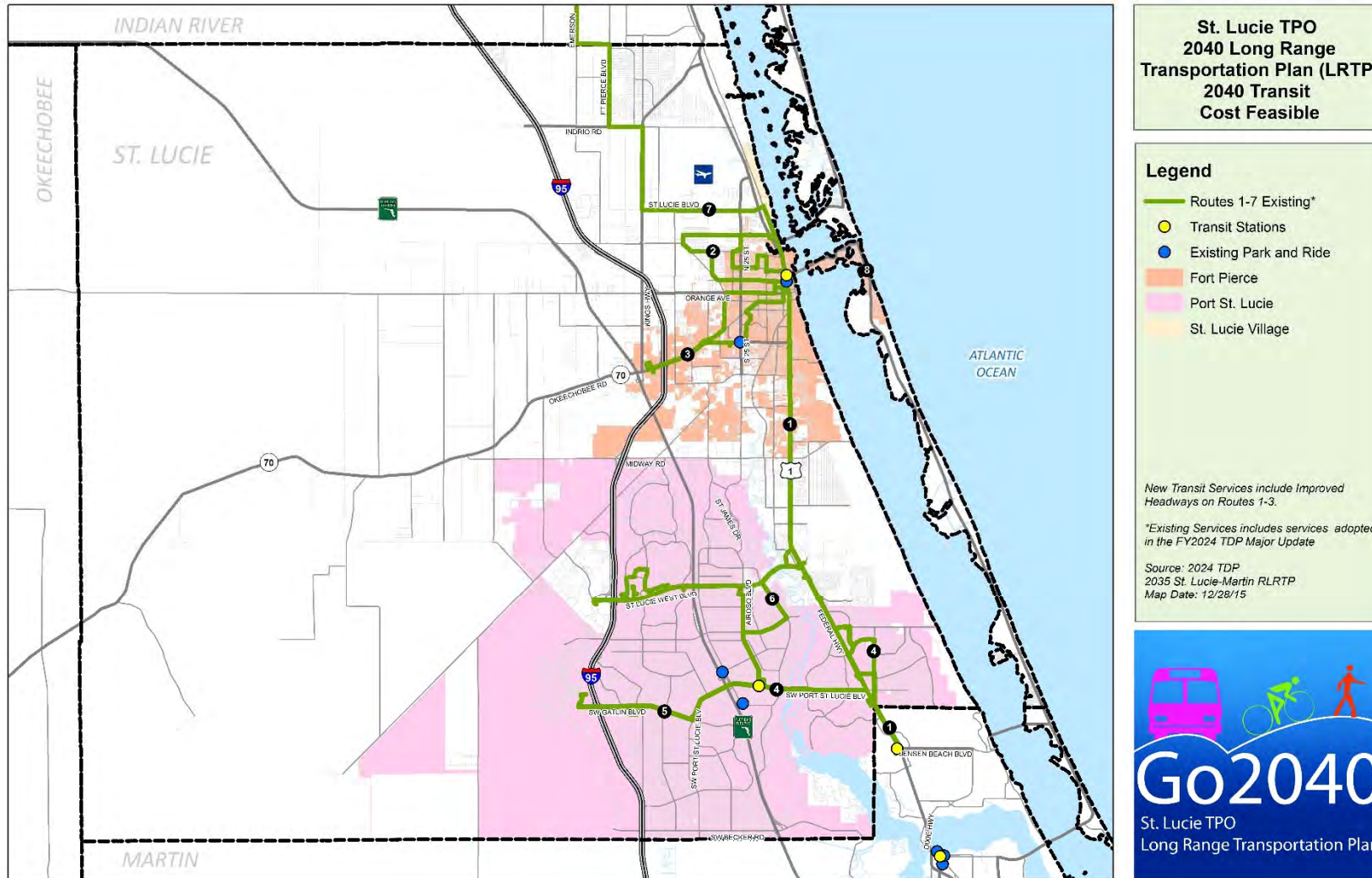


Table 5-4: Go2040 Cost Feasible Transit Service

Bus Service (2021-2040)					
	Continued Operations Cost for Routes 1-7*				\$189,364,000
	Vehicle Replacement (Capital) Cost for Routes 1-7*				\$46,288,000

* - Funding for the existing transit system includes a transfer of General Fund revenues and/or increasing the transit MSTU, to continue the current level of transit service.

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5.4.2 Cost Feasible Plan Cost and Revenue Summary

Table 5-5 presents a summary of the revenues used to fund the Go2040 LRTP Cost Feasible Plan. The first part of this table summarizes the roadway and Walk/Bike Cost Feasible Plan modes. As indicated below this is a balanced program through 2040. For the transit system, the costs include the recently expanded service discussed in Section 5.4.1. These costs currently exceed projected available revenues. However, the County has an established track record of supporting the Community Transit program through local funding sources. When these sources are combined with future competitive grants, the County expects the deficit to be funded.

