



POLICY BOARD MEETING

Martin County Administrative Building Commission Chambers
2401 SE Monterey Road
Stuart, FL 34996
www.martinmpo.com
(772) 221-1498

Monday, October 23, 2023 @ 9:00 AM

AGENDA

<u>ITEM</u>	<u>ACTION</u>
1. CALL TO ORDER	
2. PRAYER – Pastor Jim Harp	
3. PLEDGE OF ALLEGIANCE	
4. ROLL CALL	
5. APPROVE AGENDA	APPROVE
6. APPROVE MINUTES (pg. 3) <ul style="list-style-type: none">• MPO Board Meeting – September 18, 2023	APPROVE
7. COMMENTS FROM THE PUBLIC (PLEASE LIMIT YOUR COMMENTS TO THREE MINUTES; COMPLETE CARD TO COMMENT)	
8. AGENDA ITEMS	
A. FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FY25 – FY29 DRAFT TENTATIVE WORK PROGRAM (pg. 12)	APPROVE
B. FLORIDA TURNPIKE ENTERPRISE FY25 – FY29 DRAFT TENTATIVE WORK PROGRAM (pg. 45)	APPROVE
C. APPORTIONMENT PLAN (pg. 73)	APPROVE
D. DRAFT 2045 REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP) (pg. 83)	APPROVE

- E. DEVELOPMENT REVIEW INTERACTIVE MAP
SCOPE OF SERVICES (pg. 179) APPROVE**
- F. CR-713/SW HIGH MEADOW AVE PD&E STUDY
PRESENTATION (pg. 184) INFORMATION**
- G. STATE ROAD (SR) - 710 UPDATE (pg. 200) DISCUSSION**
- 9. COMMENTS FROM COMMITTEE MEMBERS**
- 10. COMMENTS FROM BOARD MEMBERS**
- 11. COMMENTS FROM FDOT**
- 12. NOTES (pg. 201)**
- Transit Development Plan (TDP) Flyer
 - [TDP Survey Link](#)
- 13. NEXT MEETING**
MPO Board Meeting – December 11, 2023
- 14. ADJOURN**

The Martin MPO solicits public participation without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the American with Disabilities Act or persons who require language translation services (free of charge) should contact Ricardo Vazquez, Senior Planner (Title VI/Non-discrimination Contact) at (772) 223-7983 or rvazquez@martin.fl.us in advance of the meeting. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.



**MARTIN METROPOLITAN PLANNING ORGANIZATION
POLICY BOARD MEETING**
Martin County Administrative Building Commission Chambers
2401 SE Monterey Road
Stuart, FL 34996
www.martinmpo.com
(772) 221-1498

Monday, September 18, 2023 @ 9:00 am

MINUTES

- 1. CALL TO ORDER** – MPO Chair Troy McDonald called the meeting to order at 9:00 a.m.
- 2. PRAYER** - Pastor Jim Harp, Stuart Alliance Church led the Invocation.
- 3. PLEDGE OF ALLEGIANCE** – MPO Chair Troy McDonald led the Pledge of Allegiance.
- 4. ROLL CALL** - Lucine Martens, MPO Planner, called roll.

PRESENT:

Troy McDonald, Chair
Doug Smith, Vice Chair
Commissioner Sarah Heard
Commissioner Stacey Hetherington
Commissioner Harold Jenkins
Commissioner Christopher Collins
Commissioner James Campo
Council Member Susan Gibbs-Thomas

REPRESENTING:

City of Stuart Commission
Martin County Board of County Commission
Martin County Board of County Commission
Martin County Board of County Commission
Martin County Board of County Commission
City of Stuart Commission
Town of Sewall's Point Commission
Village of Indiantown Council

EXCUSED ABSENCE:

Staff in Attendance:

Beth Beltran, MPO Administrator
Ricardo Vazquez, Senior Planner
Joy Puerta, Planner
Lucine Martens, Planner
Anthony O'Neill-Butler, Administrative Assistant

Others in Attendance:

Jessica Josselyn, Kittelson & Associates
Jeff Weidner, Marlin Engineering
Christine Fasiska, FDOT-District Four

James Brown, FDOT-FTE
Kelly Budhu, FDOT-District Four
Jim Harp, Stuart Alliance Church
Gerald Bolden, Corradino Group
Ali Soule, Brightline
Wendy Parker
Channa Reynolds
Cheryl Swink
Joe Flanagan

A quorum was present for the meeting.

5. APPROVE AGENDA

Agenda was approved with the following changes:

Item 8E, Draft 2045 Regional Long Range Transportation Plan, continued till October 23, 2023.

A motion to approve the Agenda was made by Commissioner Doug Smith and seconded by Commissioner Harold Jenkins, the motion passed unanimously.

6. APPROVE MINUTES

MPO Policy Board Meeting – June 19, 2023

A motion to approve the MPO Policy Board Minutes of June 19, 2023 was made by Commissioner Sarah Heard and seconded by Commissioner Doug Smith, the motion passed unanimously.

7. PUBLIC COMMENTS - None

8. AGENDA ITEMS

A. FY24 - FY28 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) ROLL-FORWARD AMENDMENT

Beth Beltran, MPO Administrator, explained the TIP Roll-Forward Amendment. Each year, FDOT asks that those funds approved in the previous year that remain be “rolled forward” in order to be expended in the upcoming year. These funds are then incorporated into the current TIP. MPO staff recommended the approval of the roll-forward amendment.

A motion to approve the FY24 - FY28 TIP Roll-Forward Amendment was made by Commissioner Stacey Hetherington and seconded by Council Member Susan Gibbs-Thomas, the motion passed unanimously.

B. FY23-FY24 UNIFIED PLANNING WORK PROGRAM (UPWP) REVISION 2/AMENDMENT

Beth Beltran requested to authorize Resolution #24-01 and Revision #2. Revision #2 is an amendment since we are increasing the budget by \$150,963.00. MPO staff recommends that this increase in funding be added to Task 4 – Consultant Services for the “2050 Long Range Transportation Plan” line item and Task 6 - Transportation Systems Planning Consultant "Bicycle and Pedestrian Facility Map" line item as follows:

FY21-FY22 UPWP Close-out		
Bike/Ped map update	\$ 22,500	
FY21-FY22 UPWP Close-out		
2050 LRTP	<u>127,500</u>	\$150,000
CPG – FTA 5305 funds		<u>+ 963</u>
2050 LRTP		
 TOTAL FY24 UPWP BUDGET INCREASE		 \$150,963

The approval would include the UPWP amendment, a resolution approving the amendment, and the amendment to the MPO agreement with FDOT so they can include the funds into FY24. MPO staff recommended approval.

A motion to approve was made by Commissioner Sarah Heard and seconded by Commissioner Doug Smith, the motion passed unanimously.

C. FY24 - FY28 TIP MODIFICATIONS

Beth Beltran informed the Board of modifications needed to the adopted TIP at the request of FDOT to ensure we are consistent with the State Work Programs. The Florida Department of Transportation (FDOT) requested four modifications for the FY24 – FY28 TIP. The modifications are listed below:

- US1 @ Joan Jefferson (FM# 438345-2)
 - Revise project name to include US1 @ Ocean Blvd., revise description, length, and add \$60,000 (previously \$300,000) to FY2023/24 PE funds
- Cove Road from SR-76/Kanner Highway to US1 (FM# 441700-1)
 - Revise project description
- Intersection Lighting Retrofit Improvement (FM# 447002-1)
 - Revise project description and length
- Martin County FY2022/2023-2023/2024 UPWP (FM# 439328-4)
 - Amendment to add \$150,000 in PL funds to FY24

A motion to approve FY24 - FY28 TIP Modifications was made by Commissioner Stacey Heard and seconded by Commissioner James Campo, the motion passed unanimously.

D. US-1 AT SW PALM CITY ROAD INTERSECTION FEASIBILITY STUDY - ALTERNATIVES

Joy Puerta, MPO Planner and Project Manager, introduced Gerald Bolden from The Corradino Group. Gerald Bolden explained the scope of services which included identifying and evaluating conceptual alternatives and gathering input from the public and relevant stakeholders to recommend an alternative to eliminate the uncontrolled right turn from southbound US-1 onto southbound SW Palm City Road and deter traffic from using SW Palm City Road. Additionally, two public workshops were hosted to gather feedback from the public as well as a meeting with the City of Stuart Commission, all of which resulted in the recommendation of Alternative #5.

A sixth alternative was also presented after receiving public input recommending that more traffic calming areas and pedestrian walkways would further improve the area. As such, the sixth alternative was added into each of the five alternatives.

Commissioner Doug Smith raised concerns with the chicane and his belief that the chicane is not going to slow down the speeds versus a hard right turn. Commissioner Sarah Heard asked about the estimated cost of the traffic calming. Commissioner Heard estimated the cost to be at least \$1 million dollars and suggested that those funds could buy a lot more enforcement and that enforcement and changing individuals driving habits is what needs to be done. Council Member Susan Gibbs-Thomas asked for clarification on the raised crosswalks and their effectiveness at slowing traffic. Council Member Gibbs-Thomas also requested that the Board be provided with an estimated cost for the traffic calming alternative. Beth Beltran, MPO Administrator, clarified that the Complete Streets proposal is not “all or nothing” and certain components can be selected to be included.

Commissioner Stacey Hetherington was concerned that people will not heed the crosswalk signs. Commissioner Hetherington likes Alternative #5 but thinks it may need more thought put into the pedestrian section. Commissioner James Campo wondered if the current pedestrian crossing signs have done the trick and, if not, why are we continuing to invest in them. He asked to hear more from the City of Stuart.

Chair Troy McDonald spoke about his many years working on Palm City Road and his many near accidents that he has personally encountered. Chair McDonald agreed with Commissioner Doug Smith that the hard right turn would be preferable but that the residents do not want that. Chair McDonald also agreed with Commissioner Sarah Heard on the expensive cost of traffic calming. Chair McDonald stated that he ultimately will go with what our residents want and fully supports Alternative #5.

Commissioner Campo moved to table due to unresolved issues and believed it would be premature to vote on this today. Beth Beltran stated that the City of Stuart has already agreed with the public to vote on Alternative 5 with the traffic calming. Beth Beltran further clarified that she is asking for a selection of an Alternative so that in December the consultant may come back with developed concepts to present a final report so the Board can discuss this as a potential priority in February. If the project were to be tabled, then it may be left off the priority list for another year.

A motion to adopt Alternative #5 with traffic calming was made by Commissioner Harold Jenkins and seconded by Commissioner James Campo. Commissioner Doug Smith asked that the estimated cost be brought back so that they could see the detailed funding amounts for different types of traffic calming. The motion passed unanimously.

E. DRAFT 2045 REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)

Item E postponed till October 23, 2023.

F. TRANSIT EFFICIENCY STUDY FINAL REPORT

Lucine Martens, MPO Planner and Project Manager, introduced Jeff Weidner of Marlin Engineering who was joined by Jessica Josselyn of Kittelson & Associates. The purpose of this study was to describe the existing MARTY system (services and ridership); review the adopted Transit Development Plan (TDP), socioeconomic trends and travel patterns. The Transit Efficiency Study Final Report identifies various Transit Network Scenarios (some looking at ridership, some looking at coverage and some a combination of both ridership and coverage scenarios (hybrid scenario), and the cost analysis for these scenarios.

Commissioner James Campo raised concerns about the lack of ridership. Commissioner Campo believes there needs to be a much bigger marketing push to fill these empty busses. Commissioner Collins and Commissioner Jenkins agreed with Commissioner Campo's sentiments.

Council Member Susan Gibbs-Thomas cited the Local Coordinating Board for the Transportation Disadvantaged (LCB-TD) and its steadily growing numbers in riders. She also discussed the Indiantown Saturday Shuttle Service provided by the Senior Resource Association (SRA) through a grant from FDOT. The Saturday service also has an annual increase in ridership.

Chair Troy McDonald had concerns about the distance between bus stops and the routes that exclude many neighborhoods and employment opportunities and is looking forward to the completion of the study. Commissioner Doug Smith cited Indian River County and its success with their transit system, much to do with their successful marketing and enhancements. Commissioner Smith inquired about the costs of Uber and its partnerships with other rail systems. Ali Soule with Brightline was called to speak regarding the advancements and partnerships with Brightline and Uber. Ali spoke to the distance their customers travel to and from their stations. Brightline added a feature into their app where you can book an Uber for the last mile of their journey in lieu of their previous private fleet.

Commissioner Doug Smith asked what we spend on our bus transit system (\$2.2 million). Commissioner Smith, using the current Uber rate (\$14) by the 67,000 riders, calculated a total of \$938,000 if every trip was done with Uber. Commissioner Smith reiterated that he is a huge proponent of public transit systems but acknowledged that, for whatever reason, it is not used here in Martin County. Jeff Weidner with Marlin Engineering assured the Board

that his team is looking at solutions, while they are not available right now, they are looking at many different options, including marketing improvements.

A motion to approve the Transit Efficiency Study Final Report was made by Commissioner Sarah Heard and seconded by Commissioner Christopher Collins, the motion passed unanimously.

Break at 10:40 a.m.

Resumed at 10:48 a.m.

G. PROFESSIONAL ASSISTANCE SUPPORT TASK SCOPE OF SERVICES

Beth Beltran requested approval of Scope of Services for Professional Assistance Support. This task order provides four additional Open Houses or Listening Sessions in addition to the previous two that were approved for the TDP. A total of six Open Houses would cover all five Commission Districts in Martin County with two in District 3, one in Indiantown and one in Hobe Sound. The MPO will use its General Planning Consultants, MARLIN Engineering, Inc. and their sub-consultant Kittelson & Associates for this work effort.

Joe Flanagan, member of the public, arrived during discussion on item 8G, stating that he does not believe we will change the volume with the proposed changes for Palm City Road, but it will address the speed and that he had preferred Alternative #3 but supported Alternative #5 (Agenda Item 8D). He also stated that the MARTY is an amazing service that he uses regularly, and he challenges people to try it.

A motion to approve the Professional Assistance Support Task Scope of Services was made by Commissioner Doug Smith and seconded by Commissioner Harold Jenkins, the motion passed unanimously.

H. HOBE SOUND NORTH CORRIDOR SUN TRAIL FEASIBILITY STUDY - FINAL REPORT

Joy Puerta introduced Jeff Weidner with Marlin Engineering who sought approval of the final report. The MPO executed Resolution 18-04 to submit a Shared-Use Nonmotorized (SUN) Trail Program Grant Application to fund a Feasibility Study for a shared-use path from SE Osprey Street to SE Bridge Road. This shared use path would serve as a segment of the East Coast Greenway (ECG). Over the last two years the consultant (Marlin Engineering) has studied three alignments: SE Gomez Avenue, Dixie Highway and US-1. During the development of the study, input was received from agency and community stakeholders, the general public at three different Open Houses, MPO advisory committees and the MPO Board. The public chose the option for a separated pedestrian bike trail on the west side of US-1.

A motion to approve the Hobe Sound North Corridor Sun Trail Feasibility Study - Final Report was made by Commissioner Harold Jenkins and seconded by Commissioner Doug Smith, the motion passed unanimously.

I. APPORTIONMENT PLAN UPDATE

Beth Beltran, MPO Administrator, requested the Board provide direction and authorize the MPO Administrator to prepare the MPO Apportionment Plan, including the development of an MPA boundary map, in accordance with State and Federal requirements, and present the Apportionment Plan and Resolution at the next MPO Board meeting in October for approval.

Based on the results of the 2020 Census and the growth in St. Lucie County, the increase in population density has warranted the request for a fifth County Commissioner to be added to the MPO Board.

A motion to authorize the Apportionment Plan Update was made by Commissioner Doug Smith and seconded by Commissioner Harold Jenkins, the motion passed unanimously.

J. STATE ROAD (SR) - 710 UPDATE

Beth Beltran, MPO Administrator, introduced Christine Fasiska with FDOT District Four to give an update on the widening of SR-710. The top priority, which is the widening of SR-10 from southeast of Allapattah Road to SE 126th Boulevard, has been put into their systems. They are still looking for Strategic Intermodal System (SIS) funding for the widening and will be having a cost-feasible update at the end of the calendar year. The construction work for the left turn lane at SW Tommy Clements and SR-710 will start in Fall of 2023. They are also working on designing a right turn lane heading eastbound at SW Tommy Clements. Lastly, the realignment of SR-714 at SR-710 is now able to have its design move forward.

Chair Troy McDonald noted the recent fatality that occurred in the corridor.

Commissioner Doug Smith stated that the County has a legislative request in for \$5 million for SR-714 and SR-710 and that they have been assured that it has nothing to do with SIS funds and will not compete with our funds moving forward. Commissioner Doug Smith wanted to clarify that the process for funding that the County is pursuing would not result in any issues. Christine Fasiska, FDOT District Four, informed Commissioner Smith that the request would need to have the right limits and the right timing. Commissioner Smith had not heard that there was more than one owner and asked that the information be verified and brought back before the Board.

Commissioner Stacey Hetherington asked about the signalization at CR-609 and whether it could be accelerated or perhaps pulled out of the project and reclassified as a separate safety project. Commissioner Harold Jenkins referenced an email he forwarded to Beth Beltran from Forrest Yuengling from Indiantown. Commissioner Jenkins requested that Beth Beltran keep Mr. Yuengling informed of all the projects taking place in the area.

Council Member Susan Gibbs-Thomas echoed Commissioner Stacey Hetherington's sentiments regarding the signalization on SR-710 at CR-609 and its importance. Council Member Gibbs-Thomas made a point to Commissioner Jenkins that she would like to recognize the faithful contingent of Clementsville residents and that their representatives were in attendance today to ensure that this project is at the forefront.

Beth Beltran stated that the signal at CR-609 is identified in two of the MPO's Priorities, in SR-710 widening and the CR-609 resurfacing/intersection improvements project.

K. BRIGHTLINE PRESENTATION

Beth Beltran introduced Ali Soule with Brightline who presented a Brightline video update. Ali Soule also provided an update on the Phase 2 activities. Brightline has begun their crew qualification, their simulated service demonstration, and their Orlando to Miami service will begin September 22, 2023.

Brightline is working with FDOT on the RAISE grant which will provide \$45 million for additional safety enhancements along the corridor. Brightline is also excited about the obligation to build a station in the Treasure Coast within the next 5 years and will begin more of a dialogue towards the end of the year.

Ali Soule also provided an update on the Brightline study for the St. Lucie River Bridge Replacement. The key benefits found from the study included the capability to expand from a single track to a double track, an increase in vertical and horizontal clearance, and that 92% of marine traffic would be able to pass when the bridge was closed. Brightline has received support for this initiative from Congressman Brian Mast, Congressman Daniel Webster, Congressman Darren Soto, the City of Stuart, Martin County, Florida Inland Navigation District, Florida Chamber, Stuart-Martin Chamber of Commerce, and the Palm City Chamber of Commerce. The anticipated schedule would take place over 51 months and would include a three-month demolition for the existing bridge.

Beth Beltran introduced **MPO Resolution #24-02** which mirrors the **Martin County Board of County Commissioners Resolution #23-8.24** with the provision that such grants do not compete with grants or funding for the MPO's #1 Priority: the widening of SR 710 from two lanes to four lanes from just south of County Road (CR) 609/SW Allapattah Road to the Martin/Okeechobee County line.

A motion to adopt Resolution #24-02 was made by Commissioner James Campo and seconded by Council Member Susan Gibbs-Thomas, motion passed unanimously.

9. COMMENTS FROM ADVISORY COMMITTEE MEMBERS – None

10. COMMENTS FROM BOARD MEMBERS - Chair Troy McDonald wanted to mention the Metropolitan Planning Organization Advisory Council's (MPOAC's) approval of the MPO funding plan and the effort by larger MPOs to change the funding scheme. As of now, the funding will remain the same where all MPOs receive a \$350,000 base. Chair McDonald also mentioned the legislatures continued effort to consolidate MPOs and the need to keep an eye on that.

11. COMMENTS FROM FDOT - None

12. NOTES

- Steve Braun, District Four Secretary, sent a letter to the MPO stating that the Florida Department of Transportation will conduct a study of vehicular speeds and bicycle usage as part of Project FM# 448447-1 State Road (SR) 5/US 1 in Martin County-Resurfacing Restoration and Rehabilitation (3R) Project from 0.5 Miles South of SE Dixie Highway to South of SE Heritage Boulevard.

13. NEXT MEETING

MPO Board Meeting – October 23, 2023

14. ADJOURNMENT: 11:38 AM

Approved by:

Troy McDonald, Chair

Date

Prepared by:

Anthony O'Neill-Butler, Administrative Assistant

Date

Minutes Approved on October 23, 2023

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**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: October 23, 2023	DUE DATE: October 16, 2023	UPWP#: 5
WORDING: FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) FY25-FY29 DRAFT TENTATIVE WORK PROGRAM		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: FY25-FY29 Public Hearing Report Draft Tentative Work Program

BACKGROUND

On June 19, 2023, the Martin Metropolitan Planning Organization (MPO) Policy Board approved a List of Project Priorities (LOPPs) for FY25-FY29. These priorities were transmitted to FDOT’s District Four Office. FDOT develops its Draft Tentative Work Program after considering the LOPPs submitted.

ISSUES

At the October 2023, MPO Policy Board meeting, FDOT-District Four staff will present and seek approval of the FY25-FY29 Draft Tentative Work Program for Martin County. After FDOT receives approval from the MPO Board, FDOT-District Four will submit the Tentative Work Program for approval by the Legislature. The Work Program returns to the MPO in the spring as the basis for the coming year’s Transportation Improvement Program (TIP).

RECOMMENDED ACTION

- a. Motion to approve the Public Hearing Report for the FY25-FY29 Draft Tentative Work Program.
- b. Motion to approve the Public Hearing Report for the FY25-FY29 Draft Tentative Work Program, with comments.

APPROVAL

MPO

ATTACHMENTS

- FDOT FY25-FY29 Draft Tentative Work Program
- FDOT FY25-FY29 Draft Tentative Work Program PowerPoint Presentation



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2025 TO FISCAL YEAR 2029



DETAIL REPORT - MARTIN COUNTY

AS OF **10/13/2023-8:38 AM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 4
PROJECTS FUNDED JULY 1, 2024 TO JUNE 30, 2029
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT4

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 13, 2023

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Four

MARTIN COUNTY

Freight Logistics And Passenger Operations Program: Aviation

445978-1 - WITHAM FIELD AIRPORT PDC AND MIRL REPLACEMENT 7-25

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2025	2026	2027	2028	2029
Capital	DPTO			\$3,180,000		
	LF			\$795,000		
Total for Project 445978-1				\$3,975,000		

448117-1 - WITHAM FIELD MILL & RESURFACE, MITL REPLACEMENT TAXIWAY C & C1

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2025	2026	2027	2028	2029
Capital	DPTO					\$1,368,000
	LF					\$342,000
Total for Project 448117-1						\$1,710,000

449609-1 - WITHAM FIELD PUBLIC SAFETY AVIATION HANGAR 1

Type of Work: AVIATION REVENUE/OPERATIONAL

Phase	Fund Code	2025	2026	2027	2028	2029
Capital	DPTO		\$1,200,000			
	LF		\$300,000			
Total for Project 449609-1			\$1,500,000			

449640-1 - WITHAM FIELD REPLACE PAPIS ON 12-30 W/ LED UNITS (CONSTRUCT)

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2025	2026	2027	2028	2029
Capital	DPTO		\$10,000			
	FAA		\$180,000			
	LF		\$10,000			
Total for Project 449640-1			\$200,000			

453359-1 - WITHAM FIELD AIRPORT - HOLD BAY CONSTRUCTION

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2025	2026	2027	2028	2029
Capital	DPTO	\$42,500				
	FAA	\$765,000				
	LF	\$42,500				
Total for Project 453359-1		\$850,000				

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 13, 2023

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Four

MARTIN COUNTY

Freight Logistics And Passenger Operations Program: Aviation

453360-1 - WITHAM FIELD AIRPORT - AIRFIELD SIGNAGE REPLACEMENT (CONSTRUCT)

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2025	2026	2027	2028	2029
Capital	DPTO	\$320,000				
	LF	\$80,000				
Total for Project 453360-1		\$400,000				

453361-1 - WITHAM FIELD AIRPORT - REHABILITATION OF TAXILANE B (CONSTRUCT)

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2025	2026	2027	2028	2029
Capital	DPTO	\$75,000				
	FAA	\$75,000				
	LF	\$1,350,000				
Total for Project 453361-1		\$1,500,000				

453384-1 - WITHAM FIELD AIRPORT - AIR TRAFFIC CONTROL EQUIPMENT UPGRADE

Type of Work: AVIATION SAFETY PROJECT

Phase	Fund Code	2025	2026	2027	2028	2029
Capital	DPTO			\$80,000		
	LF			\$20,000		
Total for Project 453384-1				\$100,000		

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 13, 2023

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Four

MARTIN COUNTY

Freight Logistics And Passenger Operations Program: Transit

407189-4 - MARTIN COUNTY BLOCK GRANT OPERATING ASSISTANCE

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Fund Code	2025	2026	2027	2028	2029
Operations	DDR	\$313,604	\$404,165	\$417,575	\$430,102	\$430,102
	DPTO	\$78,789				
	LF	\$393,393	\$405,165	\$417,575	\$430,102	\$430,102
Total for Project 407189-4		\$785,786	\$809,330	\$835,150	\$860,204	\$860,204

413493-1 - PSL UZA - MARTIN COUNTY SECTION 5307 FORMULA FUNDS

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2025	2026	2027	2028	2029
Operations	FTA	\$510,000	\$510,000	\$510,000	\$510,000	\$510,000
Capital	FTA	\$650,000	\$650,000	\$650,000	\$650,000	\$650,000
Total for Project 413493-1		\$1,160,000	\$1,160,000	\$1,160,000	\$1,160,000	\$1,160,000

425977-4 - MARTIN COUNTY SECTION 5311, OPERATING RURAL FUNDS

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Fund Code	2025	2026	2027	2028	2029
Operations	DU	\$164,176	\$171,915	\$180,027	\$188,168	\$188,168
	LF	\$164,176	\$171,915	\$180,027	\$188,168	\$188,168
Total for Project 425977-4		\$328,352	\$343,830	\$360,054	\$376,336	\$376,336

434661-1 - PSL UZA - MARTIN COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2025	2026	2027	2028	2029
Capital	FTA	\$130,000	\$130,000	\$130,000	\$130,000	\$130,000
Total for Project 434661-1		\$130,000	\$130,000	\$130,000	\$130,000	\$130,000

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 13, 2023

July 1, 2024 through June 30, 2029

Florida Department of Transportation - District Four

MARTIN COUNTY

Highways

413253-2 - SR-9/I-95 FROM MARTIN/PALM BEACH COUNTY LINE TO CR-708/BRIDGE ROAD

Type of Work: PD&E/EMO STUDY

Phase	Fund Code	2025	2026	2027	2028	2029
PD & E	ACNP	\$1,600,000				
Total for Project 413253-2		\$1,600,000				

413254-2 - SR-9/I-95 FROM CR-708/BRIDGE ROAD TO HIGH MEADOWS

Type of Work: PD&E/EMO STUDY

Phase	Fund Code	2025	2026	2027	2028	2029
PD & E	ACNP	\$1,600,000				
Total for Project 413254-2		\$1,600,000				

419669-3 - WILLOUGHBY BLVD FROM SR-714/MONTEREY RD TO SR-5/US-1/FEDERAL HWY

Type of Work: PD&E/EMO STUDY

Phase	Fund Code	2025	2026	2027	2028	2029
PD & E	SU		\$380,000			
Total for Project 419669-3			\$380,000			

422681-5 - SR-9/I-95 FROM HIGH MEADOWS TO MARTIN/ST. LUCIE COUNTY LINE

Type of Work: PD&E/EMO STUDY

Phase	Fund Code	2025	2026	2027	2028	2029
PD & E	ACNP	\$2,200,000				
Total for Project 422681-5		\$2,200,000				

427803-5 - MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM

Type of Work: TRAFFIC SIGNALS

Phase	Fund Code	2025	2026	2027	2028	2029
Operations	DDR			\$256,694		
	DITS	\$536,831	\$569,040	\$346,489		
Total for Project 427803-5		\$536,831	\$569,040	\$603,183		

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438345-2 - SR-5/US-1 @ JOAN JEFFERSON WAY & SR-5/US-1 @ OCEAN BLVD

Type of Work: TRAFFIC SIGNALS

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	DIH	\$27,398				
Right of Way	DDR		\$1,045,391			
	DIH		\$54,000			
Railroad & Utilities Construction	DDR			\$3,000		
	CARB				\$600,000	
	DDR				\$430,050	
	DIH				\$74,218	
	SA				\$425,000	
	SM				\$538,823	
	SU				\$1,008,222	
Total for Project 438345-2		\$27,398	\$1,099,391	\$3,000	\$3,076,313	

441699-1 - CR-713/HIGH MEADOW AVE FROM SR-9/I-95 TO CR-714/MARTIN HWY

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	ACPR		\$198,643			
	SU		\$978,352			
Right of Way	CM					\$124,160
	SU					\$1,394,888
Total for Project 441699-1			\$1,176,995			\$1,519,048

441700-1 - COVE ROAD FROM SR-76/KANNER HIGHWAY TO SR-5/US-1

Type of Work: PD&E/EMO STUDY

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	ACCM	\$1,035,129				
	ACPR		\$125,760			
	SU	\$498,193	\$1,465,991			
	TRIP	\$1,811,977				
Total for Project 441700-1		\$3,345,299	\$1,591,751			

441995-1 - MARTIN MAINLINE WEIGH IN MOTION (WIM) SCREENING

Type of Work: MCCO WEIGH STATION STATIC/WIM

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	DWS				\$4,585,948	
Total for Project 441995-1					\$4,585,948	

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443500-1 - SE GOMEZ AVENUE FROM SE OSPREY STREET TO SE BRIDGE ROAD

Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	TLWR					\$7,749,953
Environmental	TLWR	\$486,892				
Total for Project 443500-1		\$486,892				\$7,749,953

443505-1 - SR-5/US-1 FROM SE BRIDGE ROAD TO HOBE SOUND WILDLIFE REFUGE

Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	DDR		\$72,850			
	DIH		\$116,559			
	TLWR		\$4,823,629			
Total for Project 443505-1			\$5,013,038			

444405-1 - SR-714/MONTEREY RD/DIXIE HWY/PALM BEACH RD

Type of Work: BIKE LANE/SIDEWALK

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	ACSU	\$143,898				
	CM	\$28,780				
	DIH	\$5,000				
	SU	\$959,319				
Total for Project 444405-1		\$1,136,997				

444415-1 - SR-5/US-1 AT BAKER RD

Type of Work: INTERSECTION IMPROVEMENT

Phase	Fund Code	2025	2026	2027	2028	2029
Right of Way	ACSU	\$25,000				
	CM	\$55,000	\$264,397			
Construction	SA			\$730,706		
	SU			\$757,106		
Total for Project 444415-1		\$80,000	\$264,397	\$1,487,812		

444416-1 - SR-5/US-1 AT NW NORTH RIVER SHORES BLVD

Type of Work: TRAFFIC SIGNALS

Phase	Fund Code	2025	2026	2027	2028	2029
Right of Way	DDR	\$148,000	\$34,830			
	DIH	\$18,000				
Construction	DDR			\$200,000		
	DIH			\$33,982		
	SU			\$738,140		
Total for Project 444416-1		\$166,000	\$34,830	\$972,122		

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444417-1 - SR-5/US-1 AT NW SUNSET BLVD

Type of Work: TRAFFIC SIGNALS

Phase	Fund Code	2025	2026	2027	2028	2029
Right of Way	DDR	\$200,000	\$427,638	\$4,661		
Construction	SA			\$38,039		
	SL			\$1,127,939		
Total for Project 444417-1		\$200,000	\$427,638	\$1,170,639		

445953-1 - FOX BROWN RD. FROM SR-710/SW WARFIELD BLVD. TO SR-714/SW MARTIN HWY.

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	GRSC	\$975,089				
	LF	\$637,744				
	SCOP	\$16,327				
	SCWR	\$554,865				
Total for Project 445953-1		\$2,184,025				

446256-1 - SR-76/KANNER HWY @ SW SOUTH RIVER DRIVE

Type of Work: ADD RIGHT TURN LANE(S)

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	DDR		\$780,074	\$29,053		
	DIH		\$34,369			
Total for Project 446256-1			\$814,443	\$29,053		

446257-1 - SR-5/US-1 @ SR-76/KANNER HIGHWAY

Type of Work: INTERSECTION IMPROVEMENT

Phase	Fund Code	2025	2026	2027	2028	2029
Right of Way	CM				\$500,000	
	DDR		\$849,680	\$1,190,134		
	DIH		\$12,000	\$24,000		
	SA			\$605,866		
	SU				\$904,380	\$1,404,381
Construction	CARB				\$1,376,378	
	CARU				\$277,236	
	CM				\$988,223	
	DDR				\$127,676	
	DIH				\$99,264	
	DS				\$229,674	
Total for Project 446257-1			\$861,680	\$1,820,000	\$4,502,831	\$1,404,381

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447002-1 - INTERSECTION LIGHTING RETROFIT IMPROVEMENT

Type of Work: LIGHTING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	ACSS	\$10,290				
Total for Project 447002-1		\$10,290				

447398-1 - SAILFISH CAPITAL TRAIL/MARTIN TRAIL(SEGMENT OF THE EST COAST GREENWAY)

Type of Work: BIKE PATH/TRAIL

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	TLWR		\$1,600,000			
Total for Project 447398-1			\$1,600,000			

447555-1 - SR-710/SW WARFIELD BOULEVARD AT CR-714/SW MARTIN HIGHWAY

Type of Work: ROAD RECONSTRUCTION - 2 LANE

Phase	Fund Code	2025	2026	2027	2028	2029
Right of Way	ACSS	\$113,859	\$176,187	\$150,330		
Total for Project 447555-1		\$113,859	\$176,187	\$150,330		

447649-1 - SR-5/US-1 FROM NORTH OF SE FISCHER ST. TO NORTH OF SE DECKER AVE

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	DDR	\$5,856,272				
	DIH	\$75,430				
	DS	\$64,115				
	SA	\$1,062,023				
Total for Project 447649-1		\$7,057,840				

447650-1 - SR-A1A FROM NE SHORE VILLAGE TER TO SR-732/JENSEN BEACH CAUSEWAY

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	ACPR		\$600,000			
	DIH		\$95,795			
	DS		\$4,933,602			
Total for Project 447650-1			\$5,629,397			

447868-1 - SR-9/I-95 MARTIN WEIGH STATION - INSPECTION BARN UPGRADES

Type of Work: MCCO WEIGH STATION STATIC/WIM

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	DWS			\$549,613		
Total for Project 447868-1				\$549,613		

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448089-1 - CR-708/SE BRIDGE ROAD BASCULE BRIDGE REHABILITATION

Type of Work: BRIDGE-REPAIR/REHABILITATION

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	GRSC		\$285,938			
	LF		\$251,411			
	SCOP		\$468,293			
Total for Project 448089-1			\$1,005,642			

448446-1 - SR-714/SW MARTIN HWY FROM E OF SW STUART W BLVD TO W OF CITRUS BLVD

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	DDR		\$726,759			
	DIH		\$84,507			
	DS		\$6,421,922			
Total for Project 448446-1			\$7,233,188			

448447-1 - SR-5/US-1 FR .5 MILE S OF SR-A1A/SE DIXIE HWY TO S OF SE HERITAGE BLVD

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	ACNR		\$14,234,584			
	DDR		\$2,087,166			
	DIH		\$50,490	\$52,062		
	SA		\$163,361			
Total for Project 448447-1			\$16,535,601	\$52,062		

448997-1 - SE AVALON DRIVE FROM SE COVE ROAD TO SE SALERNO ROAD

Type of Work: SIDEWALK

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	LF	\$91,880				
	TALT	\$214,397				
	TALU	\$183,831				
Total for Project 448997-1		\$490,108				

449159-1 - SR-9/I-95 N OF BRIDGE RD TO S OF SR-76/KANNER HWY

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	ACNP	\$11,544,517				
Total for Project 449159-1		\$11,544,517				

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449160-1 - SR-9/I-95 FR S OF SR-76/KANNER HWY TO MARTIN/ST. LUCIE COUNTY LINE

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	ACNP	\$39,025,086	\$65,000			
Total for Project 449160-1		\$39,025,086	\$65,000			

449507-1 - CR-76A/SW96TH STREET ARUNDEL BRIDGE REHABILITATION

Type of Work: BRIDGE-REPAIR/REHABILITATION

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	LF			\$371,440		
	SCED			\$487,805		
	SCOP			\$55,053		
	SCWR			\$568,293		
Total for Project 449507-1				\$1,482,591		

449508-1 - SW CITRUS BLVD FROM SR-714/MARTIN HWY TO MARTIN/ST. LUCIE COUNTYLINE

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	GRSC			\$1,733,659		
	LF			\$736,076		
	SCOP			\$423,971		
Total for Project 449508-1				\$2,893,706		

449829-1 - SR-714/SE MONTEREY ROAD FROM SW PALM CITY RD TO 400 FT S OF SR-5/US-1

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	DDR	\$338,908				
Construction	DDR			\$5,346,570		
	DIH			\$127,991		
	DS			\$5,100,000		
Total for Project 449829-1		\$338,908		\$10,574,561		

450587-2 - SR-707/DIXIE HWY. BRIDGE # 890003

Type of Work: BRIDGE REHABILITATION

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	BRRP	\$789,915				
Construction	BRRP			\$9,395,125		
	DIH			\$106,879		
Total for Project 450587-2		\$789,915		\$9,502,004		

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Highways

450823-1 - SE WASHINGTON STREET FR US-1/SE FEDERAL HWY TO SE EDISON AVENUE

Type of Work: SIDEWALK

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	LF		\$150,805			
	TALT		\$214,508			
	TALU		\$365,711			
Total for Project 450823-1			\$731,024			

452257-1 - SE COUNTY LINE ROAD SE WOODEN BRIDGE LANE TO US-1/SR5

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	GRSC				\$137,805	
	LF				\$719,194	
	SCED				\$487,805	\$457,058
	SCOP				\$454,146	
	SCWR				\$570,244	
Total for Project 452257-1					\$2,369,194	\$457,058

452922-1 - US-1/SR-5 "NEW ROOSEVELT" OVER ST. LUCIE RIVER BRIDGES 890151 & 890152

Type of Work: BRIDGE-REPAIR/REHABILITATION

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	BRRP		\$50,000	\$660,438		
	DIH		\$5,000			
Construction	BRRP					\$4,174,281
	DIH					\$5,825
Total for Project 452922-1			\$55,000	\$660,438		\$4,180,106

452997-1 - SOUTH DIXIE HIGHWAY FROM COLORADO AVENUE TO JOAN JEFFERSON WAY

Type of Work: SIDEWALK

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	TALT	\$5,000				
Construction	LF			\$308,187		
	TALM			\$78,426		
	TALT			\$206,657		
	TALU			\$177,137		
Total for Project 452997-1		\$5,000		\$770,407		

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Highways

453321-1 - SR-A1A/NE OCEAN BLVD. "ERNEST F. LYONS" BRIDGE OVER ICWW

Type of Work: BRIDGE-REPAIR/REHABILITATION

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	BRRP		\$50,000	\$609,073		
	DIH		\$5,000			
Construction	BRRP					\$4,521,166
	DIH					\$5,825
Total for Project 453321-1			\$55,000	\$609,073		\$4,526,991

453333-1 - SR-710/SW WARFIELD BLVD FR FPL ACCESS RD TO EAST OF SW VAN BUREN AVE

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	ACNP	\$975,000	\$500,000	\$25,000	\$25,000	\$25,000
Right of Way	ACNP		\$1,100,000	\$2,475,000	\$1,920,860	\$4,997,445
	BNIR				\$3,000,000	
Total for Project 453333-1		\$975,000	\$1,600,000	\$2,500,000	\$4,945,860	\$5,022,445

453333-2 - SR-710 FROM MARTIN/OKEECHOBEE CO LINE TO FPL POWER PLANT ACCESS ROAD

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	ACNP	\$1,660,000	\$4,725,000	\$25,000	\$25,000	\$25,000
Right of Way	ACNP		\$1,774,019	\$1,153,213	\$6,802,060	\$6,048,186
	BNIR				\$4,500,000	
	DI			\$8,568,306		
Total for Project 453333-2		\$1,660,000	\$6,499,019	\$9,746,519	\$11,327,060	\$6,073,186

453919-1 - SW KANSAS AVENUE FROM 100 FT S OF CAMP VALOR TO SW KANNER HIGHWAY

Type of Work: RESURFACING

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	LF					\$295,204
	SCOP					\$442,805
	SCWR					\$442,806
Total for Project 453919-1						\$1,180,815

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Maintenance

233703-1 - MARTIN COUNTY STATE HIGHWAY SYSTEM ROADWAY

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	D	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Total for Project 233703-1		\$300,000	\$300,000	\$300,000	\$300,000	\$300,000

233703-2 - MARTIN COUNTY STATE HIGHWAY SYSTEM BRIDGES

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	D	\$35,000	\$35,000	\$35,000	\$35,000	
Total for Project 233703-2		\$35,000	\$35,000	\$35,000	\$35,000	

234265-1 - MARTIN COUNTY INTERSTATE-ROADWAY

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	D	\$10,000	\$10,000	\$10,000	\$10,000	
Total for Project 234265-1		\$10,000	\$10,000	\$10,000	\$10,000	

234265-2 - MARTIN COUNTY INTERSTATE-BRIDGES

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	D	\$12,000	\$12,000	\$12,000	\$12,000	\$12,000
Total for Project 234265-2		\$12,000	\$12,000	\$12,000	\$12,000	\$12,000

450559-1 - MARTIN COUNTY ASSET MAINTENANCE

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	D	\$2,092,790	\$3,092,790	\$2,592,790	\$2,592,790	\$2,667,905
Total for Project 450559-1		\$2,092,790	\$3,092,790	\$2,592,790	\$2,592,790	\$2,667,905

451580-1 - MARTIN COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM

Type of Work: TRAFFIC SIGNALS

Phase	Fund Code	2025	2026	2027	2028	2029
Bridge/Roadway/Contract Maintenance	D				\$655,652	\$864,322
Total for Project 451580-1					\$655,652	\$864,322

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Transportation Planning

439328-5 - MARTIN COUNTY FY 2024/2025-2025/2026 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2025	2026	2027	2028	2029
Planning	PL	\$567,164	\$571,463			
Total for Project 439328-5		\$567,164	\$571,463			

439328-6 - MARTIN COUNTY FY 2026/2027-2027/2028

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2025	2026	2027	2028	2029
Planning	PL			\$571,463	\$571,463	
Total for Project 439328-6				\$571,463	\$571,463	

439328-7 - MARTIN COUNTY UPWP FY 2028/2029-2029/2030

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2025	2026	2027	2028	2029
Planning	PL					\$571,463
Total for Project 439328-7						\$571,463

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Turnpike

446165-1 - SR91 INTERCHANGE IMPROVEMENTS AT SR714 (MP 133.7 - 134.8)

Type of Work: INTERCHANGE - ADD LANES

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	PKYI	\$5,750,000				
Right of Way	PKYI					\$10,590,000
Total for Project 446165-1		\$5,750,000				\$10,590,000

446219-1 - WIDEN TPK(SR91), PALM BEACH C/L TO I-95 CONNECTOR (MP117.7-125) (4TO8)

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	PKYI	\$14,551,766				
Total for Project 446219-1		\$14,551,766				

446332-1 - WIDEN TPK(SR91), I-95 CONNECTOR TO T.B.MANUEL BRIDGE (MP125-131)(4TO8)

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	PKYI	\$10,758,960				
Total for Project 446332-1		\$10,758,960				

446333-1 - WIDEN TPK(SR91), SW MARTIN HWY TO ST.LUCIE C/L (MP134.8-138.08) (4TO8)

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	PKYI	\$5,900,000				
Total for Project 446333-1		\$5,900,000				

446618-1 - THOMAS B MANUEL BRIDGE REPLACEMENT (SB ONLY) (MP 131.2)

Type of Work: BRIDGE REPLACEMENT

Phase	Fund Code	2025	2026	2027	2028	2029
Preliminary Engineering	PKYI	\$3,407,505				
Total for Project 446618-1		\$3,407,505				

448524-1 - BRIDGE REPLACEMENT - 890083 (SR 91) (MP 138) MARTIN COUNTY

Type of Work: BRIDGE REPLACEMENT

Phase	Fund Code	2025	2026	2027	2028	2029
Construction	PKYR	\$55,569,281				
Total for Project 448524-1		\$55,569,281				

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Fund Codes

Federal	ACCM - ADVANCE CONSTRUCTION (CM)	ACNP - ADVANCE CONSTRUCTION NHPP	ACNR - AC NAT HWY PERFORM RESURFACING
	ACPR - AC - PROTECT GRANT PGM	ACSS - ADVANCE CONSTRUCTION (SS,HSP)	ACSU - ADVANCE CONSTRUCTION (SU)
	CARB - CARBON REDUCTION GRANT PGM	CARU - CARB FOR URB. AREA > THAN 200K	CM - CONGESTION MITIGATION - AQ
	DU - STATE PRIMARY/FEDERAL REIMB	FAA - FEDERAL AVIATION ADMIN	FTA - FEDERAL TRANSIT ADMINISTRATION
	PL - METRO PLAN (85% FA; 15% OTHER)	SA - STP, ANY AREA	SL - STP, AREAS <= 200K
	SM - STBG AREA POP. W/ 5K TO 49,999	SU - STP, URBAN AREAS > 200K	TALM - TAP AREA POP. 5K TO 50,000
	TALT - TRANSPORTATION ALTS- ANY AREA	TALU - TRANSPORTATION ALTS- >200K	
Local	LF - LOCAL FUNDS		
R/W and Bridge Bonds	BNIR - INTRASTATE R/W & BRIDGE BONDS		
State	BRRP - STATE BRIDGE REPAIR & REHAB	D - UNRESTRICTED STATE PRIMARY	DDR - DISTRICT DEDICATED REVENUE
	DI - ST. - S/W INTER/INTRASTATE HWY	DIH - STATE IN-HOUSE PRODUCT SUPPORT	DITS - STATEWIDE ITS - STATE 100%.
	DPTO - STATE - PTO	DS - STATE PRIMARY HIGHWAYS & PTO	DWS - WEIGH STATIONS - STATE 100%
	GRSC - GROWTH MANAGEMENT FOR SCOP	SCED - 2012 SB1998-SMALL CO OUTREACH	SCOP - SMALL COUNTY OUTREACH PROGRAM
	SCWR - 2015 SB2514A-SMALL CO OUTREACH	TLWR - 2015 SB2514A-TRAIL NETWORK	TRIP - TRANS REGIONAL INCENTIVE PROGM



FDOT DISTRICT 4

DRAFT TENTATIVE WORK PROGRAM
FISCAL YEARS 2025-2029



MARTIN METROPOLITAN PLANNING ORGANIZATION

Technical Advisory Committee (TAC), Citizens Advisory Committee
(CAC) and Bicycle/Pedestrian Advisory Committee - Joint Meeting

MPO Board Meeting 10/23/23
October 16, 2023

GENERAL WORK PROGRAM

- District 4 Work Program is stable
- FDOT maintains construction and right of way estimates on annual basis
- Overall, project costs continue showing an increase with respect to last year
- Goal is to maintain projects that were committed in the common four years related to safety, preservation and maintenance
- New phases were generally programmed in the 5th year



GENERAL WORK PROGRAM CYCLE

July - October

- Prepare DTWP in coordination with MPO/TPA/TPO
- Balance DTWP to allocations received
- Present to Broward, Palm Beach, Martin, St. Lucie, Indian River Counties' Technical Advisory Committees (TAC) and MPO/TPO/TPA Boards
- Conduct public hearing – October 18th (*Early cycle*)

November

- Final Snapshot of the draft Tentative Work Program

December

- FDOT Central Office compiles District plans to create the Statewide preliminary Tentative Work Program and submits to Governor, Legislature, Florida Transportation Commission (FTC) & Department of Economic Opportunity

GENERAL WORK PROGRAM CYCLE



January

- FTC holds a statewide public hearing on the preliminary Tentative Work Program
- Legislature convenes January 9, 2024 (*Early Legislative Session*)
- FDOT Central Office submits the final Tentative Work Program to the Governor and the Legislature

July 1st

- After the budget is approved by the State Legislature and Governor, the Five-Year Work Program is adopted by the FDOT State Secretary

PRIORITY PROJECTS

1 SR-710/SW Warfield Blvd. (from SW Van Buren Ave. to SE 126 Blvd. in Okeechobee County)

Road widening from 2 to 4 lanes.

