

			St. Lucie Transportation Planning Organization	Coco Vista Centre 466 SW Port St. Lucie Blvd, Suite 111 Port St. Lucie, Florida 34953 772-462-1593 www.stlucietpo.org
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REGULAR BOARD MEETING

Wednesday, April 12, 2023
2:00 pm

Public Participation/Accessibility

Participation in Person: Public comments may be provided in person at the meeting. Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact the St. Lucie TPO at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

Participation by Webconference: Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/6916702624869747033>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to TPOAdmin@stlucieco.org; by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 1:00 pm on April 12, 2023.

AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Comments from the Public
5. Comments from Advisory Committee Members (TAC/CAC/BPAC)
6. Approval of Agenda
7. Approval of Meeting Summary
 - *February 1, 2023 Regular Board Meeting*
8. Action Items
 - 8a. Unified Planning Work Program (UPWP) Amendments: Adoption of Amendments to the UPWP and Resolution 23-01 to add an Airport Connector Corridor Alignment Study and Fort Pierce Passenger Rail Station Planning to the UPWP.

Action: Adopt the proposed UPWP amendments and Resolution 23-01, adopt with conditions, or do not adopt.

- 8b. Midway Road Widening and New Turnpike Interchange Updates: Review of Amendment #6 to the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP) to increase the project cost and advance the construction of the Midway Road Widening Project and review of the New Turnpike Interchange Configuration.

Action: Accept TIP Amendment #6 and/or approve the New Turnpike Interchange Configuration, accept and/or approve with conditions, or do not accept nor approve.

- 8c. Amendment #7 to the TIP: Review of Amendment #7 to add a rumble strips installation project to the TIP.

Action: Adopt Amendment #7, adopt with conditions, or do not adopt.

- 8d. Spot Speed Studies: Presentation of the Spot Speed Studies conducted on Airoso and Port St. Lucie Boulevards and Midway Road.

Action: Accept the Spot Speed Studies, accept with conditions, or do not accept.

- 8e. Community Transportation Coordinator (CTC) Redesignation: Adoption of Resolution 23-02 recommending that the St. Lucie County Board of County Commissioners be redesignated as the CTC for St. Lucie County.

Action: Adopt Resolution 23-02, adopt with conditions, or do not adopt.

- 8f. Treasure Coast Regional Planning Model #5 (TCRPM5) Land Use Data Update: Review of the TCRPM5 Land Use Data Update.

Action: Adopt the TCRPM5 Land Use Data Update, adopt with conditions, or do not adopt.

- 8g. Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) Update: Presentation of the draft update to the SIS CFP.

Action: Endorse the draft update to the SIS CFP, endorse with conditions, or do not endorse.

- 8h. Special Events Congestion Management and Parking Plan (SECMAPP): Review of the SECMAPP for the St. Lucie TPO area.

Action: Adopt the SECMAPP, adopt with conditions, or do not adopt.

- 8i. Transportation Alternatives Program (TAP) 2023 Grant Application: Review of a TAP grant application for the 2023 cycle.

Action: Endorse the TAP grant application, endorse with conditions, or do not endorse.

9. FDOT Comments
10. Recommendations/Comments by Members
11. TPO Staff Comments
12. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, June 7, 2023.
13. Adjourn

NOTICES

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

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

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

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



Coco Vista Centre
 466 SW Port St. Lucie Blvd. Suite 111
 Port St. Lucie, Florida 34953
 772-462-1593 www.stlucietpo.org

REGULAR BOARD MEETING

DATE: Wednesday, February 1, 2023

TIME: 2:00 pm

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

MEETING SUMMARY

1. Call to Order

Chairwoman Morgan called the meeting to order at 2:00 pm.

2. Pledge of Allegiance

Chairwoman Morgan led the Pledge of Allegiance.

3. Roll Call

The roll was called and a quorum was confirmed with the following members present:

Members Present

Councilwoman Stephanie Morgan, Chair
 Vice Mayor Jolien Caraballo
 Darrell Drummond
 Commissioner Jamie Fowler
 Commissioner Curtis Johnson, Jr.
 Commissioner Jeremiah Johnson
 Jack Kelly
 Mayor Shannon Martin
 Councilman David Pickett
 Commissioner Cathy Townsend

Representing

City of Port St. Lucie
 City of Port St. Lucie
 Community Transit
 St. Lucie County
 City of Fort Pierce
 City of Fort Pierce
 St. Lucie Public Schools
 City of Port St. Lucie
 City of Port St. Lucie
 St. Lucie County

Others Present

Kyle Bowman
Peter Buchwald
Yi Ding
Marceia Lathou
Rachel Harrison
Joe DeFronzo
Selena Griffett
Larry Hymowitz

Tracy Jahn
Lucine Martens (via web)

Joy Puerta (via web)
Craig Seger
Heath Stocton

Representing

St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
Recording Specialist
City of Port St. Lucie
City of Fort Pierce
Florida Department of
Transportation (FDOT)
St. Lucie County Transit
Martin Metropolitan Planning
Organization (MPO)
Martin MPO
General Public
Port St. Lucie Public Works

4. Comments from the Public – Mr. Seger introduced himself and provided details regarding his professional background indicating that he had applied for an open position with the TPO. Mayor Martin thanked him for his military service.
5. Comments from Advisory Committee Members (TAC/CAC/BPAC) – None.
6. Approval of Agenda
- * MOTION by Mayor Martin to approve the agenda.
- * * SECONDED by Mr. Drummond Carried UNANIMOUSLY
7. Approval of Meeting Summary
- December 7, 2022 Regular Board Meeting
- * MOTION by Mr. Drummond to approve the Meeting Summary.
- * * SECONDED by Mayor Martin Carried UNANIMOUSLY

8. Action Items

- 8a. Amendments to the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP): Adoption of proposed amendments to add funding for Paratransit Demand Response Service and Transit Travel Training to the TIP.

Mr. Buchwald explained that FDOT had added two new transit projects to its Work Program after the TPO's current Transportation Improvement Program (TIP) had been adopted and was therefore requesting that the TPO amend the TIP. He described the purposes of the projects as providing Paratransit Demand Response Service and Transit Travel Training to seniors and individuals with disabilities. Mr. Buchwald summarized the funding considerations for each of the projects and clarified that the addition of the projects would not impact the fiscal constraint of the TIP, noting that all three TPO Advisory Committees had recommended the adoption of the proposed amendments.

* MOTION by Mayor Martin to adopt the proposed amendments to the FY 2022/23 – 2026/27 TIP.

* * SECONDED by Vice Mayor Caraballo Carried UNANIMOUSLY

- 8b. 2023 Safety Performance Targets: Adoption of the 2023 Safety Performance Targets and Interim Benchmarks for the St. Lucie TPO

Mr. Buchwald introduced Mr. Ding, who explained that State DOTs must annually establish statewide targets for safety performance measures according to Federal Transportation Performance Management requirements. Mr. Ding noted that FDOT had renewed its commitment to zero deaths and serious injuries for 2023 by setting Vision Zero targets for all five safety performance measures, indicating that the TPO could either support them or establish its own targets. He described how interim benchmarks were used to demonstrate progress toward the final targets and presented the 2021 safety performance results for both FDOT and the TPO. Mr. Ding then presented the 2023 Safety Performance Interim Benchmarks being recommended for adoption, explaining how they had been developed based on both historical and projected safety performance data. He provided an overview of local efforts at promoting roadway safety, which included the undertaking of Spot Speed Studies for several high-crash locations and concluded by noting that the TPO Advisory Committees had recommended the adoption of the targets.

In response to Vice Mayor Caraballo's question, Mr. Ding explained that Federal legislation required State DOTs and MPOs to set safety targets and report on their progress to receive Federal funding. Vice Mayor Caraballo observed that two of the corridors cited as being high-crash locations were State roads, speculating that the significant population growth in recent years had contributed to more accidents. Mr. Buchwald clarified that the segment of Port St. Lucie Boulevard slated for a speed study, the portion between Gatlin Boulevard and the Turnpike, was not a State facility. He noted that the report had indicated that the majority of crashes had occurred on high-speed roadways, emphasizing the importance of speed management using a comprehensive approach. Mr. Buchwald explained that the enforcement aspect of that approach was currently a challenge due to lack of manpower, which was why automated speed enforcement could be a valuable strategy. Vice Mayor Caraballo remarked that her son had reported speed cameras to be in frequent use in Japan.

Commissioner C. Johnson inquired about the statistics on impaired driving. Mr. Ding explained that approximately half of crashes so categorized involved alcohol, while the other half involved drugs. Commissioner C. Johnson then commented that he had seen marijuana smoke emanating from cars at stoplights. Chairwoman Morgan inquired about the crash statistics involving senior drivers, commenting on the role of driver behavior in causing accidents.

Discussion ensued regarding automated traffic enforcement, with Chairwoman Morgan commenting on the prevalence of red-light cameras in the United Kingdom. Mayor Martin noted that Florida had such technology in the past and abandoned it due to concerns over privacy and other issues. Mr. Buchwald reported that automated speed equipment had been labeled by the Federal Highway Administration (FHWA) as an effective countermeasure, providing an overview of efforts to implement automated enforcement around the country. Chairwoman Morgan asked whether local school buses had cameras. Mr. Kelly replied in the affirmative, indicating that he was uncertain as to whether they could be used to enforce driver observance of the stop signs on school buses. Chairwoman Morgan remarked that Atlanta allowed such uses of school bus cameras but noted the need for dual tags on vehicles to do so.

In answer to Commissioner Fowler's question, Mr. Ding clarified that highways were included in the crash statistics.

Vice Mayor Caraballo inquired about the timing of data collection, and Mr. Buchwald replied that the statistics were from 2021.

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Mr. Kelly initiated a discussion regarding Port St. Lucie Boulevard. Mr. Buchwald delineated the jurisdictional boundaries on the corridor, noting that a recent safety study conducted on the segment in front of Port St. Lucie City Hall would likely recommend a comprehensive approach to speed management. Vice Mayor Caraballo remarked that most of the speeding on Port St. Lucie Boulevard seemed to occur between U.S. 1 and Rivergate Plaza. Mr. Kelly expressed concern regarding the intersection of Port St. Lucie Boulevard and U.S. 1, noting that the northbound left-turn lane was a frequent site of congestion. Mayor Martin noted that improvements had been made to the intersection on multiple occasions.

* MOTION by Commissioner J. Johnson to adopt the proposed 2023 Safety Performance Targets and Interim Benchmarks.

* * SECONDED by Commissioner Fowler Carried UNANIMOUSLY

8c. East Midway Road Corridor Study Scope of Services:
Approval of the draft Scope of Services to conduct the East Midway Road Corridor Study.

Mr. Buchwald explained that public and local agency input had previously identified several safety issues pertaining to the segment of Midway Road from U.S. 1 to Indian River Drive, including excessive speeding, inadequate bicycle and pedestrian infrastructure, unsafe turning conditions at the entrance to the St. Lucie County Savannas Recreation Area and the intersection with Weatherbee Road, and potential conflicts arising from the future crossing of the East Coast Greenway/Florida Shared-Use Network (SUN) Trail. He described the operational and safety analyses to be conducted as part of the Study, indicating that a set of recommendations would be developed to improve traffic operations and safety while also accommodating multimodal needs along the corridor. Mr. Buchwald concluded with the Study's timeline, consultant, and cost, noting that the Advisory Committees had recommended approval of the item.

* MOTION by Commissioner C. Johnson to approve the draft Scope of Services.

* * SECONDED by Councilman Pickett

* * The motion was approved by all members except Mayor Martin.

8d. Public Participation Plan (PPP) 2022 Annual Evaluation:
Review of the PPP 2022 Annual Evaluation.

Mr. Buchwald introduced the agenda item and invited Ms. Lathou to continue. Ms. Lathou provided an overview of the TPO's public participation efforts and their intended outcomes. She explained the rationale and methodology for reviewing their effectiveness as compared with the baseline figures from 2020 or 2021 and then presented the results of the evaluation with respect to the online, in-person, and Title VI/Environmental Justice outreach activities conducted during 2022. Ms. Lathou concluded with the performance targets to be used for the 2023 evaluation, noting that the Citizens Advisory Committee had added a target regarding the increase of public attendance at their meetings.

Commissioner Townsend commended Ms. Lathou on her implementation and tracking of the Public Participation Plan.

* MOTION by Commissioner Townsend to accept the PPP 2022 Annual Evaluation.

** SECONDED by Commissioner J. Johnson Carried UNANIMOUSLY

9. Discussion Items

9a. Regional Commuter Bus Pilot Program: Discussion of a potential regional commuter bus pilot program for express bus service from the Jobs Express Terminal to Palm Beach County.

Mr. Buchwald recounted a discussion at a previous TPO Board meeting concerning the current level of usage of the Jobs Express Terminal (JET) and the lack of regional commuter bus service to and from the Terminal. He explained that such service had been delayed by supply chain issues impacting the delivery of new buses, but that a potential pilot program providing interim service had since been developed for discussion. Ms. Lathou continued the presentation with a description of the Terminal's amenities and purpose followed by an overview of statistics regarding regional commuting patterns. She noted the formation of a Regional Bus Coordinating Committee and then described the service that would be provided in the pilot program if implemented.

Discussion ensued, with members expressing various concerns regarding funding considerations, demand for the service, connectivity between the JET and the rest of the St. Lucie County transit network,

and the relative priority of implementing regional commuter service versus the further expansion of local transit. In answer to questions by Mayor Martin and Mr. Drummond, Ms. Lathou explained that FDOT had committed to fully funding the pilot project, including the purchase of buses, but had not yet included it in the FDOT Work Program. She further explained that the purchase of buses would take a significant amount of time, which was why the interim solution of a pilot program had been developed. Mayor Martin indicated that she would be unwilling to pay for the pilot program, with Vice Mayor Caraballo further clarifying that she would not support implementation of the service if local funding had to be committed after the pilot project were over, regardless of the program's success. Vice Mayor Caraballo also expressed concern at the potential disappointment of users if the program proved popular but had to be discontinued.

Discussion then turned to the issue of demand for the service. Councilman Pickett referenced his experience commuting to Palm Beach County in past years, commenting that he would not have taken a bus unless it were less expensive than driving his personal vehicle. Mr. Buchwald commented that rising gas prices might increase demand for the service. Commissioner Townsend concurred with the need for competitive pricing but noted that a valid cost comparison ought to account for other factors like vehicle wear and the ability to multitask while commuting, with Commissioner J. Johnson remarking that he had a friend in Japan who successfully worked while commuting via train. Mr. Kelly indicated that he had been informed by a Martin County administrator that the majority of that county's workforce came from St. Lucie County, suggesting that promotion for the service be targeted toward that group of commuters. Chairwoman Morgan observed that the buildout of the Port St. Lucie Jobs Corridor might negatively affect the demand for the service if more workers chose to stay local, and Commissioner Fowler emphasized the importance of convenience as a factor determining individual choice. Ms. Lathou commented on the need to consider commuters who have no other transportation options as well as those who might choose the bus service if it were a viable option.

Mayor Martin questioned the need for regional commuter service, explaining that the City of Port St. Lucie took a data-driven approach to potential program implementation. Mr. Buchwald and Ms. Lathou explained that the estimate for the number of commuters to Palm Beach County was based on the 2020 Census figures, noting that the proportion of those likely to take the bus could conservatively be estimated at one percent of the commuters. Mr. Buchwald further explained that applying that percentage to the commuter statistics

would result in a figure of 150, which would be more than enough riders to fill two buses. Commissioner C. Johnson cited the Economic Development Council's commuter estimate as being higher, and Ms. Lathou commented that the number of residents commuting to all points outside St. Lucie County was approximately 76,000. Mr. Kelly characterized Brightline's interest in locating a stop on the Treasure Coast as being evidence for the need for more regional transportation options as the population of the County continued to grow.

Ms. Lathou indicated that a survey would be conducted in the southern part of the County to gauge residents' interest in the commuter bus service and willingness to pursue various first/last mile transportation solutions. In response to Commissioner C. Johnson's question, Ms. Lathou explained that the survey would be deployed online and have an interactive format. Commissioner J. Johnson expressed appreciation for the staff's initiative to collect data via the survey and noted that the pilot program would function as another opportunity for data collection, questioning if there were any additional methods to gather information. Ms. Lathou reported that a study on regional origin-destination travel patterns had been conducted several years prior using cell phone data and noted that an upcoming agenda item regarding the use of leftover UPWP funds might serve as a way of funding another such study. Mr. Buchwald reiterated FDOT's commitment to funding the pilot program and indicated that the service could be reevaluated if ridership were low.

Several members commented on the issue of the JET's connectivity to the rest of the transit network, with Mayor Martin and Commissioner Fowler speculating that the inconvenience of having to transfer to another bus after arriving at the JET might discourage commuters from using the service. Mr. Drummond remarked on the importance of resolving the first/last mile challenges before proceeding with the commuter service. Mr. Buchwald elaborated on the history of the JET and the development of the on-demand microtransit shuttle service operating in that vicinity. In response to Mayor Martin's comment, Ms. Lathou described the shuttle service and explained that it would soon be expanded to the Port St. Lucie Intermodal Facility to allow for wider access to local transit routes, adding that the operating hours of the shuttle would also be timed to coincide with the arrival of the commuter buses. She then named several major employers within walking distance of the JET.

Mayor Martin then initiated a discussion regarding the relative priority of regional bus service. She expressed her pride in the JET but explained that she was not concerned with facilitating transportation to Palm

Beach County when there were still significant transportation needs within St. Lucie County. Vice Mayor Caraballo concurred, noting the current challenge of even adding more bus stops to existing routes. Commissioner Townsend agreed with the need for improvements to the current transit system, such as more bus stops and routes, but disagreed with the stance against intercounty bus service, commenting that it was the County's responsibility to partner with neighboring counties to help residents get where they needed to go, especially when so many had recently moved to the area from places with extensive public transportation. Commissioner Townsend expressed support for the commuter bus concept and described the success of a private bus system she had encountered that transported local Spanish-speaking workers to and from their places of employment, with prearranged first/last mile transportation provided. Ms. Lathou expressed agreement with the need to improve the local transit system in response to recent growth in the TPO area and then described how the upcoming Transit Development Plan Major Update would address many of the issues under discussion.

Mr. Buchwald remarked that many major cities had established commuter bus service after traffic congestion became severe, indicating that the TPO was being proactive in making the appropriate land use decisions and offering residents more transportation options before congestion became unmanageable. He thanked the members for their comments and indicated that the FDOT coordinating committee would take the Board's concerns under advisement.

9b. Potential New Unified Planning Work Program (UPWP)
Projects: Discussion of potential new projects that may be funded and added to the TPO's UPWP.

Mr. Buchwald explained that various developments occurring after the start of the current Unified Planning Work Program (UPWP) had resulted in the need to reallocate the funding for some of the projects initially programmed therein. He described the circumstances impacting the project programming, providing an estimate of the funds that could potentially be made available, and then outlined several replacement project options.

In response to Commissioner Townsend's comment, Mr. Buchwald indicated that the Bell Avenue and Selvitz Road sidewalk projects were already funded.