Table 5-5: Go2040 Cost Feasible Plan Revenue Summary

LRTP Revenue Summary Excluding Transit		2021-2025	2026-2030	2031-2040	Total (\$ M)
Federal and State Revenues	Revenue Available	\$80.78	\$77.49	\$165.70	\$323.97
	Project Costs	\$80.78	\$77.49	\$165.70	\$323.97
	Remaining Available	\$0.00	\$0.00	\$0.00	\$0.00
Developer Revenues	Revenue Available	\$0.00	\$0.00	\$2,115.96	\$2,115.96
	Project Costs	\$0.00	\$0.00	\$2,115.96	\$2,115.96
	Remaining Available	\$0.00	\$0.00	\$0.00	\$0.00
All Revenues	Revenue Available	\$80.78	\$77.49	\$2,281.66	\$2,439.93
	Project Costs	\$80.78	\$77.49	\$2,281.66	\$2,439.93
	Remaining Available	\$0.00	\$0.00	\$0.00	\$0.00
Transit System Revenues					
Existing Revenue Sources	Federal Revenues	\$20.03	\$18.71	\$39.44	\$78.18
	State Revenues	\$3.78	\$3.97	\$8.55	\$16.3
	Local Revenues	\$18.03	\$22.32	\$54.22	\$94.57
	Capital Costs	\$12.38	\$10.90	\$23.00	\$46.29
	Operating Costs	\$38.97	\$44.09	\$106.31	\$189.36
	Other Revenue Needed	\$9.52	\$10.00	\$27.10	\$46.61

Chapter 5: Go2040 Cost Feasible Plan

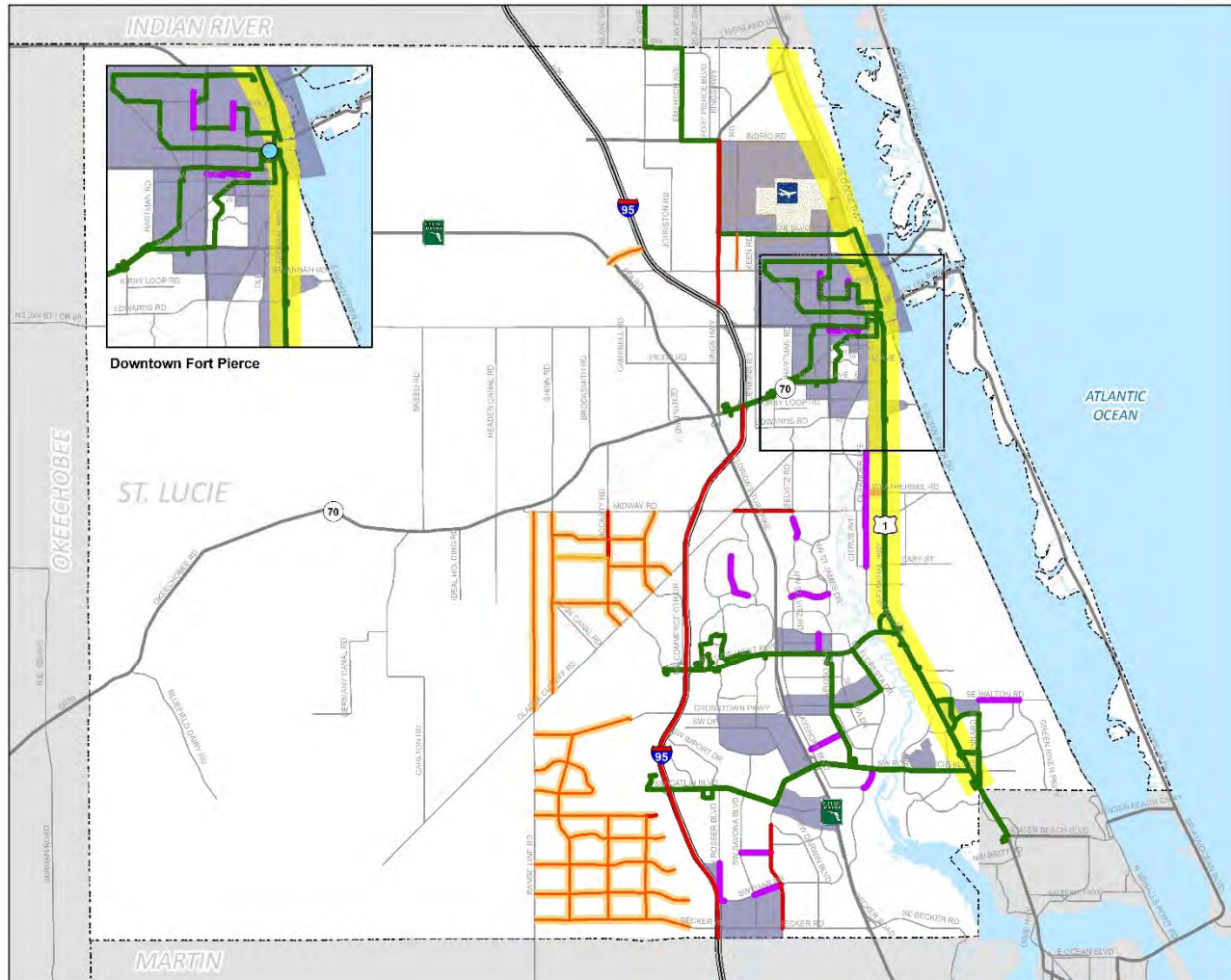
5.4.3 Environmental Justice Analysis

Consistent with the process used in Chapter 3, EJ Outreach was conducted throughout the Go2040 LRTP process. Map 5-5 shows the EJ areas overlaid with the 2040 Cost Feasible Plan for roadways, transit and sidewalks. This map shows that the existing transit routes provide service in the EJ areas and connect to other EJ areas in the county.

Existing transit routes connect almost all of the EJ areas today, and in the Cost Feasible Plan three of these routes will have more frequent headways (30 minutes instead of 60 minutes). Saturday service is being added for these three routes as well. Several of the candidate sidewalk gap projects shown on the map will provide improved connectivity in EJ areas in the City of Fort Pierce and in EJ areas throughout the County. Finally, Cost Feasible roadway projects shown on the map will enhance accessibility adjacent to EJ areas.

