



## Florida Department of Transportation

RON DESANTIS  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309

KEVIN J. THIBAUT, P.E.  
SECRETARY

### Transportation Regional Incentive Program (TRIP)

#### Application Checklist

Project Title: Cove Road from SR 76 (Kanner Hwy) to SR 5 (US 1) Date: \_\_\_\_\_

Following documents and/or attachments are required and must be included with application submittal:

- ☒ Application Checklist – completed and signed by all applicable parties. (***Application Checklist.pdf***)
- ☒ Project Scoping Application Form. (***Project Scoping\_Funding\_Application.pdf***)
- ☒ Completed Engineer Cost Estimate.  
(prepared and signed by a Professional Engineer from the Agency's Engineering Office)
- ☒ Project Location Map - depicting Begin and End limits for proposed project. (***Location\_Map.pdf***)
- ☒ Existing and Proposed Typical Sections - including existing ROW width and dimensions for all existing and proposed features. Include features that might represent potential conflict such as existing utility poles, lighting, exist. fence, etc. (***Typical\_Sections.pdf***)
- ☒ Right-of-Way Ownership Verification- Maps or applicable documents denoting ownership for the project. Project location shall be highlighted/noted within provided documents. (***Right-of-Way.pdf***)  
(Right of way maps, Plats, deeds, certified surveys, Land use Agreements, right of use permits and/or easements). Copies of original documents required, Screenshots from any website are not allowed.
- ☒ Public Involvement/ Outreach Documentation- detailed public support on how was the community support gathered and evaluated. (***Public\_Support.pdf***)  
(public outreach presentations, Sign- in sheets, meeting minutes, flyers, social and/or newsletters)
- ☒ Required Resolution of Support: (***Resolution.pdf***)

**For Projects to be administered by FDOT:**

*(All projects to be administered and delivered by FDOT must be vetted by the Department 6 weeks prior to application submittal. The Department shall consider the request to determine viability of entity to deliver project, which may be the Department or the local agency)*

Select what applies:      ☐ On- system project (State road)  
   ☒ Off-system project (Local road) - Agency requests FDOT to administer

☐ Letter of consistency from Department providing feedback on the project.

☒ Resolution from the applicant's governing board approving the specific project recognizing the Department delivering the project on behalf of the agency for Design and Construction phases.

☐ Resolution from the responsible governing board confirming commitment to fund the project's O&M.

*(Projects administered by the Department on behalf of the local agency requires a signed Highway Maintenance Memorandum of Agreement (HMMOA) with the Department during Design.)*

☐ The prioritized list of regionally significant projects developed by the Regional Transportation Area.

☒ Project support data, as appropriate. **See Exhibit A**

☒ Provide implementation schedules for all appropriate phases. **See Exhibit B**

☒ Document that the candidate improvement appears in the capital improvement schedule of the local comprehensive plan. **See Exhibit C**

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

☒ Document that the candidate project meets the following TRIP statutory eligibility requirements. **See Project Scoping Application Form**

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

If any of the above required items are not submitted by Application Submittal date, the application will be considered incomplete and will not be vetted by the Department nor be considered for programming for the current cycle.

Signatures below are required, certifying that the documentation included in application submittal has been reviewed and completed in accordance with this checklist.

**Applicant/Agency Representative**

\_\_\_\_\_  
Signature

Terry Rauth/ Public Works Director  
Name/ Title

\_\_\_\_\_  
Date

**Applicable Planning Office Representative**

\_\_\_\_\_  
Signature

Beth Beltran / Martin MPO Administrator  
Name/ Title

\_\_\_\_\_  
Date

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

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

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

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

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

### **Implementing Local Agency:**

Local Agency: Martin County Public Works Department

Address: Martin County, 2401 SE Monterey Road, Stuart, Florida 34996

Project Manager: Terry Rauth, PE, Public Works Director or successor

Phone: 772-419-6936

E-mail: [trauth@martin.fl.us](mailto:trauth@martin.fl.us)

Funding allocations for FY 25/26 is unknown until programming cycle in Fall 2020.

While the Department strives to statutorily divide the funding between the two regional transportation areas, programming will be subject to updating existing project cost estimates, the number of submitted eligible applications, and their associated cost estimates.



**Project Information:**

Project Name: SE Cove Road from SR-76 (S Kanner Highway) to SR-5 (US-1 / SE Federal Highway) FM# 4417001

County Location: Martin County

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

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

Project limits (include begin/end limits): SR-76 (S Kanner Highway) to SR-5 (US-1 / SE Federal Highway)

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

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

Urban – Roadway Widening: from a 2-lane undivided rural roadway to a 4-lane divided urban roadway with 6-foot sidewalks and buffered bicycle lanes. It is anticipated that the posted speed limit will be 45 MPH.

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

☒ Typical section is attached (Typical\_Section.pdf)

Explain how the project enhances the regional transportation system.

This project will add capacity to the regional transportation system through the widening of this facility from 2 to 4 lanes for a length of 3.230 miles with additional turning lanes. Current 2018 AADT volume is 14,400 along this segment of roadway. According to the 2040 RL RTP, the AADT volume is projected to increase to 17,545 in 2040. The corridor connects two regional facilities SR-76 (S Kanner Highway) and SR-5 (US-1 / SE Federal Highway) in an area that is the gateway to Martin County and the City of Stuart from the SR-76 (S Kanner Highway) interchange at Interstate 95.

Describe the project and what it will accomplish.

Is the project consistent with:

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

- The Project is contained within the Cost Feasible Plan of the 2040 Regional Long Range Transportation Plan, Table 6-1. It is also consistent with Goal 1.0 of the RL RTP: “Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods”.
- The Project is consistent with the Long Range Transportation Plan, Page 241 of 284.
- The Project is consistent with the FY20 Transportation Improvement Plan, Page 10, List of Project Priorities #3 Ranking for FY18/19 and Page 41, 43-45, 50, 110, 5-Year Summary of Projects FM #4417001, Page A-43
- The Project is consistent with the following Policies of the Martin County Comprehensive Growth Management Plan:
  - *Policy 5.1B.1. Ensure Transportation CGMP amendments are consistent with other elements and plans.* All proposed amendments to the Transportation Element will include a comprehensive statement of findings documenting that the proposed modification is consistent with the future land use map, the five-year FDOT Work Program and plans of neighboring jurisdictions (where applicable).
  - *Policy 5.2A.12. Promote "Complete Streets".* To the extent feasible, the County shall promote and implement the concept of "Complete Streets" that accommodate all users, including motorized vehicles, bicyclists, public transportation vehicles and riders, and pedestrians of all ages and abilities.
  - *Policy 5.3A.3. Promote safe roadway designs.* The County shall promote roadway designs that are safe and efficient by:
    - (1) Requiring adequate storage and areas for merging;
    - (2) Prohibiting hazardous access from driveways and traffic lanes by using safe systems of ingress and egress (i.e. turn lane policies);
    - (3) Requiring acceleration and deceleration lanes, turning lanes or parallel access lanes, where appropriate;
    - (4) Minimizing conflicts between roadway, pedestrian, bicyclist and rail traffic; and
    - (5) Providing adequate capacity for emergency evacuation and emergency response vehicles.
  - *Policy 5.3A.4. Separate vehicles from pedestrians.* Traffic flow systems shall be designed to achieve reasonable separation of vehicles and pedestrians, particularly in areas where children are concentrated, including schools, parks and residential areas.
  - *Policy 5.3A.8. Protect neighborhoods.* The County will ensure that development of major transportation routes (rail or roadway) discourages neighborhood displacement and protects community and neighborhood integrity.
  - *Policy 5.4A.2. Construct sidewalks and bicycle facilities in state projects.* The County shall request construction of sidewalks and bicycle facilities in conjunction with the construction, reconstruction or change in any state facility within five miles of an urban area.
  - *Policy 5.4A.3. Include bicycle lanes on new/resurfaced collectors and arterials.* The County shall mandate bicycle lanes or paved shoulders (or the equivalent) on all new or resurfaced collector or arterial roadways that are not physically or financially constrained.
  - *Policy 5.4A.4. Construct sidewalks on collectors and arterials.* The County shall provide a sidewalk along both sides of all arterials and collectors.
  - *Policy 5.4A.6. Prioritize needed sidewalks and bicycle facilities.* The County shall identify and prioritize sidewalks and bicycle facilities intended to connect or complete both existing and proposed facilities in a manner that provides a complete pedestrian and bicyclist circulation system. The County shall consider such improvements in the Capital Improvements Plan.

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

- *Policy 5.4B.1. Establish pedestrian and bicycle facilities around schools.* In accordance with guidelines from the AASHTO and the FDOT, the County shall establish pedestrian and bicycle facilities around schools, with emphasis on areas not serviced by school buses
- *Policy 5.4B.2. Provide bicyclists and pedestrians access to retirement and handicapped residence centers.* In accordance with AASHTO or FDOT guidelines, the County shall provide for bicycle access in areas encompassing retirement and handicapped residence centers, as well as public, commercial and service buildings. This should include bicycle parking at these locations.

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

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

The Regional Transportation Area is defined as Indian River, St. Lucie, and Martin Counties. The Florida Turnpike and Interstate 95 link these three counties and are designed to efficiently move people and freight through these corridors. The project will enhance the connectivity to Interstate 95, through SR-76 (S Kanner Highway) thereby improving efficiency and safety.

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

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

1. This project increases capacity for the regional transportation network through the widening of a major roadway leading to Interstate 95.
2. SE Cove Road is a secondary connection to the urban area of the County through the main connection SR-76 (S Kanner Highway) from SR-5 (US-1 / SE Federal Highway). Improving this facility will support the movement of people and freight along this corridor, thereby supporting economic development.

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

FM 4417001 – The PD&E Study to add lanes and reconstruct SE Cove Road from SR-76 (S Kanner Highway) to SR-5 (US-1 / SE Federal Highway) is currently funded in FY2021/22 for \$505,000 and FY2022/23 for \$2,500,000.

The Martin MPO FY20/21-FY24/25 Federal Attributable UNFUNDED Project Priorities moved the SE Cove Road Project to the #1 Priority for FY20/21 Ranking.

With the recent #1 prioritization of SE Cove Road, this TRIP funding, if awarded, would allow the design and construction of the project in FY24/25 and FY25/26, respectively, accelerating the project by several years.

Provide detailed project cost estimates for each phase requested (required). Construction estimates shall be broken down to FDOT typical pay items to allow for verification of eligible project costs. Estimates are to be prepared and signed by a Professional Engineer from the Local Agency's Engineering office. Each phase requested (ie, design, right-of-way, construction, CEI) requires a 50% local agency match. **Right-of-Way acquisition is NOT permitted on projects the Department is delivering on behalf of the local agency when TRIP funds are matched with local funds. Right-of-way acquisition is permitted on projects the Department is delivering when TRIP funds are matched with SU funds. Right-of-Way acquisition is permitted on Off-system projects in which the local agency is delivering the project.**

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

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

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

The 50% local match funds of approximately \$2,700,000 will be provided using Surface Transportation Block Grant (STBG) Funds.

Phases requested:	FY requested	FDOT Amount requested	Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	_____	_____	_____
<input checked="" type="checkbox"/> Construction	FY 25/26	\$2,700,000	\$2,700,000
<input type="checkbox"/> CEI	_____	_____	_____

### **Project Qualification Information:**

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

This project does not affect any historic property.

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

This project does not involve the demolition or substantial alteration of a historic property.

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

The Department's process for complying with federal and state historic preservation requirements is found in the Project Development and Environment Manual; Part 2, Chapter 8 (Archeological and Historical Resources). If the local agency does not have its own process, we recommend they use the Department's.

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

The project's existing Right-of-Way is based upon plats, deeds, right-of-way maps and a maintenance map as compiled and shown on the Right of Way Control Survey thereof, as recorded in Map Book 1, Page 29, Public Records of Martin County, Florida.

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

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

# COST ESTIMATE

**ENGINEERS COST ESTIMATE**  
**(Must be Used for Projects Administered by FDOT)**  
**Project Description: COVE ROAD WIDENING - SR 76 to US 1**

Pay Item Number*	Pay Item Description*	Participating				**Non-participating (Local funds)				Total Quantity	Total Engineer's Cost
		Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost	Quantity	Unit	Engineer's Unit Cost	Engineer's Subtotal Cost		
101-1	MOBILIZATION	1	LS	\$ 1,500,000.00	\$ 1,500,000.00				\$ -	1	\$ 1,500,000.00
101-1B	CONSTRUCTION VIDEOS (PRE & POST)	1	LS	\$ 10,000.00	\$ 10,000.00					1	\$ 10,000.00
101-99	SURVEY STAKING & AS-BUILTS	1	LS	\$ 200,000.00	\$ 200,000.00					1	\$ 200,000.00
102-1	MAINTENANCE OF TRAFFIC	1	LS	\$ 975,000.00	\$ 975,000.00				\$ -	1	\$ 975,000.00
104-10-3	SEDIMENT BARRIER	34109	LF	\$1.45	\$ 49,458.05				\$ -	34109	\$ 49,458.05
104-11	FLOATING TURBIDITY BARRIER	808	LF	\$8.69	\$ 7,017.18				\$ -	807.5	\$ 7,017.18
104-12	STAKED TURBIDITY BARRIER- NYL REINF PVC	808	LF	\$3.71	\$ 2,995.83				\$ -	807.5	\$ 2,995.83
104-15	SOIL TRACKING PREVENTION DEVICE	4	EA	\$3,131.84	\$ 12,527.36				\$ -	4	\$ 12,527.36
104-18	INLET PROTECTION SYSTEM	165	EA	\$92.09	\$ 15,194.85				\$ -	165	\$ 15,194.85
107-1	LITTER REMOVAL	82	AC	\$27.21	\$ 2,236.66				\$ -	82.2	\$ 2,236.66
107-2	MOWING	82	AC	\$52.87	\$ 4,345.91				\$ -	82.2	\$ 4,345.91
110-1-1	CLEARING & GRUBBING	6	AC	\$6,682.88	\$ 38,226.07				\$ -	5.72	\$ 38,226.07
120-1	REGULAR EXCAVATION	12193	CY	\$6.03	\$ 73,523.79				\$ -	12193	\$ 73,523.79
160-4	TYPE B STABILIZATION	139734	SY	\$2.88	\$ 402,433.92				\$ -	139734	\$ 402,433.92
285-709	OPTIONAL BASE,BASE GROUP 09	120178	SY	\$98.50	\$ 11,837,533.00				\$ -	120178	\$ 11,837,533.00
334-1-13	SUPERPAVE ASPHALTIC CONC, TRAFFIC C	19830	TN	\$105.30	\$ 2,088,099.00				\$ -	19830	\$ 2,088,099.00
337-7-83	ASPH CONC FC,TRAFFIC C,FC- 12.5,PG 76-22	9915	TN	\$141.93	\$ 1,407,235.95				\$ -	9915	\$ 1,407,235.95
400-2-2	CONC CLASS II, ENDWALLS	95	CY	\$1,898.93	\$ 180,398.35				\$ -	95	\$ 180,398.35
425-1-351	INLETS, CURB, TYPE P-5, <10'	117	EA	\$4,623.99	\$ 541,006.83				\$ -	117	\$ 541,006.83
425-1-451	INLETS, CURB, TYPE J-5, <10'	33	EA	\$7,359.98	\$ 242,879.34				\$ -	33	\$ 242,879.34
425-1-521	INLETS, DT BOT, TYPE C, <10'	17	EA	\$3,362.36	\$ 57,160.12				\$ -	17	\$ 57,160.12
425-1-541	INLETS, DT BOT, TYPE D, <10'	2	EA	\$3,756.30	\$ 7,512.60				\$ -	2	\$ 7,512.60
425-2-41	MANHOLES, P-7, <10'	17	EA	\$3,733.61	\$ 63,471.37				\$ -	17	\$ 63,471.37
425-2-71	MANHOLES, J-7, <10'	2	EA	\$7,500.00	\$ 15,000.00				\$ -	2	\$ 15,000.00
430-175-124	PIPE CULV, OPT MATL, ROUND, 24"S/CD	8552	LF	\$96.22	\$ 822,873.44				\$ -	8552	\$ 822,873.44
430-175-136	PIPE CULV, OPT MATL, ROUND, 36"S/CD	768	LF	\$138.81	\$ 106,606.08				\$ -	768	\$ 106,606.08
430-175-142	PIPE CULV, OPT MATL, ROUND, 42"S/CD	112	LF	\$141.20	\$ 15,814.40				\$ -	112	\$ 15,814.40
430-175-148	PIPE CULV, OPT MATL, ROUND, 48"S/CD	16152	LF	\$183.62	\$ 2,965,830.24				\$ -	16152	\$ 2,965,830.24
430-175-160	PIPE CULV, OPT MATL, ROUND, 60"S/CD	400	LF	\$380.00	\$ 152,000.00				\$ -	400	\$ 152,000.00
520-1-10	CONCRETE CURB & GUTTER, TYPE F	34109	LF	\$39.40	\$ 1,343,894.60				\$ -	34109	\$ 1,343,894.60
520-1-7	CONCRETE CURB & GUTTER, TYPE E	34515	LF	\$176.34	\$ 6,086,375.10				\$ -	34515	\$ 6,086,375.10
520-5-11	TRAF SEP CONC-TYPE I, 4' WIDE	2000	LF	\$40.91	\$ 81,820.00				\$ -	2000	\$ 81,820.00
522-1	CONCRETE SIDEWALK AND DRIVEWAYS, 4"	27580	SY	\$69.60	\$ 1,919,568.00				\$ -	27580	\$ 1,919,568.00
522-2	CONCRETE SIDEWALK AND DRIVEWAYS, 6"	348	SY	\$57.19	\$ 19,888.39				\$ -	347.76	\$ 19,888.39
523-1-3	PATTERNED PAVEMENT, VEHIC AREAS- BIKE LA	800	SY	\$44.79	\$ 35,832.00				\$ -	800	\$ 35,832.00
550-10-220	FENCING, TYPE B, 5.1-6.0', STANDARD	1200	LF	\$13.73	\$ 16,476.00				\$ -	1200	\$ 16,476.00
550-60-234	FENCE GATE,TYP B,SLIDE/CANT,18.1-20'OPEN	2	EA	\$1,850.93	\$ 3,701.86				\$ -	2	\$ 3,701.86
570-1-1	PERFORMANCE TURF	16992	SY	\$0.54	\$ 9,175.68				\$ -	16992	\$ 9,175.68
630-2-11	CONDUIT, F& I, OPEN TRENCH	20054	LF	\$16.65	\$ 333,899.10				\$ -	20054	\$ 333,899.10
4385	CONDUIT, F& I, DIRECTIONAL BORE	4385	LF	\$21.27	\$ 93,268.95				\$ -	4385	\$ 93,268.95
632-7-1	SIGNAL CABLE- NEW OR RECO, FUR & INSTALL	4	PI	\$3,971.22	\$ 15,884.88				\$ -	4	\$ 15,884.88
633-1-124	FIBER OPTIC CABLE, F&I, UG,97-	1000	LF	\$4.17	\$ 4,170.00				\$ -	1000	\$ 4,170.00
635-2-11	PULL & SPLICE BOX, F&I, 13" x 24"	170	EA	\$701.26	\$ 119,214.20				\$ -	170	\$ 119,214.20
639-1-112	ELECTRICAL POWER SRV,F&I,OH,M,PUR BY CON	4	AS	\$2,562.71	\$ 10,250.84				\$ -	4	\$ 10,250.84

639-1-121	ELECTRICAL POWER SRV,F&I, UG,FUR BY POWE	1	AS	\$2,520.04	\$	2,520.04				\$	-	1	\$	2,520.04			
639-2-1	ELECTRICAL SERVICE WIRE, F&I	240	LF	\$2.79	\$	669.60				\$	-	240	\$	669.60			
641-3-175	CONCRETE CCTV POLE, FUR & INS W/LOW	1	EA	\$17,561.13	\$	17,561.13				\$	-	1	\$	17,561.13			
649-21-10	STEEL MAST ARM ASSEMBLY, F&I, 60'	12	EA	\$41,405.97	\$	496,871.64				\$	-	12	\$	496,871.64			
650-1-14	VEH TRAF SIGNAL,F&I ALUMINUM, 3 S 1 W	32	AS	\$997.46	\$	31,918.72				\$	-	32	\$	31,918.72			
653-1-11	PEDESTRIAN SIGNAL, F&I LED COUNT, 1 WAY	24	AS	\$633.35	\$	15,200.40				\$	-	24	\$	15,200.40			
660-4-11	VEHICLE DETECTION SYSTEM- VIDEO, CABINET	4	EA	\$3,963.02	\$	15,852.08				\$	-	4	\$	15,852.08			
660-4-12	VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G	13	EA	\$6,425.33	\$	83,529.29				\$	-	13	\$	83,529.29			
665-1-11	PEDESTRIAN DETECTOR, F&I, STANDARD	24	EA	\$160.30	\$	3,847.20				\$	-	24	\$	3,847.20			
670-5-111	TRAF CNTL ASSEM, F&I, NEMA, 1 PREEMPT	4	AS	\$26,046.53	\$	104,186.12				\$	-	4	\$	104,186.12			
700-1-11	SINGLE POST SIGN, F&I GM, <12 SF	78	AS	\$365.07	\$	28,475.46				\$	-	78	\$	28,475.46			
700-1-12	SINGLE POST SIGN, F&I GM, 12- 20 SF	7	AS	\$1,157.12	\$	8,099.84				\$	-	7	\$	8,099.84			
700-2-15	MULTI- POST SIGN, F&I GM, 51- 100 SF	7	AS	\$6,202.22	\$	43,415.54				\$	-	7	\$	43,415.54			
700-2-16	MULTI- POST SIGN, F&I GM, 101- 200 SF	7	AS	\$19,793.91	\$	138,557.37				\$	-	7	\$	138,557.37			
700-3-101	SIGN PANEL, F&I GM, UP TO 12 SF	16	EA	\$363.57	\$	5,817.12				\$	-	16	\$	5,817.12			
700-3-205	SIGN PANEL, F&I OM, 51-100 SF	2	EA	\$3,820.64	\$	7,641.28				\$	-	2	\$	7,641.28			
700-4-112	OH STATIC SIGN STR, F&I, C 21- 30 FT	3	EA	\$44,757.70	\$	134,273.10				\$	-	3	\$	134,273.10			
700-8-115	FRONT ACC DYN MESS SIGN, F&I, MONO,51-	1	EA	\$79,772.89	\$	79,772.89				\$	-	1	\$	79,772.89			
706-3	RETRO-REFLECTIVE PAVEMENT MARKERS	1308	EA	\$3.51	\$	4,591.08				\$	-	1308	\$	4,591.08			
710-11-101	PAINTED PAVT MARK,STD,WHITE,SOLID,6"	26	GM	\$1,166.63	\$	30,145.72				\$	-	25.84	\$	30,145.72			
710-11-131	PAINTED PAVT MARK,STD,WHITE,SKIP, 6"	13	GM	\$314.72	\$	4,066.18				\$	-	12.92	\$	4,066.18			
711-14-160	THERMOPLASTIC, PREFORMED, WHITE, MESSAGE	40	EA	\$371.05	\$	14,842.00				\$	-	40	\$	14,842.00			
711-14-170	THERMOPLASTIC, PREFORMED, WHITE, ARROW	50	EA	\$134.75	\$	6,737.50				\$	-	50	\$	6,737.50			
715-1-13	LIGHTING CONDUCTORS, F&I, INSUL, NO.4-2	62287	LF	\$1.95	\$	121,460.27				\$	-	62287.32	\$	121,460.27			
715-4-13	LIGHT POLE COMPLETE, F&I- STD, 40'	114	EA	\$6,874.27	\$	783,666.78				\$	-	114	\$	783,666.78			
715-500-1	POLE CABLE DIST SYS, CONVENTIONAL	114	EA	\$601.24	\$	68,541.36				\$	-	114	\$	68,541.36			
		Funds for Construction (Phase 52)				\$	36,142,059.66		SU Funds for Construction (Phase 52)		\$	-		Subtotal	\$	36,142,059.66	
	DESIGN (FDOT IN-HOUSE/CONSULTANT) (Phase 32)	1	LS	15%	\$	5,421,308.95											
	ENVIRONMENTAL SERVICES (Phase C-2)	1	LS														
	CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 62-01)	1	LS	13%	\$	4,698,467.76											
	POST DESIGN SERVICES (Phase 62-02)	1	LS	1.5%	\$	542,130.89											
	CONTINGENCY	Contingency is not a TRIP Participating Item					1	LS	10%	\$	3,614,205.97						
	FDOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61)	1	LS	1%	\$	361,420.60		FDOT In-House Support must be included as an TRIP Participating Item									
	FDOT IN-HOUSE DESIGN SUPPORT (Phase 31)	1	LS														
					\$	46,803,967.26				\$	3,614,205.97				\$	50,418,173.23	
PLEASE NOTE: DESIGN, ENVIRONMENTAL, CEI, AND POST DESIGN SERVICES ARE ESTIMATES ONLY. THESE COSTS MAY CHANGE AFTER FDOT REVIEW OF THE PROJECT AND OVER THE LIFE OF THE PROJECT BASED ON THE PROJECT'S COMPLEXITY. THE LOCAL AGENCY WILL BE RESPONSIBLE FOR ALL COSTS IN EXCESS OF THE FDOT FUNDING ALLOCATION. THIS IS ONLY A GUIDE.					Subtotal TRIP Participating				Subtotal TRIP Non-Participating				Total Construction Cost Estimate				

FEE GUIDELINES FOR: DESIGN, FDOT IN- HOUSE CONSTRUCTION SUPPORT, CEI, AND POST DESIGN SERVICES based on percentage of construction cost estimate:

Construction Cost Estimate	\$250K - \$500K	\$500K - \$1.5M	\$1.5M - \$3.5M	\$3.5 M - \$5 M	\$5M - \$10M	over \$10M
DESIGN (FDOT IN-HOUSE/CONSULTANT) (Phase 32)	45%	35%	19%	17%	15%	15%
FDOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61)	11%	6%	4%	1.5%	1.5%	1.0%
CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 62-01)	17%	13%	11%	14%	14%	13%
POST DESIGN SERVICES (Phase 62-02)	9%	5%	3.5%	2.5%	1.7%	1.5%



\* All projects will utilize FDOT pay items numbers, descriptions and unit prices; FDOT design and construction specifications and standards.

Statewide unit prices can be found at the following link:

<https://www.fdot.gov/programmanagement/Estimates/HistoricalCostInformation/HistoricalCost.shtm>

Non-participating items:

\*\* All maintenance activities. Ex: replacement of existing sidewalk that is not affected by proposed work, pavement markings refurbishment, curb and gutter repairs, etc.

\*\* Utility work -- this includes, but is not limited to: valve/manhole adjustments, utility relocations, FPL power pole relocations, AT&T directional bore, etc...

\*\* Mowing & Litter removal

\*\* Decorative features such as Brick pavers on sidewalk, decorative signs.

Other elements may be non-participating - this will be determined on a project-by-project basis; listed above are commonly used non-participating pay items.

Prepared By:

George Dzama, P.E.

Name:

Signature: 

73135

PE number:

1/29/2020

Date:

**NOTE:** Environmental fees consider, but are not limited to, standard Categorical Exclusion (Type 1 or PCE), CRAS Report, Section 4f, Wetland Survey, Endangered Species Relocation, Contamination, Mitigation, etc. Additional fees will be required for: Lane Elimination Analysis and Documentation; Traffic Data Collection; Traffic Projections and Analysis; Public Involvement. Please contact Mya Williams at FDOT District 4 (954-777-4608) to coordinate the cost for these items.