Commissioner Townsend expressed support for the Fort Pierce Passenger Rail Station Planning project, explaining that it would provide

an opportunity to proactively prepare for a Brightline stop in Fort Pierce. Several members agreed, with Commissioner J. Johnson adding that the project would demonstrate the area's commitment to Brightline. Mayor Martin asked whether it might be beneficial to approach Brightline directly, with Chairwoman Morgan remarking on the possibility of sending a letter summarizing the members' discussion, and Mr. Buchwald indicated that he would initiate a conversation with Brightline informally.

Several members also expressed support for the Airport Connector Corridor Alignment Study as a secondary priority in light of the development occurring across Fort Pierce.

Vice Mayor Caraballo expressed concern regarding the South Causeway Bridge Bicycle Lane Pilot Project, with Chairwoman Morgan noting that the St. Lucie County Fire District had sent a letter arguing against the project because of its potential impact on emergency response services.

Summarizing the Board's preferences, Mr. Buchwald indicated that new projects to be added to the UPWP would consist of the rail station project and the Airport Connector project, with the former given first priority, and suspend efforts regarding the implementation of the bike lane pilot project.

10. FDOT Comments – Mr. Hymowitz described safety campaign literature recently developed by FDOT. Chairwoman Morgan reiterated her concerns regarding safety.
11. Recommendations/Comments by Members – In response to Mr. Kelly's question, Mr. Buchwald clarified how he intended to approach Brightline regarding the rail station planning. Discussion ensued concerning ways to build support for a Brightline stop in Fort Pierce, with Mayor Martin suggesting that Congressman Mast be involved. Vice Mayor Caraballo expressed her excitement regarding the coming developments to Fort Pierce, and Commissioner C. Johnson indicated that the City was working diligently to attract Brightline. He explained that an endorsement from the TPO would help communicate the level of local support for the Brightline stop, noting that a delegation from the organization had visited several times. He then suggested that Mr. Buchwald contact the Fort Pierce City Manager before proceeding. In response to Vice Mayor Caraballo's question, Commissioner C. Johnson indicated that Brightline was focusing on the completion of the Orlando connection before moving forward with a Treasure Coast

stop. Mayor Martin advocated persistence in the push to attract Brightline, remarking that a similar strategy had been successfully used to establish the veterans nursing home.

12. TPO Staff Comments – Mr. Buchwald indicated that Governor DeSantis had proposed the Midway Road widening project as one of the 20 projects to be included in the Moving Florida Forward Infrastructure Initiative, meaning that three of the TPO's priority projects could be funded for construction in the present cycle. Mr. Buchwald cited the progress as a testament to the TPO's planning process and the efforts of its partners, noting that more projects would need to be added to the List of Priority Projects from the Long Range Transportation Plan.

Mr. Buchwald announced his upcoming marriage and requested a leave of absence so he might take a wedding trip, a request that was unanimously approved. Chairwoman Morgan and others offered their congratulations.

Vice Mayor Caraballo referenced a previous issue in which the Southbend Boulevard neighborhood group had requested that the corridor not be expanded as planned, explaining that the request had since been rescinded. Mr. Buchwald noted that the process of adding projects to the Long Range Transportation Plan would begin the following year.

Chairwoman Morgan noted that she meant no disrespect by addressing members informally during meetings. She then initiated a discussion regarding the scheduling conflict between the Florida League of Cities Legislative Days and the April Board meeting. Several members indicated that they would likewise not be able to attend the Board meeting as scheduled, and it was decided to postpone it by one week.

- * MOTION by Mayor Martin to reschedule the next Board meeting to April 12.

- ** SECONDED by Vice Mayor Caraballo Carried UNANIMOUSLY

13. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, April 12, 2023.

14. Adjourn – The meeting was adjourned at 3:55 pm.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Councilwoman Stephanie Morgan
Chairwoman

DRAFT



Coco Vista Centre
 466 SW Port St. Lucie Blvd, Suite 111
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 772-462-1593 www.stlucietpo.org

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 12, 2023
Item Number:	8a
Item Title:	Unified Planning Work Program (UPWP) Amendments
Item Origination:	TPO Board
UPWP Reference:	Task 1.2 – UPWP Development
Requested Action:	Adopt the proposed UPWP amendments and Resolution 23-01, adopt with conditions, or do not adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and the proposed UPWP amendments adding planning projects that support the UPWP Planning Priorities, it is recommended that the proposed UPWP amendments and Resolution 23-01 be adopted.

Attachments

- Staff Report
- Draft Amended UPWP Pages
- Draft Resolution 23-01
- Draft Interlocal Agreement for Airport Connector Corridor Alignment Study



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: April 4, 2023

SUBJECT: Unified Planning Work Program (UPWP) Amendments

BACKGROUND

At the meeting on February 1st, the TPO Board discussed potential new projects that may be added to the TPO's UPWP because of available funding and changes in local agency transportation priorities. As a result of the discussion, the Board moved to initiate the process to amend the UPWP to add an Airport Connector Corridor Alignment Study and Fort Pierce Passenger Rail Station Planning. The proposed amendments to the FY 2022/23 – FY 2023/24 UPWP to add these two new planning projects are being presented for consideration by the Board.

ANALYSIS

The UPWP is proposed to be amended, as indicated by strikethroughs and underlines in the draft amended UPWP pages that are attached, to add the following projects:

- Airport Connector Corridor Alignment Study: As part of Task 3.1, *Long Range Transportation Planning*, of the UPWP, a study will be completed of alignment alternatives, known as a Planning & Conceptual Engineering (PACE) Study, for a new roadway connecting the proposed I-95 and Turnpike Interchanges to the St. Lucie International Airport in northern St. Lucie County. The project will be completed in partnership with St. Lucie County with the TPO contributing \$60,000 of Surface Transportation Block Grant (SU) Funding toward the project that became available when the Transit Center Visioning Workshop was cancelled as explained in the next project summary. The Study is planned to be completed by June 2024.

- **Fort Pierce Passenger Rail Station Planning:** As part of Task 3.2, *Transit Planning*, of the UPWP, an initial site plan and conceptual design will be prepared for a future passenger rail station in downtown Fort Pierce. This project replaces the Transit Center Visioning Workshop that was identified by St. Lucie County Community Services Staff to not be needed because the vision for the Transit Operations Center is already established. The project will be funded with approximately \$356,000 of Coronavirus Response and Relief Supplemental Appropriations Act (GFSU) Funding that was allocated to the TPO. The project will be completed in cooperation with the City of Fort Pierce and is planned to be completed by June 2024.

The proposed projects are consistent with one or more of the following UPWP Planning Priorities:

- **Project Advancement:** Support the local agencies in advancing the implementation of projects in the 2045 LRTP, 2045 RL RTP, and TIP.
- **Alternative Transportation Facilities:** Support the development and implementation of alternative transportation facilities including sidewalks, bike paths/lanes, and transit, port, airport and ACES infrastructure.
- **Livability and Sustainability:** Enhance the livability and sustainability of the local communities.

At their meetings during the week of March 20th, the TPO Advisory Committees reviewed the proposed UPWP amendments and recommended their adoption.

To ensure the expenditure of the SU and GFSU Funding by June 30, 2024, the attached draft Resolution 23-01 was prepared for consideration by the Board which authorizes the execution of the amendments to add the projects to the UPWP. In addition, the Resolution authorizes the execution of any associated documents to carry out the projects such as the attached draft Interlocal Agreement between the TPO and St. Lucie County for the Airport Connector Corridor Alignment Study.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and the proposed UPWP amendments adding planning projects that support the UPWP Planning Priorities, it is recommended that the proposed UPWP amendments and Resolution 23-01 be adopted.

Task 3.1 Long Range Transportation Planning		
Purpose:		
To implement the SmartMoves 2045 Long Range Transportation Plan (LRTP) and the Treasure Coast Regional LRTP (RLRTP) which provide for the development, management, and operation of multimodal transportation systems and considers and/or integrates facilities that serve national, statewide, or regional transportation functions.		
Previous Work:		
<p>The TPO continued to implement the Go2040 LRTP. The SmartMoves 2045 LRTP was adopted in February 2021 which incorporated livability initiatives to improve mobility and quality of life through improvements that support multiple transportation modes. The Plan also incorporated Safety, Security, and Congestion Elements that inform other tasks of the UPWP.</p> <p>Performance measures developed for the Go2040 LRTP and SmartMoves 2045 LRTP were monitored and reviewed on an annual basis. Federal performance measures were reviewed, and Federal requirements with the corresponding rules promulgated were analyzed.</p> <p>Coordination occurred with state, regional, and local agencies to identify and prioritize projects which increase mobility options as part of the RLRTP.</p> <p>The TPO participated with FDOT in the major update process for the Strategic Intermodal System (SIS) Unfunded Needs and Cost Feasible Plans.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • SmartMoves 2045 LRTP amendment and implementation • Participation in FTP and SIS Plan implementation and updates 		
End Product:	Completion Date:	Performed by:
TIP/LRTP Performance Report 2023	June 2023	St. Lucie TPO
I-95/Northern Connector Interchange Justification Report	June 2023	St. Lucie TPO
TIP/LRTP Performance Report 2024	June 2024	St. Lucie TPO
<u>Airport Connector Corridor Alignment Study</u>	<u>June 2024</u>	St. Lucie TPO <u>St. Lucie County</u>

Task 3.1 Long Range Transportation Planning Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	PL ¹	SU	Private Developer	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$0	\$60,000	\$0	\$70,000
	Subtotal:	\$10,000	\$0	\$60,000	\$0	\$70,000
B. Contract/Consultant Services:						
	I-95/Northern Connector Interchange Justification Report	\$0	\$0	\$500,000	\$0	\$500,000
	Airport Connector Corridor Alignment Study	\$0	\$60,000	\$0	\$0	\$60,000
	Subtotal:	\$0	\$0 \$60,000	\$500,000	\$0	\$500,000 \$560,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$10,000	\$0 \$60,000	\$560,000	\$0	\$570,000 \$630,000

¹Federal funds are soft matched by the FDOT non-cash match explained on page 3.

Task 3.1 Long Range Transportation Planning Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	PL ¹	SU	FCTD	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

¹Federal funds are soft matched by the FDOT non-cash match explained on page 3.

Task 3.2 Transit Planning		
Purpose: To provide technical assistance and guidance to local and regional transit providers, to support public transportation planning and transit grant administration activities, and to develop and implement analytical methods to identify gaps in the connectivity of the transportation system and develop infrastructure and operational solutions that provide the public, especially traditionally underserved populations, with adequate access to essential services.		
Previous Work: Intermodal planning and coordination was supported through transit planning activities in cooperation with Martin and Indian River MPOs and South Florida Commuter Services (SFCS). The St. Lucie County Origin and Destination Big Data Analysis was completed, a key step to identify areas for transit infrastructure development and improvements. The TPO Board adopted the PTASP Performance Targets for the St. Lucie TPO. The TPO Board accepted the Transit Route Optimization Study Draft Choices Report which is the first phase of a study to optimize the bus route network. TPO Staff assisted St. Lucie County in preparing its Transit Development Plan (TDP) Annual Progress Reports. The Micro-Mobility Study was conducted. The TPO coordinated and facilitated a Park & Ride Lot Program by building upon the results of previous planning efforts. Construction of the Jobs Express Terminal was completed. Coordination with Palm Tran and FDOT resulted in commitments from those agencies to respectively operate and fund express bus service from St. Lucie County to Palm Beach County via the Jobs Express Terminal. Other transit planning activities that were continued included providing technical and planning assistance to St. Lucie County in order to maintain the County's eligibility for the continued receipt of federal and state transit grant funds. The performance of the transit system was monitored. Potential impacts caused by the extension of passenger rail service were monitored. The coordination of specialized transportation services continued through transit meetings.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted): <ul style="list-style-type: none"> • Provision of technical assistance to the transit providers • Bus-related planning activities performed by St. Lucie County with its Section 5307 funds • Continue coordination with FDOT, St. Lucie County Transit, and Palm Tran on the express bus service from the Jobs Express Terminal to the West Palm Beach Intermodal Center • Transit Development Plan (TDP) Major Update • TDP Annual Progress Reports • Transit Center Visioning Workshop • Support of intermodal planning, travel demand management, and transit planning coordination including implementation of the SFCS Workplan • Park and ride lot program planning • Passenger rail service program planning 		
End Product:	Completion Date:	Performed by:
Transit Center Visioning Workshop <u>Fort Pierce Passenger Rail Station Planning</u> (Consultant scope of services in Appendix F to be utilized.)	December 2022 <u>June 2024</u>	St. Lucie TPO <u>City of Fort Pierce</u>
TDP Annual Progress Report	September 2022	St. Lucie TPO
TDP Annual Progress Report	September 2023	St. Lucie TPO
TDP Major Update (Consultant scope of services in Appendix F.)	June 2024	St. Lucie TPO

Task 3.2 Transit Planning Estimated Budget Detail for FY 2022/23							
Budget Category	Budget Category Description	PL ¹	SU ¹	FTA 5305D	FCTD GFSU	TPO Local	Total
Contract Number:				G1477 G2170			
A. Personnel Services:							
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$35,000	\$70,541	\$0	\$0	\$115,541
	Subtotal:	\$10,000	\$35,000	\$70,541	\$0	\$0	\$115,541
B. Contract/Consultant Services:							
	Transit Center Visioning Workshop Fort Pierce Passenger Rail Station Planning	\$0	\$60,000 \$0	\$0	\$0 \$356,183	\$0	\$60,000
	Subtotal:	\$0	\$60,000 \$0	\$0	\$0 \$356,183	\$0	\$60,000 \$356,183
C. Travel:							
		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:							
		\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0
	Total:	\$10,000	\$95,000 \$35,000	\$70,541	\$0 \$356,183	\$0	\$175,541 \$471,724

¹Federal funds are soft matched by the FDOT non-cash match explained on page 3.

Task 3.2 Transit Planning Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	PL ¹	SU ¹	FCTD	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$25,000	\$85,000	\$0	\$0	\$110,000
	Subtotal:	\$25,000	\$85,000	\$0	\$0	\$110,000
B. Contract/Consultant Services:						
	TDP Major Update	\$0	\$150,000	\$0	\$0	\$150,000
	Subtotal:	\$0	\$150,000	\$0	\$0	\$150,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$25,000	\$235,000	\$0	\$0	\$260,000

¹Federal funds are soft matched by the FDOT non-cash match explained on page 3.



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, FL 34953
772-462-1593 www.stlucietpo.org

RESOLUTION NO. 23-01

A RESOLUTION OF THE BOARD OF THE ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION, HEREINAFTER "BOARD", AUTHORIZING THE EXECUTION OF AMENDMENTS TO THE FY 2022/23 – FY 2023/24 UNIFIED PLANNING WORK PROGRAM (UPWP) AND ANY ASSOCIATED DOCUMENTS TO ADD AN AIRPORT CONNECTOR CORRIDOR ALIGNMENT STUDY AND FORT PIERCE PASSENGER RAIL STATION PLANNING, HEREINAFTER "PROJECTS", TO THE UPWP AND TO CARRY OUT THE PROJECTS.

WHEREAS, the BOARD adopted the UPWP on April 6, 2022, to identify the metropolitan planning activities to be undertaken by the BOARD in the St. Lucie County portion of the Port St. Lucie Urbanized Area and the funding sources for these activities pursuant to 23 United States Code (USC) 134, 23 Code of Federal Regulations (CFR) 450, and Section 339.175, Florida Statutes (FS); and,

WHEREAS, the BOARD desires to amend the UPWP to add the PROJECTS to the UPWP to address changes in local agency transportation priorities and to use available funding including Federal Surface Transportation Block Grant (SU) Funding and Coronavirus Response and Relief Supplemental Appropriations Act (GFSU) Funding; and,

WHEREAS, the PROJECTS are consistent with one or more of the Planning Priorities identified in the UPWP; and,

WHEREAS, time is of the essence as the SU and GFSU Funding is required by the UPWP timeframe to be expended by June 30, 2024; and,

WHEREAS, it would be practical and expeditious for the BOARD to authorize the execution of the amendments to the UPWP and any associated documents to carry out the projects to ensure the expenditure of the SU and GFSU Funding by June 30, 2024.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD THAT:

1. The BOARD's Registered Agent in Florida is the TPO Executive Director. The Registered Agent's address is 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida, 34953.
2. The BOARD authorizes the TPO Executive Director to execute the amendments to the UPWP to add the PROJECTS and expend the SU and GFSU Funding for the PROJECTS.
3. The BOARD authorizes the TPO Executive Director to execute any and all documents associated with the execution of the amendments.
4. The BOARD authorizes the TPO Executive Director to execute any and all subsequent agreements, contracts, assurances, reimbursement invoices, warranties, certifications, and any other associated documents required to carry out the PROJECTS.

PASSED AND DULY ADOPTED this 12th day of April, 2023.

ST. LUCIE TRANSPORTATION
PLANNING ORGANIZATION

Stephanie Morgan, TPO Chairwoman

ATTEST:

APPROVED AS TO FORM AND
CORRECTNESS:

Kyle Bowman
Operations Administrator

Caroline Valentin
St. Lucie TPO/Asst. County Attorney

**INTERLOCAL AGREEMENT
BETWEEN
THE ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION
AND
ST. LUCIE COUNTY
ST. LUCIE BOULEVARD EXTENSION
ROADWAY CORRIDOR ALTERNATIVES STUDY**

THIS INTERLOCAL AGREEMENT (the “Agreement”) is made and entered into this XX day of XX, 2023, by and between the **St. Lucie Transportation Planning Organization**, a metropolitan planning organization (hereinafter the “TPO”), and **St. Lucie County**, a political subdivision of the State of Florida (hereinafter the “County”).

WITNESSETH

WHEREAS, Section 339.175, Florida Statutes, provides for the designation of a transportation planning organization for each urbanized area of the State and the creation and operation of such a transportation planning organization; and

WHEREAS, the County is a political subdivision of the State of Florida and is given those powers and responsibilities enumerated in Chapter 125, Florida Statutes; and

WHEREAS, Chapter 163, Florida Statutes provides for the execution of an interlocal agreement as a means for enabling local governments to cooperate and make the most efficient use of their powers; and

WHEREAS, an interlocal agreement may provide for the parties to cooperate in the completion of a St. Lucie Boulevard Extension Roadway Corridor Alternatives Study (the “Study”) and allocate responsibilities among themselves and designate one or more parties to the agreement to administer or execute the agreement to implement the Study.

NOW, THEREFORE, in consideration of the premises and undertaking contained herein the parties agree as follows:

1. AUTHORITY

This Agreement is entered into pursuant to Section 163.01, Florida Statutes, Florida Interlocal Cooperation Act.

2. **GENERAL DESCRIPTION OF THE STUDY**

As part of the strategic long-range transportation network for St. Lucie County, the extension of St. Lucie Boulevard west of Emerson Avenue is reflected in the St Lucie TPO's plan and shown in the adopted Right of Way Protection Plan in St. Lucie County's comprehensive plan. The St. Lucie Boulevard Extension (the Airport Connector) will provide an east-west connector in the northern area of St. Lucie County. This connector will provide access to I-95 and the Florida Turnpike for residents in northern St. Lucie County and southern Indian River County.