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Map 5-5: EJ Areas and the Multimodal Cost Feasible Plan



Legend

Cost Feasible Roads Alt 2A

- Add 2 Lanes
- New 4 Lane
- New 2 Lane
- Developer Road
- Operational Improvement

Cost Feasible Transit Plan 2A

- Existing Transit
- Sidewalk Projects

EJ Areas (Minority/Poverty) (50/50)

12/22/2015



5.4.4 Review of Potential Environmental Impacts

The environmental analysis completed and overlaid with the Needs roadway network in Chapter 3 is now overlaid with the Go2040 LRTP Cost Feasible Plan network. The environmental analysis shows sensitive areas with a relative classification of low (Frequency 1), medium (Frequency 2-3), and high (Frequency 4-5).

Map 5-6 and Table 5-6 indicate that the remaining funded roadway projects are almost entirely out of environmentally sensitive areas. Operational improvements may be located in environmentally sensitive areas, however, these tend to not add a significant amount of new pavement. The Jenkins Road project from Angle to St. Lucie Boulevard is projected to have low impact.

Some of the Developer funded road projects (Paar Dr West and Becker Rd Extension) may have some environmental impacts at their east ends. However, mitigation of these impacts will need to be addressed prior to construction by thorough agency coordination and mitigation approaches discussed in Chapter 3.

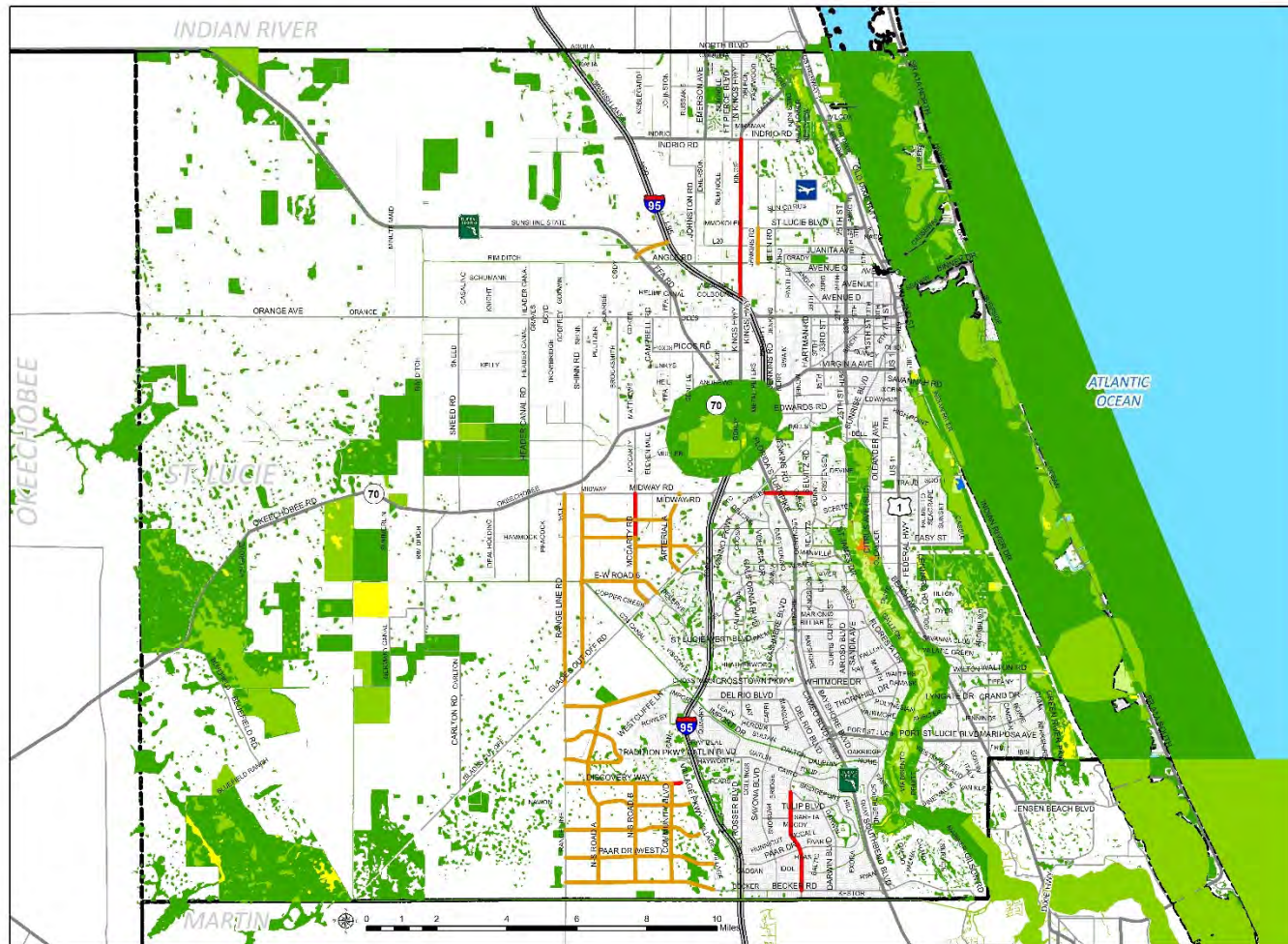
In addition to the process outlined in the Florida Statutes and implemented by the TPO and its partner agencies, the Efficient Transportation Decision Making (ETDM) process is used for seeking input on individual qualifying long range transportation projects, which allows for documentation of specific community comments.