# LOCATION MAP



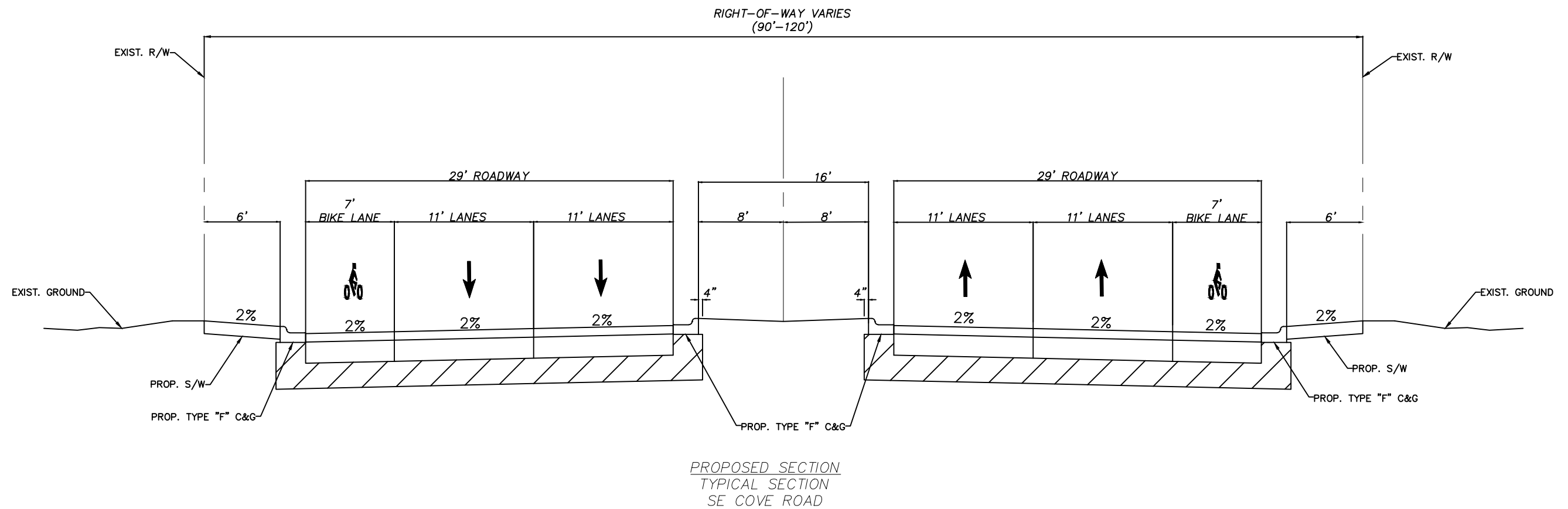
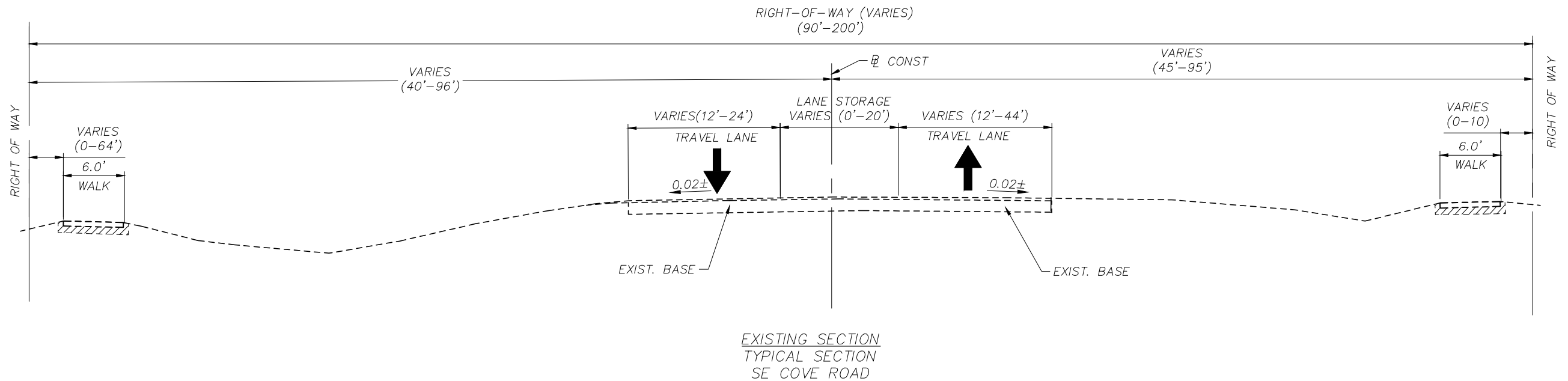
**SE COVE ROAD FROM SR-76 ( S KANNER HIGHWAY) TO SR-5 (US-1 / SE FEDERAL HIGHWAY)**





# TYPICAL SECTION

T:\PMD\Capital Projects\ROADWAYS\PROJECTS\_ACTIVE\Cove Road Resurfacing\SCOP\_436651-1\05 - DESIGN\05G - PLANS\DRAWINGS & COST ESTIMATES\CADD Files\200123 Prop\_Typical.dwg 1/24/2020 1:53:48 PM



R E V I S I O N S					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

DESIGNED BY	DRAWN BY
CHECKED BY	CHECKED BY
ENGINEER OF RECORD:	



MARTIN COUNTY  
PUBLIC WORKS  
2401 SE MONTEREY ROAD  
STUART, FLORIDA 34996  
PHONE: (772) 288-5927  
FAX: (772) 288-5789  
www.martin.fl.us

MARTIN COUNTY PUBLIC WORKS
PROJECT NAME
COVE ROAD

TYPICAL SECTIONS
SHEET NO.

**RIGHT OF WAY**



SPECIFIC PURPOSE RIGHT OF WAY CONTROL SURVEY  
COVE ROAD  
SECTIONS 26, 33, 34, AND 35, TOWNSHIP 38 SOUTH, RANGE 41 EAST  
SECTION 4, TOWNSHIP 39 SOUTH, RANGE 41 EAST  
MARTIN COUNTY, FLORIDA

CLERK'S RECORDING CERTIFICATE  
I, CAROLYN TIMMANN, CLERK OF THE CIRCUIT COURT OF MARTIN COUNTY, FLORIDA, HEREBY CERTIFY THAT THIS MAP WAS FILED FOR RECORD IN  
MAP BOOK 1, PAGE 29  
MARTIN COUNTY, FLORIDA, PUBLIC RECORDS  
THIS 12 DAY OF April, 2017.  
CAROLYN TIMMANN, CLERK OF THE CIRCUIT COURT MARTIN COUNTY, FLORIDA.  
FILE NUMBER 2029123 BY Deputy Clerk.



WGI  
Wantman Group, Inc.  
Engineering ♦ Planning ♦ Surveying ♦ Environmental

LEGEND:

CMON = Concrete Monument  
D.B. = Deed Book  
Δ = Delta (Central Angle)  
F.D.O.T. = Florida Department of Transportation  
FND = Found  
HWY = Highway  
X = Gate Valve (WV=Water Valve)  
IRC = Iron Rod and Cap  
L = Length of Arc  
LB = Licensed Surveying Business  
LT. = Left  
N. = North  
NGVD = National Geodetic Vertical Datum  
NAD = North American Datum  
NAVD = North American Vertical Datum  
ORB = Official Records Book  
P.B. = Plat Book  
PG. = Page  
PBCR = Palm Beach County Records  
PCN = Partial Control Number  
PK = Parker Kaylor Nail  
PLS = Professional Land Surveyor  
PRM = Permanent Reference Monument  
PSM = Professional Surveyor & Mapper  
P.B. = Plat Book  
PVC = Polyvinyl Chloride Pipe (Plastic)  
R = Radius  
RCP = Reinforced Concrete Pipe  
RGE. = Range  
RT. = Right  
R/W = Right-of-Way  
STA. = Station  
SEC. = Section  
TWP. = Township

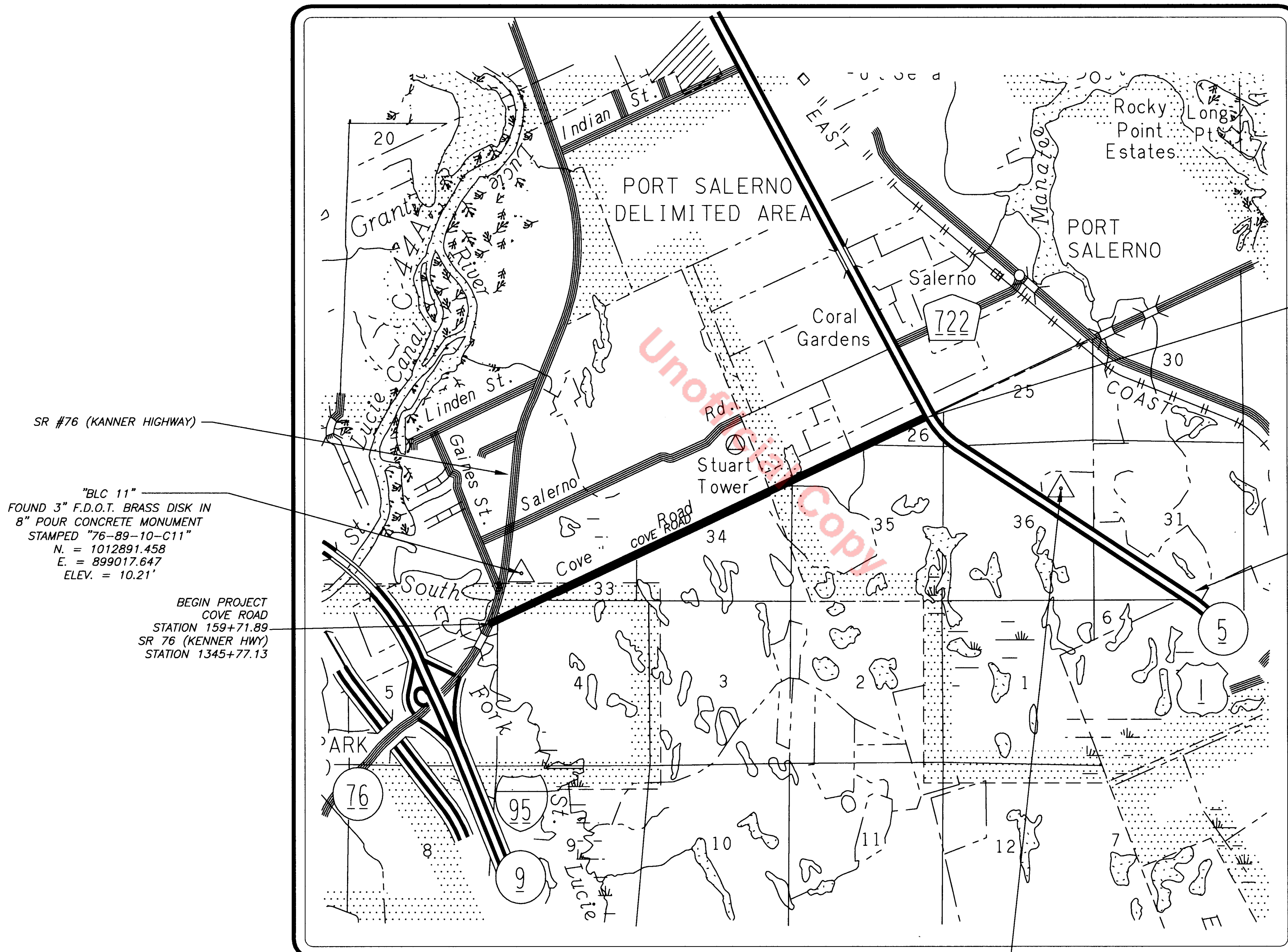
REFERENCE DOCUMENTS:

1. P.B. 1, PG. 98: St. Lucie Inlet Farms
2. P.B. 3, PG. 27: Hibiscus Park Section 2
3. P.B. 5, PG. 58: S.H. Garretts Allotment
4. P.B. 5, PG. 62: WA-CO Field Place
5. P.B. 6, PG. 19: Wright's Minor Plat
6. P.B. 11, PG. 42: Tropical Homes
7. P.B. 15, PG. 30: Summerfield Golf Culb
8. P.B. 15, PG. 76: Cove Isle P.U.D.
9. P.B. 16, PG. 4: Tres Belle P.U.D Plat No. 1
10. F.D.O.T. RW Map Section 89010-25800
11. F.D.O.T. RW Map Section 89060-2511
12. F.D.O.T. Project Survey Control 427026-1-52-01
13. Martin County S.E. Cove Road, Prepared by Keith & Schnars, Dated 1989

APPROVED BY:

This Specific Purpose survey shown hereon is the official Right-of-Way Control Survey of Cove Road from Right of Way line of Kanner Highway to the Right of Way line of US 1. Lying In Sections 26, 33, 34 and 35, Township 38 South, Range 41 East, and Section 4 Township 39 South, Range 41 East, Martin County, Florida.

Martin County Surveyor  
Martin County Board of County Commissioners



LOCATION MAP  
(NOT TO SCALE)

INDEX OF SHEETS:

Sheet 1 Cover  
Sheet 2-8 Sketch of Survey

SURVEYORS NOTES:

1. The survey date is December 9, 2016
2. This is a Specific Purpose Survey, as defined in Chapter 5J-17.050(10)(a)-(k) of the Florida Administrative Code. Said survey was performed to compile the existing Right-of-Way of Cove Road, based upon plats, deeds, and maintenance map provided by FDOT and Martin County.
3. This survey map and report or the copies thereof are not valid without the signature and the original raised seal of a Florida licensed surveyor and mapper.
4. Additions or deletions to survey maps or reports by other than the signing party or parties is prohibited without written consent of the signing party or parties.
5. Copyright © 2016 by Wantman Group, Inc.
6. The grid bearings and coordinates shown hereon are relative to the Florida State Plane Coordinate System, East Zone, North American Datum of 1983, 1999 Adjustment, as tied to monuments "J517", as published by the National Geodetic Survey (NGS) and "BLC11" per FDOT project network control (427026-1-52-01), having a grid bearing of North 81°23'48" East.  
J517 North 1,015,829.54 East 918,437.04  
BLC11 North 1,012,891.46' East 899,017.65'
7. Elevations shown hereon are referenced to the North American Vertical Datum of 1988, based upon a closed loop through the following monuments: the following monuments: AMS-1, AMS-2, COVE-A, COVE-TB, M1253, COVE9, and SF 5.  
Beginning Martin County US-COVE Elevation: 18.05'  
Ending Martin County 76-GA Elevation: 8.49'
8. The Baseline of survey for Cove Road shown hereon was calculated by this office, based on the "Martin County SE Cove Rd K & S, 1989" Right of Way Map provided by Martin County. The Baseline of survey for Kanner Highway shown hereon was calculated by this office, holding the state plane coordinates of the P.I.'s, P.C.'s, and P.T.'s as shown on the "FDOT Project Survey Control (Financial Project ID 427026-1-52-01)". The Baseline of survey for S.R. 5 (U.S.1) shown hereon was calculated by this office, holding the state plane Coordinates of the P.I.'s, P.C.'s, and P.T.'s as shown on the "FDOT Right of Way Map (State Project # 89010-2500, W.P.I. # 4116271)". State plane coordinates were field verified.
9. The Cove Road stationing shown hereon is relative to the Baseline of survey. Said stationing was established utilizing "Martin County SE Cove Rd K & S, 1998" Right of Way Map with 2016 mark ups provided by Martin County.
10. The parcel lines shown hereon are approximate in nature and were obtained from the Florida Department of Revenue website: <http://dor.myflorida.com/dor/property/gis> "2016 County Shapefiles"
11. This survey is not based upon a Title Report, Opinion, or Abstract. The references shown hereon to Right of Way lines and reservations are based upon documents provided by Martin County, the client.

CERTIFICATION:

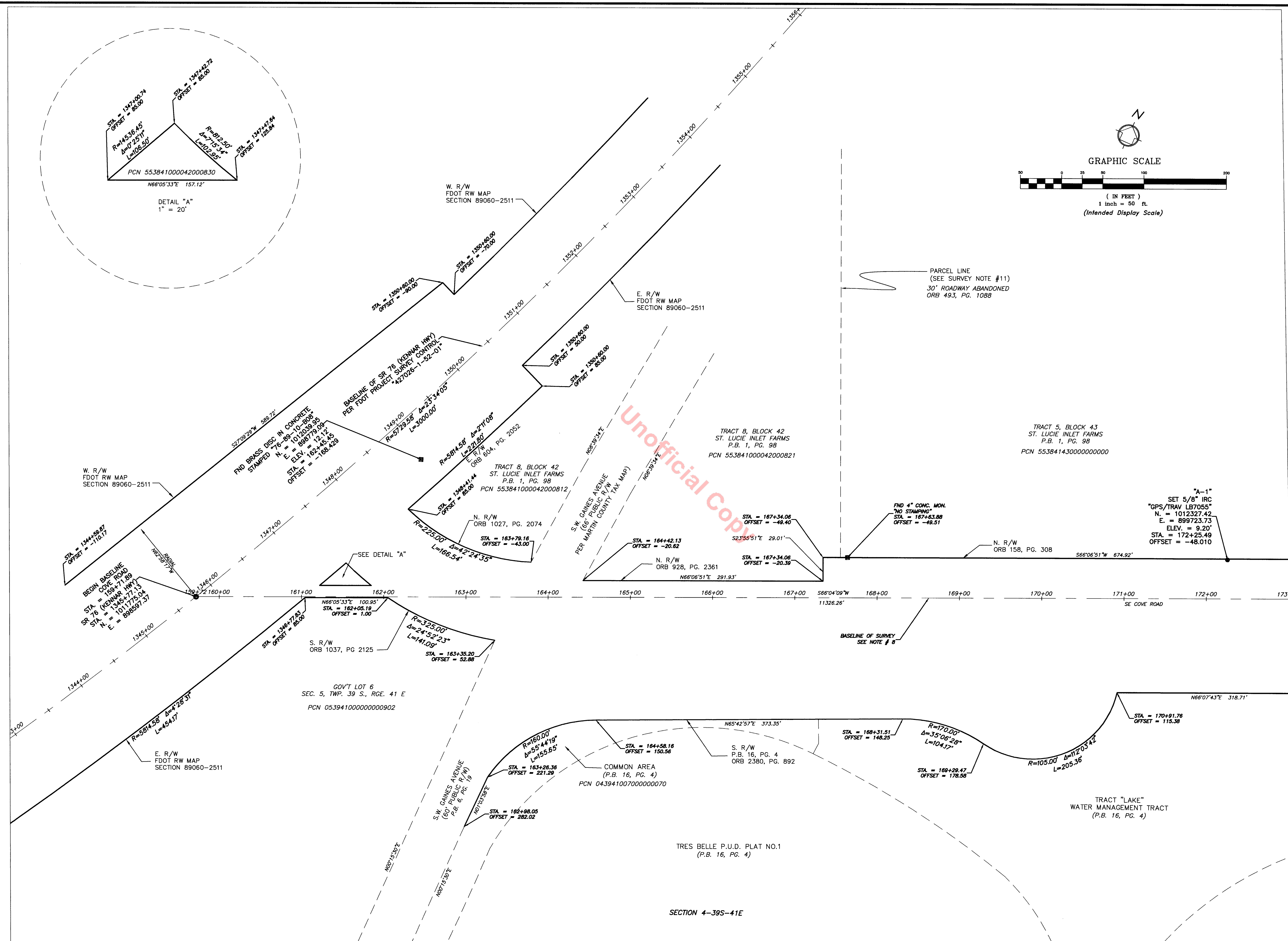
I hereby certify that to the best of my knowledge and belief, the Specific Purpose Survey shown hereon was prepared in accordance with the "Standards of Practice" for surveying and mapping in the State of Florida as set forth by the Florida Board of Professional Surveyors and Mappers in Chapter 5J-17.05, Florida Administrative Code, pursuant to Section 472.027, Florida statutes.

For the Firm, Patrick B. Meadows, Professional Surveyor and Mapper, State of Florida, License No. 4728  
DATE 3/17/17

2035 VISTA PARKWAY, SUITE 100, WEST PALM BEACH, FL 33411  
(866) 909-2220 phone (561) 687-1110 fax  
CERTIFICATE OF AUTHORIZATION No. LB 7055  
ORLANDO - PORT ST. LUCIE - TAMPA  
[www.wantmangroup.com](http://www.wantmangroup.com)

SPECIFIC PURPOSE SURVEY  
COVE ROAD  
RIGHT OF WAY CONTROL SURVEY  
AS PREPARED FOR  
MARTIN COUNTY, FLORIDA





**WGI**  
Wantman Group, Inc.

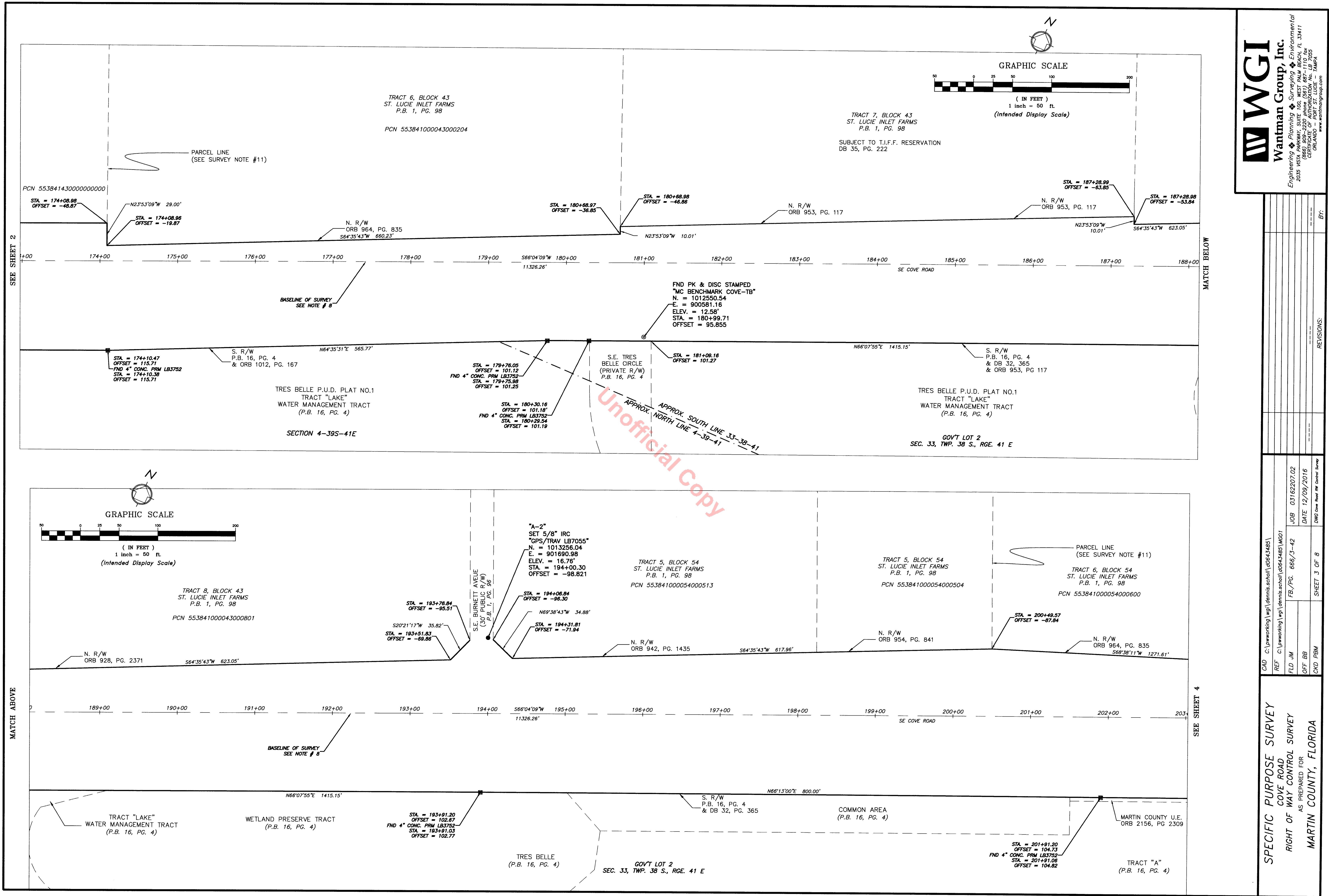
**Watman Group, Inc.**  
Engineering ♦ Planning ♦ Surveying ♦ Environmental  
2035 VISTA PARKWAY, SUITE 100, WEST PALM BEACH, FL 33411  
(866) 909-2220 phone (561) 687-1110 fax  
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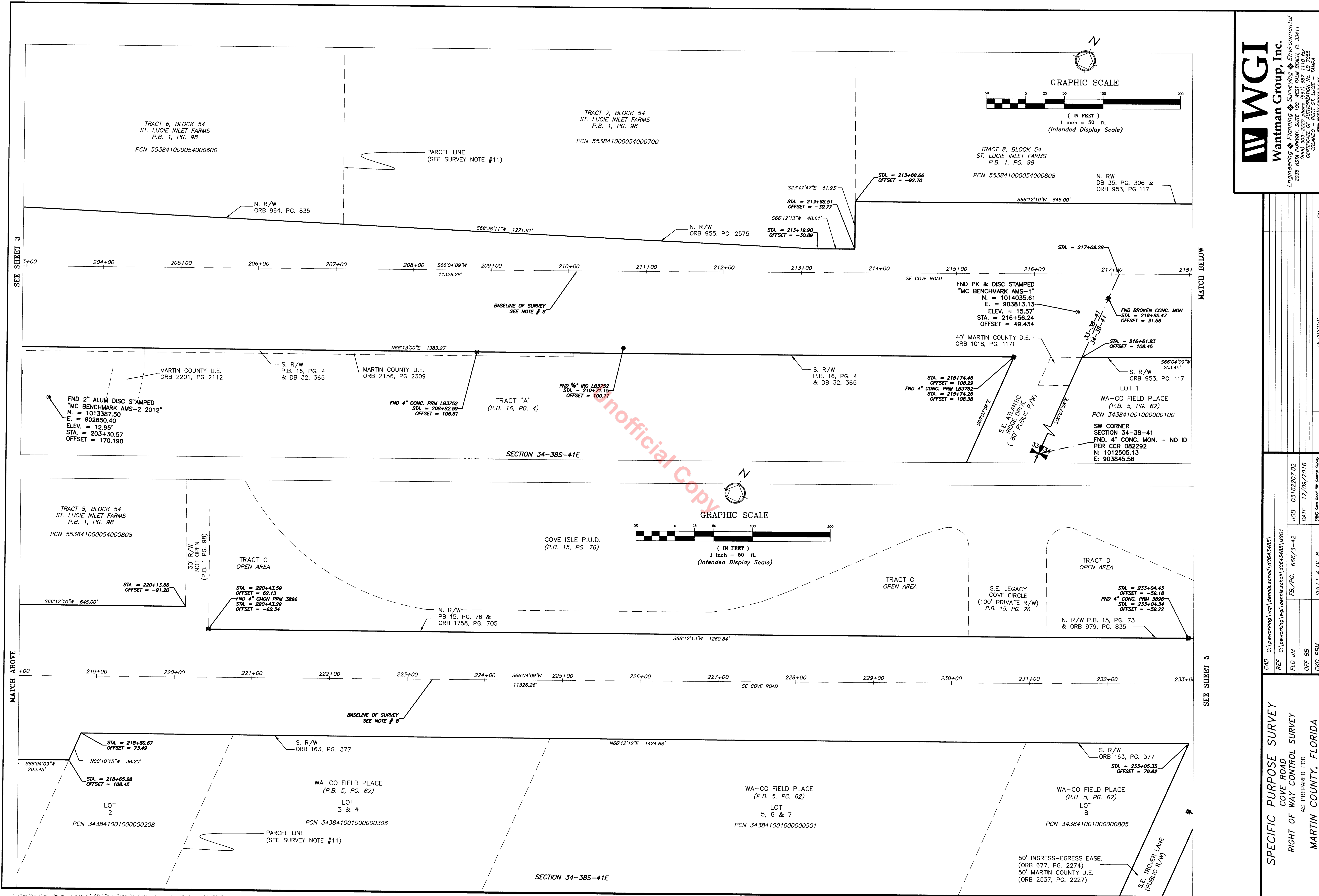
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OFF BB	JOB 03162207.02
CYC PBM	DATE 02/09/2016
	SHEET 2 OF 8
	DWG OVER ROOM CONTROL SURVEY

**SPECIFIC PURPOSE SURVEY**  
**COVE ROAD**  
**RIGHT OF WAY CONTROL SURVEY**  
**AS PREPARED FOR**  
**MARTIN COUNTY, FLORIDA**









W

WGI

Wantman Group, Inc.