Design to start in current year FY24.

Tommy Clements eastbound right-turn lane: design phase funded in current year.

Tommy Clements westbound left turn lane: construction is ongoing.



PRIORITY PROJECTS

2 Cove Road from SR-76/Kanner Hwy. to US-1

PD&E is on-going.

Design phase is programmed in FY25, est. \$4.7M.

R/W and Construction phases are unfunded.

Coordination on temporary roadway transfer to FDOT is on-going.

3 SR-710/SW Warfield Blvd. at CR-714/SW Martin Hwy.

CR-714 realignment, includes improvements at intersection with SR-710 and SE 126 Blvd. in Okeechobee County.

Design funded to start in current fiscal year 2024.

R/W phase is programmed beginning in FY24.



PRIORITY PROJECTS

- # 4 SR-714/Monterey Rd. @ FEC Railroad Crossing**
Railroad/roadway grade separation.
Preliminary work was completed; PD&E starts in current fiscal year 2024.

- #5 CR-708/SE Bridge Rd. Bridge # 890107**
Feasibility was advanced last cycle to current fiscal year 2024.
Results pending study completion.



PRIORITY PROJECTS

6 SR-76/Kanner Hwy.@ SW South River Dr.

Design starts in current fiscal year 2024.

Construction starts in FY26

HOA donation is pending.

All phases of the project are funded.

7 US-1 At Constitution Blvd.

Not warranted.

8 Monterey Rd. & East Ocean Blvd. from Kindswood Ter. to St. Lucie Blvd.

Not warranted.

Will reevaluate in January 2024.



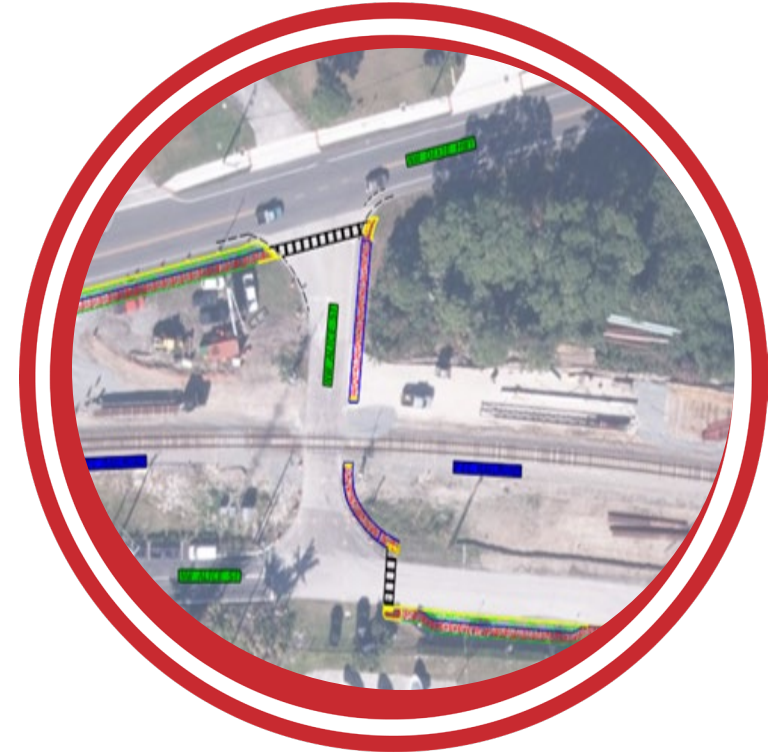
PRIORITY PROJECTS

9 NW Alice St. @ FEC Railroad Crossing
 Permit coordination between City of Stuart and FEC RR is required.
 Sidewalk project to be administered through LAP.

#10 Willoughby Blvd. Extension
 PD&E funding was increased to \$6M due to anticipated additional coordination.

#11 CR-713/High Meadow Ave. from I-95 to Martin Hwy.
 Funded Right of Way phases to start in FY29.

#12 Dixie Hwy. from Cove Rd. to Jefferson St.
 LAP Project is unfunded.



PRIORITY PROJECTS

#13 SW Allapattah Rd. from SR-710 to N of Minute Maid Rd.

LAP project is unfunded.

#14 SW Allapattah Rd from N of Minute Maid Rd. to St Lucie County Line

LAP project is unfunded.

#15 SW Citrus Blvd from SW Hemingway Ter. to SR-710

LAP project is unfunded.

#16 N Seawall's Point Rd. from E Ocean Blvd. to Palmer St.

Unfunded.

#17 McArthur Blvd. at Sailfish Point

MPO Board Meeting 10/23/23

Unfunded.



OTHER PROJECTS

SUNTRAIL: Martin County US-1 Shared Use Path

Construction is funded in FY26.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) PROJECT: Dixie Highway Improvements

LAP project with City of Stuart.
Construction is funded in FY27.



PUBLIC HEARING

OCTOBER 18, 2023

6:30 p.m.

HELD ONLINE AND IN-PERSON

FDOT D4 RICK CHESSEY AUDITORIUM
3400 W. COMMERCIAL BOULEVARD
FORT LAUDERDALE, FL 33309

REGISTER TO JOIN ONLINE AT:

<https://tinyurl.com/FDOTd4WP2023>



CONTACT US



Steven C. Braun, P.E.
FDOT District four Secretary
<https://www.fdot.gov/topics/fdot-work-program>

COMMENTS / QUESTIONS

THANK YOU!



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: October 23, 2023	DUE DATE: October 16, 2023	UPWP#: 5
WORDING: FLORIDA'S TURNPIKE ENTERPRISE FY25-FY29 TENTATIVE FIVE-YEAR WORK PROGRAM		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Florida's Turnpike Enterprise Tentative Five-Year Work Program FY25-FY29

BACKGROUND

Florida's Turnpike Enterprise has developed its Work Program for FY25-FY29. Included in the Work Program are projects such as the widening of the Turnpike through Martin County, and a project to improve traffic operations for north-south through trips that provides a connection between Interstate 95 (I-95) and Florida's Turnpike near the existing I-95/Bridge Road Interchange.

ISSUES

At the October 23, 2023, MPO Policy Board Meeting, staff from the Florida's Turnpike Enterprise will present the Tentative Work Program summary for Florida's Turnpike for FY25-FY29.

RECOMMENDED ACTION

- a. Motion to approve Florida's Turnpike Enterprise Tentative Five-Year Work Program for FY25-FY29.
- b. Motion to approve Florida's Turnpike Enterprise Tentative Five-Year Work Program for FY25-FY29, with comments.

APPROVAL

MPO

ATTACHMENTS

- Florida's Turnpike Enterprise FY25-FY29 Tentative Five-Year Work Program Summary
- Turnpike FY25-FY29 Work Program PowerPoint Presentation

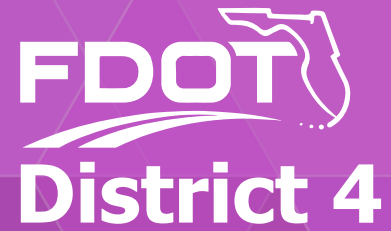


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



DISTRICT FOUR PROJECT OVERVIEW

In FY 2023 and FY 2024, Florida's Turnpike Enterprise continued and/or initiated funding construction of various transportation infrastructure improvements in FDOT District Four, with a total value of over \$866 million. Major projects include:

Project Category	Facility	Location / Additional Details	FPN	
I	Interchange	Turnpike Mainline / SR 91	Coconut Creek Parkway / ML King Boulevard (MP 67)	449692-1
I	Interchange	Turnpike Mainline / SR 91	Sample Road / SR 838 (MP 69)	444301-1
S I	TSM&O / Interchange	Turnpike Mainline / SR 91	Boynton Beach Boulevard / SR 804 (MP 86)	437169-6
O	Resiliency / Other	Turnpike Mainline / SR 91	Drainage Improvements from North of L-38 Canal to North of Atlantic Avenue / SR 806 (MP 79.7 to MP 81.9)	417132-5
O	Other	Turnpike Mainline / SR 91	Parking Improvements at West Palm Beach Service Plaza (MP 94)	442625-1
			MP 47.2 to MP 47.9	437990-1,-3
			MP 57.3 to MP 65.2	442061-1,-2
			MP 65.2 to MP 71.0	
R	Resurfacing	Turnpike Mainline / SR 91	*Includes extension of the southbound on-ramp auxiliary lane from the Sawgrass Expressway / SR 869 to the Turnpike Mainline / SR 91 (MP 70.7 to MP 71.2)	446024-1,-2 *437224-3
			MP 112.212 to MP 117.843	442624-1,-2
			MP 169.3 to MP 178.3	444402-1,-2 444403-1,-2
S T	TSM&O / Turnpike Mainline Widening	Turnpike Mainline / SR 91	Turnpike Mainline / SR 821 to North of Griffin Road / SR 818 (MP 47 to MP 54)	446223-1 446224-1
T I	Turnpike Mainline Widening / Interchange	Turnpike Mainline / SR 91	West Palm Beach Service Plaza to North of Southern Boulevard / US 98 / SR 80 (MP 94 to MP 98) Interchange Improvements at MP 97	406143-5
I	Interchange	Sawgrass Expressway / SR 869	Atlantic Boulevard / SR 814 (MP 8)	443956-1
R	Resurfacing	Sawgrass Expressway / SR 869	MP 18 to MP 20.8	442062-1
W I	Other Widening / Interchange	Sawgrass Expressway / SR 869	North of Atlantic Boulevard / SR 814 to North of Sample Road / SR 834 (MP 9 to MP 12) Interchange Improvements at MP 11	435461-1
P O	Partnership/ Bridge Replacement	Beeline Highway / SR 710	Northlake Boulevard to Blue Heron Boulevard / SR 708	419251-1

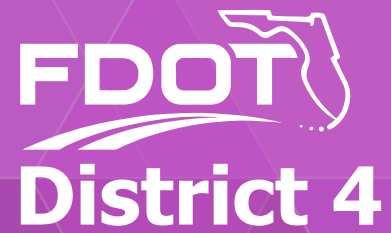


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



The Enterprise continues to make significant project investments in FDOT District Four. In FY 2025 through FY 2029, funding for Enterprise projects scheduled for construction within Broward, Martin, Palm Beach, and St Lucie Counties, totals over \$3.1 billion. This amount includes funding for the phases referenced in the table below.

Phase		Funding Code
ENV	Environmental	C2
PE	Preliminary Engineering	32
ROW	Right of Way	41, 42, 43, 45, 4B
RRU	Railroad and Utilities	36, 56
CST	Construction	52, 53, 61, 62
DSB	Design Build	52

Summary of Major Project Funding by Project Category

The table below summarizes the funding programmed for the major Turnpike projects in the Tentative Five-Year Work Program (FY 2025 through FY 2029) that are located in FDOT District Four.

Project Category	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
Turnpike Mainline Widening	\$381,700,000	\$15,700,000	\$296,900,000	\$239,400,000	\$509,400,000	\$1,443,100,000
Other Widening	\$659,100,000	\$729,100,000	\$2,400,000	\$9,400,000	\$1,800,000	\$1,401,800,000
New Road Construction	\$92,700,000	\$0	\$0	\$0	\$0	\$92,700,000
Interchange	\$5,800,000	\$25,400,000	\$17,300,000	\$0	\$0	\$48,500,000
Resurfacing	\$2,100,000	\$18,400,000	\$0	\$0	\$0	\$20,500,000
Other	\$35,000,000	\$0	\$0	\$2,100,000	\$110,000,000	\$147,100,000
Total	\$1,176,400,000	\$788,600,000	\$316,600,000	\$250,900,000	\$621,200,000	\$3,153,700,000

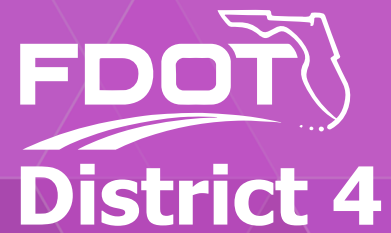


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Summary of Major Projects by County

The major Turnpike project expenditures by county in the Tentative Five-Year Work Program are shown in the following table.

County	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
Broward	\$754,000,000	\$609,600,000	\$600,000	\$7,400,000	\$1,800,000	\$1,373,400,000
Palm Beach	\$381,600,000	\$170,300,000	\$298,700,000	\$243,500,000	\$619,400,000	\$1,713,500,000
Martin	\$35,000,000	\$0	\$0	\$0	\$0	\$35,000,000
St Lucie	\$5,800,000	\$8,700,000	\$17,300,000	\$0	\$0	\$31,800,000
Total	\$1,176,400,000	\$788,600,000	\$316,600,000	\$250,900,000	\$621,200,000	\$3,153,700,000

Broward County Projects



TSM&O / Add Auxiliary Lanes from the Turnpike Mainline / SR 821 (MP 47) to Johnson Street (MP 51) **FPN: 446223-1**

The Transportation Systems Management and Operations (TSM&O) project converts a portion of the shoulder along with minor widening to add auxiliary lanes to a segment of the Turnpike Mainline / SR 91 from the Turnpike Mainline / SR 821 to Johnson Street. The project will increase the number of lanes from six to eight and will include one auxiliary lane in each direction. The project goes with 446224-1. Construction of this over \$137 million project begins in FY 2024 and the remaining expenditure to complete the project is funded in FY 2025-2026.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
CST	\$125,000,000	\$2,200,000	\$0	\$0	\$0	\$127,200,000
Total	\$125,000,000	\$2,200,000	\$0	\$0	\$0	\$127,200,000

T Turnpike Mainline Widening Project

W Other Widening Project

I Interchange Project

P Partnership Project

N New Road Construction Project

S Transportation Systems Management and Operations (TSM&O) Project

R Resurfacing Project

O Other Project

Resiliency Project

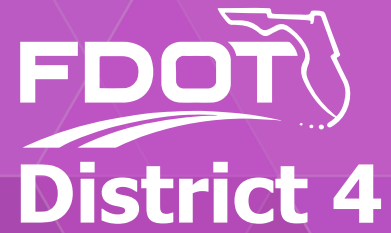


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



TSM&O / Add Auxiliary Lanes from Johnson Street (MP 51) to North of Griffin Road / SR 818 (MP 54)

FPN: 446224-1

The Transportation Systems Management and Operations (TSM&O) project converts a portion of the shoulder along with minor widening to add auxiliary lanes to a segment of the Turnpike Mainline / SR 91 from Johnson Street to north of Griffin Road / SR 818. The project will increase the number of lanes from six to eight and will include one auxiliary lane in each direction. The project goes with 446223-1. Construction of this over \$103 million project begins in FY 2024 and the remaining expenditure to complete the project is funded in FY 2025-2026.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
CST	\$90,000,000	\$1,700,000	\$0	\$0	\$0	\$91,700,000
Total	\$90,000,000	\$1,700,000	\$0	\$0	\$0	\$91,700,000



TSM&O Interchange Improvements on the Turnpike Mainline / SR 91 at Griffin Road / SR 818 (MP 53)

FPN: 446224-2

The project provides Transportation Systems Management & Operations (TSM&O) improvements and modifications to the interchange to enhance capacity. Additional turn lanes and intersection improvements, including signalization upgrades, will be made at the ramp terminal connections with Griffin Road / SR 818 and Orange Drive.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
ROW	\$0	\$2,800,000	\$0	\$0	\$0	\$2,800,000
CST	\$0	\$13,900,000	\$0	\$0	\$0	\$13,900,000
Total	\$0	\$16,700,000	\$0	\$0	\$0	\$16,700,000

- Turnpike Mainline Widening Project
- Other Widening Project
- Interchange Project
- Partnership Project
- New Road Construction Project
- Transportation Systems Management and Operations (TSM&O) Project
- Resurfacing Project
- Other Project
- Resiliency Project



Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Resurface the Turnpike Mainline / SR 91 from MP 54.2 to MP 57.3

FPN: 451364-1,-2

The project resurfaces a segment of the Turnpike Mainline / SR 91 from MP 54.2 to MP 57.3. Work includes milling and resurfacing, safety improvements, and signing and pavement marking improvements.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
PE	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000
CST	\$0	\$18,400,000	\$0	\$0	\$0	\$18,400,000
Total	\$2,100,000	\$18,400,000	\$0	\$0	\$0	\$20,500,000



TSM&O / Add Auxiliary Lanes from South of the Sawgrass Expressway / SR 869 (MP 71) to Broward / Palm Beach County Line (MP 73)

FPN: 415927-4

The Transportation Systems Management and Operations (TSM&O) project converts a portion of the shoulder along with minor widening to add auxiliary lanes to a segment of the Turnpike Mainline / SR 91 from south of the Sawgrass Expressway / SR 869 to the Broward / Palm Beach County Line. The project will increase the number of lanes from six to eight and will include one auxiliary lane in each direction. The project goes with 418214-5 in Palm Beach County.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
ENV	\$100,000	\$0	\$0	\$0	\$0	\$100,000
CST	\$51,200,000	\$0	\$0	\$0	\$0	\$51,200,000
Total	\$51,300,000	\$0	\$0	\$0	\$0	\$51,300,000

Turnpike Mainline Widening Project

Other Widening Project

Interchange Project

Partnership Project

New Road Construction Project

Transportation Systems Management and Operations (TSM&O) Project

Resurfacing Project

Other Project

Resiliency Project

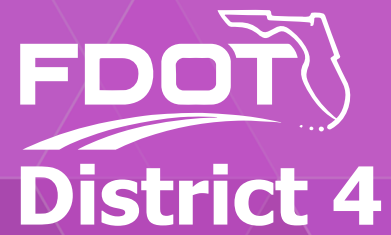


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Widen Sawgrass Expressway / SR 869 from South of NW 8th Street (MP 0) to South of Sunrise Boulevard / SR 838 (MP 0.5) FPN: 437155-5

The project widens a segment of the Sawgrass Expressway / SR 869 from south of NW 8th Street to south of Sunrise Boulevard / SR 838. The widening will increase the number of travel lanes from six to ten. Work includes pavement widening, reconstruction, milling and resurfacing, and a new interchange at NW 8th Street.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
ENV	\$100,000	\$0	\$0	\$0	\$0	\$100,000
PE	\$500,000	\$0	\$0	\$0	\$0	\$500,000
ROW	\$6,400,000	\$0	\$0	\$0	\$0	\$6,400,000
RRU	\$0	\$100,000	\$0	\$0	\$0	\$100,000
CST	\$0	\$145,400,000	\$0	\$0	\$1,800,000	\$147,200,000
Total	\$7,000,000	\$145,500,000	\$0	\$0	\$1,800,000	\$154,300,000



Widen Sawgrass Expressway / SR 869 from South of Sunrise Boulevard / SR 838 (MP 0.5) to North of Oakland Park Boulevard / SR 816 (MP 4.1) FPN: 437155-1

The project widens a segment of the Sawgrass Expressway / SR 869 from south of Sunrise Boulevard / SR 838 to north of Oakland Park Boulevard / SR 816. The widening will increase the number of travel lanes from six to ten. Work includes pavement widening, reconstruction, milling and resurfacing, and interchange improvements at Sunrise Boulevard / SR 838 (MP 1), and Oakland Park Boulevard / SR 816 (MP 3). New ramps to and from the north at the Pat Salerno Drive interchange (MP 1B) will be constructed in partnership with Broward County and the City of Sunrise.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
ENV	\$300,000	\$0	\$0	\$0	\$0	\$300,000
ROW	\$19,800,000	\$0	\$0	\$0	\$0	\$19,800,000
RRU	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000
CST	\$363,000,000	\$0	\$0	\$7,400,000	\$0	\$370,400,000
Total	\$384,100,000	\$0	\$0	\$7,400,000	\$0	\$391,500,000

- Turnpike Mainline Widening Project
- Other Widening Project
- Interchange Project
- Partnership Project
- New Road Construction Project
- Transportation Systems Management and Operations (TSM&O) Project
- Resurfacing Project
- Other Project
- Resiliency Project

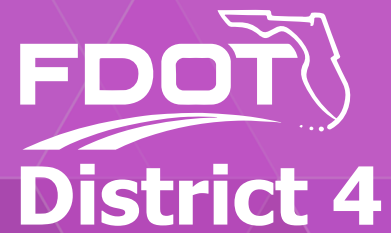


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Widen Sawgrass Expressway / SR 869 from North of Oakland Park Boulevard / SR 816 (MP 4.1) to South of Atlantic Boulevard / SR 814 (MP 7.5) FPN: 437155-6

The project widens a segment of the Sawgrass Expressway / SR 869 from north of Oakland Park Boulevard / SR 816 to south of Atlantic Boulevard / SR 814. The widening will increase the number of travel lanes from six to ten. Work includes pavement widening, reconstruction, milling and resurfacing, and interchange improvements at Commercial Boulevard / SR 870 (MP 5).

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
PE	\$600,000	\$0	\$0	\$0	\$0	\$600,000
ROW	\$1,000,000	\$100,000	\$0	\$0	\$0	\$1,100,000
RRU	\$0	\$300,000	\$0	\$0	\$0	\$300,000
CST	\$0	\$171,000,000	\$0	\$0	\$0	\$171,000,000
Total	\$1,600,000	\$171,400,000	\$0	\$0	\$0	\$173,000,000



Widen Sawgrass Expressway / SR 869 from North of Sample Road / SR 834 (MP 12) to South of University Drive / SR 817 (MP 14.8) FPN: 435461-4

The project widens a segment of the Sawgrass Expressway / SR 869 from north of Sample Road / SR 834 to south of University Drive / SR 817. The widening will increase the number of travel lanes from six to ten. Work includes pavement widening, reconstruction, milling and resurfacing, and interchange improvements at Coral Ridge Drive (MP 14).

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
ENV	\$100,000	\$0	\$200,000	\$0	\$0	\$300,000
RRU	\$0	\$0	\$300,000	\$0	\$0	\$300,000
CST	\$0	\$131,000,000	\$0	\$0	\$0	\$131,000,000
Total	\$100,000	\$131,000,000	\$500,000	\$0	\$0	\$131,600,000

T Turnpike Mainline Widening Project

W Other Widening Project

I Interchange Project

P Partnership Project

N New Road Construction Project

S Transportation Systems Management and Operations (TSM&O) Project

R Resurfacing Project

O Other Project

Resiliency Project

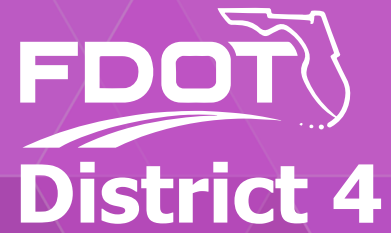


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Widen Sawgrass Expressway / SR 869 from South of University Drive / SR 817 (MP 14.8) to South of US 441 (MP 18.4) FPN: 435461-5

The project widens a segment of the Sawgrass Expressway / SR 869 from south of University Drive / SR 817 to south of US 441. The widening will increase the number of travel lanes from six to ten. Work includes pavement widening, reconstruction, milling and resurfacing, and interchange improvements at University Drive / SR 817 (MP 15).

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
ENV	\$100,000	\$0	\$0	\$0	\$0	\$100,000
RRU	\$0	\$0	\$100,000	\$0	\$0	\$100,000
CST	\$0	\$122,700,000	\$0	\$0	\$0	\$122,700,000
Total	\$100,000	\$122,700,000	\$100,000	\$0	\$0	\$122,900,000



Construct SW 10th Street Connector from the Turnpike Mainline / SR 91 to West of I-95 FPN: 439891-1

The project adds new lanes along SW 10th Street from the Turnpike Mainline / SR 91 to west of I-95. The project will add four new limited access travel lanes and reconstruct the four existing local lanes. Work includes pavement widening, reconstruction, and milling and resurfacing. The project is being managed by FDOT District 4 and is partially funded by the Enterprise.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
DSB	\$92,700,000	\$0	\$0	\$0	\$0	\$92,700,000
Total	\$92,700,000	\$0	\$0	\$0	\$0	\$92,700,000

T Turnpike Mainline Widening Project

W Other Widening Project

I Interchange Project

P Partnership Project

N New Road Construction Project

S Transportation Systems Management and Operations (TSM&O) Project

R Resurfacing Project

O Other Project

Resiliency Project

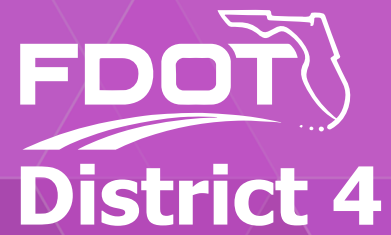


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Palm Beach County Projects



TSM&O / Add Auxiliary Lanes from Broward / Palm Beach County Line (MP 73.1) to North of Glades Road / SR 808 (MP 76.4) **FPN: 418214-5**

The Transportation Systems Management & Operations (TSM&O) project converts a portion of the shoulder along with minor widening to add auxiliary lanes to a segment of the Turnpike Mainline / SR 91 from the Broward / Palm Beach County Line to north of Glades Road / SR 808. The project will increase the number of lanes from six to eight and will include one auxiliary lane in each direction. The project goes with 415927-4 in Broward County.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
ENV	\$100,000	\$0	\$0	\$0	\$0	\$100,000
CST	\$106,600,000	\$0	\$0	\$0	\$0	\$106,600,000
Total	\$106,700,000	\$0	\$0	\$0	\$0	\$106,700,000



Widen the Turnpike Mainline / SR 91 from North of Glades Road / SR 808 (MP 76.8) to North of the L-38 Canal (MP 80.2) **FPN: 417132-1**

The project widens a segment of the Turnpike Mainline / SR 91 from north of Glades Road / SR 808 to north of the L-38 Canal. The widening will increase the number of travel lanes from six to ten. The project also includes replacement of the Yamato Road bridges (MP 77.7), widening the bridge over Clint Moore Road (MP 78.7), replacement of the bridge over L-38 Canal (MP 79.7), milling and resurfacing, noise barriers, roadway lighting, and signing and pavement markings.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
PE	\$8,000,000	\$0	\$0	\$0	\$0	\$8,000,000
ROW	\$0	\$900,000	\$0	\$0	\$0	\$900,000
RRU	\$0	\$0	\$7,000,000	\$0	\$0	\$7,000,000
CST	\$0	\$0	\$284,700,000	\$0	\$0	\$284,700,000
Total	\$8,000,000	\$900,000	\$291,700,000	\$0	\$0	\$300,600,000

- Turnpike Mainline Widening Project
- Other Widening Project
- Interchange Project
- Partnership Project
- New Road Construction Project
- Transportation Systems Management and Operations (TSM&O) Project
- Resurfacing Project
- Other Project
- Resiliency Project

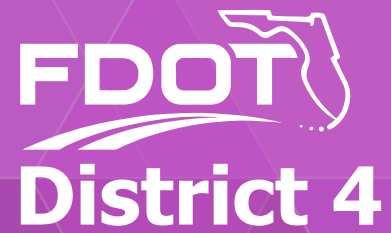


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Widen the Turnpike Mainline / SR 91 from North of the L-38 Canal (MP 80.2) to North of Atlantic Avenue / SR 806 (MP 82.6)

FPN: 417132-4

The project widens a segment of the Turnpike Mainline / SR 91 from north of the L-38 Canal to north of Atlantic Avenue / SR 806. The widening will increase the number of travel lanes from six to ten. The project also includes milling and resurfacing, noise barriers, roadway lighting, and signing and pavement markings, and interchange improvements at Atlantic Avenue / SR 806 (MP 81). Construction funding has been added to the Tentative Five-Year Work Program.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
PE	\$0	\$0	\$4,700,000	\$0	\$0	\$4,700,000
CST	\$0	\$0	\$0	\$0	\$143,900,000	\$143,900,000
Total	\$0	\$0	\$4,700,000	\$0	\$143,900,000	\$148,600,000



Drainage Improvements along the Turnpike Mainline / SR 91 from North of Atlantic Avenue / SR 806 (MP 82.9) to Boynton Beach Boulevard / SR 804 (MP 86)

FPN: 437169-5

The proposed improvements consist of stabilizing the Lake Worth Drainage District E-2W canal bank to support the future widening of the Turnpike Mainline / SR 91 (FPN: 417132-1). A bulkhead wall on the west side of the Turnpike Mainline / SR 91 will be constructed from north of Atlantic Avenue / SR 806 to south of Boynton Beach Boulevard / SR 804. Construction funding has been added to the Tentative Five-Year Work Program.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
PE	\$0	\$0	\$0	\$2,100,000	\$0	\$2,100,000
RRU	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000
CST	\$0	\$0	\$0	\$0	\$109,000,000	\$109,000,000
Total	\$0	\$0	\$0	\$2,100,000	\$110,000,000	\$112,100,000

T Turnpike Mainline Widening Project

W Other Widening Project

I Interchange Project

P Partnership Project

N New Road Construction Project

S Transportation Systems Management and Operations (TSM&O) Project

R Resurfacing Project

O Other Project

OR Resiliency Project

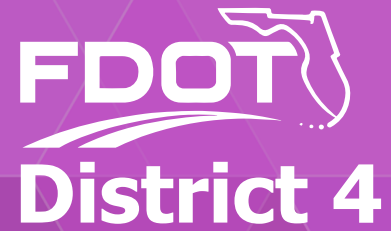


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Widen the Turnpike Mainline / SR 91 from the West Palm Beach Service Plaza (MP 94) to North of Southern Boulevard / US 98 / SR 80 (MP 98) FPN: 406143-5

The project widens a segment of the Turnpike Mainline / SR 91 from the West Palm Beach Service Plaza to north of Southern Boulevard / US 98 / SR 80. The widening will increase the number of travel lanes from four to eight. Work includes pavement widening, reconstruction, milling and resurfacing, bridge improvements / replacements, stormwater drainage improvements, noise walls in qualifying areas, and interchange improvements at Southern Boulevard / US 98 / SR 80 (MP 97). Construction of this over \$264 million project begins in FY 2024 and the remaining expenditure to complete the project is funded in FY 2026.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
CST	\$0	\$4,300,000	\$0	\$0	\$0	\$4,300,000
Total	\$0	\$4,300,000	\$0	\$0	\$0	\$4,300,000



Widen the Turnpike Mainline / SR 91 from North of Southern Boulevard / US 98 / SR 80 (MP 98) to North of Okeechobee Boulevard / SR 704 (MP 101) FPN: 406143-8

The project widens a segment of the Turnpike Mainline / SR 91 from north of Southern Boulevard to north of Okeechobee Boulevard / SR 704. The widening will increase the number of travel lanes from four to eight. Work includes pavement widening, reconstruction, milling and resurfacing, bridge improvements / replacements, stormwater drainage improvements, noise walls in qualifying areas, and interchange improvements at Jog Road (MP 98) and Okeechobee Boulevard / SR 704 (MP 99).

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
CST	\$265,500,000	\$0	\$1,800,000	\$0	\$0	\$267,300,000
Total	\$265,500,000	\$0	\$1,800,000	\$0	\$0	\$267,300,000

T Turnpike Mainline Widening Project

W Other Widening Project

I Interchange Project

P Partnership Project

N New Road Construction Project

S Transportation Systems Management and Operations (TSM&O) Project

R Resurfacing Project

O Other Project

Resiliency Project

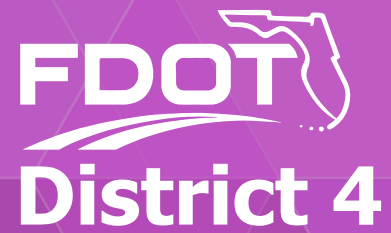


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Widen the Turnpike Mainline / SR 91 from North of Okeechobee Boulevard / SR 704 (MP 101) to Beeline Highway / SR 710 (MP 107)

FPN: 406143-6

The project widens a segment of the Turnpike Mainline / SR 91 from north of Okeechobee Boulevard / SR 704 to Beeline Highway / SR 710. The widening will increase the number of travel lanes from four to eight. Work includes pavement widening, reconstruction, milling and resurfacing, bridge improvements / replacements, stormwater drainage improvements, and noise walls in qualifying areas.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
ENV	\$100,000	\$1,000,000	\$0	\$0	\$0	\$1,100,000
PE	\$600,000	\$0	\$0	\$0	\$0	\$600,000
CST	\$0	\$153,200,000	\$0	\$2,000,000	\$0	\$155,200,000
Total	\$700,000	\$154,200,000	\$0	\$2,000,000	\$0	\$156,900,000



Widen the Turnpike Mainline / SR 91 from Beeline Highway / SR 710 (MP 107) to PGA Boulevard / SR 786 (MP 109)

FPN: 415748-1

The project widens a segment of the Turnpike Mainline / SR 91 from Beeline Highway / SR 710 to PGA Boulevard / SR 786. The widening will increase the number of travel lanes from four to eight. Work includes pavement widening, reconstruction, milling and resurfacing, bridge improvements / replacements (Beeline Highway / SR 710, Northlake Boulevard, PGA Boulevard / SR 786), stormwater drainage improvements, noise walls in qualifying areas, and interchange improvements at Beeline Highway / SR 710 (MP 107) and PGA Boulevard / SR 786 (MP 109).

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
PE	\$600,000	\$0	\$0	\$0	\$0	\$600,000
ROW	\$0	\$5,400,000	\$0	\$0	\$0	\$5,400,000
RRU	\$0	\$5,500,000	\$0	\$0	\$300,000	\$5,800,000
CST	\$0	\$0	\$0	\$239,400,000	\$0	\$239,400,000
Total	\$600,000	\$10,900,000	\$0	\$239,400,000	\$300,000	\$251,200,000

T Turnpike Mainline Widening Project

W Other Widening Project

I Interchange Project

P Partnership Project

N New Road Construction Project

S Transportation Systems Management and Operations (TSM&O) Project

R Resurfacing Project

O Other Project

Resiliency Project

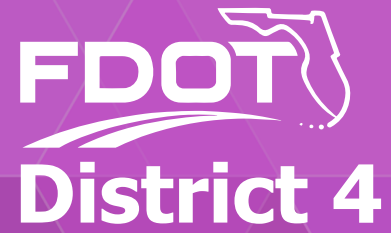


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Martin County Project



Bridge Replacement along the Turnpike Mainline / SR 91 – South of Becker Road (MP 138) FPN: 448524-1

The project replaces Bridge 890083 located south of Becker Road (MP 138) along the Turnpike Mainline / SR 91. Work includes bridge replacement, pavement realignment (reconstruction / widening), milling and resurfacing, maintenance of traffic plan, signing and pavement marking improvements, intelligent transportation systems, drainage, and lighting.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
CST	\$35,000,000	\$0	\$0	\$0	\$0	\$35,000,000
Total	\$35,000,000	\$0	\$0	\$0	\$0	\$35,000,000

St Lucie County Project



New Partial Interchange on the Turnpike Mainline / SR 91 at Midway Road (MP 150) FPN: 451858-1

The project constructs new ramps to / from the south Turnpike Mainline / SR 91 at Midway Road. The new ramps will provide access to the existing and planned development along Midway Road. Work includes construction of two new ramps, milling and resurfacing, safety improvements, and connecting to the FDOT District 4 project that widens Midway Road from two to four lanes.

Phase	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
ROW	\$5,900,000	\$8,800,000	\$0	\$0	\$0	\$14,700,000
CST	\$0	\$0	\$17,300,000	\$0	\$0	\$17,300,000
Total	\$5,900,000	\$8,800,000	\$17,300,000	\$0	\$0	\$32,000,000

T Turnpike Mainline Widening Project

W Other Widening Project

I Interchange Project

P Partnership Project

N New Road Construction Project

S Transportation Systems Management and Operations (TSM&O) Project

R Resurfacing Project

O Other Project

Resiliency Project

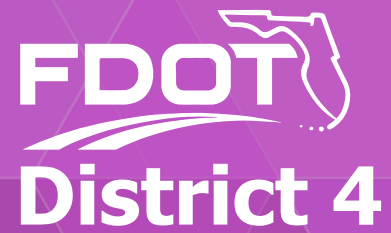


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Summary of Minor Project Funding by Project Category

Minor projects may include bridge paintings / rehabilitations, intelligent transportation systems (ITS) upgrades, signing and pavement marking improvements, guardrail / safety improvements, landscaping, and other miscellaneous types. The table below summarizes the funding programmed for minor projects for Turnpike facilities throughout FDOT District Four.

