



**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO) and  
ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO)**

**JOINT CITIZENS ADVISORY COMMITTEE (CAC) MEETING**

**Martin County Airport – Witham Field  
Maintenance Building Conference Room  
1895 Flying Fortress Way  
Stuart, FL**

Hosted by the Martin Metropolitan Planning Organization  
(772) 221-1498  
[www.martinmpo.com](http://www.martinmpo.com)

**Wednesday, September 01, 2010 at 10:00 a.m.**

**AGENDA**

<b><u>ITEM</u></b>	<b><u>ACTION</u></b>
<b>1. CALL MEETING TO ORDER – 10:00 a.m.</b>	
<b>2. ROLL CALL</b>	
<b>3. APPROVAL OF AGENDA</b>	<b>APPROVE</b>
<b>4. APPROVAL OF MINUTES</b> <ul style="list-style-type: none"><li>• July 20, 2010</li></ul>	<b>APPROVE</b>
<b>5. PUBLIC COMMENTS – NON-AGENDA ITEMS</b> (PLEASE LIMIT YOUR COMMENT TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
<b>6. AGENDA ITEMS</b> <ul style="list-style-type: none"><li><b>A. REGIONAL 2035 LONG RANGE TRANSPORTATION PLAN</b> <b>(2035 RL RTP) UPDATE MEMO: temp11CACa03.01</b></li></ul>	<b>RECOMMEND</b>

## 7. FDOT COMMENTS

## 8. NOTES

- Directions to our joint meeting location: Martin County Airport – Witham Field, Stuart, FL

## 9. NEXT MEETING

- October 07, 2010 – Joint CAC with St. Lucie County hosted by St. Lucie County in the St. Lucie County Administration Building, Conference Room #3, 2300 Virginia Avenue, Fort Pierce, FL at 2:00 p.m.

## 10. ADJOURN

### **NOTE:**

Martin County Residents - Assistance for disabled persons may be arranged by calling 1-866-836-7034. Non-English speaking, deaf, or visually impaired persons needing an interpreter should contact the Martin County Administrator's office at 772-288-5420 or (772) 288-5940 for TDD assistance.

St. Lucie County Residents – Anyone with a disability requiring accommodation to access this facility should contact Dan Lutzke, St. Lucie County Risk Manager, at (772) 462-1546 or TDD (772) 462-1428, at least 48 hours prior to the meeting. Anyone with a disability requiring transit accommodation to attend this meeting should contact Community Transit, at (772) 464-7433 (Fort Pierce) or (772) 870-1287 (Port St. Lucie), at least 48 hours prior to the meeting.

An agenda of items to be considered will be available to the public in the Administrator's Office, 2401 SE Monterey Road, Stuart, Florida, or on the **Martin MPO website: [www.martinmpo.com](http://www.martinmpo.com)**. An agenda of items will also be available through the St. Lucie TPO office on the 2<sup>nd</sup> Floor of the St. Lucie County Administration Building, 2300 Virginia Avenue, Fort Pierce, Florida or on the **St. Lucie TPO website: [www.stlucietpo.org](http://www.stlucietpo.org)**.

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



Joint Citizens Advisory Committee (CAC) Meeting Minutes  
St. Lucie County BOCC Conference Room 3, 2300 Virginia Ave, Fort Pierce, FL  
July 20, 2010

**Members in attendance**

Julie Preast, Acting Chair  
Amy Eason  
Alex Trovato  
John Fanticola  
Mark Mathes  
Trent Steele  
Stephen Driver, Chair  
Sebastian Gomez, Vice Chair  
Bertha L. Sullivan  
William McKenney  
George Quinn  
Fred Cook  
William Lindsey  
Paul Weinstein

**Representing**

Martin MPO CAC  
Martin MPO CAC  
Martin MPO CAC  
Martin MPO CAC  
Martin MPO CAC  
Martin MPO CAC  
St. Lucie TPO CAC  
St. Lucie TPO CAC  
St. Lucie TPO CAC  
St. Lucie TPO CAC  
St. Lucie TPO CAC  
St. Lucie TPO CAC  
St. Lucie TPO CAC  
St. Lucie TPO CAC

**Others in attendance**

Peter Buchwald  
Marceia Lathou  
Neelam Fatima  
Ed DeFini  
Beth Beltran  
Claudette Mahan  
Ron Brown

**Representing**

St Lucie TPO  
St Lucie TPO  
St Lucie TPO  
St Lucie TPO  
Martin MPO  
Martin MPO  
Port St Lucie, alternate

**Recording Secretary:**

Sarah Howard

**Agenda Item 1 Call to Order:** The meeting was called to order at 3:01 pm.

**Agenda Item 2 Roll Call:** In lieu of the roll call, the meeting attendees introduced themselves, the sign-in sheet was passed around and a quorum was present.

**Agenda Item 3 Approval of the Agenda:** Mr. Gomez moved approval of the agenda, seconded by Mr. Cook, which passed unanimously.

**Agenda Item 4 Approval of Minutes:** Mr. Gomez moved approval of the May 21, 2008 meeting minutes, seconded by Mr. McKenney, which passed unanimously.

**Agenda Item 5 Comments from the Public:** There was none.

#### **Discussion Items**

**Agenda Item 6a 2035 Regional Long Range Transportation Plan (RLRTP) Update:** A review of Future Roadway Deficiencies and initial discussion of the development of the Draft Base Needs Plan and other elements of the 2035 RLRTP Update presented by Dana Little, Treasure Coast Regional Planning Council, and Stuart Robertson, Kimley-Horn and Associates, Inc.

Mr. Little reviewed the RLRTP work schedule, presented an update and explained the need for two additional Joint CAC meetings by the end of the year.

Mr. Robertson presented the 2035 RLRTP Update Technical Modeling Tasks. *A copy of the presentation is available upon request.*

Discussion ensued regarding the committed projects expected to be built by 2014 used in the modeling; Kanner Highway, SR 76, current improvements plan; roads with current capacity problems; traffic analysis zones (TAZ) and the land use visioning workshops; list of projects added since 2005; projects planned and not funded are not included; socio-economic data, Census data, existing future land uses, Martin County projected population and 10 year supply of vacant lane based on maximum density allowance and this planning exercise is contrary, to some degree, to local government comprehensive plans; origin and destination matrix and assignment algorithm used in the model, without automatic feedback adjustments; roads exceeding their design life; historically constrained and legislatively restrained facilities; Community Redevelopment Areas (CRA) and transportation concurrency exemption areas (TCEA); rail not considered at this point; identifying projected annexations, adopted projects and future land uses; BEBR mid-range population figures adopted by the St. Lucie TPO Board; St. Lucie accepting the more realistic BEBR numbers instead of the 2030 600,000 population figure; urban area enhancements and infill process incentives; no volume capacity maximums in the model; annual traffic counts and built in counters on newer roads; Sunset Trail, Martin Downs Road and 714 on Mapp Road going north on the map is a little off; the Fort Pierce dense road network; and the City of Stuart network connectivity and TAZ boundaries.

Mr. Mathes requested the TAZ map, and 2035 data set, including socio-economic data, be made available to the CAC members for review.

Ms. Preast's recommendations included the Crosstown Parkway Bridge be built across the river; the bridge at Walton Road to the Island be constructed to relieve traffic on Jensen Beach Bridge; a multi-modal path on Indian River Drive from Fort Pierce to Jensen Beach; protecting Martin Grade as a proposed scenic highway, with an alternate sister road route for trucks and a multi-modal path; a turn lane on Dixie Highway, 707, on to Alice Street to reduce congestion; paved VIP express lanes on I-95, like Broward and Palm Beach County; for the Indiantown CRA, consideration of the contextual design, move the CRA main street to a street other than Warfield, which is on the SIS, and replace signalized intersections with roundabouts; and incorporating signal management system on US 1 wherever appropriate.

Mr. Trovato requested the trip numbers and population figures.

Ms. Eason requested the 2005 deficiencies map for comparison.

**Agenda Item 7 FDOT Comments:** There was none.

**Agenda Item 8 Recommendations/Comments by Members:** There was none.

**Agenda Item 9 TPO/MPO Staff Comments:** There was none.

**Agenda Item 10 Next meeting:** The next St. Lucie TPO/Martin MPO Joint CAC meeting is 10:00 am, Wednesday, September 1, 2010, at the Martin County Airport, Maintenance Bldg Conference Room, 1895 Flying Fortress Way, Stuart, FL.

**Agenda Item 11 Adjourn:** The meeting adjourned at 4:13 pm.

Respectfully submitted by:

Approved by:

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Sarah Howard  
Senior Staff Assistant

\_\_\_\_\_  
Sheila Kurtz  
Martin MPO CAC Chair

\_\_\_\_\_  
Stephen Driver  
St. Lucie CAC Chair

**MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO) and  
ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO)**

**JOINT CITIZENS ADVISORY COMMITTEE (CAC) MEETING**

**AGENDA ITEM SUMMARY**

<b>MEMO:</b> temp11CACa03.01	<b>MEETING DATE:</b> September 01, 2010	<b>DUE DATE:</b> August 25, 2010	<b>UPWP#:</b> 5.2, 5.6, 5.7
<b>WORDING:</b> <b>REGIONAL 2035 LONG RANGE TRANSPORTATION PLAN (2035 RL RTP) UPDATE</b>			<b>6A</b>
<b>REQUESTED BY:</b> MPO & TPO	<b>PREPARED BY:</b> Beth Beltran	<b>DOCUMENT(S) REQUIRING ACTION:</b> 2035 RL RTP Needs Plan	

**BACKGROUND**

On May 27, 2009, the Joint Martin & St. Lucie Policy Board approved retaining the Treasure Coast Regional Planning Council (TCRPC) to complete our 2035 Regional Long Range Transportation Plan (RL RTP) update.

On July 20, 2010, the TCRPC staff and its subconsultant informed the Joint Martin MPO-St. Lucie TPO advisory committees of the updated project work schedule and future roadway deficiencies. Based on comments from the advisory committees, staff of the TCRPC and Kimley-Horn made a presentation to the Joint Martin MPO-St. Lucie TPO Policy Board on August 12<sup>th</sup> to gain input on the 2035 RL RTP Needs Plan, Financial Resources Analysis and draft Goals, Objectives, and Policies.

**ISSUES**

The staff of the TCRPC and the subconsultant Kimley-Horn will present the 2035 RL RTP Needs Plan for approval, based on input from the Joint MPO-TPO Policy Board. TCRPC and Kimley-Horn staff will also present the Transportation Alternatives, Financial Resources Analysis, and Draft Goals, Objectives, and Policies for review and recommendation to the Joint Policy Board.

**RECOMMENDED ACTION**

**Recommendation**

Recommendation to the Joint Martin MPO-St. Lucie TPO Policy Board approval of the 2035 RL RTP Needs Plan; and provide input on the Transportation Alternatives, Financial Resources Analysis, and t e Goals, Objectives, and Policies

**FISCAL IMPACT**

The contract for this update is supported with \$700,000 in FHWA PL funds shared on a proportionate basis by both agencies.

**APPROVAL**  
MPO/TPO 

**ATTACHMENTS**

- a. Revised RL RTP Project Schedule
- b. Goals, Objectives, and Policies
- c. Needs Plan
- d. Transportation Alternatives
- e. Financial Resources Analysis

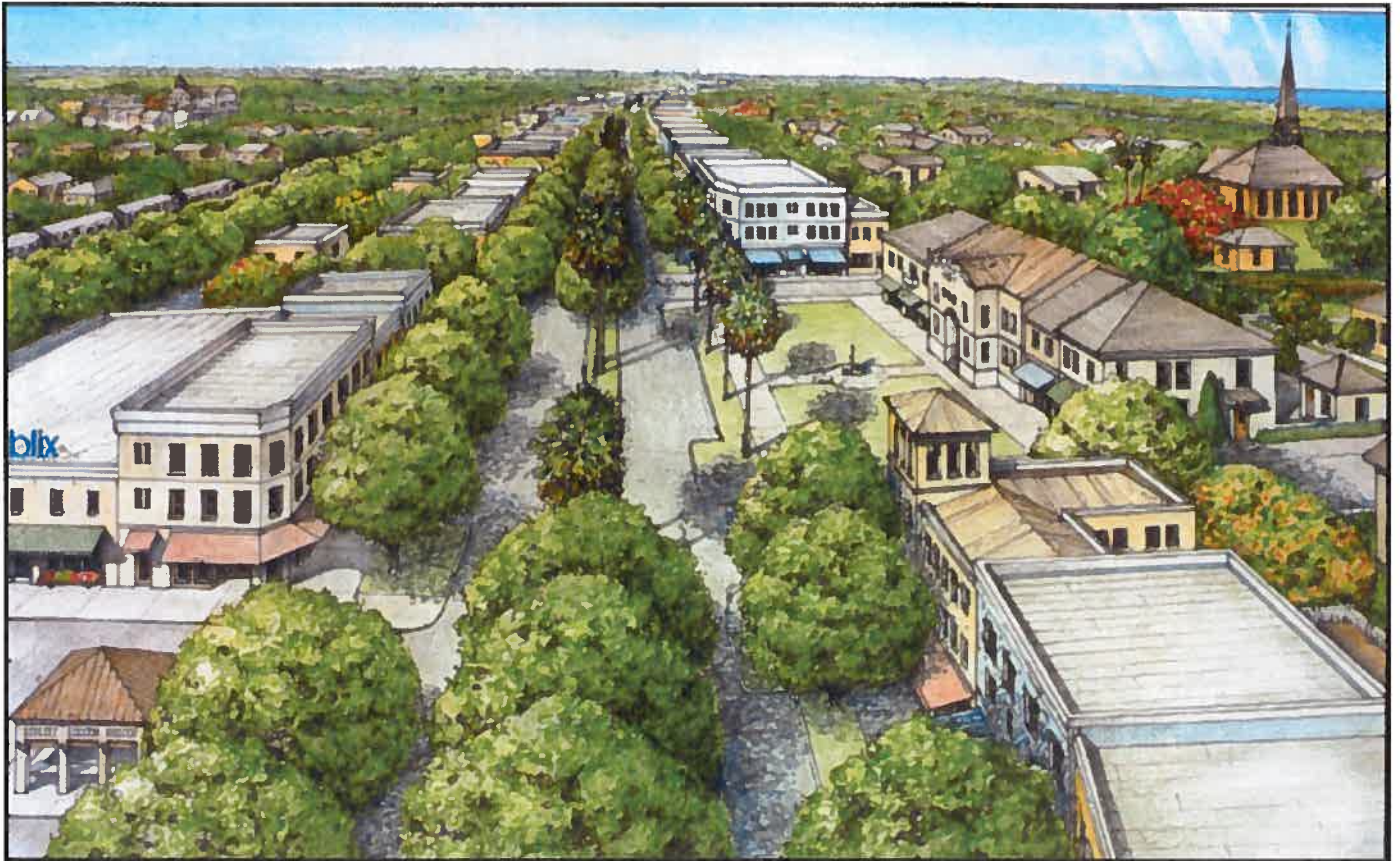
Martin / St. Lucie  
Regional Long Range Transportation Plan  
**Meeting Schedule**