Table 5-6: 2040 Cost Feasible Roadway Projects with Potential Environmental Impact

Project #	Street	From	To	Miles	Description	Potential Environmental Impact	Funded
500	Operational improvements – US 1					Varies	YES
450C	Jenkins Rd	Angle Rd	St Lucie Blvd	1.01	Add 2 lanes	Low	YES

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Map 5-6: Cost Feasible Plan Roadway Projects with Potential Environmental Impacts



St. Lucie TPO
2040 Long Range
Transportation Plan (LRTP)
Environmental Map with
Cost Feasible Projects

Legend

- Roadway Project, Add 2 Lanes
- Roadway Project, New Road

Environmental Hot Spots

FREQUENCY

- 1
- 2
- 3
- 4
- 5

Sources:
2035 St. Lucie-Martin RL RTP
The National Map
Hydrologic Database
Date 12/29/2015



Chapter 6: Implementing and Measuring the Plan

6.1 LRTP Amendment Process

The TPO may find it necessary to revise the adopted Go2040 LRTP Cost Feasible Plan. The Code of Federal Regulations defines two types of revisions. They include administrative modifications and amendments. Further details are provided in the Metropolitan Planning Organization Program Management Handbook, developed by and currently being updated by Florida DOT.

An **administrative modification** is a minor revision to the LRTP (or TIP). It includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. Changes to project/phase initiation years can be within the existing 5 year time band or an adjacent time band. An administrative modification does not require public review and comment or re-demonstrating fiscal constraint.

An **amendment** is a major revision to the LRTP (or TIP). It includes adding or deleting projects from the plan, major changes to project costs (changes by more than 50 percent of the current project costs), initiation dates, or design concepts and scopes for existing projects. An amendment requires public review and comment in accordance with TPO's adopted Public Involvement Process, and re-demonstrating fiscal constraint. Demonstrating fiscal constraint requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars and be based on reasonable financial principles and information. The most current available revenues forecasting document prepared by Florida DOT should be consulted.

The LRTP can be revised at any time. Florida Statute requires that the TPO Board adopt any amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present.

Florida DOT is in the process of updating the SIS Cost Feasible Plan. Once that Plan is updated, it will be necessary to amend the Go2040 LRTP Cost Feasible Plan. The handling of any changes to the Go2040 LRTP Cost Feasible Plan will be coordinated with Florida DOT District 4.

6.2 Emerging Issues

During the development of the Go2040 LRTP several existing and emerging issues were discussed that are worthy of mention and are summarized below.

- > The transition to Performance-Based Planning and Programming emphasized in MAP-21 continues. The TPO continues to evaluate data needs associated with this transition.
- > Federal rule making has been delayed multiple times, but eventually MPOs will need to implement performance based targets to measure the success and benefits of completed projects. This emphasis is continued in the new FAST Act.
- > Guiding future updates to the Go2040 LRTP will be the recently-signed FAST Act. A Review of the initial summaries of this Act indicate the following:
 - o continued emphasis and focus on Highway safety
 - o Strengthening the relationship between planning and NEPA
 - o Federal grant opportunities for highway freight movement
 - o Restoration of bus and bus facilities cuts from MAP-21, and the inclusion of discretionary grant programs.

Chapter 6: Implementing and Measuring the Plan

- > Several Florida TPOs/MPOs and MPOs out of Florida develop LRTPs that include the commitment of local government revenue sources to leverage federal and state funding. This was discussed during the development of the Go2040 LRTP but was not implemented in the Go2040 LRTP.
- > The need for additional funding was discussed extensively particularly as it pertains to walk/bike projects, expanded transit service, and countywide pavement resurfacing. Funding for road capacity projects was also discussed. Public surveys asked questions about the willingness of the public to invest in transportation infrastructure and multiple survey responses ranged from 60 percent to over 80 percent of respondents indicating such willingness. The County has indicated a willingness to discuss the possibility of putting a sales tax initiative on the ballot.
- > The Federal TMA and TAP funding sources have been split based on board actions by the Martin MPO and the St. Lucie TPO. The percentage distribution for the St. Lucie TPO is 65 percent and from the MPO 35 percent. Additionally, deadlines for the development of a future methodology to establish the distribution of these funding sources is to be accomplished by June 30, 2016 and a coordination process must be in place by December 31, 2016. This is consistent with MAP-21 Ladders of Opportunity.
- > Another Ladder of Opportunity is the need to identify transportation connectivity gaps in access to essential services such as housing, employment, health care, schools/education and recreation.

The above existing and emerging issues should be evaluated for subsequent actions and implementation as appropriate.

6.3 Performance Measures

Table 6-1 presents the initial performance measures for the Go2040 LRTP. These performance measures are based on current available data. Performance measures where n/a is indicated are either still being evaluated based on current data sources or will require additional data collection efforts by the TPO.