Engineering ♦ Planning ♦ Surveying ♦ Environmental

2035 VISITATION LANE, SUITE 100, WEST PALM BEACH, FL 33411

TEL: 561-862-2201 FAX: 561-862-2202

CERTIFICATE OF AUTHORIZATION No. LB 7055

ORLANDO - PORT ST. LUCIE - TAMPA

www.wantmangroup.com

BY:			
REVISIONS:			
JOB 03162207.02			
DATE 12/09/2016			
DWG Cove Road RW Control Survey			
SHEET 4 OF 8			
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REF C:\pwworking\wgi\dennis.schohl\0643485\MC01			
FLD JM FB/PG. 666/3-42			
OFF BB			
CKD PBM			
SPECIFIC PURPOSE SURVEY			
COVE ROAD			
RIGHT OF WAY CONTROL SURVEY			
AS PREPARED FOR			
MARTIN COUNTY, FLORIDA			

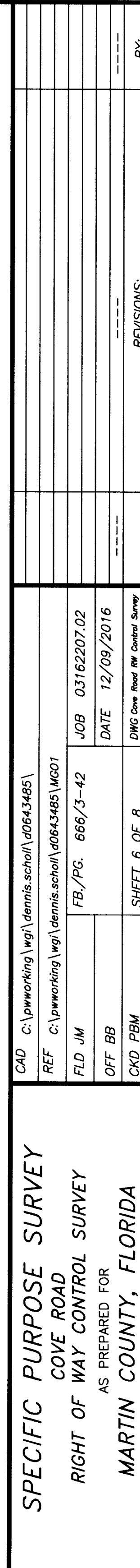




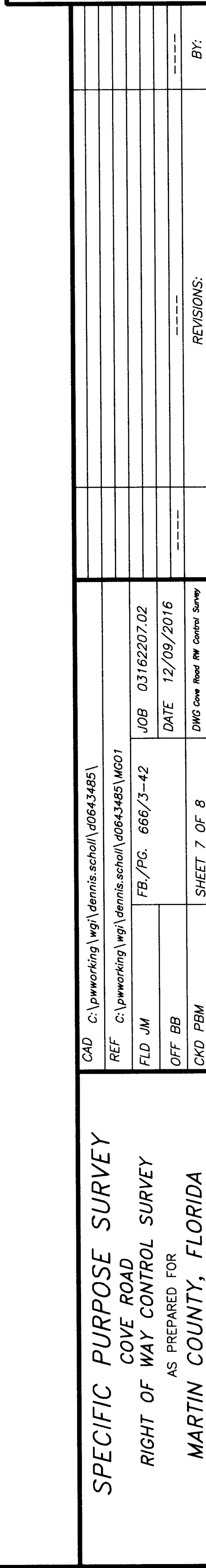
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		OFF BB			DATE 12/09/2016
CKD PRM					DWG Cmn Rm Control Survey

**SPECIFIC PURPOSE SURVEY**  
**COVE ROAD**  
**RIGHT OF WAY CONTROL SURVEY**  
**AS PREPARED FOR**  
**MARTIN COUNTY, FLORIDA**

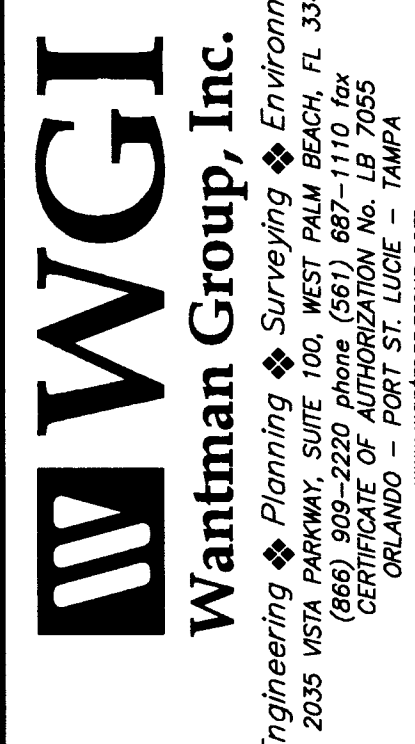
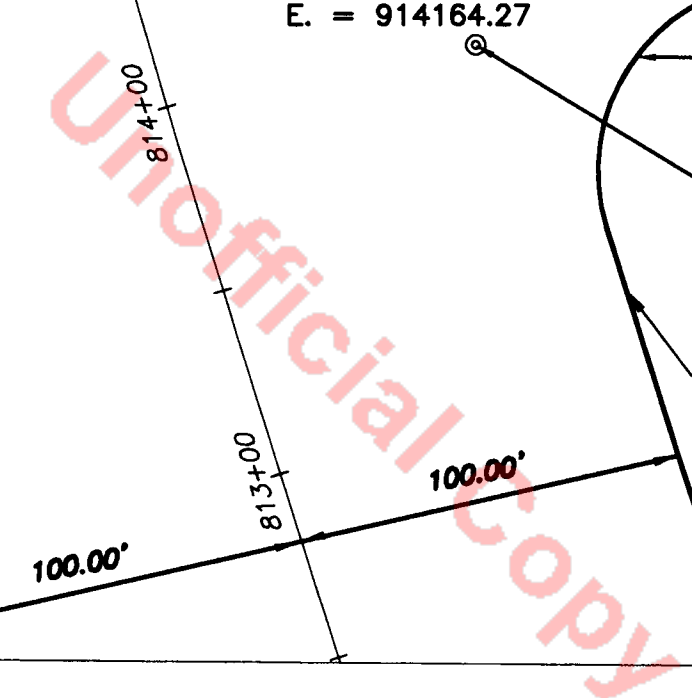












Station	Northing	Easting
159+50.850	1011766.504	898578.136
North 66° 04' 09" East		11347.30'
272+98.150	1016369.325	908949.985
North 65° 54' 41" East		2702.44'
300+00.590	1017472.317	911417.086
North 66° 21' 45" East		2998.67'
329+99.266	1018674.626	914164.178

SPECIFIC PURPOSE SURVEY COVE ROAD RIGHT OF WAY CONTROL SURVEY  AS PREPARED FOR MARTIN COUNTY, FLORIDA	CAD	C:\pwworking\wgi\dennis.schoff\d0643485\				
	REF	C:\pwworking\wgi\dennis.schoff\d0643485\MD001				
	FLD	JM	FB/PG	666/3-42		
					JOB	03162207.02
					DATE	12/09/2016
					DWG	Cove Road R/W Control Survey
						REVIEWS:
					BY:	

# PUBLIC SUPPORT DOCUMENTATION



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

### **Regular Meeting**

**Date:** August 9, 2016

**Time:** 10:00 am

**Location:** St. Lucie TPO Boardroom  
Coco Vista Centre  
466 SW Port St. Lucie Boulevard, Suite 111  
Port St. Lucie, Florida

---

### **MEETING SUMMARY**

#### **1. Call to Order**

Commissioner Troy McDonald, Vice Chairman of the TCTC, called the meeting to order at 10:00 am.

#### **2. Pledge of Allegiance**

Vice Chairman McDonald led the Pledge of Allegiance.

#### **3. Roll Call** – The roll was called, and a quorum was confirmed with the following six members present:

##### **Members present**

Commissioner Troy McDonald, Vice Chairman  
Darrell Drummond  
Commissioner Edward Fielding  
Commissioner Joseph Flescher  
Kathryn Hensley  
Mayor Bob McPartlan

##### **Others present**

Sabrina Aubery  
Beth Beltran

##### **Representing**

Martin MPO  
St. Lucie TPO  
Martin MPO  
Indian River MPO  
St. Lucie TPO  
Indian River MPO

##### **Representing**

FDOT District 4  
Martin MPO

---



Alice Bojanowski  
Peter Buchwald  
Lisa Dykstra  
Brian Freeman  
Marceia Lathou  
Shi-Chiang Li  
Phil Matson  
Myroslava Skoroden  
Jeremy Upchurch  
Leslie Wetherell  
Victoria Williams  
Mary Holleran

Martin MPO  
St. Lucie TPO  
FDOT District 4  
Indian River MPO  
St. Lucie TPO  
FDOT District 4  
Indian River MPO  
FDOT District 4  
FDOT District 4  
FDOT District 4  
Florida's Turnpike  
Recording Specialist

**4. Election of Officers:** Election of the Chairperson and Vice Chairperson of the TCTC.

Vice Chairman McDonald called for nominations for the Chairperson of the TCTC.

\* **MOTION** by Ms. Hensley to nominate Vice Chairman McDonald to serve as the Chairman of the TCTC.

\*\* **SECONDED** by Mr. Drummond.

Vice Chairman McDonald accepted the nomination to serve as the Chairman of the TCTC.

There were no other nominations, and the nominations were closed.

\*\* **MOTION** to elect Vice Chairman McDonald to serve as the Chairman of the TCTC. Carried **UNANIMOUSLY**

Chairman McDonald called for nominations for the Vice Chairperson of the TCTC.

\* **MOTION** by Commissioner Fielding to nominate Ms. Hensley to serve as the Vice Chairwoman of the TCTC.

\*\* **SECONDED** by Mr. Drummond.

Ms. Hensley accepted the nomination to serve as the Vice Chairwoman of the TCTC.

There were no other nominations, and the nominations were closed.

- \*\* MOTION** to elect Ms. Hensley to serve as the Vice Chairwoman of the TCTC. Carried **UNANIMOUSLY**

**5. Comments from the Public - None**

**6. Approval of Agenda**

Commissioner Fielding requested that Agenda Item 8b be heard before Agenda Item 8a due to his required attendance at another meeting.

- \* MOTION** by Vice Chairwoman Hensley to approve the agenda with Agenda Item 8b being heard before Agenda Item 8a.

- \*\* SECONDED** by Mayor McPartlan Carried **UNANIMOUSLY**

**7. Approval of Minutes**

- *May 1, 2014 Regular Meeting*

- \* MOTION** by Commissioner Fielding to approve the minutes of the May 1, 2014 Regular Meeting.

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

**8. Action Items**

**8b. 2040 Regional Long Range Transportation Plan (2040 RL RTP):** Review of the Regional Trends and Conditions and the draft Goals and Objectives for the 2040 RL RTP.

Mr. Buchwald reviewed the background for the development of the 2040 RL RTP including the Scope of Services and the Memorandum of Understanding (MOU) among the St. Lucie TPO, Indian River MPO, and Martin MPO. Mr. Buchwald introduced Mr. Robertson of Kimley-Horn & Associates who was contracted by the Martin MPO for the development of the 2040 RL RTP.

Mr. Robertson indicated that the purpose of the 2040 RL RTP is to build upon each of the individual Long Range Transportation Plans (LRTPs) of the three MPOs and provide an overlay at the regional level which expands the options for multi-modal transportation improvements. He

provided a summary of the review of Federal and State plans and legislation that provide parameters for the 2040 RL RTP. He reviewed the Regional Trends and Conditions including work-related transportation modes and future land uses. When asked if UBER ride sharing was considered in the trends and conditions, Mr. Robertson indicated that he will check into how the census statistics classify UBER ride sharing. Finally, Mr. Robertson reviewed the five draft Regional Goals with the draft measureable Objectives that support each goal

Commissioner Fielding commented with regard to Goal 3, Objective 3B that run-off from roadways is a major impact to the waterways and proposed that mitigation of this impact be added to the objective. Commissioner Fielding also stated that an element that is missing from the goals and objectives is the impact of the installation of broadband fiber and internet infrastructure which will bring about many changes and uses in the future that could reduce vehicular travel. Commissioner Fielding encouraged FDOT to share broadband fiber connections and networks for those without connections. He proposed that when FDOT excavates for improvements, local jurisdictions should be able to install fiber optic cables at the same time and be allowed to make local improvements to the internet infrastructure.

Vice Chairwoman Hensley agreed and commented on the potential of broadband fiber to reduce travel time when signalization is interconnected and that it can increase the multimodal travel concept and increase safety with fewer vehicles on the road. Vice Chairwoman Hensley recommended that a conversation occur with FDOT to initiate the process.

Chairman McDonald confirmed that the other TCTC members had no objection to including a broadband fiber component in the plan.

Mr. Robertson asked whether to add a new goal or to incorporate the broadband fiber component into one of the existing goals or objectives.

Mr. Buchwald suggested Goal 1, Objective 1E for the incorporation of the broadband fiber component.

Commissioner Fielding suggested a broader potential for its incorporation with changes that included Vice Chairwoman Hensley's suggestions for safety with fewer cars on the road. He proposed adopting technologies to circumvent traffic bottlenecks and having a dialogue on how to accomplish these changes.

Vice-Chairwoman Hensley suggested that Mr. Robertson address in the report that comes back to the TCTC the comments and additions just discussed.

- \* **MOTION** by Commissioner Fielding to accept the Regional Trends and Conditions and adopt the draft Goals and Objectives with the proposed additions including minimizing run-off from roadways to mitigate the impact to the waterways; that conversations be requested with FDOT to share connections and allow broadband fiber to be installed locally at the same time that FDOT excavates for improvements; that the new technology applications that were discussed be adopted; and that a category for ride sharing be incorporated into the plan.

- \*\* **SECONDED** by Commissioner Flescher                      Carried **UNANIMOUSLY**

Commissioner Fielding left at 10:30 am.

**8a. Transportation Regional Incentive Program (TRIP):** Review of the TRIP grant applications for the 2016 grant cycle.

Mr. Buchwald reviewed the two grant applications that were submitted for the 2016 TRIP Grant Cycle, the 66th Avenue Project and the Port St. Lucie Boulevard Project, including the rankings of the projects in the Regionally Ranked Needs Project List and the timing of the projects. Mr. Buchwald also reviewed the recommendations of the Treasure Coast Technical Advisory Committee (TCTAC): the Port St. Lucie Boulevard Project was recommended for TRIP grant funding available in FY 2019/20 and the 66th Avenue Project was recommended for TRIP grant funding available in FY 2020/21.

Ms. Beltran indicated that Martin County did not apply for TRIP grant funding.

Mr. Matson acknowledged that the TCTC working together and following this process for regional meetings, with collaboration among the three MPOs, provides for good project decisions in development of the priority lists. He indicated that FDOT is appreciated as a partner in the program and encouraged for TRIP funding to be increased.

- \* **MOTION** by Commissioner Flescher to allocate the TRIP grant funding available in FY 2019/20 to the Port St. Lucie Boulevard Project and to allocate the TRIP grant funding available in FY 2020/21 to the 66th Avenue Project.

- \* **SECONDED** by Vice Chairwoman Hensley                      Carried **UNANIMOUSLY**

**9. Recommendations/Comments by Members**

Chairman McDonald commented on a possible rule change coming from the Federal Highway Administration that could dramatically affect the MPOs/TPOs by requiring a merger of the planning areas into a super MPO. He indicated that it would be an overly aggressive attempt to take control from the local MPOs making the process not representative of local public issues. He further indicated that the Martin MPO is having a special meeting to prepare comments before the comment period ends and that it is a great concern. He urged the other TCTC members to watch this effort closely.

Commissioner Flescher agreed and said the Indian River MPO shares the same concerns. He indicated that the Indian River MPO's 66th Avenue Project became the important artery for connectivity and safety and evacuation efforts during major storm events and the decision made by local government to improve it is where the transportation decisions should be made.


**10. Staff Comments** – Mr. Buchwald introduced the FDOT District 4 and Florida's Turnpike representatives who travelled from Fort Lauderdale to attend the meeting and thanked the TCTC Members for their input.

Ms. Beltran said the next meeting will be held in Martin County with the date to be determined.

**11. Adjourn** - The meeting was adjourned at 11:00 am.

Respectfully submitted:

Approved by:

  
\_\_\_\_\_  
Mary F. Holleran  
Recording Specialist

  
\_\_\_\_\_  
Troy McDonald  
Chairman

**TREASURE COAST TRANSPORTATION COUNCIL (TCTC)**

**Meeting**

**City of Stuart**

**City Hall - Commission Chambers**

**121 SW Flagler Avenue**

**Stuart, FL 34994**

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

**MINUTES**

**1. CALL TO ORDER**

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

**2. ROLL CALL**

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

**Others Present**

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

There was a quorum at the meeting

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

**3. APPROVAL OF AGENDA**

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

**4. APPROVAL OF MINUTES**

**TCTC Meeting – August 9, 2016**

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

**5. PUBLIC COMMENTS**

None.

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

**6. BUSINESS ITEMS**

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

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

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



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

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

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

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

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

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

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

#### **B. 2040 RL RTP FREIGHT PLAN**

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

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



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

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

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

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

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

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

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

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

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

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

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

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

#### **E. ELECTION OF OFFICERS**

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

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

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



## 7. COMMENTS FROM TCTC MEMBERS

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

## 8. COMMENTS FROM STAFF

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

## 9. NEXT MEETING

To be determined at a later date.

## 10. ADJOURN

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

### Recorded and Prepared by:

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

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

### Approved by:

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

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

**MARTIN METROPOLITAN PLANNING ORGANIZATION  
POLICY BOARD MEETING**

Martin County Board of County Commissioner Chambers

2401 S.E. Monterey Road

Stuart, FL 34996

(772) 221-1498

[www.martinmpo.com](http://www.martinmpo.com)

Monday, December 14, 2015 @ 9:00 A.M.

Minutes

**1. CALL TO ORDER.**

The Chair, Mr. Troy McDonald called the meeting to order at 9:00 AM.

**2. PRAYER**—Reverend James Brocious, Stuart Alliance Church

**3. PLEDGE OF ALLEGIANCE**

**4. ROLL CALL**

Members in Attendance:

Troy McDonald, Chair, City of Stuart Commissioner

Ed Fielding, Martin County Board of County Commissioners

Eula R. Clarke, City of Stuart Commissioner

Vinny Barile, Town of Sewall's Point Commissioner

John Haddox, Martin County Board of County Commissioners

Doug Smith, Martin County Board of County Commissioners

Anne Scott, Martin County Board of County Commissioners

**Members Excused:**

Hilary McKeich, Indiantown (Ex-Officio)

**Members Absent:**

None.

**Staff in Attendance:**

Beth Beltran, MPO Administrator

Bonnie Landry, Senior Planner

Alice Bojanowski, Planner II

Bolivar Gomez, Senior Associate Planner

Margaret H. Brassard, Administrative Specialist II

**Others in Attendance:**

Reverend James Brocious, Stuart Alliance Church

Julie Preast

Stewart Robertson, Kimley Horn

Dan Hiden, Florida Department of Transportation (FDOT)

Samantha Capaldo

Arlene Tanis, FDOT

Yanique Kelly, FDOT

Jon Gray

Mike Mortell, City of Stuart, Attorney  
Michael Durham, Martin County Attorney  
Don Donaldson, Martin County Engineering Department Director  
Terry Rauth, Martin County Deputy County Engineer

A quorum was present for this meeting.

## **5. APPROVE AGENDA**

**A motion was made by Mr. John Haddox to approve the Agenda. Ms. Eula Clarke provided a second to the motion. There was no opposition and the motion unanimously passed.**

## **6. APPROVAL OF MINUTES**

**Mr. Vinny Barile made a motion to approve the minutes of the October 19, 2015 meeting. Mr. John Haddox provided a second. There were no changes requested. The motion passed unanimously.**

## **7. PUBLIC COMMENTS**

(PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)

Mr. McDonald called Ms. Julie Preast to the podium. Ms. Julie Preast introduced herself advising that she is here to comment on the Port St. Lucie Urbanized Area Funding Split. She advised that she began to volunteer with the MPO as the District One Representative on the Citizen Advisory Committee (CAC) under the direction of Ms. Ann Perrotta, and currently she serves on the Bicycle/Pedestrian Advisory Committee (BPAC) under Ms. Beth Beltran's direction. She said as a former Chairperson of the CAC, and for the purpose of sharing "goodwill and information regarding Martin County's transportation planning" she attended St. Lucie's CAC meetings. Ms. Preast stated that she felt welcomed and the CAC members were genuinely interested in working with Martin County on transportation connections. She noted that the CAC representatives for St. Lucie would sometimes attend the Martin meetings as well, developing a mutual, friendly and respectful relationship. Ms. Preast said that the St. Lucie Metropolitan Planning Organization (MPO) changed their name to become the St. Lucie "Transportation Planning Organization (TPO)" and Mr. Peter Buchwald, Executive Director of the St. Lucie TPO came aboard during that time. She said that because of her history of involvement from a citizen's standpoint on transportation with both Counties, she attended the recent MPO/TPO Chairmen's meeting on November 20, 2015, between Mr. Darrell Drummond and Mr. Troy McDonald. She said she wanted to get a perspective on what had changed and caused the situation regarding the funding split. Ms. Preast said that a better understanding, open and honest communications among the TPO, MPO and FDOT could have prevented the current funding split situation. She said that regardless of each entity's ability or authority to make local decisions it was obvious that Mr. Drummond and Mr. Buchwald felt justified in increasing their percentage of the funding split due to their County's size as well as long-time objective for growth. It appeared that they had no interest in compromising until Mr. McDonald stood strong and effectively made his points on transportation impacts, the historic method of determining the funding split and the paper trail of correspondence. She said there was also the question of unnoticed committee meetings by the TPO that probably caught the eye of the FDOT representatives. She stated that in addition to working with the TPO and FDOT to

develop a formula for future funding splits, the MPO should send someone on the MPO's senior staff who is very familiar with Martin County's transportation planning to every TPO meeting. She continued that this person should be seated in a very conspicuous location and be ready to answer questions or state objections on behalf of Martin County. Ms. Prest stated that participation in their process helps both Counties communicate, remain informed, and circumvent surprises. She said that the two Counties can work together regionally, knowing that the populations of Indian River and Martin Counties may always be smaller than that of St. Lucie. Ms. Prest concluded saying to avoid gridlock, create an interconnected network, and achieve productive, regional long range planning, the three Counties must work together more closely than in the recent past. She thanked the Board for their time wishing everyone a Merry Christmas.

Mr. McDonald announced the next Request to Speak is Ms. Samantha Capaldo requesting that she come to the podium. Ms. Samantha Capaldo introduced herself as a resident of Palm City. She stated that she is highly concerned about the widening of State Road (SR) 714. Ms. Capaldo said that she had expressed her sentiments last week [at the Board of County Commission meeting] and would not repeat them at this time. She requested that this Board re-examine the Urban Service Boundaries as she has heard concerns regarding the SR 714 widening project between Martin Down and Citrus by businesses located west of Citrus. Ms. Capaldo stated that the Urban Service Boundary ends at Citrus with particular concerns expressed for the current and future businesses located at I-95/SR 714. She made a formal request of the Board to return the date of the SR 714 widening in the LRTP to FY 2031-2035, due to the developments last week. Ms. Capaldo noted that when the original Plan was being developed FDOT had fully funded and expedited the project between Citrus and Martin Downs, however, FDOT has since de-funded that project, reallocating the funds to more research on that project. She is of the opinion that those changes should be reflected in the LRTP with the FY 2031-2035 implementation date being observed in order to provide additional time for this decision determination. Ms. Capaldo requested this change be made to reflect the current situation with the lack of funding. She expressed her thanks to the Board.

Seeing no additional Requests to Speak, Chairman McDonald returned to the next agenda item.

## **8. BUSINESS ITEMS**

### **A. PORT ST LUCIE URBANIZED AREA (UZA) FUNDING SPLIT**

Mr. McDonald advised that on November 20, 2015, he attended a meeting with [St. Lucie County TPO Chair] Darrell J. Drummond and [FDOT] Secretary, Gerry O'Reilly. He reported that it was a "tense" meeting. Mr. McDonald said that the TPO has taken the position that the Martin MPO should have notified the TPO that they intended to maintain the consistent funding split, and the MPO should have expected that the TPO would adjust the rate. Mr. McDonald stated that the TPO was of the opinion that the fault lays on the MPO for not advising the TPO that they anticipated continued use of the current funding split percentage. Mr. McDonald did not agree saying that he didn't see the need to advise the TPO that the MPO was going to continue to use the previously agreed upon funding split; the TPO had the responsibility to advise the MPO of their plans to change the funding split and not



wait until after they had determined that the change would be implemented. Mr. McDonald stated that he is of the opinion that the TPO has probably been working on their LRTP about the same length of time as the MPO. He said the funding split percentage should have been taken into consideration long before they were preparing to approve their Cost Feasible Plan (CFP). Mr. McDonald advised that the Summary of Discussion on the allocation of funds was being displayed on the screen. He stated that this compromise resulted at the suggestion of FDOT's Secretary O'Reilly after an extended period of little or no progress towards the meeting's end. Mr. McDonald said that Secretary O'Reilly suggested that the funding split be adjusted, with consideration being given to the impacts to Martin County regarding the allocation in future procedures. He said if a mutual agreement is not made between the MPO and TPO, concerns would be that the State or the Federal Highway Administration (FHWA) would make that determination based on population. Mr. McDonald noted with St. Lucie County's overly aggressive growth aspirations, it could lead to even more dramatic reductions in Martin's funds. Simultaneously, Martin is deeply impacted by the traffic to/from St. Lucie County, noting recent capacity projects i.e. Citrus Boulevard and Green River Parkway in particular, which were primarily relief projects due to St. Lucie impacts on local residents. Mr. McDonald asked if there were any comments prior to turning the floor over to Ms. Beltran. Mr. Doug Smith offered clarification in that Green River Parkway was capacity for the West Jensen Planned Unit Development (PUD) which ultimately probably did involve St. Lucie County, but was to take capacity off of U.S. 1. He also clarified that Citrus was to provide a more direct route for Port St. Lucie but it was also to remove a significant amount of traffic from Becker to alleviate Martin residents from the congestion in Northern Palm City. He said it was not all for Port St. Lucie but there were reasons why it was done adding that the City of Stuart also supported the Citrus project. Mr. McDonald agreed, adding that Citrus was also to relieve Martin residents from traffic off of Murphy Road. Mr. McDonald gave the floor to Ms. Beltran. Ms. Beltran directed the Board's attention to the Summary of Discussion on page 28 of the agenda package. She said the compromise achieved on November 20<sup>th</sup> was the 35 % Martin MPO/65% St. Lucie TPO for each of their 2040 LRTPs. Ms. Beltran said that another item of discussion during the meeting was that staff would get together within the first six months of 2016 to determine a methodology for future allocations. She advised that during the second six months of 2016, this allocation would be presented to each Board and formally agreed upon by Interlocal Agreement to prevent this issue from happening again. Ms. Beltran expressed concerns with the fourth item on the Summary of Discussion sheet about amending their LRTP by December 31, 2017. She stated that an LRTP is a large document which requires considerable time to develop. She said that by the end of 2017 staff can envision the MPO beginning to scope the 2045 LRTP, adding that this may not be an appropriate way to go forward. Ms. Beltran said that this document is updated every five years, it can be amended but she is unsure if a one or two percent change would be worth the amendment process. She said that this is an action item based on the discussion of the Chairmen on November 20, 2015, recommending concurrence and approval of the 35% MPO/65% TPO for the Transportation Management Area (TMA). Ms. Eula Clarke inquired as to why Mr. Jack Kelley from

St. Lucie and Mr. Benton from Ft. Pierce stopped attending meetings in Martin County. Ms. Beltran advised that the former Interlocal Agreement which was approved in 2006 stated that Martin and St. Lucie would be Ex-officio members on one another's M/TPO Boards. She said that Councilman Kelley often attended the MPO Board meetings while in office, but he did not run for office several years ago ceasing his attendance at the MPO meetings. Once he stopped attending the meetings, other ex-officio members rarely if ever attended either of the MPO's meetings. Ms. Beltran advised that after the 2010 Census the MPO was reviewing their Interlocal Agreements noting that this coordination arrangement was not working. She stated that this Board had several discussions regarding that matter and decided that the most appropriate forum for regional issues was the Treasure Coast Transportation Council (TCTC). Ms. Beltran advised that the TCTC mirrors the South East Florida Transportation Council (SEFTC) which is the regional governing transportation council forum for Palm Beach, Broward and Miami-Dade MPOs. She stated that on occasion items surface involving only two of the MPOs, and they work it out, adding that they recently developed their second Regional LRTP and have developed other documents as well, in the past nine or ten years.