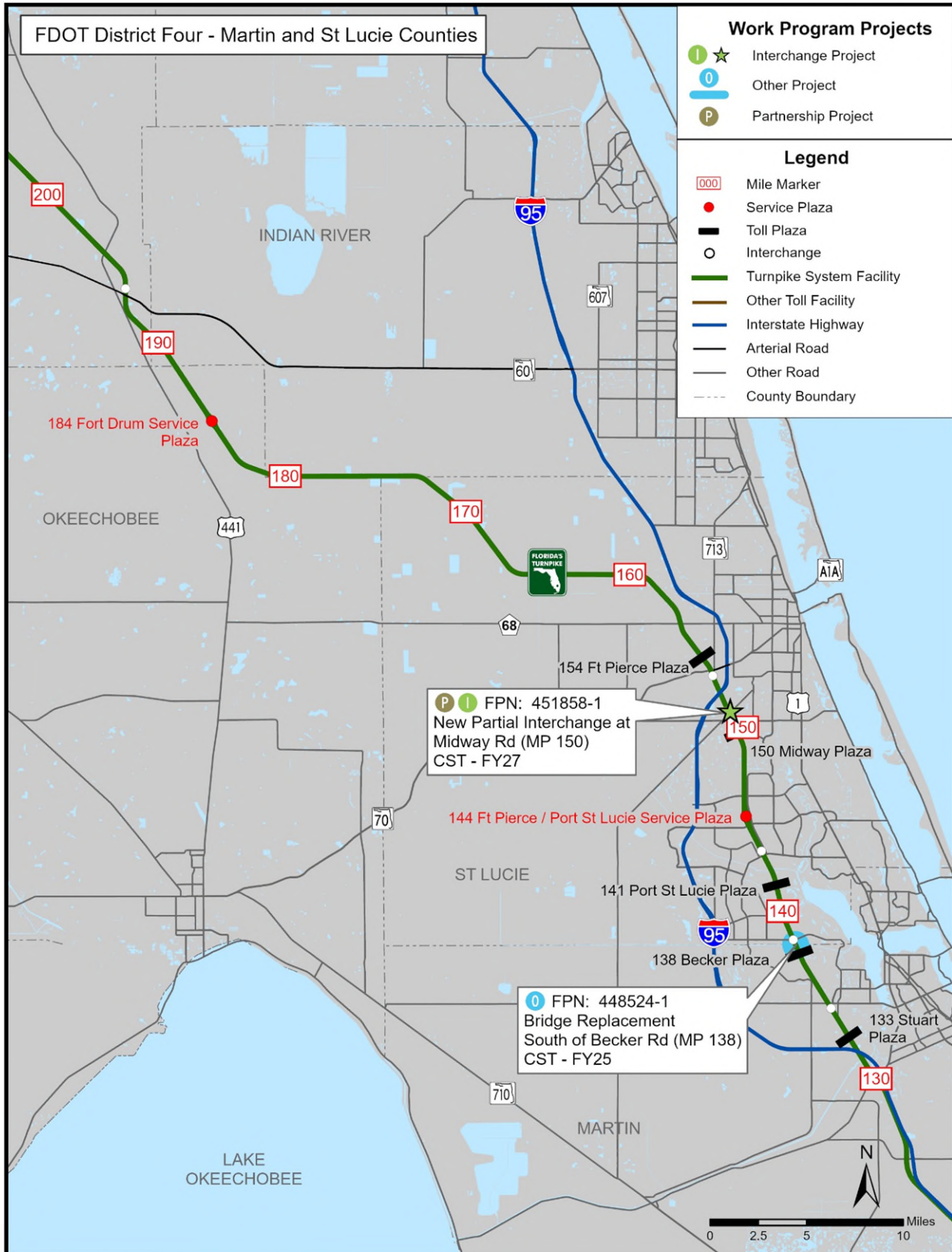
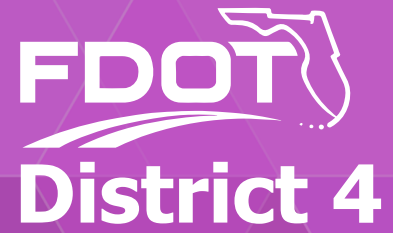
Project Category	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
Bridge Paintings / Rehab	\$4,300,000	\$0	\$0	\$0	\$0	\$4,300,000
ITS Upgrades	\$5,700,000	\$0	\$3,003,000	\$0	\$0	\$8,703,000
Lighting	\$15,841,800	\$6,483,600	\$0	\$0	\$0	\$22,325,400
Miscellaneous	\$0	\$100,000	\$1,600,000	\$0	\$0	\$1,700,000
Minor Projects Total	\$25,841,800	\$6,583,600	\$4,603,000	\$0	\$0	\$37,028,400

Summary of All Project Funding with Construction in the Tentative Five-Year Work Program

Project Classification	Fiscal Year					5 Year Total
	2025	2026	2027	2028	2029	
Minor Projects	\$25,841,800	\$6,583,600	\$4,603,000	\$0	\$0	\$37,028,400
Major Projects	\$1,176,400,000	\$788,600,000	\$316,600,000	\$250,900,000	\$621,200,000	\$3,153,700,000
Total	\$1,202,241,800	\$795,183,600	\$321,203,000	\$250,900,000	\$621,200,000	\$3,190,728,400

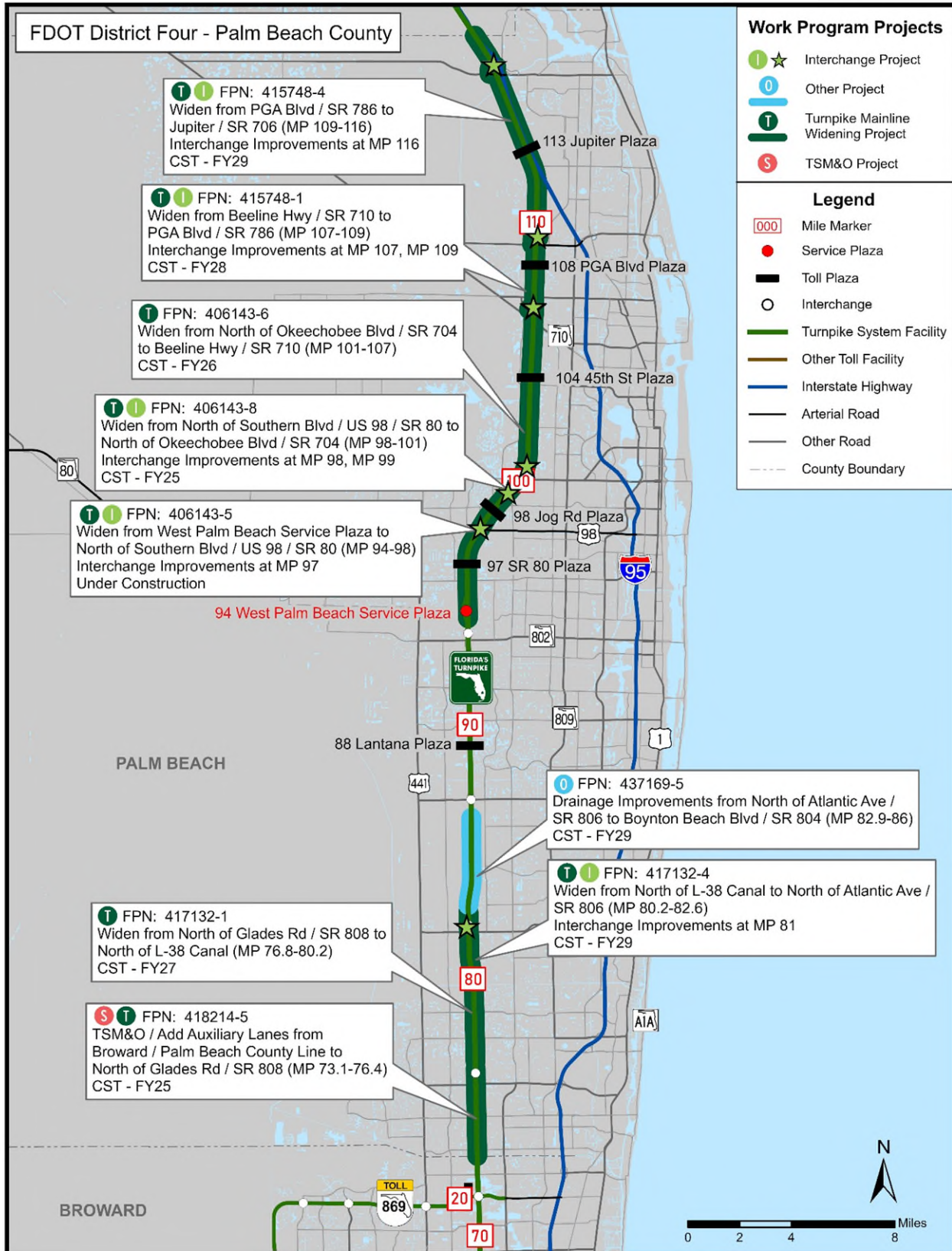
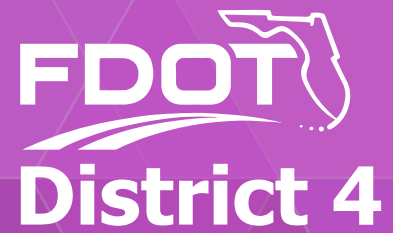


Florida's Turnpike Enterprise Tentative Five-Year Work Program FY 2025 through FY 2029 Summary of Projects



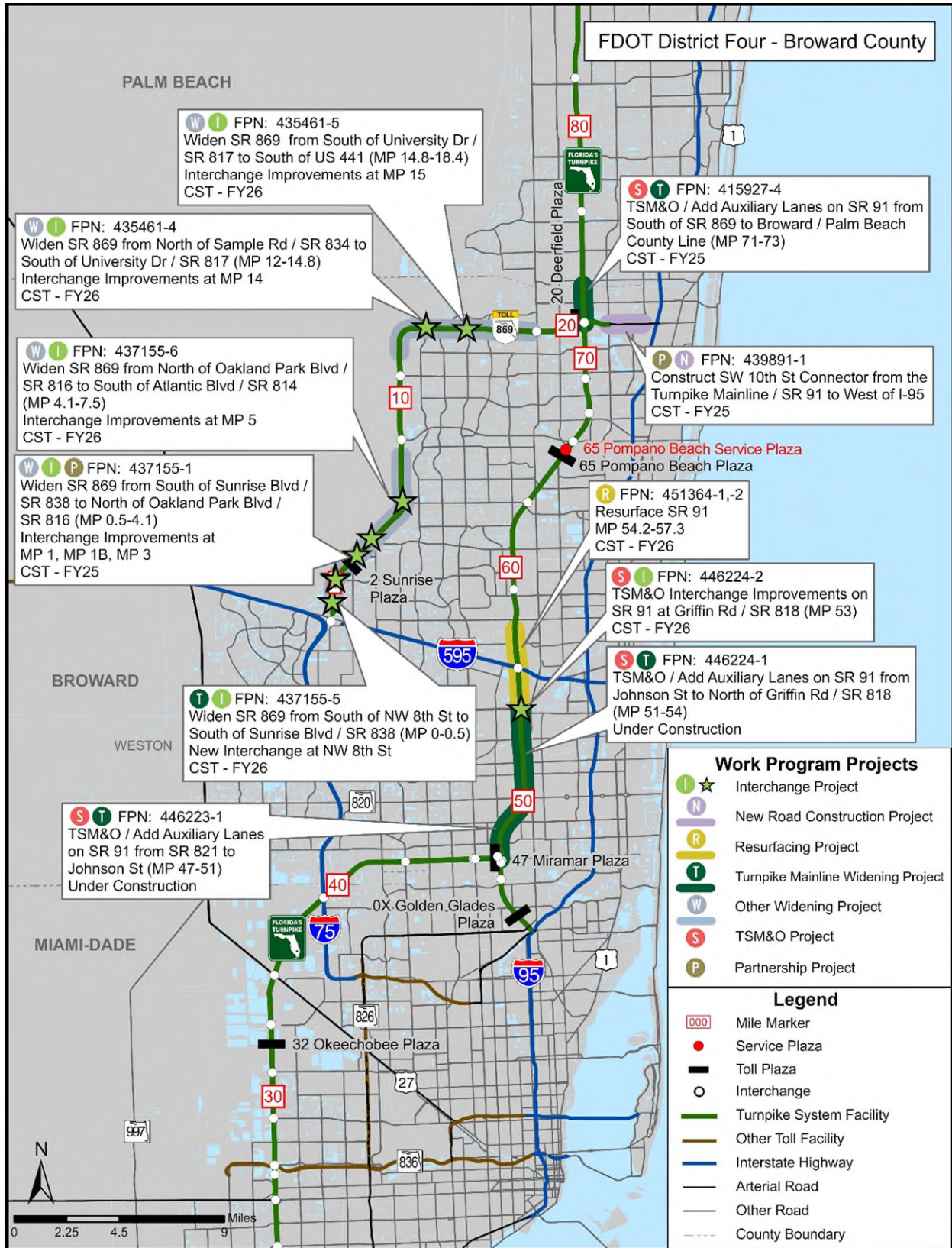
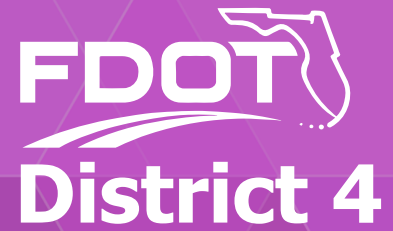


Florida's Turnpike Enterprise Tentative Five-Year Work Program FY 2025 through FY 2029 Summary of Projects





Florida's Turnpike Enterprise Tentative Five-Year Work Program FY 2025 through FY 2029 Summary of Projects



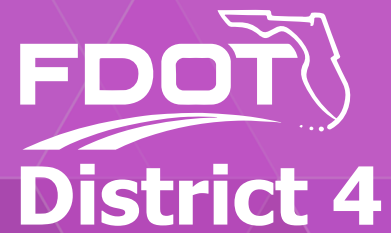


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



Project Development and Environment (PDE), Preliminary Engineering (PE), and / or Right of Way (ROW) Projects

The table below provides a summary of the projects in FDOT District Four that have funding for Project Development and Environment (PDE – Phase 22), Preliminary Engineering (PE – Phase 32), and / or Right of Way (ROW – Phase 43), but are not currently funded for construction in the Tentative Five-Year Work Program (FY 2025 through FY 2029). The projects listed below are not included in the previous funding tables or maps.

FPN	County	Project Category	Location / Limits	Phase	FY	Funding
443882-4	Broward	0 Other	Thru Lanes Implementation on Turnpike Mainline / SR 821 (MP 40.2 to MP 47)	PE	2025	\$200,000
449709-1	Broward	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from North of Turnpike Mainline / SR 821 to North of I-595 (MP 47.5 to MP 54.5)	PDE	2028	\$4,500,000
452073-1	Broward	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from South of I-595 to South of Oakland Park Boulevard / SR 816 (MP 55 to MP 60)	PE	2029	\$11,550,000
452075-1	Broward	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from South of Oakland Park Boulevard / SR 816 to South of Commercial Boulevard / SR 870 (MP 60 to MP 62)	PE	2029	\$19,200,000
				ROW	2029	\$25,000,000
452076-1	Broward	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from South of Commercial Boulevard / SR 870 To Atlantic Boulevard / SR 814 (MP 62 to MP 66)	PE	2027	\$13,860,000
				ROW	2029	\$1,000,000
449713-1	Broward	0 Other	Pompano Service Plaza Truck Parking Improvements	PE	2028	\$525,000
452077-1	Broward	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from Atlantic Boulevard / SR 814 to North of Sample Road / SR 834 (MP 66 to MP 69)	PE	2026	\$26,820,000
452078-1	Broward	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from North of Sample Road / SR 834 to Wiles Road (MP 69 to MP 70)	PE	2025	\$1,710,000
452114-1	Broward	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from Wiles Road to Broward / Palm Beach County Line (MP 70 to MP 73)	PE	2027	\$7,300,000

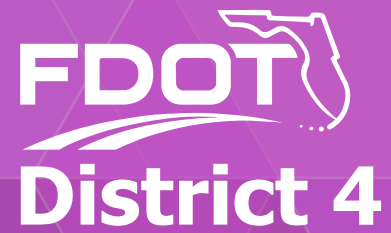


Florida's Turnpike Enterprise

Tentative Five-Year Work Program

FY 2025 through FY 2029

Summary of Projects



FPN	County	Project Category	Location / Limits	Phase	FY	Funding
447716-2	Broward / Palm Beach	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from North of Sawgrass Expressway / SR 869 to North of Glades Road / SR 808 (MP 71.5 to MP 77)	PDE	2028	\$5,000,000
437169-1	Palm Beach	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from North of Atlantic Avenue / SR 806 to North of L-30 Canal (MP 82.6 to MP 85.3)	PE	2027	\$2,747,000
				ROW	2029	\$7,738,000
439741-1	Palm Beach	I Interchange	New Interchange on Turnpike Mainline / SR 91 at Hypoluxo Road (MP 90)	PDE	2026	\$2,000,000
446218-1	Palm Beach	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from Jupiter / SR 706 to Palm Beach / Martin County Line (MP 117 to MP 117.7)	PE	2025	\$2,007,000
446332-1 446219-1 446618-1	Martin	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from Palm Beach / Martin County Line to Thomas B Manuel Bridge (MP 117.7 to MP 131)	PE	2025	\$28,718,000
446165-1	Martin	I Interchange	Interchange Improvements on Turnpike Mainline / SR 91 at Stuart / SR 714 (MP 133)	PE	2025	\$5,750,000
446333-1	Martin	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from North of Stuart / SR 714 to Martin / St Lucie County Line (MP 134.5 to MP 138.08)	PE	2025	\$5,900,000
446334-1	St Lucie	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from Martin / St Lucie County Line to North of Becker Road (MP 138.08 to MP 138.5)	PE	2025	\$2,500,000
446335-1	St Lucie	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from North of Becker Road to Crosstown Parkway (MP 138.5 to MP 144.58)	PE	2025	\$6,000,000
446220-1	St Lucie	I Interchange	Interchange Improvements on Turnpike Mainline / SR 91 at Port St Lucie / SR 716 (MP 142)	PE	2025	\$4,302,000
449713-1	St Lucie	O Other	Port St Lucie / Ft Pierce Service Plaza Truck Parking Improvements	PE	2028	\$270,000
446583-1	St Lucie	T Turnpike Mainline Widening	Widen Turnpike Mainline / SR 91 from Crosstown Parkway to Ft Pierce / SR 70 (MP 144.58 to MP 153.19)	PE	2026	\$18,660,000
446580-1	St Lucie	I Interchange	Interchange Improvements on Turnpike Mainline / SR 91 at Ft Pierce / SR 70 (MP 152)	PE	2026	\$2,644,000

Florida's Turnpike Enterprise

Tentative Five-Year Work Program

PRESENTATION TO MARTIN COUNTY MPO

FY 2025 – FY 2029



SAFETY



COMMUNITIES



WORKFORCE DEVELOPMENT



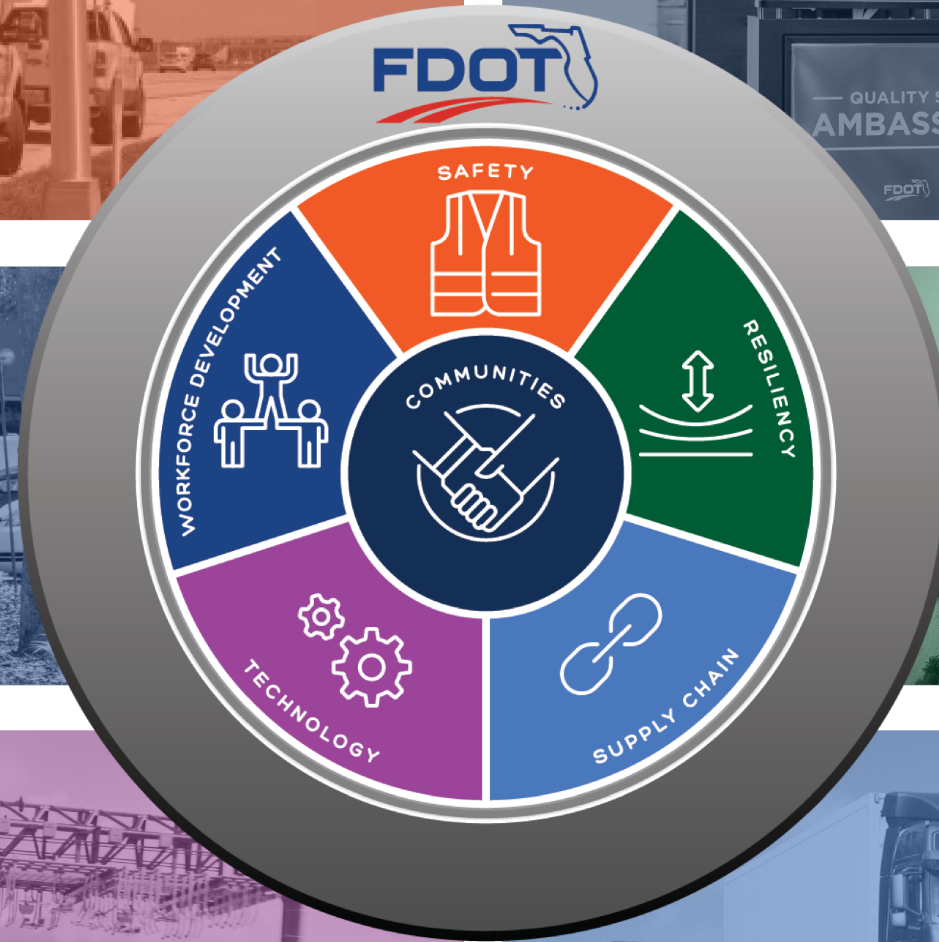
RESILIENCY



TECHNOLOGY



ROBUST SUPPLY CHAIN



Enterprise Mission

To help meet the State's growing transportation needs, ensuring value to customers, protecting investors, and managing the Turnpike System in a business-like manner.



Enterprise Vision

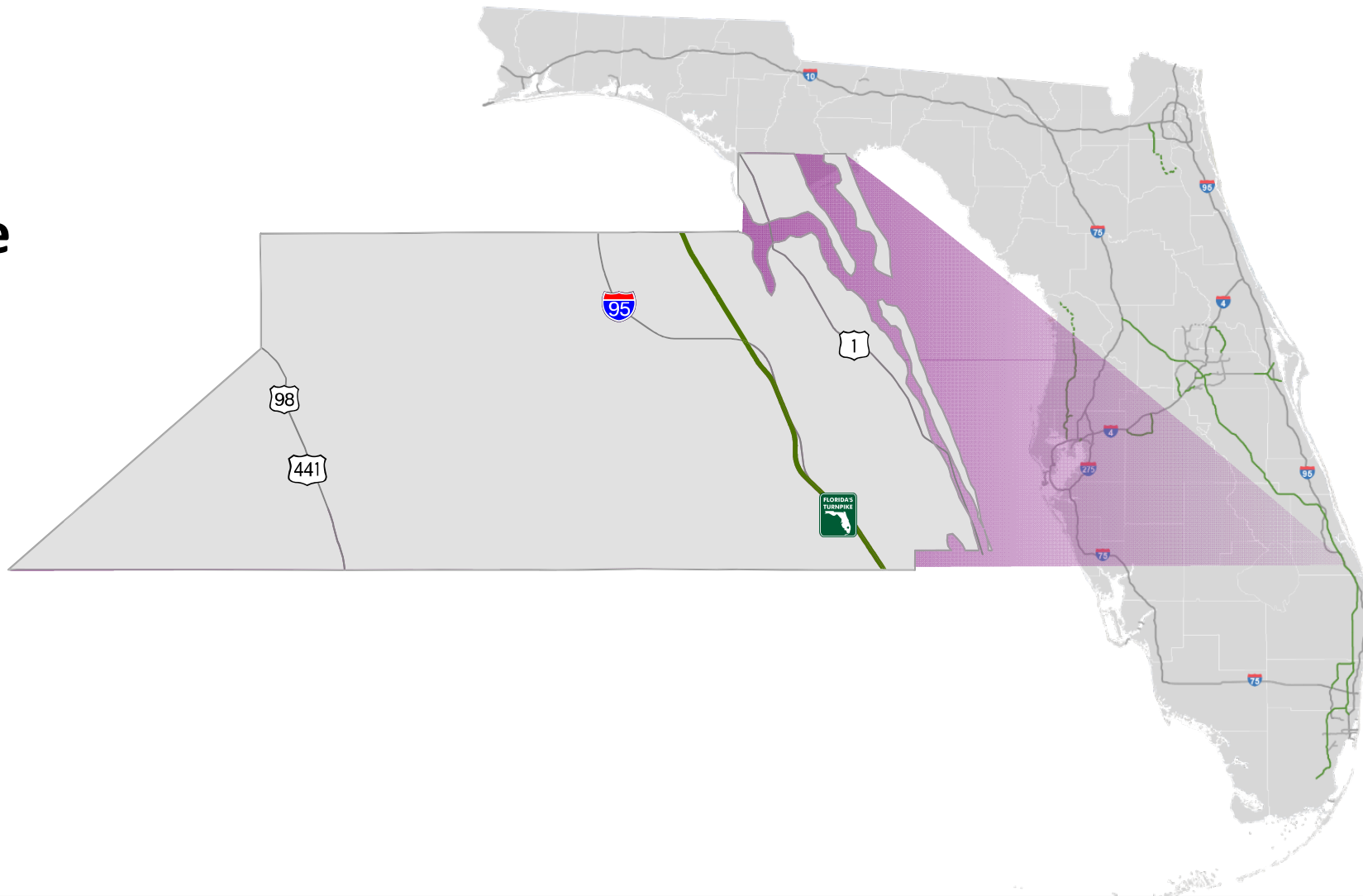
To keep Florida on the move through customer-oriented, environmentally sound, user-financed facilities.



Facilities in Martin County



**Turnpike Mainline
(SR 91)
20 Miles**



Revenues & Expenditures

Toll &
Concession
Revenue

Operations &
Maintenance*



Debt
Service



Renewal &
Replacement

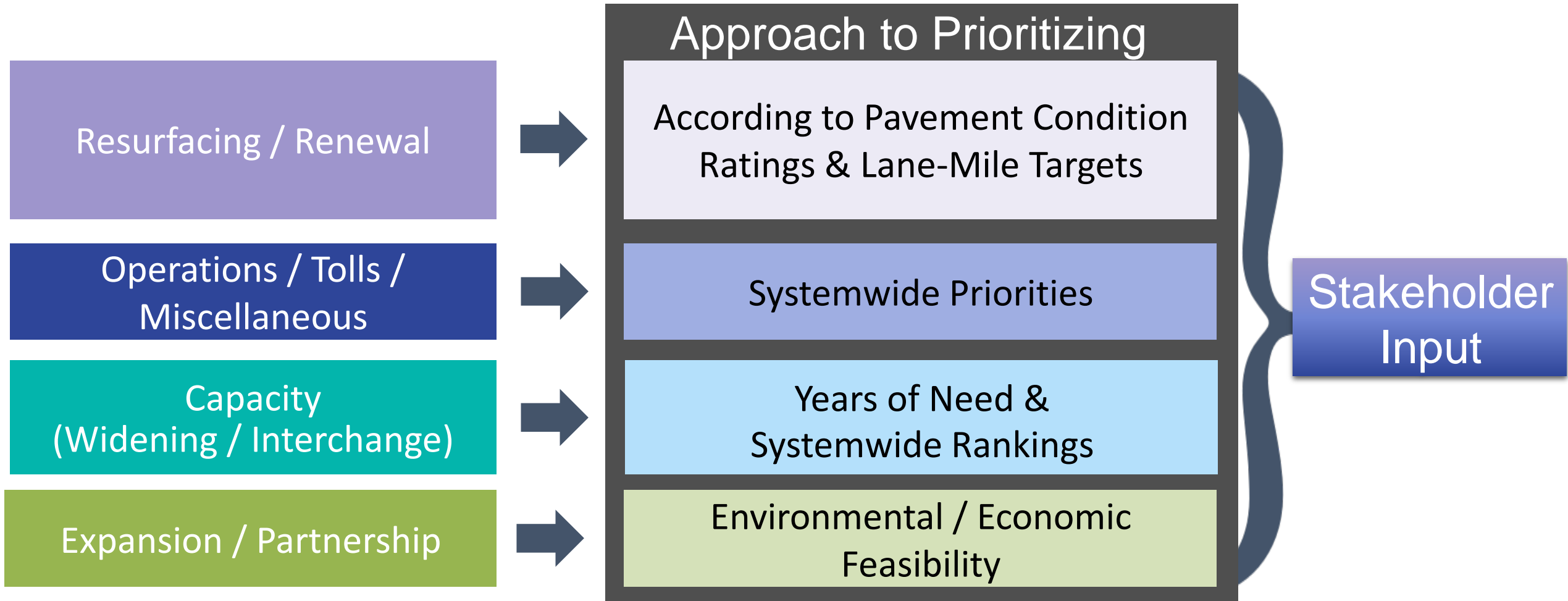


System Capacity
Improvements &
Expansions



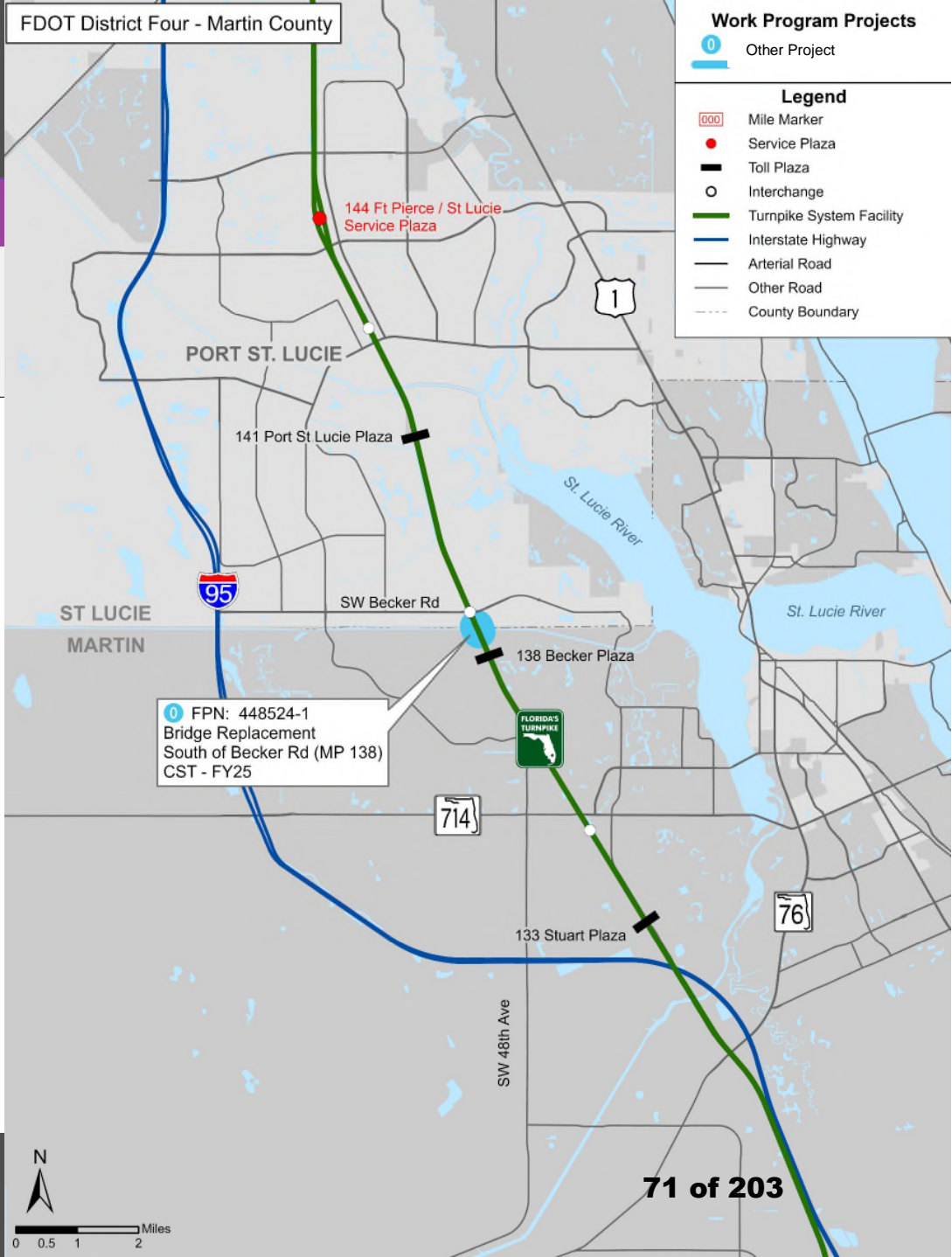
*FDOT Covenant for Operations and Maintenance expenses.

Turnpike Prioritization Process

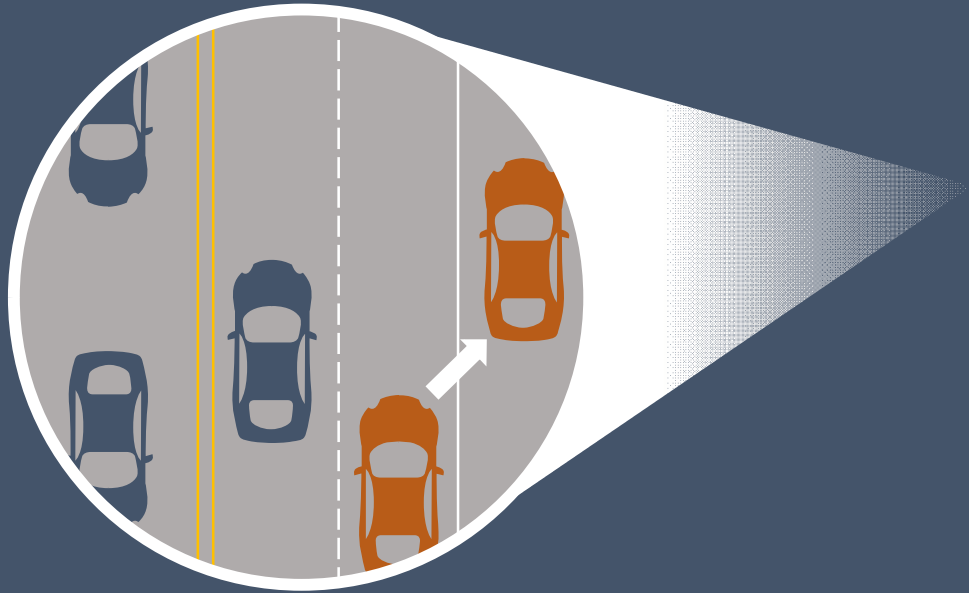


Martin County

Description	Phase	FY	Funds (\$M)
Bridge Replacement South of Becker Rd (MP 138) FPN: 448524-1	CST	2025	\$35.0



Safety Tips If Your Vehicle Stops Working



- ✓ Move Vehicles From Travel Lanes
- ✓ Call *347 For Florida Highway Patrol & Road Rangers
- ✓ Remain Inside Vehicle With Seatbelt On & Wait For Help

✓ If It's Not Safe To Stay Inside Your Vehicle

- Exit Vehicle Safely & Get Behind Protective Barrier/Guardrail
- Do Not Stand Outside Of Vehicle
- Do Not Walk Or Stand On Shoulder
- Do Not Walk Across Roadway Or Travel Lanes





**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: October 23, 2023	DUE DATE: October 16, 2023	UPWP#: 1
WORDING: DRAFT APPORTIONMENT PLAN		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Draft Apportionment Plan

BACKGROUND

After each decennial census, metropolitan planning organizations (MPOs) must review the composition of their membership and metropolitan planning area (MPA) boundaries and submit an Apportionment Plan that meets the requirements of s.339.175(3), FS, s.339.175(4), FS, and 23 CFR 450.310. MPOs must submit their Apportionment Plan to FDOT by November 14, 2023.

At the September 18, 2023 MPO Policy Board meeting, the Board gave staff direction to move forward with updating the Apportionment Plan, and to include an additional Board member from the Martin County Board of County Commissioners. The reasons for adding the fifth County Commissioner are developments impacting northern Martin County and recent updates to the 2045 Treasure Coast Regional Planning Model Version 5 (TCRPM5) requested by the St. Lucie Transportation Planning Organization (TPO) showing increases in traffic volume on CR-714/SR-714 (SW Martin Highway) and CR-609 (SW Allapattah Road). Adding the fifth County Commissioner will ensure that all areas of Martin County are included in the MPO’s transportation planning process.

ISSUES

At the October 2023 MPO Policy Board Meeting, MPO staff present the Draft Apportionment Plan to the Board.

RECOMMENDED ACTION

- a. Approve Draft Apportionment Plan
- b. Approve Draft Apportionment Plan with comments

ATTACHMENTS

DRAFT Martin MPO Apportionment Plan

Introduction

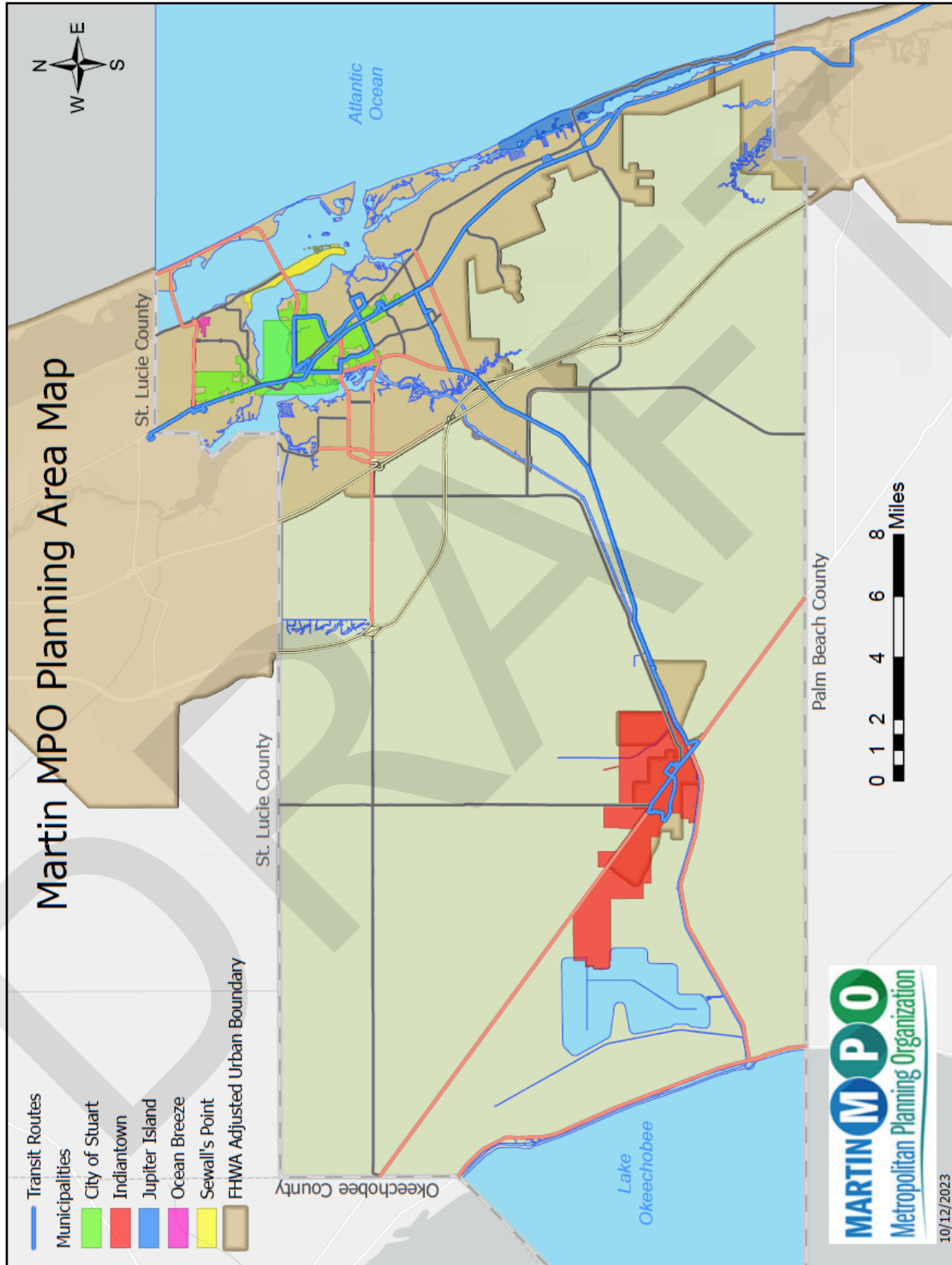
Federal laws and regulations require metropolitan planning organizations (MPOs) to be designated for each urban area with a population greater than 50,000 people [23 CFR 450.310(a), 23 USC 134(d)]. This designation is accomplished by agreement between the Governor and the affected units of local government. The federal rules allow the states and units of local government to largely determine the specific composition of the MPOs. In Florida, Section 339.175, Florida Statutes, provides the requirements for MPO membership composition and apportionment of the voting membership. Pursuant to these state and federal rules, the Martin MPO was created in 1993.

Metropolitan Planning Area Boundary

The boundaries of the MPA are determined by agreement between the MPO and the Governor and, at minimum, encompass the entire existing urban area (as defined by the Census Bureau) plus the contiguous area expected to become urban within a 20-year forecast period (23 CFR 450.312).

Martin MPO is located on the East Coast of Florida. Comprised of six local government jurisdictions (Martin County Board of County Commissioners and five municipalities) and at approximately 543.8 square miles of land area, Martin County is the 55th largest county in Florida. According to the United States Bureau of the Census, the population of the entire county is 158,431. A map of the MPO's planning area boundary is provided in Figure 1.

Figure 1: Martin MPO Metropolitan Planning Area Boundary Map



MPO Population

The table below show changes in population in the Martin MPO area between the 2010 Census and the 2020 Census.

Table 1: MPA (MPO Area) Population

MPA Area	2010 Population	2020 Population
Total	146,318	158,431

Current & Proposed MPO Membership

Currently, the Martin MPO Board is comprised of eight (8) members, as shown in Table 2, representing the Martin County Board of County Commissioners (BOCC) and three (3) municipal governments and one (1) non-voting advisor from the Florida Department of Transportation (FDOT). The composition of the Board was agreed to by the MPO members in a membership apportionment plan approved by the Governor in 2013. The proposed Martin MPO Board membership in this apportionment plan is nine (9) voting members and one (1) non-voting advisor (Table 2).

The Martin MPO is proposing to add an additional MPO Board member from the Martin County BOCC. Currently, the Martin MPO is comprised of eight (8) voting members, four (4) of which are Commissioners on the Martin County BOCC. Martin County BOCC is comprised of a five (5) member Board, each representing one of the five Districts in the County. At present, the County Commissioner from District Five, which represents northern-central Martin County, does not serve on the MPO Policy Board. The purpose of the additional Martin County BOCC member is to ensure that all areas of the Martin Metropolitan Planning Area (MPA) are represented in the MPO's transportation planning process, including unincorporated Martin County, Towns of Jupiter Island and Ocean Breeze Park, Airport and Public Transportation.

Developments in the Village of Indiantown as well as the Newfield development (ref. Attachment #3 – Martin MPO Development Review Map - Newfield Development) in northern Martin County will increase population and traffic in the area. Also, certain developments and projects occurring in St. Lucie County may impact transportation patterns in Martin County (ref. Attachment #4 – 2045 Revised Land Use Data Development for St. Lucie County). Therefore, having all Martin BOCC members on the MPO Board will help ensure that none of the County Districts are left out of important transportation planning decisions.

Table 2: Current & Proposed MPO Membership

Jurisdiction/Agency/Entity	Current Membership			Proposed Membership		
	Number of Voting Members	Number of Non-Voting Advisors	Percent of Total Votes	Number of Voting Members	Number of Non-Voting Advisors	Percent of Total Votes
Martin County Board of County Commisioners	4		50%	5		55.6%
City of Stuart	2		25%	2		22.2%
Village of Indiantown	1		12.5%	1		11.1%
Town of Sewall's Point	1		12.5%	1		11.1%
Florida Department of Transportation		1			1	
Total	8	1	100%	9	1	100%

Attachments

- Attachment #1 - MPO Board Resolution #24-03
- Attachment #2 - Martin County Commissioner Districts
- Attachment #3 - Martin County Development Review Map – Newfield Development
- Attachment #4 - Map from St. Lucie TPO's 2045 Revised Land Use Data Development for St. Lucie County

DRAFT

RESOLUTION NO. 24-03

A RESOLUTION OF THE MARTIN METROPOLITAN PLANNING ORGANIZATION (MPO) SUPPORTING THE ADOPTION OF THE MPO MEMBERSHIP APPORTIONMENT PLAN.

WHEREAS, the Martin MPO is the agency designated to conduct a continuing, coordinated, and comprehensive transportation planning process in Martin County, City of Stuart, Town of Sewall’s Point, and the Village of Indiantown; and

WHEREAS, Section 134 Title 23 of the United States Code requires the designation of MPOs in urban areas, as defined by the United Census Bureau of the Census; and

WHEREAS, Section 134 of Title 23 of the United State Code sets forth membership requirements for MPOs designated for transportation management areas with a population of 200,000 or more residents; and

WHEREAS, the Martin MPO met on October 23, 2023 to review its voting composition and agreed on the composition presented herein; and

WHEREAS, Section 339.175(4)(a), Florida Statutes, requires the Governor to review the composition of the Metropolitan Planning Organizations membership in conjunction with the decennial census.

NOW, THEREFORE, BE IT RESOLVED, that the Martin MPO approves the submittal of a MPO Membership Apportionment Plan to the Governor’s Office.

PASSED and DULY ADOPTED by the Martin MPO on October 23, 2023.

Attest:

Martin Metropolitan Planning Organization

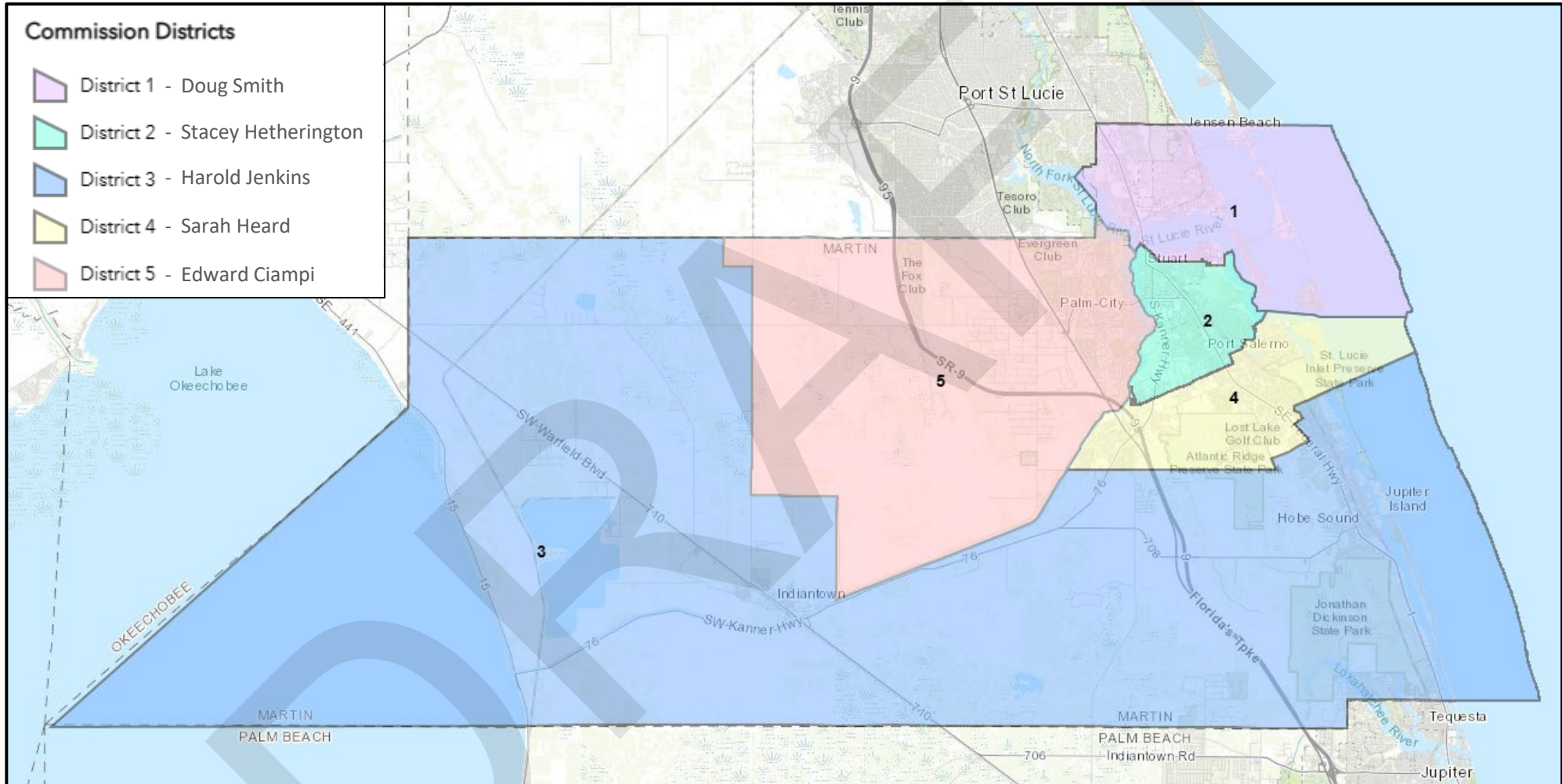
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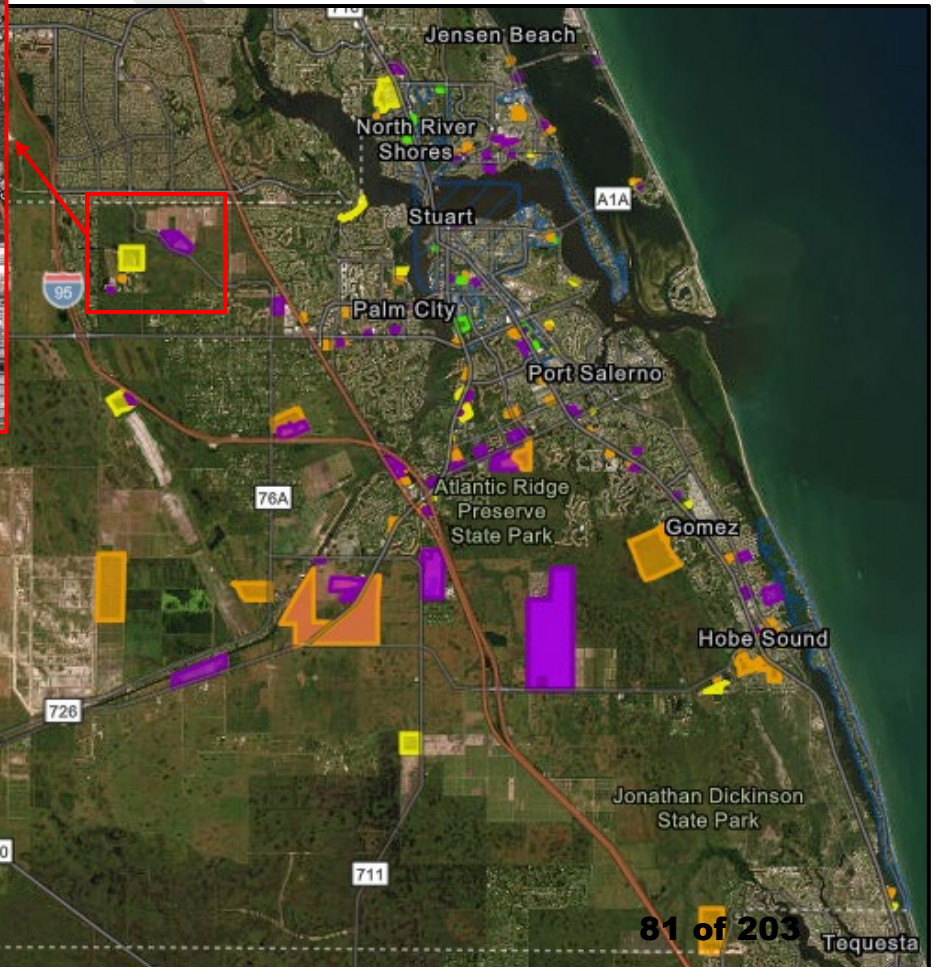
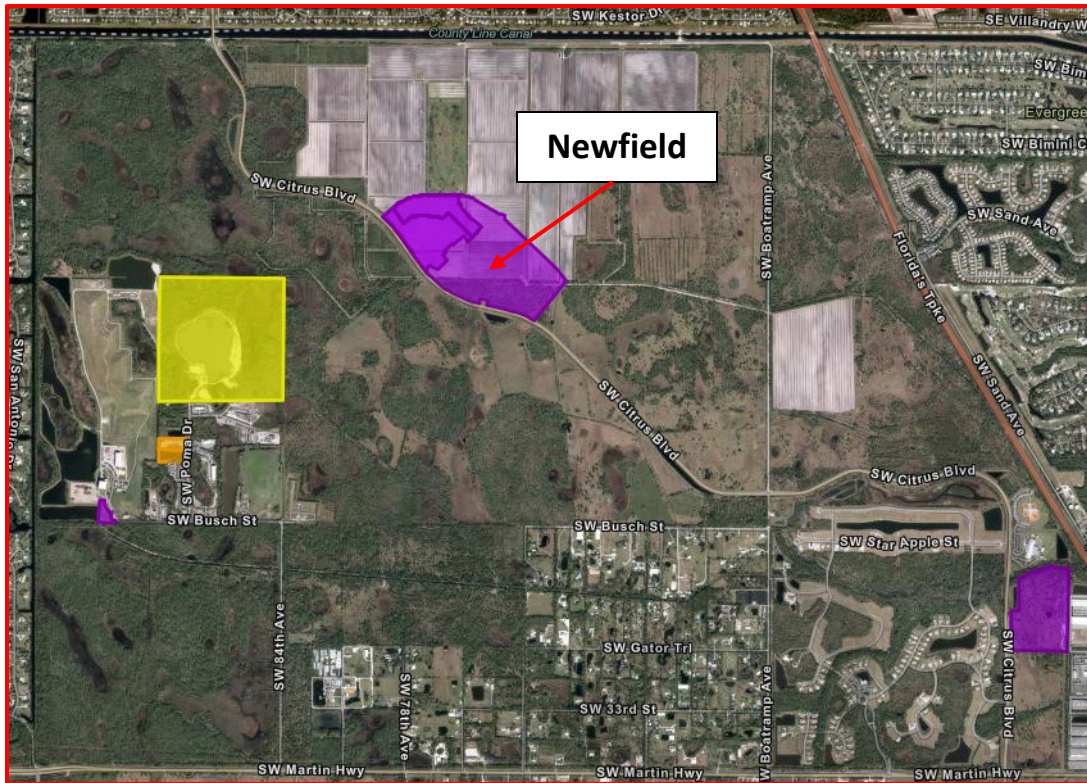
Beth Beltran, MPO Administrator

Troy McDonald, Martin MPO Chairman

Martin County Commissioner Districts



Martin County Newfield Development





**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: October 23, 2023	DUE DATE: October 16, 2023	UPWP#: 8
WORDING: DRAFT 2045 REGIONAL LONG RANGE TRANSPORTATION PLAN (RLRTP)		
REQUESTED BY: FDOT	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: DRAFT 2045 RL RTP

BACKGROUND

To develop the 2045 Regional Long Range Plan (RLRTP), a Memorandum of Understanding (MOU) was signed on September 9, 2021 between the Martin MPO, the St. Lucie TPO and Indian River MPO.