MEETING DATE/ LOCATION	MEETING TYPE	TASKS TO BE PRESENTED	DEADLINE FOR SUBMITTING MATERIALS
August 12, 2010 Thursday St. Lucie County	Joint TPO/MPO Board Meeting	Task 4: Needs Plan Task 6: Financial Resources Analysis (for review) Task 7: Goals, Objectives, Policies (for review)	Friday July 30, 2010
September 1, 2010 Wednesday Martin County	Joint TAC/CAC Meetings	Task 4: Needs Plan Task 5: Transportation Alternatives (for review) Task 6: Financial Resources (for review) Task 7: Goals, Objectives, Policies (for review)	Friday August 20, 2010
October 7, 2010 Thursday St. Lucie County	Joint TAC/CAC Meetings	Task 8: Cost Feasible Plan (for review)	Friday September 24, 2010
October 21, 2010 Thursday Martin County	Joint MPO/TPO Board Meeting	Task 5: Transportation Alternatives (final) Task 7: Goals, Objectives, Policies (for approval) Task 8: Cost Feasible Plan (for review)	Friday October 8, 2010
December 9, 2010 Thursday St. Lucie County	Joint TPO/MPO Board meeting	Task 8: Cost Feasible Plan (for approval)	Tuesday November 23, 2010
2 0 1 1			
January 13, 2011 Thursday Martin County	Joint MPO/TPO Board Meeting	2035 RLRTP Transmittal Hearing to FHWA	Thursday December 30, 2010

Additional meetings: In-House Alternatives Drafting Session: Friday August 13, 2010 ~ 9:30 am – 4:00 pm at TCRPC  
St. Lucie County Focus Group presentations (Environmental, Academic, Economic) dates and locations TBD

**DRAFT**

# Regional Goals, Objectives and Policies



Regional Long Range Transportation Plan 2035 Update  
Martin Metropolitan Planning Organization and  
St. Lucie Transportation Planning Organization

## **Technical Memorandum #7**

July 27, 2010  
Revised August 17, 2010



**2035 Regional Long Range Transportation Plan  
for St. Lucie and Martin Counties  
Regional Goals, Objectives and Policies for the St. Lucie Transportation  
Planning Organization/Martin Metropolitan Planning Organization  
Joint Metropolitan Area**

**A. Introduction**

Establishing regional goals, objectives and policies (GOPs) provide a set of instruction for implementing the 2035 RL RTP and prioritizing transportation investment in the region. These GOPs are not intended to replace the adopted local comprehensive plans, but rather to provide guidance in carrying out the infill alternative of the adopted 2035 RL RTP.

Regional GOPs shall adhere to the following definitions and standards:

- **Goal:** A statement identifying a desired long-term outcome.
- **Objective:** A specific measurable intermediate end that is achievable and marks progress toward a goal.
- **Policy:** The course of action or way in which programs and activities are conducted to achieve an identified goal or objective.

**B. Background**

The GOPs have been developed based on the following guidance:

1. The community design and visioning workshops conducted on September 26, 2009 in Martin County and November 7, 2009 in St. Lucie County
2. The results of the 2035 RL RTP Web-Based Public Survey
3. Review of the Regional GOPs from the 2030 RL RTP
4. Section 1203(f) of Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU)
5. The Infill Alternative developed from the two community design and visioning workshops
6. The results of the Community Focus Group meetings held in St. Lucie and Martin counties
7. Review of the 2009 Regional Transit Development Plan for Martin and St. Lucie counties
8. Review of all adopted county and city local comprehensive plans

9. Review of the Federal Highway Administration's 2010 Model Language in Transportation Plans for Addressing Climate Change, dated May 13, 2010.
10. The 2035 RL RTP Scope of Work which specifies that the RL RTP goals consider at least the following factors:
  - system efficiency
  - LOS standards
  - continuous bicycle/pedestrian network
  - transit service
  - freight movement
  - transportation network maintenance and preservation
  - environmental protection
  - neighborhood preservation
  - safety
  - intermodal connectivity
  - roadway improvement projects prioritization criteria
  - congestion management processes
  - access management
  - land use compatibility
  - future growth of the Martin and St. Lucie counties and the Treasure Coast Region
11. The goal of reducing greenhouse gas emissions, fuel consumption, vehicle miles travelled, vehicle trip lengths, vehicle hours travelled and increasing transit use as a percentage of all trips in the region.
12. Review of DCA's report on Greenhouse Gas Reduction and Energy Conservation Under Florida House Bill 697, dated November 6, 2009.
13. All federal, state, regional and local plans and studies reviewed under RL RTP Task 3- Study Area Data Review and Analysis: Technical Memorandum #3, dated June 24, 2010.
14. 2060 Draft Florida Transportation Plan-ongoing workshops.
15. Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities – Institute of Transportation Engineers, 2006.
16. Town Planning and Urban Design in Practice: An Introduction to the Art of Designing Cities and Suburbs, Raymond Unwin, 1909.

**C. Goals, Objectives and Policies**

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**RLRTP Goal 1.0**

**An efficient multimodal transportation system to serve regional and local needs and ensure transportation choices for all citizens, visitors, and businesses of the Region.**

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**Objective 1.1:** Develop an efficient multi-modal transportation system which includes the following:

- (1) The Port of Fort Pierce developed consistent with the port element of the applicable local comprehensive plan;
- (2) St. Lucie International and Witham Field general aviation airports linking the Region to major business and tourism centers both within and outside the State, and developed consistent with the applicable local comprehensive plan;
- (3) Commuter and long-distance passenger rail service along the FEC corridor with stations linking the coastal cities and towns of the Region and beyond;
- (4) A regional mass transit system linking St. Lucie and Martin counties to commuter rail stations, major commercial airports, seaports, colleges, and principle urban areas within the Southeast Florida Region;
- (5) Urban bus and shuttle service linked to each regional/local public transit system station;
- (6) Designated public transportation corridors linked to the region/local public transit system;
- (7) An effective and interconnected bicycle, pedestrian and greenways and trails network;
- (8) A roadway system and land use planning designed to: a) complement and supplement public transit systems; b) avoid fragmentation of native habitat and identified wildlife corridors and greenways; c) reduce vulnerability to disasters and improve public safety and post-disaster recovery; and d) complement and support the redevelopment of downtown districts, identified redevelopment corridors, and CRAs;
- (9) Adequate Transportation Disadvantaged services to meet the needs of children, the elderly, and other transportation disadvantage populations as defined by Florida Statutes;

- (10) Facilities and services consistent with the Americans with Disabilities Act; and
- (11) Maintenance of acceptable air quality levels.

**Policy 1.1.1:** Reserve and protect sufficient road right-of-way to provide for an efficient multi-modal transportation system.

**Policy 1.1.2:** Enhance St. Lucie International and Witham Field general aviation airport operations in accordance with an approved airport master plan which is part of the local government comprehensive plan.

**Policy 1.1.3:** Enhance Port of Fort Pierce operations in accordance with the approved port master plan which is part of the local government comprehensive plan.

**Policy 1.1.4:** Encourage and assist local governments and CRAs in identifying their preferred locations for commuter rail stations.

**Policy 1.1.5:** Increase land use densities and the mix of land uses around commuter rail stations and at strategic locations within designated redevelopment corridors and areas where consistent with the RL RTP Infill Alternative and other local and regional goals, strategies, and preferences.

**Policy 1.1.6:** Assist public and private agencies and entities in implementing strategies that reduce congestion, energy use, greenhouse gas emissions, and the number of single-occupant auto trips.

**Policy 1.1.7:** Give consideration during the planning of transportation system enhancements to providing incentives for use of high-occupancy vehicles and alternative modes of transportation (e.g., car pools, van pools, buses, bicycles, pedestrians, etc.).

**Policy 1.1.8:** Develop a sub-regional roadway system of predictably spaced and interconnected east-west, north-south streets. Ideally, streets should be spaced every one-quarter to one-half mile to offer multiple route choices, disperse traffic, reduce trip lengths, and discourage local travel on interstates and arterials.

**Policy 1.1.9:** Redirect development from interstates and major arterials to town and neighborhood centers along collector and minor arterials, CRAs, downtown districts and identified redevelopment corridors.

**Policy 1.1.10:** The analysis for determining the course of action for solving roadway capacity problems and spending public transportation funds should include a land use analysis with an urban design element and more fine-grained transportation modeling, especially in US 1 Corridor Retrofit Project areas.

**Policy 1.1.11:** Increase the understanding and coordination of land use and transportation policy decisions within and between departments and agencies at all levels of government to effect better solutions to the Region's transportation problems.

**Policy 1.1.12:** To address multijurisdictional impacts and improve inter-governmental coordination, require a multijurisdictional traffic impact analysis when a development's traffic impacts are expected to occur on roads outside the jurisdiction in which the project is located. All traffic impact analyses should include a land use analysis with an urban design element.

**Policy 1.1.13:** Ensure consistency between State, local and regional transportation plans.

**Policy 1.1.14:** As a method to protect the countryside, minimize the need to increase overall development rights in the Region, and carry out the RL RTP Infill Alternative, a regional TDR program should be developed for application to CRAs, downtown districts, and identified redevelopment corridors and infill locations.

**Objective 1.2:** Promote improved community planning and urban design which supports implementation of the RL RTP Infill Alternative.

**Policy 1.2.1:** Encourage forms of development and redevelopment that maximize public transportation alternatives, minimize the use of the Region's collector and arterial roadway network, and reduce the total amount of daily vehicle miles traveled.

**Policy 1.2.2:** Plan and design new development and redevelopment to provide complementary interconnections for automobiles, pedestrians and public transportation within and between residential areas, schools, employment and retail centers, recreational areas and other public facilities.

**Policy 1.2.3:** To maximize public transportation, pedestrian access and facilitate on-street parking opportunities, an urban design study should be prepared prior to the development and redevelopment of building sites or changes to the street network.

**Policy 1.2.4:** Reduce vehicle miles travelled per capita by private automobile, greenhouse gas emissions and fuel consumption within the Region through a combination of the following:

- (1) provision of public transportation alternatives;
- (2) provision of a wide range of housing opportunities in proximity to employment, education, commercial services and recreational opportunities;

- (3) redevelopment of single-use development sites to create diverse, mixed-use built environments around commuter rail stations, along designated redevelopment corridors, and within CRAs and other appropriate locations.
- (4) provision of a street network designed for the pedestrian, the automobile and transit;
- (5) provision of parking in ways that will encourage pedestrianism and public transportation alternatives;
- (6) provision of incentives encouraging infill and downtown redevelopment;
- (7) support of public and private sector efforts to carry out Transportation Demand Management strategies that will reduce congestion; and
- (8) establishment of commuter rail and intermodal connections.

**Policy 1.2.5:** Orient buildings toward streets to create better pedestrian environments.

**Policy 1.2.6:** Locate buildings so they are as convenient and accessible to public transportation facilities and sidewalks as they are to auto parking.

**Policy 1.2.7:** Locate parking to the sides and backs of buildings so that pedestrian access to and from public transportation does not require walking through large parking lots to reach building entrances.

**Policy 1.2.8:** Develop a tiered system of impact fees or other system of assessment which recognizes the wide and disproportionate differences in roadway use and impacts between local and regional land uses and attractions.

**Policy 1.2.9:** Design and locate parking lots and garages to enhance pedestrianism and the character and attractiveness of the area, and to encourage use of alternate modes of transportation.

**Policy 1.2.10:** Encourage efficient intersection control options such as roundabouts, stop signs, etc., which minimize idle time for automobiles and increase safety.

**Policy 1.2.11:** Review and where necessary amend public policy governing parking requirements to support “transit first” policies and to promote public transit as a viable alternative in high density areas, designated public transportation corridors, and central business districts.

**Policy 1.2.12:** Have new infill development or redevelopment provide transit ridership amenities (shelters, route information, and schedules) and appropriate and effective incentives whenever transit use is assumed or required to maintain

acceptable roadway level of service.

**Policy 1.2.13:** Support and assist local governments in applying and qualifying for federal funding assistance to expand public transportation services where consistent with other goals and strategies.

**Policy 1.2.14:** Support requests for lower levels of service and establishment of transportation concurrency exception areas in higher density areas, downtowns, CRAs and along designated public transportation corridors where it can be demonstrated that levels of mobility and convenience will be maintained or increased through other modes of transportation or land use corrections.

**Policy 1.2.15:** Encourage forms of development and redevelopment and street design that will improve mobility opportunities for transit dependent groups, especially the poor, the handicapped, the aged and the young.

**Policy 1.2.16:** Coordinate transportation disadvantaged services with existing or planned public transit systems, including school bus systems.

**Policy 1.2.17:** Plan and design new development and redevelopment to increase the ability of the internal and external roadway network to accommodate emergency traffic, enhance post disaster recovery efforts, and provide central locations for public shelters and emergency relief centers.

**Policy 1.2.18:** Complete and adopt a strategic greenways and trails plan for the Treasure Coast Region.

**Policy 1.2.19:** Land uses and transportation projects should not be permitted that interfere with the interconnectivity, access and movement of wildlife via the Region's greenway and trail system.

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## **RLRTP Goal 2.0**

**Transportation investments that discourage suburban sprawl and improve the economy and value of existing towns, cities, and other redevelopment areas.**

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**Objective 2.1:** Return older communities and corridors to their historic prominence as important and viable economic centers through redevelopment and revitalization.

**Policy 2.1.1:** Give a high priority to infill projects which are consistent with redevelopment plans of for the area and the RLRTP Infill Alternative.

**Policy 2.1.2:** Simplify and shorten the review process which applies to infill and redevelopment, to the extent that the public's health, safety and welfare are not compromised.

**Policy 2.1.3:** Provide design and other assistance to developers who propose infill, redevelopment and other forms of development consistent with the RLRTP Infill Alternative.

**Policy 2.1.4:** Local governments should provide concurrency assistance for redevelopment, infill, and new economic development projects that meet the RLRTP Infill Alternative.

**Policy 2.1.5:** Provide financial and other incentives for infill, redevelopment, and new economic development projects that meet the RLRTP Infill Alternative.

**Policy 2.1.6:** Increase public investment and assistance to foster infill, redevelopment, and refurbishing of infrastructure in existing urban areas.