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Table 6-1: LRTP Performance Measures

Goals		Objectives	Plan Performance Measures	E+C with 2040 SE Data	Adoped Needs Plan	CF A
1	Economic Prosperity & Growth	Enable people and goods to move around safely and efficiently.	Lane miles of additional capacity along congested (V/C>0.85) corridors	Base	53	15
			% truck miles severely congested	16.07	1.575	2.87
		Increase transportation options and improve access to destinations that support prosperity and growth.	% population within ¼ mile of activity centers	21%	16%	16%
			Transit routes providing access to activity centers	7	17	7
2	Choices	Improve the bike/pedestrian and public transportation networks.	% of roadways with sidewalks and bike lanes	46%	59%	43%
			% of transit stops with sidewalk access	86%	85%	86%
		Provide for transportation needs of transportation disadvantaged that may include use of automated vehicles.	Miles of fixed-route transit service	74	104	74
			% of low-income, older adults, and persons with disabilities within ¼ mile of transit route	25%	33%	19%
3	Existing Assets & Services	Maintain condition of existing transportation assets.	Pavement condition, 70 or less	n/a	n/a	n/a
			Bridge condition, 50 or less	n/a	n/a	n/a
			Percent transit fleet beyond useful life	n/a	n/a	n/a
		Improve safety and efficiency of existing transportation services.	VMT of roads operating at adopted LOS	440,060	474,940	456,076
Passenger trips per vehicle mile of service	n/a		n/a	n/a		
4	Cooperation	Facilitate unified transportation decision making through intergovernmental cooperation.	Attendance at TPO meetings	n/a	n/a	n/a
			Collaboration opportunities with local and resource agencies	n/a	n/a	n/a
		Ensure community participation is representative.	Collaboration opportunities with community and public groups	13	12	8
			Opportunities for engagement in traditionally-underserved areas	6	6	4
5	Health & Environment	Support healthy living strategies, programs, and improvements.	Community Walkscores	n/a	n/a	n/a
			Number of bicycle riders	n/a	n/a	n/a
		Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation.	Number of additional roadway lane miles potentially impacting environmentally-sensitive areas	n/a	32.96	0.01
			Increased transit frequency and span of service	60 min	Routes 1 to 3 30 minute headways add Saturday service; add 10 new routes	Routes 1 to 3 30 minute headways add Saturday service
6	Safety & Security	Improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles.	Number and rate of fatalities/serious injuries, motorized	n/a	n/a	n/a
			Number of fatalities/serious injuries,	n/a	n/a	n/a
			Number of vulnerable user crashes and rate	total crashes 955; 67.7 per 100,000 population	n/a	n/a
		Improve transportation system's stability/resiliency in event of climate change, emergencies, or disasters.	Percent of system resilient in vulnerable areas	n/a	n/a	n/a

AGENDA ITEM SUMMARY

- Board/Committee:** Technical Advisory Committee (TAC)
- Meeting Date:** January 12, 2016
- Item Number:** 6c
- Item Title:** By-Laws, Rules, and Procedures Update
- Item Origination:** TPO Executive Committee
- UPWP Reference:** Task 1.1: Program Management
- Requested Action:** Review and recommend adoption of the proposed revisions to the TPO's By-Laws, Rules, and Procedures, recommend adoption with conditions, or do not recommend adoption
- Staff Recommendation:** It is recommended that the proposed revisions to the TPO's By-Laws, Rules, and Procedures be reviewed and recommended to the TPO Board for adoption based on the review.

Attachments

- Staff Report
- By-Laws, Rules, and Procedures with Proposed Revisions

MEMORANDUM

TO: Technical Advisory Committee (TAC)

FROM: Peter Buchwald
Executive Director

DATE: January 5, 2016

SUBJECT: By-Laws, Rules, and Procedures Update

BACKGROUND

The current By-Laws, Rules, and Procedures of the St. Lucie Transportation Planning Organization (St. Lucie TPO) were last revised in October 2010. Significant changes associated with the St. Lucie TPO, such as its move to its current location and the withdrawal of the Martin Metropolitan Planning Organization from the *Interlocal Agreement for Creating the St. Lucie Metropolitan Planning Organization*, compel updates to the current By-Laws, Rules, and Procedures.

ANALYSIS

The proposed revisions to update the By-Laws, Rules, and Procedures are indicated by strikethroughs and underlines in the attachment. The proposed revisions pertaining directly to the TAC include the following:

- Section 2.2.1(b): updating the membership designations of the local jurisdictions and changing the two members from the Florida Department of Transportation (FDOT) to “non-voting advisors” as requested by FDOT.
- Section 2.2.1(c): establishing a rotation of the officers for the joint meetings with the other TPO advisory committees.
- Section 2.2.1(e): establishing the quorum requirements for the joint meetings with the other TPO advisory committees.

- Section 2.2.1(f): revising the voting procedures for the joint meetings with the other TPO advisory committees.
- Section 3.3: Clarifying the noticing methods for regular meetings and workshops of the TPO advisory committees.

RECOMMENDATION

It is recommended that the proposed revisions to the TPO's By-Laws, Rules, and Procedures be reviewed and recommended to the TPO Board for adoption based on the review.



St. Lucie Transportation
Planning
Organization

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772-462-1593 www.stlucietpo.org

DRAFT

BY-LAWS, RULES, AND PROCEDURES

Adopted

October 7, 2009

Revised

~~October 6, 2010~~

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1.0 OVERVIEW

1.1 ESTABLISHMENT

The St. Lucie Transportation Planning Organization (TPO) is created pursuant to 23 U.S.C. Section 134, 49 U.S.C. Sections 5303-5307, 23 C.F.R. Section 450.310, Florida Statutes Section 339.175, and the *Interlocal Agreement for Creation of the Metropolitan Planning Organization*, dated September 13, 2006 (Creation Agreement). The parties to the Creation Agreement are as follows:

City of Fort Pierce
City of Port St. Lucie
St. Lucie County
St. Lucie County School Board
Council on Aging of St. Lucie, Inc.
~~Martin Metropolitan Planning Organization (Martin MPO)~~
Florida Department of Transportation (FDOT)

1.2 PURPOSE

The TPO was created for the purpose as described in Article 2 of the Creation Agreement. The purpose of the By-Laws, Rules, and Procedures contained herein are to establish rules and procedures that effectuate the powers, responsibilities, and obligations enumerated in the Creation Agreement.