**Ms. Clarke said if the Chair is satisfied with the 35%/65% split that was negotiated, that she would move to approve staff's recommendation of the Port St. Lucie Urbanized Area (UZA) Funding Split. Mr. Ed Fielding said that he would second the motion with further clarification. He suggested that it may be more effective if future communications were to be primarily directed to FDOT with copies to the TPO.** Mr. McDonald apologized for not having introduced Commissioner Ed Fielding to the MPO Board earlier as a new member, and extended a welcome. He asked if there was any discussion on the motion. Mr. John Haddox said that he would support the motion but he is concerned of the negotiations by June 30, and again December 31, 2016. Mr. Haddox stated that the fiscal impact is based on this \$3.3 million over 20 years, but in the future that gap could continue to widen with a continued decrease in the loss of funds. He said the negotiation will determine how Martin will proceed in the future. Mr. McDonald affirmed saying that based on the recent meeting he is concerned that there will not be a good faith negotiation. He said that Mr. Michael Durham, [Martin County Attorney] is here and possibly he could come to the podium to present options in the event there isn't a good faith negotiation after the other Board comments. Mr. Smith addressed Ms. Beltran saying that he is of the opinion that FDOT should begin to look into the split and look at the issues Martin has raised relative to capacity, migration of St. Lucie County residents for work, shopping and other activities. He suggested that an overall look of the process should be performed to determine what should be the proper funding split. Mr. Smith said he would think that role should be filled by FDOT as they look at the various numbers, understand the population, as well as the capacity which is being consumed, both north and south. Mr. Smith inquired if that is something Martin could request. Ms. Beltran stated that Secretary O'Reilly offered at the Chairman's meeting to be a resource in that dialog. Mr. Smith stated that he is of the opinion that it should be a formal request, that we should ask FDOT to perform a review of the capacity and the needs to see where the funds really are needed to be spent. He said that had the two entities merged to

become a single MPO the boundaries would not have made the difference, the need as to what was driving the Plan would be what matters. Mr. Smith said we're still looking at boundaries with "X" number of dollars for each side, but in the long run the infrastructure is shared by many from both Counties. He said it would be best to learn where it would make the most sense to apply the funds to generate the best capacity enhancements. Ms. Beltran said this will be brought back to the Board in future months. She said she will work with staff to compile data sources to bring to the Board for review and comment. Ms. Arlene Tanis of FDOT stated that there is no definite way to do the split; yes, it was based on population, but there are other ways to do this which is why FDOT wants the two Boards and staff members to reach a consensus. Ms. Tanis said that Mr. Smith would like to make a formal request that FDOT assist with the process of the funding split. Mr. Smith clarified that FDOT has all the data and there needs to be a review of the data to make the determination as to what location(s) would be the best suited to receive the funds, i.e. 30,000 trips a day on this corridor, 40,000 on that corridor, there are "X" number of bus routes or transit capacity, where would those funds best be spent to maximize achievement. Ms. Tanis said that FDOT can assist in that manner and another observation is that areas with controlled growth, maintaining the current funding split, will be penalized, which isn't wanted either. Mr. Smith said the growth may be controlled, but if the trips come across the boundaries, consuming the capacity of the controlled area, it doesn't really matter what the policies are anyway. He said if 40,000 trips come to Martin daily, all the policy changes can be done, but a significant number will still come here to work, or pass through Martin to get to Palm Beach County or further south. Mr. Smith said that cannot be stopped, but Martin still has to deal with the capacity of what passes through. That, Mr. Smith said, was the reason for Citrus Boulevard, Green River Parkway and other capacity items that were added to relieve some of Martin's residents congestion at no fault of their own. He said it's the background traffic that Martin has to accommodate. Ms. Tanis affirmed that they have that information and can help, it doesn't have to be by population. Mr. McDonald said that he spoke to Mr. Don Donaldson recently about obtaining the data, and asked if he had any information he would like to share. Mr. Donaldson advised that his understanding is that FDOT doesn't want to mediate this matter as it should be worked out between the two MPOs as FDOT identifies it as a region, though they will assist Martin with modeling. He said the County does have a certain amount of traffic data, and information on trips using the updated model. He said it does have the ability to extract the information about the vehicle miles traveled through each boundary so options can be brought to the Board to show how transportation is distributed in regions which may factor into whether you are looking into a combination of population and traffic or traffic alone. Mr. Donaldson said these are tools that may be used to work out a long term solution for the split which may ebb and flow over time. Mr. Fielding stated that this is the essence to which Mr. Smith is referring. He noted that a motion is on the floor, can the motion be considered, then consider this additional information and develop a motion for it. Mr. Fielding said that recognizing the accomplishment of the 35%/65% split, then have a more definitive motion regarding the anticipations or hopes that FDOT may be more willing to participate. Mr. McDonald called the question.

**Ms. Clarke's motion approving staff's recommendation of the Port St. Lucie Urbanized Area (UZA) funding split for the Martin 2040 LRTP, with the revised estimate based upon the Chairmen's recently negotiated funding split of 35% to Martin MPO / 65% to the St. Lucie TPO with Mr. Fielding's second clarifying that communications were to be primarily directed to FDOT with copies to the TPO passed unanimously.**

Ms. Anne Scott stated that FDOT doesn't desire to be in a mediator's position in this regional matter. She advised that the TPO doesn't want to cooperate, communicate or coordinate which places Martin in a precarious position. Ms. Scott said that Martin would like to cooperate but having an unwilling partner makes it difficult. She inquired of the FDOT representative what possibilities could be offered if they were to step in. Ms. Tanis said that Secretary O'Reilly called for the Chairmen's meeting and offered to be present in an attempt to bring a sense of unity to the two M/TPOs in hopes to promote cooperation. She restated that the M/TPO needs to amicably work out the split for the future together and there are many ways in which this may be done. Ms. Tanis mentioned a couple of ways that the split may be obtained noting that it doesn't need to be via population, it may be through reviewing background traffic or studying where the trips are coming or going. She reiterated that FDOT does not wish to be a mediator in this matter as the Counties need to work together. Ms. Tanis said that she's of the opinion in light of the activities in the past month, that the TPO will be more amenable to cooperate as regional cooperation will come up in the 2016 Federal Certification for both M/TPOs. Ms. Tanis said if FDOT had to call another meeting, they may be able to accommodate. Mr. McDonald advised that he had previously discussed Martin's options with Mr. Michael Durham, Martin County Attorney, in the event the St. Lucie TPO doesn't follow through with the agreed upon funding split. He advised that Mr. Durham said that he could inform the Board of these options so he called Mr. Durham to the podium. Mr. Durham advised that Mr. Mike Mortell, the City Attorney and he attended the Chairmen's meeting in St. Lucie County. He stated that it was rather lengthy and contentious with regards to the funding split as their driving force is the population. Mr. Durham said that eventually the parties need to sit down and coordinate a Plan. He said what he offered to the Chair which would be extended to the Board is if attorneys needed to be involved, Mr. Durham noted that he represents the Board of County Commissioners but Mr. Mortell works for the City of Stuart so they could combine resources to represent the MPO. Conflict resolution could be engaged at some point in time if it were necessary, and the "164 Process" could be utilized which would force the CEO's, then the Board's together to initiate a mediation. He said it is an option, but it could be down the line anywhere six months to a year or more. Mr. Durham expressed hopes that staff could get together and work this out amicably. He said if the Board would authorize the two attorneys to combine resources to help in this endeavor it would help and they could do it gratis. Mr. Fielding suggested it be a motion. Mr. McDonald said prior to this motion he wanted to hear from Mr. Smith. Mr. Smith said that data information is good, knowledge of points verses general discussion. He reflected that in the past Martin and St. Lucie developed an LRTP together. Mr. Smith said it provided some good information, they jointly used one consultant, and he is of the



opinion that a better understanding as to the LRTP would be obtained if the parties were in sync knowing each other's needs, capacities and desires. He said the funding split percentages may shift from time to time, there may be a time when St. Lucie requires a bigger percentage of revenue than they did before, but the result of the larger percentage may significantly benefit Martin because of what is being done. He said just looking at a number and saying we're getting less so it isn't fair, doesn't make sense. Mr. Smith stated that the way the transportation network works with the back and forth migration between the two Counties, he is of the opinion that having FDOT intervene isn't necessary other than to pull together the resources, background or research to provide the "real numbers". He said the numbers are the facts, how they are acted upon is between the Boards is what's important. Knowing each another's needs and how to fund them long term is paramount as the migration between the two Counties will continue until things significantly change which could be 20 years.

**Mr. Edward Fielding made a motion that the Board request the County's legal office as well as the City's legal office to join forces to provide services regarding the matter of this funding allocation and on-going discussions between the St. Lucie TPO and the Martin MPO. The motion was seconded by Ms. Anne Scott.** Mr. Smith said he believes that involving attorneys is extremely premature at this time. He reminded the Board that they have just agreed to the split voted upon, and posturing for litigation sends an ambiguous message. Mr. Smith said he would prefer to approach FDOT to provide the facts and information to generate necessary information, hold a joint meeting, if necessary, circumventing any Sunshine violations by meeting across the County boundaries. He ask why jump into a predetermined litigation route when we already laid out the structure. Now we say if these things don't happen we will go into some state process of mediation. Ms. Scott said she didn't take it that way at all when she made the second, and she asked Mr. Durham for clarification. Mr. Durham said currently the MPO is not represented by council, those resources would need to be requested and allocated at which time Mr. Mortell and I would return to the respective City/County Boards, to request those resources be authorized. Mr. Smith inquired and those resources would be "funding"? Mr. Durham said, "not funding, it would be the time, resources etc..." He said it may involve several meetings with staff though we don't anticipate being involved as we are both very busy, and once FDOT provides the leadership which we heard today consisting of the data etc... moving away from the population being a significant element, that would be helpful to work this out. Clearly, he said, should the need arise, those resources would be available as the approvals would have already transpired and we could move on from there. Mr. McDonald said he thought it was only to be prepared for in the future months if there were a discrepancy. Mr. Durham said that we'd have to return to the Boards to authorize specific actions anyways. He stated that Mr. Mortell is here as well and he can comment from the perspective of his office, adding that with Mr. Mortell's knowledge of and history with the MPO, he would be an excellent resource. Ms. Scott stated that she is of the opinion that they are developing methodologies for future potential allocations and communications with the assistance of counsel in this regard to help coordinate these efforts, not an invitation to litigation at all. Mr.

Michael Mortell, for the City of Stuart, introduced himself expressing that his understanding is that these LRTP's are due. He said the proposal this Board just approved needs to be ratified by the County, and if that happens it provides us time to plan for the future. On the other hand, he said if the St. Lucie TPO doesn't ratify it, then a sense of urgency exists for Martin as their LRTP is eminently due. Mr. Mortell said that if the MPO then wanted council from Mr. Durham and me, then we would have to return as an agenda item to our respective Boards for authorization. He said the soonest this could go to the City Commission is the second Monday in January due to the scheduling, and if the St. Lucie Board didn't ratify the 35% Martin - 65% St. Lucie split the attorneys couldn't legally do anything on behalf of the MPO until the commissions approved it. Discussion continued and Ms. Scott clarified the motion, as the seconder.

**Ms. Scott clarified that the motion is to have the Stuart City and Martin County attorneys address their respective Boards to obtain the authority to act jointly as council for the MPO. Mr. Fielding affirmed. The question was called and the motion passed unanimously.**

**B. 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) UPDATED COST FEASIBLE PLAN**

Ms. Beltran stated that we have been developing the 2040 LRTP for over a year. She advised that Mr. Stewart Robertson of Kimley Horn is here to make a presentation and he'll cover the percentage rate changes from the original Cost Feasible Plan (CFP) approved in October to the 35%-65% funding split approved today. Mr. Stewart Robertson introduced himself and went on with his presentation which covered the LRTP process, public involvement and project funding. Mr. Robertson stated that due to the proposed change that was voted on in the previous agenda item, they had to modify their proposed CFP to account for the funding split difference from 38% to 35% for Martin, adding that the funding split affects only the Federal sources allocated by Urbanized Areas (UZAs) not funds allocated to the District or the County. He said the funds affected by the split are the Federal Transportation Management Area (TMA) funds as well as Transportation Alternatives for Urban Areas (TALU) funds and calculates to approximately \$3.3 million less for transportation investment over the 20 year planning horizon of the LRTP. Mr. Robertson said that the proposed plan to address the change is to reduce the box fund for the Congestion Management Process (CMP) and the Livable Communities Initiatives (LCI) from \$800,000 to \$600,000 per year for an approximate \$4 million dollar saving over 20 years fully accommodating the funding split reduction. He stated that the minor residual amount could increase the flexed funding derived from Federal sources toward roadway maintenance on the Federal Aid Highway System. Mr. Robertson said that roadway maintenance amount could be proposed to be increased by \$700,000 [roughly \$35,000 annually] over that 20 year time frame. Ms. Scott clarified that the term "flexed" means that those funds may be used either for maintenance or capacity. Mr. Robertson affirmed, adding that the Federal definition allows capacity funds from the TMA source to be used for roadway maintenance provided those roads are on the Federal Aid Highway System. He clarified that they are using a source that normally would be used for capacity

projects and applying them to maintenance such as resurfacing without expansion.

**Ms. Eula Clarke moved approval of the 2040 Long Range Transportation Plan (LRTP) updated Cost Feasible Plan (CFP). A second was provided by Mr. Ed Fielding.** Ms. Beltran requested of the Chair that staff be authorized to make minor changes based on Plan comments from FDOT and FHWA adding that to date all feedback received has been positive. Both Ms. Clarke and Mr. Fielding agreed with that request. Mr. Fielding requested clarification of his understanding in that the funds discussed over this period of time would be made available as we need additional capacity so we could meet that; but the flexibility is there to allocate funds for roadway improvements. When looking at LOS or capacity what are the focal points of discussion? Mr. Robertson said the focus on this LRTP is on utilizing capacity funding where possible to address roadway maintenance challenges. He said normally the funds are used on roadway enhancements but as the focus is on addressing the Fuel Tax shortfall due to the maintenance needs, more attention has been applied to the roadway maintenance side or the TMA source that provides that flexibility. Ms. Samantha Capaldo returned to the podium stating that in the TIP is the widening of SR 714 from Citrus to Martin Downs, and she had hoped that this could be removed prior to agreeing on the CFP because the State funding is not available and funds are having to be flexed from CMP to maintenance. Ms. Capaldo asked if this is the time that this project could be set aside or change the date before the CFP is approved. Ms. Beltran clarified that the State doesn't have any construction funds allocated for SR 714. She said in the current TIP there are funds allocated for the Project, Development and Environment (PD&E) Study as well as the Design. Ms. Beltran said that there is a reserve box which has been set aside by the State for potential future right-of-way (ROW) acquisition funds that may be required. Ms. Beltran added that a large component of a PD&E is the public involvement process where the State hosts Workshops in the area, and presents the project to the advisory committees, the Board and the public to obtain input on roadway characteristics. She clarified that there are no construction funds allocated at this time for the widening of SR 714 in the current Tentative Work Program, only for the PD&E and Design. Ms. Scott said that this has come up because there is a proposal in the County's Growth Management Department for a Costco to be constructed in Palm City and there are some vocal opponents, one of whom is Ms. Capaldo. She requested that Ms. Beltran address the opposition to anything happening on SR 714 and the viability of thwarting the Costco application. Ms. Beltran advised that SR 714 has been on the MPO's radar for many years, it's been over capacity; there have been concurrency issues since approximately 2011. She advised that during the LRTP's extensive public process, comments received about SR 714 was that something needs to be done to alleviate the traffic problems that have existed for some time. Ms. Beltran stated that she only recently learned of the Costco situation. She said tying the two together was puzzling as SR 714 has been a consideration long before Costco became an issue. Ms. Scott clarified that this is independent of the Costco application, to which Ms. Beltran affirmed. Ms. Capaldo said that she's aware that SR 714 has been over capacity for four years, it looks suspicious though it's been scheduled for ten years because it has been moved up. She said the Costco opponents are of the opinion that though the MPO may not be

facilitating the Costco project, not widening SR 714 is the way to circumvent approval of the Costco application. Ms. Capaldo said she was advised by Mr. Donaldson that an application would not be allowed if concurrency was not met. She said they do not believe it is being fast-tracked, they are just attempting to stop it through slowing the matter down. Ms. Capaldo said that it has been moved up ten years, and they want it to be moved back because the funding isn't there, it was reallocated for more research, if it were removed for the next year and off the TIP that would be good for now. Ms. Capaldo stated that it's been said that amendments could be made to the LRTP, if the funding comes back you can add it back in, but it will be more difficult to have it removed from the TIP after you have approved it. She mentioned that she's recently learned the effect of the widening of SR 714 on that piece of land but this is the only way it can be stopped since they found the loophole in the zoning and for those of us residing on SR 714 it will make a dramatic life change. Ms. Beltran clarified that this is the LRTP which is a long range planning tool, not the TIP and the TIP doesn't have any construction funds for SR 714 in it. Mr. Donaldson said that it could be put out ten years and still moved up as these are merely target dates. He clarified that things may be placed in the LRTP 15 years out but get constructed in five years and vice versa. **Mr. McDonald called the question on Ms. Clarke's move to approve of the 2040 Long Range Transportation Plan (LRTP) updated Cost Feasible Plan (CFP) with Mr. Fielding's second. There were no objections. The motion passed unanimously.**

**C. CONTINUITY OF OPERATIONS PLAN (COOP)**

Mr. Bolivar Gomez, MPO Senior Associate Planner, stated that the Continuity of Operations Plan a/k/a the COOP was adopted by the MPO Board in 2012. He advised that the purpose of the Plan is to ensure that in the event of an emergency the MPO will still be operational. He advised that this Plan must be reviewed every four years as a requirement by the FHWA and the Federal Transit Administration (FTA). Mr. Gomez went on to describe how the MPO's COOP was activated during Tropical Storm Ericka. He said the activation of the COOP allowed staff to determine necessary revisions. Mr. Gomez went over these revisions which included the definition of "emergency" that needs to include cyber-attacks and acts of terror not specifically natural disasters. Mr. Gomez stated that staff is recommending approval of these revisions and will answer questions at this time.

**Mr. John Haddox made a motion to approve the revisions to the Continuity of Operations Plan (COOP). The motion was seconded by Ms. Eula Clarke. There was no additional discussion, the motion passed unanimously.**

**D. GENERAL PLANNING CONSULTANTS CONTRACT**

Ms. Beth Beltran advised that the current General Planning Consultants (GPC) Contract expired in October, so the MPO went through the Competitive Selection Process in order to select two planning consultants for the upcoming future. The selection committee chose Kimley-Horn and Marlin Engineering. She stated that this comes before you today to request that the MPO Board approve staff to use the consultant contract boilerplate used by the County.

**Mr. John Haddox made a motion to approve the MPO staff's use of the**



**Consultant Contract boilerplate used by the County. The motion was seconded by Ms. Eula Clarke. The vote was called and the motion passed unanimously.**

**E. 2040 REGIONAL LONG RANGE TRANSPORTATION PLAN (LRTP) MEMORANDUM OF UNDERSTANDING (MOU)**

Ms. Beltran advised that this is a Memorandum of Understanding with a Scope of Services attached as Exhibit A. She stated that this is a requirement by the State for the three M/TPOs on the Treasure Coast to work regionally to develop a Regional LRTP. She stated that the Regional LRTP will take components of each M/TPO's individual LRTPs while the State will work on the regional freight and modeling components. Ms. Beltran advised that the Indian River MPO approved this MOU at their meeting last Wednesday and she received notice late Friday that the St. Lucie TPO also concurs with the MOU. She said that staff is requesting approval of the MOU as well as the Scope of Services.

**Ms. Eula Clarke made a motion to approve the 2040 Regional Long Range Transportation Plan (LRTP) Memorandum of Understanding (MOU). Mr. Ed Fielding offered a second to the motion. No additional discussion or public comment was forthcoming. The vote was called and the motion passed unanimously.**

**F. CLIMATE CHANGE**

Ms. Alice Bojanowski, MPO Planner, advised that the purpose for today's presentation is to update this Board on the tools that have been provided to the MPOs by FDOT and the FHWA to improve resiliency to events like hurricanes or other natural disasters. Ms. Bojanowski provided a slide of SR A-1-A in Broward County being totally flooded after a storm. She said it demonstrates storm surge flooding noting that the rising sea level is a problem that needs to be addressed by using proper planning. Ms. Bojanowski stated that the Martin Growth Management Department performed a study a couple of years ago and she showed a series of slides, stating that these photos showed the future impact predictions of sea level rise by way of noting the color differences from a rise beginning at one foot ending at three feet. Ms. Bojanowski clarified that these predictions are for the time frame of approximately 2075 to 2150 providing that nothing is done regarding the current greenhouse emissions and the continued glacial melting. She continued with her presentation, discussing the Climate Compact in South Florida and the University of Florida GeoPlan Center. Ms. Clarke asked Mr. Donaldson if a record is being maintained for later analysis on the effect on the budget for climate related incidents when there are storm issues, like the mounds of residual sand on Hutchinson Island. She inquired if it's another County emergency separate line item, or something that specifically relates to the roadways. Mr. Donaldson informed that there is a series of reports that the Engineering Department maintains during storm events reflecting areas that have succumbed to flooding or other related incidents. He said that the County and Storm Recovery, in their budgets, have separate reports on damages whether it's from a flood or storm event. He said there's not one comprehensive report that answers what you are suggesting; flood events have been identified and documented, since about 1995. Ms. Clarke inquired of FDOT if they have kept

records in order to make future comparisons as to the cost of climate change. Ms. Arlene Tanis reiterated Ms. Bojanowski's information that the southern counties in Florida have a Compact with some specific data relating to climate change. She advised that when FDOT goes into design for a project or has a rebuild project, that information is taken into consideration. Ms. Scott clarified that MPOs get the reports, prepare the plans and they have to show that they are engaging in regional initiatives to prove that they are complying with the Federal Audit. Ms. Bojanowski affirmed. Ms. Scott mentioned that Florida's population increases by 700 people a day, 250,000 a year, or three Monroe Counties, how does that factor into these initiatives? Ms. Bojanowski advised that the population is one of the data layers already factored in. She advised that the GeoPlan Center contains all of the data provided by the State, the data has been improved upon, it can be layered, and results in better decision making. This information is shared with Growth Management Departments as well as developers but it's designed for governmental use. Ms. Bojanowski said that Florida is learning to be more "green", accommodating and resilient. Ms. Scott remarked that she's of the opinion that we can't be "green" enough to accommodate that surge of population adding that Florida can't infinitely grow. Mr. Fielding said that he hopes that FDOT and MPOs will acquire the same recognition of all other developing nations of the world. He stated that broadband high capacity internet can provide gathering ideas, moving high resolution and data without the need to move people making it a viable alternative instead of having to move people. Mr. Fielding encouraged Florida as well as the United States to raise their technology level to broadband adding that he hopes that it's allowed and FDOT becomes a partner with local governments in supporting broadband networks. Mr. Haddox asked for sea level rise numbers in Martin County. Mr. Donaldson said that in the State of Florida there is a series of "tidal stations" that have been surveyed for over 100 years and the sea level rise shows a little over ten inches in that time plus some land subsidence makes it about a foot. Mr. Donaldson continued, stating that as the rate increases the plans will be adjusted and the MPO process is an ideal model of planning for sea level rise in the future as reviews are performed every five years. He said that FEMA only performs flood plain models, in some places, every twenty-five years. The frequency of this type of input will allow us to better project what type and standard of facilities will be built within the next 25 years.

**9. COMMENTS FROM FDOT**

Ms. Arlene Tanis introduced Ms. Yanique Kelly, the new Intergovernmental Liaison.

**10. COMMENTS FROM ADVISORY COMMITTEE MEMBERS**

None

**11. COMMENTS FROM BOARD MEMBERS**

Mr. McDonald wished everyone a Merry Christmas and Happy New Year. Ms. Clarke said she's going to Washington, DC where her son is being sworn into the Maryland Board.

**12. NOTES**

None



**13. NEXT MEETING:**

January 25, 2016 @ 9:00 AM

**14. ADJOURN**

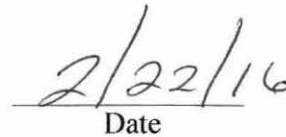
Seeing no additional items on the agenda the meeting was adjourned by the chair at 10: 35 A.M. RONR (10<sup>th</sup> ed.), p. 233, c. (9)

Recorded and Prepared by:

  
Margaret H. Brassard, Administrative Assistant II

  
Date

  
Troy McDonald, Chair

  
Date



# MovingMartinForward

*Connectivity. Mobility. Livability.*



Prepared for  
**MARTIN**  
**MPO**

Prepared by  
**Kimley»Horn**  
in conjunction with



# 2040 Long Range Transportation Plan

- Every five years the MPO prepares an updated LRTP
- Includes a 25-year planning horizon
- Provides the framework to guide transportation investments
  - Balanced transportation system including roadway, transit, and non-motorized projects
  - Cost feasible with transportation revenues anticipated to be available

# Project Overview Schedule





# Public Engagement



# Public Engagement





TCPalm.com



RICH  
CAMPBELL

COLUMNIST

## Here's your chance to do something about traffic

In 25 years I will be — gulp! — 81 years old.

Where will I be in 2040? "Dead" is a possibility. So is playing with the great-grandchildren, residing in a nursing home or sitting at this same desk writing columns on growth- and transportation-related issues on the

# Positive Press The Stuart News

TREASURE COAST NEWSPAPERS

TCPalm.com

Saturday, September 12, 2015

\$1.00

## Transportation plan based on public input

By Lidia Dinkova  
lidia.dinkova@tcpalm.com  
772-221-4230

**MARTIN COUNTY** — The Metropolitan Planning Organization has proposed \$277.5 million worth of transportation work — such as bicycle lanes, road widening and maintenance — to be done over 25 years.

The public can give input on the long-range transportation plan at an

### OPEN HOUSE

**WHAT:** Martin Metropolitan Planning Organization open house on the 2040 long-range transportation plan  
**WHEN:** 3 to 6 p.m. Wednesday  
**WHERE:** Clare & Gladys Wolf High-Technology Center at Indian River State College, Chastain Campus, 2400 S.E. Salerno Road  
**INFO:** [www.martin2040.com](http://www.martin2040.com) or call 772-463-2860

open house Wednesday. The transportation plan is based on the public's input, on recommendations made by the planning organization's board and

advisory committees and on a transportation model



It prioritizes work that would benefit bicyclists and pedestrians as well as road maintenance, said Bob Bolger, Martin Met-

## Martin MPO hosts transportation plan open house

By Martin County BOCC  
YouNews contributor

**STUART** — The Martin County Metropolitan Planning Organization (MPO) announced the date for the next Long Range Transportation Plan (LRTP) Open House.

Updated every five years, the LRTP describes transportation projects in Martin County over the next 25 years.

The Open House is the public's opportunity to express their views and gain a better understanding of transportation planning.

"We have seen a great attendance at our Open Houses thus far. I hope this continues," said Troy McDonald, MPO Policy Board Chairman. "Our ultimate goal is to create a transportation network that connects communi-



Martin MPO hosts transportation plan open house from 3 to 6 p.m., Sept. 16 at Wolf High-Technology Center, Stuart.

ties; eases transportation challenges and makes transportation more accessible and safer for all modes: automobiles, bus riders, pedestrians and cyclists."

The Martin Metropolitan Planning Organization (MPO) is having an Open House from 3 to 6 p.m. on Sept. 16 at Wolf High-Technology Center, Indian River State College, 2400 S.E. Salerno Road, Stuart.

This Open House is a follow-up to the meetings held in January that gathered general public comments and desires on transportation improvements.

At this planning stage, only projects anticipated to be funded for construction (also known as Cost Feasible) will be considered.

Participants will look at specific projects anticipated to be constructed

between now and 2040 for roads, sidewalks, bicycle lanes and public transportation. With the Open House format, the public can stop in any time between 3 p.m. and 6 p.m. or stay the entire time.

There are bus routes to and from this location. For more information please call 772-463-2860.

All Martin County buses are equipped with wheelchair lifts and bike racks.

If you are unable to attend the meeting, please visit the project website for Moving Martin Forward at [www.martin2040.com](http://www.martin2040.com).

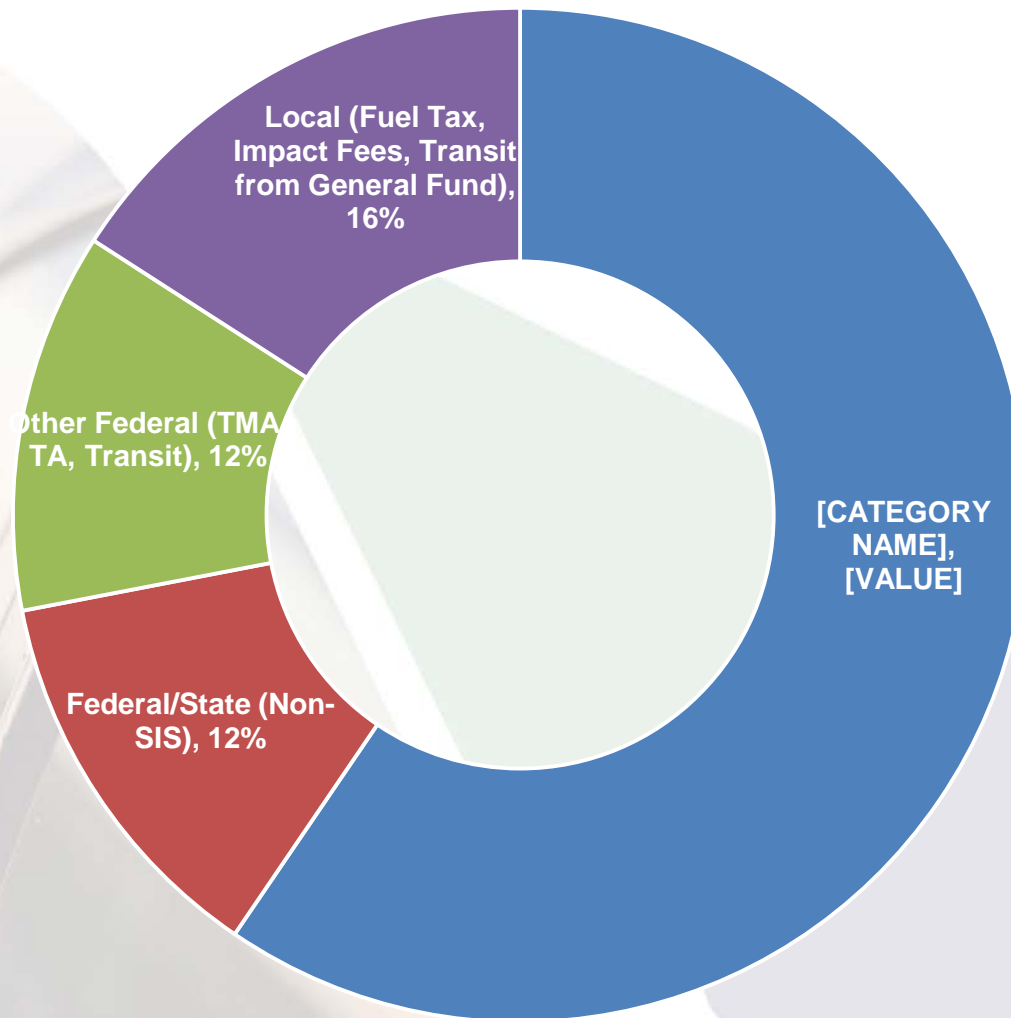
### SPEAK UP

Martin County residents will have a chance to help planners craft the county's long-range transportation plan when the Metropolitan Planning Organization holds a meeting from 6 to 8 p.m. **WEDNESDAY** in Stuart City Hall, 121 S.W. Flagler Ave. If you can't make it to the meeting, the MPO will have another from 6 to 8 p.m. Feb. 11 at the Indiantown Civic Center.