**Policy 2.1.7:** Develop an impact fee structure which supports infill, redevelopment, and new development projects that meet the RLRTP Infill Alternative.

**Policy 2.1.8:** Develop a tiered system of impact fees which recognizes cost differences of providing public services to development based on the size, type, form, location, and service demands of the development proposed.

**Policy 2.1.9:** Coordinate land use planning and the provision of public facilities to assist the private sector in building RLRTP forms of development and to create infill and redevelopment opportunities.

**Policy 2.1.10:** Development that is not consistent with the RLRTP Infill Alternative which occurs in undeveloped areas should be responsible for and bear the full and true infrastructure costs to support the development through buildout.

**Policy 2.1.11:** As a viable option to new construction, restore and rehabilitate historic sites and districts as an efficient use of existing infrastructure (roads, water, sewer, gas, electricity, telephone lines, etc.).

**Policy 2.1.12:** Fund historic preservation projects to help safeguard community heritage, contribute to the quality of life, revitalize older communities, and promote local economic development and diversification.

**Policy 2.1.13:** Establish tax abatement ordinances that will grant tax relief to qualified historic restoration properties.

**Policy 2.1.14:** Beautify and landscape transportation corridors and local streets to promote the image and natural beauty of the Region.

**Policy 2.1.15:** Require transportation planning and actions to designate and protect the Martin Grade (CR 714) between CR 609 and SR 710 as a Scenic Highway.

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## **RLRTP Goal 3.0**

### **Improved land use and transportation decision-making and intergovernmental cooperation in the Region.**

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**Objective 3.1:** Enhance coordination of public outreach, policy development and decision-making pertaining to land use and transportation issues of regional significance.

**Policy 3.1.1:** Provide early and continuing opportunities for local government participation in all regional transportation planning activities.

**Policy 3.1.2:** Encourage early and continuing opportunities for public participation in all transportation planning activities.

**Policy 3.1.3:** Provide a forum for effective intergovernmental coordination on the setting, monitoring and maintenance of level of service standards and support establishment of multimodal level of service standards in cities and other developed or developing areas within the region.

**Policy 3.1.4:** Maintain consistencies, to the maximum extent feasible, between local, county, regional and state plans and federal requirements.

**Policy 3.1.5:** Identify and pursue additional and innovative funding approaches and regional partnerships to help close the gap between available funding and regional transportation needs.

**Policy 3.1.6:** To address multijurisdictional impacts and improve inter-governmental coordination, require a multijurisdictional traffic impact analysis when a development's traffic impacts are expected to occur on roads outside the jurisdiction in which the project is located. All traffic impact analyses should include a land use analysis and urban design study.

**Policy 3.1.7:** Establish a Regional Transportation Organization for Martin and St. Lucie counties.

**Policy 3.1.8:** Prior to undertaking the 2040 RLRTP, revise and refine the TAZ boundaries and centroid connectors to be reflective of 2010 Census data and actual travel patterns and land use.

**2035 Regional Long Range Transportation Plan  
for St. Lucie and Martin Counties  
Regional Indicators and Benchmarks for Measuring Implementation  
of the 2035 RL RTP Goals, Objectives and Policies**

**A. Introduction**

Measuring progress toward meeting the RL RTP goals, objectives and policies (GOPs) is important for gauging success of the 2035 Plan. Measurable “indicators” or “benchmarks” related to carrying out the GOPs is one way the MPO and TPO can keep track of their progress. **Twenty-two** different measurable indicators have been established addressing each of the three goal areas. These are listed below.

**B. Indicators**

1. *Percentage change in freight tonnage processed by the Port of Fort Pierce.*
2. *Percent change in take-offs/landings, FBOs and operating aircraft based at St. Lucie International Airport and Stuart’s Witham Field.*
3. *Percentage change in miles of the SIS operating at adopted levels of service.*
4. *Percentage change in the use of alternative modes of transportation.*
5. *Percent change in the amount of private vehicle miles per capita traveled in the Region.*
6. *Percent change in total gallons of gasoline used per capita in the Region.*
7. *Increase in the total number of commuter rail passengers on the FEC and CSX tracks; total miles of passenger rail track; and new passenger rail stations.*
8. *Decrease in annual school district school bus miles travelled and fuel consumption.*
9. *Percent change in miles of roads operating at adopted levels of service.*
10. *Percent change in average trip length and vehicle hours travelled.*
11. *Increase in the proportion of State and local funds going towards transit vs. roadway expansion.*
12. *Number of CRA plans developed and implemented consistent with the 2035 RL RTP infill alternative.*
13. *Percentage change in service opportunities and ridership of the transportation disadvantaged.*

14. *Number of new local street interconnections made with the existing roadway network.*
15. *Percent change in traffic accidents and fatalities involving motor vehicles, pedestrians, and bicyclists.*
16. *Percent change in hurricane evacuation clearance times.*
17. *Number of parcels within CRA, downtown districts, and identified redevelopment corridors developed consistent with the 2035 RL RTP infill alternative.*
18. *Number of land use amendments and/or zoning changes allowing development consistent with the 2035 RL RTP infill alternative.*
19. *Number of transportation projects identified in the MPO's and TPO's Transportation Improvement Program consistent with recommendations of the 2035 RL RTP.*
20. *Number of locally funded transportation projects built consistent with the recommendations of the 2035 RL RTP.*
21. *Formation of a Regional Transportation Organization within St. Lucie and Martin counties.*
22. *Increase in State Transportation Regional Incentive Program (TRIP) funds allocated to Martin and St. Lucie counties.*

# ***2035 Regional Long Range Transportation Plan (RLRTP) Update***

## **Needs Plan Development**

**Developed by:  
Kimley-Horn and Associates, Inc.  
as a technical sub-consultant to Treasure Coast Regional  
Planning Council (TCRPC)**

**Prepared for:  
Treasure Coast Regional Planning Council (TCRPC)  
St. Lucie Transportation Planning Organization (TPO)  
Martin Metropolitan Planning Organization (MPO)**

This narrative documents the development and refinement of the Needs Plan Network performed as part of the Treasure Coast's (Martin and St. Lucie Counties) *2035 Regional Long Range Transportation Plan Update (2035 RLRTP Update)*. The Needs Plan Network builds upon the discussion of the Deficiencies Maps and the transportation demand modeling methodology presented at the July meetings of the Martin / St. Lucie Joint TAC and Martin / St. Lucie Joint CAC.

This narrative accompanies the revised Needs Plan Network maps and tables.

- Martin County – 2035 Roadway Needs Plan Projects (11x17 GIS map)
- St. Lucie County – 2035 Roadway Needs Plan Projects (11x17 GIS map)
- Martin County – 2035 Roadway Needs Assessment (8.5x11 table)
- St. Lucie County – 2035 Roadway Needs Assessment (8.5x11 table)

### **Roadway Improvement Project Needs**

The Needs Plan identifies improvements to the transportation network that are required to maintain satisfactory mobility conditions by 2035. The Needs Plan is fiscally unconstrained, meaning funding requirements for the improvements are not yet considered. The Needs Plan

improvements are identified through travel demand forecasting. As presented at the last meeting, the Greater Treasure Coast Regional Planning Model (GTCRPM), which was created by the Florida Department of Transportation for the M/TPOs, is the primary tool utilized for travel demand forecasting for the Treasure Coast's (Martin and St. Lucie Counties) 2035 RL RTP Update.

The Needs Plan is developed primarily from the Infill Land Use scenario, which was identified as the preferred land use scenario during the land use visioning workshops. In addition, the Infill Land Use scenario was shown to perform more efficiently than the Historical Trend Land Use scenario by the GTCRPM during the Needs Plan modeling.

Roadway network improvement needs were developed and evaluated to identify which roadway improvements would have the greatest impact on reducing future roadway deficiencies identified in the Infill deficiencies modeling. The Needs Plan consists of the roadway improvements required to maintain an acceptable level of service in 2035 without consideration of project costs or potential revenue streams available to fund the improvements. Project costs and anticipated revenue streams will be taken into consideration later in the 2035 RL RTP Update during the development of the Cost Feasible Plan.

The 2035 roadway deficiencies served as the starting point for the development of the roadway improvement project needs. Please note that not all the roadway segments depicted as deficient on the 2035 roadway deficiencies map will need to be widened in order to obtain acceptable levels of service. This situation occurs because the widening on a roadway may also correct deficiencies on a parallel facility. In addition, alternatives to traditional roadway widening will be considered, including Congestion Management Strategies and multimodal transportation strategies.

#### Congestion Management Strategies (CMS)

The Needs Plan includes a depiction of roadways where Congestion Management Strategies (CMS) are recommended to address roadway capacity deficiencies where applicable. CMS Strategies are lower-cost alternatives to traditional roadway widening that typically involve traffic operational improvements. CMS Strategies include improvements such as traffic signal timing optimization, adding intersection turn lanes, multimodal transportation solutions, and other traffic operational enhancements. CMS Strategies are appropriate for roadways where overcapacity

roadway deficiencies could be realistically addressed through operational enhancements or travel demand strategies. CMS Strategies may also be appropriate where roadways are physically constrained from traditional roadway widening.

CMS Strategies are typically identified by T/MPOs in their respective Congestion Management Process (CMP). The RL RTP will include recommendations on congestion management strategies in conjunction with input from the local CMP.

### Multimodal Transportation Strategies

In addition to CMS Strategies, multimodal transportation strategies will be evaluated in later stages of the RL RTP development to further address travel demand deficiencies identified in the Needs Plan. Multimodal transportation strategies include:

- Public transit strategies
  - High capacity transit corridors (rail / bus rapid transit)
  - Local transit circulators
- Bicycle corridor improvements
- Pedestrian facilities
- Park-and-ride / transportation demand management (TDM)
- Transit-oriented design
- Traditional neighborhood street networks

### Refinements

Based on feedback received from the Martin / St. Lucie Joint M/TPO Board meeting, several Needs Plan refinements are underway. The proposed Village Parkway Extension from Becker Road to Martin Highway is being studied as part of a recent Comprehensive Plan Amendment associated with the Sunrise Groves development. To adequately study the Village Parkway Extension in a meaningful way, the project team is adding the socioeconomic data from Sunrise Groves to the transportation model. C.R. 609 is also shown on the Needs Plan as under study to reflect the fact that the widening of C.R. 609 would be a Needs Plan project under the Historical Trend land use scenario. C.R. 609 has been the subject of FDOT studies examining the feasibility of widening and extending the roadway. In addition, S.R. 710 is shown on the Needs Plan as under study to reflect the ongoing Project Development and Environment (PD&E) studies

being conducted by FDOT. A Transit Feasibility Study was performed by FDOT for the S.R. 710 corridor that identified a Regional Rail Alternative.

**Next Steps**

We are seeking input from the Joint TAC and the Joint CAC regarding the Needs Plan. Input will be incorporated into ongoing and future steps of the RL RTP including alternatives testing, cost and financial analysis, and development of the 2035 Cost Feasible Plan (CFP).

**DRAFT**

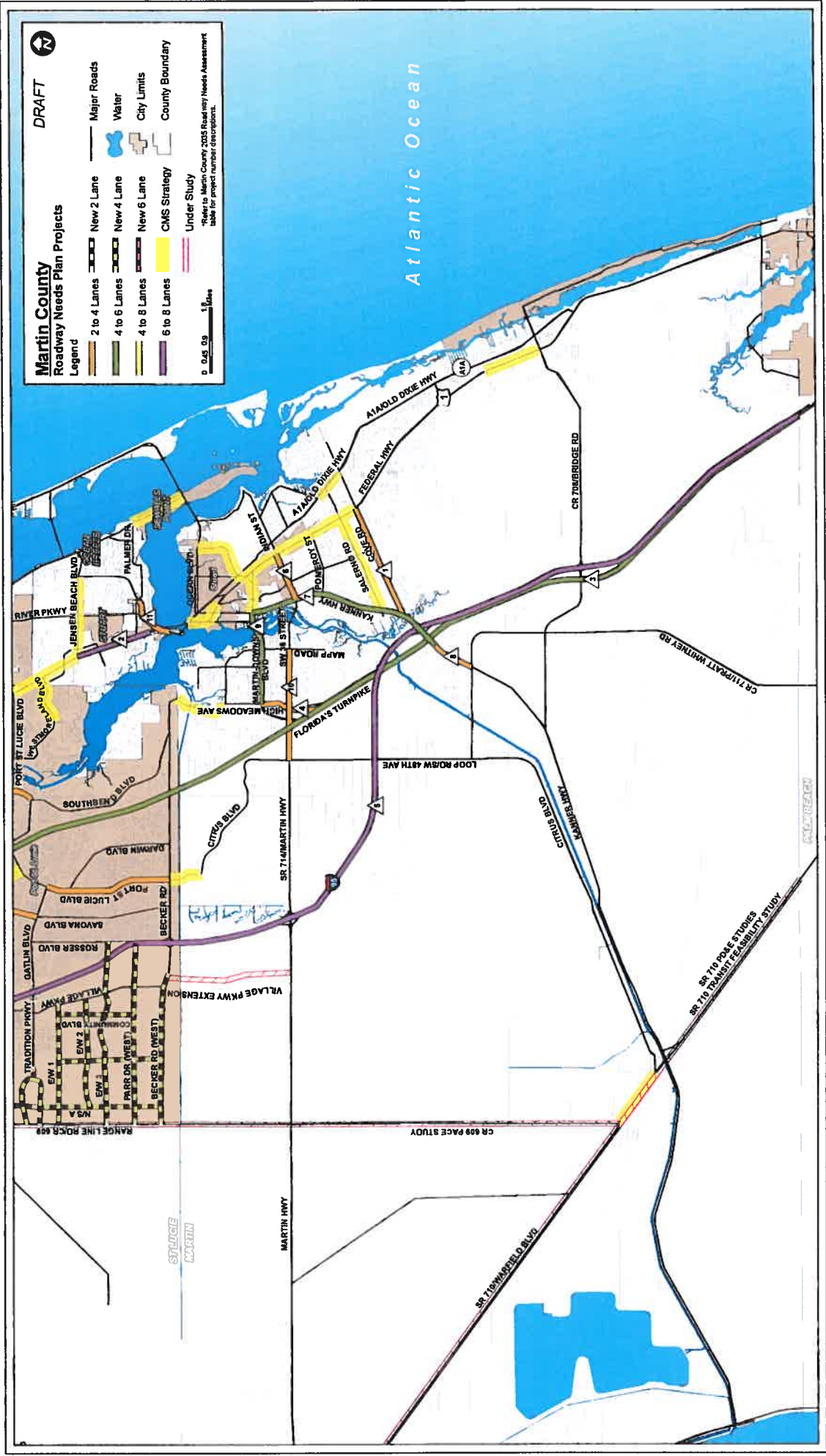
### Martin County Roadway Needs Plan Projects

**Legend**

- 2 to 4 Lanes
- 4 to 6 Lanes
- 4 to 8 Lanes
- 6 to 8 Lanes
- New 2 Lane
- New 4 Lane
- New 6 Lane
- CMS Strategy
- Under Study
- Major Roads
- Water
- City Limits
- County Boundary

0 0.5 0.9 1 Miles

Refer to Martin County 2035 Roadway Needs Assessment Map for project number descriptions.