1.3 AUTHORITY

The TPO is provided with the general and specific authorities specified in Article 5 of the Creation Agreement. The By-Laws, Rules, and Procedures contained herein are established pursuant to Article 5 of the Creation Agreement.

The State and Federal Authorities are further enumerated as follows:

163.01 F.S.; 339.175 F.S.; 23 USC Sections 134 as amended by 49 USC Sections 1602(a) (2) and (e) (1), 1603(a), 1604(g) (1) and (1); 23 CFR, Part 450. Law Implemented Sections 163.01, F.S.; 120.54 F.S.; 339.175 F.S., 23 USC Section 134 as amended by 49 USC Sections 1602(a) (2) and (e) (1), 1603(a), 1604(g) (1) and (1); 23 CFR, Part 450. History - New.

2.0 STRUCTURE

2.1 BOARD

2.1.1 Composition, Membership, Terms of Office

The composition, membership, and terms of office of the Governing Board (Board) of the TPO are specified by Article 4 of the Creation Agreement.

2.1.2 Alternates

A TPO member agency may appoint, by action at an official meeting of the agency, an alternate for one (1) or more of its appointed members according to the following terms:

- (i) The alternate member must be an elected official or serve the same agency that the regular member serves as defined in Section 339.175(3), Florida Statutes.
- (ii) The alternate member's term shall be for no longer than the term of the member he or she represents as defined in Section 339.175(3), Florida Statutes.

The member agency shall notify the ~~TPO Chairperson and the TPO staff~~ ~~Executive Director~~ in writing or by email that the appointed individual may act as an alternate member in accordance with Section 339.175(3), Florida Statutes, if the regular member cannot attend a meeting. ~~A copy of the agency's minutes of the meeting when the alternate member was appointed shall accompany this written notification.~~

The TPO ~~Board Secretary~~ shall maintain the records of such appointment and provide copies of the notification upon request.

2.1.3 Officers

The Board shall elect a Chairperson and a Vice Chairperson of the Board at its first meeting in December ~~following the general elections held in November~~. The Chairperson and Vice Chairperson shall serve for a period of one (1) year or until a successor is elected. The Chairperson and Vice Chairperson shall be voting members of the Board. The Chairperson shall call and preside at all meetings of the Board. The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson. In the absence of both the Chairperson and the Vice Chairperson from a meeting, a temporary Chairperson shall be elected by the Board for the meeting.

2.1.4 Minutes

The staff of the TPO shall maintain the minutes and other records of the Board. The minutes shall accurately reflect the proceedings of the Board.

2.1.5 Voting

As long as it does not constitute a conflict of interest, all members of the Board that are present, including the Chairperson, shall be required to vote on any question involving TPO action.

An affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.

2.1.6 Quorum

A majority of the voting members of the Board must be present for the TPO to conduct business.

2.2 COMMITTEES

Committees are established that are advisory to the Board and include the following:

2.2.1 Technical Advisory Committee (TAC)

(a) Duties and Responsibilities

The responsibility of the TAC shall be to serve the TPO in an advisory capacity on technical matters including promoting communication among members, promoting coordination of transportation planning and programming, reviewing technical sufficiency, accuracy, and completeness of appropriate studies, making recommendations for the transportation plan and program implementation, and providing technical responses on other transportation planning issues.

(b) Membership

The TAC shall consist of the following voting members:

St. Lucie County ~~Growth Management Director~~Planning and Development Services Department

Fort Pierce ~~Community Development Director~~Planning Department

Port St. Lucie Planning ~~Director~~Department

St. Lucie County Engineering Department

Fort Pierce ~~City~~-Engineering Department

Port St. Lucie ~~City~~-Engineering Department

~~St. Lucie County~~Treasure Coast International Airport
~~Director~~

~~Superintendent of~~ St. Lucie County Schools District

~~Council on Aging of St. Lucie, Inc.~~ Transit
~~Director~~Community Transit

St. Lucie County Fire District ~~Chief~~

~~FDOT District 4 Planning & Environmental Engineer~~

~~FDOT District 4 Modal Development Administrator~~

~~Florida Department of Environmental Protection Air Quality
Engineer~~

St. Lucie ~~County~~TPO Area Freight Representative

St. Lucie County Sheriff's Office

St. Lucie County Transit Managerment

In addition, the TAC shall include two (2) non-voting ~~members~~
advisors who are ~~ex-officio~~ representatives of ~~the Martin MPO~~
TAC/FDOT.

Each TAC member may designate an alternate to replace them in their absence.

(c) Officers

The TAC shall elect a Chairperson and a Vice Chairperson of the TAC at its first meeting of the calendar year. The Chairperson and Vice Chairperson shall serve for a period of one (1) year or until a successor is elected. The Chairperson and Vice Chairperson shall be voting members of the TAC. The Chairperson of the TAC shall call and preside at all meetings of the TAC. The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson. In the absence of both the Chairperson and the Vice Chairperson from

a meeting, a temporary Chairperson shall be elected by the TAC for the meeting. During joint meetings with the Citizens Advisory Committee and the Bicycle-Pedestrian Advisory Committee, the officers of the joint meeting shall rotate among the officers of the advisory committees.

(d) Minutes

The staff of the TPO shall maintain the minutes and other records of the TAC. The minutes shall accurately reflect the proceedings of the TAC.