# Major Emphases of the 2040 LRTP

- **Improve the operation of the existing system**
- **Flex eligible capacity funding for local maintenance on the federal aid highway system**
- **Enhance non-motorized transportation modes**
- **Investment in U.S. 1 Corridor Retrofit**
- **Utilization of quantitative metrics**
  - Including data from Household Travel Survey (HTS)

# Where Does the Money Come From?



# Proposed Change in UZA Funding Split

- Impacts Federal TMA and TALU funding amounts
- Change from 38%/62% to 35%/65% funding split
- Reduces Martin Cost Feasible Plan by approximately \$3.3 million over the 20-year long-range planning timeframe when compared to the previous 38% Federal funding split

**Table 8- 1. Federal and State Capacity Funding Projections (2021-2040)**

Revenue Source <sup>(1, 2)</sup> (2021-2040)	Total (Millions of Dollars)
Non-SIS / Other Arterials (OA) Right-of-Way (ROW) and Construction	\$110.90
Transportation Management Area (TMA) Funding (SU) <sup>(3)</sup>	\$35.56
Transportation Alternatives in TMA Areas (TALU) <sup>(3)</sup>	\$3.50
Transit	\$66.10

<sup>(1)</sup> FDOT Strategic Intermodal System (SIS) funding is shown in the Appendix for informational purposes.

<sup>(2)</sup> FDOT has reserved funds in the 2040 Revenue Forecast to carry out its responsibilities and achieve its objectives for the non-capacity programs on the State Highway System in each metropolitan area.

<sup>(3)</sup> Assumes 35% of the total TMA funds allocated to the Martin/St. Lucie Urbanized Area.

# Proposed Plan to Address Change

- **Reduce** Congestion Management Process (CMP) / Livable Communities Initiative (LCI) box fund from \$800,000 per year to \$600,000 per year (2021-2040)
- **Increase** federal funding flexed to roadway maintenance by approximately \$700,000 (2021-2040)

## TMA/TALU Funds

Project	Description	2021-2025	2026-2030	2031-2040
Congestion Management Process Strategies / Livable Communities Initiative	CMP / LCI Funds	\$3,000,000	\$3,000,000	\$6,000,000
Cove Rd from SR 5 (US 1) to CR A1A <sup>(2)</sup>	Widen from 2 lanes to 4 lanes			\$3,436,758
Maintenance	Maintenance Funds	\$6,765,000	\$6,765,000	\$10,093,242
	<b>Total</b>	<b>\$9,765,000</b>	<b>\$9,765,000</b>	<b>\$19,530,000</b>

<sup>(1)</sup> ROW & Design Cost

<sup>(2)</sup> Construction Cost



# Positive Outcomes for Future Mobility

- **Improve mobility and accessibility for transit and non-motorized transportation**
- **Achieve roadway level of service (LOS) standards for overcapacity roadways**
- **Reduce travel times and the cost of travel**
- **Improve safety rates through reduced crashes, injuries, and fatalities**
- **Continue to work with FDOT for implementation of the U.S. 1 Corridor Retrofit**



# Thank You

- Questions?



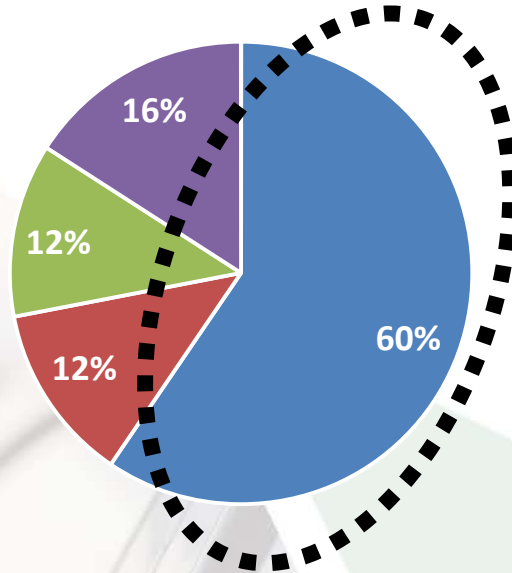
# Federal/State (SIS)

■ Federal/State (SIS)

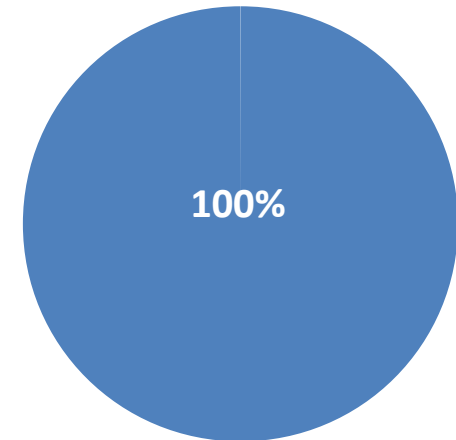
■ Federal/State (Non-SIS)

■ Other Federal (TMA, TA, Transit)

■ Local (Fuel Tax, Impact Fees, Transit from General Fund)



FEDERAL/STATE (SIS)

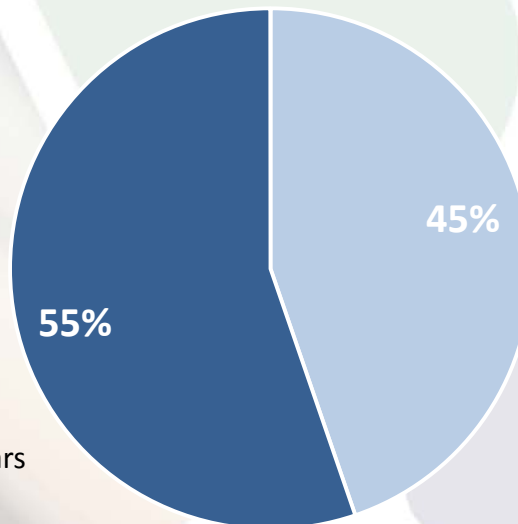


■ Federal/State (SIS)

PROJECTS

■ SR 710

■ I-95



Projects are in FY 2024-2035 Dollars

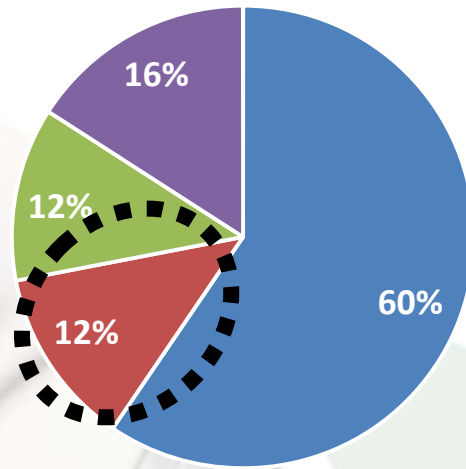
# Federal/State (Non-SIS)

■ Federal/State (SIS)

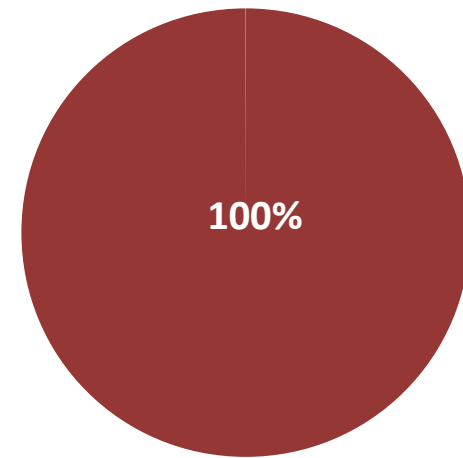
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■ Other Federal (TMA, TA, Transit)

■ Local (Fuel Tax, Impact Fees, Transit from General Fund)

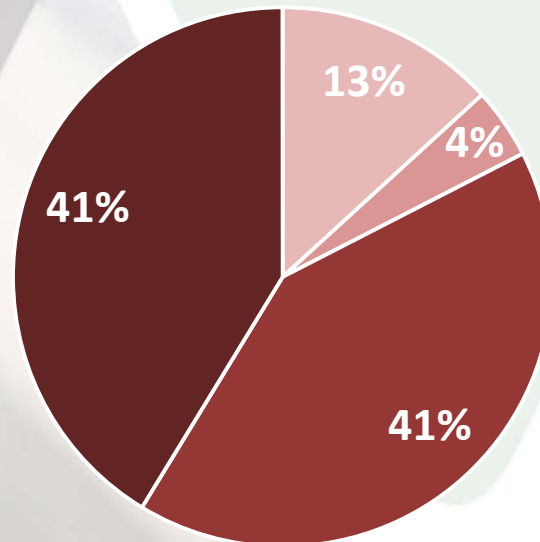


FEDERAL/STATE (NON-SIS)



■ Federal/State (Non-SIS)

PROJECTS



■ SR 714

■ CR 713

■ US 1

■ Multimodal

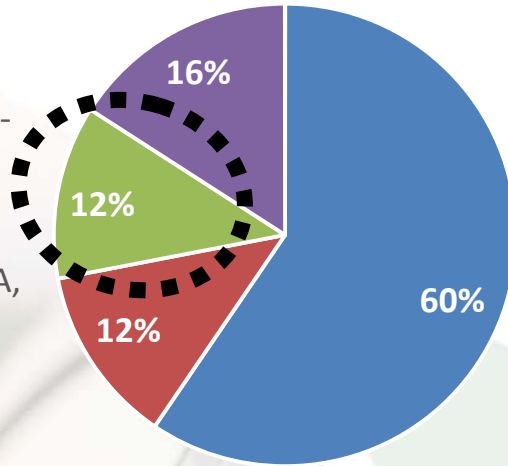
# Other Federal (TMA, TA, Transit)

■ Federal/State (SIS)

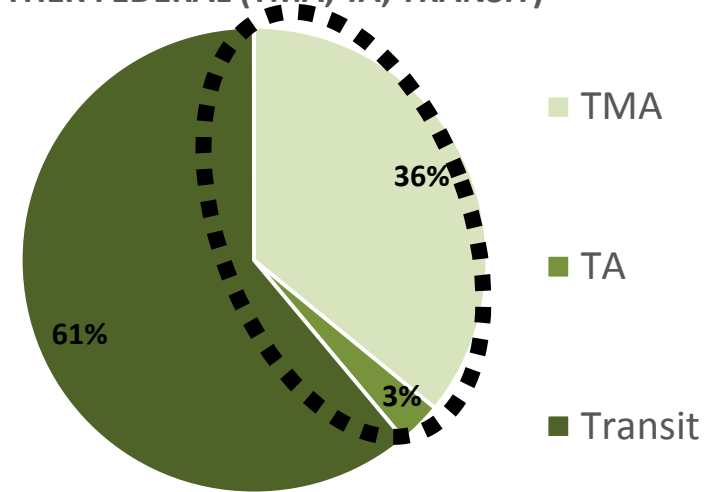
■ Federal/State (Non-SIS)

■ Other Federal (TMA, TA, Transit)

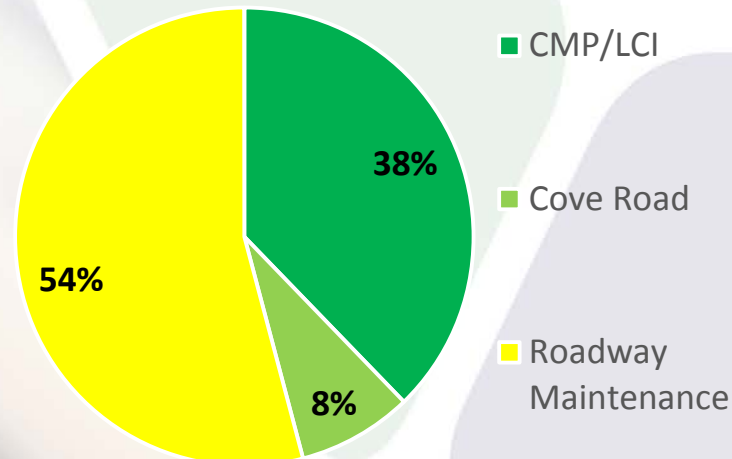
■ Local (Fuel Tax, Impact Fees, Transit from General Fund)



OTHER FEDERAL (TMA, TA, TRANSIT)

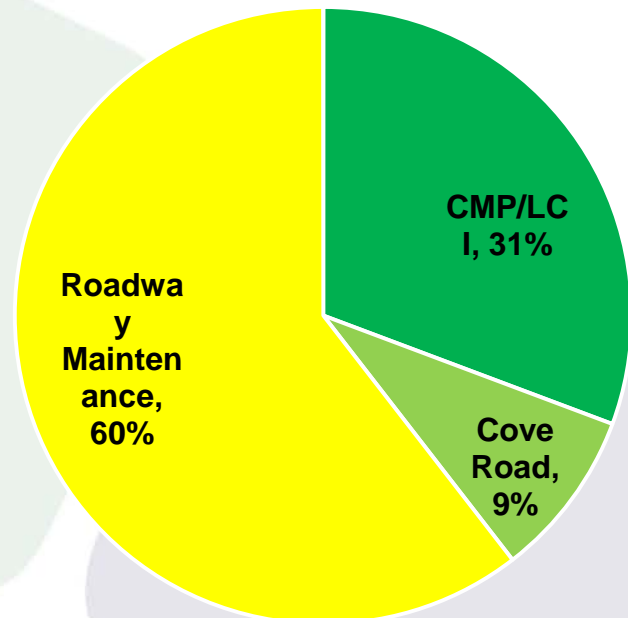


PROJECTS



# Proposed Plan to Address Change

- Reduce Congestion Management Process (CMP) / Livable Communities Initiative (LCI) box fund from \$800,000 per year to \$600,000 per year (2021-2040)
- Increase federal funding flexed to roadway maintenance by approximately \$700,000 (2021-2040)





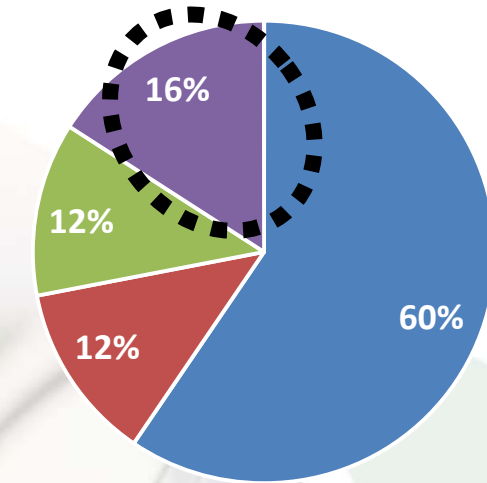
# Local (Fuel Tax, Impact Fees, Transit from General Fund)

■ Federal/State (SIS)

■ Federal/State (Non-SIS)

■ Other Federal (TMA, TA, Transit)

■ Local (Fuel Tax, Impact Fees, Transit from General Fund)



■ CR 713

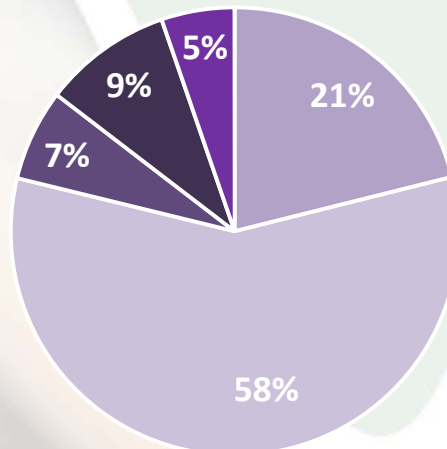
■ Cove Road

■ Indian Street

■ Willoughby Boulevard

■ Multimodal

## PROJECTS

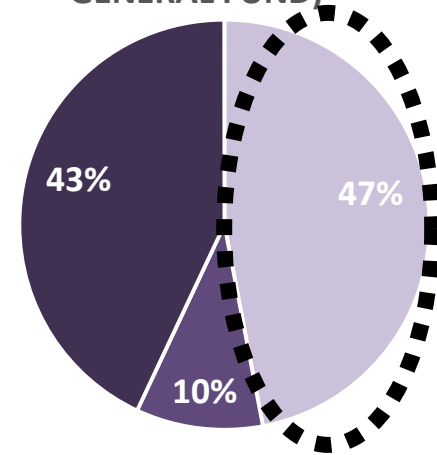


## LOCAL (FUEL TAX, IMPACT FEES, TRANSIT FROM GENERAL FUND)

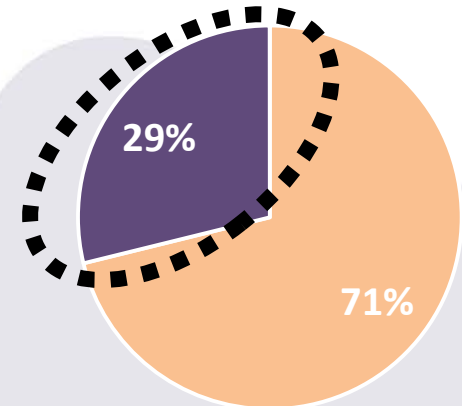
■ Fuel Tax

■ Transit

■ Impact Fees



## FUEL TAX



■ Roadway Operations and Maintenance
   
 ■ Roadway Capital

# Local

**Table 2. Local Source Revenue Projections (2021-2040)**

Revenue Source (2021-2040)	Total (Millions of Dollars)	Typical Uses
<u>Fuel Taxes</u>		
1 <sup>st</sup> Local Option Fuel Tax (6 cents)	\$88.26	Operations and Maintenance
2 <sup>nd</sup> Local Option Fuel Tax (5 cents)	\$66.19	Capital <sup>(1)</sup>
9 <sup>th</sup> Cent (1 cent)	\$17.79	Operations and Maintenance
Constitutional (2 cents)	\$39.42	Operations and Maintenance
County (1 cent)	\$17.79	Operations and Maintenance
<u>Impact Fees</u>	\$62.00	Capital <sup>(1)</sup>
<u>Transit</u>	\$13.50	Both Capital and Operations/Maintenance

<sup>(1)</sup> Only capital sources were used to estimate available local revenue for LRTP capacity projects.

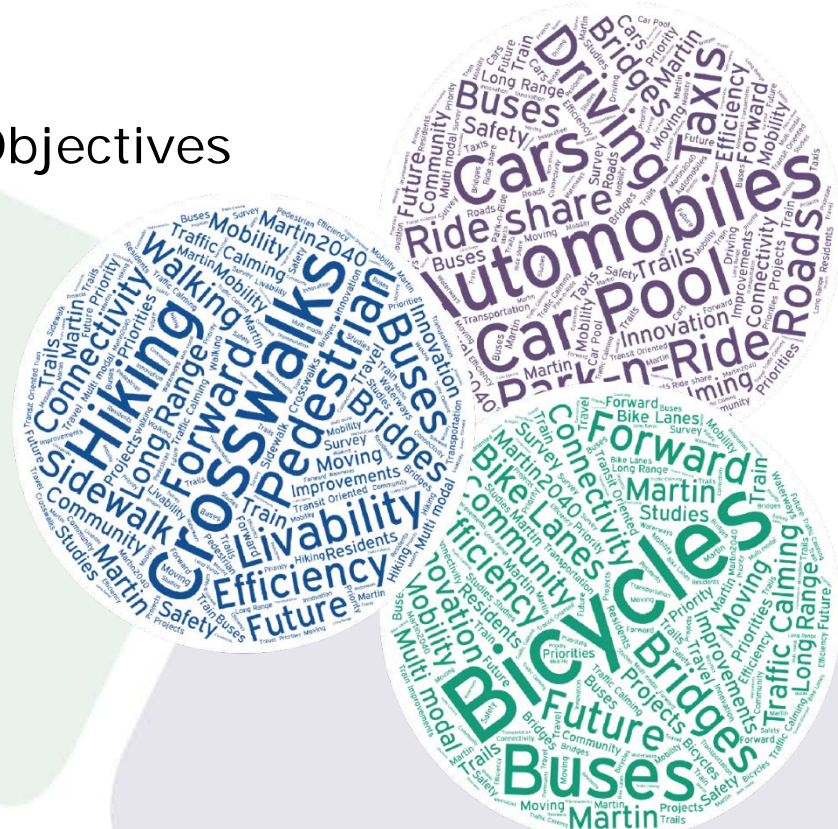
# Maintenance Funding Sources

Allocated Maintenance Funding Sources



- Needs Plan
- Prioritization based on Goals and Objectives
- Cost Estimates
- Revenue Projections

- 2021-2025
- 2026-2030
- 2031-2040





# U.S. 1 Corridor Retrofit Project

- An alternative to roadway widening
- Grid network of connecting streets using Traditional Neighborhood Design (TND)
- Continue to enhance traffic signal coordination and timing
- Bus priority treatments
- Improved intersection lighting
- Enhanced crosswalks and sidewalks

# On-Road Bicycle Facilities



**Standard Bike Lane**



**Enhanced Conflict Areas**



# On-Road Bicycle Facilities



**Buffered Bike Lane**



**Separated Bike Lane (Cycle Track)**

# Off-Road Bicycle/Pedestrian Facilities



**Shared Use Path Along Roadway**



**Greenway Trail**



# Pedestrian Facilities



**Sidewalks**



**Crosswalks**

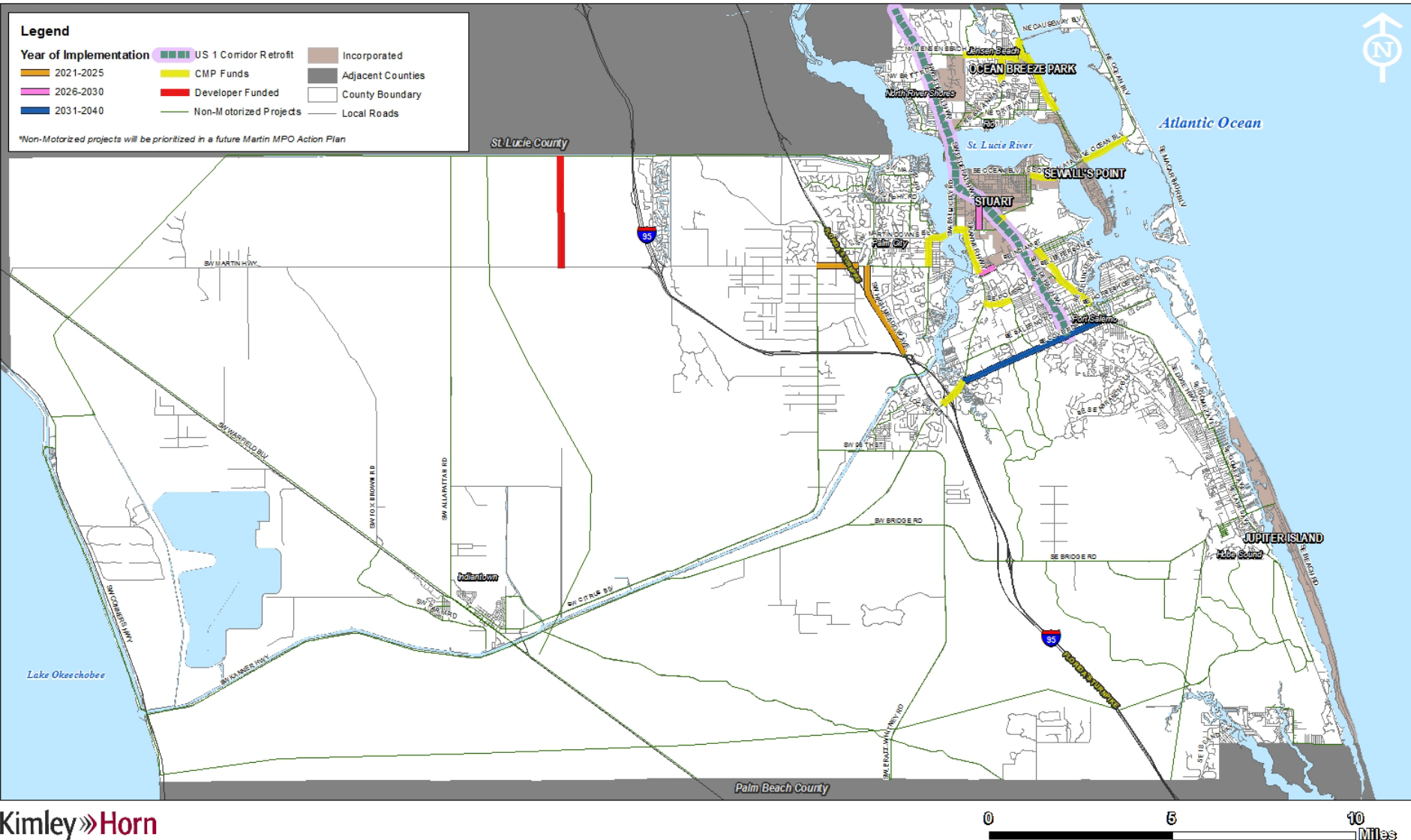
# Multimodal Cost Feasible Plan



Project	Description	Estimated Implementation Timeframe
US 1	Corridor Retrofit Project	2021-2040
Congestion Management Strategies / Livable Communities Initiative	CMP / LCI Funds	2021-2040
Bicycle and Pedestrian Facilities	Bicycle and Pedestrian Trails	2021-2040
Transit Projects	Transit	2021-2040
System Maintenance	Maintenance	2021-2040
SR 714 (Martin Hwy) from CR 76A (Citrus Blvd) to Martin Downs Boulevard	Widen from 2 lanes to 4 lanes	2021-2025
CR 713 (High Meadow Ave) from I-95 to CR 714 (Martin Hwy)	Widen from 2 lanes to 4 lanes	2021-2025
Indian St from SR 76 (Kanner Hwy) to Willoughby Boulevard	Widen from 4 lanes to 6 lanes	2026-2030
Willoughby Blvd from Monterey Road to SR 5 (US 1)	New 2-lane road	2026-2030
Cove Rd from SR 76 (Kanner Hwy) to US 1 <sup>(1)</sup>	Widen from 2 lanes to 4 lanes	2031-2040
Cove Rd from US 1 to CR A1A	Widen from 2 lanes to 4 lanes	2031-2040
Village Parkway Extension from Martin Highway to St. Lucie County	New 4-lane road	Developer Funded

<sup>(1)</sup> ROW and Design costs are included in the 2026-2030 planning timeframe.

# Multimodal Cost Feasible Plan







# Info Release

For immediate release:

Contact: Bonnie Landry 772-223-7983

MARTIN COUNTY

## **Martin MPO Seeks Public Input for Transportation Plan**

Stuart, FL – The Martin County Metropolitan Planning Organization (MPO) has announced the dates for a series of Open House Meetings to be held across the county. The purpose of these meetings is to give the public an opportunity to express their views on transportation choices, priorities and gain a better understanding of how this plan will define Martin County's future transportation needs.