The extension of St. Lucie Boulevard will provide an additional evacuation route from the coastline and barrier islands. It will provide connections to vital economic drivers in the County including the Treasure Coast International Airport and Business Park, and the Port of Fort Pierce. The project has the potential to classify St. Lucie Boulevard as a strategic intermodal system (SIS) corridor, thus expanding the potential sources of revenue that may be used to complete the design and construction of the project.

The Florida Department of Transportation (FDOT) District Four completed an assessment to evaluate the implications of extending St. Lucie Boulevard (CR-608) to connect with I-95 in 2021. The area has seen several development applications which pressure staff to preserve right of way for the future corridor. The current Right of way protection map lacks detail to make informed decisions on which parcel(s) to reserve for future roadway needs and additional study is needed.

3. **STUDY COOPERATION**

The parties agree to collaborate in the development of the Study as provided for herein.

- The parties shall agree on a vendor from available transportation planning consultants prior to the County drafting and issuing the work authorization.
- The County shall take the lead on the procurement process, drafting and issuing a scope of services to perform the Study.
- The parties agree to bring an agenda item before the Board of County Commissioners for consideration and approval of the work authorization. The County agrees to manage the contract with the selected firm.
- The estimated cost of the Study is approximately \$100,000.00 and expected to not exceed \$120,000.00. The parties agree to split the cost of the Study – 50% TPO, 50% County, provided; however, that the parties agree that the TPO's share shall not exceed \$60,000.00. The County agrees to advance and pay for the entire cost of the Study subject to reimbursement by the TPO as set out above upon completion of the Study and within 30 days of receipt of an invoice from the County.
- The parties agree that any excess cost beyond \$120,000 will be paid by County.

4. **DURATION AND TERMINATION**

This Agreement shall become effective as specified in Article 12 of this Agreement. This Agreement shall terminate automatically upon mutual written agreement by the County and the TPO that the project has been satisfactorily completed. Either party may terminate the Agreement with written notice to the other party if the Study has not commenced within 180 days from the effective date.

5. **NOTICES**

All notices required or permitted to be given under the terms and provisions of this Agreement by either party to the other shall be in writing and shall be sent by registered or certified mail, return receipt requested, to the parties as follows:

As to the County:

St. Lucie County Administrator
County Administration Annex
2300 Virginia Avenue
Fort Pierce, FL 34982

With a copy to:

St. Lucie County Attorney
County Administration Annex
2300 Virginia Avenue
Fort Pierce, FL 34982

As to the TPO:

Board Chairperson
St. Lucie TPO
466 SW Port St. Lucie Blvd.
Suite 111
Port St. Lucie, FL 34953

With a copy to:

Executive Director
St. Lucie TPO
466 SW Port St. Lucie Blvd.
Suite 111
Port St. Lucie, FL 34953

Such notices shall be sent by registered or certified mail, return receipt requested, to other addresses as may hereafter be provided by the parties in writing. Such notices by registered or certified mail shall be deemed received on the delivery date indicated by the U.S. Postal Service on the return receipt.

6. **HEADINGS**

Captions and headings in this Agreement are for ease of reference only and do not constitute a part of this Agreement and shall not affect the meaning or interpretation of any provisions herein.

7. **RIGHTS OF OTHERS**

Nothing in this Agreement expressed or implied is intended to confer upon any person other than the parties hereto any rights or remedies under or by reason of this Agreement.

8. **WAIVER**

There shall be no waiver of any right related to this Agreement unless in writing signed by the party waiving such right. No delay or failure to exercise a right under this Agreement shall impair such right or shall be construed to be a waiver thereof. Any waiver shall be limited to the particular right so waived and shall not be deemed a waiver of the same right at a later time, or of any other right under this Agreement.

9. **INVALIDITY OF PROVISION**

The invalidity of one or more of the phrases, sentences, clauses, or Articles contained in this Agreement shall not affect the validity of the remaining portion of the Agreement, provided that the material purposes of this Agreement can be determined and effectuated.

10. **WHOLE UNDERSTANDING**

This Agreement embodies the whole understanding of the parties. There are no promises, terms, conditions, or obligations other than those contained herein; and this Agreement shall supersede all previous communications, representations, or agreements, either verbal or written, between the parties hereto.

11. **AMENDMENTS**

This Agreement may only be amended by a written document executed by all parties and filed with the Clerk of the Circuit Court of St. Lucie County, Florida.

12. **EFFECTIVENESS**

This Agreement shall become effective upon it being filed with the Clerk of the Circuit Court of St. Lucie County, Florida.

IN WITNESS WHEREOF the parties hereto have caused this Agreement to be executed by their duly authorized representative(s) on the latest day and year noted as follows.

ATTEST:

**ST. LUCIE TRANSPORTATION
PLANNING ORGANIZATION**

Secretary

BY: _____
Chair

DATE: _____

ATTEST:

**BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA**

Secretary

BY: _____
Chair

DATE: _____

**APPROVED AS TO FORM AND
CORRECTNESS:**

BY: _____
County Attorney

DRAFT



Coco Vista Centre
 466 SW Port St. Lucie Blvd, Suite 111
 Port St. Lucie, Florida 34953
 772-462-1593 www.stlucietpo.org

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 12, 2023
Item Number:	8b
Item Title:	Midway Road Widening and New Turnpike Interchange Updates
Item Origination:	Florida Department of Transportation (FDOT) District 4 and St. Lucie County
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Accept TIP Amendment #6 and/or approve the New Turnpike Interchange Configuration, accept and/or approve with conditions, or do not accept nor approve.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because TIP Amendment #6 is consistent with the SmartMoves 2045 LRTP, does not impact the fiscal constraint of the TIP, and was completed in compliance with Resolution MPO 06-04, it is recommended that the Board accept TIP Amendment #6. In addition, based on the Turnpike recommendation and the timing of the design and construction of the southern half of the new Turnpike interchange at Midway Road, it is recommended that the TPO Board approve the Partial Cloverleaf design (Alternative A) as the Preferred Alternative for the new interchange.

Attachments

- Staff Report
- TIP Amendment Request
- Draft TIP Amendment Summary
- Revised and Original TIP Project Pages
- TPO Support Letter for Midway Road Turnpike Interchange Alternative B
- St. Lucie County Resolution for Turnpike Interchange Alternative A



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MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: April 4, 2023

SUBJECT: Midway Road Widening and New Turnpike Interchange Updates

BACKGROUND

The FY 2022/23 – FY 2026/27 TIP was adopted by the TPO Board in June 2022 and includes the construction of the widening of Midway Road from Jenkins Road to Selvitz Road. Subsequent to the adoption of the TIP, the project cost increased, and St. Lucie County requested to advance the construction of the project to FY 2023/24 from FY 2025/26 using local funding that will be reimbursed with TPO funding. In December 2022, the TPO Board reviewed and endorsed the project advancement by St. Lucie County as part of its endorsement of the Florida Department of Transportation (FDOT) FY 2023/24 – FY 2027/28 Draft Tentative Work Program (DTWP).

FDOT District 4 requested that the TIP be amended (request attached) as soon as possible, rather than wait until the FY 2023/24 – FY 2027/28 TIP is adopted this June, in order to maintain the project schedule and start construction of the project before the end of 2023. Therefore, through Resolution MPO 06-04, the Executive Director was authorized to amend the TIP and approve the associated State TIP amendment. The amendments are being reported to the TPO Board for acceptance.

Also as part of the TPO Board's endorsement of the FDOT DTWP, the Board reviewed the programming of the design in FY 2023/24 and the construction in FY 2026/27 of the southern half of the new Turnpike interchange at Midway Road. After the Board's endorsement of the DTWP last December and after the amendments for Midway Road were completed last month, St. Lucie County requested that the TPO reconsider the Tight Urban Diamond Interchange (TUDI) design that the TPO initially supported in December 2020. This request is being presented to the TPO Board for approval.

ANALYSIS

As identified in the attached TIP Amendment Summary, the Railroad Utility and Construction phases of the Midway Road Project will be advanced by St. Lucie County by two years to FY 2023/24 with the total cost increased by almost \$9 million. The revised and original TIP project pages are also attached.

Because new funding will be added to the TIP that equals the cost of the project, the project will not impact the fiscal constraint of the TIP. The project and the funding are identified in the Cost Feasible Plan of the TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP). Therefore, the TIP amendment is consistent with the SmartMoves 2045 LRTP. At their meetings during the week of March 20th, the TPO Advisory Committees reviewed TIP Amendment #6 and recommended its acceptance.

The attached letter, dated December 17, 2020, identifies the support by the TPO of the TUDI design (Alternative B) as the Preferred Alternative interchange configuration at Midway Road. Since that support was provided, the parcel in the northeast quadrant of the interchange was purchased by Contender Boats, Inc. (Contender), a St. Lucie County Targeted Industry, and Contender submitted for a major expansion to its site plan. The TUDI design now conflicts with the proposed expansion, and Contender has not been cooperating to revise the site plan to accommodate the TUDI design.

Therefore, the Board of County Commissioners is considering the attached resolution at its April 4th Meeting to change their Preferred Alternative for the configuration of the new interchange from a TUDI design (Alternative B) to a Partial Cloverleaf (PARCLO) design (Alternative A) that will not impact the Contender site. St. Lucie County is requesting that the TPO reconsider its Preferred Alternative and support the PARCLO design (Alternative A). The alternatives are depicted as part of the attached resolution. Since it originally was recommended by the Turnpike, it appears to be appropriate for the TPO Board to approve the PARCLO design (Alternative A) for the new interchange.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because TIP Amendment #6 is consistent with the SmartMoves 2045 LRTP, does not impact the fiscal constraint of the TIP, and was completed in compliance with Resolution MPO 06-04, it is recommended that the Board accept TIP Amendment #6. In addition, based on the Turnpike recommendation and the timing of the design and construction of the southern half of the new Turnpike interchange at Midway Road, it is recommended that the TPO Board approve the PARCLO design (Alternative A) as the Preferred Alternative for the new interchange.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

March 8, 2023

Mr. Peter Buchwald, MPO Executive Director
St. Lucie Transportation Planning Organization
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, FL 34953

**SUBJECT: St. Lucie Transportation Planning Organization
TIP Amendment Request FY 2022/23 – 2026/27
FM # 231440-5**

Dear Mr. Buchwald:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Program (STIP and TIP) of the work program instructions*, the Florida Department of Transportation requests your processing and approval of the attached amendment to the FY 2022/23 – 2026/27 Transportation Improvement Program.

This amendment is required because the project cost has increased by more than 20% AND \$2 million and needs to be reflected in the TIP.

The purpose of this project is to widen west Midway Rd from two lanes to four lanes based on PD&E design completed under 231440-3 and right-of-way on 231440-3. Phase groups include Railroad & Utilities, Construction and Local Advancement Reimbursement. This amendment is necessary due to significant project cost increase and advancement of the Construction Phase to FY2024.

This Transportation Improvement Program Amendment should be consistent with the Adopted Long-Range Transportation Plan. The adopted TIP remains financially constrained. The TIP amendment is as follows:

EXISTING	FM#	Project Title			Type of Work		
	231440-5	MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD			ADD LANES & RECONSTRUCT		
	Phase	Fund	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	RRU	LF	0	0	0	542,148	0
	RRU	SU	0	0	50,000	0	0
	CST	CIPG	0	0	0	6,819,704	0
	CST	LF	0	0	0	7,445,036	0
	CST	SA	0	0	0	4,882,592	104,150
	CST	SU	0	0	0	2,879,832	0
	CST	TRIP	0	0	0	847,805	0
	TOTAL		0	0	50,000	23,417,117	104,150

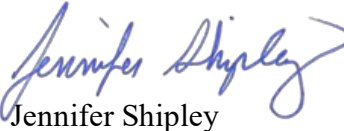
PROPOSED	FM#	Project Title			Type of Work		
	231440-5	MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD			ADD LANES & RECONSTRUCT		
	Phase	Fund	FY 2023	FY 2024*	FY 2025	FY 2026**	FY 2027
	RRU	LF	0	828,110	0	0	0
	CST	CIPG	0	1,700,494	0	0	0
	CST	LF	0	10,476,173	0	0	0
	CST	LFR	0	19,370,393	0	0	0
	CST	SU	0	51,400	0	0	0
	LAR	CIPG	0	0	0	7,094,463	0
	LAR	SA	0	0	0	3,643,102	0
	LAR	SU	0	0	0	3,917,247	0
	LAR	TRIP	0	0	0	3,276,644	0
	LAR	TRWR	0	0	0	1,438,937	0
	TOTAL		0	32,426,570	0	19,370,393	0

*Local funds advancement by St. Lucie County. Reimbursement in FY 2026.

**LAR (Local Advancement Reimbursement) phase was not in the approved STIP but is being added for transparency and consistency.

If you have any questions or need additional information, please contact me at (954) 777-4365.

Sincerely,


Jennifer Shipley

Interim MPO Liaison
District Four

The above TIP amendment was authorized to be included in the FY 2022/23-2026/27
Transportation Improvement Program.

Peter Buchwald

MPO Chairman or Designee

March 15, 2023

Date

Peter Buchwald

Signature

Transportation Improvement Program (TIP) Amendment
FY 2022/23 - FY 2026/27



TIP Amendment Number: 6

Current TIP Page Number: C 1-28

New TIP Page Number (if applicable): _____

STIP Page Number (if applicable): _____

☒ Is a STIP amendment needed for this TIP Amendment? (check if yes)

Through Resolution MPO 06-04, the St. Lucie Transportation Planning Organization (St. Lucie TPO) authorized the Executive Director to amend the St. Lucie TPO TIP that was developed and adopted in compliance with U.S.C. Title 23 and Title 49 in a continuing, cooperative, and comprehensive transportation planning process, as a condition to the receipt of federal assistance, to approve the associated STIP amendments, and to report the amendments to the St. Lucie TPO Advisory Committees and Board.

This TIP Amendment is consistent with the SmartMoves 2045 Long Range Transportation Plan (LRTP) and does not change financial constraints.

2045 LRTP Page Number (if applicable): 8-2

TIP Amendment Criteria:

- ☐ A The change adds new individual projects to the current TIP
☐ B The change adversely impacts financial constraint
☐ C The change results in major scope changes
☐ D The change removes or deletes an individually listed project from the TIP
☐ E The change results in a cost increase that is greater than 20 percent and greater than \$2 million.

PROJECT INFORMATION

Project Name: Midway Road from West of Jenkins Road to Selvitz Road

TIP Amendment Criteria: E

Reason for Change/Notes: To advance the construction and revise the funding sources and cost of the project.

Status	FPN	Limits	Description	Phase	Fund	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Existing	231440-5	West of Jenkins Road to Selvitz Road	Add Lanes & Reconstruction	RRU	LF	\$0	\$0	\$0	\$542,148	\$0
				RRU	SU	\$0	\$0	\$50,000	\$0	\$0
				CST	CIGP	\$0	\$0	\$0	\$6,819,704	\$0
				CST	LF	\$0	\$0	\$0	\$7,445,036	\$0
				CST	SA	\$0	\$0	\$0	\$4,882,592	\$104,150
				CST	SU	\$0	\$0	\$0	\$2,879,832	\$0
				CST	TRIP	\$0	\$0	\$0	\$847,805	\$0
Total						\$0	\$0	\$50,000	\$23,417,117	\$104,150
Proposed	231440-5	West of Jenkins Road to Selvitz Road	Add Lanes & Reconstruction	RRU	LF	\$0	\$828,110	\$0	\$0	\$0
				CST	CIGP	\$0	\$1,700,494	\$0	\$0	\$0
				CST	LF	\$0	\$10,476,173	\$0	\$0	\$0
				CST	LFR	\$0	\$19,370,393	\$0	\$0	\$0
				CST	SU	\$0	\$51,400	\$0	\$0	\$0
				LAR	CIGP	\$0	\$0	\$0	\$7,094,463	\$0
				LAR	SA	\$0	\$0	\$0	\$3,643,102	\$0
				LAR	SU	\$0	\$0	\$0	\$3,917,247	\$0
				LAR	TRIP	\$0	\$0	\$0	\$3,276,644	\$0
				LAR	TRWR	\$0	\$0	\$0	\$1,438,937	\$0
				Total						\$0

This TIP Amendment has been prepared in accordance with Federal requirements.

Authorized Signature: Peter Buckwald
 St. Lucie TPO Chairperson or Executive Director

Date: March 15, 2023

**Local Funds
 Reimbursement
 to St. Lucie
 County**

MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD
2314405 Non-SIS



Prior Year Cost: 4,851,546
Future Year Cost: 0
Total Project Cost: 32,426,570
LRTP: Page 8-2

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2022 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES. BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-01: UTILITIES RELOCATION 56-02: UWHCA WITH CITY OF PORT ST. LUCIE
Lead Agency: MANAGED BY FDOT **From:**
County: ST. LUCIE **To:**
Length: 0.785
Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2023	2024	2025	2026	2027	Total
RRU	LF	0	828,110	0	0	0	828,110
CST	CIGP	0	1,700,494	0	0	0	1,700,494
CST	LF	0	10,476,173	0	0	0	10,476,173
CST	LFR	0	19,370,393	0	0	0	19,370,393
CST	SU	0	51,400	0	0	0	51,400
LAR	CIGP	0	0	0	7,094,463	0	
LAR	SA	0	0	0	3,643,102	0	
LAR	SU	0	0	0	3,917,247	0	
LAR	TRIP	0	0	0	3,276,644	0	
LAR	TRWR	0	0	0	1,438,937	0	
		32,426,570		19,370,393		32,426,570	

Local Funds Reimbursement
to St. Lucie County

MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD

2314405 Non-SIS



Prior Year Cost: 4,851,546

Future Year Cost: 0

Total Project Cost: 29,891,313

LRTP: Page 8-2

Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2022 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES. BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-01: UTILITIES RELOCATION 56-02: UWHCA WITH CITY OF PORT ST. LUCIE

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 0.785

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

From:

To:

Phase	Fund Code	2023	2024	2025	2026	2027	Total
RRU	LF	0	0	0	542,148	0	542,148
RRU	SU	0	0	50,000	0	0	50,000
CST	CIGP	0	0	0	6,819,704	0	6,819,704
CST	LF	0	0	0	7,445,036	0	7,445,036
CST	SA	0	0	0	4,882,592	104,150	4,986,742
CST	SU	0	0	0	2,879,832	0	2,879,832
CST	TRIP	0	0	0	847,805	0	847,805
				50,000	23,417,117	104,150	23,571,267



Coco Vista Centre
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Port St. Lucie, Florida 34953
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December 17, 2020

VIA EMAIL

Mr. Henry Pinzon, P.E.
Environmental Management Engineer
Florida's Turnpike Enterprise
P.O. Box 613069
Ocoee, Florida 34761-3069

RE: Support of St. Lucie County Resolution 20-267 and Alternative B, Tight Urban Diamond Interchange (TUDI), as the Preferred Alternative for the New Midway Road Turnpike Interchange Configuration

Dear Mr. Pinzon:

The governments, agencies, and entities that comprise the St. Lucie Transportation Planning Organization (St. Lucie TPO) work in collaboration to implement projects that reduce congestion and increase mobility and safety while fostering economic development. The Midway Road Turnpike Interchange Project, which **adds a new connection to Florida's Turnpike** from Midway Road, is such a project.