The 2045 RL RTP is scheduled to be adopted by the Treasure Coast Transportation Council (TCTC) near the end of 2023. Established in 2006, the TCTC is composed of six voting members, two each from the Martin, St. Lucie, and Indian River T/MPO Policy Boards.

ISSUES

At the October 2023 MPO Policy Board meeting, the consultant Kimley-Horn & Associates will present the Draft 2045 RL RTP.

RECOMMENDED ACTION

- Approve the DRAFT 2045 RL RTP
- Approve the DRAFT 2045 RL RTP with comments

APPROVAL

MPO

ATTACHMENTS

- 2045 RL RTP PowerPoint Presentation
- DRAFT 2045 Treasure Coast RL RTP

2045 Treasure Coast

Regional Long Range Transportation Plan

for Martin, St. Lucie and Indian River Counties

MARTIN MPO
Metropolitan Planning Organization

St. Lucie Transportation Planning Organization

Indian River County MPO

Prepared By:
Kimley»Horn

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2045 Treasure Coast Regional Long Range Transportation Plan

Overview

- Purpose
- Regional Trends & Conditions
- Regional Goals, Objectives, and Performance Measures
- Regional Multimodal Transportation System
- Project Prioritization Method
- Prioritized Needs Projects
- Next Steps

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2045 Treasure Coast Regional Long Range Transportation Plan

Purpose

- Creates a regional overlay and combines the regional projects from the local plans for Martin, St. Lucie, and Indian River counties to create one long-term transportation plan for the future
- Ensure connectivity and continuity between facilities throughout the counties
- The RL RTP has a 25-year planning horizon, directing federal and state regional funding towards projects valued by the region
- Prioritization and funding of transportation investments for the Treasure Coast

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Regional Trends & Conditions

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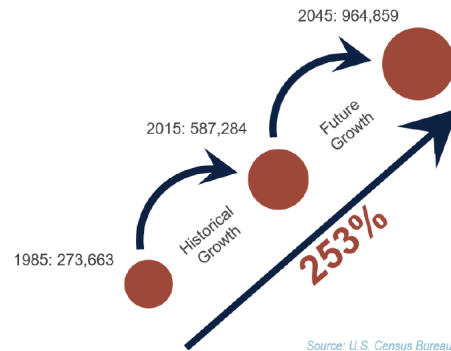
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2045 Treasure Coast Regional Long Range Transportation Plan

Population Projections

- Treasure Coast population expected to **grow by 377,575** from 2015 to 2045

Geography	Population 2015	Population 2045	Percent Change, 2015-2045
Martin County	151,596	181,310	19.60%
St. Lucie County	292,362	581,710	98.97%
Indian River County	143,326	201,839	40.83%
Treasure Coast Region	587,284	964,859	64.29%



Source: U.S. Census Bureau

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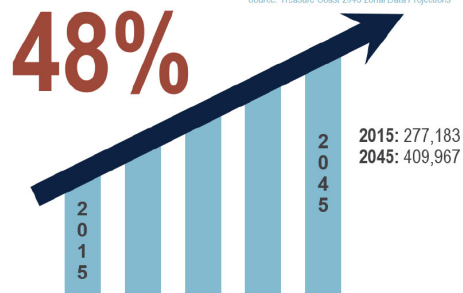
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2045 Treasure Coast Regional Long Range Transportation Plan

Employment Projections

- Treasure Coast employment expected to **grow by 132,784** from 2015 to 2045
- St. Lucie County projected for largest employment gains from 2015 to 2045

Geography	Employment 2015	Employment 2045	Percent Change, 2015-2045
Martin County	92,700	98,986	6.78%
St. Lucie County	108,097	216,355	100.15%
Indian River County	76,386	94,626	23.88%
Treasure Coast Region	277,183	409,967	47.90%



Source: Treasure Coast 2045 Zonal Data Projections

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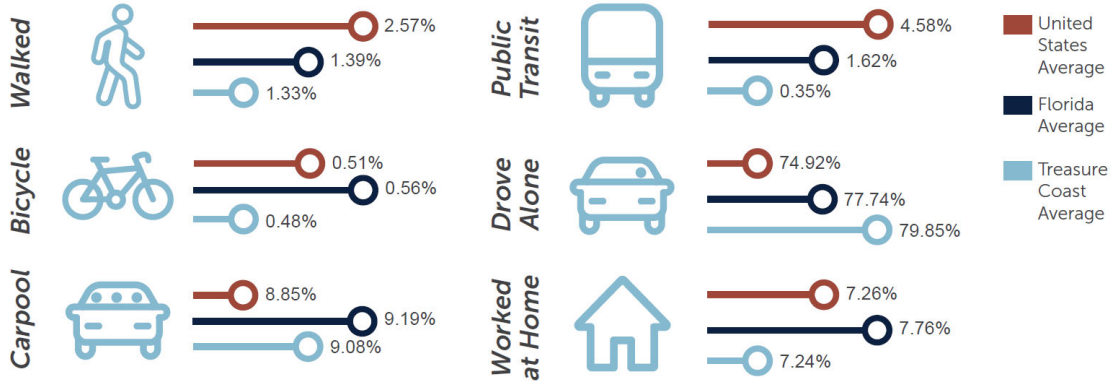
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2045 Treasure Coast Regional Long Range Transportation Plan

Commuting Trends

How do we get to work?



Source: 2015-2020 American Community Survey 5-Year Estimates

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Regional Goals, Objectives, and Performance Measures (GOPM's)

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2045 Treasure Coast Regional Long Range Transportation Plan

Overview

- Each M/TPO's GOPMs from their respective 2045 LRTP's were reviewed
 - Each LRTP is consistent with Florida Transportation Plan (FTP) and Fixing America Surface Transportation Act (FAST Act).
- Modified county-level GOPMs to achieve regional significance.
- The revised GOPMs were used to identify and prioritize projects and investments throughout the region.
- GOPM's have been reviewed by the Treasure Coast Transportation Council (TCTC)

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2045 Treasure Coast Regional Long Range Transportation Plan

2045 RL RTP Goals

Goal 1

Provide a safe, connected, and efficient multimodal transportation system for the regional movement of people and goods.

Goal 2

Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.

Goal 3

Protect the region's natural and social environment while minimizing adverse community impacts.

Goal 4

Conduct coordinated regional planning and decision-making that improves transportation options for the region.

Goal 5

Protect and enhance the unique quality of life in the Treasure Coast region.

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2045 Treasure Coast Regional Long Range Transportation Plan

Multimodal Regional System

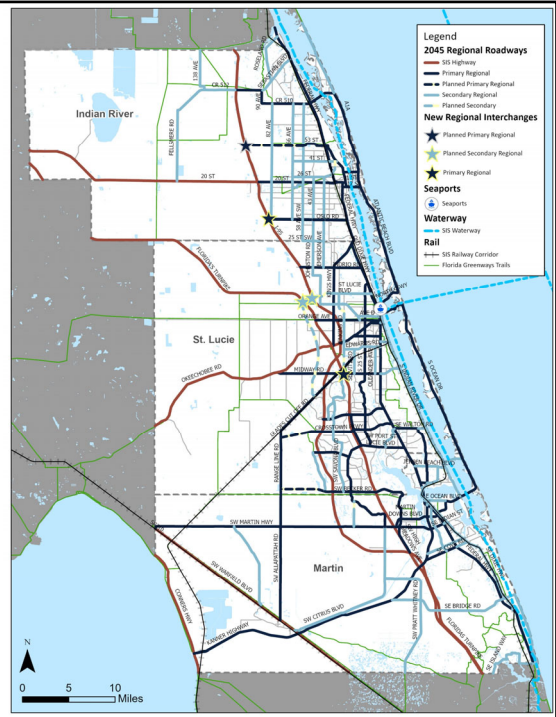
- Updated 2040 Regional Roadway Network
- Criteria from 2040 RL RTP was used to confirm 2045 Regional Roadway Network
 - Primary Regional
 - Secondary Regional

The map displays the regional roadway network for the Treasure Coast area, including Indian River, St. Lucie, and Martin counties. It shows various road types and classifications. A legend in the top right corner defines the symbols: Highway (thick black line), I-95 Highway (thin black line), Functional Classification (Principal Arterial in blue, Minor Arterial in red, Major Collector in green), and Major Collector (green line). A scale bar at the bottom left indicates 0, 5, and 10 miles, and a north arrow is also present.

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2045 Regional Transportation System

- Online GIS Map Link
 - <https://tinyurl.com/TCRLRTP>



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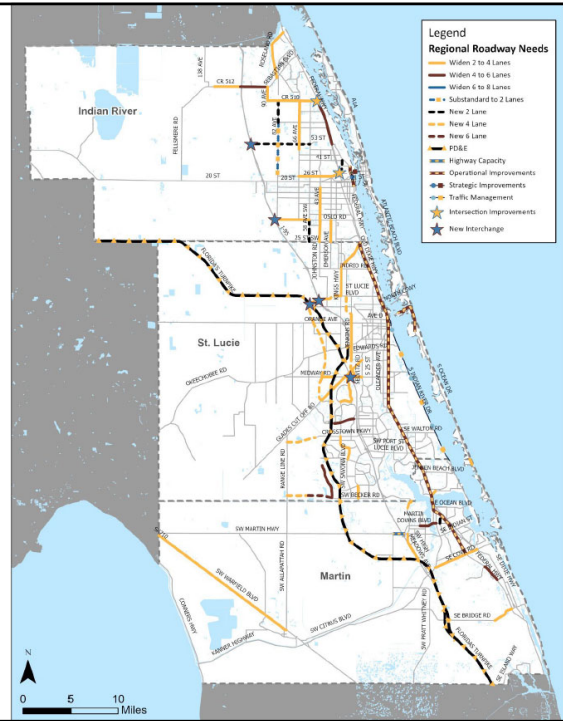
Multimodal Needs Network



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2045 Regional Roadway Needs

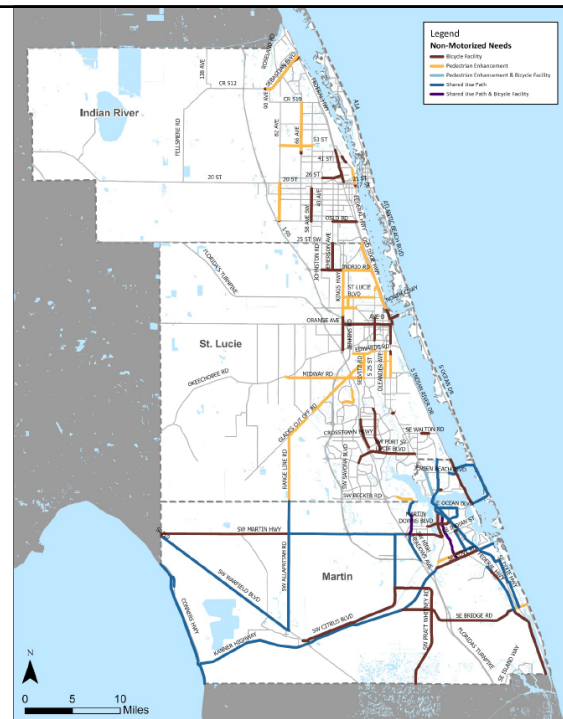
- Total of 71 needs projects in the region
 - 7 “new 2 lane” projects
 - 11 “new 4 lane” projects
 - 1 “new 6 lane” projects
- Online GIS Map Link
 - <https://tinyurl.com/TCRLRTP>



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2045 Regional Non-Motorized Needs

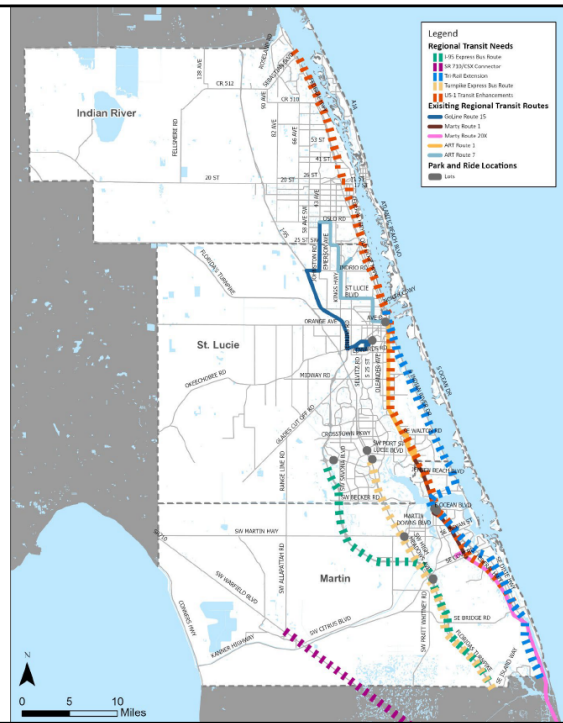
- Total of 99 needs projects in the region
 - 42 bicycle facility projects
 - 30 pedestrian enhancement projects
 - 24 shared use path projects
 - 3 combined pedestrian enhancement and bicycle facility projects



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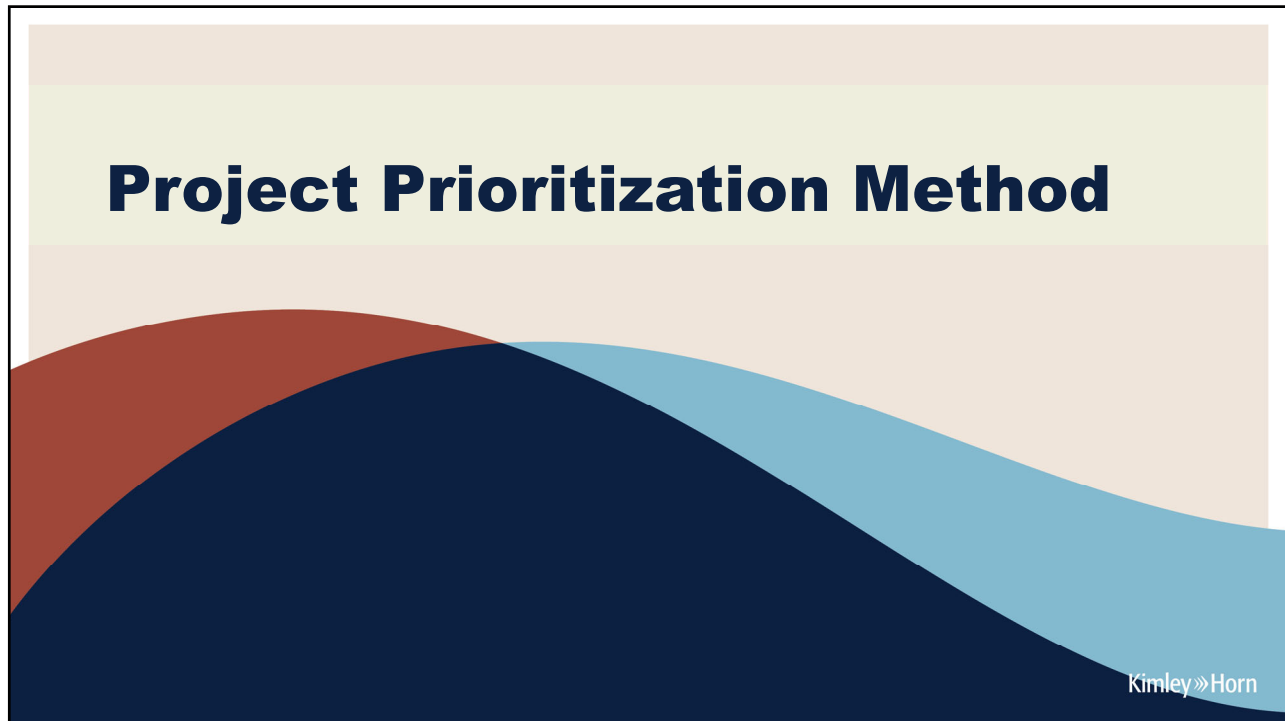
2045 Regional Transit Needs

- Total of 5 needs projects in the region
 - US-1 Transit Enhancements
 - I-95 Express Bus Route
 - Turnpike Express Bus Route
 - Tri-Rail Extension
 - SR-710/CSX Connector



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Project Prioritization Method



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2045 Treasure Coast Regional Long Range Transportation Plan

Prioritization Criteria

- **2045 Volume-to-Capacity Ratio** – 2045 Treasure Coast Regional Planning Model (TCRPM)
- **Mobility (connecting dense employment areas to residential areas)** – United States Census Bureau census block group for 2020 population density and employment density
- **Capacity Benefit** – 2045 individual LRTPs
- **Emergency Evacuation Routes** – Florida Department of Emergency Management (FDEM)
- **Freight Benefit** – 2040 Regional Freight Plan²
- **Intermodal Connectivity** – 2045 individual LRTPs
- **Regional Connectivity** – FDOT SIS
- **Environmental Impacts** – 2045 individual LRTPs
- **Non-Motorized Safety Benefit** – 2045 individual LRTPs
- **Crash History** – Signal 4 Analytics
- **Transportation Disadvantaged** – United States Census Bureau

Tiered Scoring System

- Tier 1
- Tier 2
- Tier 3

2045 Volume to Capacity
V/C = 1.20 = 1.0
V/C = 1.10-1.19 = 0.8
V/C = 1.00-1.09 = 0.6
V/C = 0.90-0.99 = 0.4
V/C = 0.80-0.89 = 0.2
V/C < 0.80 = 0.0
Mobility (connecting dense employment and residential areas)
Project connects dense areas (1,000 persons/square mile and 500 employment/square mile) = 1.0
Project connects medium-dense areas (500 persons/square mile and 250 employment/square mile) = 0.5
Project does not connect dense nor medium density areas = 0.0
Capacity Benefit
Improves capacity and eliminates the need to widen adjacent and parallel roadway within 1.0 mile = 1.0
Improves capacity = 0.5
Not a capacity project = 0.0
Emergency Evacuation Routes
Provides Department of Emergency Management emergency evacuation route = 1.0
Local emergency evacuation route = 0.5
Not an emergency evacuation route = 0.0
Freight Benefit
Score from the Regional Freight Plan, Freight Prioritization Worksheet / 200 (full range from 0.0-1.0)
Intermodal Connectivity
Designated airport/terminal/intermodal terminal facility connection and/or includes a transit route or regional trail = 1.0
Not a designated airport/terminal/intermodal/transportation connection = 0.0
Regional Connectivity
Improves the connection to an adjacent M/TPD or to a SR Highway or facility (includes grade-separation) = 1.0
Does not provide a connection to an adjacent M/TPD or SR Highway = 0.0
Environmental Impacts
Project is not in an environmentally sensitive area = 1.0
Project is in an environmentally sensitive area = 0.0
Non-Motorized Safety Benefit
Project provides a bike lane and/or sidewalk, and addresses a non-motorized safety issue = 1.0
Project provides a bike lane and/or sidewalk, but does not address a non-motorized safety issue = 0.5
Project does not provide a bike lane or sidewalk = 0.0
5-Year Crash History Analysis (2018-2022)
>100 crashes in the last five years = 1.0
75-100 crashes in the last five years = 0.8
50-75 crashes in the last five years = 0.6
25-50 crashes in the last five years = 0.4
10-25 crashes in the last five years = 0.2
0-10 crashes in the last five years = 0.0
Transportation Disadvantaged (average of the percent population 65+, disabled, or in poverty)
Serve to a Census Tract with 35% or more transportation disadvantaged population = 1.0
Serve to a Census Tract with 30-35% transportation disadvantaged population = 0.8
Serve to a Census Tract with 25-30% transportation disadvantaged population = 0.6
Serve to a Census Tract with 20-25% transportation disadvantaged population = 0.4
Serve to a Census Tract with 15-20% transportation disadvantaged population = 0.2
Serve to a Census Tract with 0-15% transportation disadvantaged population = 0.0

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2045 Treasure Coast Regional Long Range Transportation Plan

Regional Prioritized Needs Projects

- Top 10 Tier 1 Projects

Prioritized Needs Projects (Overall Score)				
County	Roadway	Limits	Project Type	Project Description
Martin	US-1 *	SE Seabranh Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes

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2045 Treasure Coast Regional Long Range Transportation Plan

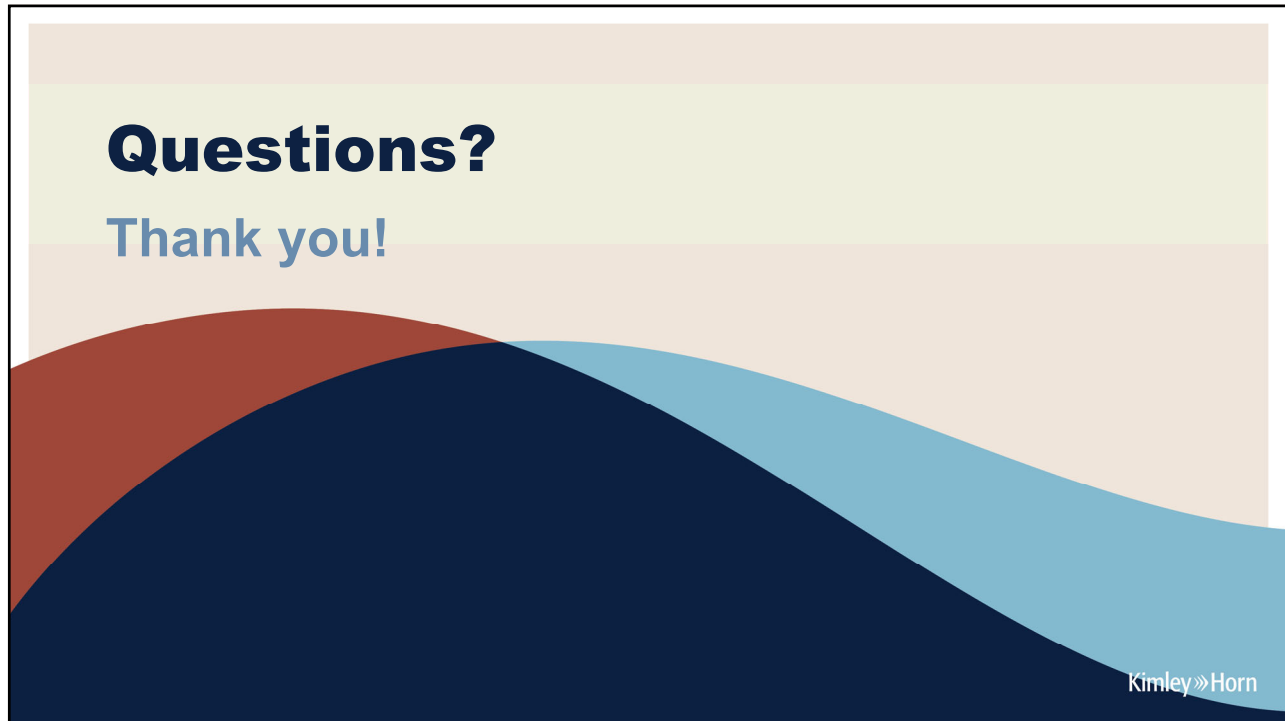
Next Steps

- Present to individual M/TPO's
- Present to TCTAC
- Present to TCTC

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2045 Treasure Coast Regional Long Range Transportation Plan

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 1	Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.		
	Objective 1.A	Prioritize transportation investments that maintain acceptable travel performance.	
		1	Increase the percentage of miles meeting/exceeding roadway level of service standards.
	Objective 1.B	Ensure travel time reliability on major roadway freight corridors.	
		1	Increase roadway miles on the regional freight network with SIS corridor improvements to decrease the number of congestion hotspots/bottlenecks.
		2	Increase the percentage of vehicle miles traveled (VMT) that are reliable.
	Objective 1.C	Implement the regional greenways and trails system.	
		1	Increase miles of greenways and trails implemented.
	Objective 1.D	Identify and fund the regional transit network.	
		1	Reduce headways on transit services/improved on time performance when compared to previous years.
		2	Increase number of Regional Transit projects implemented/completed.
	Objective 1.E	Improve the safety of the transportation system, which may include communications infrastructure to provide opportunities for more efficient travel flow and infrastructure to support automated vehicles.	
		1	Decrease crash rate over each five-year period of the Regional Plan.
	2	Increase number of regional projects that include a TSM&O component that could be adapted to support autonomous vehicles.	

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2045 Treasure Coast Regional Long Range Transportation Plan

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 2	Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.		
	Objective 2.A	Improve access to regional destinations that support economic prosperity.	
		1	Implement strategies that improve equitable access to regional transportation destinations and multimodal opportunities.
	Objective 2.B	Ensure adequate funding for congestion management and maintenance.	
		1	Increase number of implemented congestion management projects.
		2	Increase private and grant funding of transportation infrastructure.
	Objective 2.C	Prioritize projects that improve multimodal access to community activity centers.	
		1	Increase concentration of multimodal transportation options (bicycle facilities, bike share, bus shelters, etc.) nearby to community activity centers (regional malls, medical centers, libraries, and transit hubs).
Objective 2.D	Promote consistency between transportation projects and the efficient operation and management of the regional transportation system including providing opportunities for incorporating broadband fiber optic network communications.		
	1	Increase length/coverage of the fiber optic network within regional transportation corridors.	

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2045 Treasure Coast Regional Long Range Transportation Plan

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 3	Protect the region's natural and social environment while minimizing adverse community impacts.		
	Objective 3.A	Improve air quality and reduce greenhouse gas emissions.	
		1	Maintain or improve results of local emissions/air quality tests (tons of CO, HC, an NO emissions) at regular intervals throughout the planning horizon.
	Objective 3.B	Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.	
		1	Decrease the project acreage in sensitive environmental areas in comparison to previous years.
	Objective 3.C	Reduce regional waterway impacts from roadway runoff.	
	1	Reduce the amount of roadway runoff to regional waterways.	

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2045 Treasure Coast Regional Long Range Transportation Plan

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 4	Conduct coordinated regional planning and decision-making that improves transportation options for the region.		
	Objective 4.A	Implement strategies to reduce reliance on single occupant automobiles.	
		1	Increase transit ridership over time.
		2	Increase the mileage of bicycle lanes, shared-use paths, and sidewalks.
		3	Reduce vehicle miles traveled (VMT) per capita as measured from the regional travel demand model.
	Objective 4.B	Provide a transportation system that reduces per capita fuel consumption.	
		1	Reduce carbon emissions compared to previous model output based on the TCRPM.
		2	Reduce per capita highway hours of delay based on the model output from the TCRPM.
	Objective 4.C	Manage the regional transportation system in a collaborative manner to improve the system's resiliency to climate change and performance during hurricane evacuations, emergencies, and disasters.	
		1	Increase miles of improvements along or supporting evacuation routes.
	Objective 4.D	Conduct regional meetings to provide an update of the implementation of the regional transportation plan and discuss items of regional transportation significance.	
		1	Increase the number of regional transportation projects implemented.
		2	Create an updated priorities list across the region based on an Amendment process.

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2045 Treasure Coast Regional Long Range Transportation Plan

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 5	Protect and enhance the unique quality of life in the Treasure Coast region.		
	Objective 5.A	Provide for the transportation needs of the disadvantaged.	
		1	Support funding for transportation disadvantaged services.
		2	Increase transit/sidewalk ADA compliance and accessibility (stations, vehicles, crosswalks etc.).
	Objective 5.B	Support healthy living strategies, programs, and improvements.	
		1	Support and promote use of transit oriented development policies.
		2	Participate in community health plans and programs; consider shared performance measures with health plans.
	Objective 5.C	Support Target Zero policies.	
		1	Reduce per capita rate of fatalities and serious injury crashes per year.

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2045 Treasure Coast

Regional Long Range

Transportation Plan

for Martin, St. Lucie and Indian River Counties



MPO Board Meeting 10/23/23

Prepared By:



Executive Summary

The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) creates a regional overlay and combines the regional projects from the local transportation plans for Martin, St. Lucie, and Indian River counties to create an integrated long term transportation plan for the regional transportation network. The RLRTP has a 25-year planning horizon, providing guidance for federal and state regional funding towards projects valued by the Treasure Coast region. The RLRTP provides a focus for regional planning and decision-making, advances the facilities and quantity of modal options, improves connectivity and expands the service of public transportation, and prioritizes the improvement of safety among all transportation modes.

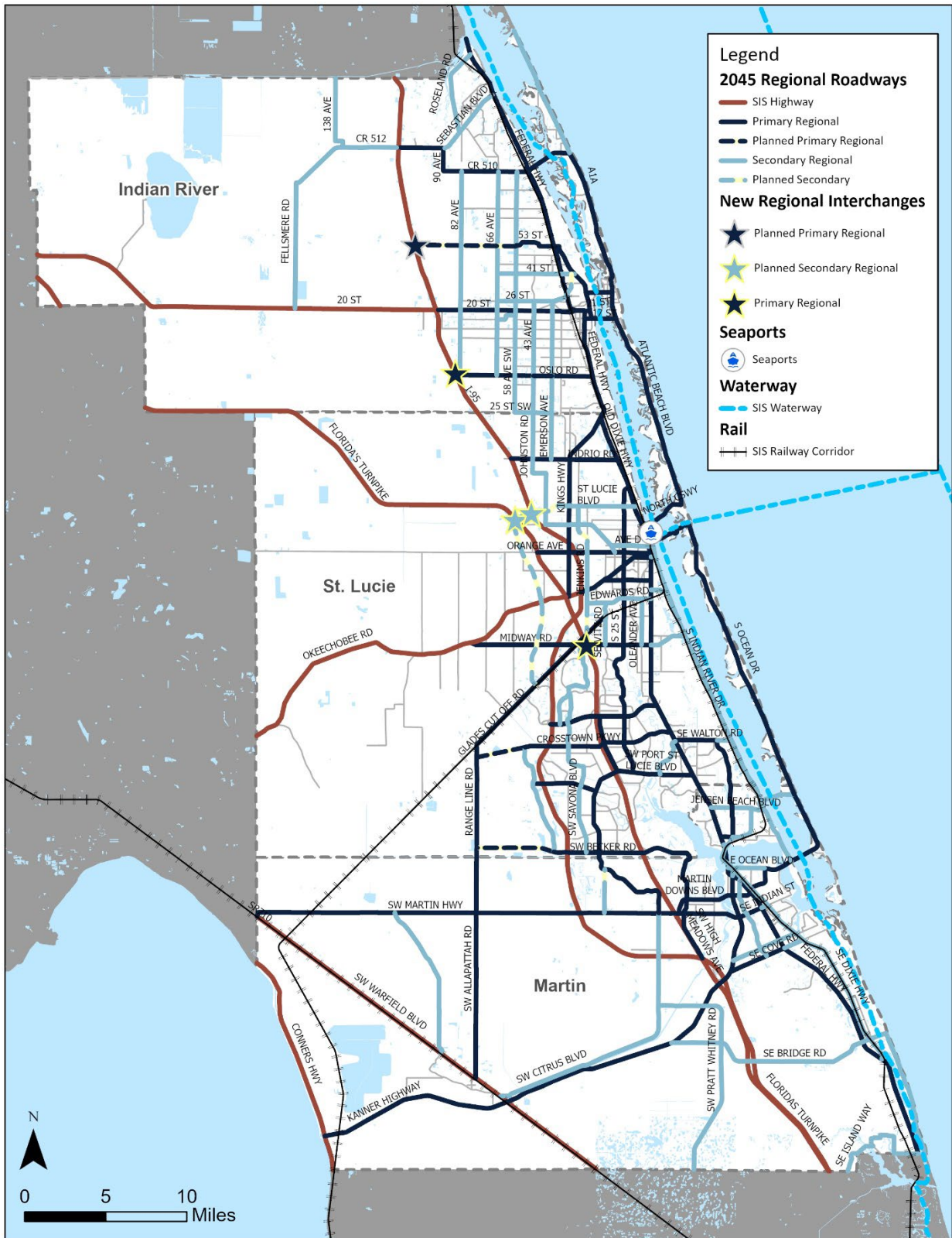
The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT) and the Martin MPO was designated as the lead agency in the coordination and development of the RLRTP. The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides the final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region. The TCTC serves as the Executive Board of all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities.

Five goals were endorsed by the TCTC for the 2045 Treasure Coast RLRTP.

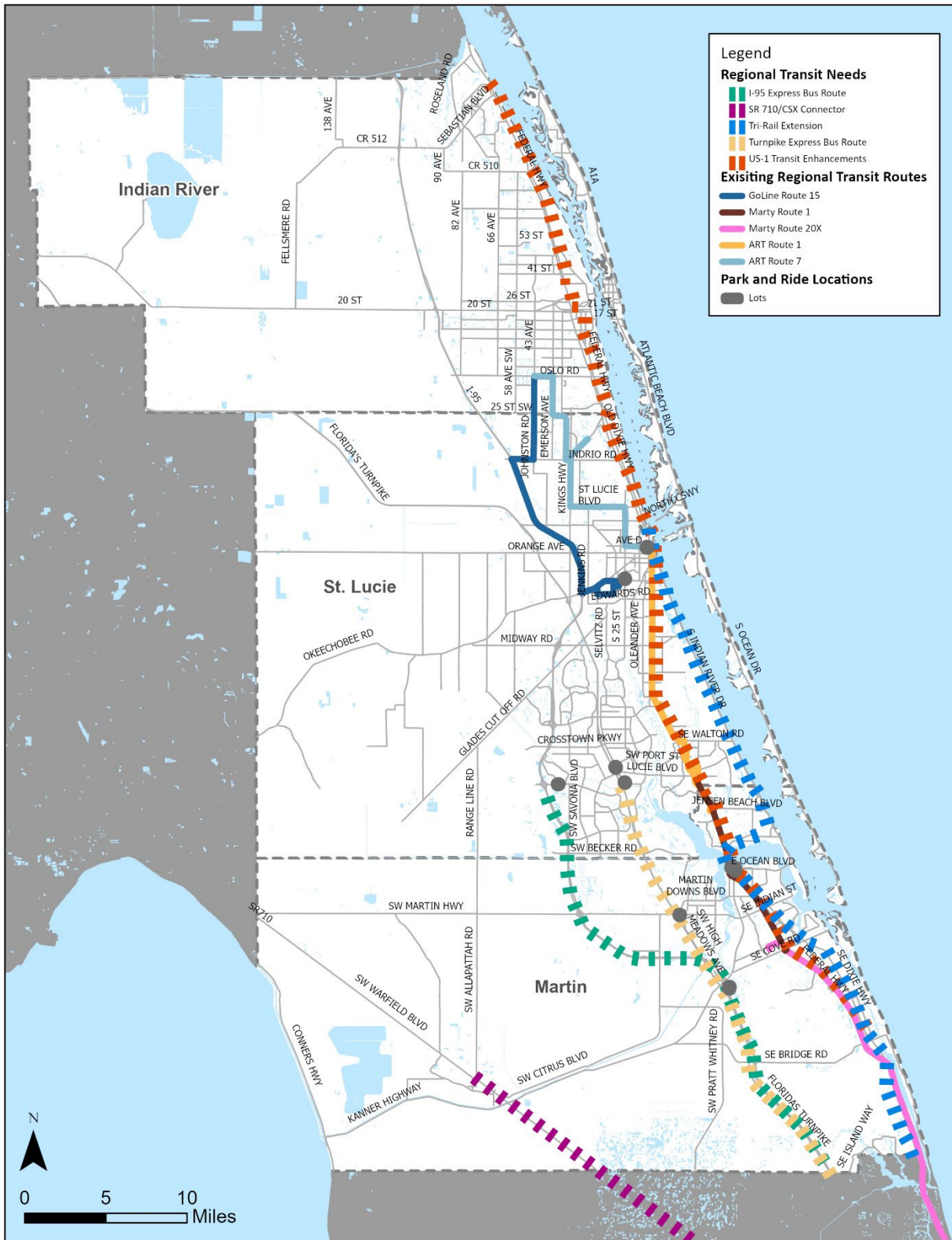


The Regional Multimodal Transportation System was based on an update to the original regional network established in the 2040 RLRTP with additional evaluation from the project team, RPMT, and TCTAC. New individual M/TPO LRTP Needs Plan projects were added that were identified since the 2040 RLRTP on the regional network. The 2045 Regional Needs assessment was based on the multimodal needs assessment performed for the three individual 2045 LRTPs. The needed projects were identified based on the analysis of the Regional Multimodal Transportation System.

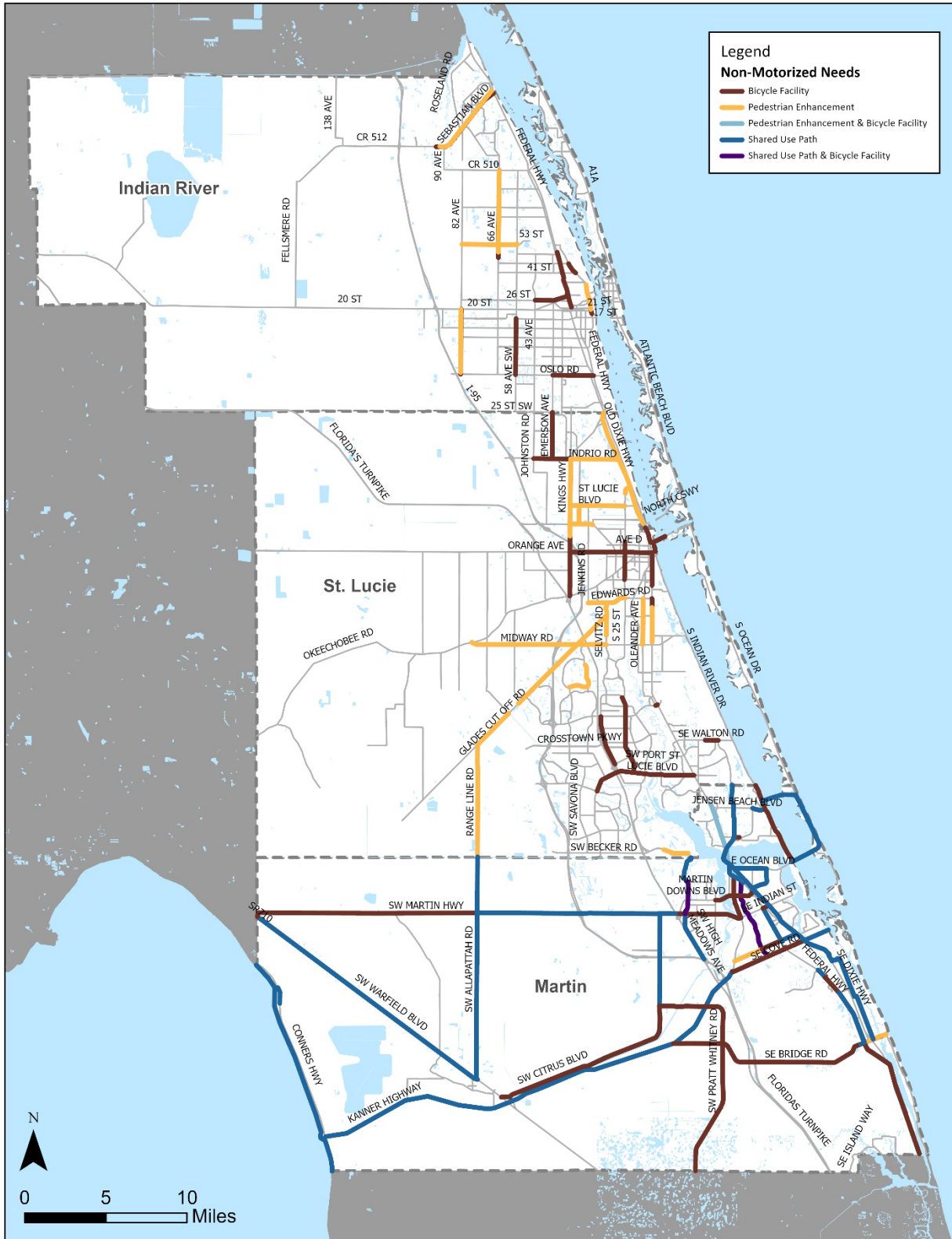
The 2045 Regional Needs projects were put through a prioritization process to identify projects that most advance the goals of the 2045 Treasure Coast RLRTP and work toward achieving positive outcomes on key themes such as congestion mitigation, safety improvements, and equitable transportation opportunities.



Regional Transportation Network



Regional Transit Needs



Regional Non-Motorized Needs

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Chapter 1 – Introduction

The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) establishes a regional network and combines the regional projects from the local transportation plans for Martin, St. Lucie and Indian River Counties to create one long term transportation plan for the regional transportation network.

The 2045 RLRTP is complementary to each plan, with each Long Range Transportation Plan (LRTP) focused on the county level and the RLRTP focused on the regional transportation network.