**2035 Roadway Needs Assessment  
Martin County**

Map ID	Project	From	To	Type	Existing Lanes	Future Lanes	Length	County
M 1	Cove Rd	SR 76/Kanner Hwy	US 1	Add 2 Lanes	2	4	3.20	Martin
M 2	Federal Hwy	NW Wright Blvd	Jensen Beach Blvd	Add 2 Lanes	6	8	2.12	Martin
M 3	FL Turnpike	Palm Beach Co Line	St. Lucie Co Line	Add 2 Lanes	4	6	20.27	Martin
M 4	High Meadows Ave	i-95	Martin-Downs Blvd	Add 2 Lanes	2	4	3.60	Martin
M 5	i-95	Palm Beach Co Line	St. Lucie Co Line	Add 2 Lanes	6	8	24.81	Martin
M 6	Indian St	Kanner Hwy	Federal Highway	Add 2 Lanes	2	4	1.33	Martin
M 7	Kanner Hwy	SW Locks Rd	Monterey Rd	Add 2 Lanes	4	6	5.58	Martin
M 8	Kanner Hwy	CR 711	SW Locks Rd	Add 2 Lanes	2	4	1.16	Martin
M 9	Martin-Downs Blvd	High Meadows Ave	SR 76/Kanner Hwy	Add 2 Lanes	4	6	2.58	Martin
M 10	Martin Hwy	Loop Rd/SW 48th Ave	Mapp Rd	Add 2 Lanes	2	4	3.05	Martin
M 11	Old Dixie Hwy	NW Fern St	Cardinal Ave	Add 2 Lanes	2	4	1.32	Martin

Projects on the Strategic Intermodal System (SIS)

**2035 Roadway Needs Assessment  
St. Lucie County**

Map ID	Project	From	To	Type	Existing Lanes	Future Lanes	Length	County
SL 1	Angle Rd	Keen Rd	Orange Ave	Add 2 Lanes	2	4	2.21	St. Lucie
SL 2	Angle Rd	Kings Hwy	Keen Rd	Add 2 Lanes	2	4	1.01	St. Lucie
SL 3	Becker Rd (West)	Range Line Rd	Becker Rd	New 4 Lane	0	4	4.16	St. Lucie
SL 4	California Blvd	St. Lucie West Blvd	Peacock Blvd	Add 2 Lanes	2	4	1.65	St. Lucie
SL 5	California Blvd	Savona Blvd	St. Lucie West Blvd	Add 2 Lanes	2	4	3.03	St. Lucie
SL 6	Citrus Hwy	New E-W "D" Rd	New E-W "E" Rd	New 4 Lane	0	4	2.35	St. Lucie
SL 7	Commerce Blvd	Reserve Blvd	Glades Cut Off Rd	Add 2 Lanes	2	4	3.57	St. Lucie
SL 8	Community Blvd (West)	Parr Dr (West)	Community Blvd	New 4 Lane	0	4	2.07	St. Lucie
SL 9	Crosstown Pkwy (West)	Range Line Rd	Existing Crosstown Pkwy	New 4 Lane	0	4	2.68	St. Lucie
SL 10	E/W 1	Range Line Rd	Village Pkwy	New 4 Lane	0	4	3.30	St. Lucie
SL 11	E/W 2	N/S A	Village Pkwy	New 4 Lane	0	4	2.99	St. Lucie
SL 12	E/W 3 (West)	Range Line Rd	Rosser Blvd	New 4 Lane	0	4	5.11	St. Lucie
SL 13	Edwards Rd	Jenkins Rd	25th St	Add 2 Lanes	2	4	2.09	St. Lucie
SL 14	Emerson Ave	Indrio Rd	Indian River Co Line	Add 2 Lanes	2	4	2.53	St. Lucie
SL 15	Emerson Ave	Immokolee Rd	Indrio Rd	New 2 Lane	0	2	2.72	St. Lucie
SL 16	FL Turnpike	Martin Co Line	Okeechobee Rd	Add 2 Lanes	4	6	15.01	St. Lucie
SL 17	Fioresta Dr	Oakridge Blvd	Prima Vista Blvd	Add 2 Lanes	2	4	4.15	St. Lucie
SL 18	Glades Cut-Off Rd	Reserve Blvd	Selvitz Rd	Add 2 Lanes	2	4	6.20	St. Lucie
SL 19	I-95	Martin Co Line	Okeechobee Rd	Add 2 Lanes	6	8	15.39	St. Lucie
SL 20	I-95 Northern Connector	FL Turnpike	Emerson Ave	New 4 Lane	0	4	1.81	St. Lucie
SL 21	Immokolee Rd	Emerson Ave	Seminole Rd	New 4 Lane	0	4	0.79	St. Lucie
SL 22	Immokolee Rd	Seminole Rd	Kings Hwy	Add 2 Lanes	2	4	0.54	St. Lucie
SL 23	Indrio Rd	I-95 Bridges	US 1	Add 2 Lanes	2	4	5.83	St. Lucie
SL 24	Indrio Rd	Citrus Hwy	I-95	New 4 Lane	0	4	1.81	St. Lucie
SL 25	Jenkins Rd	Midway Rd	Edwards Rd	New 4 Lane	0	4	2.33	St. Lucie
SL 26	Jenkins Rd	Edwards Rd	Orange Ave	Add 2 Lanes	2	4	2.77	St. Lucie
SL 27	Jenkins Rd	Orange Ave	Angle Rd	New 4 Lane	0	4	1.51	St. Lucie
SL 28	Johnston Rd	Indrio Rd	Indian River Co Line	Add 2 Lanes	2	4	2.53	St. Lucie
SL 29	Johnston Rd	Immokolee Rd	Indrio Rd	New 4 Lane	0	2	3.46	St. Lucie
SL 30	Keen Rd	Angle Rd	St. Lucie Blvd	Add 2 Lanes	2	4	1.00	St. Lucie
SL 31	Kings Hwy North	Okeechobee Rd	I-95 Bridges	Add 2 Lanes	2	4	2.92	St. Lucie
SL 32	Kings Hwy North	I-95 Bridges	Indrio Rd	Add 2 Lanes	2	4	4.54	St. Lucie
SL 33	Koblegard Rd	E-W Koblegard Rd	SW 25th St/Hamilton Rd	New 2 Lane	0	2	3.84	St. Lucie
SL 34	Midway Rd	25th St	US 1	Add 2 Lanes	2	4	1.51	St. Lucie
SL 35	Midway Rd	Glades Cut Off Rd	25th Street	Add 2 Lanes	2	4	2.59	St. Lucie
SL 36	N/S A	Becker Rd (West)	Crosstown Pkwy (West)	New 4 Lane	0	4	5.02	St. Lucie
SL 37	N/S B	Becker Rd (West)	E/W 1	New 4 Lane	0	4	2.81	St. Lucie
SL 38	New Bridge	West Virginia Dr	Green Village Blvd	New 6 Lane	0	6	1.23	St. Lucie
SL 39	New E-W "A" Rd	Koblegard Rd	Kings Hwy	New 2 Lane	0	2	2.46	St. Lucie
SL 40	New E-W "D" Rd	Citrus Hwy	New N-S "C" Rd	New 2 Lane	0	2	1.10	St. Lucie
SL 41	New E-W "E" Rd	Citrus Hwy	New N-S "C" Rd	New 2 Lane	0	2	0.37	St. Lucie
SL 42	New E-W "Koblegard" Rd	N-S Koblegard Rd	Kings Hwy North	New 2 Lane	0	2	2.46	St. Lucie
SL 43	New E-W "Russos" Rd	Johnston Rd	Emerson Ave	New 2 Lane	0	2	1.00	St. Lucie
SL 44	New E-W "Sebastian" Rd	Johnston Rd	Emerson Ave	New 4 Lane	0	4	1.02	St. Lucie
SL 45	New E-W "Tobias" Rd	Johnston Rd	Emerson Ave	New 4 Lane	0	4	1.01	St. Lucie
SL 46	New North Fly-Over	New N-S "C" Rd	Johnston Rd	New 2 Lane	0	2	2.67	St. Lucie
SL 47	New N-S "C" Rd	I-95 Northern Connector	North Fly-Over	New 2 Lane	0	2	4.55	St. Lucie
SL 48	Okeechobee Rd	FL Turnpike	Jenkins Rd	Add 4 Lanes	4	8	1.23	St. Lucie
SL 49	Okeechobee Rd	Jenkins Rd	Virginia Ave	Add 2 Lanes	6	8	1.06	St. Lucie
SL 50	Oleander Ave	Midway Rd	Sunrise Blvd	Add 2 Lanes	2	4	4.01	St. Lucie
SL 51	Orange Ave	Jenkins Rd	25th St	Add 2 Lanes	4	6	2.01	St. Lucie
SL 52	Orange Ave	Kings Hwy	Jenkins Rd	Add 2 Lanes	4	6	1.01	St. Lucie
SL 53	Parr Dr (West)	Range Line Rd	Rosser Blvd	New 4 Lane	0	4	4.98	St. Lucie
SL 54	Port St. Lucie Blvd	FL Turnpike	Fioresta Dr	Add 2 Lanes	6	8	1.63	St. Lucie
SL 55	Port St. Lucie Blvd	Becker Rd	Gatlin Rd	Add 2 Lanes	2	4	3.46	St. Lucie
SL 56	Savona Blvd	Gatlin Blvd	California Blvd	Add 2 Lanes	2	4	1.08	St. Lucie
SL 57	Selvitz Rd	Glades Cut-Off Rd	Edwards Rd	Add 2 Lanes	2	4	0.71	St. Lucie
SL 58	South Fly-Over	New N-S "C" Rd	New E-W Koblegard Rd	New 2 Lane	0	2	1.46	St. Lucie
SL 59	St. Lucie Blvd	Kings Hwy	Old Dixie Hwy	Add 2 Lanes	2	4	3.56	St. Lucie
SL 60	Tradition Pkwy Loop A	Range Line Rd	Tradition Pkwy	New 4 Lane	0	4	1.82	St. Lucie
SL 61	Tradition Pkwy Loop B	Range Line Rd	Tradition Pkwy	New 4 Lane	0	4	1.38	St. Lucie
SL 62	US 1	Midway Rd	Virginia Ave	Add 2 Lanes	4	6	3.52	St. Lucie
SL 63	US 1	Indian River Co Line	Ocean Dr	Add 2 Lanes	4	6	7.56	St. Lucie
SL 64	Virginia Ave	Okeechobee Rd	25th St	Add 2 Lanes	6	8	1.08	St. Lucie
SL 65	Walton Rd	Lennard Rd	Green River Pkwy	Add 2 Lanes	2	4	1.09	St. Lucie

Projects on the Strategic Intermodal System (SIS)

# ***2035 Regional Long Range Transportation Plan (RLRTP) Update***

## **Transportation Alternatives**

**Developed by:  
Kimley-Horn and Associates, Inc.  
as a technical sub-consultant to Treasure Coast Regional  
Planning Council (TCRPC)**

**Prepared for:  
Treasure Coast Regional Planning Council (TCRPC)  
St. Lucie Transportation Planning Organization (TPO)  
Martin Metropolitan Planning Organization (MPO)**

This narrative accompanies the Transportation Alternatives maps developed as part of the Treasure Coast's (Martin and St. Lucie Counties) *2035 Regional Long Range Transportation Plan Update (2035 RLRTP Update)*. The Transportation Alternatives task is essentially a bridge that began during the Needs Plan Development and will continue until the development of the Cost Feasible Plan. The Transportation Alternatives task is primarily a travel demand modeling exercise to assess deficiencies identified in the Needs Plan and to develop strategies that will help identify which projects will comprise the Cost Feasible Plan. A set of key Transportation Alternatives maps were prepared for this agenda packet and are listed below.

- U.S. 1 and Old Dixie Highway in northern St. Lucie County
- St. Lucie TVC Area
- U.S. 1 Corridor Retrofit Project
- Village Parkway Extension from Becker Road to Martin Highway
- Cove Road and Salerno Road in Martin County

### **Transportation Alternatives Developed During the Needs Plan Development**

The volume-to-capacity (V/C) ratio, illustrated on the Deficiencies Maps, was developed using the Greater Treasure Coast Regional Planning Model (GTCRPM). 2035 socioeconomic data

were modeled on the Existing + Committed (E+C) roadway network to produce the maps that showed which roadways would be deficient in 2035 if only the roadway improvements that are currently committed with construction funds are built. The Deficiencies Maps were analyzed to look for opportunities where improvements to one roadway may adequately address deficiencies on a different roadway. The classic example of this case is when two roadways exist in parallel and serve similar origins and destinations. Two examples where roadway improvements identified in the Needs Plan addressed capacity deficiencies on parallel roadways include (a.) U.S. 1 and old Dixie Highway in northern St. Lucie County (roadway widening improvements to U.S. 1 were shown to address capacity deficiencies on Old Dixie Highway) and (b.) Cove Road and Salerno Road in Martin County (roadway widening improvements to Cove Road were shown to address capacity deficiencies on Salerno Road).

### **Additional Transportation Alternatives**

The Transportation Alternatives process is ongoing and will ultimately lead to the development of the fiscally constrained Cost Feasible Plan (CFP). Since the Needs Plan is fiscally unconstrained, the Transportation Alternatives will continue to study which improvements are most needed to account for the limited financial resources available to construct transportation improvements between 2014 and 2035. Some example alternatives that are being studied are described on the accompanying maps and in the text below.

#### **St. Lucie TVC Area**

- For the St. Lucie TVC Area, increasing trip internalization using mixed use development patterns, implementing a connected traditional street network, and improving the connectivity efficiency to regional roadways such as I-95 are being studied to test the potential to alleviate the need for widening of roadways such as Indrio Road east of Emerson Avenue.

#### **U.S. 1 Corridor Retrofit Project**

- High capacity transit improvements and transit oriented redevelopment along U.S. 1 form the basis of a corridor retrofit strategy consistent with community desires to avoid further widening in Fort Pierce and Stuart while still providing transportation enhancement options. The U.S. 1 Corridor Retrofit Project is being developed consistent with the

Complete Streets initiative developed by the National Complete Streets Coalition (NCSC).