**This is an opportunity for any and all members of the public to help guide the planning process around roads, bike lanes, sidewalks and more, all across Martin County. Your input will help connect communities, ease transportation challenges and make transportation safer for drivers, pedestrians and cyclists.**

The meetings are scheduled as follows:

- Wednesday, January 21 from 4:00 PM – 6:00 PM  
WOLF HIGH-TECHNOLOGY CENTER INDIAN RIVER STATE COLLEGE  
2400 SE Salerno Road, Stuart, FL 34997
- Wednesday, January 28 from 6:00 PM – 8:00 PM  
STUART CITY HALL  
121 SW Flagler Avenue, Stuart, FL 34994
- Wednesday, February 11 from 6:30 PM – 8:30 PM  
INDIANTOWN CIVIC CENTER  
15675 SW Osceola Street, Indiantown, FL 34956

The MPO has started developing the 2040 Long Range Transportation Plan (LRTP). Every five years, as required by federal law, the MPO works to update and improve the County's LRTP to ensure the needs of the community continue to be met in a cost effective manner. Input from the public is vital to a successful planning process, and the MPO staff will be making a concerted effort to connect with residents and businesses for feedback and suggestions throughout the planning process.

The Martin MPO works to coordinate the improvement of all facets of the transportation network in Martin County. This effort includes the monitoring and evaluation of existing conditions, the development of improvement strategies, the facilitation of meaningful public input, and the implementation of evaluated and funded strategies. For more information on the LRTP process, please visit the website at [www.martin2040.com](http://www.martin2040.com) or [blandry@martin.fl.us](mailto:blandry@martin.fl.us)





## The Martin MPO Wants to Hear from YOU!

- Drive a road that needs maintenance or widening?
- Walk a street that needs a sidewalk?
- Need traffic calming or crosswalks in your neighborhood?
- Know a busy road that needs a bike lane?
- Wish for better public transportation?
- Have other suggestions on transportation?

---

We want to make your voice heard  
as we work on Martin County's  
Long Range Transportation Plan  
to take us to the year 2040.

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Please visit  
[martin2040.com](http://martin2040.com)  
to take our  
short survey



## What is the MPO?

The Martin MPO works to coordinate the improvement of all facets of the transportation network in Martin County. This effort includes the monitoring and evaluation of existing conditions, the development of improvement strategies, the facilitation of meaningful public input, and the implementation of evaluated and funded strategies.

## What is the LRTP 2040?

Every five years, the Martin County Metropolitan Planning Organization (MPO) is required by federal law to review and update its transportation plan. The Long Range Transportation Plan (LRTP) 2040 details how Martin County's multimodal transportation system will evolve over the next 25 years.

By participating in the LRTP 2040 process, residents and business owners will help shape the future of transportation in Martin County.



## Appendix A-3

### Newsletter/Advertisement



## Veterans Bridge benefits area businesses, owners say

BY: Cynthia Washam

POSTED: 5:08 PM, Jan 9, 2015

UPDATED: 10:48 PM, Jan 9, 2015

TAG: martin county | our roads | shaping our future



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PICTURE BY ERIC HASERT

[SHOW CAPTION](#)



MARTIN COUNTY — Two years ago, cigar merchant Thomas Baral chose a storefront on Martin Highway, about a mile from the west end of the Veterans Memorial Bridge, for his second shop. The decision paid off.

He knew that customers who didn't want to search for parking near his downtown-Stuart shop could just cross the bridge and in minutes be at his Palm City store.

"People are finding this more convenient," said Baral, the owner of Smokin Premiums.

Baral banked on the Veterans Memorial Bridge — which opened Dec. 20, 2013 — to introduce people to then relatively quiet Martin Highway.

"I'm getting people from Okeechobee and Port St. Lucie," he said. "My business is so connected to the bridge being here."

The bridge also gives motorists from Stuart easy access to Florida's Turnpike via Martin Highway, Baral said. For Palm City residents, the bridge provides easy access to Interstate 95 via Kanner Highway.

Widening of Martin Highway from two lanes to four, a project now underway, will accommodate even more traffic.

Other merchants, on both sides of the bridge, also say it's been a boon for business.

"We saw it right away, soon as the bridge opened," said Connie Lackey, manager of Rorabeck's Plants & Produce on Indian Street, about a half-mile east of the bridge.

Business jumped 30 percent when the bridge opened, Lackey estimated. Many new customers are Palm City residents who would not have visited Rorabeck's when they drove the old Palm City Bridge back and forth to Stuart.

Service providers have seen a smaller increase in their clientele. Motorists might not stop on impulse to get a haircut or manicure, they say, but salon owners still feel they benefit from increased visibility.

"Some people come in and say, 'We went by and saw your shop,'" said Jackie Nguyen, manager of Euphoria Nails & Spa on Indian Street.

Patrice Loreda, assistant manager of Supercuts salon on Martin Highway, also believes business has picked up because of traffic from the bridge.

"We have people from Willoughby and The Crossings (east of the bridge) who wouldn't have come here before," she said. "Drive-by traffic makes a difference."

Restaurateur Joe DeRosa believes completion of the bridge played a part in success of his business in the past year. He's pleased with the 30 percent increase at his Casa Giuseppe's Italian Grill on Indian Street and thinks it's partially because of the bridge, but he isn't sure. Patrons don't normally tell him where they've come from.

"I can't judge," he said. "The bridge might be helping, but I really don't know."

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# Treasure Coast road planners want to hear from residents

**BY:** Keona Gardner

**POSTED:** 4:11 PM, Jan 19, 2015

**UPDATED:** 10:32 PM, Jan 19, 2015

**TAG:** [martin county \(/topic/martin+county\)](/topic/martin+county) | [indian river county \(/topic/indian+river+county\)](/topic/indian+river+county) | [our roads \(/topic/our+roads\)](/topic/our+roads) | [st lucie county \(/topic/st+lucie+county\)](/topic/st+lucie+county)

Where should sidewalks be built? Which streets and highways need to be widened?

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At stake is hundreds of millions of dollars in federal money to help pay for local road projects. Any project not listed in the plan cannot receive federal funding.

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Federal law requires counties every five years to update the plan, which details how much federal funding each county wants for roads, sidewalks, bridges and public transportation. Examples of past projects are Veterans Memorial Bridge connecting Stuart and Palm City; and U.S. 1 widening at the Indian River/St. Lucie county line.

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“We want them to tell us what are the priorities in their community.”

**IF YOU GO****Martin County**

4-6 p.m. Wednesday

Indian River State College Wolf High Technology Center, 2400 S.E. Salerno Road,  
Stuart

6-8 p.m. Jan. 28

Stuart City Hall, 121 S.W. Flagler Ave.

6:30-8:30 p.m. Feb. 11

Indiantown Civic Center, 15675 S.W. Osceola St.

**Indian River County:**

Tentatively scheduled for June but no dates have been set.

**St. Lucie County:**

March or April. No dates have been set.

*Source: Indian River and Martin metropolitan planning organizations, St. Lucie  
Transportation Planning Organization*

[Click here to take the poll \(http://poll.fm/541ou\)](http://poll.fm/541ou)

**What do you think is the top  
transportation issue?**

- ☐ Not enough sidewalks
- ☐ Cut-through traffic in residential streets
- ☐ Roadway congestion
- ☐ Lack of efficient roadway connectivity
- ☐ Not enough public transportation options

Other

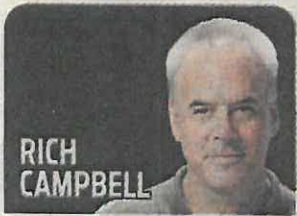




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RICH CAMPBELL

COLUMNIST

## State falls short on All Aboard Florida

Fear not, Treasure Coast residents concerned about the potential impacts from All Aboard Florida.

State officials have got your back.

Or not.

Nothing gets past these folks.

Like a major project. Or a fixed deadline.

For several years, state officials have known about All Aboard Florida's plan to begin shuttling 32 daily passenger train trips between Miami and Orlando in early 2017.

Fast trains swooshing up and down the east coast of Florida? Yeah, we've heard something about that.



The Federal Railroad Administration, which is overseeing the project, set a Dec. 3, 2014, deadline for all comments on the draft environmental impact statement.

Deadlines can be such a hassle!

The administration received more than 12,000 comments — many of them from Treasure Coast residents — by the deadline.

Sheesh! What are all these people so worked up about?!

The deadline came and went, but the administration received no official response from the state.

Dec. 3? Of 2014? Are you sure? Somehow we failed to put that date on our calendar.

Seven weeks after the deadline, the state still hasn't submitted comments on the

See CAMPBELL, 3A

74°/54°  
Rain: 20%  
Page 6C

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# Obama, GOP clash before speech

■ Divisions remain stark going into Tuesday's address

By Matt Fuller  
and Humberto Sanchez  
Tribune News Service

WASHINGTON — A revitalized President Barack Obama and newly empowered Republican leaders are heading into Tuesday's State

## ANALYSIS

of the Union address on a collision course. At their joint retreat in Hershey, Pennsylvania, Republicans — fresh off triumphant midterm elections — said they are looking for the president to become a legislating partner — even as they promise bold, or even quixotic, clashes with Obama.

But Obama has been on the offense, pushing a bolder agenda while raining down veto threats

## HAVE YOUR SAY

Want to weigh in on President Obama's speech 9 p.m. Tuesday? Chat on Twitter with Opinion Editor Eve Samples by adding #tcopinion to your tweets.

on the new Congress. And even if many of his initiatives seem destined to become legislative cannon fodder, his pen-and-phone agenda has been in hyperdrive, most notably with his temporary

executive amnesty for millions of immigrants.

Obama's poll numbers have been buoyed in recent weeks amid signs of an improving economy, with the president looking to build momentum heading into what he calls the "fourth quarter" of his presidency.

"America's resurgence is real. Our job now is to make sure that every American feels that they're a part of our country's comeback," he said in his radio address

See UNION, 8A

## MLK GRAND PARADE

# 'Living the dream'



"I'm proud to be living the dream. Now, I can do things without being judged on how I look," said Maya Brown (center), 17, who performed Monday with fellow Fort Pierce Central High School color guard members Destiny Slater (left), 15, and Tenaj Dobson (right), 15, during the MLK Grand Parade in Fort Pierce. Fort Pierce has held a celebration for 31 years. To see more photos, go to [TCPalm.com](http://TCPalm.com).

Story and photos by Molly Bartels  
[molly.bartels@tcpalm.com](mailto:molly.bartels@tcpalm.com) | 772-223-4734

Children peered wide-eyed through their backyard fences as thundering drums and deep tubas pierced the morning calm. A cacophony of marching music filled their Avenue I neighborhood as St. Lucie County high school bands filtered in from several side streets to warm up before the MLK Grand Parade on Monday in Fort Pierce. Many residential areas along 25th Street/Martin Luther King Jr. Boulevard played host to floats, bands and performing arts groups waiting to enter the parade.

"We're overjoyed with the number of community members that support the Martin Luther King event each year. We always have a large turnout," said Dianne Williams, general chairperson for the Dr. Martin Luther King Jr. Commemorative Committee of St. Lucie County.

Hundreds of people, many from nearby neighborhoods, lined the parade route to celebrate the life and legacy of King. This year's theme was "It Takes Teamwork to Make the Dream Work."

There were more than 100 parade entries, with many anticipating the performances by local high school bands and color guards.

Mya Weathers, 15, a sophomore cheerleader at Lincoln Park Academy, high-fived a line of children as the band passed.

"Martin Luther King is my hero," she said. "He stood for equality. When I'm out here, I try to get everyone involved in his spirit."

After the parade, the celebration continued during Festival in the Park at Lawnwood Stadium,



Crowds line 25th Street/Martin Luther King Jr. Boulevard on Monday to watch the MLK Grand Parade.

The volunteer-run Commemorative Committee plans the parade and festival. "And tomorrow we



## Planners seeking input on roads

By Keona Gardner  
[keona.gardner@tcpalm.com](mailto:keona.gardner@tcpalm.com)  
772-221-4206

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See ROADS, 3A

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Indiantown Civic Center, 15675 S.W. Osceola St.

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Tentatively scheduled for June, but no dates have been set.

### ST. LUCIE COUNTY

March and April. No dates have been set.

Sources: Indian River and Martin county metropolitan planning organizations, St. Lucie Transportation Planning



## FROM 1A

### ROADS from 1A

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The Veterans Memorial Bridge (front) is seen near the older Palm City Bridge on Dec. 10, 2014. Both bridges cross the South Fork of the St. Lucie River, linking Palm City (left) to Stuart.

FILE PHOTO

Martin Metropolitan Planning Organization Administrator Beth Beltran said.

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the final lists is expected in mid-December.

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### CAMPBELL from 1A

environmental impact statement.

We had every intention of submitting something, but you know how busy the holidays can be.

Thankfully, the Florida Department of Environmental Protection, which is coordinating the state's response, is still "reviewing" All Aboard Florida's environmental impact statement, according to DEP spokeswoman Dee Ann Miller.

We may be asleep at the switch, but at least we're still working on the project. Comments on the All Aboard Florida environmental impact statement from the state Departments of Transportation, Fish and Wildlife and Environmental Protection could be discarded due to the missed deadline.

Oh well, we'll try harder the next time.

There may not be a next time for Treasure Coast

residents concerned about the multiple potential impacts from All Aboard Florida: delays at train crossings and railroad bridges; noise and vibration; public safety; costs to local governments and other issues that could make this project a lose-lose proposition for Treasure Coast residents.

There are no train stops planned for our region.

The next environmental impact statement issued by the Federal Railroad Administration will be "final," denoting there is nothing that can be done

to alter the disagreeable aspects of the project.

Come to think of it, "nothing" summarizes the help Treasure Coast residents received from state officials with respect to the environmental impact statement.

That's a little harsh, don't you think? Not!

Rich Campbell is the Shaping Our Future columnist for Scripps Treasure Coast Newspapers. This column reflects his opinion. Contact him at 772-221-4207 or rich.campbell@tcpalm.com. Twitter: @RCampbellmc58

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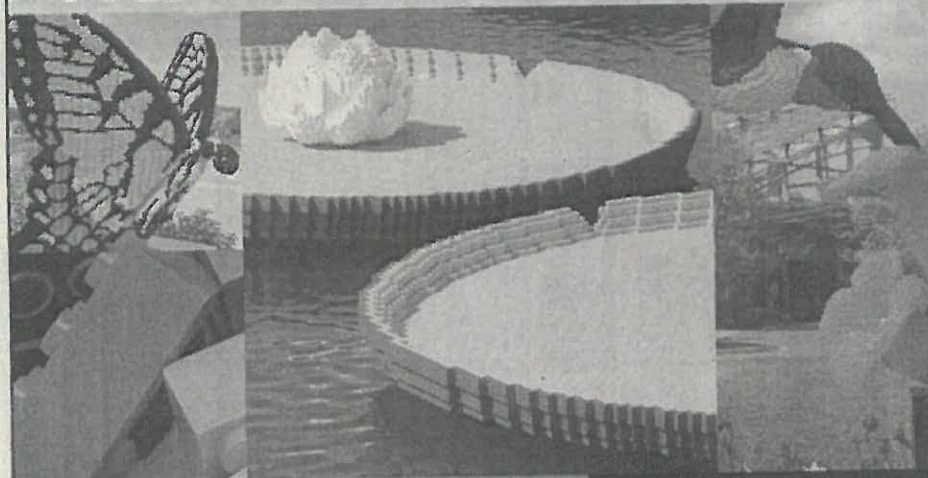
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# Open house draws input on future of Martin County's roads, transportation

**BY:** Lisa Broadt

**POSTED:** 8:46 PM, Jan 21, 2015

**UPDATED:** 8:57 PM, Jan 21, 2015

**TAG:** [martin county \(/topic/martin+county/\)](/topic/martin+county/) | [our growth and development \(/topic/our+growth+and+development/\)](/topic/our+growth+and+development/) | [shaping our future \(/topic/shaping+our+future/\)](/topic/shaping+our+future/)

HOBE SOUND — The Martin Metropolitan Planning Organization wants to know where you go, how you get there and what could make your trip better.

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"It's not the planners' plan, it's the people's plan," Senior Planner Bonnie Landry said Wednesday. "We want input."

MORE | [Treasure Coast road planners want to hear from residents \(http://www.tcpalm.com/franchise/shaping-our-future/our-roads/road-planners-wants-to-hear-from-you\\_55060029\)](http://www.tcpalm.com/franchise/shaping-our-future/our-roads/road-planners-wants-to-hear-from-you_55060029)

To foster involvement at the event, the planning organization provided interactive activities.

At tables around the room, attendees could invest play money in different transportation programs, an exercise that helps the planning organization identify the public's priorities, Landry said.

Attendees also could place stickers showing their home, work and frequently visited locations on a Martin County map, giving planners a better understanding of transportation patterns, Landry said. Participants also added their transportation ideas to a digital, interactive map.

Every five years, the planning organization is required by federal law to review and update its transportation plan.

The 2040 plan details how Martin County's transportation system will evolve over the next 25 years.

Public input will help create a vision, develop goals and identify needs, Landry said.

"You start with a plan, then you work with (the Florida Department of Transportation) to get funding," she said. "But you can't do the funding portion without a plan, and you can't have a plan without public input."

Understanding the county's non-roads priorities — such as sidewalks, bike lanes, waterways and public transportation — is of particular interest to the planning agency, said Stewart Robertson, an engineer with consultant Kimley-Horn and Associates.

The county already has implemented some of these transportation alternatives — the Treasure Coast Loop, a bike trail that connects northern Martin County to southern St. Lucie County, for example — but there's still more to be done, Robertson said..

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A survey conducted during the open house painted a picture of Martin County as an area with a strong preference for driving alone.

Eighty-seven percent of attendees said they drove to the meeting in a car, by themselves, and no respondents said they used public transit — though about half of the group said public transit is not available in their neighborhood.

Wednesday's meeting at the Wolf High-Technology Center at Indian River State College was the first of three meetings to be held throughout the county. The planning agency will also hold meetings from 6-8 p.m. Jan. 28 at Stuart City Hall, 121 S.W. Flagler Ave., Stuart; and from 6-8 p.m. Feb. 11, at the Indiantown Civic Center, 15675 S.W. Osceola St., Indiantown.

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**PRESIDENT AND PUBLISHER**  
Bob Brunjes • 221-4273  
[bob.brunjes@tcpalm.com](mailto:bob.brunjes@tcpalm.com)

**EDITOR**  
Mark Tomasik • 221-4204  
[mark.tomasik@tcpalm.com](mailto:mark.tomasik@tcpalm.com)

**MANAGING EDITOR**  
Adam Neal • 978-2319  
[adam.neal@tcpalm.com](mailto:adam.neal@tcpalm.com)

**EDITORIALS, LETTERS TO EDITOR**  
Eve Samples • 221-4217  
[eve.samples@tcpalm.com](mailto:eve.samples@tcpalm.com)

**SPORTS**  
Mike Graham • 692-8987  
[mike.graham@tcpalm.com](mailto:mike.graham@tcpalm.com)

**PHOTOGRAPHY, VIDEO**  
Kelly Rogers • 223-4754  
[kelly.rogers@tcpalm.com](mailto:kelly.rogers@tcpalm.com)

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## MARTIN COUNTY



XAVIER MASCARENAS/TREASURE COAST NEWSPAPERS

Kimley-Horn and Associates transportation analyst Lisa Juan watches Hobe Sound's Karen Kerwin (left) and Port Salerno's Ellen Asselin (right) place stickers on maps of Martin County during the Martin Metropolitan Planning Organization's open house Wednesday at Indian River State College's Chastain Campus in Stuart.

## Your traffic habits help formulate plan

By Lisa Broadt  
[lisa.broadt@tcpalm.com](mailto:lisa.broadt@tcpalm.com)  
772-221-4128



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A survey conducted during the open house painted a picture of Martin County as an area with a strong preference for driving alone.

Eighty-seven percent of attendees said they drove to the meeting in a car, by themselves, and no respondents said they used public transit — though about half said public transit is not available in their neighborhood.

Wednesday's meeting at the Wolf High-Technology Center at Indian River State College was the first of three meetings. Others are: from 6-8 p.m. Jan. 28 at Stuart City Hall, 121 S.W. Flagler Ave., Stuart; and from 6-8 p.m. Feb. 11, at the Indiantown Civic Center, 15675 S.W. Osceola St., Indiantown.

### Felony Arrests

- Todd Golden, 44, 300 block of Prina Vista Boulevard, Port St. Lucie, solicitation to sell a controlled substance.
- Gabriel Jodzio, 19, 200 block of Edgewood Drive, Stuart, tampering with evidence; possession of marijuana; possession of drug equipment.
- Natasha Justiniano, 22, 5500 block of 45th Avenue, Stuart, grand theft.
- Andres Garcia-Perez, 40, Indiantown, lewd and lascivious molestation of a child.

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### Reader Snapshot

## Redeemer Lutheran Church and School

Open House



TCPalm.com

Sunday, January 25, 2015

\$2.00



**RICH CAMPBELL**

COLUMNIST

## Here's your chance to do something about traffic

In 25 years I will be — gulp! — 81 years old.

Where will I be in 2040? "Dead" is a possibility. So is playing with the great-grandchildren, residing in a nursing home or sitting at this same desk writing columns on growth- and transportation-related issues on the Treasure Coast.

The point is, it's difficult to contemplate things that are 25 years out — and even harder to plan for potential outcomes that have so many variables.

Now imagine if I were operating under a federal mandate to plan the next 25 years of my life — and my plan needed to be updated every five years. To complete my plan, I need to get input from others.



OK, my personal scenario is far-fetched. However, it is analogous to the challenges confronting the Martin Metropolitan Planning Organization, which is in the preliminary stages of updating the county's federally mandated 25-year long-range transportation plan (Martin2040.com).

"We have a finite amount of money to spend (on transportation projects)," said Martin MPO Administrator Beth Beltran. "How do you want us to spend it?"

The answer to this question — from residents — will help shape the future of transportation in Martin County.

If you are a motorist, bicyclist or pedestrian who travels on or along roads and highways in Stuart, Hobe Sound and Indiantown — and all points in between, or beyond to the county line — then you have a vested interest in helping to craft the long-range plan.

The planning agency will be hosting additional meetings at Stuart City Hall (6 to 8 p.m. Wednesday) and the Indiantown Civic Center (6 to 8 p.m. Feb. 11).

However, receiving input from residents on projects that may (or may not) be completed a quarter-century from now is no easy task. Just getting residents to meetings is a challenge.

See CAMPBELL, 11A



Water from Lake Okeechobee (right) is released Jan. 21 from the C-44 Canal at the St. Lucie Lock and Dam before flowing into the St. Lucie River.

## Taking charge of discharges

■ Treasure Coast residents' 'passion' helps sway Army Corps' release decisions



PHOTOS BY ERIC HASERT/TREASURE COAST NEWSPAPERS

Lake Okeechobee at Canal Point in Palm Beach County.

The Army Corps of Engineers uses five official criteria to determine if they will release Lake Okeechobee's polluted freshwater into the St. Lucie River and Indian River Lagoon to prevent a levee breach. Thanks in large part to the outcry over the devastating 2013 discharges, a sixth — and unofficial — criterion has gained more weight: public opinion.

More than ever before, what the Corps should do in the Treasure Coast's best interest sometimes prevails over what it can do under federal regulations, according to some local environmentalists who take part in the decision-making process.

Environmental damage to local waterways is now part of the complex set of variable factors — including lake level, weather forecasts and amount of water flowing into the lake — the Corps ponders to decide if, when and how much water to release.

Want proof? The Corps could have sent more than 750 million gallons of water a day to the estuary during most of the 2014 rainy season, but it didn't send one drop.

Corps spokesman John Campbell agreed the Jacksonville headquarters' brass

was "certainly impressed by the passion" of Treasure Coast residents who protested against the discharges, but said it would be difficult to quantify how much the 2013 public outcry affected 2014 decision-making.

"I can't say that everybody

got in a room and said, 'We can't upset the people on the East Coast,'" Campbell said, "but after 2013, the decision was made not to release water to the east as long as we could avoid it."

See DISCHARGES, 7A



**TYLER TREADWAY**

ANALYSIS



**OUR INDIAN RIVER LAGOON**

### INSIDE

How does the Army Corps of Engineers arrive at decisions on whether to discharge water to the St. Lucie River? See the top five criteria they consider. 7A

## There's still hope for Port St. Lucie's Tradition Center of Innovation

PORT ST. LUCIE — This cash-strapped city can't afford to just cut a check to lure biotech companies to the Tradition Center for Innovation, so it must get creative for the area to ever blossom into the expansive research cluster city officials first envisioned nearly a decade ago, industry experts said.

Just because the city — which is nearly \$1 billion in debt from the extension



**NICOLE RODRIGUEZ**

ANALYSIS

big incentive package to Torrey Pines Institute for Molecular Studies — can't hand out handsome



120-acre research park is doomed, said George Goodno, communications director for Biotechnology Industry Organization, the world's largest trade association representing biotechnology companies.



ERIC HASERT/TREASURE COAST NEWSPAPERS

Torrey Pines Institute for Molecular Studies (front left) is



## MARTIN COUNTY

### Briefly

#### STUART

### Man out of hospital after being run over

Police detectives are continuing to investigate a Friday night incident in which a 46-year-old woman drove a vehicle over her 41-year-old husband, said Stuart police spokesman

Officer Brian Bossio.

Officers went to Plantation Plaza, home to Stuart Bowl, at Southeast U.S. 1 and Southeast Harper Street just before 9 p.m. after they got a call about a man who was hit and under a vehicle in the parking lot, Bossio said.

The man was taken Friday night to Lawnwood

Regional Medical Center & Heart Institute in Fort Pierce, but he had been released from the hospital as of Saturday morning, Bossio said.

The cause of the incident is unknown as it remained under investigation Saturday.

Staff report

### CAMPBELL from 1A

Only about a dozen people attended the inaugural open house the MPO hosted last Wednesday at the Wolf High-Technology Center at Indian River State College south of Stuart.

Here's why you should care and actively participate in the transportation planning process:

**1. Change is coming.** Over the next 25 years, Martin County's population is projected to increase from 142,400 today to 183,500 in 2040.

Adding tens of thousands of vehicles to the county's roads and highways is going to create potential gridlock and bottlenecks in some areas. The trick is anticipating, now, where the additional people on our roads will be living and commuting to work.

Information provided by attendees at the MPO's public meetings and through travel surveys helps to establish commuting patterns — and enables transportation officials to anticipate changes.

**2. Your input has short-term ramifications.** While it's difficult to muster much enthusiasm for a plan that won't unfold until 2040, Beltran told me the MPO's five-year plan "is updated based on priorities identified in the 25-year plan."

In other words, projects

Martin County residents have demonstrated they care — greatly — about transportation-related issues.

slated for the next five years can be re-prioritized depending on the formation of the 2040 plan.

**3. Waterways are now part of the county's transportation plan.** Surprisingly, given the importance of Martin County's waterways to our economy and recreational interests, waterways have not been included heretofore in our formal transportation plans. This is a "forgotten mode of transportation," according to Beltran, that is now a part of the planning process.

Martin County residents have demonstrated they care — greatly — about transportation-related issues. More than 800 of you attended the meeting on All Aboard Florida in October hosted by the Federal Railroad

Administration at the Kane Center.

Long-range planning doesn't evoke the same visceral response as All Aboard Florida. But it is important, nonetheless.

Humorist Mark Twain said, "Everyone complains about the weather, but no one does anything about it."

It's the same with traffic and other transportation-related issues. We're quick to bemoan the delays we experience on roads and highways, but we neglect opportunities to actually do something about it.

This is your chance.

Rich Campbell is the Shaping Our Future columnist for Scripps Treasure Coast Newspapers. This column reflects his opinion. Contact him at 772-221-4207 or rich.campbell@tcpalm.com.

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## Quick Read



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Page 14B

## FORMER VP IN VERO BEACH

Watch for our coverage of former Vice President Dick Cheney and his daughter, Liz, a former State Department deputy assistant secretary, as they appear **MONDAY** at The Riverside Theatre, 3250 Riverside Park Drive, Vero Beach, as part of the theater's Distinguished Lecturer Series. The two will discuss current national and international events at 4 and 6 p.m. Tickets: \$60-\$85; information: 772-231-6990; [www.riversidelecturerseries.com](http://www.riversidelecturerseries.com).

## SPEAK UP

Martin County residents will have a chance to help planners craft the county's long-range transportation plan when the Metropolitan Planning Organization holds a meeting from 6 to 8 p.m. **WEDNESDAY** in Stuart City Hall, 121 S.W. Flagler Ave. If you can't make it to the meeting, the MPO will have another from 6 to 8 p.m. Feb. 11 at the Indiantown Civic Center.



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## ANALYSIS

# GOP decries 'defiant' president

■ Now in control of Congress, Republicans seek bipartisanship

By David Espo  
Associated Press

WASHINGTON — Winners by far in fall's elections, Republicans now demand bipartisanship from President Barack Obama as their due and the voters' desire.

They saw things far differently when the political fortunes were reversed six years ago.



John  
Boehner



Mitch  
McConnell

Then, with the president newly in office and the economy cratering,

minority Republicans overwhelmingly opposed Obama's stimulus legislation and voted unanimously against the health care overhaul for which he had campaigned.