(e) Quorum

A majority of the voting members of the TAC must be present for the TAC to conduct business.

During joint meetings with the Citizens Advisory Committee and the Bicycle-Pedestrian Advisory Committee, a majority of the voting members of all three committees must be present for business to be conducted at the joint meeting.

(f) Voting

An affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.

~~During joint meetings with the Citizens Advisory Committee and for the Bicycle-Pedestrian Advisory Committee, an affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail. the vote of the TAC on any motion will be tallied and recorded separately.~~

2.2.2 Citizens Advisory Committee (CAC)

(a) Duties and Responsibilities

The function of the CAC is to advise the TPO by reviewing, reacting to, and providing comment, including original suggestions, on transportation planning issues and needs.

(b) Membership

The CAC shall consist of the following voting members appointed by the Board:

Two (2) City of Fort Pierce Residents

Two (2) City of Port St. Lucie Residents

Two (2) Unincorporated St. Lucie County Residents

Two (2) Minority Residents of St. Lucie County

Two (2) At-Large Residents of St. Lucie County

One (1) Disabled Resident of St. Lucie County

~~In addition, the CAC shall include one (1) non-voting member who is an ex-officio representative of the Martin MPO CAC.~~

Each CAC member may designate an alternate, who is of the same membership type as the member, to replace them in their absence.

(c) Officers

The CAC shall elect a Chairperson and Vice Chairperson of the CAC at its first meeting of the calendar year. The Chairperson and Vice Chairperson shall serve for a period of one (1) year or until a successor is elected. The Chairperson and Vice Chairperson shall be voting members of the CAC. The Chairperson of the CAC shall call and preside at all meetings of the CAC. The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson. In the absence of both the Chairperson and the Vice Chairperson from a meeting, a temporary Chairperson shall be elected by the CAC for the meeting. During joint meetings with the TAC and the Bicycle Pedestrian Advisory Committee, the officers of the joint meeting shall rotate among the officers of the advisory committees.

(d) Minutes

The staff of the TPO shall maintain the minutes and other records of the CAC. The minutes shall accurately reflect the proceedings of the CAC.

(e) Quorum

A majority of the CAC members must be present for the CAC to conduct business.

During joint meetings with the TAC and the Bicycle Pedestrian Advisory Committee, a majority of the voting members of all three

committees must be present for business to be conducted at the joint meeting.

(f) Attendance

A voting member shall be considered to have voluntarily resigned their membership after two (2) consecutive unexcused absences by the voting member and/or their designated alternate from regular CAC meetings.

(g) Voting

An affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.

During joint meetings with the TAC and ~~for~~ the Bicycle-Pedestrian Advisory Committee, an affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail. ~~the vote of the CAC on any motion will be tallied and recorded separately.~~

2.2.3 Bicycle-Pedestrian Advisory Committee (BPAC)

(a) Duties and Responsibilities

The function of the BPAC is to provide recommendations regarding the bicycle and pedestrian planning and programming activities for the St. Lucie TPO and to work with local and State government agencies to coordinate bicycle and pedestrian planning and programming activities.

(b) Membership

The BPAC shall consist of the following voting members ~~appointed by the Board~~:

St. Lucie County Parks and Recreation ~~Director~~ Department

City of Port St. Lucie Parks and Recreation ~~Director~~ Department

City of Fort Pierce Public Works ~~Director~~ Department

St. Lucie County Environmental Resources ~~Director~~ Department

In addition, the BPAC shall consist of the following voting members appointed by the Board:

One (1) Disabled Resident of St. Lucie County~~St. Lucie County School District PTA Representative~~

~~FDOT District 4 Bicycle/Pedestrian Coordinator~~

Two (2) Resident Bicycling Representatives

Two (2) Resident Running/Hiking Representatives

In addition, the BPAC shall include a non-voting advisor who is a representative of the FDOT.

Each BPAC voting member may designate an alternate, who is of the same membership type as the voting member, to replace them in their absence.

(c) Officers

The BPAC shall elect a Chairperson and Vice Chairperson of the BPAC at its first meeting of the calendar year. The Chairperson and Vice Chairperson shall serve for a period of one (1) year or until a successor is elected. The Chairperson and Vice Chairperson shall be voting members of the BPAC. The Chairperson of the BPAC shall call and preside at all meetings of the BPAC. The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson. In the absence of both the Chairperson and the Vice Chairperson from a meeting, a temporary Chairperson shall be elected for the meeting. During joint meetings with the TAC and CAC, the officers of the joint meeting shall rotate among the officers of the advisory committees.

(d) Minutes

The staff of the TPO shall maintain the minutes and other records of the BPAC. The minutes shall accurately reflect the proceedings of the BPAC.

(e) Quorum

A majority of the BPAC voting members must be present for the BPAC to conduct business.

During joint meetings with the TAC and CAC, a majority of the voting members of all three committees must be present for business to be conducted at the joint meeting.

(f) Attendance

A voting member appointed by the Board shall be considered to have voluntarily resigned their membership after two (2) consecutive unexcused absences by the voting member and/or their designated alternate from regular BPAC meetings.

(g) Voting

An affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.

~~During joint meetings with the TAC and/or CAC, an affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail. the vote of the BPAC on any motion will be tallied and recorded separately.~~

2.2.4 Executive Committee

(a) Duties and Responsibilities

The function of the Executive Committee is to provide recommendations to the Board regarding the operations, tasks, and activities of the St. Lucie TPO.