The Midway Road Turnpike Interchange Project is a priority project of the St. Lucie TPO and also is ranked as one of the most important regional projects for the Treasure Coast. This transformative project is included in the Project Development & Environment (PD&E) Study that is being conducted by **Florida's Turnpike Enterprise (FTE)**.

Currently, the draft PD&E Study identifies two configuration alternatives for the interchange, a Partial Cloverleaf Interchange (Alternative A) and a TUDI (Alternative B), with Alternative A identified as the Preferred Alternative. However, the St. Lucie TPO believes that Alternative B will have less of a negative impact on the local roadway network, especially on the planned intersection at Midway Road and the future Jenkins Road Extension, than the currently-identified Preferred Alternative of Alternative A.

Therefore, the St. Lucie TPO strongly supports the attached Resolution 20-67 that was recently adopted by St. Lucie County and the change in the draft PD&E Study of the Preferred Alternative interchange configuration for the new Turnpike Interchange at Midway Road to Alternative B, TUDI.

Please contact Peter Buchwald, the St. Lucie TPO Executive Director, should you require any additional information or clarification regarding the **TPO's** support of St. Lucie County Resolution 20-267 and Alternative B, TUDI, as the Preferred Alternative in the PD&E Study.

Sincerely,

Jeremiah Johnson
Chairman

Attachment

cc: Rax Jung, FTE
Brian Ribaric, FTE
St. Lucie TPO Board

RESOLUTION 23-XXX**A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF
ST. LUCIE COUNTY, FLORIDA, SUPPORTING THE CONFIGURATION
OF A NEW TURNPIKE INTERCHANGE AT MIDWAY ROAD IN ST.
LUCIE COUNTY, FLORIDA**

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

1. The Florida Turnpike Enterprise (FTE) has completed a PD&E (Project Development & Environment) study and held a public hearing in July 2021 for turnpike facilities from Jupiter to Fort Pierce.
2. The FTE is planning to widen from a four lane facility to a ten lane facility.
3. The PD&E document includes a new turnpike interchange at Midway Road.
4. The County passed Resolution 20-267 on December 1, 2020 in support of the Alternative B tight urban diamond interchange (TUDI) for the Midway Road interchange configuration and is reflected as the preferred alternative in the PD&E public hearing documents.
5. The Midway Road bridge over the Turnpike must be widened to accommodate the interchange and expanding the corridor to a four lane roadway.
6. The FTE plans to construct the interchange in phases, with the south ramps funded for construction in 2027.
7. The Midway Road widening project, including the Turnpike Interchange, is included in the Governor's Moving Florida Forward (MFF) legislative proposal.
8. The TUDI concept requires right of way donation from the parcel in the northeast quadrant of the interchange for the north ramps.
9. The parcel in the northeast quadrant of the interchange has been purchased by Contender Boats, Inc., a St. Lucie County Targeted Industry, and has submitted for a major adjustment to the site plan.
10. The major adjustment application includes buildings that will conflict with the northbound ramps of the TUDI, thereby rendering the north ramps in the TUDI concept infeasible.
11. Contender Boats Inc. is unwilling to adjust the site plan design to accommodate the future northbound ramp.

12. An alternate interchange configuration, Alternative A Partial Cloverleaf (Parclow) does not require right of way donation from the Contender Boats, Inc. parcel.
13. The County is requesting the FTE change their recommended Midway Road interchange configuration from a tight urban diamond interchange (TUDI) to the Partial Cloverleaf (Parclow) as shown in the Midway Road Interchange Alternatives public document.

NOW, THEREFORE, BE IT RESOLVED by the St. Lucie County Board of County Commissioners:

1. This Board does hereby proclaim its support for a change to the interchange configuration to Alternative A (Parclow) for the new turnpike interchange at Midway Road.
2. This Resolution shall become effective immediately upon adoption.
3. The County Administrator is directed to send a copy of this resolution to the County's state legislative delegation and to the Florida Turnpike Enterprise.

PASSED AND DULY ADOPTED this 4th day of April 2023.

ATTEST:

**BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA**

DEPUTY CLERK

BY: _____
CHAIR

APPROVED AS TO LEGAL FORM

COUNTY ATTORNEY

FLORIDA'S TURNPIKE (SR 91) WIDENING

FROM JUPITER (INDIANTOWN ROAD/SR 706) TO FT. PIERCE (OKEECHOBEE ROAD/SR 70)
PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY



Midway Road Interchange Alternatives

Financial Project Identification (FPID) Number: 423374-1

Efficient Transportation Decision Making (ETDM) Number: 14295

Alternative A

Alternative B



MATRIX CHART

MIDWAY ROAD (MP 150)			
EVALUATION PARAMETERS	NO-BUILD	ALTERNATIVE A	ALTERNATIVE B
ENGINEERING	Traffic Operation Issues (Year 2045)	No Relief to Adjacent Interchanges	Minor
	Construction Complexity	Minor	Minor
	Impacts to Local Road/Traffic Patterns	Minor	Minor
ENVIRONMENTAL & COMMUNITY	Floodplain Impact (ac)	None/No Change	Minimal to None
	Wetland Impact (ac)	None/No Change	1.7
	Estimated Residential & Business Relocations	None	None
	Other Issues	None/No Change	Impacts a Future Park Parcel.
COST	Estimated Cost (Excludes Utility Cost)	None	Construction = \$28,100,000 Right of Way = \$6,500,000 Total = \$34,600,000
			Construction = \$25,900,000 Right of Way = \$5,100,000 Total = \$31,000,000

Legend

None/No Change	Moderate
Minor/Minimal to None	Major

LEGEND

PROPERTY LINES	WETLANDS/OTHER SURFACE WATERS
EXISTING ROW LINE	PAVEMENT REMOVAL
EXISTING LIMITED ACCESS ROW LINE	POTENTIAL NEW TRAFFIC SIGNAL
POTENTIAL ROW LINE	EXISTING TRAFFIC SIGNAL
POTENTIAL LIMITED ACCESS ROW LINE	FLORIDA GAS TRANSMISSION (FGT) SPECIFIED WIDTH
RAILROAD	FUTURE TOLL GANTRY
PROPOSED ROADWAY	POTENTIAL MEDIUM/HIGH CONTAMINATION SITES
PROPOSED BRIDGE	
EXISTING BRIDGE	
OTHER PROJECTS (BRIDGE)	
OTHER PROJECTS (ROADS)	

Aerial Flight Date: December 2017 - March 2018



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 Port St. Lucie, Florida 34953
 772-462-1593 www.stlucietpo.org

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 12, 2023
Item Number:	8c
Item Title:	Amendment #7 to the FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP)
Item Origination:	Florida Department of Transportation (FDOT)
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Adopt TIP Amendment #7, adopt with conditions, or do not adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because the proposed TIP amendment is consistent with the SmartMoves 2045 Long Range Transportation Plan and does not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendment to add the Rumble Strips Installation Project be adopted.

Attachments

- Staff Report
- TIP Amendment Request
- Draft TIP Amendment Summary
- New TIP Project Page



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MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Transportation Systems Manager

DATE: April 5, 2023

SUBJECT: Amendment #7 to the FY 2022/23 – FY 2026/27
Transportation Improvement Program (TIP)

BACKGROUND

The FY 2022/23 – FY 2026/27 TIP was adopted by the TPO Board on June 1, 2022. The Florida Department of Transportation (FDOT) recently added a Statewide Rumble Strips Installation Project, known as SWRS – System Rumble Strips, to its Work Program subsequent to the TPO's adoption of the TIP and requests an amendment to add the project to the TPO's TIP.

ANALYSIS

As summarized in the attached request from FDOT District 4, the purpose of the proposed project is to install rumble strips on the shoulders of high-speed State roadways (50 mph and above). The proposed project will install 44.7 miles of rumble strips on the shoulders of various segments of the following roadways in the St. Lucie TPO area:

- Emerson Ave
- US-1
- Kings Highway
- Okeechobee Road
- South Ocean Drive

As identified in the attached TIP Amendment Summary, the Preliminary Engineering phase that is proposed to be added to the TIP will cost a total of \$25,000 to be funded by a Federal Advance Construction source for the Highway Safety Program (ACSS). The TIP page to be added for the new project is attached.

Because a new funding source will be added to the TIP that equals the cost of the project, the project will not impact the fiscal constraint of the TIP. The TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP) identifies on page 3-14 one of its objectives to be to "Improve Safety and Security on the Highway System". Therefore, the TIP amendment is consistent with the SmartMoves 2045 LRTP.

At their meetings during the week of March 20th, the TPO Advisory Committees recommended the adoption of the proposed TIP amendment.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because the proposed TIP amendment is consistent with the SmartMoves 2045 LRTP and does not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendment to add the Rumble Strips Installation Project be adopted.



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

January 23, 2023

Mr. Peter Buchwald, MPO Executive Director
St. Lucie Transportation Planning Organization
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, FL 34953

**SUBJECT: St. Lucie Transportation Planning Organization
TIP Amendment Request FY 2022/23 – 2026/27
FM # 452227-1**

Dear Mr. Buchwald:

Pursuant to Title 23 and Title 49, the Florida Department of Transportation requests your processing and approval of the attached amendment to the FY 2022/23 – 2026/27 Transportation Improvement Program.

This amendment is required because a new project has been added to the work program and needs to be reflected in the TIP.

The purpose of these projects is a Statewide Initiative to install rumble strips on the shoulders of high-speed state roadways (50 mph and above). The project will cover roughly 84 miles of rumble strips in Martin, St. Lucie, and Indian River counties on 24 roadway segments in Indian River County, 71 roadway segments in St. Lucie County, and 72 roadway segments in Martin County. Since it is a Districtwide project, this should be included in all Treasure Coast MPO TIPs.

This Transportation Improvement Program Amendment should be consistent with the Adopted Long-Range Transportation Plan. The adopted TIP remains financially constrained. The TIP amendment is as follows:

PROPOSED	FM#	Project Title	Type of Work	
	452227-1	SWRS – SYSTEM RUMBLE STRIPS	STATEWIDE RUMBLE STRIP INITIATIVE PROJECT FOR NORTHERN DIST. MARTIN: 72 ROADWAY SEGMENTS ST. LUCIE: 71 ROADWAY SEGMENTS INDIAN RIVER: 24 ROADWAY SEGMENTS	
	Phase	Fund	FY 2023	
	PE	ACSS	\$25,000	
	TOTAL		\$25,000	

If you have any questions or need additional information, please contact Kurt Lehmann at (954) 777-4365
Sincerely,

Kurt Lehmann

Kurt Lehmann
Interim MPO Liaison
District Four

The above TIP amendment was authorized to be included in the FY 2022/23-2026/27 Transportation Improvement Program.

MPO Chairman or Designee

Date

Signature

**Transportation Improvement Program (TIP) Amendment
FY 2022/23 - FY 2026/27**



TIP Amendment Number: 7
Current TIP Page Number: N/A
New TIP Page Number (if applicable): C 1-50

___ Is a STIP amendment needed for this TIP Amendment? (check if yes)

STIP Page Number (if applicable): _____

On April 12, 2023, the St. Lucie Transportation Planning Organization (St. Lucie TPO) authorized the Executive Director to amend the St. Lucie TPO TIP that was developed and adopted in compliance with U.S.C. Title 23 and Title 49 in a continuing, cooperative, and comprehensive transportation planning process, as a condition to the receipt of federal assistance, and to approve the associated STIP amendments.

This TIP Amendment is consistent with the SmartMoves 2045 Long Range Transportation Plan (LRTP) and does not change financial constraints.

2045 LRTP Page Number (if applicable): 3-14

TIP Amendment Criteria:

- A The change adds new individual projects to the current TIP
B The change adversely impacts financial constraint
C The change results in major scope changes
D The change removes or deletes an individually listed project from the TIP
E The change results in a cost increase that is greater than 20 percent and greater than \$2 million.

----- **PROJECT INFORMATION** -----

Project Name: SWRS - System Rumble Strips

TIP Amendment Criteria: A

Reason for Change/Notes: Add a project that is not included in the FDOT Work Program materials provided to the TPO at the time of FDOT Draft Tentative Work Program Endorsement and TIP adoption.

Status	FPN	Limits	Description	Phase	Fund	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27
Current										
Proposed	452227-1	Emerson Ave US-1 Kings Highway S. Ocean Drive Okeechobee Road	Statewide Initiative to install 44.7 miles of rumble strips on the shoulders of 72 roadway segments of Emerson Ave, US-1, Kings Highway, Okeechobee Road, and S. Ocean Drive.	PE	ACSS	\$25,000				
Net Change						\$25,000				

This TIP Amendment has been prepared in accordance with Federal requirements.

Authorized Signature:

St. Lucie TPO Chairperson or Executive Director

SWRS - SYSTEM RUMBLE STRIPS
4522271 SIS

Project Description: INSTALL RUMBLE STRIPS

Extra Description: Statewide Initiative to install 44.7 miles of rumble strips on the shoulders of 72 roadway segments of Emerson Ave, US-1, Kings Highway, Okeechobee Road, and S. Ocean Drive.

Lead Agency: MANAGED BY FDOT

From:

County: ST. LUCIE

To:

Length: 44.716

Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2023	2024	2025	2026	2027	Total
PE	ACSS	25,000	0	0	0	0	25,000
		25,000					25,000

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 25,000

LRTP: Page 3-14



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AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 12, 2023
Item Number:	8d
Item Title:	Spot Speed Studies
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.7- Safety and Security Planning
Requested Action:	Accept the Spot Speed Studies, accept with conditions, or do not accept.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because the Spot Speed Studies will assist in improving local roadway safety in the TPO area, it is recommended that the Spot Speed Studies be accepted with the condition that audible and vibratory edge lines be considered for installation on Midway Road.

Attachments

- Staff Report
- Spot Speed Studies



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Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Transportation Systems Manager

DATE: April 5, 2023

SUBJECT: Spot Speed Studies

BACKGROUND



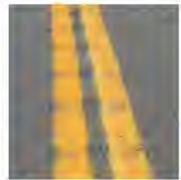
According to the National Highway Traffic Safety Administration (NHTSA), one of the top reasons for traffic accidents and fatalities is driving too fast for the road conditions. In 2021, the TPO staff conducted a Speed Kills Analysis to examine the link between vehicle speed and crash severity and identify high crash locations within the TPO area. The Speed Kills Analysis identified that 75 percent of all fatal crashes in the TPO area occur on roadways with posted speeds of 40 miles per hour or higher. The Speed Kills Analysis further identified the high crash locations on the local roadway network where the posted speeds are 40 miles per hour or higher. To improve roadway safety through speed management, Spot Speed Studies are included in the Task 3.7, *Safety and Security Planning*, of the Unified Planning Work Program (UPWP).

ANALYSIS

The attached Spot Speed Studies were conducted by Kimley-Horn, one of the TPO's General Planning Consultants, for the following three roadway segments:

- Airoso Boulevard from Lakehurst Drive to Prima Vista Boulevard
- Port St. Lucie Boulevard from Cameo Boulevard to Dalton Avenue
- Midway Road from Okeechobee Road (State Road 70) to McCarty Road

In the studies, operating speeds and speed limits on selected roadway segments were collected and analyzed. The results of the studies and the recommendations contained in the studies are summarized as follows:

Location	Current Speed Limit (MPH)	Target Speed (MPH)	Recommended Speed Limit (MPH)	Recommendations
Airosa Boulevard from Lakehurst Drive to Prima Vista Boulevard	40	35	40	<p>Recommend maintaining a 40 MPH regulatory speed limit. Install electronic speed feedback signs in both directions within the study limits. Electronic speed feedback signs, also known as dynamic speed displays, provide drivers with feedback about their speed in relationship to the posted speed limit. When appropriately complemented with enforcement efforts, these signs have been shown to be effective at reducing vehicular operating speeds (Spatial Effectiveness of Speed Feedback Signs, Transportation Research Record [TRR] 2281, 2012).</p> 
SW Port St Lucie Blvd from SW Dalton Avenue to SW Cameo Boulevard	45	40	45	<p>Recommend maintaining a 45 MPH regulatory speed limit. Install a warning advisory speed of 40 MPH for the horizontal curve that exists between SW Sultan Drive and SW Aster Drive. This recommendation can be implemented using a yellow warning speed advisory plaque (W13-1 [40]) mounted to the CURVE (W1-2) warning sign.</p> 
CR 712/Midway Road from SR-70/Okeechobee Road to CR 712A/McCarty Road	50	45	50	<p>Recommend maintaining a 50 MPH regulatory speed limit. Install electronic speed feedback signs in both directions within the study limits. Install centerline rumble strips to the double yellow centerline, which are grooves within the double yellow centerline that produce noise and vibration when the tires of a vehicle come into contact with them. The noise and vibration alert the driver that they have departed from their lane and give the driver an opportunity to recover. Centerline rumble strips have an additional benefit of helping drivers navigate during poor weather conditions such as fog and rain.</p> 

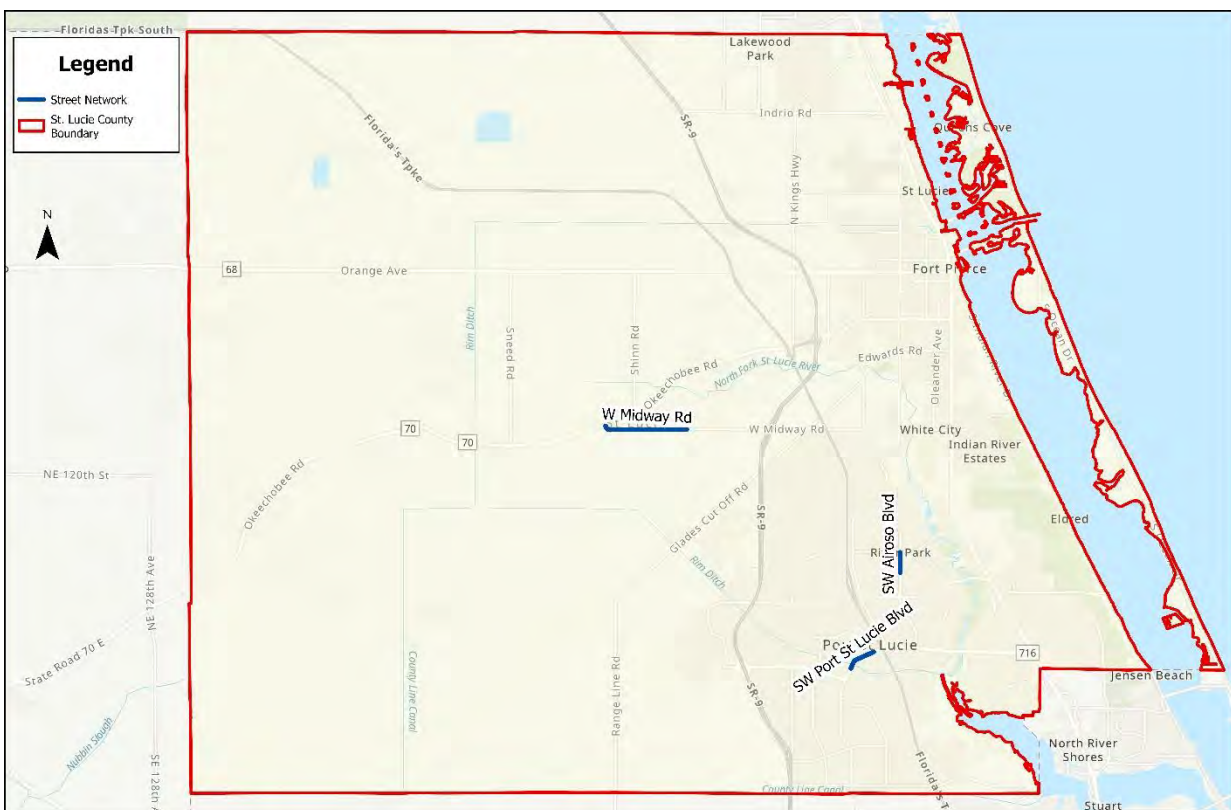
At their meetings during the week of March 20th, the TPO Advisory Committees recommended the acceptance of the Spot Speed Studies with the condition that audible and vibratory edge lines be considered on Midway Road.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because the Spot Speed Studies will assist in improving local roadway safety in the TPO area, it is recommended that the Spot Speed Studies be accepted with the condition that audible and vibratory edge lines be considered for installation on Midway Road.