The RLRTP has a 25-year planning scope, offering guidance for federal and state regional funding towards projects prioritized by the Treasure Coast region. The plan sets goals to identify projects that meet transportation needs and community goals concerning land use, economic development, environment (natural, human, and cultural), traffic demand, safety, public health, and social needs.

The project was managed by staff representatives from the three M/TPOs and FDOT as part of the Regional Plan Management Team (RPMT) and the Martin MPO was designated as the lead agency in the coordination and development of the RLRTP. The project was advised and updated based on the input of the Treasure Coast Transportation Advisory Committee (TCTAC). The Treasure Coast Transportation Council (TCTC) provides the final review and serves as the adopting entity. The TCTC was established by the Martin MPO, the St. Lucie TPO, and the Indian River County MPO to formally coordinate transportation planning activities in the region.

The TCTC serves as the Executive Board of all three (3) M/TPOs on regional transportation planning issues and provides the mechanism to jointly pursue state funding opportunities. Individual public information brochures were created for each M/TPO explaining the 2045 RLRTP's purpose and how it will be developed and complementary to the 2045 LRTPs.

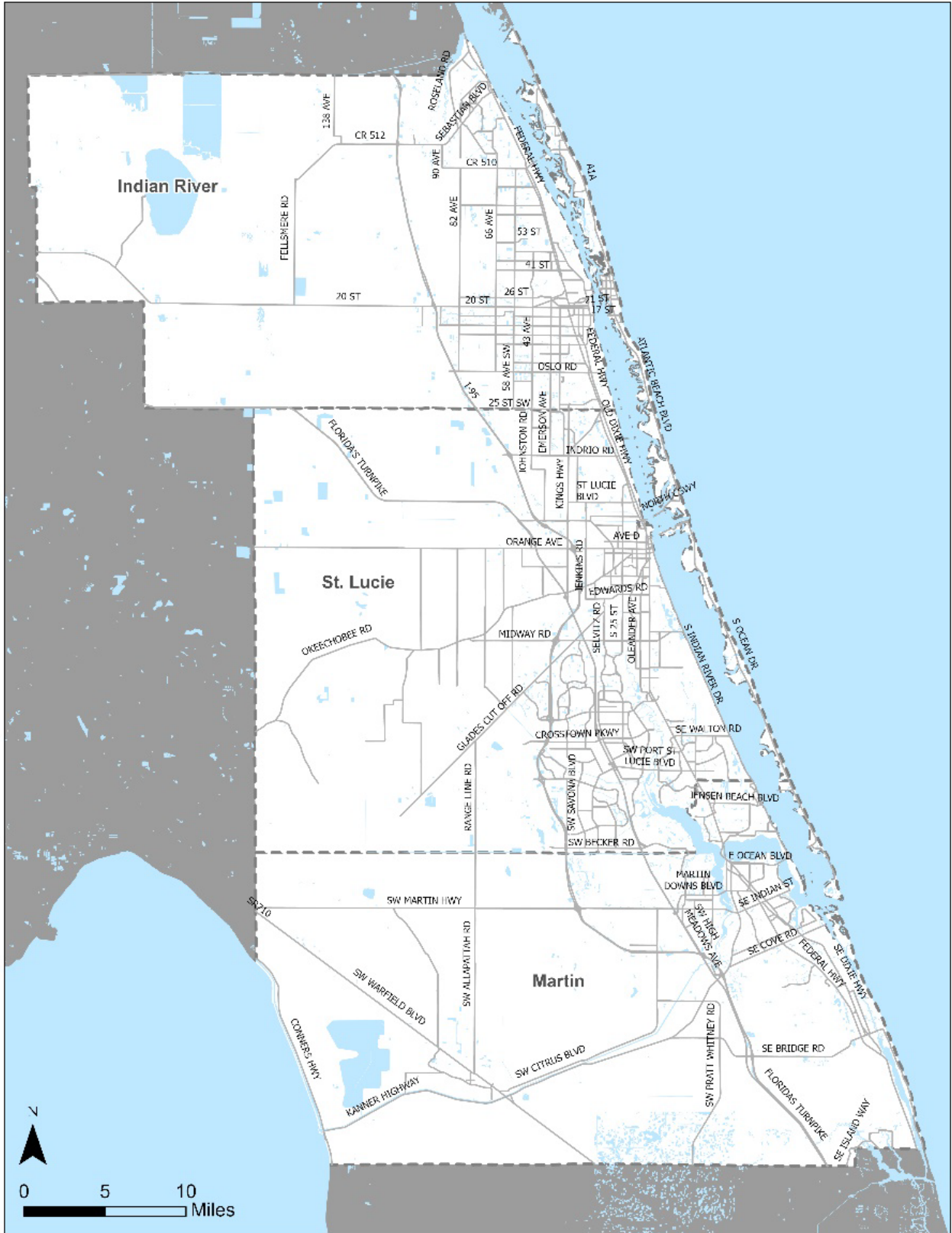


Figure 1-1. Treasure Coast Region

Chapter 2 – Review of Existing Plans, Regulations, and Requirements

The purpose of this section is to review and summarize federal and state plans that provide parameters for the 2045 RL RTP for the Treasure Coast. Regional transportation plans and studies were also reviewed and summarized. In addition, a review of the federal and state Long Range Transportation Planning requirements was conducted. The 2045 RL RTP will adhere to these preexisting guidelines and regulations.

Federal Plans, Regulations, and Initiatives

Infrastructure Investment and Jobs Act, 2021

The Infrastructure Investment and Jobs Act (IIJA) was signed into law on November 15, 2021, as a funding and authorization bill to guide federal transportation investment over the next five (5) years. The law authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward new investments and programs. Within this, it includes \$110 billion in new funds for roads, bridges, and major projects. The IIJA is considered the single largest dedicated bridge investment since the interstate highway system. It also is the largest federal investment in transportation investment bill in over ten (10) years to provide long-term certainty regarding surface transportation planning and investment. Competition for funding resources is at an all-time high, with discretionary grant programs being a key vehicle for the rollout of IIJA funding. The overall emphasis on grant funding is highlighted by favoring projects that focus on resiliency, equity, and safety. Within the IIJA there is a renewed emphasis on performance-based planning at both the state and Metropolitan Planning Organization (MPO) levels. The IIJA provides funding to several programs primarily involving transportation including:



- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program** – A new formula-funded grant program that will distribute \$7.3 billion in grants over five years. Additionally, \$1.4 billion in competitive discretionary grants are available to help states and local agencies improve the resilience of transportation infrastructure. State funds from the PROTECT program can be spent on resilience improvements, community resilience, evacuation routes, and at-risk coastal infrastructure.
- **Carbon Reduction Program** – This formula program in the new infrastructure law will require states to develop a carbon reduction strategy within two years. This program will invest in projects that support a reduction in transportation emissions, such as transportation electrification, EV charging, public transportation, bicycle and walking corridors, infrastructure to support congestion pricing, port electrification, and diesel engine retrofit programs.

- **Safe Streets and Roads for All** – Support local initiatives to prevent transportation-related death and serious injury on roads and streets (commonly referred to as “Vision Zero” or “Toward Zero Deaths” initiatives).
- **Bridge Investment Program** – Establishes a new bridge investment program to award competitive grants for projects that improve the condition of bridges.
- **National Electric Vehicle Infrastructure Formula Program** – provides funding to states to build out EV charging infrastructure and to establish an interconnected network to facilitate access and reliability for zero-emission vehicles.
- **Railroad Crossing Elimination Program** – A new grant program for projects that make improvements to highway and at-grade rail crossings.
- **The Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program** – A new grant program designed to support state, local, or community demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety.

The IJA continues the Metropolitan Planning program. The program establishes that MPOs must use 2.5% of their overall funding to develop and adopt complete streets policies, active transportation plans, transit access plans, transit-oriented development plans, or regional intercity rail plans. It also includes several policy changes to better coordinate transportation planning with housing, including as a planning factor in the scope of planning, as part of optional scenario planning. For Transportation Management Areas (TMA), the transportation planning process may address the integration of housing, transportation, and economic development strategies. It also may develop a housing coordination plan that includes projects and strategies that may be considered in the metropolitan transportation plan of the metropolitan planning organization.

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

The Fixing America’s Surface Transportation (FAST) Act was signed into law on December 4, 2015, as a funding and authorization bill to guide federal transportation investment. Although the IJA (see above) has since been enacted into law, the FAST Act was reviewed because the three Treasure Coast MPOs initiated their most recent Long Range Transportation Plans (LRTPs) under the provisions of the FAST Act. The \$305 billion FAST Act was funded without increasing transportation user fees, namely the federal fuel tax, which has not been increased nor indexed to inflation since 1993. The FAST Act is considered the first transportation investment bill in over ten years to provide long-term certainty regarding surface transportation planning and spending. It continues many of the preexisting programs and initiates several new processes as well. The new initiatives were created in order to streamline the process of seeking federal approval, create a safer transportation network, and improve freight railways. The FAST Act is meant to provide solutions to several issues primarily involving transportation including:

- **Project Delivery** – The FAST Act adopted multiple Administration proposals to streamline and quicken the permitting and project delivery process.



- **Freight** – New grant programs were created to fund critical transportation projects that benefit freight mobility and for the first time provide a dedicated source of Federal funding for freight projects.
- **Innovative Finance Bureau** – The Innovative Finance Bureau will be a one-stop-shop for state and local governments to receive federal funding or assistance.
- **Safety** – The FAST Act includes safety regulations on automobile manufacturers, improves oversight on local transit agencies, and attempts to improve efficiency on several programs in order to give power back to the states.
- **Transit** – Reinstating the popular bus discretionary grant program and strengthening the Buy America requirements that promote domestic manufacturing through vehicle and track purchases.

The FAST Act continues the Metropolitan Planning program. The Program establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) responsibility. Notable exceptions include three new provisions to expand the scope of the metropolitan planning process to include improving transportation system resiliency, mitigating the stormwater impacts of surface transportation, and enhancing travel and tourism.

U.S. Department of Transportation (USDOT) Strategic Plan, FY 2022-2026

The U.S. Department of Transportation (USDOT) Strategic Plan is a roadmap for transformative investments that will modernize our infrastructure to deliver safer, cleaner, and more equitable transportation systems. The strategic goals and objectives of the USDOT Strategic Plan include the following.

- **Safety** – Make our transportation system safer for all people. Advance a future without transportation-related serious injuries and fatalities.
- **Economic Strength and Global Competitiveness** – Grow an inclusive and sustainable economy. Invest in our transportation system to provide American workers and businesses reliable and efficient access to resources, markets, and good-paying jobs.
- **Equity** – Reduce inequities across our transportation systems and the communities they affect. Support and engage people and communities to promote safe, affordable, accessible, and multimodal access to opportunities and services while reducing transportation-related disparities, adverse community impacts, and health effects.
- **Climate and Sustainability** – Tackle the climate crisis by ensuring that transportation plays a central role in the solution. Substantially reduce greenhouse gas emissions and transportation-related pollution and build more resilient and sustainable transportation systems to benefit and protect communities.
- **Transformation** – Design for the future. Invest in purpose-driven research and innovation to meet the challenges of the present and modernize a transportation system of the future that serves everyone today and, in the decades, to come.



- **Organizational Excellence** – Strengthen our world-class organization. Advance the Department’s mission by establishing policies, processes, and an inclusive and innovative culture to effectively serve communities and responsibly steward the public’s resources.

With these goals, it is the hope of the USDOT to be able to provide safe, efficient, and sustainable transportation that can grow the economy. Projects included within the RL RTP will be developed consistent with the criteria presented in the USDOT Strategic Plan.

State Plans and Legislation

Florida Department of Transportation 2023 Highway Safety Plan (HSP)

The 2023 Highway Safety Plan (HSP) is Florida’s action plan for distribution of National Highway Traffic Safety Administration (NHTSA) highway safety funds. The plan was assembled to implement projects and programs that will seek to lower the number of fatalities and serious injuries with the ultimate target of zero fatalities. The safety programs are the focus and foundation of Florida’s 2023 HSP and separated in the following FDOT program areas:

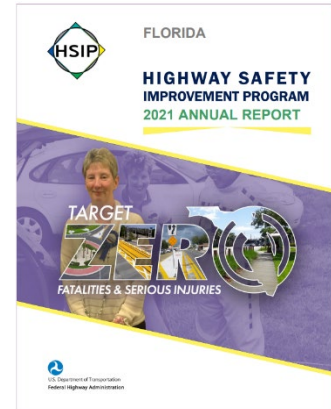
- Aging Road Users
- Community Traffic Safety Outreach
- Distracted Driving
- Impaired Driving
- Motorcycle Safety
- Occupant Protection and Child Passenger Safety
- Paid Media
- Pedestrian and Bicycle Safety
- Planning and Administration
- Police Traffic Services
- Public Traffic Safety Professionals Training
- Speeding and Aggressive Driving
- Teen Driver Safety
- Traffic Records
- Work Zone Safety



Florida Department of Transportation 2021 Highway Safety Improvement Program (HSIP)

The 2021 Highway Safety Improvement Program (HSIP) is a core Federal-aid program with a purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The primary intent of this plan is to implement engineering safety improvements. These highway safety improvement projects are implemented in four ways.

- **Systemic Projects** – focus on mitigating highly prevalent crash types or contributing factors in the Strategic Highway Safety Plan (SHSP) that result in large numbers of fatalities and serious injuries across the network.
- **Hotspot Projects** – focus on the roadway segments, corridors, intersections, or ramps with the highest overall potential for safety improvement across the network.
- **Policy-Based Projects** – improvements to bring roadway design or operational features up to a standard.
- **Data and Analysis Projects** – enhance the delivery of the HSIP by advancing planning, implantation, and evaluation methods.



2021-2025 Florida Strategic Highway Safety Plan (SHSP)

The 2021-2025 Florida Strategic Highway Safety Plan (SHSP) was adopted to provide a framework for eliminating fatalities and serious injuries on all public roads. It identifies safety priorities relevant to every jurisdiction within the state. The primary focus is on motor vehicle safety but includes all roadway users. The SHSP's goals affirms the target of zero traffic fatalities and serious injuries. The key strategies detailed in the 2021-2025 SHSP include the following.



- Engineering
- Education
- Enforcement
- Emergency Response
- Intelligence
- Innovation
- Insight Into Communities
- Investments and Policies

Florida Transportation Plan (FTP)

The 2060 Florida Transportation Plan (FTP) identifies the future needs for the State's transportation system with a larger focus towards improving the quality of life for Florida residents, keeping the State economically competitive, and improving environmental sustainability. Unlike individual MPOs, the state does not identify any specific improvements to the transportation system. Rather, it describes the transportation policies that will guide future FDOT investments into the transportation system statewide. The seven (7) goal areas for the 2060 FTP includes.

- Safety and security for residents, visitors, and businesses
- Agile, resilient, and quality transportation infrastructure
- Efficient and reliable mobility for people and freight
- More transportation choices for people and freight
- Transportation solutions that support Florida's global economic competitiveness
- Transportation solutions that support quality places to live, learn, work, and play
- Transportation solutions that support Florida's environment and conserve energy

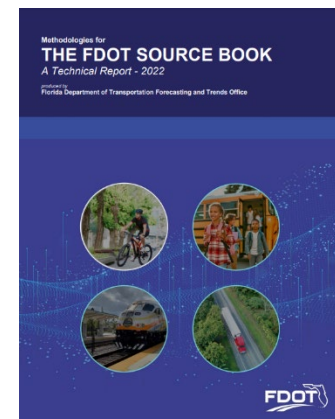


The Vision Element provides a longer-term view of major trends, uncertainties, opportunities, and desired outcomes shaping the future of Florida's transportation system during the next 50 years. Key emphasis areas for implementing all seven goal areas include Innovation, Collaboration, Customer Service, Strategies Investments, Research, Data, and Performance Measurement.

The Policy Element defines goals, objectives, and strategies for Florida's transportation future over the next 25 years. The Policy Element is the core of the FTP and provides guidance to state, regional, and local transportation partners in making transportation decisions.

The FDOT Source Book, 2022

The FDOT Source Book presents insights into Florida's transportation user demographics, system reliability, and injury and fatality data. The FDOT Source Book uses this data to show trends that give indicators of Florida's transportation system performance and critical safety figures. The FDOT Source Book also shows how electric vehicles, transportation network companies, and other emerging technologies are being deployed on the roadways. The data was acquired from both public and private sectors and describes the mobility conditions along Florida's state roadway network, transit network, airports, railways, spaceports, and seaports. There are mobility performance and safety-related measures laid out in the FDOT Source Book.



The specific mobility performance measures are identified below, sorted into seven categories:

- **Auto:** vehicle miles traveled, person miles traveled, average travel speed, hours of delay, travel time reliability (planning time index), percent of miles by congestion level, duration of congestion, average speed vs. posted speed, and vehicles per lane mile

- **Transit:** transit revenue miles, transit passenger trips, transit revenue miles between failures, transit weekday span of service, resident access to transit, transit passenger trips per revenue mile
- **Pedestrian/Bicycle:** percent pedestrian facility coverage, percent bicycle facility coverage, non-motorized traffic counts
- **Aviation:** aviation passenger boardings, aviation departure reliability, aviation tonnage
- **Rail:** rail passengers, passenger rail on-time arrival
- **Seaport:** seaport passenger movements, seaport tonnage, seaport twenty-foot equivalent units
- **Spaceport:** space launches and sites, space payloads

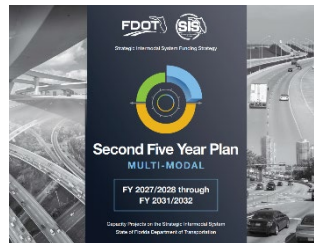
Furthermore, the FDOT Source Book includes eight performance measures related to safety:

- Number of fatalities
- Number of serious injuries
- Rate of fatalities
- Rate of serious injuries
- Motorcycle fatalities and serious injuries
- Pedestrian fatalities and serious injuries
- Bicycle fatalities and serious injuries
- Safety belt use

Strategic Intermodal System (SIS)

Florida’s Strategic Intermodal System (SIS) was established by FDOT in 2003 to focus on the State’s critical transportation facilities. According to FDOT, SIS facilities such as I-95/SR 9 and Florida’s Turnpike are key to Florida’s economy and quality of life. These facilities are incorporated within FDOT’s Five Year Work Program under a special “SIS” designation and funded through FDOT’s SIS Work Program. The SIS Funding Strategy timeframes are First Five-Year Plan (FY 2022/2023 through FY 2026/2027), Second Five Year Plan (FY 2027/2028 through FY 2031/2032), and Long-Range Cost Feasible Plan (2029 through 2045).

Other SIS elements include the SIS Policy Plan and SIS Multimodal Unfunded Needs Plan (2045). The SIS Policy Plan sets policies to guide decisions about which facilities are designated as part of the SIS, where future SIS investments should occur, and how to set priorities among these investments given limited funding. The 2045 SIS Multimodal Unfunded Needs Plan’s purpose is to represent a compilation of unfunded transportation projects on the SIS that promote increased mobility and reduce congestion.



Florida Department of Emergency Management (DEM) Statewide Regional Evacuation Study, 2012

The Florida Department of Emergency Management (DEM) obtained federal funding for a Statewide Regional Evacuation Study Program (SRESP) in response to the severe hurricane seasons experienced in 2004 and 2005. The program generates hypothetical evacuation scenarios for local government agencies, residents, and visitors in the region. The Transportation Analysis in the SRESP includes the impact of storms on transportation networks and roadways and determines populations that will evacuate, and which routes they are most likely to take. Those routes are subject to change due to various construction projects and the additional demand on the routes due to the evacuation. Data from hurricane models identify potential surge zones and in turn which roadways are most at risk of being flooded and obsolete. Given the Treasure Coast's susceptibility to hurricanes and proximity to the large population centers of South Florida, it is vital to create safe and efficient escape routes, as well as identify updates to roadway improvements and construction projects that are required to meet the demands during an evacuation scenario.

Florida Freight Mobility and Trade Plan (FMTP), 2020

The Freight Mobility and Trade Plan (FMTP) identifies freight transportation facilities critical to the state's economic growth and guides multimodal freight investments in the state. The FMTP objectives were developed by examining goals and objectives from the FTP, FDOT Modal Plans, partner agency plans, as well as by incorporating feedback provided by the Florida Freight Advisory Committee (FLFAC). The following objectives were determined:

- Leverage multisource data and technology to improve freight system safety and security
- Create a more resilient multimodal freight system
- Ensure the Florida freight system is in a state of good repair
- Drive innovation to reduce congestion, bottlenecks and improve travel time reliability
- Remove institutional, policy and funding bottlenecks to improve operational efficiencies and reduce costs in supply chains
- Improve last mile connectivity for all freight modes
- Continue to forge partnerships between public and private sectors to improve trade and logistics
- Capitalize on emerging freight trends to promote economic development
- Increase freight-related regional and local transportation planning and land use coordination
- Promote and support the shift to alternatively fueled freight vehicles

Florida Greenways and Trails System Plan, 2019-2023

The Florida Greenways and Trails System Plan was developed by the Florida Department of Environmental Protection (FDEP) in 2019. The plan outlines FDEP's vision for greenways and trails in the State of Florida as shown in **Figure 2-1**. Within the Treasure Coast region, the plans focus on the implementation of the East Coast Greenway and the blue way paddling trail along the Indian River Lagoon.

The East Coast Greenway is a developing trail system that spans nearly 3,000 miles as it winds its way from Canada to Key West. By connecting existing and planned shared use paths, a continuous route is being formed to serve self-powered users of all abilities and ages. Within the Treasure Coast region, portions of the East Coast Greenway already exist including the shared use path along Green River Parkway and the shared use path along SR A1A in Indian River County and north of the North Causeway in St. Lucie County.

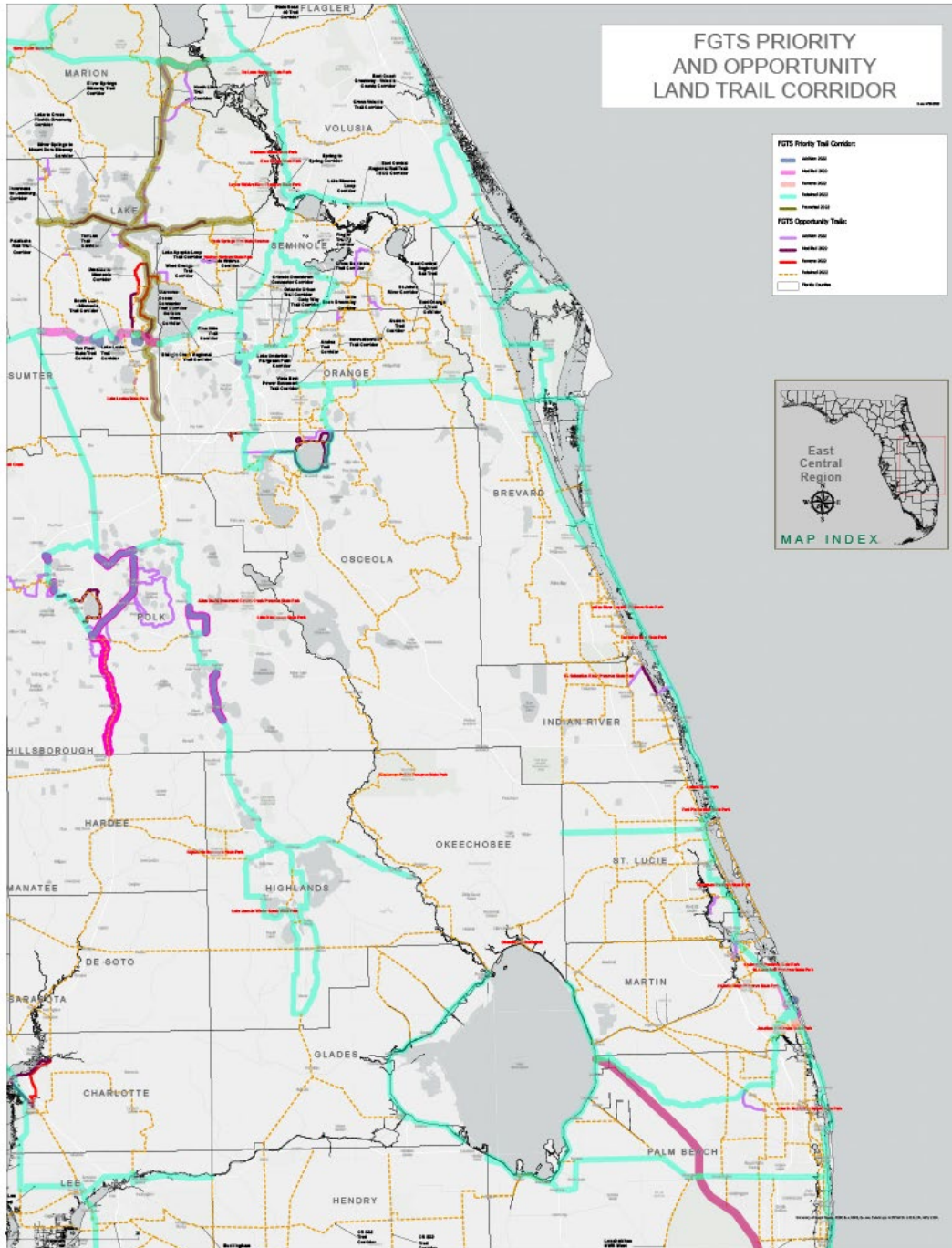
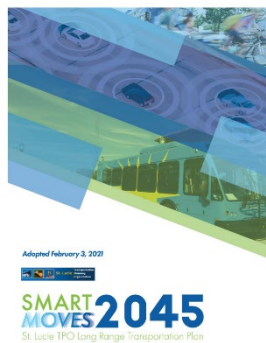
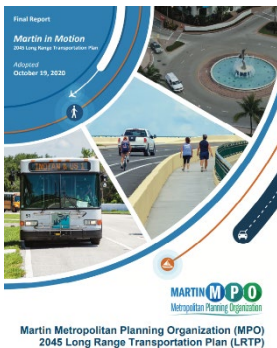


Figure 2-1. East Central Land Trail Opportunity Map

Regional Plans

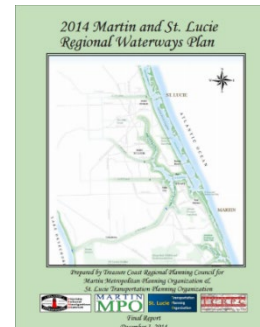
2045 Long Range Transportation Plans (LRTPs)

The adopted 2045 LRTPs for Martin, St. Lucie, and Indian River MPOs were reviewed. These plans serve as the mechanism for identifying and prioritizing multimodal transportation improvements over a 25-year planning horizon through the year 2045. The LRTPs set the vision for transportation for all modes by providing goals and objectives, multimodal needs plans, and cost feasible plans based on transportation revenue anticipated to be available. The regional projects identified in each LRTP will be included in the 2045 RL RTP.



Martin and St. Lucie Regional Waterways Plan, 2014

The Waterways Plan was developed to identify waterway access needs and facilities while optimizing the economic development opportunities waterfront property has to offer. The plan recommended sustaining existing waterfront land and protecting the surrounding environment through actions and education. As identified by the plan, part of this protection will be achieved by improved management of storm water and limiting the discharge of pollutants. Conservation of waterfront land will also help with mitigating against sea level rise.



Public Transportation Agency Safety Plan (PTASP), 2020

The Treasure Coast Connector St. Lucie County Public Transportation developed the Public Transportation Agency Safety Plan (PTASP). The PTASP provides policies, procedures, and requirements to be followed by management, maintenance, and operations personnel in order to achieve a safe environment for all. The goal is to eliminate the human and fiscal cost of avoidable personal injury and vehicle accidents. The PTASP objectives are listed below.

- Integrate safety management and hazard control practices within each of Treasure Coast Connector's departments.
- Assign responsibilities for developing, updating, complying with, and enforcing safety policies, procedures, and requirements.

- Verify compliance with Treasure Coasts Connector’s safety policies, procedures, and requirements through performance evaluations, accident/incident trends, and internal audits.
- Investigate all accidents/incidents, including identifying and documenting the causes for implementing corrective action to prevent a recurrence.
- Increase investigation and systemic documentation of near misses.
- Identify, analyze, and resolve safety hazards promptly.
- Minimize system notifications during the operational phase by establishing and utilizing safety controls as system design and procurement phases.
- Ensure that system modifications do not create hazards.
- Provide training to employees and supervisors on the safety components of their job functions.

Transportation Improvement Programs (TIPs), 2023-2027

Each MPO prepares the annual Transportation Improvement Program (TIP) consistent with federal guidelines. At the time of the data review phase, the adopted FY 2023 to FY 2027 TIPs are in effect. The TIP specifies programmed transportation improvements to be implemented over the next five years, whereas the LRTP presents planned projects within a long-range horizon. The projects in the TIP provide a short-term implementation plan for transportation in the Treasure Coast to build from with the RL RTP. TIP projects are included in this plan as funded, near-term improvements.

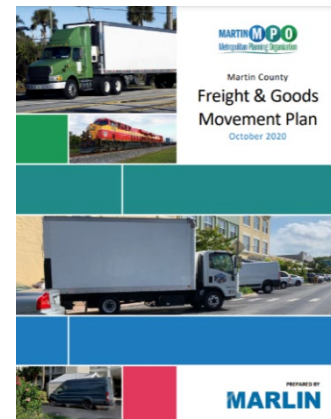


TRANSPORTATION IMPROVEMENT PROGRAM FY 2022/23 - FY 2026/27



Martin MPO Freight Plan, 2020

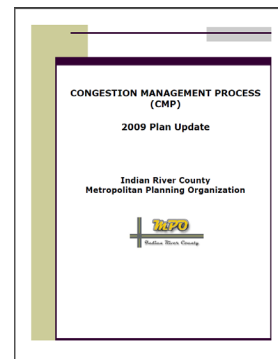
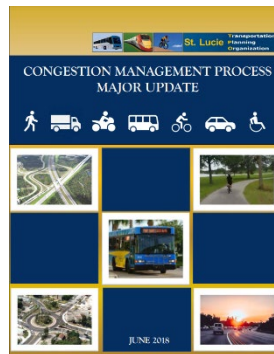
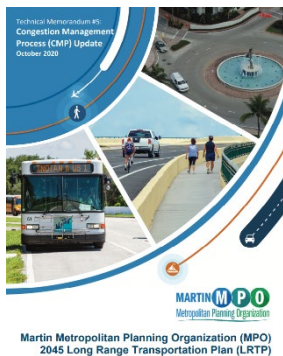
The Freight & Goods Movement plan explores existing and future transportation and land use conditions to leverage the transportation network to support economic development and the integration of freight into the multi-modal network within Martin County. Martin County is located in the heart of Florida’s “Treasure Coast” and is an important gateway into the South Florida region. The County’s freight transportation infrastructure provides the means by which freight and goods move into, out of, and within the County and connectivity to land use is an important factor on what goods move throughout the County. The plan identifies the most significant truck volumes on the major limited access facilities, including I-95 and Florida’s Turnpike. Other significant truck traffic volumes found are on SR 714, US 1, and SR 710 and there are very high percentages of trucks on the western, rural roadways including US 98, SR 710 and, SR 76 and a link of US 1 objectives of this plan are given below:



- **Safety and Security** – Leverage multisource data and technology to improve freight system safety and security.
- **Efficient and Reliable Mobility** – Drive innovation to reduce congestion, bottlenecks and improve travel-time reliability.
- **Economic Competitiveness** – Continue to forge partnerships between the public and private sectors to improve trade and logistics and capitalize on emerging freight trends to promote economic development.
- **Quality Places** – Increase freight-related regional and local transportation planning and land use coordination.

Congestion Management Process (CMP) Update

Each MPO prepared a Congestion Management Process (CMP) Update. A CMP uses several analytic tools to define and identify congestion within a region, corridor, activity center, or project area. A CMP identifies where congestion exists, what can be done about it, and a coordinated implementation plan for appropriate strategies to reduce congestion or mitigate the impacts of congestion. At the time of the data review phase, the Martin MPO CMP Update 2020, St. Lucie TPO CMP Update 2018, and Indian River County MPO CMP Update 2009 were in effect.



US 1 Multimodal Corridor Study, 2014

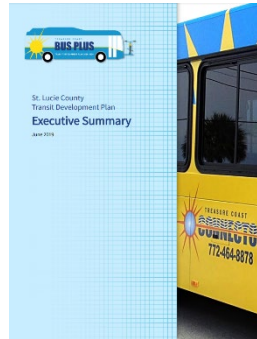
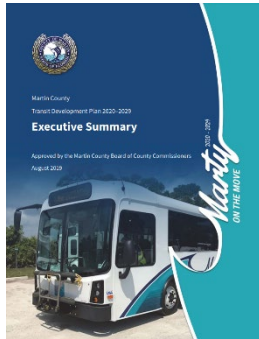
The US 1 corridor is defined as the section of US 1 from south of Cove Road in Port Salerno to north of Juanita Avenue in Fort Pierce as shown in **Figure 2-2**. US 1 is the primary north-south arterial for the coastal communities of Martin and St. Lucie counties east of I-95 and the Florida Turnpike. The principal element of the US 1 Multimodal Corridor Study is balancing local/community needs with the need to continue to support longer-distance trip-making along US 1. This project was identified in the 2035 RL RTP and 2040 individual LRTPs in St. Lucie TPO and Martin County.



Figure 2-2. US 1 Multimodal Corridor Study Area

Transit Development Plan (TDP)

The Transit Development Plan (TDP) is the strategic guide for public transportation over the next ten (10) years. It identifies public transportation service improvement priorities for the county, determines the operating and capital costs to implement these service improvement priorities, and outlines a strategy for implementing those service improvements. A major update is required every five years, with annual (or minor) updates in the interim years. At the time of the data review phase, the Martin County TDP 2020-2029 Major Update, St. Lucie County TDP 2020-2029 Major Update, and Indian River County TDP 2022 Annual Update were in effect.



Airport Master Plan

An Airport Master Plan is a study used to determine the long-term development plans for an airport. Air transportation is a vital community industry. An Airport Master Plan is a community's concept of the long-term development of its airport. The master plan considers the needs and demands of airports tenants, users, and the public. An Airport Master Plan was done for the following: Witham Field, Martin County, St. Lucie County International Airport, St. Lucie County, and Vero Beach Regional Airport, Indian River County.

Treasure Coast 2040 Zonal Data Projections

The Urban Land Use Allocation Model (ULAM) provides the Treasure Coast area with a systematic approach that uses the most current land use information to generate the future year (2040) socioeconomic data needed as input into the travel demand forecasting model. The quality of the future year land use data will ensure that the travel projections used in the development of the long-range plan will accurately reflect the future transportation needs of the area and will help determine what are the most critical and cost-effective improvements to address those needs.

Chapter 3 – Trends and Conditions

When creating a transportation plan for the future, it is important to observe the present trends and conditions facing the region and develop a plan to best optimize opportunities and address the issues. Trends that will be examined include population growth, changes and evolution of the workforce, the means by which residents commute to work, and future land use. This information was also captured in a fact sheet intended to educate the public on the purpose of the 2045 RL RTP. The fact sheet can be found in [Appendix C](#). Focusing on these trends will allow the 2045 RL RTP to efficiently grow the transportation network based on population trends and the new jobs and industries that will employ residents.

Population Growth

Like many regions in the Sun Belt, the Treasure Coast has experienced a large influx of people over the past 30 years. From 1985 to 2015, the Treasure Coast more than doubled in population growing from 273,663 people to a population of 587,284, according to data from the U.S. Census Bureau. As the area grows and more people flock to warmer weather and areas with year-round recreation, the Treasure Coast is expected to grow by an additional 377,575 people from the U.S. Census Bureau, for a total population of 964,859 residents and a percent growth of 64.29% between 2015 to 2045. This growth will increase demand for a comprehensive and efficient multimodal transportation network.

The expected population growth trend indicates that the raw population growth over the next 30 years (377,575 persons) is anticipated to be more than the actual growth during the 1985-2015 period (313,621 persons). This indicates that the Treasure Coast region is expected to continue to grow with an increased growth rate.

In addition, population growth is not uniform throughout the region. St. Lucie County houses approximately one-half of the population of the region, while Martin County and Indian River County each contain about one-quarter of the population. This is primarily the result of a higher percentage of population growth in St. Lucie County since 1985 (152%) than in Indian River County (89%) or Martin County (85%). The trend of a higher population growth percentage in St. Lucie County is anticipated to continue in the foreseeable future.

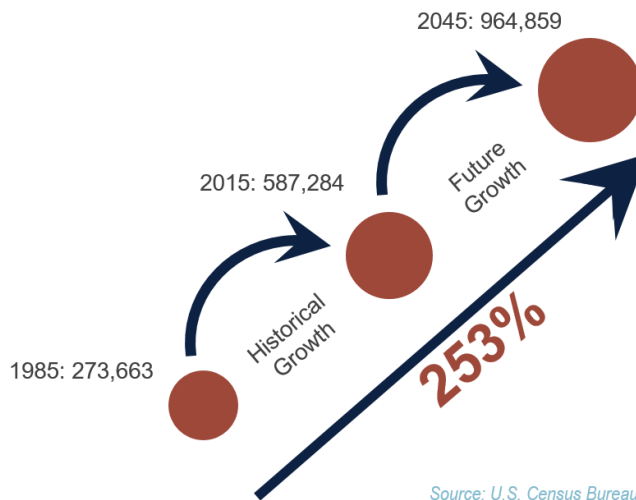


Figure 3-1. 60 Year Population Growth Trends

Changes in Employment

According to data compiled for the Treasure Coast Regional Planning Model¹ (TCRPM), 277,183 people worked within Martin, St. Lucie, and Indian River Counties in 2015. This indicates that the employment market in the Treasure Coast is just less than half of the population as compared to the TCRPM data.

By 2045, the Treasure Coast is expected to add an additional 132,784 workers, an increase of 47.90%, according to data compiled for the Treasure Coast Regional Planning Model¹ (TCRPM). St. Lucie County is projected to experience the largest gross gains in the workforce from 2015 to 2045.

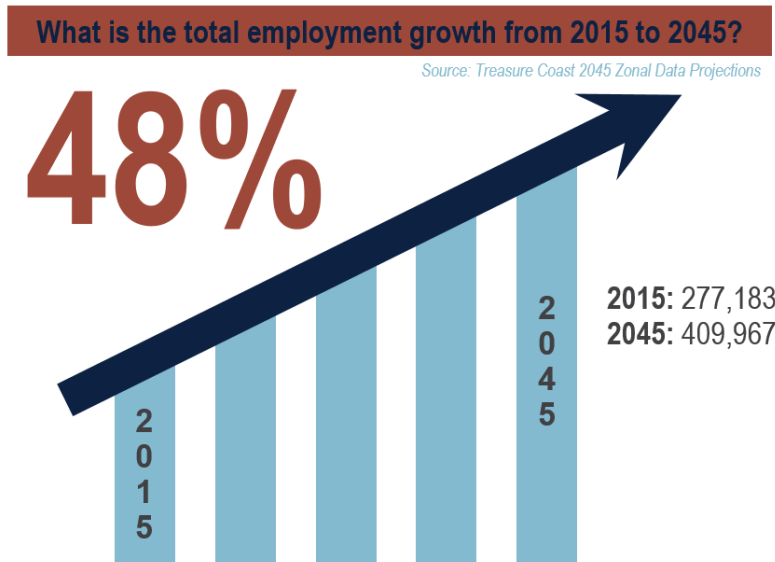


Figure 3-2. Employment Growth Trends From 2015 to 2045

Transportation

The foundation of the transportation system in the Treasure Coast is largely built on auto-dependence. As the region grows, commute times for all modes will be longer, but will disproportionately be felt by those continuing to commute by car. With this growth in mind, it is necessary for the 2045 RL RTP to address both current and future needs. Current trends within the region and around the country have shown an increasing number of people commuting via other means such as public transit, bicycle, and walking, suggesting the potential need to provide and maintain the infrastructure that will optimize these other modes while slowing the increasing traffic congestion to remain attractive for future residents and industries. The breakdown of commuters in the Treasure Coast by percentage of mode used within the overall transportation network is shown below. The rate of walking, bicycling, and taking public transportation to work is lower in the Treasure Coast than the nation and state as a whole, shown in **Table 3-1**. However, the rate of carpooling to work and working at home are higher in the Treasure Coast than the nation but not the state.

¹ The TCRPM was developed by FDOT and is used to project future transportation conditions and evaluate alternatives for future roadway system improvements.

Table 3-1. Means of Transportation to Work

Modes of Transportation	United States	Florida	Treasure Coast
Drove Alone	74.92%	77.74%	79.85%
Carpooled	8.85%	9.19%	9.08%
Public Transportation	4.58%	1.62%	0.35%
Bicycle	0.51%	0.56%	0.48%
Walked	2.57%	1.39%	1.33%
Other (Including Taxicabs and Motorcycles)	1.31%	1.74%	1.67%
Worked at home	7.26%	7.76%	7.24%

Source: 2015-2020 American Community Survey (ACS) 5-Year Estimates

A brief review and analysis of regional travel flows utilizing the OnTheMap application of the United States Census Bureau were conducted, a mapping tool that reports where people live and where they earn their paychecks. The underlying data for the OnTheMap application is the 2019 Longitudinal Employer-Household Dynamics (LEHD) data developed by the Center for Economic Studies of the United States Census Bureau. LEHD data provides information to analyze work trips including those that cross jurisdictional boundaries. The Treasure Coast region is characterized by a significant amount of cross-county travel flows for work trips, including within the region as well as to the Southeast Florida region. Approximately 58 percent (58%) of workers in the region commute outside of their home county for work.

Future Land Use

Understanding future land use data is important to mitigate the effects of land use on transportation and to enhance the efficient use of resources with minimal impact on future generations. Shown in **Figure 3-3** is Martin County's future land use map. The majority of Martin County is land that is designated for agriculture and related land uses.

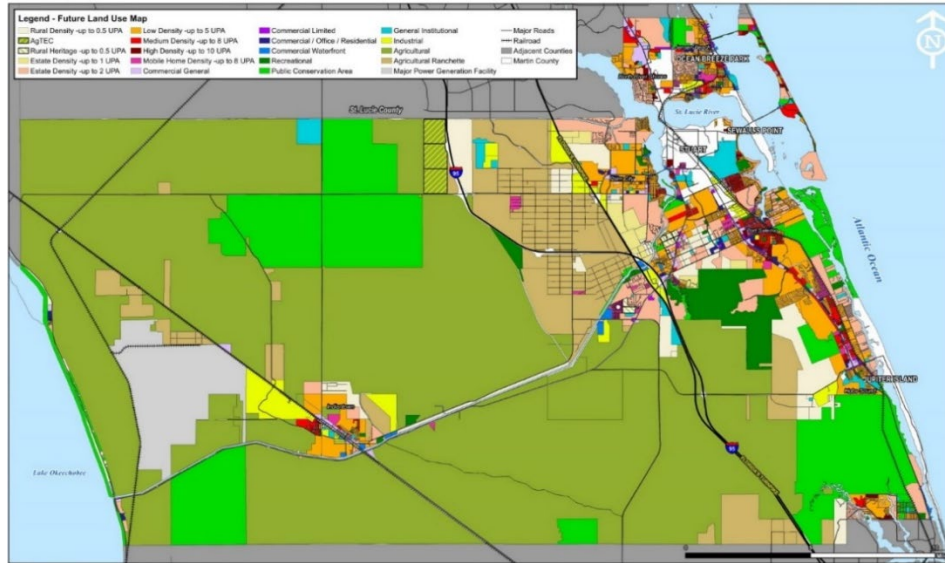


Figure 3-3. Martin County's Future Land Use Map

Shown below in **Figure 3-4** is St. Lucie County's future land use map. The majority of St. Lucie County is land that is designated for rural and agriculture land uses.

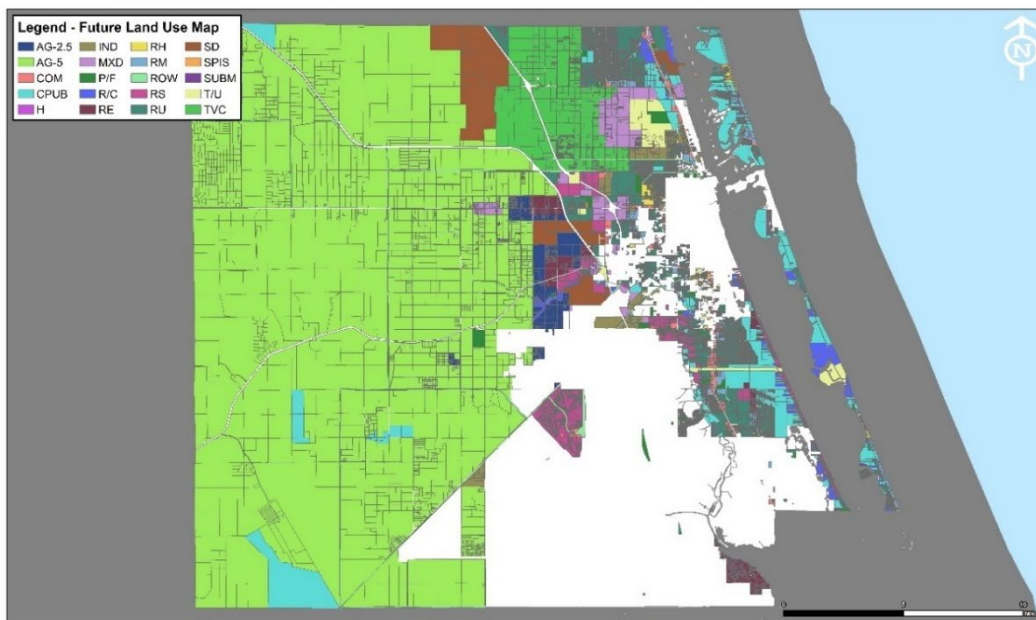


Figure 3-4. St. Lucie County's Future Land Use Map

Shown in **Figure 3-5** is Indian River County's 2035 LRTP Infill Alternative Plan. The Infill Alternative Plan includes new neighborhood, corridor, and district areas that will become the focus of infill redevelopment and business recruitment.