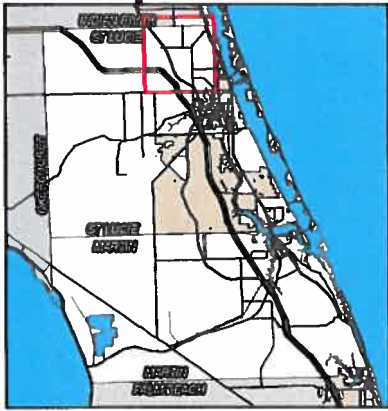
Village Parkway Extension from Becker Road to Martin Highway

- Based input from the Martin / St. Lucie Joint M/TPO Board, the proposed Sunrise Groves development is being added to the 2035 travel demand model during the Transportation Alternatives phase. The proposed Village Parkway Extension from Becker Road to Martin Highway is being studied as part of the recent Comprehensive Plan Amendment associated with the Sunrise Groves development. To adequately study the Village Parkway Extension in a meaningful way, the project team is adding the socioeconomic data from Sunrise Groves to the transportation model.

Next Steps

We are seeking input from the Joint TAC and the Joint CAC regarding the transportation alternatives testing. Input will be incorporated into the further refinement of the alternatives and the development of the 2035 Cost Feasible Plan (CFP).

# Transportation Alternatives



## St. Lucie County

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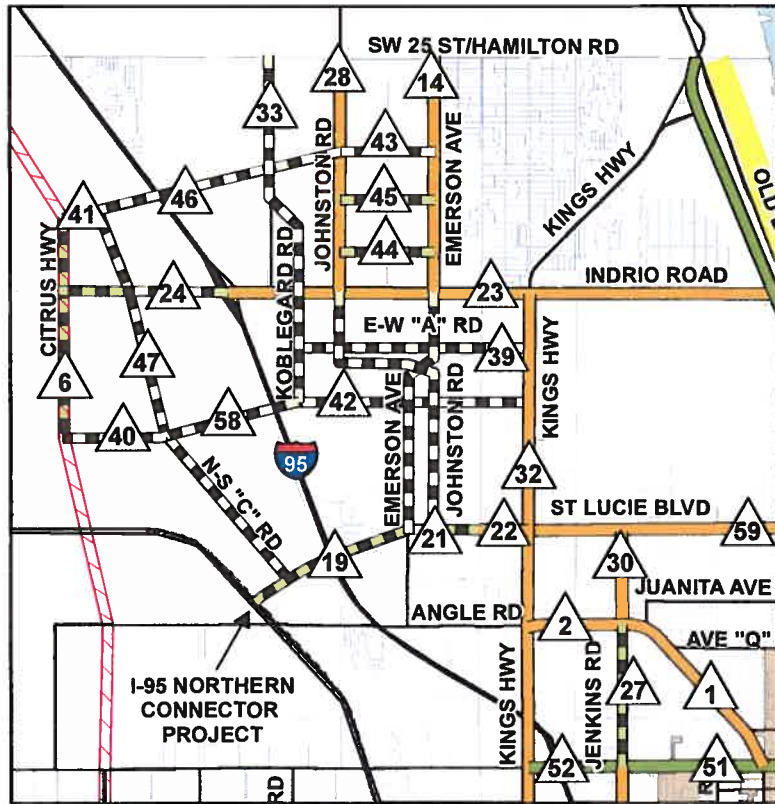


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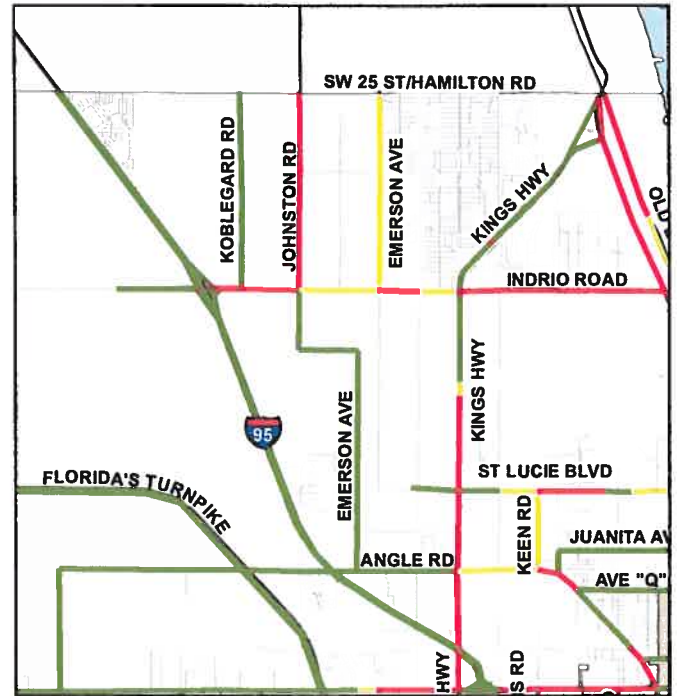
Needs Plan Projects	6 to 8 Lanes	Volume-to-Capacity Ratio	Major Roads
2 to 4 Lanes	New 2 Lane	< 0.90	Water
4 to 6 Lanes	New 4 Lane	0.901 - 1.05	City Limits
4 to 8 Lanes	New 6 Lane	> 1.05	County Boundary
Under Study			

\*Refer to St. Lucie County 2035 Roadway Needs Assessment table for project number descriptions.

Increase trip internalization using mixed use development patterns and a connected traditional street network.



Proposed Needs - St. Lucie TVC Area



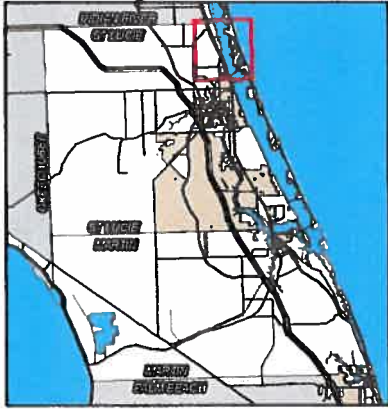
Deficiencies Map



Needs Plan Volume-to-Capacity Ratio


















# Transportation Alternatives



## St. Lucie County

DRAFT 

### Legend

 6 to 8 Lanes	 < 0.90	 Major Roads
 2 to 4 Lanes	 New 2 Lane	 Water
 4 to 6 Lanes	 New 4 Lane	 City Limits
 4 to 8 Lanes	 New 6 Lane	 County Boundary
 Under Study	 0.901 - 1.05	
	 > 1.05	

\*Refer to St. Lucie County 2035 Roadway Needs Assessment table for project number descriptions.

Roadway improvements to US 1 between Ft. Pierce and the Indian River County Line alleviate the need to widen Old Dixie Highway.



Proposed Needs - Old Dixie Highway

0 0.5 1 2 Miles



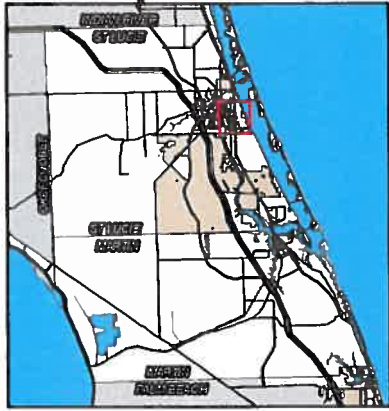
Deficiencies Map



Needs Plan Volume-to-Capacity Ratio

0 0.5 1 2 Miles

# Transportation Alternatives



## St. Lucie County

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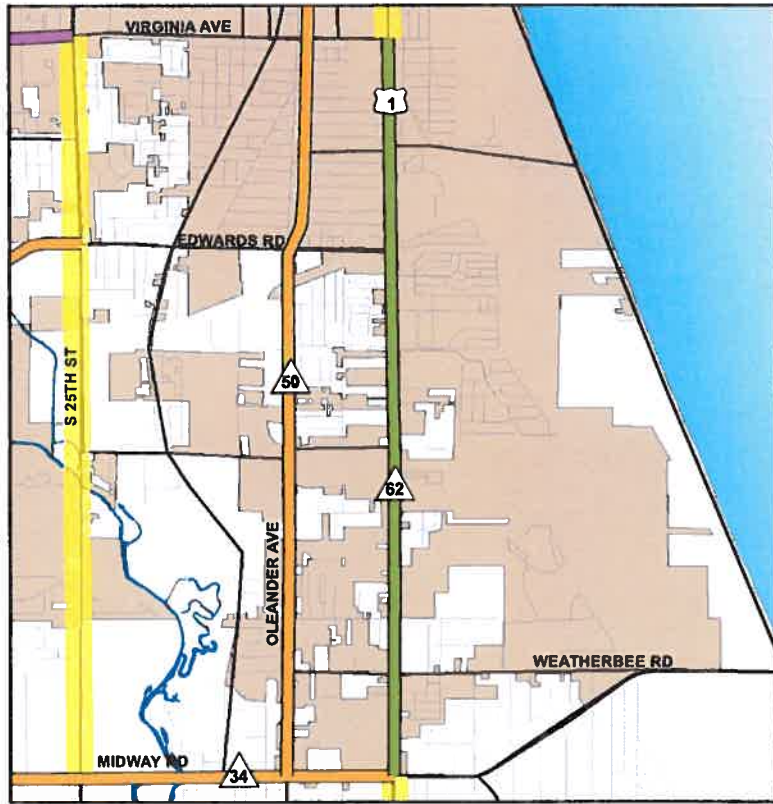


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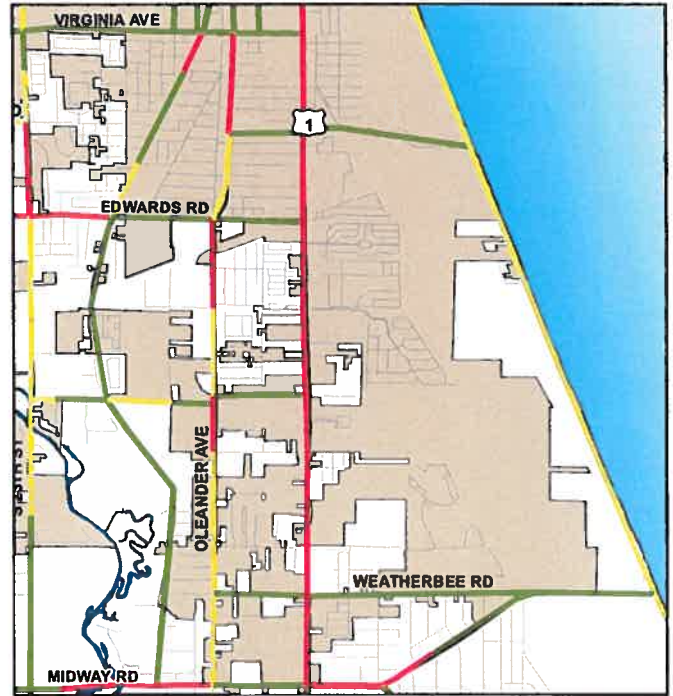
- |                            |              |                                 |                 |
|----------------------------|--------------|---------------------------------|-----------------|
| <b>Needs Plan Projects</b> | 6 to 8 Lanes | <b>Volume-to-Capacity Ratio</b> | Major Roads     |
| 2 to 4 Lanes               | New 2 Lane   | < 0.90                          | Water           |
| 4 to 6 Lanes               | New 4 Lane   | 0.901 - 1.05                    | City Limits     |
| 4 to 8 Lanes               | New 6 Lane   | > 1.05                          | County Boundary |
|                            | Under Study  |                                 |                 |

\*Refer to St. Lucie County 2035 Roadway Needs Assessment table for project number descriptions.

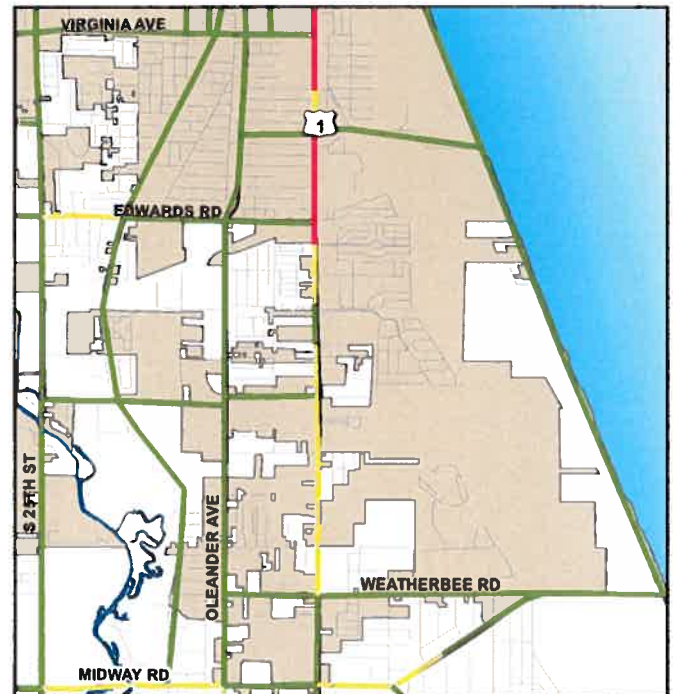
High capacity transit improvements and transit oriented redevelopment along US 1 form a corridor retrofit strategy consistent with community desires to avoid further widening while still providing transportation enhancement options.