Spot Speed Studies

St. Lucie County, Florida



Executive Summary

Kimley-Horn was retained by the St. Lucie TPO to conduct *Spot Speed Studies* to evaluate speed limits and travel speeds for three (3) arterial roads within St. Lucie County.

According to the National Highway Traffic Safety Administration (NHTSA), one of the top reasons for traffic crashes and fatalities is driving too fast for the roadway conditions. In 2021, the St. Lucie TPO staff conducted a *Speed Kills Analysis* to examine the link between vehicle speed and crash severity and identify high crash locations within the TPO area. The *Speed Kills Analysis* identified that 75 percent of all fatal crashes in the TPO area occur on roadways with posted speeds of 40 miles per hour (MPH) or higher. The *Speed Kills Analysis* identified high crash locations on the roadway network where the posted speeds are 40 MPH or higher.

The analysis described in this report follows the speed zoning policy contained within Florida Statutes (F.S.) 316.189. Local governments may set speed limits after investigation determines such a change is reasonable and in conformity to criteria promulgated by the Florida Department of Transportation (FDOT) consistent with Section 316.189, F.S, published in the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (August 2018). The FDOT manual also includes information on Target Speed. Target speed is the highest speed at which vehicles should operate on a thoroughfare in a specific context, consistent with the level of multi-modal activity generated by adjacent land uses, to provide both mobility for motor vehicles and a safe environment for pedestrians, bicyclists, and public transit users. If measured speeds are significantly exceeding the Target Speed of a roadway, physical changes to the roadway may be necessary to bring actual travel speeds more in line with the Target Speed.

Continuous 24-hour weekday (Tuesday, Wednesday, or Thursday) spot speed data and volume counts were collected within the County for two (2) arterial roads identified in the TPO's *Speed Kills Analysis* (Airosa Boulevard and Port St. Lucie Boulevard) and one (1) arterial road that the TPO Technical Advisory Committee (TAC) recommended, and the Board approved (Midway Road) due to ongoing construction on St. Lucie West Boulevard. Recommendations are made for speed management strategies based on the results of the data analysis.

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APPENDIX A	Location Maps
APPENDIX B:	Traffic Data Collection

Introduction

Spot speed studies were completed to evaluate operating speeds and speed limits on three (3) arterial roads within St. Lucie County. Two (2) of the locations were identified by the St. Lucie TPO in the *Speed Kills Analysis* and one (1) location was identified by the TPO TAC.

The study area is shown in Figure 1 and is comprised of three (3) roadway segments. Figure 2 shows the segment of Airoso Boulevard from Lakehurst Drive to Prima Vista Boulevard. Figure 3 shows the segment of Port St. Lucie Boulevard from Cameo Boulevard to Dalton Avenue. Figure 4 shows the segment of Midway Road from Okeechobee Road (State Road 70) to McCarty Road. Six (6) locations on the three (3) arterial roads were selected to gather speed and volume counts. Data collection locations are written available in Table 1 under the “Location” column.

The study methodology is based on criteria promulgated by FDOT consistent with Section 316.189, F.S. This analysis follows the process established in the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (August 2018) and is consistent with comparable efforts recently performed in other municipalities.

The Federal Highway Administration (FHWA) Safe Systems Approach aims to eliminate fatal and serious injuries for all road users. It does so through a holistic view of the road system that first anticipates human mistakes and second keeps impact energy on the human body at tolerable levels. Safety is an ethical imperative of the designers and owners of the transportation system. Humans are unlikely to survive high-speed crashes. Reducing speeds can accommodate human injury tolerances in three ways: reducing impact forces, providing additional time for drivers to stop, and improving visibility.





Figure 2: Airoso Boulevard Segment Limits
(See also Appendix A)



Figure 3: Port St. Lucie Boulevard Segment Limits
(See also Appendix A)

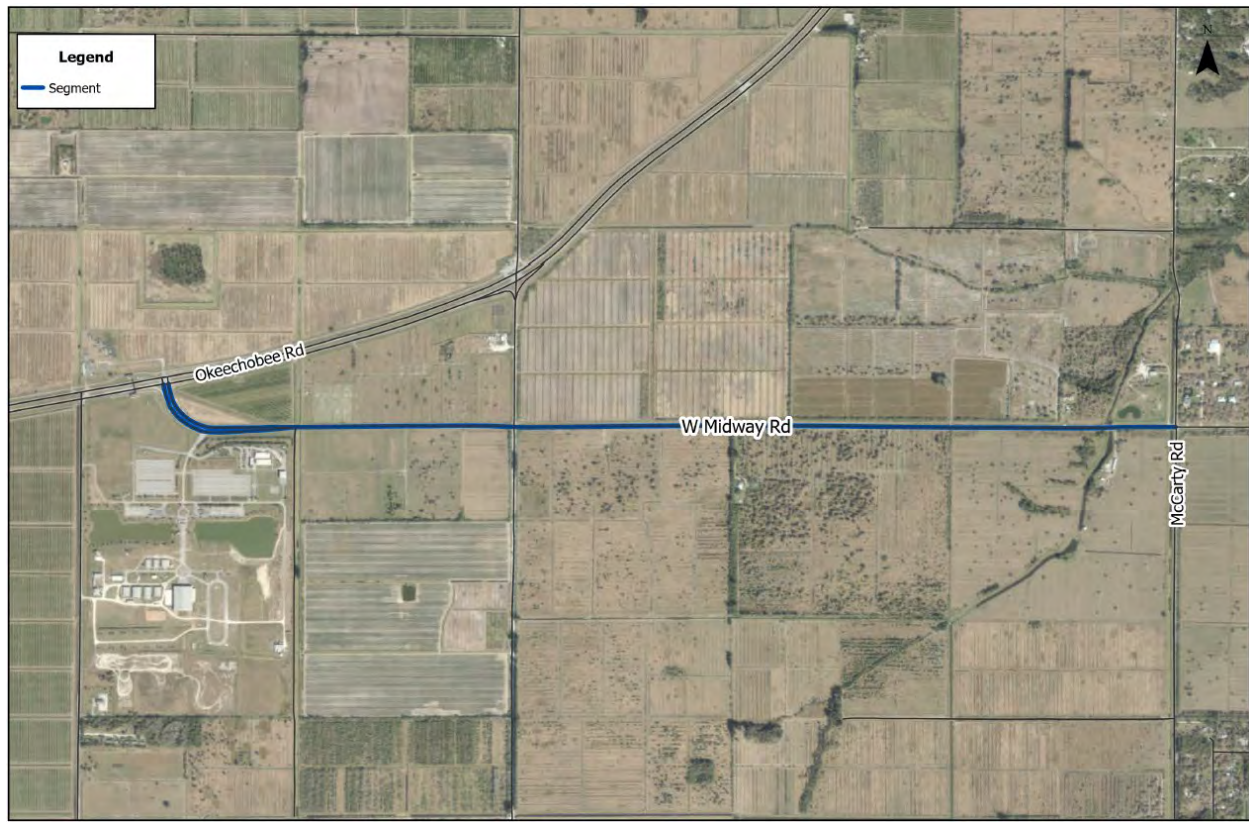


Figure 4: Midway Road Segment Limits
(See also Appendix A)

Data Collection

Traffic data were collected for the selected arterial roads within St. Lucie County. The data collection included continuous 24-hour weekday (Tuesday, Wednesday, or Thursday) roadway volumes, speed classifications, and 10-MPH pace data for six (6) locations. Data collection locations were selected along the arterial road segments throughout the County. Map figures illustrating the roads included in the analysis are included in Appendix A. Detailed traffic data are included in Appendix B.

Existing speed limit data were also collected for each arterial roadway included in the analysis and were used as a guide for recommending speed management techniques.

Data Analysis

The collected traffic data were evaluated in accordance with the guidance provided in the FDOT *Speed Zoning for Highways, Roads, and Streets* manual (2018). The following provides definitions for the traffic engineering values used in the analysis.

85th Percentile Speed

The 85th percentile speed is the speed at which 85 percent of vehicles travel at or below. The 85th percentile speed was included for all locations. A summary of the calculated 85th percentile speeds is presented in Table 1.

10-MPH Pace

The 10-MPH pace is the 10-MPH range of travel speeds containing the largest number of vehicles observed within the speed data collected for the study. The 10-MPH pace data were included for all locations. A summary of the calculated 10-MPH pace speeds is presented in Table 1.

The FDOT *Speed Zoning for Highways, Roads, and Streets* manual (2018) guidance indicates the following conditions consistent with Section 316.189, F.S.:

Condition 1

The posted speed limit should not differ from the 85th percentile speed or the upper limit of the 10-MPH pace (whichever is less) by more than three (3) MPH.

Condition 2

A posted speed limit of more than eight (8) MPH below the 85th percentile speed is not authorized. Furthermore, a speed limit of four (4) to eight (8) MPH less than the 85th percentile speed shall be authorized if supported by a supplemental investigation which identifies the following:

- There are road or roadside features not readily obvious to the typical driver such as length of section, alignment, roadway width, surface condition, sight distance, traffic volume, crash experience, maximum comfortable speed in curves, side friction (roadside development), or signal progression;
- Other standard sign and markings have been tried but found ineffective; or
- To support a context classification target speed as defined in the FDOT Design Manual.

A speed limit of five (5) MPH below the current posted speed limit at each data collection location was used as the target for evaluating a speed limit reduction. For example, at the data collection location of SW Airoso Blvd from SE Calmoso Drive and SE Selva Court, the current posted speed limit is 40 MPH, making the targeted reduced speed limit 35 MPH. The 85th percentile speed and 10-MPH pace were then evaluated against Conditions 1 and 2 to determine if reducing the speed limit to 35 MPH was authorized at that location.

Table 1 provides a summary of the 85th percentile and 10-MPH pace average speeds for the six (6) data collection locations. One (1) location met Condition 2 because the desired speed limit was not more than eight (8) MPH below the 85th percentile speed. A supplemental investigation assessing traffic volumes, speeds, surrounding land use characteristics, and roadway characteristics was conducted for the one (1) location to evaluate a speed limit reduction between four (4) to eight (8) MPH below the 85th percentile speed.

Table 1: Average Speed and 10-MPH Pace

Location	Posted Speed Limit (MPH)	Context Classification (Systemwide Provisional) (1)	Average 85 th Percentile Speed (MPH)	Average 10-MPH Pace	Meets Conditions for Speed Limit Reduction (2, 3)	Target Speed Evaluated (MPH)
Airoso Blvd from SE Calmoso Dr & SE Selva Ct	40	C3R – Suburban Residential	48	35-44	No	35
Airoso Blvd from SE Bonita Ct & SE Lucero Dr	40	C3R – Suburban Residential	47	35-44	No	35
SW Port St Lucie Blvd from SW Greco Ln & SW Aster Rd	45	C4 – Urban General	49	35-44	No	40
SW Port St Lucie Blvd from SW Chestnut Ln & SW Del Rio Blvd	45	C4 – Urban General	48	35-44	Yes (Condition 2)	40
CR 712/Midway Rd west of CR 609A/Shinn Rd	50	C2 - Rural	55	45-54	No	45
CR 712/Midway Rd from CR 609A/Shinn Rd to CR 712A/McCarty Rd	50	C2- Rural	58	45-54	No	45
6 Total Locations						

Notes: (1) Context Classification Source: FDOT District Four

(2) “Yes (Condition 1)” indicates locations where the lesser of the 85th percentile speed or upper limit of the 10-MPH pace is within three (3) MPH of the desired speed limit (5 MPH below the current posted speed limit); “Yes (Condition 2)” indicates locations where targeted speed limit was not more than 8 MPH below the 85th percentile speed.

(3) A supplemental investigation to justify a speed limit of 4 to 8 MPH less than the 85th percentile speed was conducted for the one (1) location only meeting Condition 2.

Findings

A speed limit study was completed to evaluate speed limits and travel speeds on three (3) arterial roads within St Lucie County.

Continuous 24-hour weekday (Tuesday, Wednesday, or Thursday) roadway volumes, speed classifications, and 10-MPH pace data were collected at six (6) locations along three (3) roadways. Table 2 provides a summary of the 85th percentile, 10-MPH pace average speeds, current posted speed limit, and potential speed limit for the one (1) arterial road that met the supplemental condition to consider for a speed limit reduction.

Table 2: Locations Eligible to be Considered for a Speed Limit Reduction

Location	Average 85 th Percentile Speed (MPH)	Average 10-MPH Pace	Current Speed Limit (MPH)	Potential Speed Limit Reduction (MPH)	Needs Supplemental Consideration?
SW Port St Lucie Blvd from SW Chestnut Ln & SW Del Rio Blvd	48	35-44	45	40	Yes
1 Total Location					

Results and findings from the supplemental investigation for consideration of a speed limit reduction are provided below for the one (1) arterial road listed in Table 2.

SW Port St Lucie Blvd from Dalton Avenue to Cameo Boulevard

Current Posted Speed Limit: 45 MPH

Potential Speed Limit Reduction: 40 MPH

Supplemental Analysis and Recommendation:



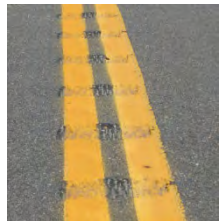
- High traffic volume at the data collection location resembles a major arterial road.
- Three-lane divided roadway with direct connections to residential neighborhood side streets.
- Sidewalks present on north and south sides of corridor with little or no separation from the road.

- There is a horizontal curve that exists between SW Sultan Drive and SW Aster Drive.
- This study recommends maintaining a 45 MPH regulatory speed limit, but adding warning speed advisory signs for the horizontal curve of 40 MPH. This can be implemented using the yellow warning speed advisory plaque (W13-1[40]) added to the CURVE (W1-2) warning signs in both directions.
- The W13-1 advisory plaque may be used to supplement a warning sign to indicate the advisory speed for a condition. If the difference between the speed limit and the advisory speed is 5 MPH, the advisory speed plaque should be used. The advisory speed plaque shall only be used to supplement a warning sign and shall not be installed as a separate sign installation according to the Manual on Uniform Traffic Control Devices (MUTCD).

Conclusion

The results of the Spot Speed Studies analysis supported by data and supplemental considerations is shown in Table 3.

Table 3: Summary of Recommendations

Location	Current Speed Limit (MPH)	Target Speed (MPH)	Recommended Speed Limit (MPH)	Recommendations
Airoso Boulevard from Lakehurst Drive to Prima Vista Boulevard	40	35	40	<p>Recommend maintaining a 40 MPH regulatory speed limit. Install electronic speed feedback signs in both directions within the study limits. Electronic speed feedback signs, also known as dynamic speed displays, provide drivers with feedback about their speed in relationship to the posted speed limit. When appropriately complemented with enforcement efforts, these signs have been shown to be effective at reducing vehicular operating speeds (Spatial Effectiveness of Speed Feedback Signs, Transportation Research Record [TRR] 2281, 2012).</p> 
SW Port St Lucie Blvd from SW Dalton Avenue to SW Cameo Boulevard	45	40	45	<p>Recommend maintaining a 45 MPH regulatory speed limit. Install a warning advisory speed of 40 MPH for the horizontal curve that exists between SW Sultan Drive and SW Aster Drive. This recommendation can be implemented using a yellow warning speed advisory plaque (W13-1 [40]) mounted to the CURVE (W1-2) warning sign.</p> 
CR 712/Midway Road from SR-70/Okeechobee Road to CR 712A/McCarty Road	50	45	50	<p>Recommend maintaining a 50 MPH regulatory speed limit. Install electronic speed feedback signs in both directions within the study limits. Install centerline rumble strips to the double yellow centerline, which are grooves within the double yellow centerline that produce noise and vibration when the tires of a vehicle come into contact with them. The noise and vibration alert the driver that they have departed from their lane and give the driver an opportunity to recover. Centerline rumble strips have an additional benefit of helping drivers navigate during poor weather conditions such as fog and rain.</p> 



Coco Vista Centre
 466 SW Port St. Lucie Blvd, Suite 111
 Port St. Lucie, Florida 34953
 772-462-1593 www.stlucietpo.org

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 12, 2023
Item Number:	8e
Item Title:	Community Transportation Coordinator (CTC) Redesignation
Item Origination:	Florida Commission for the Transportation Disadvantaged (FCTD)
UPWP Reference:	Task 3.8 – Transportation Disadvantaged Program
Requested Action:	Adopt Resolution 23-01, adopt the resolution with conditions, or do not adopt the resolution.
Staff Recommendation:	Based on the recommendation of the St. Lucie Local Coordinating Board for the Transportation Disadvantaged and because of the performance of the St. Lucie Board of County Commissioners (BOCC) as the CTC for St. Lucie County, it is recommended that the St. Lucie TPO adopt Resolution 23-01 recommending to the FCTD that the St. Lucie BOCC be redesignated as the CTC for St. Lucie County.

Attachments

- Staff Report
- St. Lucie County Correspondence
- Resolution No. 23-02



Coco Vista Centre
 466 SW Port St. Lucie Blvd, Suite 111
 Port St. Lucie, Florida 34953
 772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit/ACES Program Manager

DATE: March 29, 2023

SUBJECT: Community Transportation Coordinator (CTC)
Redesignation

BACKGROUND

The Florida Commission for the Transportation Disadvantaged (FCTD) requires that the St. Lucie TPO recommend the designation of a Community Transportation Coordinator (CTC) every five years. The CTC provides transportation disadvantaged and other public transportation services throughout the County. The St. Lucie Board of County Commissioners (St. Lucie BOCC) has been the CTC in St. Lucie County since 1990. The St. Lucie County Transit Department fulfills the daily function of the CTC. The St. Lucie BOCC contracts with MV Transportation for the provision of TD public transportation services.