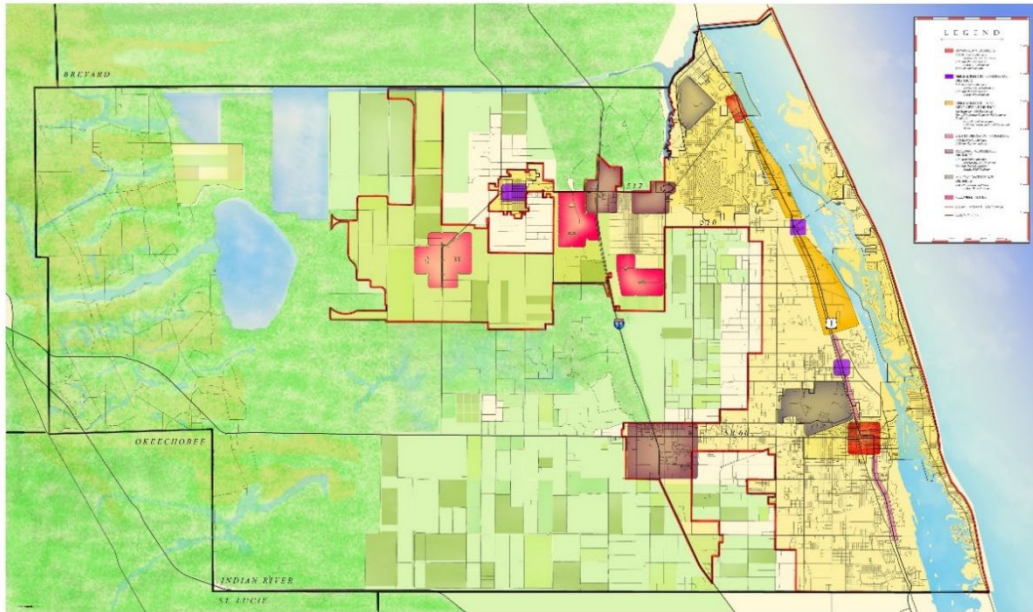


Figure 3-5. Indian River County's 2035 LRTP Infill Alternative Plan

The county seats in each of the Treasure Coast counties consist of Stuart, Fort Pierce, and Vero Beach, all of which pre-date World War II. However, most of the development in the Treasure Coast generally occurred during the golden age of the automobile in the second half of the 20th century. As such, much of the region has developed in a low-density, single-use manner expanding from east to west over time. This has created the consumption of open space for development into residential and commercial areas and led to development patterns that heavily favor usage of the private automobile for almost all trips. Commuters generally drive long distances to reach destinations or make multiple short trips to reach a number of different destinations (trip chaining), as found during the Martin County Household Travel Survey (HTS). In addition, cross-county commuting is common in the Treasure Coast region as is commuting between the Treasure Coast region and Southeast Florida, especially Palm Beach Gardens, West Palm Beach, and Boca Raton. This development pattern increases the cost of living due to increased costs for fuel, maintenance, and car ownership.

Each M/TPO conducted a series of stakeholder interviews and public workshops to establish the land use visioning process during their respective 2040 LRTPs and maintained these land use assumptions during the 2045 LRTP process. The M/TPOs have adopted LRTPs that can generally be described as proposing to retrofit a multimodal approach to integrating transportation into the current development pattern.

Chapter 4 – Regional Goals, Objectives, & Performance Measures

The goals, objectives, and performance measures for the 2045 RL RTP are based on a review of goals and objectives from the individual Long Range Transportation Plans (LRTPs) for the Martin Metropolitan Planning Organization (MPO), St. Lucie Transportation Planning Organization (TPO), and Indian River County MPO.

Review of Individual Treasure Coast’s LRTP

Each of the three individual M/TPOs’ goals, objectives, and performance measures from their respective 2045 LRTPs were reviewed. Each of the individual LRTP’s demonstrates consistency between the M/TPO’s goals, objectives, and performance measures with the Florida Transportation Plan (FTP) Next 50 Years and national goals identified in the Fixing America Surface Transportation Act (FAST Act). These goals, objectives, and performance measures were analyzed to identify and include consistent themes for the 2045 RL RTP. In addition, common issues of regional significance were identified for inclusion.

Martin MPO 2045 LRTP “Martin in Motion”

- **Goal #1: Infrastructure Maintenance and Congestion Management.** An efficient Multimodal transportation system that supports economic growth and enhances the quality of life.
- **Goal #2: Safety.** A safe multimodal transportation system that meets the needs of all the users.
- **Goal #3: Environmental and Equity.** Preserve natural environment and promote equity and healthy communities.
- **Goal #4: Innovation.** A transportation system with an ability to harness changes in the future.
- **Goal #5: Project Streamlining and Delivery.** A transportation system that reflects the community’s needs and desires.

St. Lucie TPO LRTP “SmartMoves 2045”

- **Goal #1: Support Economic Activities.**
- **Goal #2: Provide Travel Choices.**
- **Goal #3: Maintain the Transportation System.**
- **Goal #4: Provide Equitable, Affordable, and Sustainable Urban Mobility.**
- **Goal #5: Improve Safety and Security.**

Indian River County MPO LRTP “Connecting IRC”

- **Goal #1: Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.**
- **Goal #2: Enhancing mobility for people and freight and provide travel alternatives.**
- **Goal #3: Protecting the natural and social environment.**
- **Goal #4: Maintaining a safe transportation system for all users.**

- *Goal #5: Preserving and maintaining the transportation system and transportation infrastructure.*

2045 RL RTP Goals, Objectives, & Performance Measures

The Treasure Coast 2045 RL RTP is intended to guide transportation decision making at the regional level to a more connected future over the next 25 years. To support this process, a review of the relevant federal, state, regional, and local documentation was conducted along with careful and thoughtful review and consideration of the individual M/TPO's transportation planning process and input received during the individual M/TPO LRTPs. Concepts of regional significance that may not have been the focus of individual LRTPs were then analyzed and incorporated. The collective goals, objectives, and performance measures will help guide the region in identifying and prioritizing investments as shown in **Table 4-1**.



Table 4-1. Goals, Objectives, and Performance Measures

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 1	Provide a safe, connected, and efficient multimodal transportation system for regional movement of people and goods.		
	Objective 1.A	Prioritize transportation investments that maintain acceptable travel performance.	
		1	Increase the percentage of miles meeting/exceeding roadway level of service standards.
	Objective 1.B	Ensure travel time reliability on major roadway freight corridors.	
		1	Increase roadway miles on the regional freight network with SIS corridor improvements to decrease the number of congestion hotspots/bottlenecks.
		2	Increase the percentage of vehicle miles traveled (VMT) that are reliable.
	Objective 1.C	Implement the regional greenways and trails system.	
		1	Increase miles of greenways and trails implemented.
	Objective 1.D	Identify and fund the regional transit network.	
		1	Reduce headways on transit services/improved on time performance when compared to previous years.
		2	Increase number of Regional Transit projects implemented/completed.
	Objective 1.E	Improve the safety of the transportation system, which may include communications infrastructure to provide opportunities for more efficient travel flow and infrastructure to support automated vehicles.	
		1	Decrease crash rate over each five-year period of the Regional Plan.
		2	Increase number of regional projects that include a TSM&O component that could be adapted to support autonomous vehicles.
Goal 2	Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.		
	Objective 2.A	Improve access to regional destinations that support economic prosperity.	
		1	Implement strategies that improve equitable access to regional transportation destinations and multimodal opportunities.
	Objective 2.B	Ensure adequate funding for congestion management and maintenance.	
		1	Increase number of implemented congestion management projects.
		2	Increase private and grant funding of transportation infrastructure.
	Objective 2.C	Prioritize projects that improve multimodal access to community activity centers.	
		1	Increase concentration of multimodal transportation options (bicycle facilities, bike share, bus shelters, etc.) nearby to community activity centers (regional malls, medical centers, libraries, and transit hubs).
Objective 2.D	Promote consistency between transportation projects and the efficient operation and management of the regional transportation system including providing opportunities for incorporating broadband fiber optic network communications.		
	1	Increase length/coverage of the fiber optic network within regional transportation corridors.	

Goal	Objective	Performance Measure Number	Performance Measure Description
Goal 3	Protect the region's natural and social environment while minimizing adverse community impacts.		
	Objective 3.A	Improve air quality and reduce greenhouse gas emissions.	
		1	Maintain or improve results of local emissions/air quality tests (tons of CO, HC, an NO emissions) at regular intervals throughout the planning horizon.
	Objective 3.B	Minimize right-of-way intrusions on the natural environment and regionally important cultural areas.	
		1	Decrease the project acreage in sensitive environmental areas in comparison to previous years.
	Objective 3.C	Reduce regional waterway impacts from roadway runoff.	
	1	Reduce the amount of roadway runoff to regional waterways.	
Goal 4	Conduct coordinated regional planning and decision-making that improves transportation options for the region.		
	Objective 4.A	Implement strategies to reduce reliance on single occupant automobiles.	
		1	Increase transit ridership over time.
		2	Increase the mileage of bicycle lanes, shared-use paths, and sidewalks.
		3	Reduce vehicle miles traveled (VMT) per capita as measured from the regional travel demand model.
	Objective 4.B	Provide a transportation system that reduces per capita fuel consumption.	
		1	Reduce carbon emissions compared to previous model output based on the TCRPM.
		2	Reduce per capita highway hours of delay based on the model output from the TCRPM.
	Objective 4.C	Manage the regional transportation system in a collaborative manner to improve the system's resiliency to climate change and performance during hurricane evacuations, emergencies, and disasters.	
		1	Increase miles of improvements along or supporting evacuation routes.
	Objective 4.D	Conduct regional meetings to provide an update of the implementation of the regional transportation plan and discuss items of regional transportation significance.	
		1	Increase the number of regional transportation projects implemented.
	2	Create an updated priorities list across the region based on an amendment process.	
Goal 5	Protect and enhance the unique quality of life in the Treasure Coast region.		
	Objective 5.A	Provide for the transportation needs of the disadvantaged.	
		1	Support funding for transportation disadvantaged services.
		2	Increase transit/sidewalk ADA compliance and accessibility (stations, vehicles, crosswalks etc.).
	Objective 5.B	Support healthy living strategies, programs, and improvements.	
		1	Support and promote use of transit oriented development policies.
		2	Participate in community health plans and programs; consider shared performance measures with health plans.
Objective 5.C	Support Target Zero policies.		
	1	Reduce per capita rate of fatalities and serious injury crashes per year.	

Chapter 5 – Regional Multimodal Transportation System

The purpose of this task is to produce a 2045 Regional Multimodal Transportation System map based on the regional roadway network and the designated Strategic Intermodal System (SIS). The result will be a regional transportation network that will define the roadways upon which regional transportation needs will be based. The online version of the map, which shows the regional roadway system and the regional needs identified—divided into roadway, non-motorized, and transit projects—can be accessed [here](#).

Regional roadway facilities were defined by criteria established in the 2040 RL RTP. The regional criteria were reviewed and determined to be applicable.

Primary Regional Facilities

All SIS and Planned SIS facilities are regionally significant and are designated as Primary Regional Facilities. In addition, all principal arterial facilities that meet at least one (1) of the following criteria and any minor arterial or major collector facilities that meet at least four (4) of the following criteria are designated as Primary Regional Facilities.

- **Multi-County** – Facilities that traverse more than one (1) county.
- **SIS Connectivity** – Facilities that connect a SIS highway to another SIS Highway.
- **SIS Intermodal** – Hubs, corridors, and connectors identified as SIS and emerging SIS.
- **Freight and Passenger Hubs** – Freight and passenger hubs not on the SIS such as airports, bus terminals, ports, or rail yards that function as intermodal hubs.
- **Intermodal Connectivity** – Facilities serving non-SIS freight and passenger intermodal hubs.

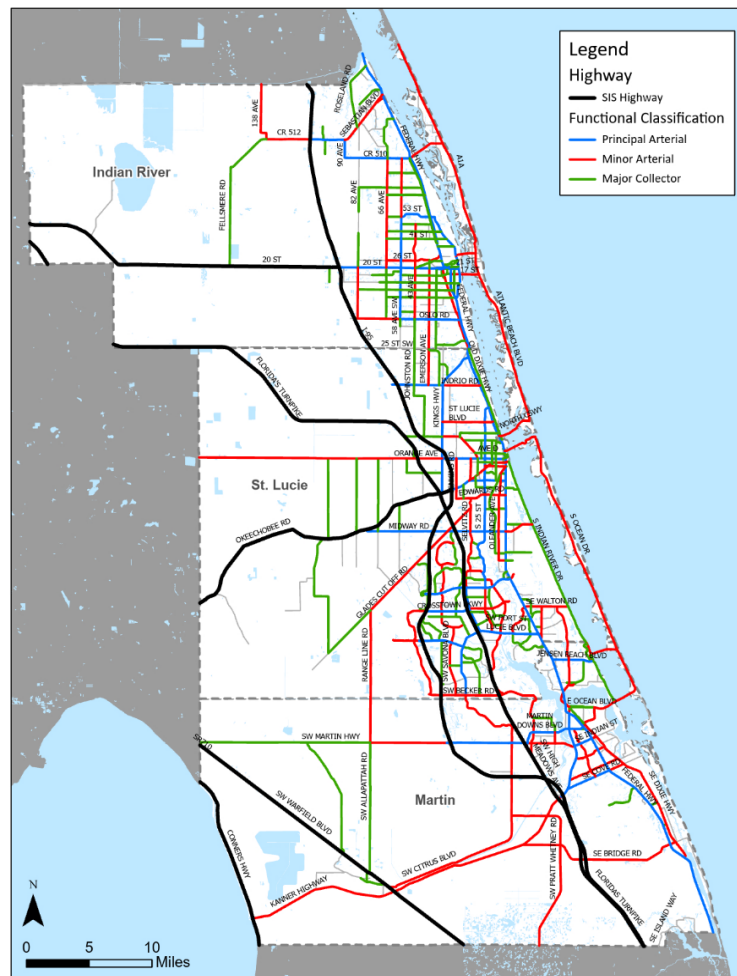


Figure 5-1. SIS Roadways and FDOT Functional Classifications

Chapter 6 – Regional Needs Assessment

The regional needs assessment aims to identify regionally significant roadway, non-motorized, transit, and freight needs projects presented in the individual county 2045 LRTPs to provide a comprehensive understanding of the multimodal needs within the Treasure Coast region.

Multimodal needs identified in each of the individual 2045 LRTPs were analyzed for regional significance. Establishing regionally significant roadways, or the regional multimodal transportation network, in Chapter 5 guided the regional multimodal needs assessment. Individual county needs projects were included in the 2045 RL RTP multimodal needs network if the project existed on a regionally significant roadway. Additionally, projects that link to the SIS, provide inter-county connectivity, or enable access to multimodal hubs were considered regionally significant.

Regional Roadway Needs

Roadway needs projects in the individual county 2045 LRTPs were evaluated for inclusion based on the regional multimodal transportation network. The table below represents a list of improvements and new infrastructure which will support transportation throughout the Treasure Coast Region. Each of the roadway segments shown in the table has been selected based on its presence along an existing regionally significant roadway or possesses another regionally significant trait. The roadway needs projects noted in the table below mostly involve lane widening or the creation of a new roadway. Several of these projects will serve as important transportation corridors in the future and will be necessary to maintain the efficient flow of all transportation modes throughout the region.

There is a total of 85 regional roadway needs projects, which are presented in **Table 6-1** below.

Table 6-1. Regional Roadway Needs

County	Roadway	Limits	Type
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Widen 2 to 4 Lanes
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Widen 2 to 4 Lanes
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Intersection Improvements
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4 Lanes
Indian River	43rd Avenue	Oslo Road to 16th Street	Widen 2 to 4 Lanes
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4 Lanes
Indian River	53rd Street	58th Avenue to 66th Avenue	New 4 Lane
Indian River	53rd Street	66th Avenue to 82nd Avenue	New 2 Lane
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	New 2 Lane
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	New 2 Lane

County	Roadway	Limits	Type
Indian River	66th Avenue	69th Street to 81st Street	Widen 2 to 4 Lanes
Indian River	66th Avenue	81st Street to CR-510	Widen 2 to 4 Lanes
Indian River	66th Avenue	49th Street to 69th Street	Widen 2 to 4 Lanes
Indian River	82nd Avenue	69th Street to CR-510	New 2 Lanes
Indian River	82nd Avenue	26th Street to 69th Street	Substandard to 2 Lanes
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	New 2 Lanes
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street	At US-1/SR-5	Intersection Improvements
Indian River	CR-510/85th Street	CR-512 to 87th Street	Widen 2 to 4 Lanes
Indian River	CR-510/85th Street **	58th Avenue to US-1	Widen 2 to 4 Lanes
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Widen 4 to 6 Lanes
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Widen 2 to 4 Lanes
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Strategic Improvements
Indian River	Indian River Boulevard **	17th Street to 37th Street	Operational Improvements
Indian River	Oslo Road	I-95 to 58th Avenue	Widen 2 to 4 Lanes
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Widen 2 to 4 Lanes
Indian River	US-1 *	53rd Street to CR-510	Widen 4 to 6 Lanes
Indian River	SR-9/I-95 *	At 53 rd Street	New Interchange
Indian River	SR-9/I-95 *	At Oslo Road	New Interchange
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Widen 2 to 4 Lanes
Martin	Florida's Turnpike	At I-95 Interchange	PD&E
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Widen 2 to 4 Lanes
Martin	SE Bridge Road	Powerline Avenue to US-1	Widen 2 to 4 Lanes
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Widen 2 to 4 Lanes
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Widen 2 to 4 Lanes

County	Roadway	Limits	Type
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Highway Capacity
Martin	SR-9/I-95 *	Palm Beach/Martin County Line to CR-708/Bridge Road	PD&E
Martin	SR-9/I-95 *	CR-708/Bridge Road to High Meadows Avenue	PD&E
Martin	SR-9/I-95 *	High Meadows Avenue to Martin/St. Lucie County Line	PD&E
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Widen 2 to 4 Lanes
Martin	SW Martin Downs Boulevard *	SW Matheson Avenue to SW Palm City Road	Widen 4 to 6 Lanes
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Widen 4 to 6 Lanes
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Widen 2 to 4 Lanes
Martin	US-1 *	SE Seabranh Boulevard to SE Osprey Street	Widen 4 to 6 Lanes
Martin	Willoughby Boulevard Extension	SR-714/Monterey Road to US-1	New 2 Lane
Martin/ St. Lucie	US-1 *	Cove Road to St. Lucie County/ Indian River County Line	Operational Improvements
St. Lucie	Airport Connector	I-95 to Johnston Rd	New 4 Lanes
St. Lucie	Airport Connector	Johnston Road to Kings Highway	New 4 Lanes
St. Lucie	Becker Road	N-S Road B	New 6 Lanes
St. Lucie	Becker Road	Range Line Road	New 4 Lanes
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Widen 2 to 4 Lanes
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Widen 2 to 4 Lanes
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Widen 2 to 4 Lanes
St. Lucie	Florida's Turnpike	At Northern Connector	New Interchange
St. Lucie	Florida's Turnpike	At Midway Road	New Interchange
St. Lucie	Florida's Turnpike	N of SR-70 to N of SR-60	PD&E
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Widen 2 to 4 Lanes
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Neighborhood Traffic Management
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades-Cut Off Road	New 4 Lanes
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Widen 2 to 4 Lanes

County	Roadway	Limits	Type
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	New 4 Lanes
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Widen 2 to 4 Lanes
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	New 4 Lanes
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Widen 2 to 4 Lanes
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Widen 2 to 4 Lanes
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4 Lanes
St. Lucie	Midway Road	Arterial A to I-95	Widen 2 to 4 Lanes
St. Lucie	Northern Connector	Florida's Turnpike to I-95	New 4 Lanes
St. Lucie	North-Mid County Connector	Orange Avenue to Florida's Turnpike	New 4 Lanes
St. Lucie	North-Mid County Connector	Okeechobee Road to SR-68/Orange Avenue	New 4 Lanes
St. Lucie	North-Mid County Connector	Midway Road to SR-70/Okeechobee Road	New 4 Lanes
St. Lucie	Open View Drive	Range Line Road to N-S Road A	New 2 Lanes
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Widen 2 to 4 Lanes
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	New 4 Lanes
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Widen 2 to 4 Lanes
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Widen 6 to 8 Lanes
St. Lucie	SR-9/I-95 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	PD&E
St. Lucie	SR-9/I-95 *	At Northern Connector	New Interchange
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Widen 4 to 6 Lanes
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Neighborhood Traffic Management
St. Lucie	Turnpike Feeder Road	South of Indrio Road to South of US-1	Widen 2 to 4 Lanes
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Operational Improvement
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Widen 4 to 6 Lanes

*Denotes Project on State Road System

**Denotes Project partially on State Road System

The regional roadway needs are displayed on the next page in **Figure 6-1**, which highlights the existing and potential interconnectivity of the region through the identification of these improvements and additions. PD&E projects were included on major limited access facilities.

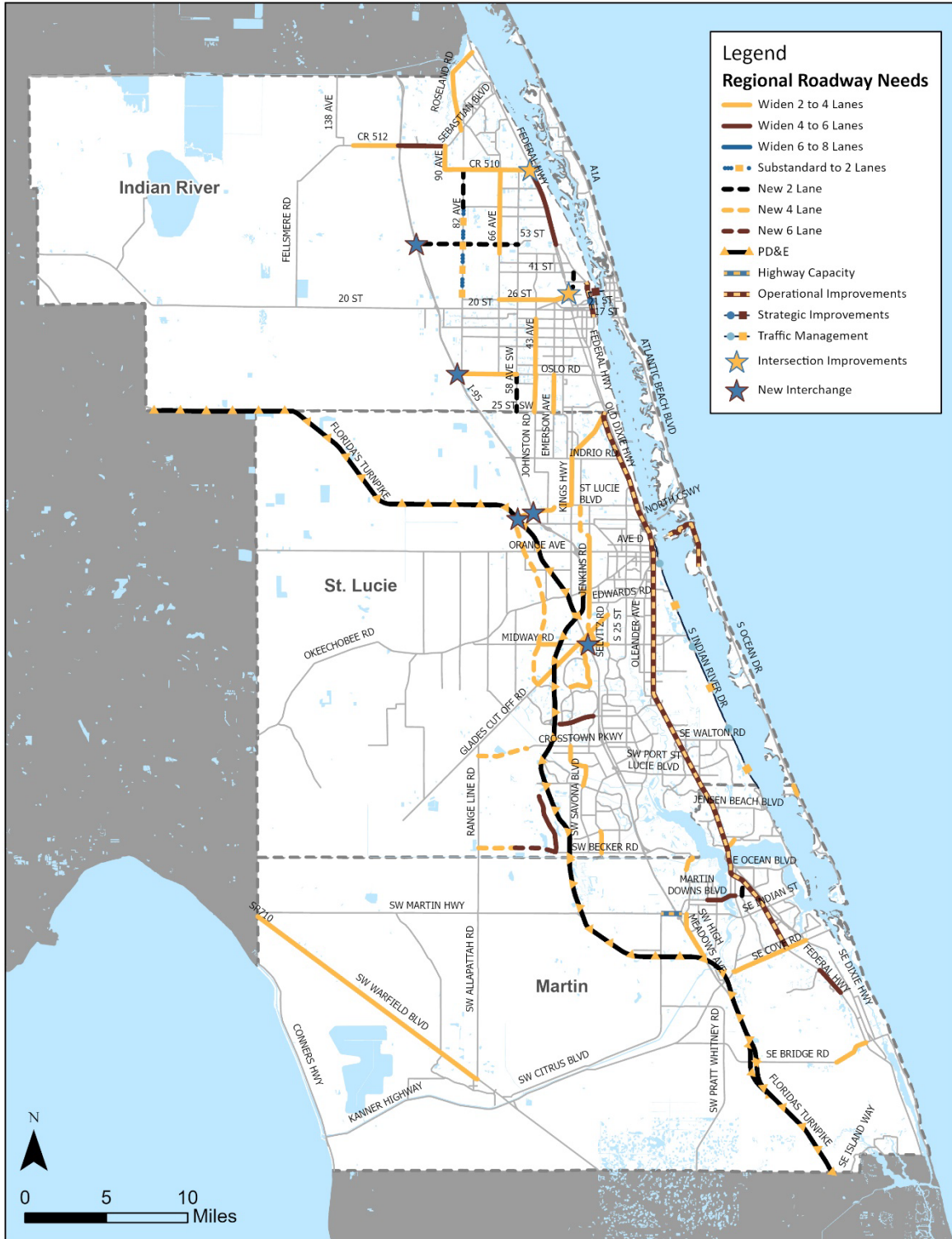


Figure 6-1. Regional Roadway Needs

Regional Transit and Non-Motorized Needs

A regional transit vision, particularly beyond the 10-year planning horizon, was created using the transit development plans (TDPs) for Martin, St. Lucie, and Indian River counties. Non-motorized needs projects presented in the three individual M/TPO LRTPs were analyzed for their regional significance and alignment with the regional LRTPs goals of increased accessibility and network connectivity. Connectivity gaps across county lines from the 2045 LRTPs were identified through the analysis that will inform development and implementation of the regional transit and non-motorized vision. Additionally, needs projects that provide transit service and non-motorized infrastructure near major destinations, areas of high population, and intermodal hubs were included in the regional needs as they are considered integral to the multimodal success of the region.

Regional Transit

Transit availability is an important feature for the Treasure Coast area. Each of the three counties has an existing bus transit system currently serving their residents. There are three primary bus transit providers in the Treasure Coast Region. Martin County is served by Martin County Public Transit (Marty), St. Lucie is being served by Area Regional Transit (ART), and Indian River is being served by GoLine. Each of these transit services has a regional impact with one or more of their existing bus routes. From the existing transit network, five (5) routes have been identified that have a regional impact. Those routes are listed below:

1. GoLine Route 15
2. Marty Route 1
3. Marty Route 20X
4. ART Route 1
5. ART Route 7

Bus terminals and intermodal centers providing regional service were also captured during the needs assessment. Within the Treasure Coast, 14 park and ride facilities are available and are strategically positioned near major regional corridors such as I-95, Florida's Turnpike, and US-1. Park and ride facilities are not found in Indian River County. A breakdown of park and ride facilities by county is provided below:

Indian River County:

1. Main Transit Hub
2. Intergenerational Center
3. Indian River Mall (NE Entrance)
4. Gifford Health Center

Martin County:

1. Kiwanis Park
2. City of Stuart SailFish Circle Park & Ride
3. Osceola Park & Ride
4. Martin Highway and Turnpike Mile Post 133
5. Halpatiokee Regional Park

St. Lucie County:

1. Fort Pierce Intermodal Facility
2. St. Lucie County Administration Complex
3. Bayshore Boulevard Park & Ride Lot
4. Council on Aging Park & Ride
5. Gatlin Boulevard (Jobs Express) Park & Ride Lot

Bus terminals along with park and ride locations allow users to access additional routes and improve the interconnectivity of the existing transportation network. It should be expected that these facilities are properly maintained and managed to offer diverse commuting options and to promote a reduction of vehicles on the regional roads.

Five (5) regional transit needs have been identified in addition to the five (5) existing regional transit routes.

1. I-95 Express Bus Route
2. SR-710/CSX Connector
3. Tri-Rail Extension
4. Turnpike Express Bus Route
5. US-1 Transit Enhancements

These newly identified needs will provide both bus and rail transit opportunities for the Treasure Coast area. As employment opportunities and total population continue to grow within the region it is essential to provide varied transportation options for commuters. Each of these needs will provide a primarily north-south transportation alternative for commuters both within and outside of the Treasure Coast. The implementation of these commuter transit alternatives will aid in the effort of reducing the dependence on the private automobile, subsequently leading to desirable outcomes such as reduced congestion, vehicle miles traveled and potentially improved travel time reliability around the region.

Existing transit terminals, routes, and the transit needs can be seen in **Figure 6-2**. The figure displays the existing interconnectivity of the Treasure Coast and the areas that will benefit from the proposed transit network.

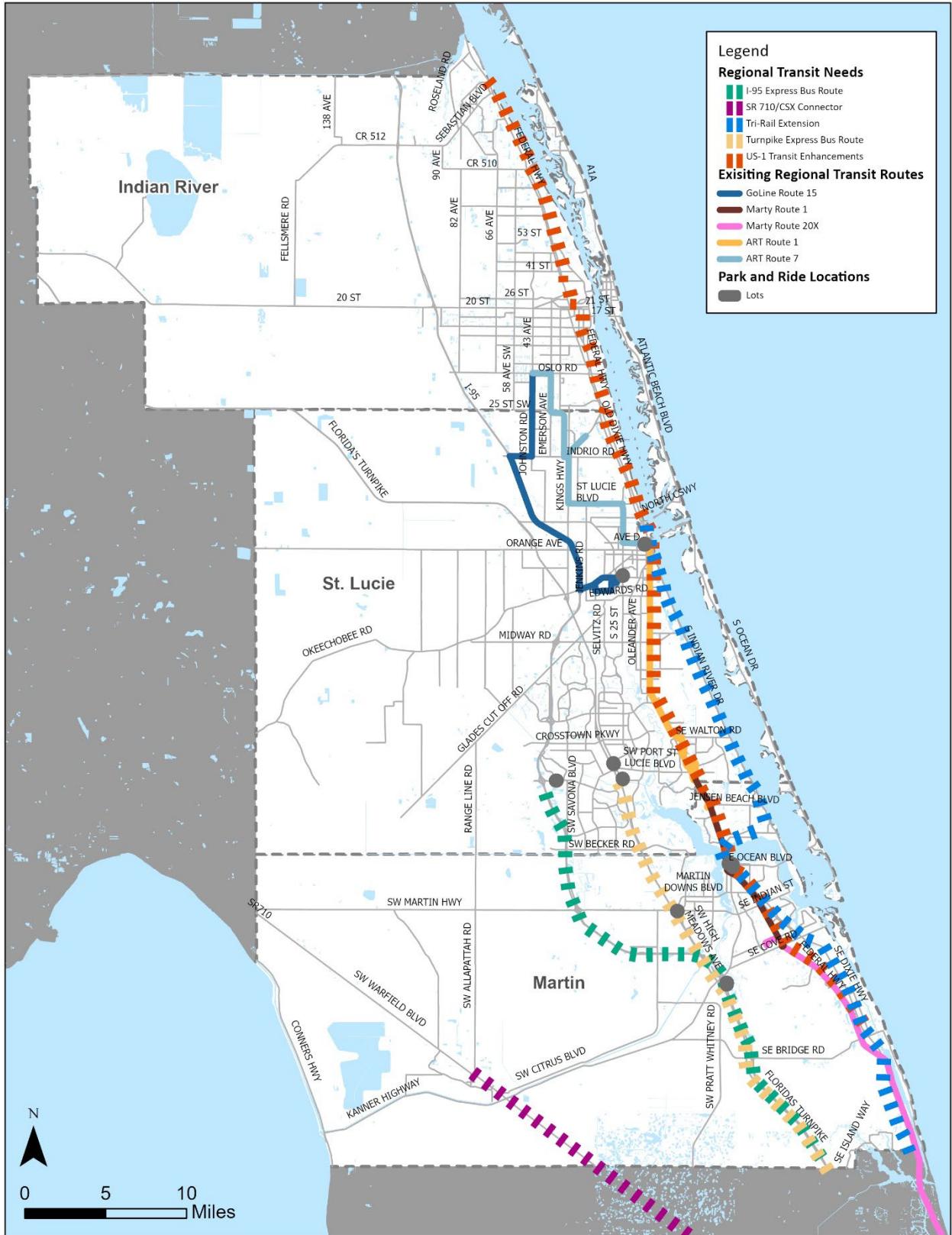


Figure 6-2. Regional Transit Needs

Regional Non-Motorized

Non-motorized transportation continues to grow in popularity throughout the country, prompting new roadway design practices that adapt to the increased variety of users. Regional non-motorized needs were included based on their presence along a regionally significant roadway, shown in Chapter 4. The Florida Greenways and Trails System (FGTS) maintained by Florida Department of Environmental Protection (FDEP) are included as part of the 2045 Regional Non-Motorized Needs and are shown in **Figure 6-3**. By implementing regional non-motorized needs, the Treasure Coast Region can provide a well-connected network of bicycle and pedestrian infrastructure that fosters a culture of non-motorized transportation as a commuting option that rivals the automobile.

There are a total of 110 non-motorized needs projects identified within the Treasure Coast region. [Appendix A](#) provides the list of identified needs, including regional non-motorized needs.

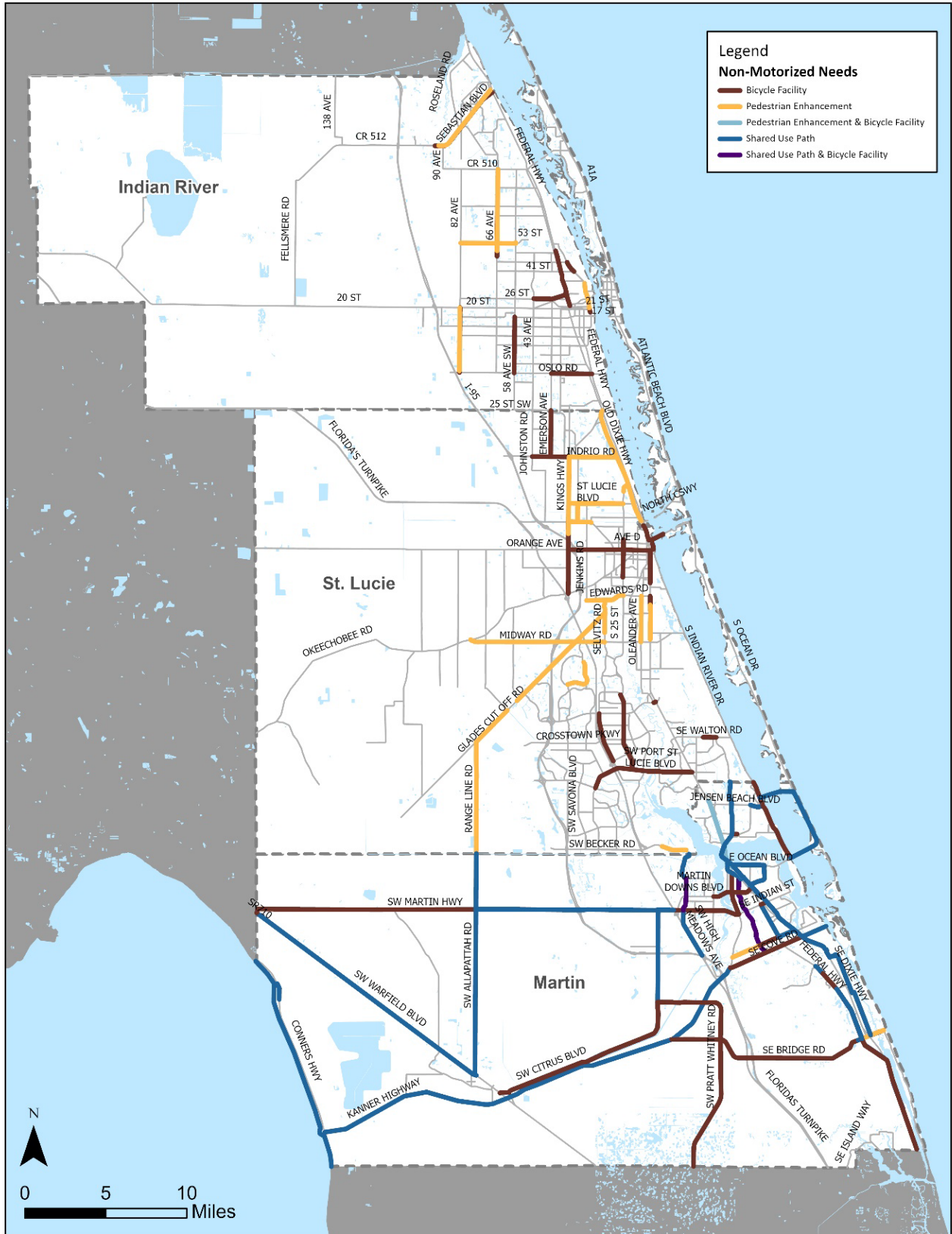


Figure 6-3. Regional Non-Motorized Needs

Chapter 7 – Regional Prioritization Criteria

A prioritization method was applied to all needs on the 2045 regional multimodal transportation system to create an updated list of regional project priorities. Projects identified in the needs plan were evaluated based on the scoring measures and criteria established in the 2040 RL RTP. Crash history data was an addition to the 2045 RL RTP prioritization criteria to target corridors with unsafe conditions by assigning more points to needs projects with higher crash totals over a five-year span (2018-2022).

Each needs project was given a score ranging from 0-11, then separated into three tiers based on the total prioritization score. Regional transportation needs projects scoring in the Top 33% were grouped in Tier I, Tier II consists of projects within the top 33-66% range, and Tier III consists of the remaining needs projects. This tiered approach creates a clear grouping of urgent, high impact projects which allows flexibility for implementation and establishes equal importance between projects within each tier. The result is a tiered regional transportation needs plan that reflects the projects most capable of improving the overall success of transportation in the Treasure Coast Region by producing positive outcomes for the goals, objectives, and performance measures such as congestion mitigation, safety improvements, and equitable transportation opportunities.

The regional prioritization criteria are shown in **Table 7.1** and the data sources established for the criteria are listed below. [Appendix A](#) contains the regional project needs, sorted into several categories, including by mode, county, and overall ranking.

- **2045 Volume-to-Capacity Ratio** – 2045 Treasure Coast Regional Planning Model (TCRPM)
- **Mobility (connecting dense employment areas to residential areas)** – United States Census Bureau census block group for 2020 population density and employment density
- **Capacity Benefit** – 2045 individual LRTPs
- **Emergency Evacuation Routes** – Florida Department of Emergency Management (FDEM)
- **Freight Benefit** – 2040 Regional Freight Plan²
- **Intermodal Connectivity** – 2045 individual LRTPs
- **Regional Connectivity** – FDOT SIS
- **Environmental Impacts** – 2045 individual LRTPs
- **Non-Motorized Safety Benefit** – 2045 individual LRTPs
- **Crash History** – Signal 4 Analytics
- **Transportation Disadvantaged** – United States Census Bureau

² An update to the 2040 Freight Plan was not completed. Therefore, regional project needs identified in the 2040 RL RTP that also appear in the 2045 RL RTP were given the same Freight Benefit score received during 2040 RL RTP prioritization process. Freight benefit scores for new needs projects were determined from the freight prioritization data used in the 2040 RL RTP, except for updated 2021 Truck Traffic Percentage and Total Truck Volume data obtained from FDOT. See Freight Prioritization Worksheet in **Appendix B** for detailed scoring criteria.

Table 7-1. Regional Prioritization Criteria

2045 Volume to Capacity
V/C >= 1.20 = 1.0
V/C >= 1.10-1.19 = 0.8
V/C >= 1.00-1.09 = 0.6
V/C >= 0.90-0.99 = 0.4
V/C >= 0.80-0.89 = 0.2
V/C < 0.80 = 0.0
Mobility (connecting dense employment and residential areas)
Project connects dense areas (1,000 persons/square mile and 500 employment/square mile) = 1.0
Project connects medium-dense areas (500 persons/square mile and 250 employment/square mile) = 0.5
Project does not connect dense nor medium-density areas = 0.0
Capacity Benefit
Improves capacity and eliminates the need to widen adjacent and parallel roadway within 1.0 mile = 1.0
Improves capacity = 0.5
Not a capacity project = 0.5
Emergency Evacuation Routes
Florida Department of Emergency Management emergency evacuation route = 1.0
Local emergency evacuation route = 0.5
Not an emergency evacuation route = 0.0
Freight Benefit
Score from the Regional Freight Plan. Freight Prioritization Worksheet / 100 (will range from 0.0-1.0)
Intermodal Connectivity
Designated airport/seaport/rail terminal facility connection and/or includes a transit route or regional trail = 1.0
Not a designated airport/seaport/rail terminal/transit connection = 0.0
Regional Connectivity
Improves the connection to an adjacent M/TPO or to a SIS Highway or facility (includes grade-separation = 1.0
Does not provide a connection to an adjacent M/TPO or SIS Highway = 0.0
Environmental Impacts
Project is not in an environmental sensitive area = 1.0
Project is in an environmentally sensitive area = 0.0
Non-Motorized Safety Benefit
Project provides a bike lane and/or sidewalk, and addresses a non-motorized safety issue = 1.0
Project provides a bike lane and/or sidewalk, but does not address a non-motorized safety issue = 0.5
Project does not provide a bike lane or sidewalk
5-Year Crash History Analysis (2018-2022)
>150 crashes in the last five years = 1.0
75-150 crashes in the last five years = 0.8
50-75 crashes in the last five years = 0.6
25-50 crashes in the last five years = 0.4
10-25 crashes in the last five years = 0.2
0-10 crashes in the last five years = 0.0
Transportation Disadvantaged (average of the percent population 65+, disabled, or in poverty)
Service to a Census Tract with 35% or more transportation disadvantaged population = 1.0
Service to a Census Tract with 30-35% transportation disadvantaged population = 0.8
Service to a Census Tract with 25-30% transportation disadvantaged population = 0.6
Service to a Census Tract with 20-25% transportation disadvantaged population = 0.4
Service to a Census Tract with 15-20% transportation disadvantaged population = 0.2
Service to a Census Tract with 0-15% transportation disadvantaged population = 0.0

Chapter 8 – Regional Revenue Resources

The purpose of this task is to document existing and potential revenue sources for constructing, operating, and maintaining projects on the designated regional multimodal transportation system.

This task includes a review of the 2045 estimates of state and federal revenues and local revenues provided to the three M/TPOs for development of their 2045 LRTPs and financial/revenue analyses done and revenue estimates for projects on the SIS in the Treasure Coast region.

Federal and State Revenue Sources

Federal Highway Trust Fund³

The Federal Highway Trust Fund (HTF) is resulted from highway motor fuel (a Federal tax of 18.4 cents per gallon on gasoline and of 24.4 cents per gallon on highway diesel fuel), heavy vehicle use, a load rating based tax on truck tires, and a retail sales tax on trucks and trailers. The FAST Act extends the heavy vehicle use tax through September 30, 2023 and the taxes on highway motor fuel will continue past September 30, 2023, but at a reduced rate of 4.3 cents per gallon.

State Transportation Trust Fund⁴

In the State of Florida, there are five (5) revenue sources that comprise the State Transportation Trust Fund (STTF) including motor vehicle fuel tax, motor vehicle fees, document stamps, rental car surcharges, and aviation fuel tax.

State Fuel Taxes

- **Motor Vehicle Fuel Tax** – Sales tax to the sales of all gasoline and diesel fuels. The state fuel tax is based on the floor tax of 6.9 cents per gallon indexed to the consumer price index (CPI) (all items) and the base index 12-month period remains the same as in FY 1988-89. The rate is 16.2 cents per gallon.
- **State Comprehensive Enhanced Transportation System (SCETS) Tax** – Excise tax on all highway fuels and proceeds must be spent in the transportation district, to the extent feasible, in the county from which they are collected. The SCETS tax is like the fuel sales tax that it is indexed to all CPI (all items) and the base year is FY 1989-90. The rate is 8.9 cents per gallon.
- **State Fuel Tax Distributed to Local Governments** – The State of Florida collects a fuel excise tax of 4 cents per gallon to be distributed to local governments. The *Constitutional Fuel Tax* is set at 2 cents per gallon. The proceeds is to meet the debt service requirements, if any, on local bond issues backed by the tax proceeds and the balance, called the 20 percent surplus and the 80 percent surplus, is credited to the counties’

³ Source: Highway Trust Fund and Taxes, FHWA

⁴ Source: Florida’s Transportation Tax Sources – A Primer, 2023

transportation trust funds. The *County Fuel Tax* is set at 1 cent per gallon and distributed the same as the Constitutional Fuel Tax. The *Municipal Fuel Tax* is also set at 1 cent per gallon and revenues from the tax are transferred into the Revenue Sharing Trust Fund for Municipalities.

- **Alternative Fuel Fees** – Non-convention fuels such as propane, butane, and other liquefied petroleum gases (LPG) or compressed natural gases (CNG). The use of these alternative fuels represents only a very small part of the state’s total fuel consumption. To encourage the use of alternative fuels, the 2013 Florida Legislature passed legislation to exempt these fuels from taxation beginning January 1, 2014 and ending January 1, 2024.
- **Fuel Use Tax** – The tax is designed to ensure that heavy vehicles which engage in interstate operations incur taxes based upon fuel consumed, rather than purchased, in the state. The tax is comprised of an annual decal fee of four dollars (\$4.00) plus a use tax based upon the number of gallons of fuel consumed multiplied by the prevailing statewide fuel tax rate.