Proposed Needs - US 1 Corridor Retrofit



Deficiencies Map



Needs Plan Volume-to-Capacity Ratio



# Transportation Alternatives



## Martin County

DRAFT

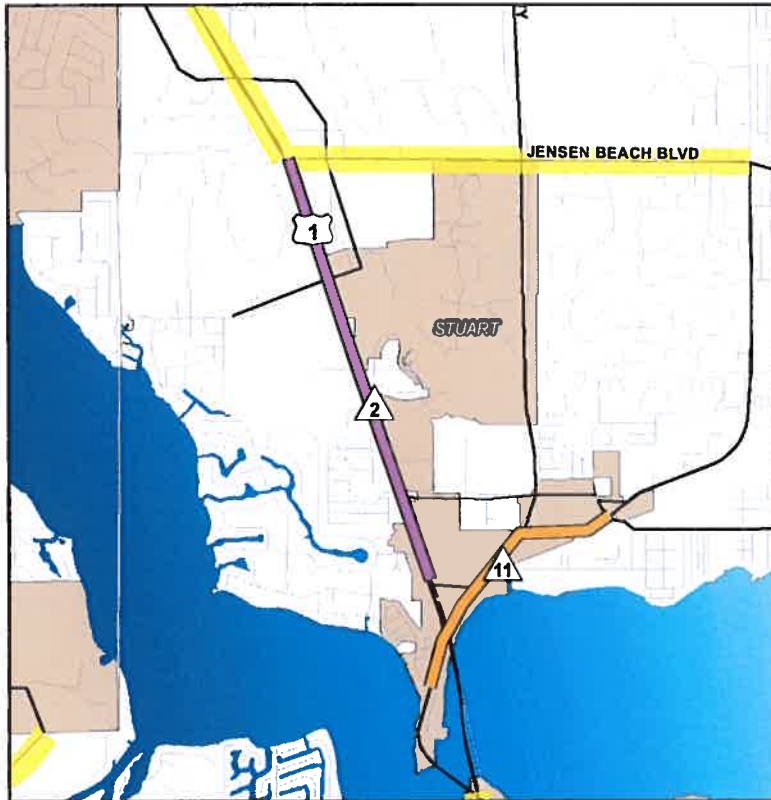


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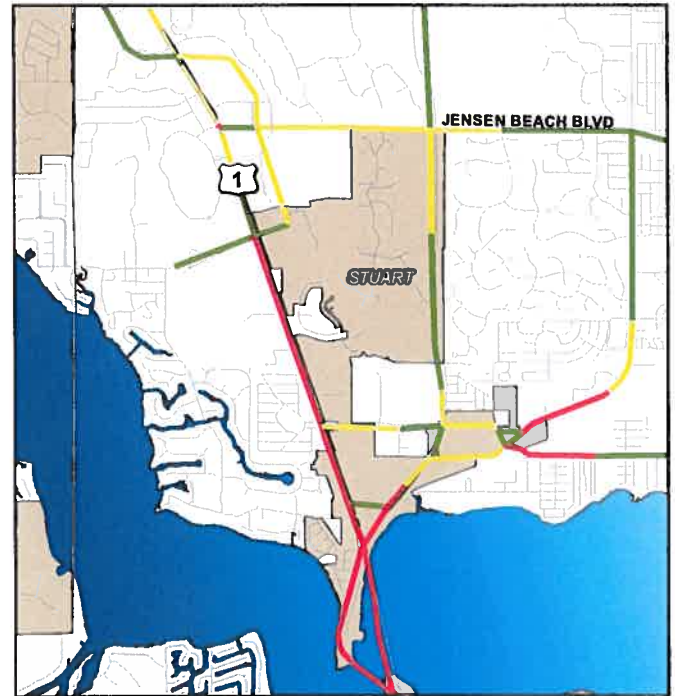
<b>Needs Plan Projects</b>	6 to 8 Lanes	<b>Volume-to-Capacity Ratio</b>	Major Roads
2 to 4 Lanes	New 2 Lane	< 0.90	Water
4 to 6 Lanes	New 4 Lane	0.901 - 1.05	City Limits
4 to 8 Lanes	New 6 Lane	> 1.05	County Boundary
	Under Study		

\*Refer to Martin County 2035 Roadway Needs Assessment table for project number descriptions

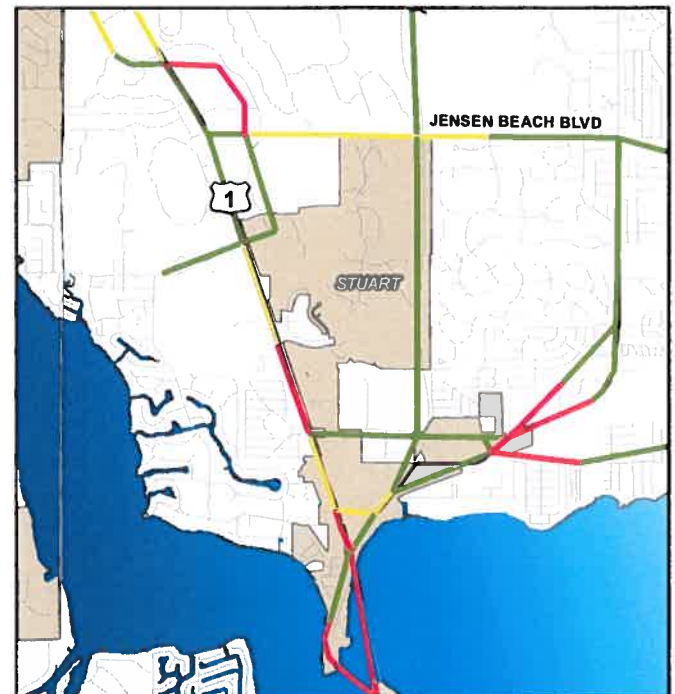
High capacity transit improvements and transit oriented redevelopment along US 1 form a corridor retrofit strategy consistent with community desires to avoid further widening while still providing transportation enhancement options.



Proposed Needs - US 1 Corridor Retrofit



Deficiencies Map



Needs Plan Volume-to-Capacity Ratio



# Transportation Alternatives



## Martin County

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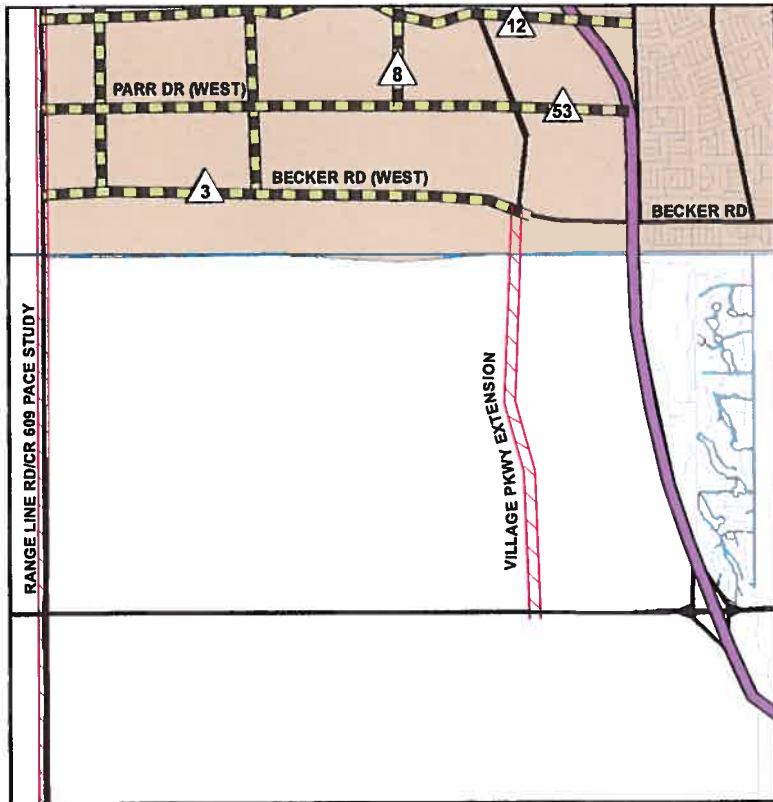


### Legend

<b>Needs Plan Projects</b>	6 to 8 Lanes	<b>Volume-to-Capacity Ratio</b>	Major Roads
2 to 4 Lanes	New 2 Lane	< 0.90	Water
4 to 6 Lanes	New 4 Lane	0.901 - 1.05	City Limits
4 to 8 Lanes	New 6 Lane	> 1.05	County Boundary
	Under Study		

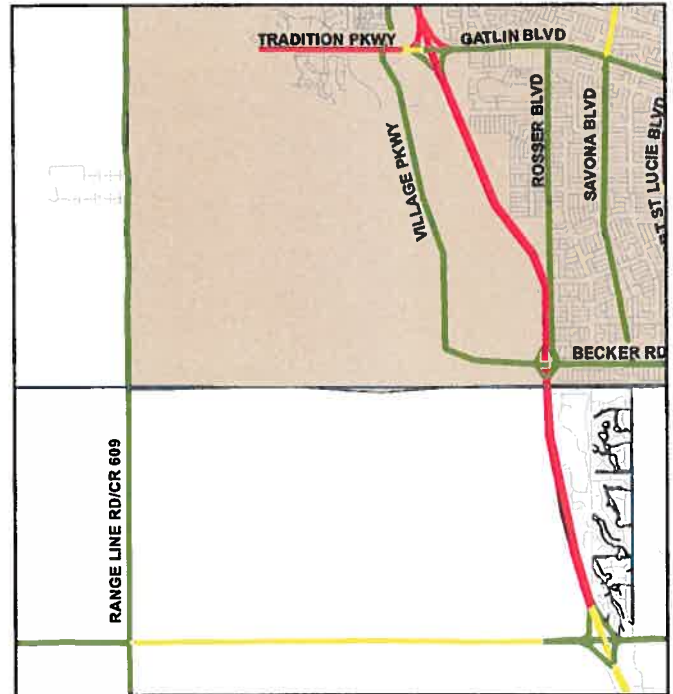
\*Refer to Martin County 2035 Roadway Needs Assessment table for project number descriptions

Based on a recent request from the Martin/St. Lucie Joint M/TPO Board, the proposed Sunrise Groves development is being added to the 2035 model during the alternatives analysis phase.



**Proposed Needs - Village Pkwy Extension**

- Additions to Socioeconomic Data**
- 5 million square feet of industrial park (ITE 130)
  - 1 million square feet of office (ITE 710)
  - 200,000 square feet retail (ITE 820)
  - 500 hotel rooms (ITE 310)



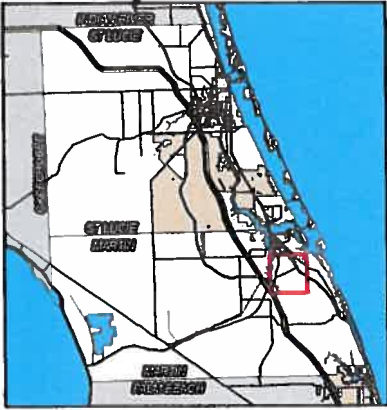
**Deficiencies Map**



**Needs Plan Volume-to-Capacity Ratio (Before Additions)**

0 0.5 1 2 Miles

# Transportation Alternatives



## Martin County

DRAFT

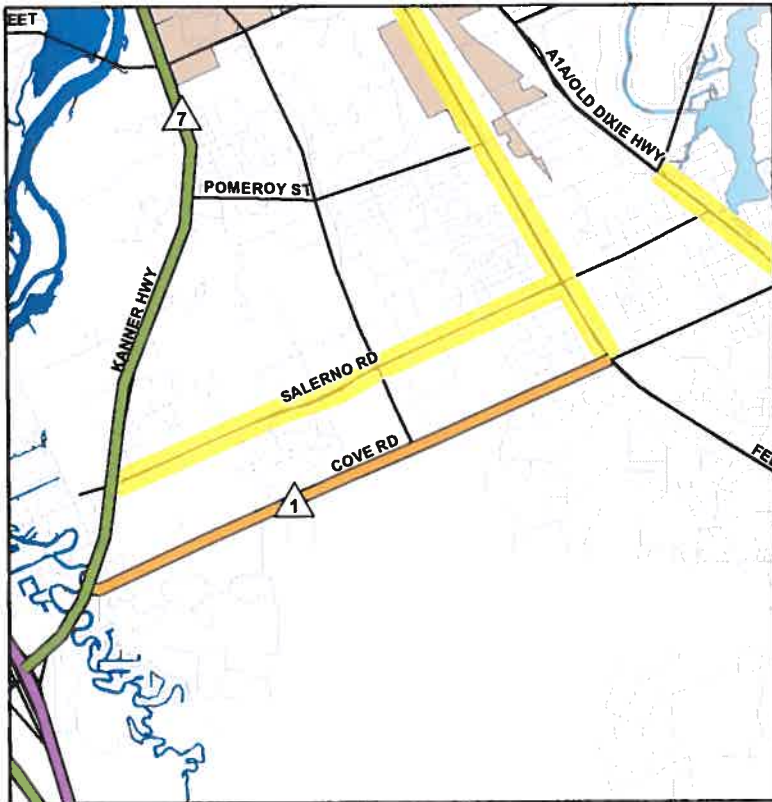


### Legend

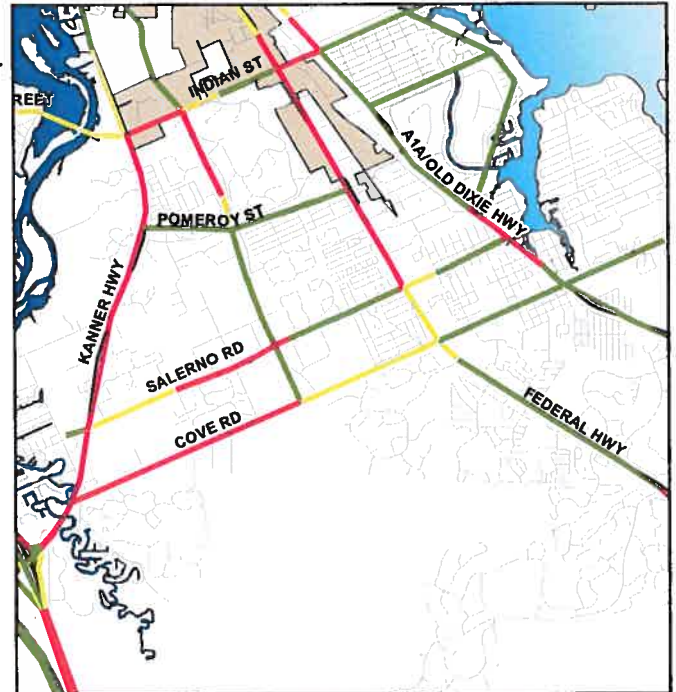
<b>Needs Plan Projects</b>	6 to 8 Lanes	<b>Volume-to-Capacity Ratio</b>	Major Roads
2 to 4 Lanes	New 2 Lane	< 0.90	Water
4 to 6 Lanes	New 4 Lane	0.901 - 1.05	City Limits
4 to 8 Lanes	New 6 Lane	> 1.05	County Boundary
	Under Study		

\*Refer to Martin County 2035 Roadway Needs Assessment table for project number descriptions.