"We can't buy prosperity with more and more government spending," Rep. John Boehner, then the Republican leader and now the speaker, said as Obama and Democrats

pressed for both tax cuts and budget increases to revive an economy shedding jobs at an alarming rate.

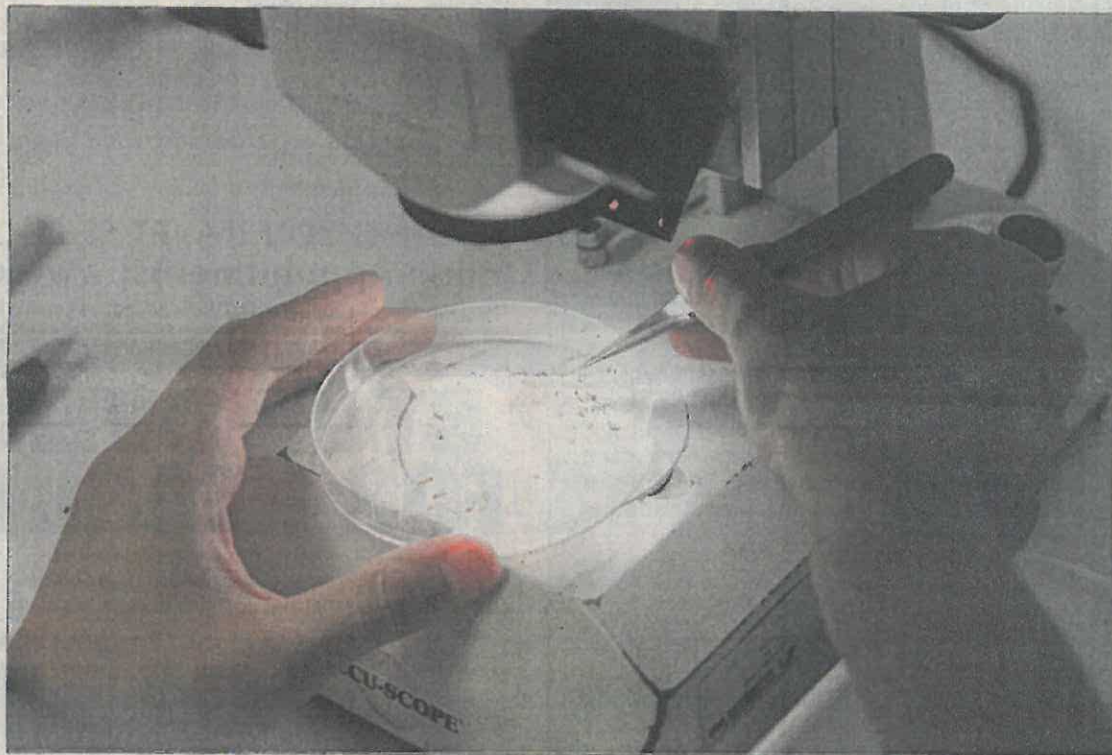
As for health care, then-Senate Minority Leader Mitch McConnell, R-Ky., said, "I think that, for virtually every Republican, a government plan is a non-starter." He worked effectively behind the scenes for months to prevent any defections from his rank

and file that might produce a semblance of bipartisanship.

At the time, with Democrats in charge of the government, Republicans had no purely political stake in a quick recovery from the worst economic meltdown in more than half a century, much less in helping Obama achieve a top

See GOP, A11

# MOSQUITOES versus MOSQUITOES



PHOTOS BY THE ASSOCIATED PRESS

Brittany Mariscal, an entomological technician with the Florida Keys Mosquito Control District, sorts and counts dead captured mosquitoes under a microscope in Key West. Millions of genetically modified mosquitoes could be released in the Keys if researchers win approval to use the bugs to curb dengue and chikungunya.

## ■ Genetically modified insects could be released to battle disease, but should they?

By Jennifer Kay  
Associated Press

KEY WEST — Millions of genetically modified mosquitoes could be released in the Florida Keys if British researchers win approval to use the bugs against two extremely painful viral diseases.

Never before have insects with modified DNA come so close to being set loose in a residential U.S. neighborhood.

"This is essentially using a mosquito as a drug to cure disease," said Michael Doyle, executive director of the Florida Keys Mosquito Control District,



This photo made available by British biotech firm Oxitec shows a genetically modified *Aedes aegypti* mosquito in its U.K. lab.

Dengue and chikungunya are growing threats in the U.S., but some people are more frightened at the thought of being bitten by a genetically modified

Even potential boosters say those responsible must do more to show that benefits outweigh the risks of breeding modified insects that could bite people.

"I think the science is fine — they definitely can kill mosquitoes — but the GMO issue still sticks as something of a thorny issue for the general public," said Phil Lounibos, who studies mosquito control at the Florida Medical Entomology Laboratory.

Mosquito controllers say they're running out of options. With climate change and globalization spreading tropical diseases farther from the equator,

## Winter storm could be 'historic'

■ Northeast in crosshairs

By Verena Dobnik  
Associated Press

NEW YORK — A "potentially historic" storm could dump 2 to 3 feet of snow from northern New Jersey to southern Maine starting Monday, crippling a region that has largely been spared so far this winter, the National Weather Service said.

A blizzard warning was issued for a 250-mile stretch of the Northeast, including New York and Boston, and the weather service said the massive storm would bring heavy snow, powerful winds and widespread coastal flooding starting Monday and through Tuesday.

"This could be a storm the likes of which we have never seen before," said New York City Mayor Bill de Blasio at a news conference Sunday.

De Blasio held up a piece of paper showing the city's top 10 snowstorms and said this one could land at the top of a list that goes back to 1872, including the 26.9 inches that fell in 2006. "Don't underestimate this storm. Prepare

See STORM, A10



THE ASSOCIATED PRESS

People brace themselves against the cold Sunday in



# Opinion

## Our view

### Confronting our angst

#### ■ Stop fuming, start sharing ideas to improve transportation

Each of us has at least one pet peeve when it comes to navigating the Treasure Coast.

Some of us have dozens.

How about that interminably long traffic signal you encounter every day during your ride to work or school?



Or the places in your community where you have to walk in the street or on the shoulder because the sidewalk ends abruptly?

Or the absence of bike paths, adequate signs or dependable public transportation?

Motorists aren't the only source of frustration we confront moving from Point A to Point B. Shortcomings in the transportation system also engender feelings of angst and undermine our quality of life.

If you're tired of encountering the same problems again and again on Treasure Coast roads and highways, do something about it!

Every five years, transportation planners in Indian River, Martin and St. Lucie counties come out of their seeming hibernation and invade our communities — hosting meetings to solicit input from their most important stakeholders: YOU.

Members of the public will have multiple opportunities during the coming months to shape the future of transportation in their communities.

The final product will be the creation of county-specific, long-range transportation plans, as well as updates to each county's five-year plan.

"We don't have any preconceived ideas about what the public wants," said Peter Buchwald, executive director of the St. Lucie Transportation Planning Organization. "We want them to tell us what are the priorities in their community."

Historically, public participation in the long-range transportation planning process has been poor.

Only about a dozen people attended the Martin County MPO's inaugural public meeting last week.

One solution may be expanding the use of social media. In addition to public meetings and their respective websites, some transportation planners have launched a social-media presence to inform residents and garner input. Officials in Martin and St. Lucie have created Facebook pages to broaden their reach.

Martin officials also are using interactive activities at their public meetings to engage attendees. For example, each attendee is given a clicker and asked to vote on a series of questions designed to help identify transportation priorities. The real-time results are displayed after each questions, giving residents and officials a snapshot of the public's priorities.

The next few months are critical if you want to influence the future of transportation in our region.

County planners are listening. Whether they receive any input is up to you.

## Rearview

### FLORIDA

In 1865, the 34th U.S. Colored Troop was transferred to Florida.

### ELSEWHERE

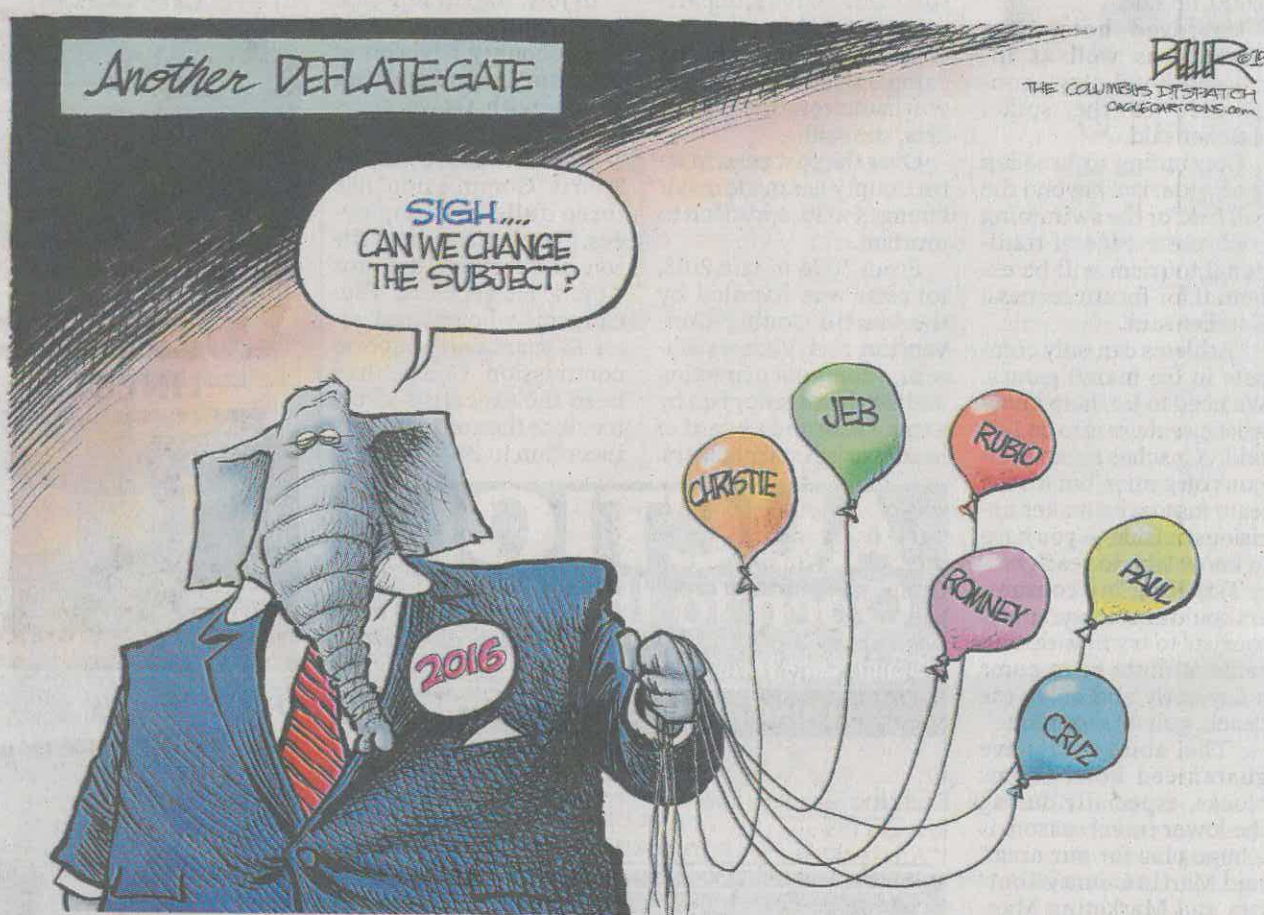
In 1861, Kansas became the 34th state of the Union.

In 1926, the first industrial

including Ty Cobb and Babe Ruth, were named in Cooperstown, New York.

In 1975, a bomb exploded inside the U.S. State Department in Washington, causing considerable damage, but injuring no one. The radical group Weathermen had

## DRAWING BOARD 2016 GOP PRESIDENTIAL HOPEFULS



NATE BEELER/THE COLUMBUS (OHIO) DISPATCH

## YOUR VIEW

### LOCAL ENVIRONMENT

Katy Lewey, Port St. Lucie

### Please protect preserve, lagoon

As the founder of the River Kidz of St. Lucie County, a member of the Rivers Coalition and just recently a member of the Conservation Alliance of St. Lucie County, I want to discuss two very critical topics.

First, having lived in Port St. Lucie my entire life, I have watched the city grow. Yes, even at my age, it's noticeable. With growth comes infrastructure upgrades. The Crosstown Bridge is very much needed. Rush hour is a nightmare. However, the IC route plants the bridge right through Halpatiokee Nature Trails, some of the purest, untouched beauty you will ever encounter.

I encourage the public to take a walk or stroll sometime in this very magical place. Of course it is a wetland, so come prepared.

We need a bridge, yes. We don't need a bridge built through a natural preserve. I'm urging the public to get involved.

This is one of the costliest routes proposed. There are many other great routes that would suffice.

Now, regarding our beloved lagoon: We urge residents all along the lagoon to write to your state representatives. Impress on them the importance of a flow way south.

More than 70 percent of voters supported Amendment 1. We have the money to begin the process. Get in touch with the stakeholders (governor, Army Corps of Engineers, South Florida Water Management, etc.) and urge them to buy the land south of Lake Okeechobee.

When a house begins to fall apart, we do repairs or move. The environment needs us. The animals need us. Our children need us. This place isn't yours or mine. It belongs to our children. Do this for them. Help me protect their future.

### ALL ABOARD FLORIDA

Bob Webster, Vero Beach

### Specious claims, hyperbole stir fear

double their lengths.

Trains have not increased over the past year. Currently 14 daily trains run (only seven on weekends) mostly at night. While the environmental impact statement for AAF anticipates an increase to 20 trains, that estimate is solely dependent on improved business and still less than the 24 daily trains FEC ran in 2006.

I also learned the FEC recently purchased new locomotives with newer horns and that the average train length is 8,600 feet (1.6 miles), though holiday shipping demands temporarily increased some train lengths.

The good news for Ream is that, thanks to AAF, we can have quiet zones at nominal cost. No more freight or passenger train horns. If we do not get quiet zones, Ream can place the blame squarely on our disinterested County Commission.

The nearby FEC railroad didn't deter Ream or many others from moving here. As homebuyers, it is our responsibility to anticipate the impact of future change.

The FEC railroad has been an integral part of our state and local economy for more than a century. It serves businesses in Treasure Coast and other counties along its route, creating jobs and transporting goods demanded by our community.

It is unreasonable to expect a major freight railroad to relocate on the basis of Ream's objections.

Dick Sievinen, Stuart

### Be honest about use of federal money

We loosely bandy around the word socialism, as a welfare term, and to explain what is viewed as misappropriation of government dollars. Yet All Aboard Florida has received millions of dollars from the federal government in the past three years. This smacks of corporate welfare and flies in the face of AAF's announcement that it would be the country's first privately owned, operated and maintained \$2.25 billion passenger rail system.

At its public unveiling in 2012, AAF insisted that it would not accept government payments, grants or subsidies. President P. Michael Reininger readily admits that since the planning process started in December 2011, they have spent ap-

the Treasure Coast with dog and pony shows. They sprinkled a little magic dust on their audiences expecting to charm them into a consensus.

AAF officials contend that private financing is why the company is not required to open some of its records, both to the news media and to other government agencies. To date, the boys from Disney have been a dishonest broker of information. Do you expect someone who hasn't been forthright with the public in the beginning is going to deal honestly should there be accidents or questions concerning safety issues?

AAF officials' manifested behavior is to deny and to stonewall the public. This has been an exercise in hypocrisy.

### REACTIONS AND REBUTTALS

Mark Voyce, Vero Beach

### Malkin, fossil fuels, Fox News, rail safety

A few rebuttals to recent letters: To all the haters of Michelle Malkin: Why don't you just stop reading her columns, instead of showing us your bigotry? She is one of this country's best young journalists. She is a hardworking mother who comes from hardworking parents.

One letter actually said Malkin didn't like brown-skinned people. She is a brown-skinned person. How ashamed that letter-writer should be.

Another letter was about the evil of oil — listing many oil spills. But, have you seen our gulf lately? I have. It certainly isn't 100 percent back, but it's pretty darn close.

The United States will be a net exporter of oil in three to five years, and could be a net exporter of natural gas if we got the infrastructure started. Imagine that.

Remember the naysayers to "Drill, baby, drill"? (Our president comes to mind). They kept saying drilling here would take 10 years to produce one drop of oil, and it wouldn't help bring down the price of gas. Duh. Oil and natural gas will be our major energy sources for at least the next 50 years.

Meanwhile, a letter complains about how Fox News says that Islamic organizations aren't speaking out on the Islamic terrorists.





# The Stuart News

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Thursday, January 29, 2015

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## Our view

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SHAPING  
OUR FUTURE

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Members of the public will have multiple opportunities during the coming months to shape the future of transportation in their communities.

#### LEARN MORE

Each Treasure Coast county has its own long-range transportation planning website that contains information on the process, meeting schedules and other resources:

**Indian River:** [irmpo.com/LRTP](http://irmpo.com/LRTP)

**Martin:** [Martin2040.com](http://Martin2040.com)

**St. Lucie:** [Go2040stlucie.com](http://Go2040stlucie.com)

The final product will be the creation of county-specific, long-range transportation plans, as well as updates to each county's five-year plan.

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The next few months are critical if you want to influence the future of transportation in our region. County planners are listening. Whether they receive any input is up to you.



Are cars speeding through your neighborhood?

Wish there were bike lanes on busy roads?

Need a sidewalk on your street?

Please Join Us  
 Wednesday, Feb 11th  
 6:30PM to 8:30PM  
 Indiantown Civic Center  
 15675 SW Osceola Street, Indiantown

Martin Metropolitan Planning Organization (MPO) will be talking with residents to learn what they need in the way of sidewalks, bike lanes, trails, and roads in Indiantown, immediately following the Indiantown CRA meeting.

The MPO is updating our Long Range Transportation Plan (LRTP), which outlines the future of the county over the next 25 years. To do this we need to hear from the people who live in Indiantown. Whether you ride a bike, walk, take the bus or drive to your destination, your opinion matters.

If you cannot go to the meeting, please give us your ideas by completing a comment card at the library or share your ideas by visiting our website:  
[www.martin2040.com](http://www.martin2040.com)

For more information, please call  
 Bonnie Landry at 772-223-7983.



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¿Pasan los vehículos a toda velocidad en su vecindario?

¿Necesita una acera en su calle?

¿Desea que hubiera carriles para bicicletas en las calles congestionadas?

## **Únase a nosotros el 11 de febrero de 6:30 p. m. a 8:30 p. m. en Indiantown Civic Center, 15675 SW Osceola Street**

Martin Metropolitan Planning Organization (MPO) hablará con los residentes para conocer lo que necesitan en cuanto a aceras, carriles para bicicletas, senderos y carreteras en Indiantown, inmediatamente después de la reunión de CRA de Indiantown.

MPO está actualizando nuestro Plan de Transporte a largo plazo (Long Range Transportation Plan, LRTP), que describe el futuro del condado durante los siguientes 25 años. Para lograrlo, necesitamos escuchar lo que las personas que viven en Indiantown tienen que decir. Ya sea que maneje una bicicleta, camine, tome el autobús o conduzca a su destino, su opinión es importante.

Si no puede asistir a la reunión, compártanos sus ideas al completar una tarjeta de comentarios en la biblioteca o comparta sus ideas al visitar nuestro sitio web: [www.martin2040.com](http://www.martin2040.com)

Para obtener más información, llame a Bonnie Landry al 772-223-7983.

La participación pública se solicita sin importar la raza, color, nacionalidad, edad, sexo, religión, discapacidad o condición familiar. Las personas que tengan preguntas o inquietudes sobre la no discriminación o que necesiten adaptaciones especiales bajo la Ley Estadounidenses con Discapacidades o servicios de traducción del idioma (sin costo alguno), deberán comunicarse con Bonnie Landry, Planificador Ejecutiva (Título VI/Contacto de No discriminación) llamando al (772) 223-7983 o en [blandry@martin.fl.us](mailto:blandry@martin.fl.us). Las personas con discapacidad auditiva deben llamar por teléfono al Sistema de repetición de Florida al #711. La asistencia de transporte para personas discapacitadas o ancianos se puede arreglar llamando al 1-866-836-7034. Una agenda de asuntos a considerar estará disponible al público en la Oficina del Administrador, 2401 SE Monterey Road, Stuart, Florida. Los asuntos que no se incluyan en la agenda también se pueden escuchar en consideración del mejor interés de la salud pública, seguridad, bienestar y si es necesario, para proteger el derecho de acceso de todas las personas.



## Profile

# Kimley-Horn engages public in long-range transportation plan

By Kathy Oristaglio  
For Progress & Innovation

The Martin County Metropolitan Planning Organization (Martin MPO) is in the process of developing the county's 2040 Long-Range Transportation Plan. In order to qualify for federal transportation funds, every metropolitan area with a population of 50,000 or more is required to have an MPO to coordinate transportation improvements.

## Data collection, public involvement

One of the MPO projects is the development of a long-range transportation plan. The transportation plan addresses all available modes of transportation with the goal of improving transportation infrastructure while protecting the environment and enhancing the quality of life for residents. The plan will be used as a guide for future development and will be updated every five years in response to changing needs.

The Martin MPO hired engineering firm Kimley-Horn for the year-long project that involves data collection and public involvement, the development of a Needs Plan and Cost Feasible Plan and finally, adoption of the plan in December 2015.

## Kimley-Horn has good reputation

With offices across the country, Kimley-Horn was ranked No. 33 in the top 500 design firms by Engineering News Record in 2014. The company works with local governments and private entities on capital improvement projects such as roads, bridges and parks, providing a full range of services including planning, design, engineering, traffic studies and landscape architecture.

Nationwide, Kimley-Horn employs 2,300. On the Treasure Coast, Kimley-Horn has 50 employees with offices in St. Lucie County and Vero Beach. The



SUBMITTED PHOTO

Indiantown residents worked with Kimley-Horn and Martin MPO staff at their public meeting to identify transportation opportunities in the community.

company has four South Florida offices, from Palm Beach to Miami-Dade with approximately 280 employees.

"On the Treasure Coast, we primarily serve local government projects, design phase and all types of infrastructure improvements," said Stewart Robertson, vice president of Kimley-Horn, St. Lucie. "We also assist private clients with planning and development."

## Plenty of work available

Robertson said the firm has been involved with the Martin County MPO long-range transportation plan since October. The project will continue through December of this year.

According to Robertson, they have between 12 and 15 staff working on the transportation plan and he estimates they will spend 3,000 man-hours on the project in total. Five years ago, the firm worked with the Treasure Coast Regional Planning Council for the development of the 2035 Long-Range Plan. This time, they are working directly with the Martin MPO.

## Public engagement is important

Public input is a big component of the plan's development. In January and February, Kimley-Horn conducted a series of public workshops and set-up web-based and social media tools to



SUBMITTED PHOTO

Indiantown residents filled the room to participate in the planning process for the 2040 Long-Range Transportation Plan.

capture the public's ideas including an online transportation survey and Facebook page.

Kimley-Horn hired the public relations and marketing firm, Firefly Group, to help with public outreach, including organizing the public meetings, arranging for speaking engagements and designing the project website, Moving Martin Forward (<http://www.martin2040.com>).

During the workshops, Kimley-Horn employed innovative exercises to encourage public input, such as automated polling and interactive maps. During one workshop, participants were each given \$100 in play money called Martin Mobility Bucks and were asked to distribute the funds between a variety of transportation projects.



SUBMITTED PHOTO

Stewart Robertson, Vice President  
Kimley-Horn, St. Lucie

## Spending transportation money

"I take a lot of pride in have a strong public engagement component in our projects. We're really trying to make it innovative and engage the public. We're getting a broader range of thoughts. It's not oriented or steered towards any particular outcome but it really is a measure of what the public thinks of the transportation process," said Robertson.

"We're discovering a wide range of ideas from the public of where they would like to have transportation dollars focused."

During the Mobility Bucks exercise, a

top priority was for better, safer bicycle facilities. At another meeting, maintenance of existing roads took precedence over building new roads.

Robertson said that while they would have liked even better turnouts, overall they were pleased with the interest the public has shown so far and they are very

happy with the quality of comments and ideas they had received.

He said that Kimley-Horn would be incorporating many of the public's ideas into the plan.

The next phase of the project, the development of the Needs Plan is underway to be followed by the development of the Cost Feasible Plan. There will be a public comment period in the fall, prior to the plan's adoption in December.

As part of the plan, Kimley-Horn performs a cost analysis that includes a forecast of funding from federal, state and local dollars.

## Focusing on top priorities

Robertson said that the Long-Range Transportation Plan 2040 will build off of the plan developed in 2010.

"There will be new things. There are things that will be explored in more detail. We're focusing on goals and objectives," he said.

Additional details about the plan can be found at <http://www.martin2040.com>. Information about the Martin MPO can be found at <http://www.martinmpo.com>.



# The Stuart News

TREASURE COAST NEWSPAPERS

An edition of  
the Treasure Coast  
NewsPress Tribune

TCPalm.com

Wednesday, July 1, 2015

\$1.00

## MPO, MCTV partner on Long Range Transportation Plan information video

**By Martin County BOCC**

YourNews contributor

**STUART** – The Martin Metropolitan Planning Organization (MPO) has released an informational video which provides and

overview on the Long Range Transportation Plan (LRTP) process.

Martin County Television (MCTV) staff produced the five minute video and it is running on MCTV Channel 20 or

Channel 99.

View the video, complete a survey or get dates for public meetings by visiting the Moving Martin Forward website [www.martin2040.com](http://www.martin2040.com).

All public input is val-

ued and considered equally in the planning process. Scheduled to be completed in December, the LRTP defines how Martin County's multimodal transportation system will evolve over the next 25 years while being

environmentally sensitive, accessible, supportive of our economy, and enhancing the quality of life for residents. The LRTP is more than a vision plan.

In addition to defining transportation needs, it

projects State and Federal transportation revenues between now and the year 2040 so the final document only includes projects that will have the funding to be constructed (also known as Cost Feasible).



# Neighborhood Post

A weekly section of The Palm Beach Post

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4 THE PALM BEACH POST REAL NEWS STARTS HERE | THURSDAY, SEPTEMBER 10, 2015 N

## IN FOCUS

# Last public hearing on transportation plan

Martin County looks at long-range needs of growing area.

By Michelle Plasecki  
Special to The Palm Beach Post

Residents can glimpse and comment on Martin County's long-range transportation plan next week. It's the last public comment session for the 25-year plan, which is slated for finalization in December.

The Metropolitan Planning Organization meeting, scheduled from 3 to 6 p.m. on Wednesday at the Indian River State College Wolf High Technology Center in Stuart, is the last of several planning meetings that have happened since January.

During this meeting, road planners will reveal the draft of the Cost Fea-



Bonnie Landry

sible Plan – a plan that prioritizes specific projects based on monies available and need. These

projects are designed to increase the infrastructure to handle the area's growing population, and it's important to start planning now, said Bonnie Landry, the MPO's senior project manager.

Although the horizon year for the plan is 2040, Landry said the MPO has a five-year funding cycle.

"This means that a project in the long-range transportation plan update could be funded as soon as 2021, which is only six years away," she said.

One of the factors for a project's consideration is growth. Current-

### IF YOU GO

**What:** Public meeting on Martin County's long-range transportation plan  
**When:** 3 to 6 p.m. Wednesday  
**Where:** Indian River State College Wolf High — Technology Center, 2400 S.E. Salerno Road, Stuart  
**Details:** Call Bonnie Landry at 772-223-7983 or visit [www.martin2040.com](http://www.martin2040.com)

ly, Martin County has more than 150,000 people, and by the time these projects reach completion in 2040, that population is expected to grow to 183,000, according to information provided on the MPO's website.

Residents who are unable to attend the meeting are encouraged

to visit [www.martin2040.com](http://www.martin2040.com), which explains the process and even has an online input form residents can fill out.

The new infrastructure, which includes roadways, bridges and pedestrian-friendly sidewalks, is supposed to accommodate those larger numbers. Some of the past MPO projects include crosswalks in front of the courthouse in downtown Stuart and in front of Veteran's Memorial Park as well as Veterans Memorial Bridge, which connects Stuart to Palm City.

County officials are hoping the meeting's central location will attract people from throughout the county, Landry said.

She said it's important to work on project plans now even though these plans and projects extend out 25 years because the work needs to start now because they could hap-

pen earlier.

There are 12 projects listed in the draft cost feasible plan that will be revealed and discussed at the meeting, including work on U.S. 1 and the widening of portions of Martin Highway, High Meadow Avenue, Cove Road and Indian Street.

The plan also includes extending Willoughby Boulevard from Monterey Road to U.S. 1.

The U.S. 1 retrofit project includes solutions that encourage alternative modes of transportation, better intersection lighting, enhanced crosswalk markings, pedestrian signals, better signage, and other improvements that encourage bus routes and bike traffic.