State Motor Vehicle Fees

In Florida’s transportation history, funding transportation for vehicle-related revenues started very early. There are four (4) types of motor vehicle fees: motor vehicle license fees, motor vehicle license surcharge, initial registration fee, and motor vehicle title fee.

State Aviation Fuel Tax

The current aviation fuel tax rate is 4.27 cents.

State Document Stamps

The Documentary Stamp Tax is levied on documents, including, but are not limited to: deeds, stocks and bonds, notes and written obligations to pay money, mortgages, liens, and other evidence of indebtedness. The timeline of the State Documentary Stamp Tax is as follows.

- **2005** – Legislature passed a growth management bill to address needed infrastructure in Florida. The growth management package provided \$541.75 million annually from documentary stamp revenue to fund transportation needs.
- **2008** – Legislature changed the distribution of documentary stamp tax collections so that the STTF received 38.2 percent of collections after other distributions are made, not to exceed \$541.75 million per year.
- **2011** – Legislature directed the following amounts to be transferred to the State Economic Enhancement and Development (SEED) Trust Fund from the STTF portion of documentary stamp tax revenues: \$50 million in FY 2012-13, \$65 million in FY 2013-14, and \$75 million every fiscal year thereafter.
- **2014** – The percentage of Documentary Stamp Tax is lowered from 38.2 percent to 24.18442 percent.
- **2015** – Revenue Estimating Conference estimated \$271.3 million in distributions of documentary stamp revenue to the STTF for FY 2015-16 and \$297.0 million for FY 2016-17.

- **2021** – Legislation passed reduced the percentage of documentary stamp tax revenue available to STTF from 24.18442% to 20.5453% with a cap of \$466.75 million down from \$541.75 million.

These estimates are net of the SEED transfers mentioned above.

Funding Estimates

FDOT developed a new long range revenue forecast in July 2018, Revenue Forecasting Guidebook. The forecast is based upon Federal, State, and Turnpike revenues that flow through the FDOT Work Program. Florida's MPOs are encouraged to use these estimates and guidance for their long range plans. FDOT has developed metropolitan estimates from the 2045 Revenue Forecast for certain capacity programs for each MPO.

State Funding Programs

- **SIS Highway Construction and Right-of-Way (ROW)** – Provides funds for construction, improvements, and associated ROW on the State Highway System (SHS) roadways that are designated as part of the SIS.
- **Other Arterials (OA) Construction and ROW** – Provides funds for construction, improvements, and associated ROW on the SHS roadways that are not designated as part of the SIS. OA revenues include additional funding for the Economic Development Program and the County Incentive Grant Program.
- **Districtwide State Highway System (SHS) Operations and Maintenance (O&M) Funds** – Provide financial assistance to activities to support and maintain transportation infrastructure once it is constructed and in place. Districtwide estimates were provided by FDOT.
- **Transportation Management Area (TMA) Funds** – Federal funds distributed to an urbanized area with a population greater than 200,000, as designated by the U.S. Census Bureau following the decennial census.
- **Transportation Alternatives (TA) Funds** – TA program includes TALU – estimates of TA funds allocated for TMAs; TALL – estimates of funds for areas with population under 200,000; and TALT – for any areas of the state.
- **Transportation Regional Incentive Program (TRIP) Funds** – Encourage regional planning and coordination by providing matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. TRIP will fund up to 50 percent of project costs. FDOT has developed estimates of TRIP funds for each District; the estimates are based on statutory direction for allocating TRIP funds.
- **State New Starts Transit Funds** – Funds are from the transportation proceeds of the Documentary Stamp Tax. Annually, 10% of the transportation proceeds is allocated for major new transit capital projects in metropolitan areas.
- **FDOT Transit Funds** – Provide technical and operating/capital assistance to transit, paratransit, and ridesharing systems.
- **Florida's Turnpike Enterprise (FTE)** – The FTE is not a State funding program but part of an agency of the State of Florida. FTE manages a self-supporting operation financed primarily with tolls and concession revenue with no reliance on other FDOT revenues to pay for its operations, maintenance, and debt service.

Table 8-1 summarizes the revenues from the Federal/State funding programs.

Table 8-1. Federal and State Funding Programs (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2035	2036-2045	Total
SIS	Martin	\$7.75	-	\$12.10	\$506.81	\$526.66
	St. Lucie	\$24.46	-	\$174.45	-	\$198.91
	Indian River	-	\$50.38	-	-	\$50.38
	Total Region	\$32.21	\$50.38	\$186.55	\$506.81	\$775.95
OA	Martin	\$48.97	\$59.48	\$64.18	\$133.54	\$306.17
	St. Lucie	\$74.42	\$98.36	\$109.04	\$229.86	\$511.68
	Indian River	\$49.97	\$60.70	\$65.49	\$136.27	\$312.43
	Total Region	\$173.36	\$218.54	\$238.71	\$499.67	\$1,130.28
TMA ¹	Martin	\$9.73	\$9.73	\$9.73	\$19.45	\$48.64
	St. Lucie	\$20.68	\$20.68	\$20.68	\$41.35	\$103.39
	Indian River	-	-	-	-	-
	Total Region	\$30.41	\$30.41	\$30.41	\$60.80	\$152.03
TA	Martin	\$0.86	\$0.86	\$0.86	\$1.71	\$4.29
	St. Lucie	\$1.67	\$1.67	\$1.67	\$3.34	\$8.35
	Indian River	\$1.90	\$1.90	\$1.90	\$3.80	\$9.50
	Total Region	\$4.43	\$4.43	\$4.43	\$8.85	\$22.14
TRIP	District 4²	\$28.90	\$43.10	\$47.90	\$98.20	\$218.10
Transit	Martin	\$15.23	\$19.21	\$21.03	\$43.82	\$99.29
	St. Lucie	\$30.81	\$38.85	\$42.55	\$88.64	\$200.85
	Indian River	\$15.14	\$19.10	\$20.91	\$43.57	\$98.72
	Total Region	\$61.18	\$77.16	\$84.49	\$176.03	\$398.86

¹ TMA funds are based on 32/68 split between Martin MPO and St. Lucie TPO. Indian River County is not designated as a TMA.

² TRIP funds are districtwide, District 4.

Local Revenues

Local revenue sources also play a role in funding transportation investments in the Treasure Coast region. Local sources are identified in each M/TPO's individual LRTP and include the following. **Table 8-2** summarizes the revenues from the local funding programs.

- **State-Collected Motor Fuel Taxes (FT) Distributed to Local Governments** – Represents a major portion of local transportation revenues.
 - Martin County has the following FT; 1st Local Option Fuel Tax (6 cents), 2nd Local Option Fuel Tax (5 cents), 9th Cent (1 cent), Constitutional (2 cents), and County (1 cent).
 - St. Lucie County has the following FT: Constitutional Gas Tax (2 cents), County (1 cent), 9th Cent (1 cent), and local option fuel tax (LOFT) (12 cents) and 3 cents of State fuel tax for local use.
 - Indian River County has the following FT: County Fuel Tax, Constitutional Fuel Tax, 6-cent Local Option Gas Tax, 9th Cent Fuel Tax, Infrastructure Sales Tax, and General Fund for Transportation.
- **Transportation Impact Fees (TIF)** – Assessed on new development to provide a portion of the revenue needed for the addition and expansion of local roadway facilities that are necessary to accommodate travel demand from new development.
- **Local Transit Funds** – Each county has different local transit funds.
 - Martin County's transit is based upon General Fund (Fiscal Year 2020 Adopted Budget, Martin County. The 2020-2029 TDP includes General Funds in the amount of \$756,000 per year based on the Proposed FY 2020 Martin County Budget.
 - St. Lucie County has the Transit Municipal Services Taxing Unit (MSTU), which is a local property tax which generates funding for fixed-route bus service. The mileage rate of the Transit MSTU has not increased since 2022. The 2020 St. Lucie County Transportation Disadvantaged Service Plan (TDSP) notes that funding for transportation services has not kept up with the ever-increasing travel demand.
 - Indian River County has GoLine local transit revenues

Table 8-2. Local Total Revenues (Year of Expenditure in Millions)

Source	Jurisdiction	2021-2025	2026-2030	2031-2035	2036-2045	Total
FT	Martin	\$31.39	\$32.67	\$34.00	\$72.21	\$170.27
	St. Lucie	-	-	-	-	-
	Indian River	\$17.47 ²	\$91.76	\$99.13	\$220.36	\$428.73
	Total Region	\$48.86	\$124.43	\$133.13	\$292.57	\$599.00
TIF	Martin	\$5.10	\$5.36	\$5.63	\$12.14	\$28.23
	St. Lucie	-	-	-	-	-
	Indian River	\$2.93 ²	\$16.07	19.07	\$50.43	\$88.50
	Total Region	\$8.03	\$21.43	\$24.70	\$62.57	\$116.73
Transit	Martin ¹	\$5.37	\$5.4	\$6.16	\$16.02	\$32.95
	St. Lucie	-	-	-	-	-
	Indian River	\$1.25 ²	\$6.58	\$7.09	\$15.72	\$30.65
	Total Region	\$6.62	\$11.98	\$13.25	\$31.74	\$63.60

¹ The Local Transit Fund is based upon the General Fund and Marty – Farebox Revenue.

² Funds are shown in 2025.

Potential Additional Funding Sources

Given increasing transportation construction costs and operations and maintenance (O&M) costs along with expected decreases in gas tax revenues, the Treasure Coast counties face challenging decisions regarding the funding of transportation needs. The M/TPOs of the Treasure Coast have identified potential alternative revenue sources that may fund unmet transportation needs.

Discretionary Grants

Discretionary grants are administered by FHWA and FTA through various offices of the agency. These discretionary programs represent special funding categories where the federal agency solicits for candidate projects and selects for funding based on applications received. Each program has its own eligibility and selection criteria that are established by regulation or administratively.

Developer Funding

Developer funding is part of local government development agreements for projects that will be built or paid for by the responsible party.

Public-Private Partnerships

Public-private partnerships (P3s) are contractual agreements formed between a public agency and a private sector entity that allow for greater private sector participation in the delivery of and financing of transportation projects. Typically, this participation involves the private sector taking on additional project risks, such as design, construction, finance, long-term operation, and traffic revenue. It is important to note that P3s are a procurement option, not a revenue source. Although P3s may increase financing capacity and reduce costs, public agencies must still identify a funding source to pay its share of the costs.

Shared-Use Nonmotorized (SUN) Trail

The Florida Shared-Use Nonmotorized (SUN) Trail is a funding program to develop a statewide system of paved non-motorized trails as a component of the FGTS. Funding comes from the redistribution of new vehicle tag revenues, which provides \$25 million annually to SUN Trail projects. In order to be eligible for funding, the individual trails must meet the four eligibility criteria. In addition to the eligibility criteria, there are selection criteria that if met will help the projects advance more quickly.

- Project is a paved component of the FGTS Priority Land Trail Network.
- Project is identified as a priority by the applicable jurisdiction.
- Project has an entity formally committed to operation and maintenance.
Project is consistent with the applicable comprehensive plan or the long-term management plan.

Chapter 9 – Conclusions

The 2045 Treasure Coast RL RTP offers a vision for the regional multimodal transportation network that takes into account the demand of facilities roadway, transit, freight, bicycle, and pedestrian facility needs. This plan highlights the regional priority projects and offers a responsible framework for sustaining and enhancing the current transportation system.

The first step toward creating a transportation system that supports important regional traffic patterns in an accessible, effective, and safe way is developing and adopting the 2045 RL RTP. This plan is meant to be considered as a dynamic document that may be modified as it is put into practice. Project additions, priority rankings modifications based on new information, changes resulting from new or updated federal legislation or regulations are just a few of the adjustments that could be made. For any revisions to the plan, the TCTAC and TCTC processes should be used for regional planning coordination for the Treasure Coast.

Appendix A

Regional Prioritization Projects

Prioritized Needs Projects (by County and Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3

Prioritized Needs Projects (by County and Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
Indian River	53rd Street	82nd Avenue to Fellsme N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	US-1 *	SE Seabranh Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
Martin	SW Martin Downs Boulevard	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2
Martin	A1A/NE Ocean Boulevard	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Martin	Willoughby Boulevard Extension	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharys Street to SE Seabranh Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boulevard	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2

Prioritized Needs Projects (by County and Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Martin	Lake Okeechobee Scenic	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Line	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
Martin	US-98/SR-15 / SW Conner	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
Martin/St. Lucie	Turnpike Express Bus Route	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin/St. Lucie	Tri-Rail Extension	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gattlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
St. Lucie	Port St. Lucie Boulevard *	Gattlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
St. Lucie	Savona Boulevard	Gattlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2

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St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River County	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
St. Lucie	North-Mid County Connector	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	North-Mid County Connector	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connector	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
St. Lucie	Airoso Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3

Prioritized Needs Projects (by County and Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
 ** Denotes Project Partially on State Road System

Prioritized Needs Projects (Overall Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	SE Seabranh Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
Martin	SW Martin Downs Boulevard	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Martin/St. Lucie	Turnpike Express Bus Route	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin/St. Lucie	Tri-Rail Extension	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1

Prioritized Needs Projects (Overall Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
Martin	A1A/NE Ocean Boulevard *	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Li	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2

Prioritized Needs Projects (Overall Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Martin	Willoughby Boulevard Extension	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dharlys Street to SE Seabranh Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boulevard	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River County Line	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
St. Lucie	North-Mid County Connector	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Martin	Lake Okeechobee Scenic Trail	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Line	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife Refuge	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3

Prioritized Needs Projects (Overall Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	North-Mid County Connector	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connector	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
Martin	US-98/SR-15 / SW Connector	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
St. Lucie	Airosa Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3

Prioritized Needs Projects (Overall Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
 ** Denotes Project Partially on State Road System

Prioritized Needs Projects (Roadways, by Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	SE Seabranh Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
Martin	SW Martin Downs Boulevard	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
St. Lucie	Midway Road	Arterial A to I-95	Roadway	Widen 2 to 4 Lanes	0.2	0	1	1	0.59	1	1	1	0.5	0.2	0.2	6.69	1
Indian River	SR-9/I-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Martin	SE Bridge Road	Powerline Avenue to US-1	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.32	0	0	1	1	0.2	0.6	6.62	1
Martin	NW Dixie Highway	NW Wright Boulevard to NE Dixie Highway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.23	1	0	1	0.5	0.2	0.2	6.53	1
St. Lucie	Savona Boulevard	Gatlin Boulevard to California Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.51	1	0	1	1	0	0.6	6.51	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
St. Lucie	US-A1A/Seaway Drive *	Harbor Isle Marina to South of Blue Heron Boulevard	Roadway	Operational Improvement	1	0.5	0.5	1	0.37	1	0	0	1	0.4	0.6	6.37	1
St. Lucie	Florida's Turnpike	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.47	0	1	1	0	0.6	0.8	6.37	1
Martin	SR-714/Martin Highway	CR-76A/Citrus Boulevard to Martin Downs Boulevard	Roadway	Highway Capacity	0.2	1	0.5	0.5	0.45	1	1	0	1	0	0.6	6.25	1
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Martin	SW Murphy Road	Whisper Bay Terrace to North County Line	Roadway	Widen 2 to 4 Lanes	1	0.5	1	0	0.3	1	0	1	0.5	0.6	0.2	6.1	2

Prioritized Needs Projects (Roadways, by Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
St. Lucie	California Boulevard	Savona Boulevard to Del Rio Boulevard	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	1	0	1	1	0	0.4	6.04	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
St. Lucie	Airport Connector	I-95 to Johnston Rd	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
St. Lucie	Northern Connector	Florida's Turnpike to I-95	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	1	0.5	0.8	0	5.79	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.56	2
Martin	Willoughby Boulevard Extension	SR-714/Monterey Road to US-1	Roadway	New 2 Lanes	0	1	1	0	0.23	1	0	1	1	0.2	0	5.43	2
St. Lucie	Village Parkway	Becker Road to SW Discovery Way	Roadway	Widen 4 to 6 Lanes	1	0	1	0	0.23	1	0	1	0.5	0.2	0.2	5.13	2
St. Lucie	East Torino Parkway	NW Cashmere Boulevard to W Midway Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	0	0.53	1	0	1	0.5	0	0.6	5.13	2
St. Lucie	Torino Parkway	NW California Boulevard to W Midway Road	Roadway	Neighborhood Traffic Management	0.2	0.5	0.5	0.5	0.25	1	0	1	0.5	0	0.6	5.05	2
St. Lucie	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Roadway	Widen 2 to 4 Lanes	0.4	1	1	0	0.24	0	0	1	1	0	0.4	5.04	2
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
St. Lucie	North-Mid County Connector	Orange Avenue to Florida's Turnpike	Roadway	New 4 Lanes	0	0	1	0	0.49	1	1	0	0.5	0.8	0	4.79	2
St. Lucie	Airport Connector	Johnston Road to Kings Highway	Roadway	New 4 Lanes	0	0	1	0	0.17	1	1	1	0.5	0	0	4.67	2
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
St. Lucie	Becker Road	N-S Road B	Roadway	New 6 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	Open View Drive	Range Line Road to N-S Road A	Roadway	New 2 Lanes	0	0	1	0	0.34	1	0	1	0.5	0.2	0	4.04	3
St. Lucie	North-Mid County Connector	Okeechobee Road to SR-68/Orange Avenue	Roadway	New 4 Lanes	0	0	1	0	0.18	0	1	1	0.5	0.2	0	3.88	3
St. Lucie	North-Mid County Connector	Midway Road to SR-70/Okeechobee Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	1	1	0.5	0.2	0	3.87	3
Indian River	Oslo Road	I-95 to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0	0	1	0	0.39	0	0	1	0.5	0.2	0.2	3.29	3
St. Lucie	Jenkins Road	Orange Avenue to N Jenkins Road	Roadway	Widen 2 to 4 Lanes	0	0.5	1	0	0.27	0	0	1	0.5	0	0	3.27	3
Indian River	53rd Street	82nd Avenue to Fellsmere N-S Rd 1	Roadway	New 2 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.6	0	3.27	3
St. Lucie	Range Line Road	Glades Cut-Off Road to Midway Road	Roadway	New 4 Lanes	0	0	1	0	0.43	0	0	1	0.5	0.2	0	3.13	3
St. Lucie	Jenkins Road	N Jenkins Road to St. Lucie Boulevard	Roadway	New 4 Lanes	0	0	1	0	0.19	0	0	1	0.5	0.2	0	2.89	3
St. Lucie	Becker Road	Range Line Road	Roadway	New 4 Lanes	0	0	1	0	0.17	0	0	1	0.5	0.2	0	2.87	3

* Denotes Project on State Road System
 ** Denotes Project Partially on State Road System

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
Martin	SE Dixie Highway	SW Monterey Road to W Baker Road	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	0.5	0.8	0.6	6.3	1
St. Lucie	Kings Highway *	Okeechobee Road to Indrio Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	0	1	0.8	1	6.3	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
St. Lucie	US-1 *	Baysinger Avenue to Edwards Avenue	Non-Motorized	Bicycle Facility	0.6	1	N/A	0	N/A	1	0	1	1	0.4	1	6	2
Martin	A1A/NE Ocean Boulevard *	S Sewall's Point Road to Jensen Beach Causeway	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	US-1 *	SW Joan Jefferson Way to South of SE Tressler Drive	Non-Motorized	Shared Use Path	0.6	0	N/A	1	N/A	1	0	1	1	0.6	0.8	6	2
Martin	SW High Meadows Avenue	SW Martin Highway to SW Murphy Road	Non-Motorized	Shared Use Path & Bicycle Facility	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SW High Meadows Avenue	SR-9/I-95 to Martin Highway	Non-Motorized	Shared Use Path	1	1	N/A	1	N/A	1	0	0	0.5	0.6	0.8	5.9	2
Martin	SE Dixie Highway	SE Grafton Avenue to NW Wright Boulevard	Non-Motorized	Shared Use Path	0.4	1	N/A	1	N/A	1	0	1	1	0.2	0.2	5.8	2
Martin	US-1 *	SE Salerno Road to SE Indian Street	Non-Motorized	Shared Use Path	0.2	1	N/A	1	N/A	1	0	1	1	0.2	0.4	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	S Kanner Highway to SE Cove Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SE Cove Road	SE Dixie Highway to Cove Road Park	Non-Motorized	Shared Use Path	0.4	0.5	N/A	0.5	N/A	1	0	1	1	0.6	0.8	5.8	2
Martin	SW Martin Highway **	SW Allapattah Road to Florida's Turnpike	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	1	0.2	0.6	5.8	2
St. Lucie	Kings Highway *	North of I-95 to Indrio Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	1	1	0	1	0.8	1	5.8	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Martin	SW Murphy Road	SW Covered Bridge Road to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	1	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	5.6	2
St. Lucie	Prima Vista Boulevard	Banyan Drive to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	0	1	0.5	0.6	1	5.6	2
Martin	SW Allapattah Road	SR-710 to Martin County/St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.8	5.5	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Martin	SW Martin Highway	SR-710 to SW Allapattah Road	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	1	1	0.5	0.2	0.6	5.3	2
Martin	US-1 *	North of Dhariys Street to SE Seabranh Boulevard	Non-Motorized	Shared Use Path	0.2	0.5	N/A	1	N/A	1	0	0	1	1	0.6	5.3	2
Martin	SE Salerno Road	US-1 to SE Dixie Highway	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.4	0.8	5.2	2
Martin	US-1 *	South End of Roosevelt Bridge to North of Jensen Beach Boulevard	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
Martin	US-1 *	Heritage Boulevard to South County Line	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	1	1	0.4	0.8	5.2	2
St. Lucie	US-1 *	North Causeway Bridge to St. Lucie County/Indian River County	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	0	1	1	0.8	0.4	5.2	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Martin	SE Indian Street	US-1 to SE Dixie Highway	Non-Motorized	Bicycle Facility	0.2	1	N/A	1	N/A	1	0	0	1	0.4	0.4	5	2
Martin	Jensen Beach Boulevard	Savannah Road to Indian River Drive	Non-Motorized	Shared Use Path	0	1	N/A	1	N/A	1	0	0	1	0.2	0.8	5	2
Martin	SE Bridge Road	SE Florida Avenue to S Beach Road	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	1	1	0	1	0.4	0.6	5	2
Martin	SR-76/Kanner Highway *	SE Monterey Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	1	0.4	0.6	5	2

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	Osprey Street to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	1	0.4	0.6	5	2
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
St. Lucie	St. Lucie Boulevard	Kings Highway to N 25th Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	1	0.5	0.6	0.8	4.9	2
Martin	Salerno Road	SE Willoughby Boulevard to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Salerno Road	Kanner Highway to Willoughby Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.2	1	4.7	2
Martin	US-1 *	South of Dixie Highway to Bridge Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	1	0.5	0.4	0.8	4.7	2
Martin	Jensen Beach Causeway	Indian River Drive to A1A Ocean Boulevard	Non-Motorized	Shared Use Path	0.6	0	N/A	0	N/A	1	0	1	1	0.2	0.8	4.6	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard *	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Martin	Lake Okeechobee Scenic Trail	Palm Beach County Line to St. Lucie County Line	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	1	0.5	0	1	4.5	3
Martin	SE Bridge Road	SR-76/Kanner Highway to SE Gomez Avenue	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	Oleander Avenue	Midway Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	1	1	0.4	0.6	4.5	3
St. Lucie	US-1 *	Gardenia Avenue to Orange Avenue	Non-Motorized	Bicycle Facility	1	0.5	N/A	0	N/A	1	0	0	1	0.6	0.4	4.5	3
Martin	S Indian River Drive	NE Palmer Street to Jensen Beach Causeway	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
Martin	S Indian River Drive	Jensen Beach Causeway to Martin County/St. Lucie County Line	Non-Motorized	Bicycle Facility	0.2	1	N/A	0	N/A	1	0	0	1	0.4	0.8	4.4	3
St. Lucie	Seaway Drive *	US-1 to St. Lucie County Aquarium	Non-Motorized	Bicycle Facility	1	0.5	N/A	1	N/A	0	0	0	0.5	0.6	0.8	4.4	3
Martin	US-1 *	Park Road to Nathaniel P. Reed Hobe Sound National Wildlife Refuge	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	1	0	0	1	0.4	0.8	4.2	3
St. Lucie	25th Street *	Industrial Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	1	4.2	3
St. Lucie	Midway Road	Okeechobee Road to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	1	1	1	0.4	0.6	4.2	3
St. Lucie	US-1 *	Seaway Drive to Old US Highway 1	Non-Motorized	Bicycle Facility	0.8	0.5	N/A	0	N/A	1	0	0	0.5	0.6	0.8	4.2	3
Martin	SR-710 *	Martin/Okeechobee County Line to SW Allapattah Road	Non-Motorized	Shared Use Path	0	0	N/A	1	N/A	0	1	1	0.5	0	0.6	4.1	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3
St. Lucie	25th Street	Orange Avenue to Avenue F	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0.6	0.4	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Edwards Road	Jenkins Road to S 25th Street	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	1	N/A	0	0	1	0.5	0.2	0.6	4	3
St. Lucie	Orange Avenue *	Kings Highway to US-1	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.6	0.4	4	3
St. Lucie	Selvitz Road	South of Devine Road to Edwards Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	1	0.2	0.8	4	3
St. Lucie	Savannah Road	US-1 to Indian River Drive	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	0	0	0	0.5	0.4	1	3.9	3
St. Lucie	Indian River Drive	Orange Avenue to AE Backus Museum & Gallery	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	1	N/A	0	0	0	0.5	0.6	1	3.8	3
Martin	SW 96th Street	SW Citrus Boulevard to SW Kanner Highway	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	1	0.4	0.4	3.8	3
St. Lucie	Walton Road	SE Scenic Park Drive to Green River Parkway	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	0	0	0	0.5	0.8	1	3.8	3
Indian River	58th Avenue	53rd Street to North of 53rd Street	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	1	1	0	0.5	0.2	1	3.7	3
Indian River	Indian River Boulevard	Merrill Barber Bridge to South of 37th Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	1	0	0	0.5	1	1	3.7	3
Indian River	US-1 *	North of 21st Street to North of 49th Street	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	0.4	0.6	3.7	3
St. Lucie	Range Line Road	Martin/St. Lucie County Line to Glades Cut-Off Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	1	N/A	0	0	1	0.5	0.2	1	3.7	3
St. Lucie	US-1 *	Traub Avenue to High Point Boulevard	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	0	0	1	0.6	0.6	3.7	3
Martin	SR-76/Kanner Highway *	US-98/SR-15/SW Conners Highway to SE Cove Road	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	0	1	1	0.2	0.4	3.6	3
St. Lucie	Indrio Road *	Johnston Road to Kings Highway	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	1	0.5	0.8	0.8	3.6	3
Martin	US-98/SR-15 / SW Conners Highway	SW Wood Street to North of SW Wood Street	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	0	1	1	0.5	0	1	3.5	3
St. Lucie	Torino Parkway	South of NW Topaz Way to Blanton Boulevard	Non-Motorized	Pedestrian Enhancement	1	0.5	N/A	0	N/A	0	0	0	1	0	1	3.5	3
Martin	NE Baker Road	Greenriver Parkway to Cardinal Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	1	1	0.2	0.2	3.4	3
Martin	N Sewalls Point Road	SE Ocean Boulevard to NE Palmer Street	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.4	1	3.4	3
St. Lucie	Airosa Boulevard	Port St. Lucie Boulevard to St. James Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	0	0	1	0	0.4	3.4	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to SW 96th Street	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
Martin	SW Citrus Boulevard	SR-710/Warfield Boulevard to Martin Highway	Non-Motorized	Shared Use Path	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3

Prioritized Needs Projects (Non-Motorized, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	SW Pratt Whitney Road	Palm Beach County/Martin County Line to SW Citrus Boulevard	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	0	0.5	0.2	0.6	3.3	3
St. Lucie	Indrio Road	Kings Highway to Old Dixie Highway	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	0	0	1	0.5	0.2	1	3.2	3
Indian River	US-1 *	CR-510/85th Street to North of 49th Street	Non-Motorized	Bicycle Facility	0	0	N/A	1	N/A	1	0	0	0.5	0.2	0.4	3.1	3
Martin	SE Bridge Road	US-1 to SE Gomez Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	0	0	0	0.5	0.4	1	2.9	3
St. Lucie	Becker Road	SE Courances Drive to Gilson Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	0	N/A	0	0	0	0.5	0.4	1	2.8	3
St. Lucie	Emerson Avenue	Indrio Road to St. Lucie/Indian River County Line	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	0	0	0	0.5	0.8	1	2.8	3
St. Lucie	Glades Cut-Off Road	Range Line Road to C-24 Canal Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	1	2.7	3
Martin	SE Willoughby Boulevard	SE Cove Road to US-1	Non-Motorized	Shared Use Path & Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.6	2.6	3
St. Lucie	Glades Cut-Off Road	Burnside Drive to Selvitz Road	Non-Motorized	Pedestrian Enhancement	0	0	N/A	0	N/A	0	1	0	0.5	0.2	0.8	2.5	3
Martin	SE Monterey Road	SW Mapp Road to US-1	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
Martin	SE Monterey Road	Alhambra Street to Ocean Boulevard	Non-Motorized	Shared Use Path	0	1	N/A	0	N/A	0	0	0	1	0.2	0.2	2.4	3
St. Lucie	Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	0	0	0	1	0	0.4	2.4	3
St. Lucie	Angle Road	Kings Highway to N 53rd Street	Non-Motorized	Pedestrian Enhancement	0.2	0	N/A	0	N/A	0	0	0	0.5	0.4	1	2.1	3
St. Lucie	Taylor Dairy Road	Angle Road to Indrio Road	Non-Motorized	Pedestrian Enhancement	0.4	0	N/A	0	N/A	0	0	0	0.5	0.2	1	2.1	3

* Denotes Project on State Road System
 ** Denotes Project Partially on State Road System

Prioritized Needs Projects (Transit, by Score)

County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
Martin/St. Lucie	Turnpike Express Bus Route	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin/St. Lucie	Tri-Rail Extension	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Martin/St. Lucie	SR-710/CSX Connector *	Palm Beach County to SW Allapattah Road	Transit	Transit	N/A	0.5	N/A	1	N/A	1	0	1	1	0.4	1	5.9	2

* Denotes Project on State Road System
 ** Denotes Project Partially on State Road System

Appendix B

Freight Prioritization Criteria

Freight Prioritization Worksheet

Prioritizing roadway needs based on freight movement.

1- Truck Traffic

Truck Percentage _____

Total Truck AADT _____

Truck Traffic - 40 Points			
Percentage (20 pts)	1-20 pts	Volume (20 pts)	1-20 pts
≥30%	20 pts	>10,000	20 pts
25-29%	19 pts	9,501-10,000	19 pts
21-24%	18 pts	9,001-9,500	18 pts
18-20%	17 pts	8,501-9,000	17 pts
16-17%	16 pts	8,001-8,500	16 pts
15%	15 pts	7,501-8,000	15 pts
14%	14 pts	7,001-7,500	14 pts
13%	13 pts	6,501-7,000	13 pts
12%	12 pts	6,001-6,500	12 pts
11%	11 pts	5,501-6,000	11 pts
10%	10 pts	5,001-5,500	10 pts
9%	9 pts	4,501-5,000	9 pts
8%	8 pts	4,001-4,500	8 pts
7%	7 pts	3,501-4,000	7 pts
6%	6 pts	3,001-3,500	6 pts
5%	5 pts	2,501-3,000	5 pts
4%	4 pts	2,001-2,500	4 pts
3%	3 pts	1,501-2,000	3 pts
2%	2 pts	1,001-1,500	2 pts
1%	1 pts	<1,000	1 pt

Truck Percent Score (1-20) _____
 Truck Volume Score (1-20) _____
“Truck Traffic” Total Score (1-40) _____

2- Truck Activity Centers (located within 0.5-mile distance)

Number of Transportation businesses (threshold 10 employees or more): _____

Number of Manufacturing businesses (threshold 20 employees or more): _____

Number of Retail/Restaurant businesses (threshold 50 employees or more): _____

Total Number of Establishments: _____

Truck Activity Centers - 25 Points	
<i>Number of Establishments</i>	<i>1-25 pts</i>
> 30	25 pts
27-29	24 pts
24-26	23 pts
22-23	22 pts
21	21 pts
20	20 pts
...	... pts
1	1 pts

“Truck Activity Center” Score (1- 25): _____

3- Type of Project. The projects were categorized into the following groups: Infrastructure, Operational/Technology, and Regulatory/Institutional/Other. “Infrastructure” includes projects that increase current capacity on a given corridor. “Operational/Technology” includes projects that streamline traffic flow without increasing capacity. “Regulatory/Institutional/Other” includes projects related to policies and regulations, or projects that could not be categorized into the two preceding categories.

Type of Projects - 15 Points	
<i>Infrastructure</i>	<i>5-15 pts</i>
Adding lanes/New roadways	15 pts
Improving Interchanges	10 pts
Improving Intersections	5 pts
<i>Operational/Technology</i>	<i>3-10 pts</i>
Intelligent Transportation Systems	10 pts
Geometric/Traffic Improvements	8 pts
Congestion Management	3 pts
<i>Regulatory/Institutional/Other</i>	<i>5 pts</i>

“Type of Project” Score: _____

4- Facility Type. This identifies the roadway classification of the corridor or arterial that the project will occur on.

Facility Type - 10 Points	
SIS Corridor	10 pts
SIS Connector	8 pts
Other Principal Arterial	4 pts
Other Minor Arterial	2 pts

“Facility Type” Score: _____

5- Intermodal Connectivity. This identifies whether a project improves access to an intermodal facility.

Intermodal Connectivity - 10 Points	
Connectivity to an intermodal facility	10 pts
None	0 pts

“Intermodal Connectivity” _____
Score:

Total Project Score (out of 100): _____

Appendix C

*Public Involvement
Fact Sheet*

2045 Treasure Coast Regional Long Range Transportation Plan

Martin, St. Lucie, and Indian River Counties

What is the RL RTP?



The 2045 Treasure Coast Regional Long Range Transportation Plan (RL RTP) creates a regional overlay and gathers the transportation-related projects identified in the individual 2045 LRTP's from Martin, St. Lucie, and Indian River counties to create one long-term transportation plan for the future. The 2045 RL RTP will ensure connectivity and continuity between facilities throughout the counties, well integrated with land use, to meet community/county level and regional level transportation needs.

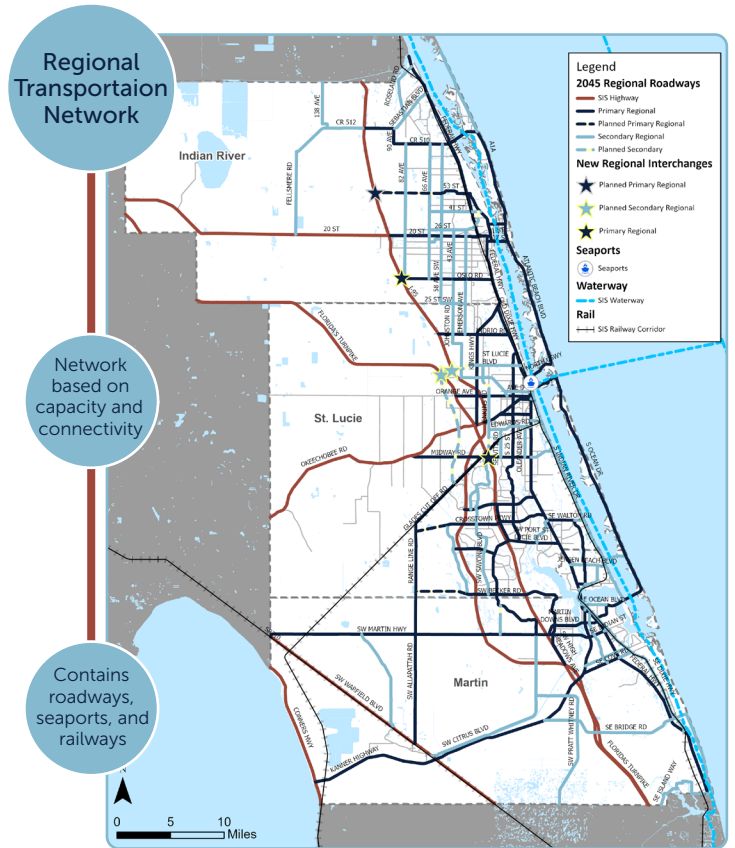
Integrating Local Visions

Analyzing the needs and priority projects from each county's LRTP ensures connectivity and seamless transitions between counties and contributes to a unified vision for the Treasure Coast.



Goals of the RL RTP

The following goals are based on a review of goals and objectives from the individual county 2045 LRTP's, where concepts of regional significance that may not have been the focus of the 2045 LRTPs were analyzed and incorporated to form a set of regional transportation goals that will guide future initiatives and transportation projects within the Treasure Coast Region.



Goal 1

Provide a safe, connected, and efficient multimodal transportation system for the regional movement of people and goods.

Goal 2

Support economic prosperity through targeted, equitable regional transportation investments that preserve the existing system, while expanding modal options.

Goal 3

Protect the region's natural and social environment while minimizing adverse community impacts.

Goal 4

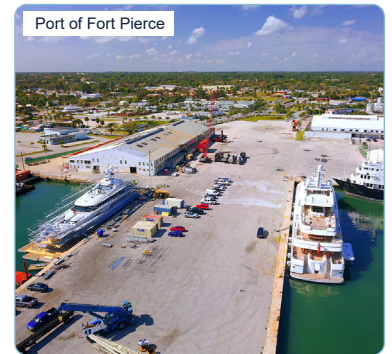
Conduct coordinated regional planning and decision-making that improves transportation options for the region.

Goal 5

Protect and enhance the unique quality of life in the Treasure Coast region.

Key Regional Facilities

Identifying key intermodal facilities in the Treasure Coast Region is a major component of the RL RTP. Regional intermodal facilities indicate areas of frequent transportation activity that provide critical connections to major destinations and/or multimodal facilities. Improving these facilities is critical to advancing the multimodal goals of the region.

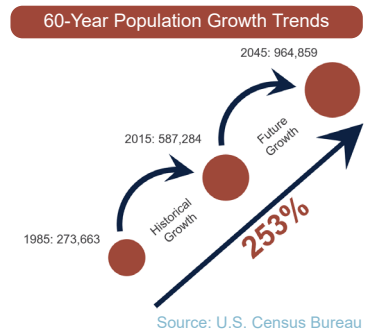
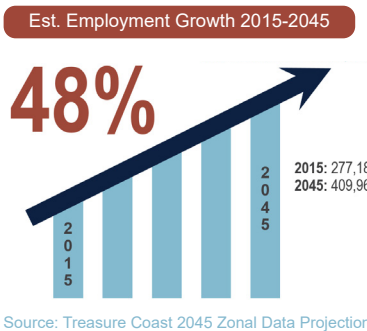


Benefits of the RL RTP

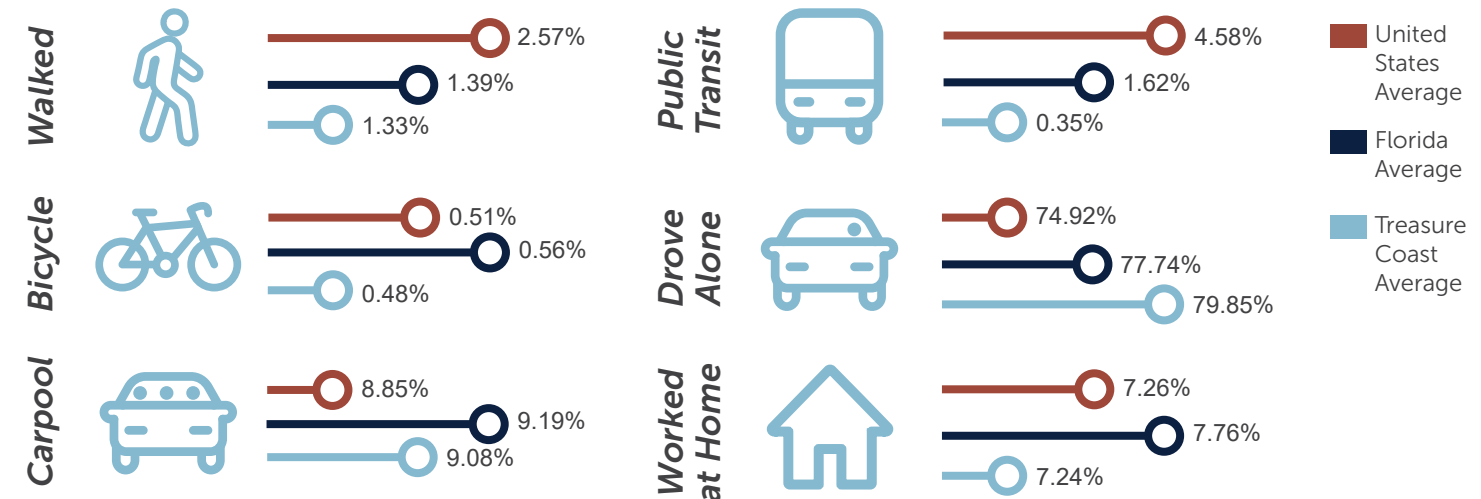
- » Consistent multimodal transportation plan
- » Increased mobility
- » Safety coordination
- » Advances sustainable transportation modes
- » Streamlined implementation
- » Clearly prioritized projects

Regional Trends

Population and employment trends help gauge the future demand on all modes of transportation. Shown to the right are future employment and population projections. A breakdown of commuting trends to work by multiple forms of travel are displayed below.



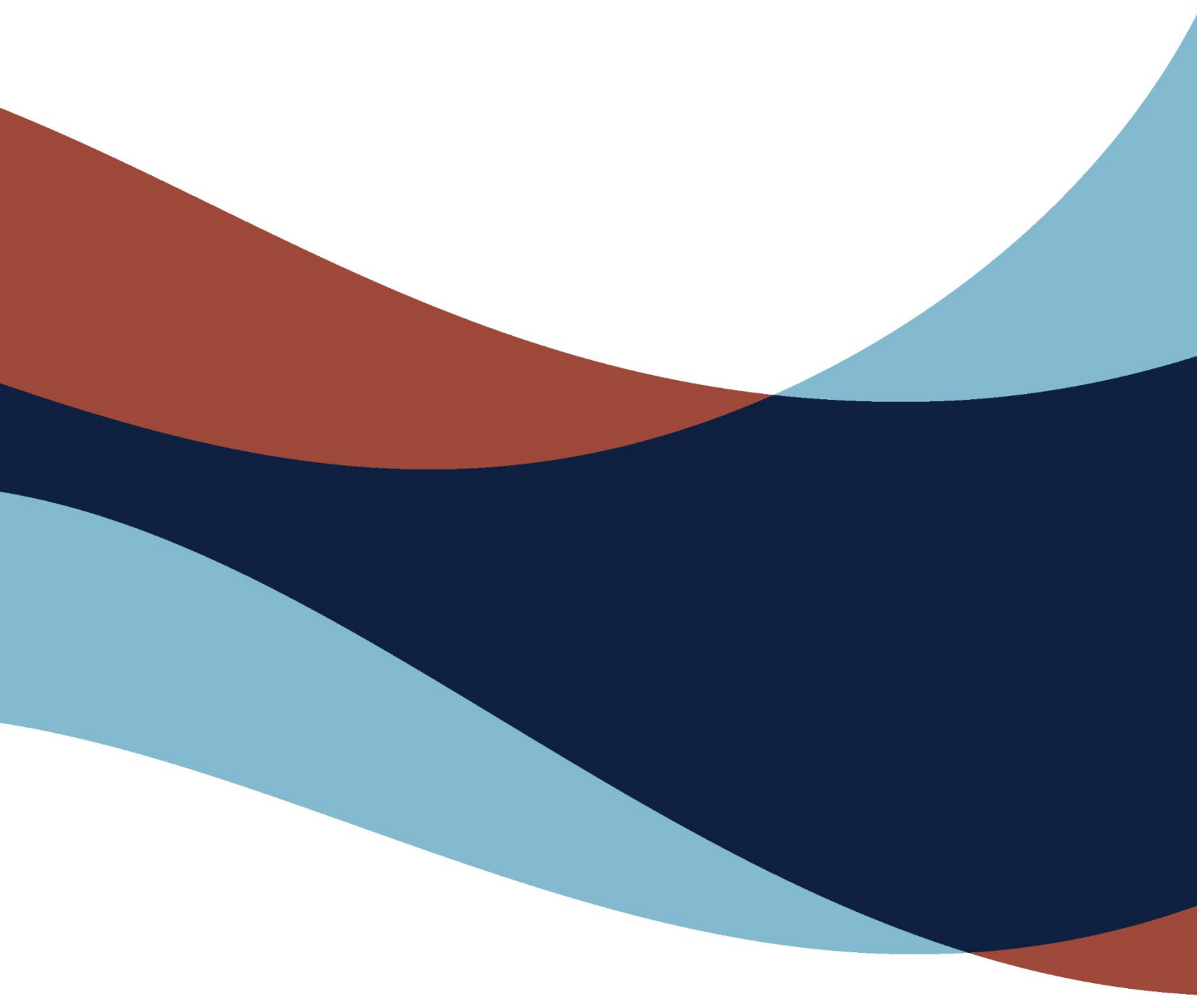
How do we get to work?