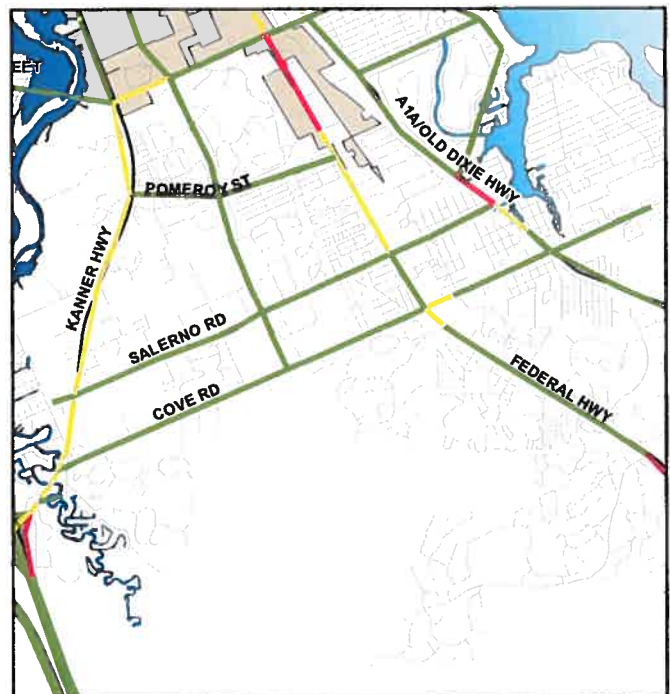
Roadway improvements to Cove Road between Kanner Highway and US 1 alleviate the need to widen Salerno Road.



Proposed Needs - Cove Road



Deficiencies Map



Needs Plan Volume-to-Capacity Ratio



# ***2035 Regional Long Range Transportation Plan (RLRTP) Update***

## **Financial Resources Update**

**Developed by:  
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as a technical sub-consultant to Treasure Coast Regional  
Planning Council (TCRPC)**

**Prepared for:  
Treasure Coast Regional Planning Council (TCRPC)  
St. Lucie Transportation Planning Organization (TPO)  
Martin Metropolitan Planning Organization (MPO)**

This narrative documents the development of the ongoing Financial Resources Analysis performed as part of the Treasure Coast's (Martin and St. Lucie Counties) *2035 Regional Long Range Transportation Plan Update (2035 RLRTP Update)*. This document represents a preliminary summary of financial data and revenue projections relating to transportation funding for both the St. Lucie Transportation Planning Organization (TPO) and Martin Metropolitan Planning Organization (MPO). The financial resources projections will determine the amount of future revenue available for developing the 2035 Cost Feasible Plan (CFP).

### **Development of Revenue Projections**

The 2035 RLRTP includes plans for future capital investment in transportation infrastructure as well as ongoing operating and maintenance expenses. The Financial Resources section is a key component of the overall RLRTP, as it provides an overview of the financial resources that are projected to be available. The financial resources identified in this section will be used to prioritize future roadway and transit investments in a 'constrained' scenario limited to existing and reasonably likely funding sources. The principal federal, state, and local funding programs that support transportation investment in Martin and St. Lucie Counties are reviewed and

forecasted through 2035 in this section of the RLRTP. This review includes information on the following subjects:

- Federal funding programs for highways
- Florida Department of Transportation (FDOT) funding programs and revenue estimates
- Gas tax revenues and transportation impact fees

*FDOT Funding*

This section describes the state transportation funding programs and the forecasted revenues that are projected to flow to Martin and St. Lucie Counties through the year 2035. Revenues that are distributed by FDOT are comprised of three major funding-source categories: federal, state, and turnpike. The total forecasted revenues for the entire State of Florida over the plan period are shown in Table 1.

**Table 1: Projected Total State Revenues (Millions of Dollars)**

Major Revenue Sources	Time Period						29-Year Total 2007-2035
	2007-10	2011-15	2016-20	2021-25	2026-30	2031-35	
<b>Federal % of Total</b>	8,28 23%	9,904 26%	10,137 26%	10,836 25%	11,417 24%	11,912 23%	<b>62,414 24%</b>
<b>State % of Total</b>	22,650 65%	24,422 65%	25,431 66%	28,530 66%	31,978 67%	35,531 68%	<b>168,542 66%</b>
<b>Turnpike % of Total</b>	4,131 12%	3,159 8%	3,027 8%	4,149 10%	4,514 9%	4,921 9%	<b>23,901 9%</b>
<b>Total</b>	<b>34,989</b>	<b>37,485</b>	<b>38,594</b>	<b>43,514</b>	<b>47,910</b>	<b>52,365</b>	<b>254,857</b>

Source: FDOT 2035 Revenue Forecast Handbook, May 2008, Table 1, Page 6.

*FDOT Funding*

Beginning in 2008, FDOT prepared long-range revenue projections for the state’s major funding categories based on the state’s Adopted Work Program, current federal and state legislation, forecasts of federal funding, and internal FDOT policies. Due to the economic downturn nationally and in Florida, these projections continue to change and have been revised downward from their initial estimates. As the recession continues, the state’s revenue estimates may continue to change, but this review presents the most current available estimates from FDOT.

FDOT combines the major programs into two general categories: Capacity Programs and Non-Capacity Programs.

- Capacity Programs include each major FDOT program that expands the capacity of existing transportation systems.
- Non-Capacity Programs include the remaining FDOT programs that are designed to support, operate, and maintain the state transportation system. Based on input from local MPO's, FDOT takes the lead in developing and administering a statewide Non-Capacity Program. According to FDOT, the Department has projected sufficient revenues to meet safety, preservation, and support objectives through 2035 throughout the state, including each metropolitan area. It is not necessary for MPO's to identify projects for these programs, so revenue estimates for these activities have not been developed for metropolitan areas.
- With regard to state programs and state funding, MPO's only need to identify projects that are funded through state Capacity Programs.

The major elements of the Capacity and Non-Capacity Programs and eligible projects are described in Table 2, taken from the current *2035 Revenue Forecast Handbook*.

**Table 2: FDOT Transportation Programs**

<b>Capacity Programs</b>	<b>Non-Capacity Programs</b>
SIS Highways/ FIHS Construction & ROW - Construction, improvements, and associated right of way on SIS highways and the FIHS (i.e., Interstate, the Turnpike, other toll roads, and other facilities designed to serve interstate and regional commerce including SIS Connectors).	Safety - Includes the Highway Safety Improvement Program, the Traffic Safety Grant Program, Bicycle/Pedestrian Safety activities, the Industrial Safety Program, and general safety issues on a Department-wide basis.
Aviation - Financial and technical assistance to Florida's airports in the areas of safety, capacity improvements, land acquisition, planning, economic development, and preservation.	Resurfacing - Resurfacing of pavements on the State Highway System and local roads as provided by state law.
Rail - Rail safety inspections, rail-highway grade crossing safety, acquisition of rail corridors, assistance in developing intercity and commuter rail service, and rehabilitation of rail facilities.	Bridge - Repair and replace deficient bridges on the state highway system. In addition, 15% of federal bridge funds must be expended off the federal highway system (e.g., on local bridges not on the State Highway System).
Intermodal Access - Improving access to intermodal facilities and acquisition of associated rights of way.	Product Support - Planning and engineering required to "produce" FDOT products and services (i.e., each capacity program; Safety, Resurfacing, and Bridge Programs).
Seaport Development - Funding for the development of eligible ports, including projects such as land acquisition, dredging, construction of storage facilities and terminals, and acquisition of container cranes and other equipment used in moving cargo and passengers.	Operations & Maintenance - Activities to support and maintain transportation infrastructure once it is constructed and in place.
Other Arterial Construction/ROW - Construction, improvements, and associated right of way on State Highway System roadways not designated as part of the SIS or FIHS. Also includes funding for the Economic Development Program, the County Incentive Grant Program., and the Small County Outreach Program.	Administration - Resources required to perform the fiscal, budget, personnel, executive direction, document reproduction, and contract functions. Also includes the Fixed Capital Outlay Program, which provides for the purchase, construction, and improvement of non-highway fixed assets (e.g., offices, maintenance yards).
Transit - Technical and operating/capital assistance to transit, paratransit, and ridesharing systems.	Other – Technically, this category is not a "program." It primarily represents FDOT financial commitments such as debt service and reimbursements to local governments.

Source: FDOT 2035 Revenue Forecast Handbook, May 2008, Table 2, Page 8.

Table 3 summarizes FDOT’s current revenue forecasts for its major program areas for Martin County. Table 4 summarizes FDOT’s current revenue forecasts for its major program areas for St. Lucie County.

**Table 3: FDOT Program Funding Estimates for Martin County**

<b>Fiscal Year</b>	<b>Martin TMA Funds</b>	<b>FIHS/SIS/ Construction/ ROW<sup>2</sup></b>	<b>Other Arterial Construction/ ROW</b>	<b>Transit</b>	<b>Enhancement</b>	<b>Total Capacity Programs</b>
<b>FY's 14-15 Subtotal</b>	\$4,300,000	-	\$7,100,000	\$4,500,000	\$800,000	\$16,700,008
<b>FY's 16-20 Subtotal</b>	\$11,200,000	-	\$21,800,000	\$12,300,000	\$2,100,000	\$47,400,024
<b>FY's 21-25 Subtotal</b>	\$11,900,000	\$83,625,000	\$24,500,000	\$13,900,000	\$2,200,000	\$136,125,027
<b>FY's 26-30 Subtotal</b>	\$12,200,000	-	\$26,400,000	\$15,500,000	\$2,300,000	\$56,400,029
<b>FY's 31-35 Subtotal</b>	\$12,300,000	-	\$28,900,000	\$16,900,000	\$2,300,000	\$45,190,031
<b>Total</b>	<b>\$51,900,000</b>	<b>\$83,625,000</b>	<b>\$108,700,000</b>	<b>\$63,100,000</b>	<b>\$9,700,000</b>	<b>\$317,025,118</b>

Note:

1. FDOT’s 2035 Revenue Forecast for Martin/St. Lucie Metropolitan Area
2. FDOT’s *SIS Long Range Highway Capacity Plan (FY 2015-2035)*, FDOT’s *FY 2015-FY 2019 SIS Approved 2<sup>nd</sup> Five Years Plan*, and *FY 2020-FY 2035 SIS Approved Cost Feasible Plan*

**Table 4: FDOT Program Funding Estimates for St. Lucie County**

<b>Fiscal Year</b>	<b>St. Lucie TMA Funds</b>	<b>FIHS/SIS/ Construction/ ROW<sup>2</sup></b>	<b>Other Arterial Construction/ ROW</b>	<b>Transit</b>	<b>Enhancement</b>	<b>Total Capacity Programs</b>
<b>FY's 14-15 Subtotal</b>	\$6,900,000	-	\$12,200,000	\$7,900,000	\$1,400,000	\$28,400,000
<b>FY's 16-20 Subtotal</b>	\$18,400,000	\$155,997,000	\$37,600,000	\$21,300,000	\$3,600,000	\$236,897,000
<b>FY's 21-25 Subtotal</b>	\$19,400,000	\$66,622,675	\$42,400,000	\$23,900,000	\$3,800,000	\$156,122,675
<b>FY's 26-30 Subtotal</b>	\$20,000,000	-	\$45,700,000	\$26,700,000	\$3,900,000	\$96,300,000
<b>FY's 31-35 Subtotal</b>	\$20,100,000	-	\$50,000,000	\$29,200,000	\$3,900,000	\$103,200,000
<b>Total</b>	<b>\$84,800,000</b>	<b>\$222,619,675</b>	<b>\$187,900,000</b>	<b>\$109,000,000</b>	<b>\$16,600,000</b>	<b>\$620,919,675</b>

## Note:

1. FDOT's 2035 Revenue Forecast for Martin/St. Lucie Metropolitan Area
2. FDOT's *SIS Long Range Highway Capacity Plan (FY 2015-2035)*, FDOT's *FY 2015-FY 2019 SIS Approved 2<sup>nd</sup> Five Years Plan*, and *FY 2020-FY 2035 SIS Approved Cost Feasible Plan*

*State Program Descriptions and Project Eligibility*

This section presents a brief description of each major sub-program under the State Capacity Program and describes what types of planned projects and programs are eligible for funding across the different major sub-programs.

FDOT subdivides the state Capacity Programs into two additional areas of focus, Economic Competitiveness and Quality of Life goals. Planning and project identification responsibilities are divided between the state and the MPO's across the two programs. The Economic Competitiveness program includes projects that help strengthen the state's comparative economic position and include the following major programs: FIHS Construction/ROW, Aviation, Rail, Seaport, and Intermodal Access. FDOT has "taken the lead" in identification of planned projects and programs that support this goal and provides detailed information to MPO's. As a result, metropolitan plans and programs that include state and federal funds for these major programs should be coordinated and consistent with state long range plans and programs. MPO's have been requested to "take the lead" in identification of planned projects and programs for the major programs that support the Quality of Life Goal. These programs include Other Arterial Construction and Right-of-Way (ROW) and Transit. The programs described below are presented under the subcategories of Economic Competitiveness and Quality of Life Goals.

*Economic Competitiveness Goals*

1. FIHS Construction and ROW: As a statewide Economic Competitiveness Goal, FDOT "takes the lead" in identifying projects that are consistent with the FIHS Construction and ROW Program. The FIHS is a component of the State Highway System. Its primary purpose is to serve interstate and regional commerce and long distance trips. Metropolitan plans and programs for the SIS Highways/FIHS should be consistent with the 2035 SIS Highways/FIHS Cost Feasible Plan, as provided to each MPO. Projects associated with aviation, rail, seaport development and intermodal access may be funded under this program, provided that they are included in the SIS Highways/FIHS Cost Feasible Plan. Capacity improvement projects eligible for funding in the current plan include:
  - Construction of additional lanes;
  - The capacity improvement component of interchange modifications;
  - New interchanges;

- Exclusive lanes for through traffic, public transportation vehicles, and other high occupancy vehicles;
  - Bridge replacement with increased capacity;
  - Other construction to improve traffic flow, such as intelligent transportation systems (ITS), incident management systems, and vehicle control and surveillance systems; and
  - New weigh stations and rest areas.
2. **Rail:** The state provides funding for acquisition of rail corridors and assistance in developing intercity passenger and commuter rail service, fixed guideway system development, rehabilitation of rail facilities and high speed transportation. Projects and programs eligible for funding include:
- Assistance with acquisition of rail corridors;
  - Assistance with development of fixed guideway systems;
  - Assistance with rail passenger services including all aspects of intercity, and commuter rail development;
  - Rehabilitation of rail branch lines where economically justified; and
  - Improvement of warning devices at public rail-highway grade crossings.
3. **Intermodal Access:** The state provides assistance in improving access to intermodal facilities and the acquiring of associated rights of way. Projects and programs eligible for funding include:
- Assistance with improving access to seaports and airports, particularly through highway and rail improvements; and
  - Assistance with development of intermodal terminals and facilities.
4. **Strategic Intermodal System:** The 2003 Florida Legislature enacted Sections 339.61-64, Florida Statutes that created the Florida Strategic Intermodal System (SIS). The SIS established a statewide system of SIS hubs and corridors. The statutes also directed FDOT to develop a strategic plan for funding and managing the SIS.