ANALYSIS


The current Memorandum of Agreement with the FCTD designating the St. Lucie BOCC as the CTC ends on June 30, 2023. The St. Lucie BOCC has expressed a desire to continue in its role as the CTC for St. Lucie County as indicated by the attached correspondence. In order to renew this contract, the St. Lucie TPO must recommend redesignation of the St. Lucie BOCC as the CTC for St. Lucie County by resolution. The attached TPO Resolution No. 23-02 fulfills that requirement. The resolution has been reviewed by the TPO/Assistant County Attorney for form and correctness.


The St. Lucie County BOCC in its role as CTC has been responsible for ensuring that coordinated transportation services are provided to the transportation disadvantaged population in St. Lucie County. The CTC arranges for the provision of transportation services in a manner that is cost-effective, efficient and reduces fragmentation and duplication of services. Furthermore, the CTC has initiated several innovative mobility projects which have received statewide recognition as best practices. The St. Lucie County Local Coordinating Board for the Transportation Disadvantaged (LCB) at its meeting on February 15, 2023, voted unanimously to endorse the redesignation of the St. Lucie County BOCC as the CTC for St. Lucie County.

RECOMMENDATION

Based on the recommendation of the St. Lucie LCB and because of the performance of the St. Lucie BOCC as the CTC for St. Lucie County, it is recommended that the St. Lucie TPO adopt Resolution 23-01 recommending to the FCTD that the St. Lucie BOCC be redesignated as the CTC for St. Lucie County.

TO: Members of the Transportation Planning Organization Board

THROUGH: Adolfo Covelli, Transit Director 

FROM: Tracy Jahn, Fiscal and Grants Supervisor 

DATE: March 27, 2023

SUBJECT: Designation of the St. Lucie County Community Transportation Coordinator

BACKGROUND:

The Florida Commission for the Transportation Disadvantaged (FCTD) requires the Transportation Planning Organization (TPO) to designate a Community Transportation Coordinator (CTC) every five years. The CTC coordinates and provides public transportation services throughout the County for the Transportation Disadvantaged (TD). The St. Lucie County Board of County Commissioners (BOCC) has been the CTC in St. Lucie County since 1990. Under BOCC direction, the St. Lucie County Transit Department provides day-to-day CTC functions and services. Pursuant to Chapter 427 F.S., the BOCC is required to submit a letter of interest to the TPO Board indicating its desire to retain CTC authority or the TPO Board fills the CTC through a competitive process.

The BOCC conducts county transit operations using a full brokerage system. Under this system, St. Lucie County is the recipient of state and federal transportation grants though contracts the actual transit operations to a third-party operator. MV Contract Transportation currently operates county transit operations including paratransit service, which serves the Transportation Disadvantaged population.

For the past five years, the CTC has established and maintained excellent working relationships with federal, state, and local agencies developing innovative approaches to transportation services for elderly, disabled and socio-economic at-risk populations. The CTC annually conducts workshops for the local coordinated contractors and transportation providers, delivering detailed information regarding the FCTD Annual Operating Report obligation and its requirements.

Accomplishments:

1. In order to reduce accessibility barriers to public transit, the CTC secured FDOT and county funding to convert the fixed-route and paratransit services to fare-free. Since September 2017, the public transit systems ridership has increased by approximately sixty-six (66) percent. In 2020, FDOT awarded the third and final year of grant funding allowing the continuation of the fare-free pilot program. An analysis of the program

recommended that it be extended another three years. The analysis evaluated the impact of the program on the transit service and community goals and summarized the advantages and disadvantages of continuing or terminating the pilot. It was determined that the pilot program is a proven success and has positively impacted the community, specifically with regard to traffic relief and providing mobility options to vulnerable populations. Based on the analysis, the St. Lucie County Board of County Commissioners (BOCC) has opted to continue supporting the fare-free program that was originally scheduled to end in August 2020.

2. The CTC has received FDOT Service Development funding commitments for (a). Continue pilot funding for Route 7, (b). A second flex route microtransit service in populated areas characterized as “transit deserts” (c). selective grant funding to rebrand the entire system.
3. The CTC has embarked on a rebranding project for the entire transit system to help establish and identify the portfolio of transportation services available to the public. As a result of an extensive public involvement effort, Area Regional Transit (ART), was selected as the new brand. The brand is both inspired by and reflective of the strong arts and cultural history of St. Lucie County. The CTC has rebranded all bus stop signs around the county, along with its bus shelters, bus schedules and other print collateral. The CTC has also begun to rebrand all the vehicles with new ART logos and designs.
4. The CTC secured FCTD and county funding to deploy a timely pilot program, Advantage Ride - a regional service for the transportation disadvantaged individuals with intellectual and developmental disabilities. The program provides safe, reliable transportation for individuals to access services such as therapy, jobs, education, and job-training programs. The CTC has partnered with neighboring Indian River County CTC, Senior Resource Association (SRA), to maximize resources and ensure the success of this regional program. When grant funding was unavailable in 2021 due to the adoption of Senate bills 100 and 1126, the CTC secured county funding to continue the program. With the return of the Innovation and Service Development grants, SRA in partnership with the CTC has received additional funding to keep the program running through 2023.
5. The CTC has continued the off-hours demand response service known as Direct Connect. The CTC contracts with Direct Connect transportation service providers that offer wheelchair accessible vehicles and Uber, a national transportation network company. Today, TD residents have transportation service coverage 24 hours per day, seven days per week using the county’s portfolio of traditional and non-traditional transit programs. Direct Connect provides TD trips to employment, education/job training, non-emergency healthcare, and life essential destinations including food shopping. Since Direct Connect has become operational, the FCTD and FDOT have requested the CTC to advise other Florida CTC’s how to initiate similar off-hours, ride share programs for their agencies.
6. The CTC continues to improve public transit accessibility. In 2021 the CTC contracted with Stephen Cooper, P.E. & Associates to evaluate the county’s inventory of roughly 200 bus stops and two intermodal transfer facilities to complete an ADA assessment and

transition plan. The phasing plan was adopted by the Local Coordinating Board and the BOCC and is titled the St. Lucie County Transit ADA Transition Plan. The plan provides a comprehensive and detailed assessment of St. Lucie County's bus stops and facilities as they relate to compliance with the ADA and Florida Accessibility Code (FAC) requirements. Improvements have been ranked in importance and the county is looking forward to making significant changes in accessibility, security, and operations in the coming years. Projects will be completed in phases in conjunction with the county's transit partners as funding becomes available.

7. The CTC continues to improve public transit infrastructure by purchasing six new bus shelters that are scheduled to be installed in Port St. Lucie in 2023. The improvement project represents a partnership between the county and the city in which the city will install the covered shelters, which contain seats, a trash can and bicycle racks. The CTC is engaging in a similar partnership with the City of Fort Pierce, whereby the CTC openly procured and purchased the city's preferred shelters and then delivered seven new shelters and three replacement shelters to the city for installation.
8. The CTC incorporates community outreach as a priority best practice. Over the course of 2022, the CTC and staff appeared at 49 off-site venues and information distribution campaigns throughout the St. Lucie County.

Funding:

St. Lucie County derives the majority of its federal capital funding through the Federal Transit Administration (FTA) 5307 grant program. The county also receives funding through a variety of other FTA programs including 5339, 5310 and 5311. For 2022, FTA grant funding represented \$4,808,416 equaling 44% of annual transit spending.

The Florida Department of Transportation (FDOT) is the county's second largest outside funding source supporting public transit. The FDOT Service Development funding program helped seed improved, or new, transit services included in the list of accomplishments above. In 2022, FDOT funding contributions totaled 18% of the county's public transit expenditures.

St. Lucie County receives operating and capital funding assistance through the Florida Commission for the Transportation Disadvantaged FCTD. FCTD funds support the county's paratransit service and Advantage Ride program. Last year, FCTD funding totaled \$693,689 equaling 6% of overall transit expenditures.

St. Lucie County and its city partners contribute a significant amount of public transit funding through the Municipal Service Taxing Unit (MSTU). The MSTU has been a critical source of funding since its inception in late 2003. Originally, the MSTU was commissioned to help fund the County's fixed-route. Today, MSTU funds are used as a backstop and local match source for all public transit services. For every one-dollar of funding derived through the MSTU, the county receives two-dollars in outside funding. Last year, the MSTU generated \$2,873,948 directly supporting transit programs. St. Lucie County BOCC also contributes money from the county's

general fund to support public transit. In 2022, the County general fund commitment was \$1,200,000.

Often, specific transit service programs are funded through a variety of sources. For example, Advantage Ride derives outside funding through the FCTD Innovation and Service Development Grant Program. The county “flex” microtransit pilot in Tradition has funding through the FDOT Service Development Grant. The CTC’s best practices, affirmative relationships with various public funding agencies, and a creative approach to program funding has made many of the county’s new transit initiatives possible.

STAFF RECOMMENDATION:

Staff recommends that the Transportation Planning Organization Board recommend continuing St. Lucie County as the Community Transportation Coordinator for the next five-year term.



RESOLUTION NO. 23-02

A RESOLUTION OF THE BOARD OF THE ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION, HEREINAFTER "BOARD", RECOMMENDING THE REDESIGNATION OF THE ST. LUCIE BOARD OF COUNTY COMMISSIONERS AS THE COMMUNITY TRANSPORTATION COORDINATOR FOR ST. LUCIE COUNTY.

WHEREAS, the Board is the designated official planning agency for the Transportation Disadvantaged Program in St. Lucie County;

WHEREAS, the Board as part of its statutory duty must recommend to the Florida Commission for the Transportation Disadvantaged (FCTD) a Community Transportation Coordinator (CTC);

WHEREAS, the St. Lucie Board of County Commissioners (St. Lucie BOCC) has been the CTC for St. Lucie County since 1990 and through its contracted public transportation provider, MV Transportation, is the primary source of public transportation in St. Lucie County providing non-emergency transportation for Transportation Disadvantaged persons;

WHEREAS, the existing Memorandum of Agreement between the FCTD and the St. Lucie BOCC expires on June 30, 2023;

WHEREAS, the St. Lucie BOCC has expressed a desire to continue in its role as the CTC for St. Lucie County;

WHEREAS, the St. Lucie BOCC and MV Transportation operate in a cost effective and efficient manner considering the economic and sometimes rural conditions that exist;

WHEREAS, the St. Lucie BOCC and MV Transportation are knowledgeable of the available resources and the demands and needs of Transportation Disadvantaged persons in St. Lucie County;

WHEREAS, the St. Lucie BOCC and MV Transportation regularly conduct customer service surveys that indicate an overall satisfaction with the Transportation Disadvantaged services that are provided in St. Lucie County;

WHEREAS, the St. Lucie BOCC and MV Transportation comply with all Federal, State, and local laws, policies and standards that apply to the provision of

Transportation Disadvantaged services such as drug and alcohol testing requirements and the Americans with Disabilities Act;

WHEREAS, the St. Lucie BOCC and MV Transportation maintain a System Safety Program Plan, as approved by the Florida Department of Transportation, and provide safe transportation services, as recognized by the FCTD;

WHEREAS, the St. Lucie BOCC and MV Transportation regularly initiate programs which enhance the mobility of Transportation Disadvantaged persons in St. Lucie County;

WHEREAS, the St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB), at its meeting on February 15, 2023, endorsed the redesignation of the St. Lucie BOCC as the CTC in St. Lucie County;

WHEREAS, the St. Lucie BOCC and MV Transportation have the ability to perform the coordination tasks required by the FCTD; and,

WHEREAS, the St. Lucie BOCC is a governmental agency, and therefore, the Board is not required to comply with the competitive procurement procedures, outlined in Chapter 287, Florida Statutes, in recommending the St. Lucie BOCC to serve as the CTC.

NOW, THEREFORE, BE IT RESOLVED by the Board that the Board recommends to the FCTD that the St. Lucie BOCC be redesignated as the CTC in St. Lucie County, Florida, for a five-year period beginning July 1, 2023.

PASSED AND DULY ADOPTED this 12th day of April 2023.

ATTEST:

ST. LUCIE TRANSPORTATION
PLANNING ORGANIZATION

Marceia Lathou
Transit/ACES Program Manager

Councilwoman Stephanie Morgan
Chairwoman

APPROVED AS TO FORM AND
CORRECTNESS:

Ciara Forbes
St. Lucie TPO/Asst. County Attorney



Coco Vista Centre
 466 SW Port St. Lucie Blvd, Suite 111
 Port St. Lucie, Florida 34953
 772-462-1593 www.stlucietpo.org

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 12, 2023
Item Number:	8f
Item Title:	Treasure Coast Regional Planning Model #5 (TCRPM5) Land Use Data Update
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 2.1 – Travel Demand Modeling
Requested Action:	Adopt the TCRPM5 Land Use Data Update, adopt with conditions, or do not adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because the TCRPM5 Land Use Data Update responds to the increased 2045 growth projections and the unexpected recent development activity occurring in the TPO area, it is recommended that the TCRPM5 Land Use Data Update be adopted.

Attachments

- Staff Report
- TCRPM5 Land Use Data Update



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Transportation Systems Manager

DATE: April 5, 2023

SUBJECT: Treasure Coast Regional Planning Model #5
(TCRPM5) Land Use Data Update

BACKGROUND

The TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP) relies on the TCRPM5 for estimating the 2045 roadway traffic volume projections which assist to identify the project needs in the LRTP. The TCRPM5 relies on the 2045 growth projection adopted by the TPO for the TPO area that is based on the 2045 growth projections published in 2019 by the Bureau of Economic and Business Research (BEBR) at the University of Florida.

Since the SmartMoves 2045 LRTP was adopted in February 2021, BEBR increased its High Growth Projection for the TPO area from 525,100, which was adopted by the TPO, to 566,000, and the TPO area has experienced tremendous development activity that was unexpected. Therefore, Task 2.1, *Travel Demand Modeling*, of the TPO's Unified Planning Work Program (UPWP) includes an update to review and adjust, as necessary, the 2045 land use data, consisting of the population and employment projections, that the TCRPM5 uses to estimate the 2045 roadway traffic volume projections. Subsequently, the project needs in the SmartMoves 2045 LRTP may be revised to reflect the 2045 roadway traffic volume projections.

ANALYSIS

The attached TCRPM5 Land Use Data Update report was completed by the Corradino Group, one of the TPO's General Planning Consultants. The Update incorporated both bottom-up and top-down approaches to adjust the 2045 land use data as follows:

	Population	Household	Employment
Adopted	525,100	211,538	183,349
Revised	581,710	234,143	216,355

Subsequently, revised 2045 land use data was input into the TCRPM5 to model the 2045 roadway traffic volume projections and compare them to the projections in the SmartMoves 2045 LRTP.

Based on the comparison, it was identified that daily traffic volumes increased on most major arterials with the greatest increases on Crosstown Parkway, Tradition Parkway, Village Parkway, Southwest Becker Road, and Glades Cut Off Road resulting in an increase of 7.8 percent in total Vehicle Miles Traveled (VMT) in the TPO area. This analysis reinforces the need for the Southwest Annexation Area Roadway Network to be completed as it was planned and for the widening of Glades Cut Off Road to be prioritized.

It should be noted that the analysis also identified that despite the increased 2045 roadway traffic volumes in the TPO area, the impacts of these increased volumes on the Indian River County and Martin County roadway systems is insignificant. This suggests that the travel patterns across County lines are successfully changing from those in the past which can be attributed to the land use decisions by the local jurisdictions that have resulted in more mixed uses being developed in the TPO area. These mixed uses provide the residents with opportunities to live, work, shop, play, etc. without having to leave the TPO area.

It should also be noted that if the TPO Board adopts the revised 2045 land use data, it will be used immediately in Project Development and Environment (PD&E) Studies that are underway such as for the widening of Glades Cut Off Road and Florida's Turnpike from Okeechobee Road to State Route 60.

At their meetings during the week of March 20th, the TPO Advisory Committees recommended the adoption of the TCRPM5 Land Use Data Update.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because the TCRPM5 Land Use Data Update responds to the increased 2045 growth projections and the unexpected recent development activity occurring in the TPO area, it is recommended that the TCRPM5 Land Use Data Update be adopted.

2045 Revised Land Use Data Development for St. Lucie County

Contract C19-09-696



March 9, 2023

PREPARED FOR
ST LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO)



St. Lucie

**Transportation
Planning
Organization**

SUBMITTED BY

THE CORRADINO GROUP

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Introduction

The Treasure Coast Regional Planning Model (TCRPM) uses the population and employment projections (land use data) for estimating the 2045 roadway traffic volume forecasts. This model scenario was developed using the 2045 Long Range Transportation Plan (LRTP) Cost Feasible roadway network and the 2045 approved land use data. The current 2045 land use data used in the model was developed based on the 2045 control totals adopted by the St. Lucie Transportation Planning Organization (TPO) at the March 2019 Board Meeting. The basis for this approval was the Bureau of Economic and Business Research (BEBR) at the University of Florida growth projections. BEBR publishes low, medium, and high population projections for all counties in the State of Florida, annually. The TPO adopted the BEBR high population projections to be used in the 2045 LRTP development. The TPO area is experiencing significant growth and development in recent years. In addition, BEBR has proposed changes to its 2045 growth projections since the development of the earlier population projections in 2019.

The most recent BEBR 2045 projections for St. Lucie County are compared below in Table 1.

Table 1: BEBR 2045 Estimates Comparison for St. Lucie County

BEBR 2045 Projections	Low	Medium	High
Using 2021 Estimate, Published February 2022	373, 400	469,700	566,000
Using 2017 Estimate, Published January 2018	360,400	431,200	525,100

The purpose of this project is:

1. To add the approved projects lists between 2015-2022 to the model's TAZ data.
2. To revise/reallocate the 2045 land use data based on the recent control totals (based on BEBR high/TPO adopted control totals).

1. Data Gathering and Mapping

1.1 Data Gathered from the Local Agencies

The consultant researched and gathered the approved developments database from the city of Port St. Lucie, the city of Fort Pierce, and St. Lucie County. After initial filtering of the data, it was observed that out of the total approved projects shared by respective organizations, some projects were considered relevant, and some projects were considered extraneous for socioeconomic revisions. The projects that would result in population/employment changes are considered relevant in this case, while the projects such as landscaping and parking lot improvements, etc. are considered non-relevant. Table 2 shows the distribution of projects that were considered for data revisions.

Table 2: Project Distribution Relevant to Socioeconomic Data Revisions

Agency	Total Approved Projects (2016-2022)	Relevant Projects (to TCRPM5)	Non-Relevant Projects (to TCRPM5)
City of Fort Pierce	92	91	1
City of Port St. Lucie	195	91	104
St. Lucie County	370	115	255

The development data was then linked geographically one by one to intersecting TAZs (Travel Analysis Zones). This was done by cross-referencing their details like the parcel numbers (using the parcel shapefile), street addresses (using Google maps) and/or X and Y coordinates in some cases (Appendix A) for each development.