The plan also includes bicycle and pedestrian facilities, which would require sidewalks, bike lanes, shared-use paths and greenway trails.

The addition of these facilities answers a request for alternate modes of transportation, which, Landry said, was more prevalent this year than in previous years.

After the public meeting, the draft long-range transportation plan will be available in mid- to late-October.

The draft will be reviewed by the MPO staff, transportation plan steering committee members, and Florida Department of Transportation for comments.

Then the draft will be presented to the Joint Advisory Committees to the MPO Policy Board on Nov. 18.

Final adoption of the plan is expected on Dec. 14.

"This is important," Landry said, adding that "these projects need planning now."

# Martin MPO hosts transportation plan open house

**BY:** Martin County BOCC

**POSTED:** 8:25 AM, Sep 11, 2015

**TAG:** martin county ugc (/topic/martin+county+ugc)

STUART — The Martin County Metropolitan Planning Organization (MPO) announced the date for the next Long Range Transportation Plan (LRTP) Open House.

Updated every five years, the LRTP describes transportation projects in Martin County over the next 25 years.

The Open House is the public's opportunity to express their views and gain a better understanding of transportation planning.

"We have seen a great attendance at our Open Houses thus far. I hope this continues," said Troy McDonald, MPO Policy Board Chairman. "Our ultimate goal is to create a transportation network that connects communities; eases transportation challenges and makes transportation more accessible and safer for all modes: automobiles, bus riders, pedestrians and cyclists."

The Martin Metropolitan Planning Organization (MPO) is having an Open House from 3 to 6 p.m. on Sept. 16 at Wolf High-Technology Center, Indian River State College, 2400 S.E. Salerno Road, Stuart.

This Open House is a follow-up to the meetings held in January that gathered general public comments and desires on transportation improvements.

At this planning stage, only projects anticipated to be funded for construction (also known as Cost Feasible) will be considered.



Participants will look at specific projects anticipated to be constructed between now and 2040 for roads, sidewalks, bicycle lanes and public transportation. With the Open House format, the public can stop in any time between 3 p.m. and 6 p.m. or stay the entire time.

There are bus routes to and from this location. For more information please call 772-463-2860.

All Martin County buses are equipped with wheelchair lifts and bike racks.

If you are unable to attend the meeting, please visit the project website for Moving Martin Forward at [www.martin2040.com](http://www.martin2040.com).

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## Transportation plan based on public input

By Lidia Dinkova

lidia.dinkova@tcpalm.com

772-221-4230

**MARTIN COUNTY** — The Metropolitan Planning Organization has proposed \$277.5 million worth of transportation work — such as bicycle lanes, road widening and maintenance — to be done over 25 years.

The public can give input on the long-range transportation plan at an

### OPEN HOUSE

**WHAT:** Martin Metropolitan Planning Organization open house on the 2040 long-range transportation plan

**WHEN:** 3 to 6 p.m. Wednesday

**WHERE:** Clare & Gladys Wolf High-Technology Center at Indian River State College, Chastain Campus, 2400 S.E. Salerno Road

**INFO:** [www.martin2040.com](http://www.martin2040.com) or call 772-463-2860

open house Wednesday.

The transportation plan is based on the public's input, on recommendations made by the planning organization's board and

advisory committees and on a transportation model that outlines future roadway capacity based on population and employment projections.



It prioritizes work that would benefit bicyclists and pedestrians as well as road maintenance, said Beth Beltran, Martin Metropolitan Planning Organization administrator.

See **INPUT, 14A**

### INPUT from 1A

"There's more focus on maintenance and resurfacing of roads and on bicycle and pedestrian facilities instead of on widening roadways or building a bridge," Beltran said. "Alternative modes of transportation is where the focus is."

Stuart City Commissioner Troy McDonald, chairman of the planning organization, said the trend is evident: More people want to ride bicycles.

"The millennials have really taken that up," he said.

About \$52.6 million is budgeted for bicycle and pedestrian facilities, about \$23.1 million for road maintenance and about \$144 million for road projects, including roadway widening and the addition of a new road, Beltran said.

Alternative-transportation projects — such as a bicycle lane, a sidewalk or a shared-use path — cost much less than building a bridge or widening a road, Beltran said.

Some of the proposed projects are:

■ A 16-mile bike lane on Citrus Boulevard between Martin Highway and Hemingway Terrace.

■ A 32.6-mile shared-use path — which could be used by pedestrians, bicyclists, skateboarders and others — from Lake Okeechobee to Southeast Beach Road.

■ Martin Highway widening to four lanes between Citrus and Martin Downs boulevards.

■ High Meadow Avenue widening to four lanes between Interstate 95 and Martin Highway.

■ Extension of Wiloughby Boulevard from Monterey Road to U.S. 1.

The Metropolitan Planning Organization also is proposing a \$45.8 million upgrade of U.S. 1, including signal coordination, to increase capacity without widening the road.

"It's that the signals are connected to each other so people aren't going through a green light and then coming to a screeching halt at a red light," Beltran said.

The remaining \$12 million would be spent on congestion management and a "livable communities initiative."

Projects in the long-range transportation plan would be funded primarily from federal and state money, Beltran said.

Some local funds, such as a local option gas tax and impact fees, are also budgeted.

The long-range transportation plan is updated every five years.

"That's a way for people to reanalyze and readdress what the needs are in the community," Beltran said.

This is the last open house on the 2040 plan.

However, the public can give input at future Metropolitan Planning Organization meetings.

The MPO board is to review the plan Sept. 21, and then it's slated to vote on it Dec. 14. Board meetings are held at the County Commission Chambers, 2401 SE Monterey Road.



# The Stuart News

An edition of  
the Treasure Coast  
News/Press Tribune

TREASURE COAST NEWSPAPERS

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## YourNews

JENSEN BEACH, STUART, PALM CITY, HOBE SOUND

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## Martin MPO hosts transportation plan open house

By Martin County BOCC

YourNews contributor

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MARTIN COUNTY BOARD OF COUNTY COMMISSIONERS

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All Martin County buses are equipped with wheelchair lifts and bike racks.

If you are unable to attend the meeting, please visit the project website for Moving Martin Forward at [www.martin2040.com](http://www.martin2040.com).

Are cars speeding through your neighborhood?

Wish there were bike lanes on busy roads?

Need a sidewalk on your street?

Please Join Us  
 September 16th  
 3:00PM to 6:00PM  
 IRSC Wolf High-Technology Center  
 2400 SE Salerno Road, Stuart

Martin Metropolitan Planning Organization (MPO) will be talking with residents to present the preliminary results of our long-range transportation planning process. This meeting will build upon the visioning workshops that we held in January and February.

The MPO is updating our Long Range Transportation Plan (LRTP), which outlines the future of the county over the next 25 years. To do this we need to hear from our fellow citizens who live, work, and play in Martin County. Whether you ride a bike, walk, take the bus or drive to your destination, your opinion matters.

This meeting will focus on prioritizing specific projects and will reveal the draft Cost Feasible Plan so the members of the public can comment. The public is welcome to stay the entire time and participate in all of the activities or simply drop by to leave brief comments.

If you cannot go to the meeting, please give us your ideas by completing a comment card at the library or share your ideas by visiting our website: [www.martin2040.com](http://www.martin2040.com)

For more information, please call  
 Bonnie Landry at 772-223-7983.



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# RESOLUTION

**BEFORE THE BOARD OF COUNTY COMMISSIONERS  
MARTIN COUNTY, FLORIDA**

RESOLUTION NO. 17-9.87

**REGARDING MARTIN COUNTY BOARD OF COUNTY COMMISSIONER'S ENDORSEMENT OF  
THE FLORIDA DEPARTMENT OF TRANSPORTATION'S (FDOT) DELIVERY OF THE COVE  
ROAD (FROM SR-76 / KANNER HIGHWAY TO US-1) WIDENING PROJECT**

**WHEREAS**, the Martin County Board of County Commissioners has made the following determinations of facts:

1. The Florida Department of Transportation has requested Martin County to provide endorsement to the Florida Department of Transportation for the delivery of the Cove Road (from SR-76 / Kanner Highway to US-1) Roadway Widening project.
2. The project scope includes the widening of Cove Road from 2 lanes to 4 lanes (from SR-76 / Kanner Highway to US-1) in accordance with the Martin Metropolitan Planning Organization's 2040 Long Range Transportation Plan.
2. The Board has determined that it is appropriate to endorse the Florida Department of Transportation's delivery of the Cove Road (from SR-76 / Kanner Highway to US-1) Roadway Widening project.

**NOW, THEREFORE, BE IT RESOLVED** by the Board of County Commissioners, Martin County, Florida:

- A. The Board hereby authorizes the Chairman of the Martin County Board of County Commissioners, or designee, to endorse the Florida Department of Transportation to deliver the Cove Road (from SR-76 / Kanner Highway to US-1) Roadway Widening project.

**DULY PASSED AND ADOPTED THIS 26TH DAY OF SEPTEMBER, 2017**

ATTEST:

BOARD OF COUNTY COMMISSIONERS  
MARTIN COUNTY, FLORIDA

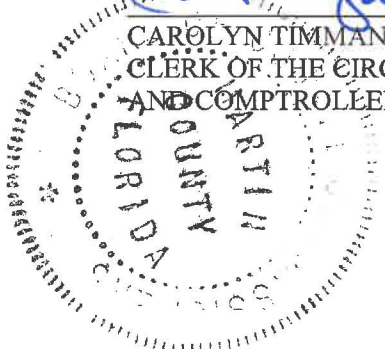
  
CAROLYN TIMMANN  
CLERK OF THE CIRCUIT COURT  
AND COMPTROLLER

(SEAL)

  
DOUG SMITH, CHAIRMAN

APPROVED AS TO FORM AND LEGAL  
SUFFICIENCY

  
SARAH WOODS, COUNTY ATTORNEY





# EXHIBIT A



## Chapter 6. Regional Needs Assessment

## EXHIBIT A

The completion of the multimodal needs assessment from the regional perspective was based on the multimodal needs assessment done for the three individual 2040 LRTPs. The needed projects were identified based on the analysis of the regional multimodal transportation system.

The regional transportation network was defined by the criteria established in the 2030 RL RTP and input from the project stakeholders to refine the network. Many of the regional road needs have been identified through the existing long range transportation plans and their relation to the identified regional roadway network. The individualized roadway needs were gathered and analyzed to identify their presence along the regional roadways as shown in Table 6-1.

**Table 6-1. Regional Roadway Needs**

County	Roadway	Limits	Type
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L
Martin	Cove Road	SR 76/Kanner Highway to Willoughby Boulevard	Widen 2 to 4L
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L
Martin	SR 91/Florida's Turnpike	Jupiter/Indiantown Road to SR 714/Stuart	Widen 4 to 6L
Martin	SR 91/Florida's Turnpike	SR 714/Stuart to Becker Road	Widen 4 to 8L
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L
Martin	Cove Road	SR 76/Kanner Highway to Willoughby Boulevard	Widen 2 to 4L
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L





County	Roadway	Limits	Type
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L
St. Lucie	Arterial A	Glades Cut-Off Road to Midway Road	New 4L
St. Lucie	Becker Road	Range Line Road to Village Parkway	New 4L
St. Lucie	Crosstown Parkway	Range Line Road to Village Parkway	New 4L
St. Lucie	Northern Connector	I-95 to Kings Highway	New 4L
St. Lucie	Northern Connector	Florida's Turnpike to I-95	New 4L
St. Lucie	North-Mid County Connector	Florida's Turnpike to Midway Road	New 4L
St. Lucie	SR 91/Florida's Turnpike	Northern Connector	New Interchange
St. Lucie	SR 91/Florida's Turnpike	Midway Road	New Interchange
St. Lucie	I-95	Northern Connector	New Interchange
St. Lucie	Glades Cut Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L
St. Lucie	Kings Highway	North of I-95 Overpass to Indrio Road	Widen 2 to 4L
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4L
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4L
St. Lucie	Port St. Lucie Boulevard	Paar Drive to Darwin Boulevard	Widen 2 to 4L
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4L
St. Lucie	NW East Torino Parkway	NW Cashmere Boulevard to Midway Road	Widen 2 to 4L
St. Lucie	Selvitz Road	Glades Cut Off Road to Edwards Road	Widen 2 to 4L
St. Lucie	SR 91/Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L
St. Lucie	SR 91/Florida's Turnpike	Port St. Lucie Boulevard to SR 70 (Fort Pierce)	Widen 4 to 6L
St. Lucie	SR 91/Florida's Turnpike	SR 70 (Fort Pierce) to Yeehaw Junction	Widen 4 to 6L
St. Lucie	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6L
St. Lucie	I-95	N of Becker Road to N of Glades Cut Off Road	Widen 6 to 8L
St. Lucie	I-95	Glades Cut Off Road to S of SR 70	Widen 6 to 8L
St. Lucie	Arterial A	Glades Cut-Off Road to Midway Road	New 4L
St. Lucie	Becker Road	Range Line Road to Village Parkway	New 4L
St. Lucie	Crosstown Parkway	Range Line Road to Village Parkway	New 4L
St. Lucie	Airport Connector	I-95 to Kings Highway	New 4L
St. Lucie	Northern Connector	SR 91/Florida's Turnpike to I-95	New 4L
St. Lucie	North-Mid County Connector	Florida's Turnpike to Midway Road	New 4L
St. Lucie	SR 91/Florida's Turnpike	Northern Connector	New Interchange
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L



County	Roadway	Limits	Type
Indian River	53 Street	82 Avenue to 58 Avenue	New 2L
Indian River	58 Avenue	St. Lucie County Line to Oslo Road	New 2L
Indian River	82 Avenue	26 Street to Laconia Street	New 2L
Indian River	53 Street	Fellsmere N-S Road 1 to 82 Avenue	New 2L
Indian River	I-95	Oslo Road	New Interchange
Indian River	I-95	53 Street	New Interchange
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Widen 2 to 4L
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4L
Indian River	43 Avenue	25 Street SW to 26 Street	Widen 2 to 4L
Indian River	66 Avenue	49 Street to Barber Street	Widen 2 to 4L
Indian River	CR 510	CR 512 to Intracoastal Waterway	Widen 2 to 4L
Indian River	CR 512	Willow Street to I-95	Widen 2 to 4L
Indian River	Oslo Road	I-95 to 58 Avenue	Widen 2 to 4L
Indian River	Roseland Road	CR 512 to US 1	Widen 2 to 4L
Indian River	CR 512	I-95 to CR 510	Widen 4 to 6L
Indian River	Indian River Boulevard	US 1/4 Street to 37 Street	Widen 4 to 6L
Indian River	US 1	53 Street to CR 510	Widen 4 to 6L
Indian River	25 Street SW	27 Avenue to 58 Avenue	New 2L
Indian River	53 Street	82 Avenue to 58 Avenue	New 2L
Indian River	58 Avenue	St. Lucie County Line to Oslo Road	New 2L
Indian River	82 Avenue	26 Street to Laconia Street	New 2L
Indian River	53 Street	Fellsmere N-S Road 1 to 82 Avenue	New 2L
Indian River	I-95	Oslo Road	New Interchange
Indian River	I-95	53 Street	New Interchange
Martin/St. Lucie/Indian River	US 1	Cove Road to Indian River County/Brevard County Line	Corridor Retrofit

The above listed roadways represent a list of improvements and new infrastructure which will support transportation throughout the Treasure Coast Region. Each of the above roadway segments has been selected from its presence along an existing regionally significant roadway or the creation of a new roadway. Several of these regional needs will be new roadways which will provide important transportation corridors into the future. Both St. Lucie and Indian River Counties have new planned roadways that are regionally significant.



**St. Lucie County**

- Crosstown Parkway
- Arterial A
- Airport Connector
- North-Mid County Connector

**Indian River County**

- 58 Avenue/25 Street SW
- 53 Street
- 82 Avenue

The regional roadway needs are displayed below in Figure 6-1, which highlights the existing and potential interconnectivity of the region through the identification of these improvements and additions.

# EXHIBIT B



4368511

SE COVE ROAD FROM SR-76/SW KANNER HWY TO US-1/SR-5

Non-SIS



Project Description: SMALL COUNTY OUTREACH PROGRAM JPA WITH MARTIN COUNTY

Work Summary: RESURFACING

From: SR-76/SW KANNER HWY

To: US-1/SR-5

Lead Agency: Martin County

Length: 4.340

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
CST	SCWR	10,717	0	0	0	0	10,717
CST	SCED	54,054	0	0	0	0	54,054
CST	SCOP	104,425	0	0	0	0	104,425
CST	GRSC	848,504	0	0	0	0	848,504
CST	LF	339,234	0	0	0	0	339,234
<b>Total</b>		<b>1,356,934</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,356,934</b>

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,356,934

LRTP: p. 12, Appendix D

**4417001****COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1****Non-SIS****Project Description:** 2017 MPO PRIORITY #3 WIDEN FROM 2 TO 4 LANES**Work Summary:** ADD LANES & RECONSTRUCT**From:** SR-76/KANNER HWY**To:** SR-5/US-1**Lead Agency:** FDOT**Length:** 3.230

Phase	Fund Source	2019/20	2020/21	2021/22	2022/23	2023/24	Total
PDE	SA	0	0	505,000	912,636	0	1,417,636
PDE	SU	0	0	0	1,587,364	0	1,587,364
<b>Total</b>		<b>0</b>	<b>0</b>	<b>505,000</b>	<b>2,500,000</b>	<b>0</b>	<b>3,005,000</b>

**Prior Year Cost:** 0  
**Future Year Cost:** 0  
**Total Project Cost:** 3,005,000



# EXHIBIT C

FY 2020  
MARTIN COUNTY CAPITAL IMPROVEMENT PLAN (CIP)  
ROADS EXPENDITURE SUMMARY

# EXHIBIT C

Project	Project #	C or N	Rating Score	Total	To Date	Unfunded	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025 - FY2029
Golden Gate Neighborhood Restoration	101733	N	83	3,738,687	1,988,687	0	0	1,750,000	0	0	0	0
Old Palm City Neighborhood Restoration	101738	N	83	4,841,500	250,500	0	2,291,000	0	2,300,000	0	0	0
Port Salerno Neighborhood Restoration	101739	N	83	3,670,500	60,000	0	100,000	1,675,500	0	1,835,000	0	0
New Monrovia/Cove Ridge Neighborhood Restoration	101744	N	83	1,723,000	68,000	0	0	995,000	0	660,000	0	0
Dixie Park Neighborhood Improvements	101745	N	83	2,084,000	0	0	0	0	130,000	1,954,000	0	0
Rio Neighborhood Improvements	101776	N	83	3,265,000	0	3,140,000	0	0	0	0	125,000	3,140,000
Port Salerno Peninsula Neighborhood Improvements	101782	N	83	1,339,000	0	0	0	150,000	1,189,000	0	0	0
Harbor Estates/Linden Street Neighborhood Improvements	101756	N	79	1,493,000	100,000	0	1,393,000	0	0	0	0	0
Cove Road Resurfacing & Bike Lanes (US 1 to CR 707)	101772	N	74	1,301,189	0	0	70,000	0	0	1,231,189	0	0
Sunset Trail Corridor Neighborhood Restoration	101740	N	73	770,000	90,000	0	230,000	0	450,000	0	0	0
Coral Gardens Neighborhood Restoration	101742	N	73	1,725,000	65,000	0	0	60,000	500,000	0	1,100,000	0
Hibiscus Park Neighborhood Restoration	101743	N	73	1,573,500	99,500	0	1,474,000	0	0	0	0	0
SPS/Manatee Business Park Improvements	101762	N	73	1,554,000	0	0	70,000	60,000	1,424,000	0	0	0
Beau Rivage Neighborhood Improvements	101763	N	73	1,572,000	0	0	95,000	1,477,000	0	0	0	0
South Fork Neighborhood Improvements	101777	N	73	1,830,000	0	1,710,000	0	0	0	0	120,000	1,710,000
CR609 Guardrail	101748	N	69	4,980,795	148,000	0	0	4,832,795	0	0	0	0
Salerno Road Resurfacing & Bike Lanes (US 1 to Commerce)	101754	N	68	877,684	45,000	0	30,000	0	802,684	0	0	0
Resurfacing/Drainage/Striping	1017	N	64	61,795,926	0	0	494,767	581,752	483,282	622,120	492,505	59,121,500
SE Cove Road Resurfacing	101712	N	64	1,497,776	70,000	0	1,427,776	0	0	0	0	0
SW Murphy Road Resurfacing	101715	N	64	1,009,139	70,000	0	0	939,139	0	0	0	0
CR-A1A/Dixie Highway Resurfacing (Jefferson to Indian)	101751	N	64	1,067,392	67,500	0	0	999,892	0	0	0	0
Bridge Road Resurfacing & Bike Lanes (CR 711 to US 1)	101768	N	64	4,798,356	150,000	0	0	0	4,648,356	0	0	0
CR A1A (Dixie Highway) Resurfacing - Monterey Rd. to 5th St.	101774	N	64	713,072	0	0	45,000	0	668,072	0	0	0
Murphy Road (Over C-23) Bridge Replacement	105303	N	64	3,687,215	25,000	0	3,662,215	0	0	0	0	0
Pine Lake Drive Bridge Replacement	105307	N	64	1,697,000	0	1,547,000	0	0	0	150,000	0	1,547,000
Dixie Highway-East Fork Creek Box Culvert Replacement	105310	N	64	1,450,000	0	0	1,450,000	0	0	0	0	0
County line Road Bridge Replacement	105311	N	64	3,600,000	0	0	0	0	300,000	0	3,300,000	0
Savannah Road Sidewalks and Intersection Modification	101779	N	63	1,108,000	0	1,108,000	0	0	0	0	0	1,108,000
Jensen Beach Blvd. (CR 732) Resurfacing	101781	N	62	917,049	0	0	0	30,000	30,000	0	857,049	0
CR-714 (Martin Highway) Resurfacing	101780	N	61	2,504,720	0	0	90,000	30,000	0	2,384,720	0	0
Rocky Point Neighborhood Restoration	101747	N	58	4,203,000	0	0	88,000	115,000	0	1,450,000	0	2,550,000
Savannah Road Resurfacing & Bike Lanes	101749	N	58	1,279,715	20,000	0	1,259,715	0	0	0	0	0
Salerno Road Resurfacing & Bike Lanes (SR 76 to Willoughby)	101755	N	58	796,132	85,000	0	0	0	711,132	0	0	0
Old Palm City North Neighborhood Restoration	101766	N	58	2,140,000	0	0	0	130,000	2,010,000	0	0	0
South Beach Road (CR707) Resurfacing	101769	N	58	4,447,539	475,000	0	0	3,972,539	0	0	0	0
Indian Street Resurfacing (SR 76 to US 1)	101775	N	58	1,135,044	0	0	0	30,000	15,000	1,090,044	0	0
Traffic Signal Rehabilitations	101601	N	49	10,900,000	0	0	1,090,000	1,090,000	1,090,000	1,090,000	1,090,000	5,450,000
Indian Street Resurfacing (Dixie Hwy to St. Lucie Blvd)	101752	N	49	391,938	10,000	0	10,000	371,938	0	0	0	0
Bridge Replacement/Renovations	1053	N	49	3,000,000	0	0	300,000	300,000	300,000	300,000	300,000	1,500,000
Jensen Beach Neighborhood Restoration (Phase II)	101719	N	43	1,696,000	571,000	0	0	0	0	0	1,125,000	0
Indian Street Resurfacing (US1 to Railroad)	101750	N	43	382,026	25,000	0	0	357,026	0	0	0	0
St. Lucie Blvd Resurfacing (Indian St. to Ocean Blvd)	101753	N	43	911,408	40,000	0	15,000	856,408	0	0	0	0
Leilani Heights Neighborhood Restoration	101757	N	43	1,492,000	65,000	0	60,000	1,367,000	0	0	0	0
Martin Meadows Neighborhood Restoration	101758	N	43	300,000	0	0	300,000	0	0	0	0	0
Hobe Hills Neighborhood Restoration	101759	N	43	1,430,000	65,000	0	65,000	1,300,000	0	0	0	0
Tropic Vista Neighborhood Restoration	101760	N	43	1,517,000	55,000	0	0	0	0	75,000	1,387,000	0
Gomez Neighborhood Restoration	101764	N	43	2,956,000	195,000	0	2,761,000	0	0	0	0	0
Zeus Park Neighborhood Restoration	101765	N	43	2,084,000	0	1,949,000	0	0	0	0	135,000	1,949,000
South County Roadway Improvements	101767	N	43	1,156,000	0	1,056,000	0	0	0	0	100,000	1,056,000
Salerno Road - SE Cable Drive Turn lane	101603	N	39	302,744	0	0	302,744	0	0	0	0	0
Heavy Equipment Replacement	4958	N	34	7,000,000	0	2,500,000	450,000	450,000	450,000	450,000	450,000	4,750,000
Ocean Boulevard Sidewalk	101105	N	33	595,000	0	0	10,000	35,000	0	550,000	0	0
Annual Commitments	1019	N	33	6,000,000	0	0	600,000	600,000	600,000	600,000	600,000	3,000,000
Hutchinson Island	2028A	N	33	1,066,500	0	0	106,650	106,650	106,650	106,650	106,650	533,250



**ROADS EXPENDITURE SUMMARY**

Project	Project #	C or N	Rating Score	Total	To Date	Unfunded	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025 - FY2029
Shell Avenue Realignment	101773	N	28	950,000	0	950,000	0	0	0	0	0	950,000
Urban Service District Dirt Road Paving	101778	N	27	2,450,000	0	0	0	0	0	350,000	350,000	1,750,000
Multimodal Pathways	1011	N	21	480,000	0	0	48,000	48,000	48,000	48,000	48,000	240,000
NW Dixie Highway Sidewalk	101104	N	15	404,015	0	0	404,015	0	0	0	0	0
Traffic Calming	1064	N	15	30,000	0	30,000	0	0	0	0	0	30,000
Cove Road Widening	1126	C	84	2,505,000	0	0	0	0	0	505,000	2,000,000	0
CR-713 (SW High Meadow Ave) Widening	1125	C	78	2,505,000	0	0	0	0	0	505,000	2,000,000	0
SR-710 (SW Warfield Blvd) Widening	1066A	C	58	45,640,549	0	0	300,000	6,679,879	0	0	0	38,660,670
Willoughby Boulevard Extension	1124	C	51	2,005,000	0	0	0	0	0	505,000	1,500,000	0
Traffic Signal Modification on US-1 at Mall Access Road	101602	C	49	899,953	410,547	0	0	489,406	0	0	0	0
Intersection Improvements	1016	C	39	3,750,000	0	0	375,000	375,000	375,000	375,000	375,000	1,875,000
SR-714 (SW Martin Highway) Widening	1123A	C	34	27,246,956	1,835,000	0	0	2,963,674	22,448,282	0	0	0
<b>Expenditure Totals</b>				<b>270,233,019</b>	<b>7,148,734</b>	<b>13,990,000</b>	<b>21,467,882</b>	<b>35,218,598</b>	<b>41,079,458</b>	<b>16,836,723</b>	<b>17,561,204</b>	<b>130,920,420</b>

**ROADS REVENUE SUMMARY**

Revenue	Total	To Date	Carryover	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025 - FY2029
Road MSTU	32,524,927	1,655,130	2,478,000	2,762,483	2,999,483	2,762,483	2,427,483	1,627,450	15,812,415
Ad Valorem	35,074,170	660,500	1,268,500	2,834,517	2,267,517	2,834,517	3,134,517	2,701,517	19,372,585
Gas Tax	21,835,500	39,000	1,168,500	1,375,300	1,375,300	1,375,300	1,375,300	1,375,300	13,751,500
Private Contribution	159,744	0	0	159,744	0	0	0	0	0
Grant	26,137,327	475,000	0	5,401,852	10,575,610	5,149,805	3,974,773	560,287	0
FPL Franchise Fee	57,984,057	2,073,557	3,158,500	5,195,000	5,195,000	5,195,000	4,095,000	4,597,000	28,475,000
State Funds	80,802,458	2,245,547	0	9,643,553	22,937,688	0	1,515,000	5,800,000	38,660,670
Impact Fees	575,000	0	45,000	48,000	48,000	48,000	98,000	48,000	240,000
Hutchinson Island MSTU	1,066,500	0	0	106,650	106,650	106,650	106,650	106,650	533,250
City Funds	83,336	0	0	83,336	0	0	0	0	0
<b>Revenue Total</b>	<b>256,243,019</b>	<b>7,148,734</b>	<b>8,118,500</b>	<b>27,610,435</b>	<b>45,505,248</b>	<b>17,471,755</b>	<b>16,726,723</b>	<b>16,816,204</b>	<b>116,845,420</b>