Source: 2015-2020 American Community Survey 5-Year Estimates

Appendix D

*Online Regional Roadway and
Needs Map-*
<https://tinyurl.com/tc2045map>





**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: October 23, 2023	DUE DATE: October 16, 2023	UPWP#: 3
WORDING: DEVELOPMENT REVIEW INTERACTIVE MAP UPDATE - SCOPE OF SERVICES		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: Development Review Interactive Map Update Scope of Services

BACKGROUND

In FY22, a Development Review Interactive Map was created for the Martin MPO to assist with prioritizing transportation projects while taking into consideration proposed and approved developments. This task corresponds with Task 3 of the FY23-FY24 Unified Planning Work Program (UPWP). The map has been updated several times, which included changes to the developments, adding the MPO’s Projects on the List of Project Priorities, adding Martin County’s Urban Service Boundary, and the FHWA Urban Boundaries. The Martin MPO will be updating this map biannually.

ISSUES

At the October 2023 Policy Board meeting, MPO staff will present the Development Review Interactive Map Update Scope of Services. The current interactive map can be viewed visiting the following link:

<https://experience.arcgis.com/experience/b1364d1c59e44fdb9189918c8158816e>.

RECOMMENDED ACTION

Provide comments on the Development Review Interactive Map Update Scope of Services.

FISCAL IMPACT

\$3,370

APPROVAL

MPO

ATTACHMENTS

- a. Development Review Map Update Scope of Services
- b. Screenshot of Development Review Interactive Map Homepage in October of 2023.



August 25, 2023

Ricardo Vazquez
Senior Planner
Martin MPO
3481 SE Willoughby Boulevard, Suite 101
Stuart, FL 34994

RE: Martin County Development Review Interactive Map Update

Dear Mr. Vazquez:

NorthStar Geomatics is pleased to provide this proposal for professional surveying and mapping services as follows:

Scope of work

Task 1: Biannual Updates

NorthStar will update the interactive online development map twice in the Martin MPO fiscal year. New development GIS data will be obtained from Martin County, Stuart, Indiantown, and Ocean Breeze and updated or added to the map.

Cost

Task 1: Biannual updates

Update 2 times in 2023

\$1685 x 2 = \$3,370.00

Total Cost: \$3,370

Services will be billed as tasks are completed. GIS rates \$130

Deliverables

Task 1:

Update existing developments status and add new developments.

We appreciate the opportunity to provide this proposal for professional services. Please contact me directly if you have any questions or require further information. Thank you.

Sincerely,

Frank Veldhuis, PSM
President

Accepted By: _____

Date: _____

Printed Name: _____

Requirement to E-Verify. As a condition precedent to entering into this AGREEMENT, and in compliance with Section 448.095, Fla. Stat., Contractor and its subcontractors shall, register with and use the E-Verify system to verify work authorization status of all employees hired after January 1, 2021.

- A. Contractor shall require each of its subcontractors to provide Contractor with an affidavit stating that the subcontractor does not employ, contract with, or subcontract with an unauthorized alien. Contractor shall maintain a copy of the subcontractor's affidavit as part of and pursuant to the records retention requirements of this AGREEMENT.
- B. The COUNTY, Contractor, or any subcontractor who has a good faith belief that a person or entity with which it is contracting has knowingly violated Section 448.09(1), Fla. Stat., or the provisions of this section shall terminate the contract with the person or entity.
- C. The COUNTY, upon good faith belief that a subcontractor knowingly violated the provisions of this section, but Contractor otherwise complied, shall promptly notify the Contractor and Contractor shall immediately terminate the contract with the subcontract.
- D. A Contract terminated under the provisions of this section is not a breach of contract and may not be considered such. Any contract termination under the provisions of this section may be challenged pursuant to Section 448.095(2)(d), Fla. Stat. Contractor acknowledges that upon termination of this AGREEMENT by the COUNTY for a violation of this section by Contractor, Contractor may not be awarded a public contract for at least one (1) year. Contractor further acknowledges that Contractor is liable for any additional costs incurred by the COUNTY as a result of termination of any contract for a violation of this section.
- E. Subcontracts. Contractor or subcontractor shall insert in any subcontracts the clauses set forth in this section, including this subsection, requiring the subcontractors to include these clauses in any lower tier subcontracts. Contractor shall be responsible for compliance by any subcontractor or lower tier subcontractor with the clauses set forth in this section.

The CONSULTANT shall comply with the provisions of Chapter 119, Fla. Stat. (Public Records Law), in connection with this AGREEMENT and shall provide access to public records in accordance with 119.0701, Fla. Stat. and more specifically CONSULTANT shall:

- a. Keep and maintain public records required by the COUNTY to perform the AGREEMENT.
- b. Upon request from the County's custodian of public records, provide the COUNTY with a copy of the requested records to be inspected or copied within a reasonable time at a cost that does not exceed the cost provided in Chapter 119, Fla. Stat. or as otherwise provided by law.
- c. Ensure that the public records that are exempt or confidential and exempt from public records disclosure requirements are not disclosed except as authorized by law for the duration of the AGREEMENT term and following completion of the AGREEMENT if the CONSULTANT does not transfer the records to the COUNTY.
- d. Upon completion of the AGREEMENT, transfer, at no cost, to the COUNTY all public records required by the COUNTY to perform the AGREEMENT. If The CONSULTANT transfers all public records to the COUNTY on completion of the AGREEMENT, the CONSULTANT shall destroy any duplicate public records that are exempt or confidential and exempt from public records disclosure requirements. If the CONSULTANT keeps and maintains public records upon completion of the

AGREEMENT, the CONSULTANT shall meet all applicable requirements for retaining public records. All records stored electronically must be provided to the COUNTY, upon request from the County's custodian of public records, in a format that is compatible with the information technology systems of the COUNTY.

IF THE CONSULTANT HAS QUESTIONS REGARDING THE APPLICATION OF CHAPTER 119, FLORIDA STATUTES, TO THE CONSULTANT'S DUTY TO PROVIDE PUBLIC RECORDS RELATING TO THIS CONTRACT, CONTACT

THE CUSTODIAN OF PUBLIC RECORDS

(772) 419-6959

public_records@martin.fl.us

2401 SE MONTEREY ROAD

STUART, FL

34996

Approved Status Filter:

- All
- Approved
- Approved for Construction
- In Construction
- In Review

Agency Filter:

- All Agencies
- County
- Indiantown
- Jupiter Island
- Ocean Breeze
- Sewalls Point
- Stuart

Permit Date Range

No date selected

Project Name

None

Permit Number

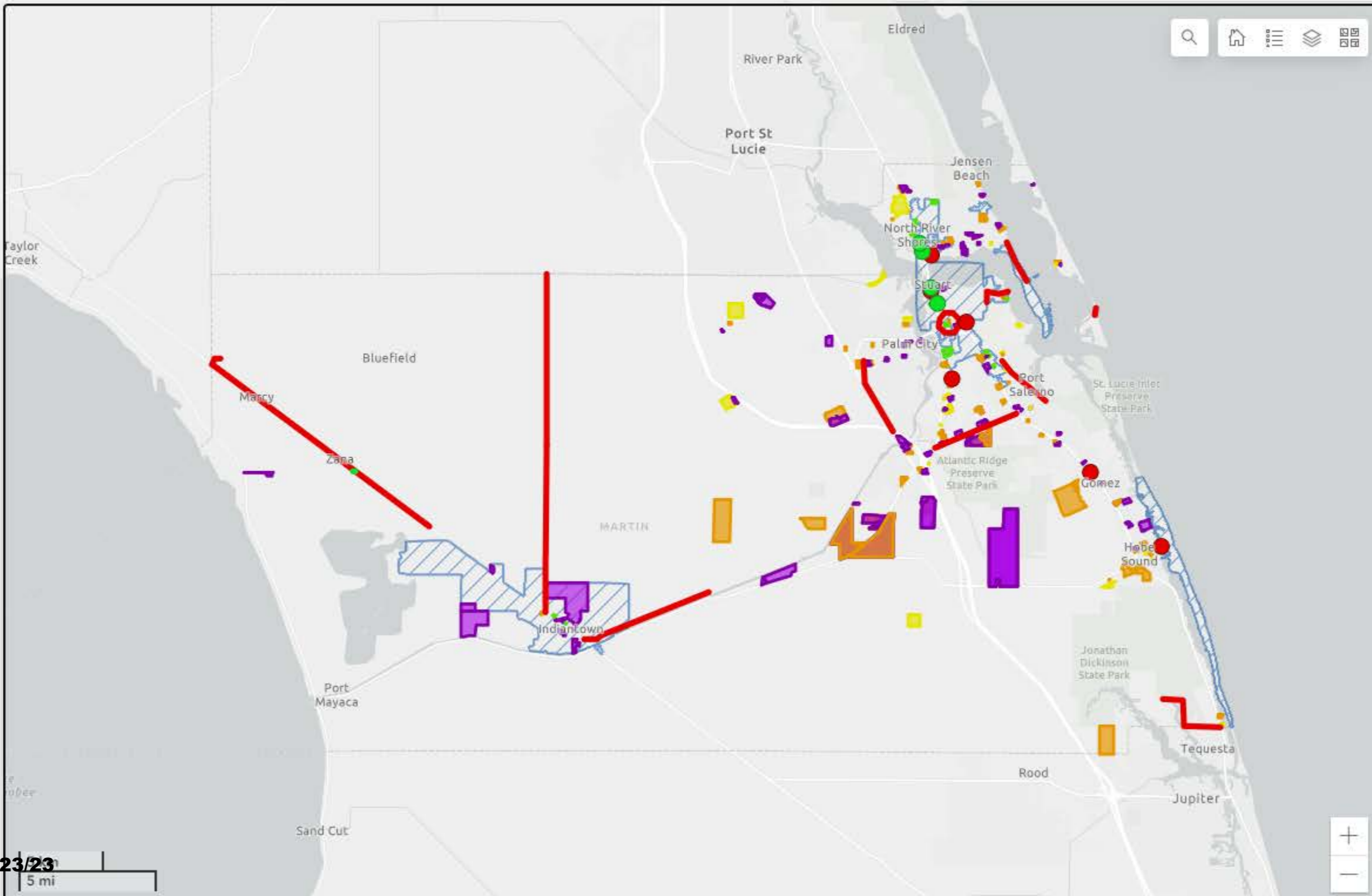
None

Urban Service District

- All
- Primary
- Secondary

FHWA Adjusted Urban Boundary 2010

- All
- Indiantown, FL
- Jupiter Farms, FL
- Miami, FL



- NNA East Minor Final Site Plan
In Review
- 1st Amendment South Florida Gateway
PUD
In Review
- 311 Osceola
In Review
- 37 SE Seminole St
In Review
- 95 Riverside PUD Pulte I-95 Rev PUD
In Review
- Abundant Life Ministries
In Construction
- Animal Grassfed Processing Facility
In Review
- Avonlea 10
In Review
- Avonlea 12
In Construction
- Avonlea 13
In Review
- Avonlea 16
In Construction
- Avonlea 2
In Construction
- AxisOne
Approved
- Banyan Bay Ph 3
Approved for Construction
- Banyan Bay Revised Master and Phasing
Plan 9th PUD AMD PH 2C FSP
In Construction
- Blue Water (fka T...)
In Construction



**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: October 23, 2023	DUE DATE: October 16, 2023	UPWP#: 5
WORDING: CR-713/HIGH MEADOW AVE PD&E STUDY PRESENTATION		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The purpose of the CR-713/SW High Meadow Avenue Widening PD&E Study is to improve traffic capacity and safety issues currently present from I-95 to CR-714/SW Martin Highway. CR-713 serves as a key roadway that connects to I-95 interchange ramps to allow users to enter and exit Palm City. This provides another alternative route in addition to the existing use of Florida’s Turnpike ramps on CR-714/SW Martin Highway. Due to the high volumetric traffic coming from these state and interstate roadways, the Martin County MPO began the process for analysis on this roadway to further evaluate current and future traffic demands. This resulted in programming a PD&E study to add capacity to the existing 2-lane undivided corridor.

The widening of CR-713/SW High Meadow Avenue from I-95 interchange to CR-714/ SW Martin Highway (two lanes to four lanes) with the inclusion of a shared-use pathway is the #11 Ranked Project on the adopted MPO’s FY25-FY29 List of Project Priorities (LOPP). The project is in the currently adopted FY24-FY28 Transportation Improvement Program (TIP), which includes the design phase in FY26, as well as a right of way phase in FY28.

ISSUES

At the October 2023 MPO Policy Board meeting, FDOT staff will present the CR-713/SW High Meadow Avenue PD&E Study presentation.

RECOMMENDED ACTION

Provide comments

FISCAL IMPACT

PD&E - \$2,005,000

ATTACHMENTS

CR-713/SW High Meadow Ave PD&E Study PowerPoint presentation

CR 713

from I-95 to CR 714/Martin Hwy Martin County, Florida

Project Development and Environment (PD&E) Study

Florida Department of Transportation
Financial Project ID: 441699-1-22-02

Efficient Transportation Decision Making (ETDM) Number: 14501



Project Team



Damaris Williams, P.E., C.P.M.
Project Manager
Florida Department of Transportation
District 4



Paul Carballo, P.E.
Consultant Project Manager
Metric Engineering Inc.



TRANSPORTATION DEVELOPMENT PROCESS



Project Development & Environment (PD&E)

Why it's done:

- Evaluate project feasibility & potential environmental impacts (natural, physical, social, cultural)
- Comply with federal & state environmental laws
- Required to secure federal regulatory approval

What it involves:

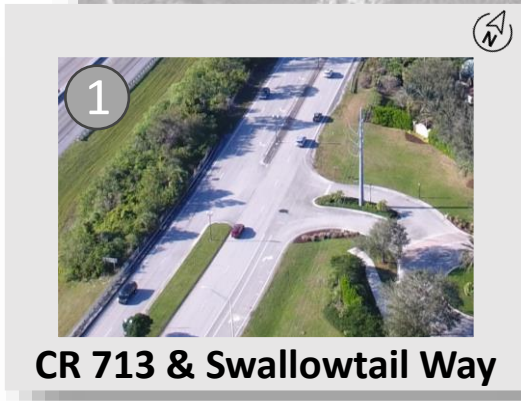
- Conducting preliminary engineering
- Evaluating options to avoid, minimize or mitigate potential environmental impacts
- Coordinating with federal, state, & local agencies
- Engaging the public during the transportation decision-making process
- Analyze alternatives & select a preferred alternative for Final Design

PROJECT LOCATION

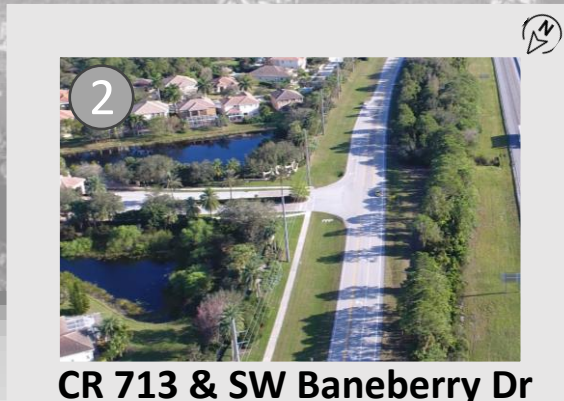
From I-95 to County Road (CR) 714/Martin Hwy



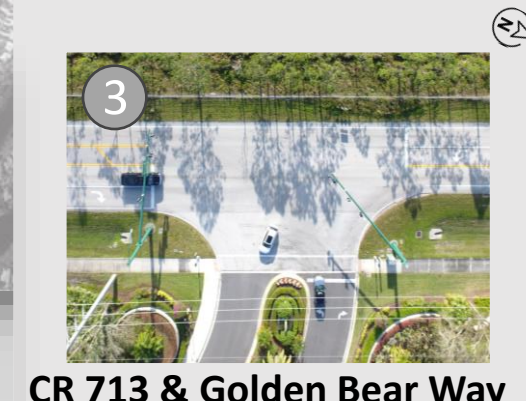
CR 713 & Palm Pike



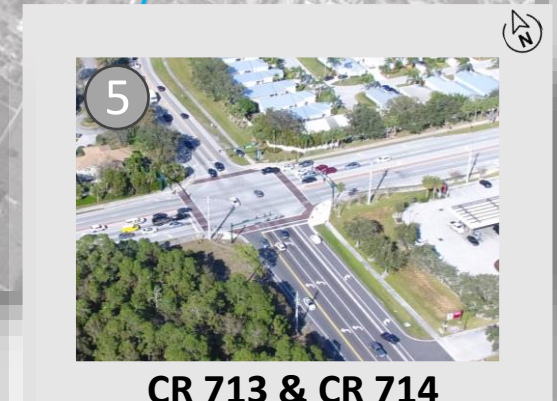
CR 713 & Swallowtail Way



CR 713 & SW Baneberry Dr

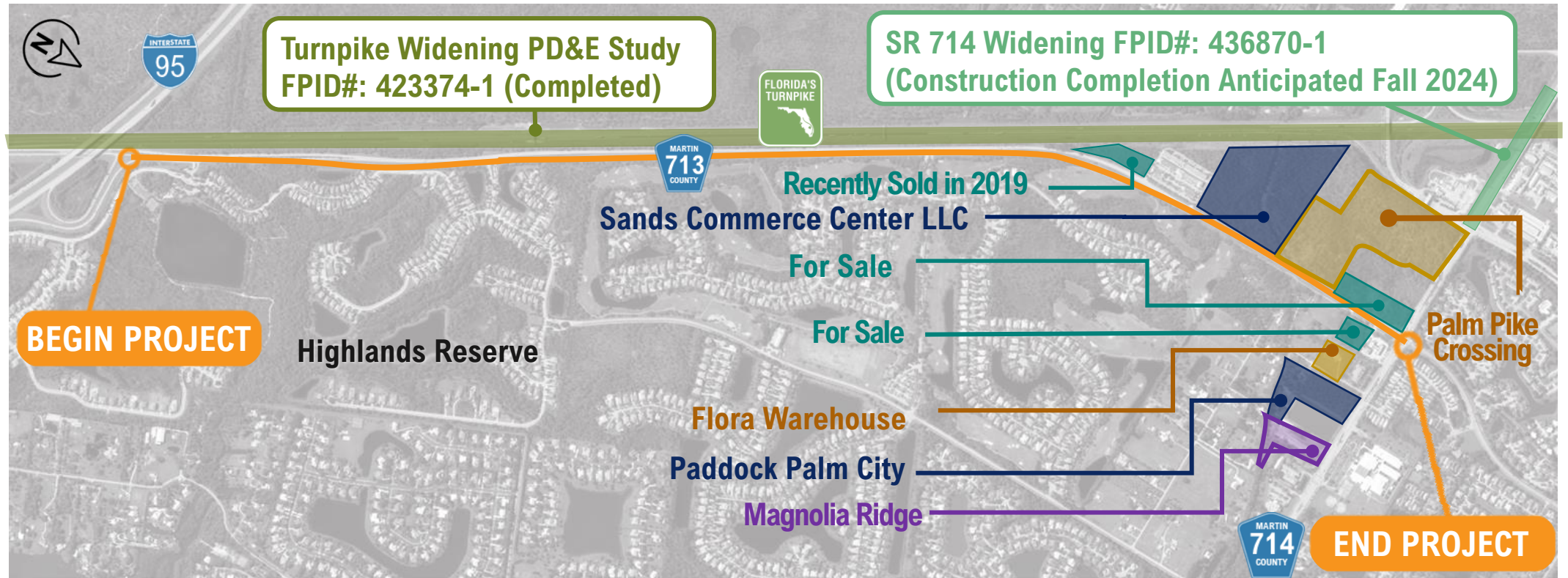


CR 713 & Golden Bear Way



CR 713 & CR 714

ADJACENT PROJECTS / DEVELOPMENT



Legend

- Constructed
- In Construction/Approved
- In Review
- Potential Project Development

PROJECT PURPOSE

- Improve capacity for local and regional travel
- Improve freight movement
- Improve emergency evacuation
- Enhance economic development

PROJECT NEED

- Capacity: the congestion on the corridor will significantly worsen and result in prolonged delay for residents.
- Transportation Demand: The population of Martin County is projected to increase from 158,431 in 2020 to 193,300 in 2045
- Social demand/economic development: The proposed project will improve capacity and operations of County Road 713 and enhance economic opportunities for future developments.



PROJECT OBJECTIVE

- Improve roadway capacity
 - Address existing and projected traffic demands
 - Potential widening from 2 to 4 lanes
- Improve safety throughout the corridor
- Enhance pedestrian and bicyclist features

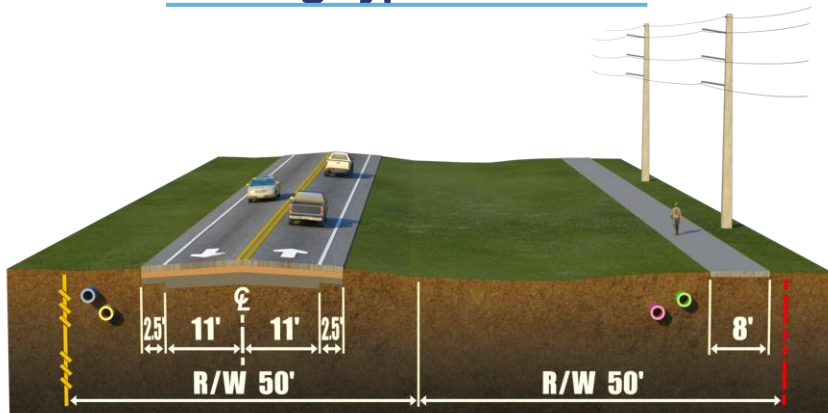


EXISTING CONDITIONS

Existing Roadway

- 2-lane Rural
- 2.7 miles
- Minor Arterial
- 100' R/W – Constrained
- 6 to 8-ft sidewalk on east
- Posted Speed varies from 45 to 55 mph

Existing Typical Section

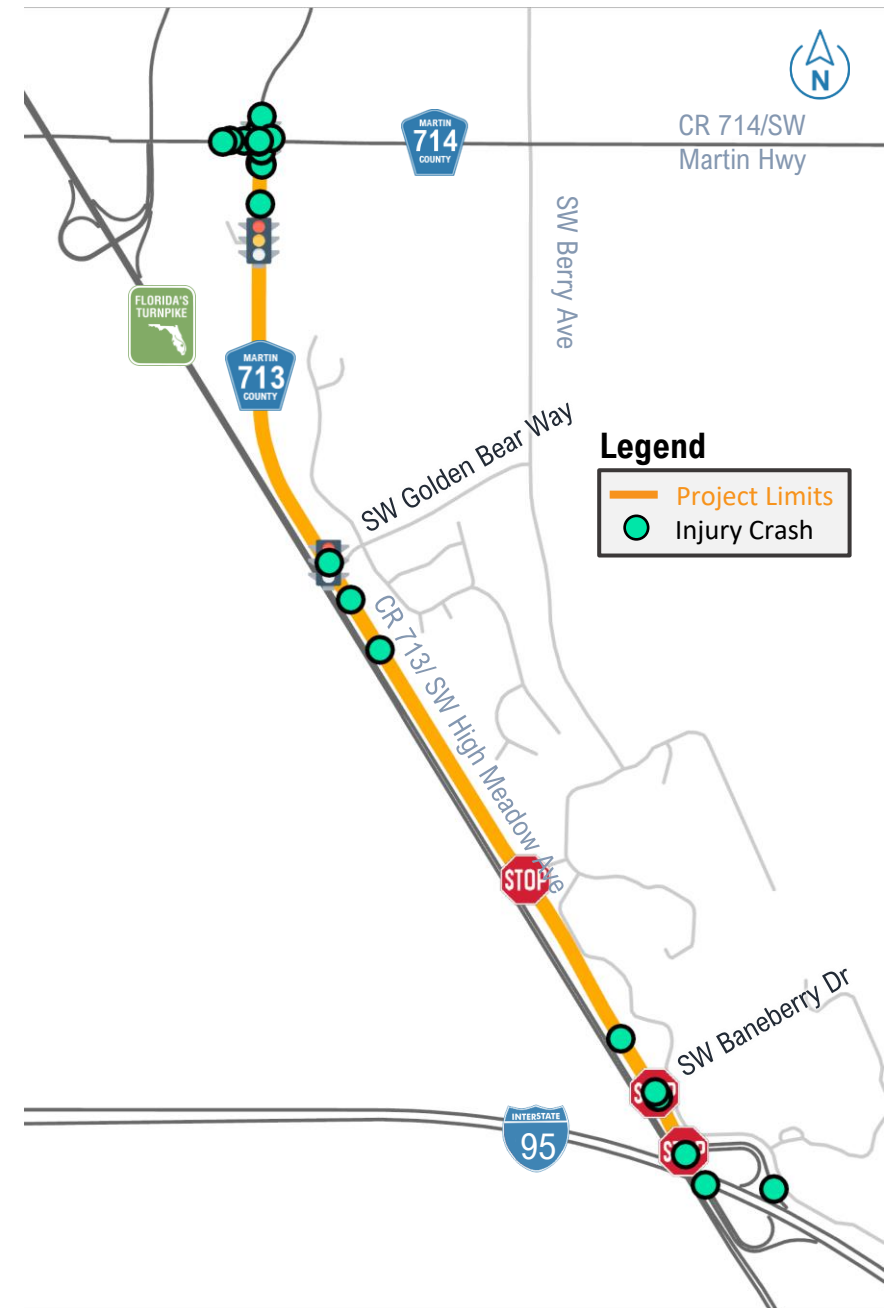


EXISTING SAFETY CONDITIONS

Safety Analysis

Total Crashes (2018-2022): 147

- Leading Crash Types
 - Rear End Crashes: 69 (46.9 %)
 - Sideswipe Crashes: 21 (14.3%)
 - Non-Collision: 17 (11.6%)
 - Left Turn Crashes: 16 (10.9%)
- Severity
 - Injury: 35; Fatality: 0

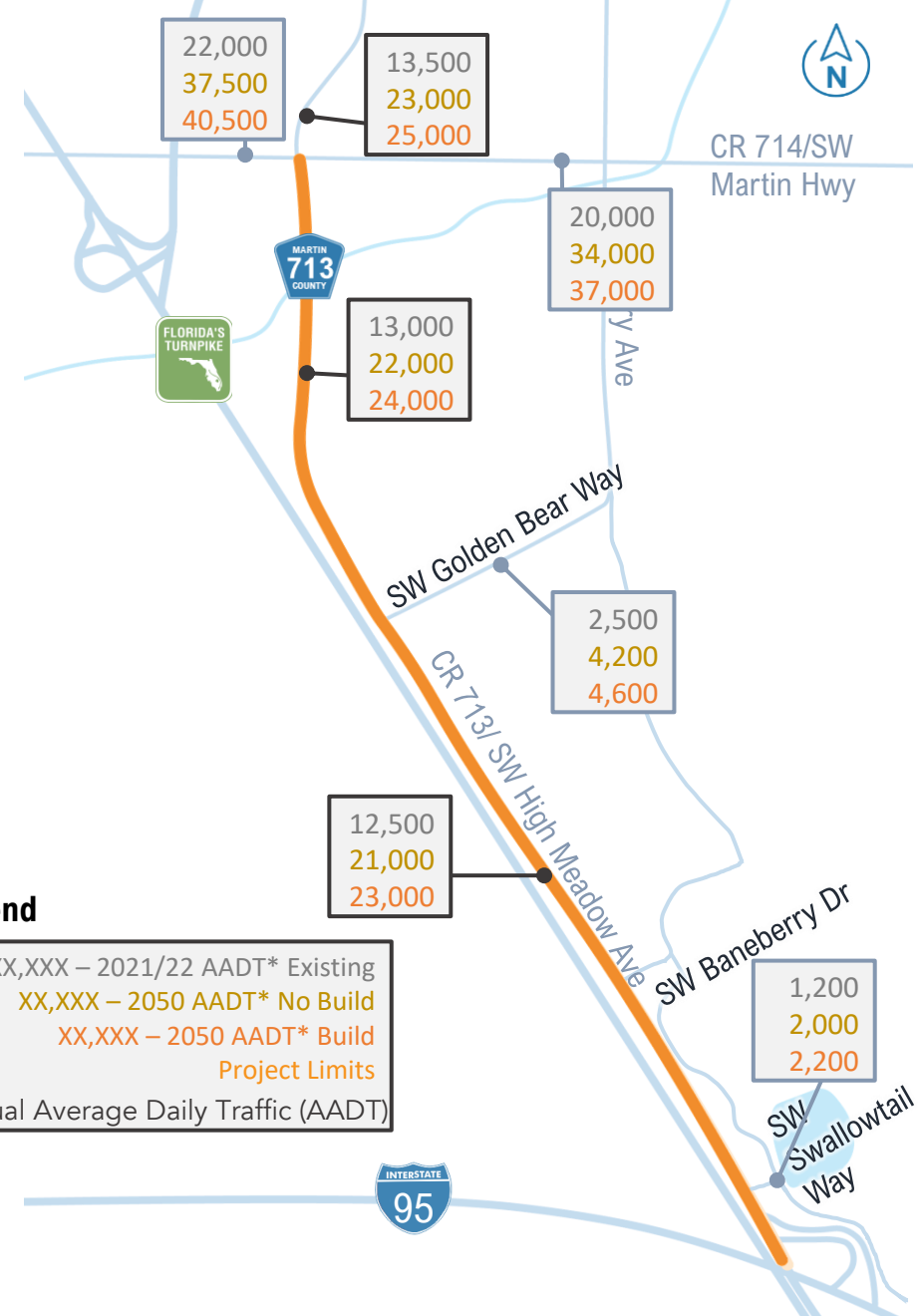
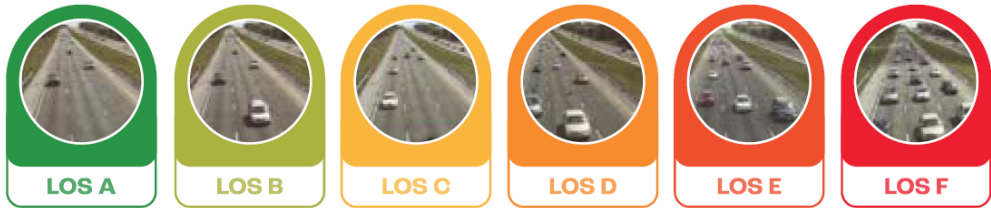


EXISTING TRAFFIC OPERATIONS

- Existing Level of Service (LOS) along the corridor is D
 - Projected 2050 LOS F
- Increase traffic due to projected population growth of Martin County from 158,431 in 2020 to 193,300 in 2045
- Average truck percentage 6-9%
- The traffic volume is projected to increase by 69% by 2050

Level of Service (LOS)	General Operating Conditions
A	Free flow, with low volumes and high speeds.
B	Reasonably free flow, but speeds are beginning to be restricted by traffic conditions.
C	Stable flow, but most drivers are restricted in the freedom to select their own speeds.
D	Approaching unstable flow, drivers have little freedom to select their own speeds
E	Unstable flow, may be short stoppages
F	Forced on breakdown flow; unacceptable congestion; stop-and-go.

Source: AASHTO Green Book – 6th Edition



ALTERNATIVES EVALUATION

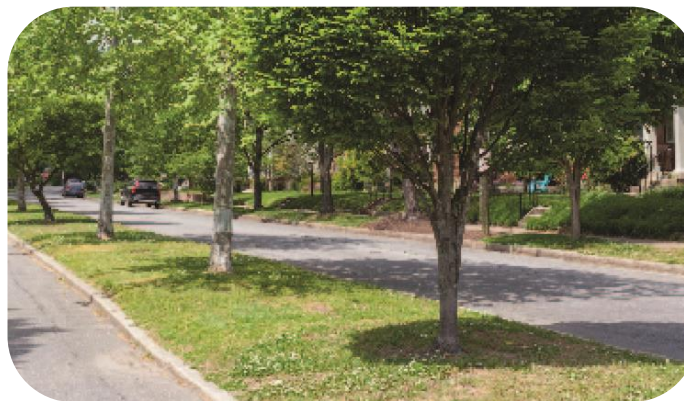
Shared Use Path



Sidewalk



Raised Median



ENVIRONMENTAL ANALYSIS

Social Effects

- Land Use Changes
- Social
- Farmlands
- Aesthetic Effect
- Economic
- Mobility
- Right-of-Way Impacts

Natural Resources

- Wetlands
- Aquatic Preserves
- Water Quality and Quantity
- Sensitive Areas
- Floodplains
- Protected Species and Habitat
- Essential Fish Habitat

Cultural Resources

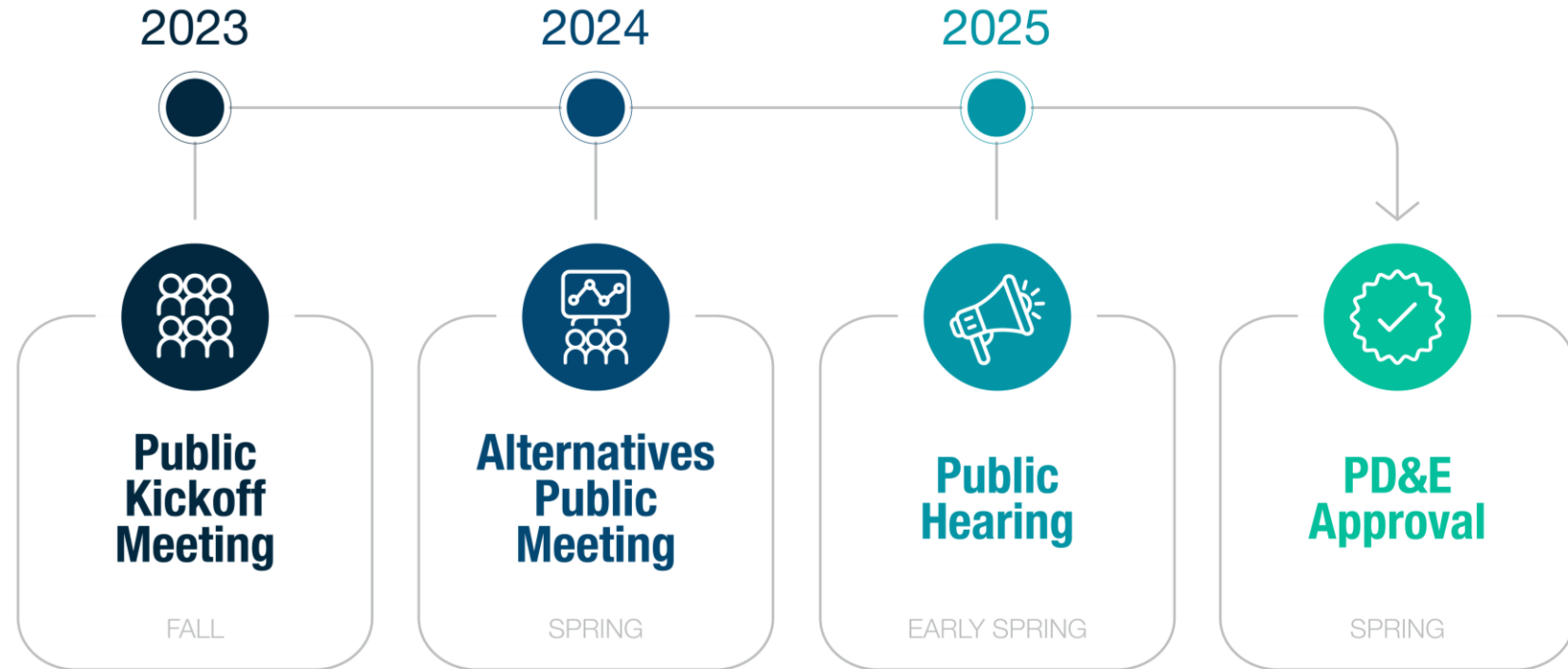
- Historic Sites/Districts
- Archeological Sites

Physical Effects

- Traffic Noise
- Air Quality
- Contamination



PROJECT SCHEDULE



- Design funded in Fiscal Year 2026
- Right-of-Way funded in Fiscal Year 2028
- Construction currently not funded

PUBLIC INVOLVEMENT

- Public Kickoff Meeting:
 - November 8th, 2023 (Virtual)
 - November 16th, 2023 (In-Person)

Palm City Community Center
 2701 SW Cornell Avenue
 Palm City, FL 34990

- Alternatives Public Workshop:
 - Spring 2024
- Public Hearing:
 - Early Spring 2025

Social Media



Facebook: MyFDOTSEFL
 Instagram: myfdot_sefl
 Twitter: @MyFDOT_SEFL



County Road (CR) 713/High Meadows Avenue PD&E Study from I-95 to CR 714/Martin Highway

Welcome

The Florida Department of Transportation (FDOT) has initiated a Project Development and Environment (PD&E) Study for County Road (CR) 713/High Meadows Avenue from I-95 to CR 714/Martin Highway in Martin County, Florida. The purpose of the proposed study is to improve capacity for local and regional travel, freight movement, emergency evacuation and to enhance economic development in northeast Martin County.

- **FPID:** 641600-1-22-02
- **Federal Aid Project Number:** T30
- **ETDM Number:** 14501

Click [here](#) to learn more about the study.

Public involvement is a critical component of the PD&E Study process and we encourage you to become involved and stay connected throughout the entire project. Please visit this website often to get the most up-to-date information on the CR 713 PD&E Study. Project meetings, workshops, and hearings will be advertised on this webpage.

Click [here](#) to be included in the mailing list or to leave a comment.

Project Development Process

WHAT IS A PD&E STUDY?

A PD&E Study is FDOT's process to comply with the National Environmental Policy Act (NEPA) of 1966, and associated federal and state laws and regulations. During this phase, FDOT performs preliminary engineering, evaluates the proposed project's social, cultural, natural, and physical environments, conducts interagency coordination, and engages the public. Public involvement is a key aspect throughout the life of a project. The completion of a PD&E Study is a required milestone concerning all where, and shall not be used to address the identified transportation needs.

1 PLANNING	Why it's here:
• Identify project location and potential environmental impacts (social, physical, and cultural)	• Meet with project stakeholders and potential environmental impacts (social, physical, and cultural)
2 PROJECT DEVELOPMENT AND ENVIRONMENTAL ANALYSIS	• Comply with federal and state environmental laws
3 DESIGN	• Respond to state or federal regulatory approval
4 ENVIRONMENTAL IMPACT STATEMENT	• Conducting preliminary engineering
5 CONSTRUCTION	• Developing options to avoid, minimize or mitigate potential environmental impacts
6 OPERATION & MAINTENANCE	• Coordinating with federal, state and local agencies
	• Managing the public to project development
	• Submit a preliminary operating for the design

District Office
 Steven C. Braun
 District Four Secretary
 3450 W Commercial Blvd.
 Fort Lauderdale, FL 33309
 Tel: 954-777-4100
 Toll Free: 1-800-326-8435
 Fax: 954-416-4321
[Contact Us](#)

Additional Contacts
[Staff Directory](#)

Most Requested
[About the Study](#)
[Contact Us](#)
[Schedule](#)
[Documents and Publications](#)

Project Website:
www.fdot.gov/projects/cr713pde

THANK YOU!

Project Website:

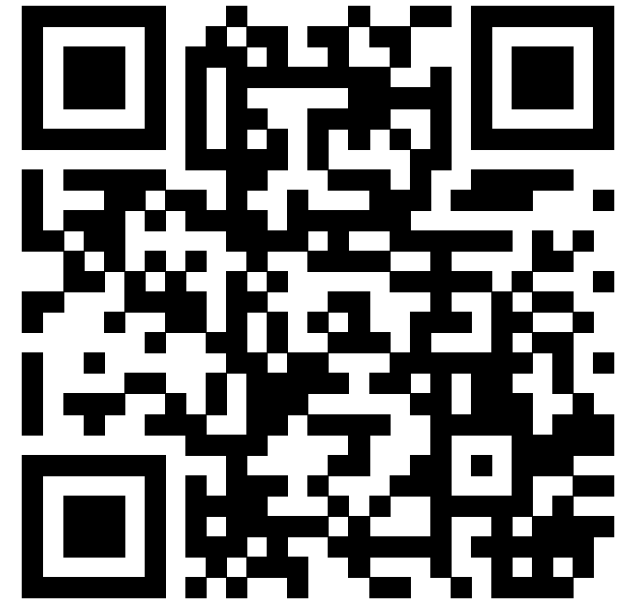
www.fdot.gov/projects/cr713pde

Project Manager Contact Information:

Damaris Williams, P.E., C.P.M.
FDOT District Four
3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

Email: Damaris.Williams@dot.state.fl.us
Telephone: 954-777-4679
Toll-Free: 866-336-8435, Ext. 4679

Submit Comments
and Questions





**POLICY BOARD MEETING
AGENDA ITEM SUMMARY**

MEETING DATE: October 23, 2023	DUE DATE: October 16, 2023	UPWP#: 5
WORDING: STATE ROAD (SR) 710 FEASIBILITY STUDY		
REQUESTED BY: MPO	PREPARED BY: Ricardo Vazquez / Beth Beltran	DOCUMENT(S) REQUIRING ACTION: N/A

BACKGROUND

The future widening of SR-710/Warfield Boulevard (the MPO’s #1 Priority) has been an ongoing discussion for the MPO. At the April 17, 2023 Policy Board Meeting, the Board recommended that SR-710 become a standing agenda item for all future meetings until the widening is completed.

ISSUES

At the October 23, 2023, Policy Board meeting, FDOT staff will give an update on the widening of SR-710.

RECOMMENDED ACTION

Provide comments.

Notes

- Transit Development Plan (TDP) Flyer
 - [TDP Survey Link](#)



MARTY Transit Development Plan



WHAT IS MARTIN COUNTY TRANSIT?

Martin County Public Transit, MARTY, provides fixed route and commuter bus services Monday through Friday from 6 a.m. to 8 p.m. The service operates across the county; with connections to St. Lucie County's ART and Palm Tran. The full fare is \$1.50 for fixed routes and \$2.00 for the 20x commuter route. Half fare is offered to seniors, passengers with disabilities and those with Medicare. Free fare is offered to Veterans that provide the proper identification. To purchase tickets MARTY offers a mobile ticketing app. MARTY has real-time route planning on myride.martin.fl.us.

WHAT IS A COUNTY TRANSIT DEVELOPMENT PLAN?

A Transit Development Plan is being developed by the Martin Metropolitan Planning Organization (MPO) in collaboration with Martin County Public Transit, MARTY, to help serve as a guide for the future of public transportation in Martin County from 2024 to 2033. The goal of this plan is to help represent the County's vision to continue to promote transit ridership growth and improvement over the next decade.

For more information visit www.martinmpo.com or contact Lucine Martens at lmartens@martin.fl.us or (772) 288-5412.

WE WANT TO HEAR FROM YOU!

Scan below to complete the survey



or click here



Public participation is solicited without regard to race, color, national origin, age, gender, religion, disability, or family status. Persons with questions or concerns should contact the MPO Board Meeting 10/23/23 at (772) 221-1498 or rvazquez@martin.fl.us. Hearing impaired individuals are requested to telephone the Florida Relay System at #711.



MARTY Transit Development Plan



¿QUÉ ES EL TRÁNSITO DEL CONDADO DE MARTIN?

Martin County Public Transit, MARTY, ofrece servicios de autobús de ruta fija y de cercanías de lunes a viernes de 6 a.m. a 8 p.m. El servicio opera en todo el condado; con conexiones a ART y Palm Tran. La tarifa completa es de \$1.50 para autobuses de ruta fija y de \$2.00 para autobuses de cercanías. A las personas mayores, pasajeros con discapacidades y aquellos con Medicare se les ofrece mitad de tarifa. A los veteranos se les ofrece una tarifa gratuita. MARTY ofrece a los usuarios una aplicación móvil de emisión de billetes y planificación de rutas en tiempo real.

¿QUÉ ES UN PLAN DE DESARROLLO DE TRÁNSITO DEL CONDADO?

La Organización de Planificación Metropolitana (MPO) de Martin está desarrollando un Plan de Desarrollo de Transporte en colaboración con Transporte Público del Condado de Martin, MARTY, para que sirva como guía para el futuro del transporte público en el Condado de Martin 2024 a 2033. Representará la visión del condado de promover el crecimiento y la mejora del número de usuarios de transporte público durante la próxima década.

Para más información visite www.martinmpo.com o contacte a Lucine Martens en lmartens@martin.fl.us o (772) 288-5412.

NOSOTROS QUEREMOS SABER SU OPINION!

Complete la encuesta en línea escaneando el código QR



o haga clic aquí



Se solicita la participación del público sin distinción de raza, color, origen nacional, edad, género, religión, discapacidad situación familiar. Las personas que tengan preguntas o inquietudes sobre la no discriminación o que requieran adaptaciones especiales según la Ley de Estadísticas con Discapacidades o servicios de traducción de idiomas (sin cargo) deben comunicarse con Ricardo Vázquez, Planificador Senior (Título VI/Contacto de No Discriminación) al (772) 221-1498. o rvazquez@martin.fl.us. Se solicita a las personas con discapacidad auditiva que llamen al Florida Relay Systemal número 711.

MPO Board Meeting 10/23/23

2024-2033