(b) Membership

The Executive Committee shall consist of the following five (5) voting members:

Current Chairperson of the Board

Current Vice Chairperson of the Board

Past Chairperson of the Board

One representative each appointed by the Board from the City of Fort Pierce, City of Port St. Lucie, St. Lucie County, St. Lucie County School Board, or Council on Aging of St. Lucie, Inc. that is not represented by the Current Chairperson, Current Vice Chairperson, or the Past Chairperson.

(c) Officers

The current Chairperson of the Board shall serve as Chairperson of the Executive Committee. The current Vice Chairperson of the Board shall serve as the Vice Chairperson of the Executive Committee. The Chairperson of the Executive Committee shall call and preside at all meetings of the Executive Committee. The Vice Chairperson shall serve as Chairperson in the absence of the Chairperson. In the absence of both the Chairperson and the Vice Chairperson from a meeting, a temporary Chairperson shall be elected for the meeting.

(d) Minutes

The staff of the TPO shall maintain the minutes and other records of the Executive Committee. The minutes shall accurately reflect the proceedings of the Executive Committee.

(e) Quorum

A majority of the Executive Committee members must be present for the Executive Committee to conduct business.

(g) Voting

An affirmative vote of fifty percent (50%) of the quorum plus one will be required in order for a motion to pass. In the event of a tie vote, the motion will fail.

3.0 OPERATING PROCEDURES

3.1 ADMINISTRATIVE OPERATIONS

The administrative operations of the TPO shall be in accordance with the *Interlocal Agreement between the St. Lucie Transportation Planning Organization and St. Lucie County for Administrative Support Services*, ~~dated October 7, 2009~~; applicable State and federal regulations; and as directed by the Board or delegated by the Board to the Executive Director of the TPO.

3.2 PUBLIC ACCESS

All public records of the TPO are available for inspection and examination in accordance with applicable State and federal regulations. Public records inquiries may be submitted during regular business hours to the offices of the St. Lucie TPO, ~~2300 Virginia Avenue, Fort Pierce, Florida, 34982 located at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953.~~

All meetings, workshops and proceedings shall be open to the public. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact the TPO 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. ~~Anyone with a disability requiring accommodation to attend a meeting, workshop, and/or proceeding should contact the St. Lucie County Community Services Director at (772) 462-1177 or TDD (772) 462-1428 at least forty-eight (48) hours prior to the meeting.~~

3.3 NOTICE OF MEETINGS AND WORKSHOPS

Except in the case of emergency meetings or workshops, the TPO shall provide generally at least seven (7) days public notice of Board and Committee meetings and workshops by posting an agenda of the meeting or workshop at the TPO office and on the TPO website and forwarding the agenda of the meeting or workshop to the local jurisdictions for posting. In addition, the TPO shall provide generally at least seven (7) days public notice in a newspaper of general circulation in the St. Lucie County area of any Board meeting or Board workshop at which policy-making decisions will be made. The notice of such meeting or workshop shall provide the following information:

- (i) The date, time, and location of the meeting or workshop.
- (ii) A brief description of the agenda or of the nature of the meeting or workshop.

- (iii) Contact information where interested persons may obtain a copy of the agenda.

3.4 AGENDA

~~At least seven (7) days prior to a Board meeting or workshop at which policy-making decisions will be made, an agenda shall be available for distribution on request by any interested person.~~ The Board and Committee agendas shall list the items in the general order they are to be considered provided, however, that for cause stated in the record by the Chairperson, items may be considered at the Board or Committee meeting out of their listed order. The agenda shall be specific as to items to be considered. All matters involving the exercise of Board discretion and policy making shall be listed on the agenda.

Any person desiring to have an item placed on the agenda of a regular ~~Board~~ meeting shall request of the Board or Committee in person or in writing that the item be considered for placement on the agenda. Requests in person shall be made at a regular ~~Board~~ meeting, and the Board or Committee will consider whether to place the item on the agenda for a subsequent regular meeting. Requests in writing must be received by the TPO at least fourteen (14) days in advance of a scheduled regular ~~Board~~ meeting and must describe and summarize the item. The written requests shall be emailed or delivered to the TPO at the address specified in Section 3.2. The Board or Committee then will consider at the scheduled regular meeting whether to place the item requested in writing on the agenda for a subsequent regular meeting.

Upon approval by the Chairperson, ~~or the Board,~~ or Committee, additional items not included on the meeting agenda may be considered at a meeting ~~of by~~ the Board for the purpose of acting upon matters affecting the public health, safety, or welfare or which are in the best interests of the public.

3.5 EMERGENCY MEETINGS AND WORKSHOPS

The TPO may conduct an emergency meeting or workshop for the purpose of acting upon matters affecting the public health, safety, or welfare or which are in the best interests of the public. Whenever an emergency ~~Board~~ meeting or workshop is scheduled to be held, the TPO shall provide public notice of such meeting or workshop as soon as possible using the methods for publication in a newspaper of general circulation in the St. Lucie County area. ~~Such notice shall contain the information~~ specified in Section 3.3.

3.6 MEETING RULES AND PROCEDURES

All meetings of the Board and the Committees shall be governed by the rules and procedures contained in Robert's Rules of Order which are applicable and

which are not inconsistent with these By-Laws, Rules, and Procedures or with any special rules of order that the Board may adopt.

3.7 AMENDMENTS

These By-Laws, Rules, and Procedures may be amended at any Board meeting by the affirmative vote of the majority of the voting members of the Board provided that a copy of the proposed amendment(s) shall have been mailed or e-mailed to each Board member at least four calendar days prior to the meeting.