*Quality of Life Goals*

1. **Other Arterial Construction and Right-of-Way:** The primary purpose of this program is to fund improvements on the part of the State Highway System, or SHS, that is not designated as SIS Highways or the FIHS. The approximately 8,000 miles of such highways represent about 65% of the SHS. Projects and programs eligible for funding include:
  - Construction and traffic operations improvements on the SHS that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes;
  - Acquisition of land necessary to support the SHS construction and bridge programs;
  - Acquisition of land in SHS corridors on an advanced basis (before construction is funded in the 5-year Work Program);
  - Construction and traffic operations improvements on certain local government roads that add capacity, reconstruct existing facilities, improve highway geometrics (e.g., curvature), provide grade separations, and improve turning movements through signalization improvements and adding storage capacity within turn lanes; and
  - Acquisition of land necessary to support the construction program for certain local government roads, as discussed immediately above.

There exists a great deal of local discretion and flexibility in how funds from the Other Arterial Construction and Right-of-Way program are applied.

2. **Transit:** The state provides technical and operating/capital assistance to transit, paratransit, and ridesharing systems. Projects and programs eligible for funding include:
  - Capital and operating assistance to public transit systems and Community Transportation Coordinators, through the Public Transit Block Grant Program;
  - Service Development projects, which are special projects that can receive initial funding from the state<sup>2</sup>;
  - Commuter assistance programs that encourage transportation demand management strategies, ridesharing and public/private partnerships to provide services and systems designed to increase vehicle occupancy; and
  - Assistance with acquisition, construction, promotion and monitoring of park-and-ride lots.

*Dedicated Gas Taxes and Transportation Impact Fees*

There are a number of separate gasoline taxes in the State of Florida which can provide revenue for transportation improvements to Florida cities and counties. These gas taxes include:

- Constitutional Gas Tax (also known as the “Secondary Gas Tax”)
- County Gas Tax
- Local Option Six-Cent Gas Tax (the “6-Cent LOGT”)
- Second Local Option Gas Tax (the “5-Cent LOGT”)
- Ninth-Cent Gas Tax (Voted Gas Tax)

The first two taxes are imposed by the State and distributed to the Counties, while the remaining three are local option gas taxes which can be imposed by each county. This section describes the uses of each gas tax by county governments and projected revenues within both Martin and St. Lucie County.

*State Motor Fuel Taxes Distributed to the County*

1. **Constitutional Fuel Tax:** The Constitutional Fuel Tax is currently set at 2.0 cents per gallon. Twenty percent of revenues from this tax are returned to the county in which it was collected, while the remaining eighty percent is pledged back to the State’s roads and bridges bonds. If no such State bonds exist, then the remaining funds are remitted back to the county in which it was collected. By statute, the Constitutional Gas Tax must be used for the acquisition, construction and maintenance of roads.
2. **County Fuel Tax:** The County Fuel Tax is a tax of 1.0 cent per gallon of motor fuel sold in a county. The State Department of Revenue administers the tax and distributes the net tax proceeds to the counties. This tax may be used solely for the acquisition of rights-of-way; the construction, reconstruction, operation, maintenance, and repair of transportation facilities, roads, bridges, bicycle paths, and pedestrian pathways; or at the reduction on bonded indebtedness incurred for transportation purposes.

*Locally Imposed Gas Taxes*

Currently, all local option gas taxes available to counties are imposed in both Martin and St. Lucie Counties. Both counties have imposed the maximum tax allowed by statutes.

1. **6-Cent Local Option Gas Tax:** The 6-Cent LOGT is a tax of 1.0 to 6.0 cents on every gallon of motor and diesel fuels sold within a county. Local option gas taxes must be used for

establishing, operating, and maintaining a transportation (including public transit) system. These funds may be used for both capital and operating expenditures.

2. **Ninth-Cent Gas Tax:** The Ninth-Cent Gas Tax is a tax of 1.0 cent on every gallon of motor and diesel fuels sold within a county. Local option gas taxes must be used for establishing, operating, and maintaining a transportation (including public transit) system. These funds may be used for both capital and operating expenditures. The proceeds are to be used for establishing, operating, and maintaining a transportation system, including both capital and operating expenditures. Counties are authorized to expend funds in conjunction with the state or federal government for joint transportation projects.
3. **5-Cent Second Local Option Gas Tax:** The Second LOGT is a tax of 1.0 to 5.0 cents per gallon of motor fuel sold in a county. The State Department of Revenue administers the tax and distributes the net tax proceeds to the counties. The proceeds may be used for transportation expenditures needed to meet the requirements of the capital improvements element of an adopted comprehensive plan, including public transportation. The proceeds may not be used for operations and maintenance.

*Gas Tax Revenues*

Based upon revenue projections used by Martin County, a 2 percent growth rate was applied annually to gas tax revenues in the plan period. Table 5 shows the projected gas tax revenues for Martin County. Based upon revenue projections used by St. Lucie County for FY 2010-2019, growth rates were interpolated and applied annually through 2035. Table 6 shows the projected gas tax revenues for St. Lucie County.

**Table 5: Projected Gas Tax Revenues in Martin County**

<b>Gas Tax</b>	<b>FYs 2016-20 Subtotal</b>	<b>FYs 2021-25 Subtotal</b>	<b>FYs 2026-30 Subtotal</b>	<b>FYs 2031-35 Subtotal</b>	<b>20-Year Total</b>
<b>County Gas Tax</b>	\$4,507,973	\$4,977,166	\$5,495,195	\$4,805,184	<b>\$19,785,518</b>
<b>6-Cent LOGT</b>	\$22,350,694	\$24,676,973	\$27,245,376	\$23,824,280	<b>\$98,097,323</b>
<b>5-Cent 2<sup>nd</sup> LOGT</b>	\$16,662,474	\$18,396,718	\$20,311,463	\$17,761,029	<b>\$73,131,685</b>
<b>Ninth-Cent Gas Tax</b>	\$4,596,542	\$5,074,955	\$5,603,166	\$4,899,599	<b>\$20,174,262</b>
<b>Total Gas Taxes</b>	<b>\$31,455,209</b>	<b>\$34,729,094</b>	<b>\$38,343,737</b>	<b>\$33,529,063</b>	<b>\$138,057,103</b>

**Table 6: Projected Gas Tax Revenues in St. Lucie County**

<b>Gas Tax</b>	<b>FYs 2016-20 Subtotal</b>	<b>FYs 2021-25 Subtotal</b>	<b>FYs 2026-30 Subtotal</b>	<b>FYs 2031-35 Subtotal</b>	<b>20-Year Total</b>
<b>Constitutional Gas Tax</b>	\$15,056,041	\$17,454,078	\$20,234,060	\$18,484,099	<b>\$71,228,279</b>
<b>County Gas Tax</b>	\$5,373,132	\$6,537,236	\$7,953,547	\$9,676,707	<b>\$29,540,622</b>
<b>6-Cent LOGT</b>	\$8,305,541	\$7,898,487	\$7,511,383	\$5,743,172	<b>\$29,458,582</b>
<b>5-Cent 2<sup>nd</sup> LOGT</b>	\$6,446,663	\$7,117,636	\$7,858,441	\$6,871,687	<b>\$28,294,427</b>
<b>Ninth-Cent Gas Tax</b>	\$9,626,341	\$12,285,921	\$15,680,293	\$15,610,205	<b>\$53,202,760</b>
<b>Total Gas Taxes</b>	<b>\$44,807,718</b>	<b>\$51,293,358</b>	<b>\$59,237,724</b>	<b>\$56,385,870</b>	<b>\$211,724,670</b>

*Transportation Impact Fees*

Road impact fees are assessed in both counties for new developments. These fees are imposed on new developments for the purpose of financing required infrastructure that is necessary to support the new development. All road impact fees are applied to a variety of projects, including road and bridge capacity improvements, road widening and resurfacing, traffic control device installation, and intersection and safety improvements. Transportation impact fees have declined over the past few years. Due to current economic conditions, projecting future revenue is difficult. The University of Florida's Bureau of Economic and Business Research (BEBR) population and employment projections were used to calculate future revenues. The projected transportation impact fee revenues in Martin County during the plan period are presented in Table 7. The projected transportation impact fee revenues in St. Lucie County during the plan period are presented in Table 8.

**Table 7: Projected Transportation Impact Fees in Martin County**

	<b>FYs 2016-20 Subtotal</b>	<b>FYs 2021-25 Subtotal</b>	<b>FYs 2026-30 Subtotal</b>	<b>FYs 2031-35 Subtotal</b>	<b>20-Year Total</b>
<b>Transportation Impact Fee</b>	\$18,432,112	\$17,637,753	\$16,557,544	\$12,258,832	\$64,886,241

**Table 8: Projected Transportation Impact Fees in St. Lucie County**

	<b>FYs 2016-20 Subtotal</b>	<b>FYs 2021-25 Subtotal</b>	<b>FYs 2026-30 Subtotal</b>	<b>FYs 2031-35 Subtotal</b>	<b>20-Year Total</b>
<b>Transportation Impact Fee</b>	\$64,140,211	\$63,701,674	\$62,323,198	\$48,439,576	\$238,604,659

*Summary of Forecast Revenues*

A summary of the forecast revenues for Martin County described above is presented in Table 9 and a summary of the forecast revenues for St. Lucie County is presented in Table 10. While the MPO/TPO does not have direct decision-making influence over all the revenues shown here, it is important to show the full range of highway and transit funds that will be available over the planning period.

Table 9: Summary of Projected Baseline Revenues for Martin County

Revenues	FYs 2016-20 Subtotal	FYs 2021-25 Subtotal	FYs 2026-30 Subtotal	FYs 2031-35 Subtotal	20-Year Total
<b>Capital Revenues</b>					
<i>State</i>					
TMA Funds	\$11,200,000	\$11,900,000	\$12,200,000	\$12,300,000	\$47,600,000
FDOT – SIS/FIHS		\$83,625,000			\$83,625,000
Other Arterial Construction/ROW	\$21,800,000	\$24,500,000	\$26,400,000	28,900,000	\$101,600,000
Transit	\$12,300,000	\$13,900,000	\$15,500,000	\$16,900,000	\$58,600,000
Enhancement	\$2,100,000	\$2,200,000	\$2,300,000	\$2,300,000	\$8,900,000
<b>Subtotal</b>	<b>\$47,400,000</b>	<b>\$136,125,000</b>	<b>\$56,400,000</b>	<b>\$60,400,000</b>	<b>\$300,325,000</b>
<i>County</i>					
5-Cent 2 <sup>nd</sup> LOGT	\$16,662,474	\$18,396,718	\$20,311,463	\$17,761,029	\$73,131,685
Transportation Impact Fees	\$18,432,112	\$17,637,753	\$16,557,544	\$12,258,832	\$64,886,241
<b>Subtotal</b>	<b>\$82,494,586</b>	<b>\$172,159,471</b>	<b>\$93,269,007</b>	<b>\$90,419,861</b>	<b>\$438,342,926</b>
<b>Operating Revenues</b>					
County Gas Tax	\$4,507,973	\$4,977,166	\$5,495,195	\$4,805,184	\$19,785,518
6-Cent LOGT	\$22,350,694	\$24,676,973	\$27,245,376	\$23,824,280	\$98,097,323
Ninth-Cent Gas Tax	\$4,596,542	\$5,074,955	\$5,603,166	\$4,899,599	\$20,174,262
<b>Subtotal</b>	<b>\$31,455,209</b>	<b>\$34,729,094</b>	<b>\$38,343,737</b>	<b>\$33,529,063</b>	<b>\$138,057,103</b>
<b>TOTAL</b>	<b>\$113,949,795</b>	<b>\$206,888,565</b>	<b>\$131,612,744</b>	<b>\$123,948,924</b>	<b>\$576,400,029</b>

Table 10: Summary of Projected Baseline Revenues for St. Lucie County

Revenues	FYs 2016-20 Subtotal	FYs 2021-25 Subtotal	FYs 2026-30 Subtotal	FYs 2031-35 Subtotal	20-Year Total
<b>Capital Revenues</b>					
<i>State</i>					
TMA Funds	\$18,400,000	\$19,400,000	\$20,000,000	\$20,100,000	\$77,900,000
FDOT – SIS/FIHS	\$155,997,000	\$66,622,675			\$222,619,675
Other Arterial Construction/ROW	\$37,600,000	\$42,400,000	\$45,700,000	\$50,000,000	\$175,700,000
Transit	\$21,300,000	\$23,900,000	\$26,700,000	\$29,200,000	\$101,100,000
Enhancement	\$3,600,000	\$3,800,000	\$3,900,000	\$3,900,000	\$15,200,000
<b>Subtotal</b>	<b>\$236,897,000</b>	<b>\$156,122,675</b>	<b>\$96,300,000</b>	<b>\$103,200,000</b>	<b>\$592,519,675</b>
<i>County</i>					
Ninth-Cent Gas Tax	\$9,626,341	\$12,285,921	\$15,680,293	\$15,610,205	\$53,202,760
5-Cent 2 <sup>nd</sup> LOGT	\$6,446,663	\$7,117,636	\$7,858,441	\$6,871,687	\$28,294,427
Transportation Impact Fees	\$64,140,211	\$63,701,674	\$62,323,198	\$48,439,576	\$238,604,659
<b>Subtotal</b>	<b>\$317,110,215</b>	<b>\$239,227,906</b>	<b>\$182,161,932</b>	<b>\$174,121,468</b>	<b>\$912,621,521</b>
<b>Operating Revenues</b>					
Constitutional Gas Tax	\$15,056,041	\$17,454,078	\$20,234,060	\$18,484,099	\$71,228,279
County Gas Tax	\$5,373,132	\$6,537,236	\$7,953,547	\$9,676,707	\$29,540,622
6-Cent LOGT	\$8,305,541	\$7,898,487	\$7,511,383	\$5,743,172	\$29,458,582
<b>Subtotal</b>	<b>\$28,734,714</b>	<b>\$31,889,801</b>	<b>\$35,698,990</b>	<b>\$33,903,978</b>	<b>\$130,227,483</b>
<b>TOTAL</b>	<b>\$345,844,929</b>	<b>\$271,117,707</b>	<b>\$217,860,922</b>	<b>\$208,025,446</b>	<b>\$1,042,849,004</b>

# Notes

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**DIRECTIONS TO: Maintenance Building Conference Room at the Martin County Airport/Witham Field, 1895 Flying Fortress Way, Stuart, FL**

- Driving south on US1, turn left onto Monterey Road
- Continue driving over the RR tracks, crossing Dixie Hwy intersection, and passing the YMCA, which would be on your left.
- Flying Fortress Way is off of Monterey (where the control tower looks like it's close to the road)
- Once on Flying Fortress, veer to the right and make the loop
- Maintenance Building is first building on left
- Enter at front door, turn right, conference room is first room on right
- Continue past conference room for restrooms & water fountain