The assessed database was then used to estimate the preliminary population, households, and employment numbers (Appendix B). Household estimates were calculated by first identifying them as Single Family\Multi-Family and then adding the total number of units by development for each TAZ. Corresponding population numbers for household developments, such as new single family\multi-family units were calculated by taking the product of the number of units with the average household size (2.48) of St. Lucie County.

Employment Estimates were calculated by first identifying the type of employment that the development would incur. Once the type/category was identified, the nonresidential square footage in the development database was used to calculate the number of jobs by dividing the space required for each job, using Table 3. Appendix B shows the preliminary estimates developed using the above methodology for each TAZ by the development data source. Table 4 shows the total number of TAZs, household units, and non-residential square footage that were considered.

Once the preliminary estimates were developed, they were overlaid on the official 2045 data (used in TCRPM) using GIS (Geographic Information Systems). TAZ-level population and employment comparisons were made for the TAZs encompassing all of the approved developments between 2016 and 2022 (Appendix C).

Table 3: Employment Development Data (Sq Ft) to Employee Estimate for St. Lucie County

Source: FDOT D4 Research on Average Working Spaces (Sq ft/Employee) by Employment Category

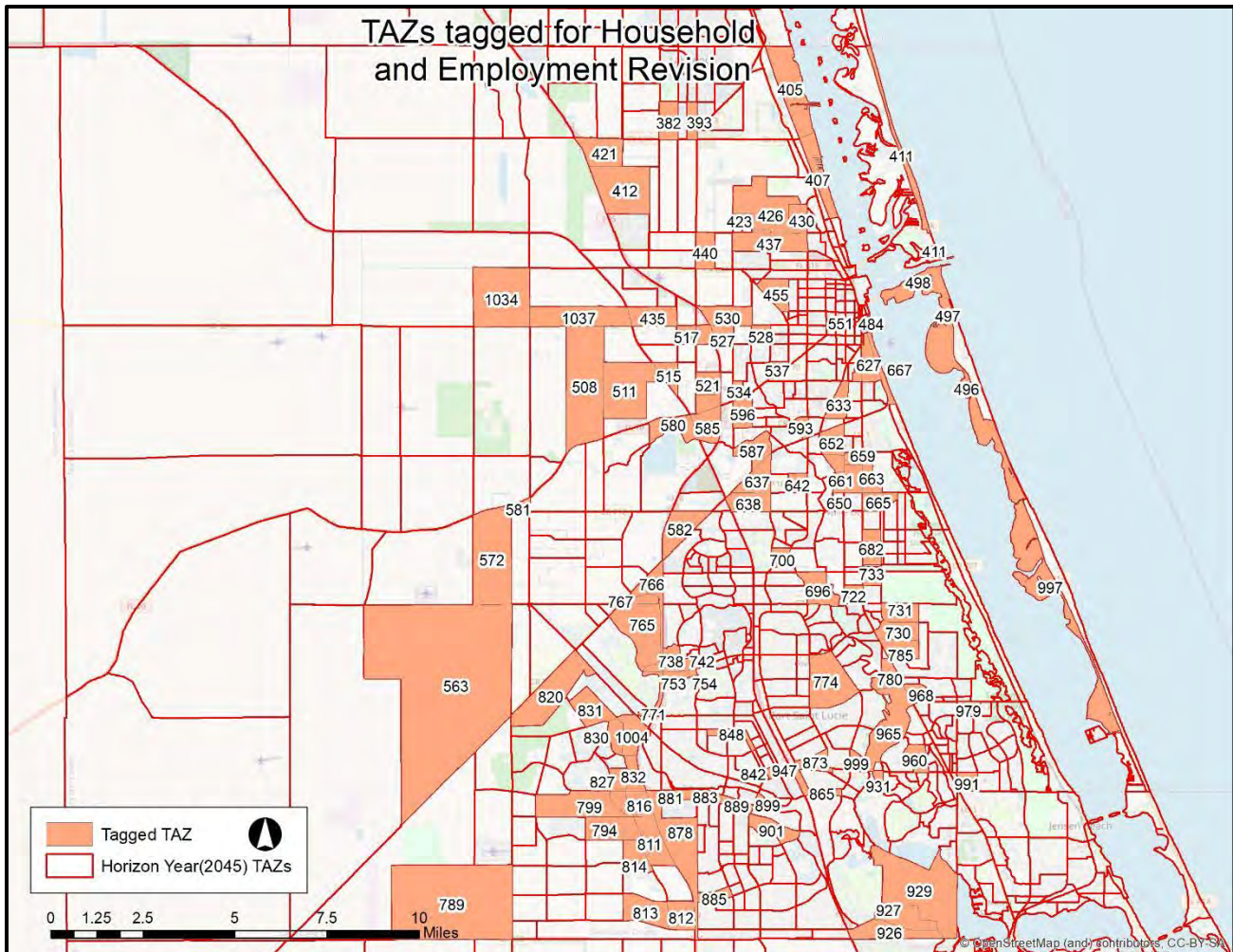
Employment Category	Space Required (Sq ft/ Employee)
Retail Activity	981
Amusement Services	
Restaurants and Bars	122
Wholesale Trade and Warehousing	1613
Manufacturing	1042
Agriculture	
Construction	
Utilities	
Transportation	
Education Elementary K-12	1296
Education Postsecondary	
Hotels and Motels	2408
Federal, State, and Local Government	778
Professional and Business Services	402
Personal Services	769

Table 4: Total Household Units and Employment Square Footage Considered for the Data Revision

Data Source	Relevant Approved Projects	Number of TAZs Impacted	Population	Households (Units)	Non-Residential (Sq Ft)	Employee Estimate
St. Lucie County	91	84	12,708	5,124	8,026,679	7,551
City of Fort Pierce	91	41	8,938	3,604	4,598,021	4,318
City of Port St. Lucie	115	75	4,938	1,991	5,438,422	3,140
Other Considered Projects	3	4	42,076	16,966	1,650,042	1,682
Overall		132	68,659	27,685	19,713,164	16,691

If the current 2045 TAZ data (e.g., population, households, and employment) were less than the development-produced population/employment estimates, the TAZs were flagged as potential candidates for data revisions (see Figure 1). The difference between the development-produced data and the current TAZ data (delta) was then allocated to the TAZs to produce the revised population/employment data. Figure 1 shows the TAZs that were used for data edits based on the project database shared by the city of Fort Pierce, the city of Port St. Lucie, and St. Lucie County.

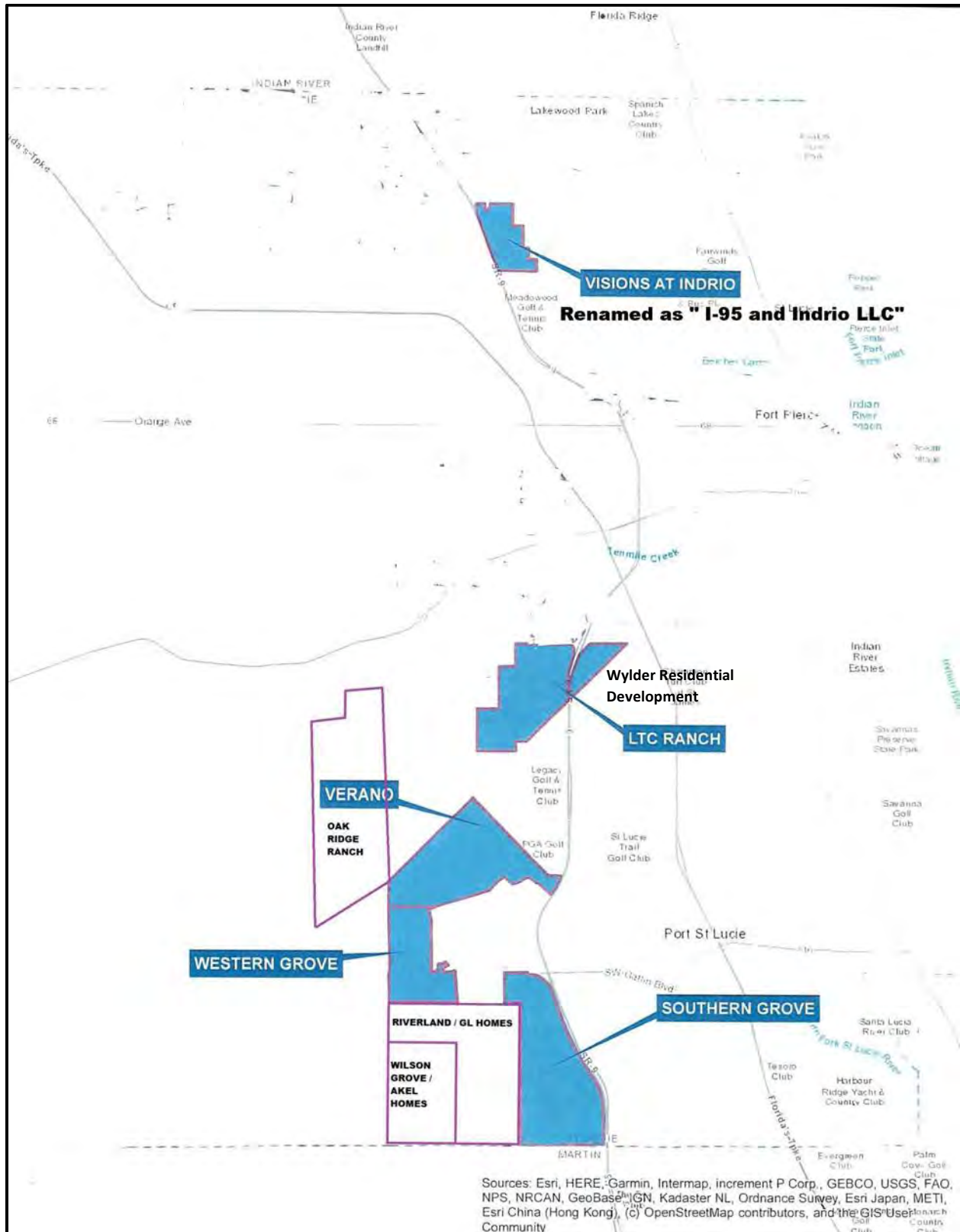
Figure 1: TAZs Tagged for Household and Employment Revisions Based on the Development Locations



1.2. Data Gathered from Development Regional Impact (DRI) Projects

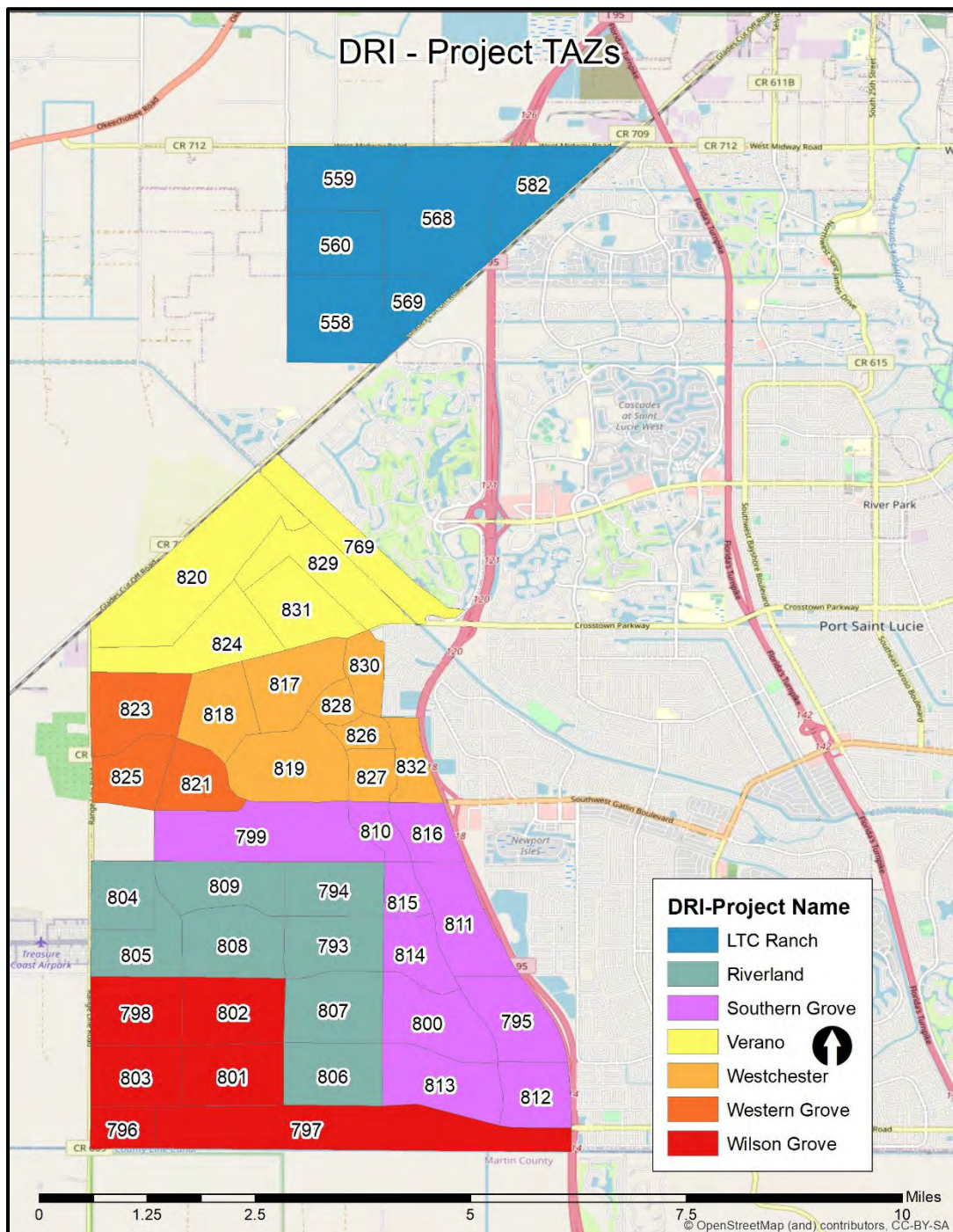
Florida Turnpike Enterprise, as part of their Project Development & Environment (PD&E) analysis projects reviews, provided a list of Development of Regional Impact (DRI) projects that included development names, household units, and future built areas of development. The consultant coordinated with the City of Fort Pierce, Port St. Lucie, and St. Lucie County on inputs from the developments. These inputs helped in delineating the projects that were approved (Figure 2) and could be considered for data revisions. The projects that were not approved were taken out from the list of consideration (Appendix D).

Figure 2: Approved Projects for DRI



The consultant did extensive research on gathering the relevant information on DRI projects. The tasks included searching for site plans, traffic impact studies, and any external data sources that can provide relevant additional information for allocating the right growth to the right TAZs. After gathering and manually filtering out the relevant information, appropriate TAZs were marked for data revisions (Figure 3).

Figure 3: TAZs Tagged for DRI Project Consideration



The assessed data was then used to estimate the preliminary population, households, and employment numbers (Table 4). Employment Estimates were calculated by first identifying the type of employment that the development would incur. Once the type/category was identified, the employment type square footage in the development database was used to calculate the number of jobs by dividing the space required for each job, using Table 2.

Once the preliminary estimates were developed, they were overlaid on the revised 2045 socioeconomic data (computed above) using GIS (Geographic Information Systems). TAZ-level population and employment comparisons were made for the TAZs encompassing the DRI projects (Table 4). If the current rolled-up 2045 TAZ data (e.g., households, and employment) were less than the development-produced population/employment estimates, the TAZs were flagged as potential candidates for data revisions (see Table 4).

The difference between the DRI development-produced data and the revised TAZ data (delta) was then allocated to the TAZs to produce the revised population/employment data. Various site plans that were researched and gathered by the consultant were cross-referenced to distribute the households and employment data. If the site plan has an area\TAZ zoned exclusively as residential, then only households were allocated to those TAZs using proportions based on total area.

Satellite Imagery was also referenced to inspect the reasonableness of the TAZ-level population and employment distribution.

Table 5 shows the comparison of the additional growth from the DRI projects (DRI HH, DRI EMP) compared to the original project-level analysis conducted in section 1.1 (HH45 Revised and Emp45 Revised). Red highlighted cells indicate the additional growth from the DRIs that is needed to be added to the TAZ system, as a result of the DRI projects reviews. Appendix E contains the final TAZ-level distribution of the data as a result of the DRI reviews and analysis.

Table 5: Development Intensities Needed to Adjust for DRIs

Development Name	City	Approval Year	TAZs	DRI HH Estimate	Commercial (Sq ft)	Industrial (Sq ft)	Other Offices (Sq ft)	DRI EMP Estimate	HH45 Revised	EMP45 Revised	Growth HH (HH 45 Revised - HH15)	Growth Emp (Emp 45 Revised - Emp15)	Adjust Pop to the official data	Adjust HH to the official data	Adjust EMP to the official data
LTC Ranch	Port St. Lucie	1993	582;568;569;558;560;559	2,500			980,100	1,275	7038	764	6986	475	-	-	511
Indrio & I95 LLC	St. Lucie	2022	412; 421	2,683	1,088,000			1,109	5922	2,114	5683	2048	-	-	-
TC International Airport	St. Lucie	2021	422; 426			55,053		53	421	4218	353	3247	-	-	-
Westchester	Port St Lucie	2002	817; 818; 819; 826; 827; 828; 830; 832	6,245			1,295,567	1,685	4993	3559	2985	1782	3,105	1,252	-
I-95/Midway Road Industrial Center	Port St. Lucie	NA	582			3,500,000		3,359	0	0	0	0	-	-	
Verano	Port St Lucie	2002	769; 829; 831; 820; 824	7,200	848500			865	1136	11	704	11	15,039	6,064	854
Western Grove	Port St Lucie	2002	823; 825; 821			213,444	164,567	419	3369	1553	3368	1480	-	-	-
Southern Grove	Port St Lucie	2005	816; 810; 811; 795; 799; 812; 797; 815; 814; 800; 813	7,388	1,831,465	8,745,000	2,929,737	14,069	5769	7867	5268	6440	4,015	1,619	6,202
Riverland	Port St Lucie	2005	794; 793; 809; 807; 806; 797; 808; 804; 805	11,700	892,668	1,361,250	1,688,577	4,412	1439	301	1439	301	25,447	10,261	4,111
Wilson Grove	Port St Lucie	2005	797;801;802;796;803;798	7,700	765,000	1,361,250	1,966,122	4,643	2485	6	2485	1	12,933	5,215	4,637
													60,539	24,411	16,315

2. Revised 2045 TAZ Data in TCRPM5 Format

2.1 Balancing Top-Down and Bottom-up Approaches:

In February 2022, the BEBR released its latest population projection for St. Lucie County, predicting a high population of 566,000 by 2045 and 601,400 by 2050 based on April 1, 2021 estimate. The St. Lucie County control total estimates continue to grow each year after 2019. In coordination with St. Lucie TPO, a new control total of 581,710 was established based on the official model 2045 population of 525,100 and considering the growing trend of the population control totals 56,610 in the future.

The bottom-up approach of TAZ-level population growth of 117,149 additions to the adopted control total of 525,100 resulted in a total population of 642,249. A balancing effort was conducted to match the top-down control total of 581,710, by reducing the growth of the population in the TAZs that did not have immediate approved projects.

To accommodate the above number as the total population of the region, a population reallocation procedure was developed to reallocate the growth of the TAZs in St. Lucie County. Growth in households of different TAZs influenced by the above developments (both DRIs and developments database from the local agencies) were fixed. For the TAZs without any immediate approved projects, the growth between the base year (2015) and horizon year (2045) was reduced proportionately, to match the newly established county control totals.

Table 6 shows the summary of the total population, household, and employment numbers revised for St. Lucie County. It also shows the difference between the official 2045 scenario and the final revised scenario, with its effect on total control totals for the Treasure Coast Region.

Table 6: Socioeconomic Data Comparison by County Between Official and Revised Scenario

COUNTY	Official Model 2045 SE Data			Revised 2045 SE Data		
	Population	Household	Employment	Population	Household	Employment
Indian River	201,839	86,077	94,626	201,839	86,077	94,626
St. Lucie	525,100	211,538	183,349	581,710	234,143	216,355
Martin	181,312	81,127	98,986	181,310	81,126	98,986
Regional	909,060	379,018	377,541	964,859	401,346	409,967
St. Lucie Changes				+56,610	+22,605	+33,006

Figure 4 shows the population difference between the official 2045 scenario and the revised 2045 scenario. Figure 5 shows the household difference between the official 2045 scenario and the revised 2045 scenario. Figure 6 shows the employment difference between the official 2045 scenario and the revised 2045 scenario. Employment numbers are mainly positive because the land allocation procedure does not revise the existing employment growth. Figure 4 and Figure 5 show negative ranges for TAZs because these are the ones from where the growth is extracted to balance the new growth of population and household numbers.

Figure 4: Population Comparison Between Revised and Official Scenario

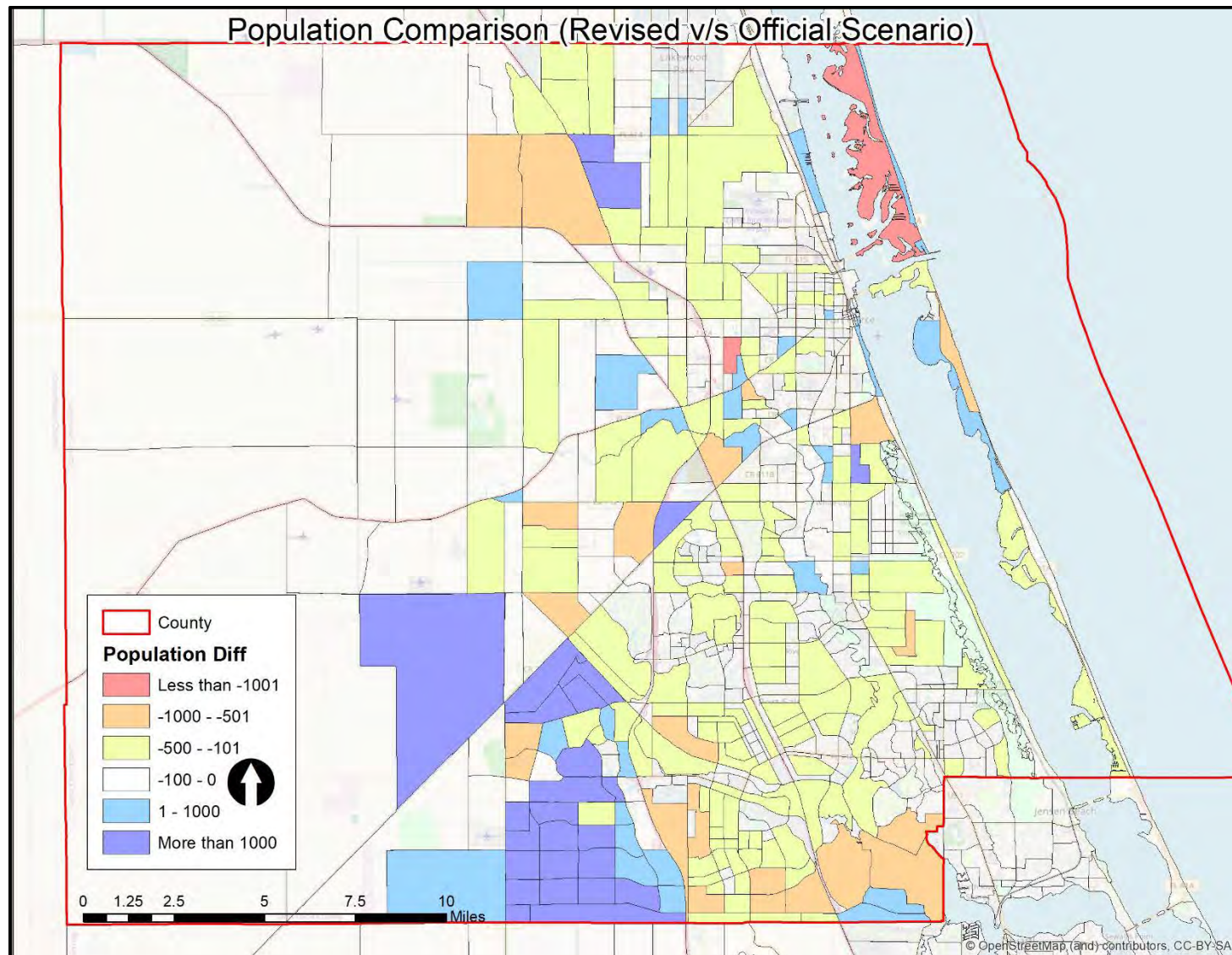


Figure 5: Household Comparison Between Revised and Official Scenario

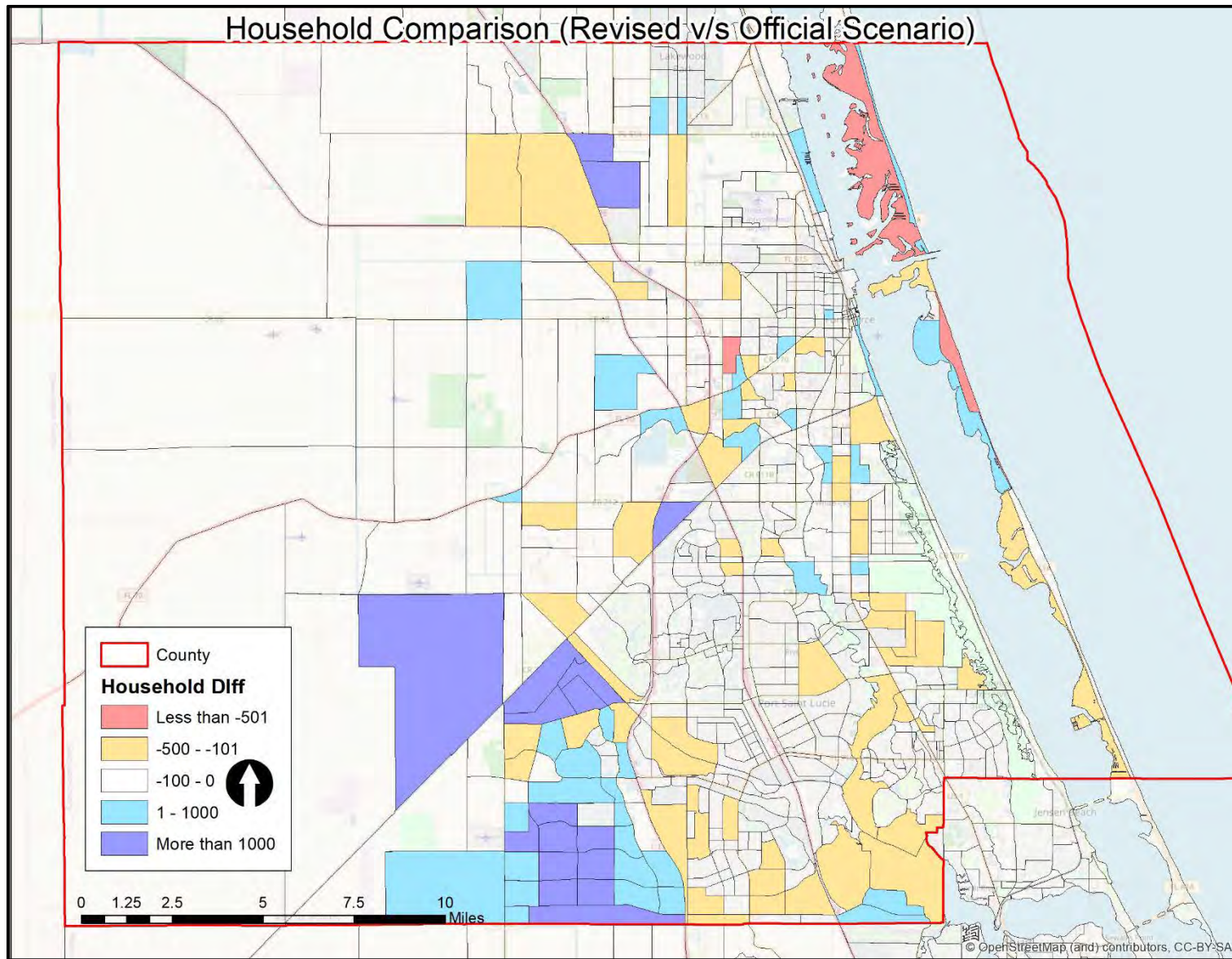
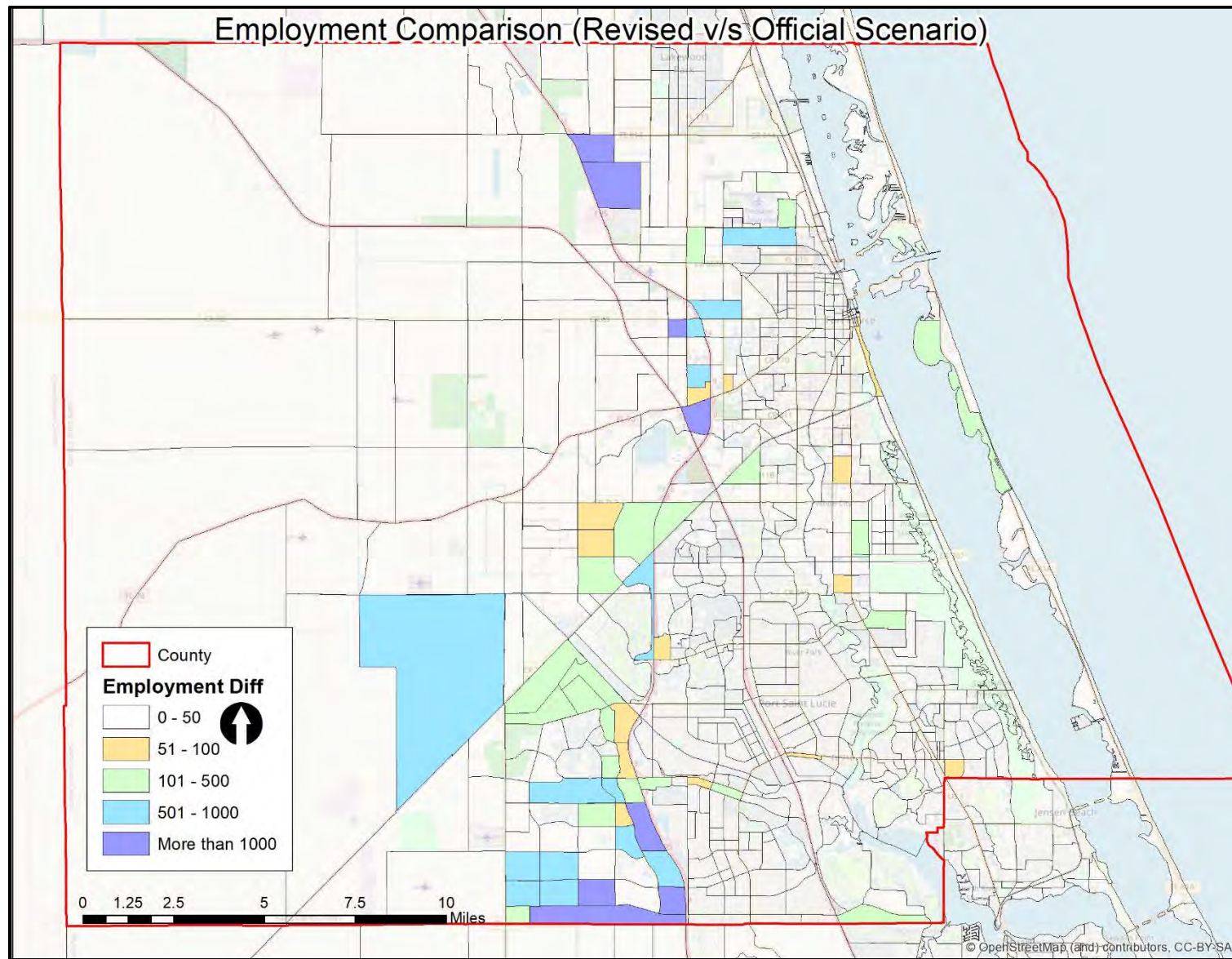


Figure 6: Employment Comparison Between Revised and Official Scenario



2.2 Assessment of System-wide Impact on the Roadway System

Using the revised 2045 socioeconomic data, the 2045 TCRPM5 Cost-Feasible Scenario was run. Key performance metrics summaries were compared with the current 2045 model results. Table 6 documents the impact of the new developments on the roadway network. In St. Lucie County there was an increase of 1 million Vehicle Miles Traveled (VMT), that corresponds to a 7.8% increase from the officially adopted model.

Table 7: Highway Evaluation Statistics by County Between Official and Revised Scenario

Statistics	2045 Official Model			2045 Revised Model			% Difference (St. Lucie)
	Indian River	St. Lucie	Martin	Indian River	St. Lucie	Martin	
Total Number of Directional Links	2,416	4,256	1,795	2,416	4,256	1,795	
Total Lane Miles	1,134	2,011	1,161	1,134	2,011	1,161	
Total Directional Miles	741	1,293	751	741	1,293	751	
Total Volume All Links	16,827,546	36,108,371	17,611,194	16,729,144	38,205,044	17,694,240	5.80%
Average (Directional) Volumes of All Links	6,965	8,484	9,811	6,924	8,978	9,858.00	5.80%
Total VMT All Links	6,230,756	11,455,991	8,128,595	6,239,644	12,351,172	8,270,887	7.80%
Total VHT All Links	134,964	304,572	190,245	134,184	328,333	191,349	7.80%
Original Speed (VMT/Free flow VHT)	51.62	48.41	53.31	51.75	48.4	53.5	
Congested Speed (VMT/Congested VHT)	46.17	37.61	42.73	46.5	37.6	43.2	

The model output volumes on major roads in the vicinity of the new developments in the county were also evaluated (see Table 7 to Table 11).

Figure 7: Impact on Major Roadways in St. Lucie County

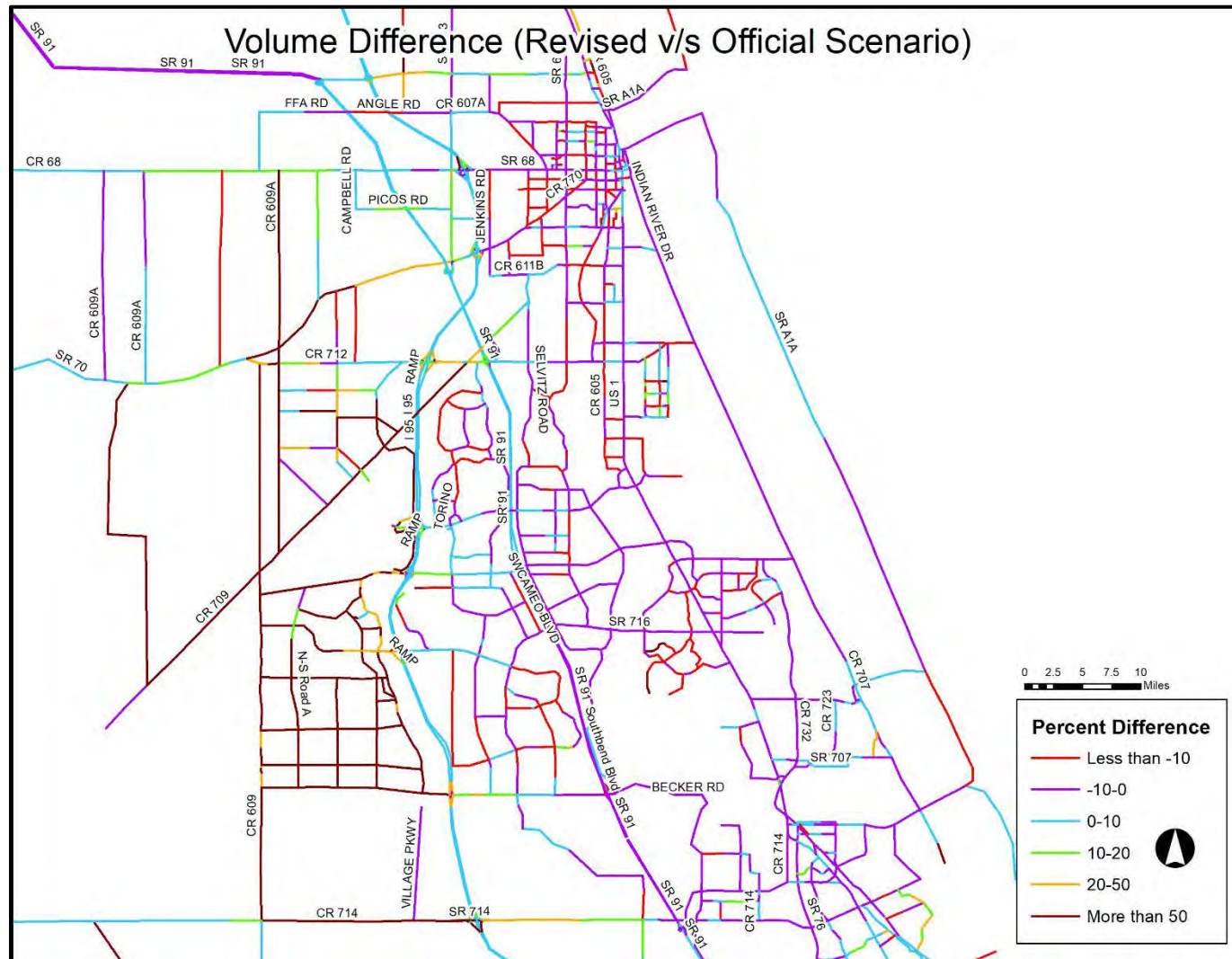


Table 8: Model Volumes West of I-95 at Major Roadways in the Study Area

Location (West of I-95)	2045 Official Model	2045 Revised Model	% Difference
Okeechobee Road	32,007	33,651	5.1%
Midway Road	23,538	24,645	4.7%
Glades Cut-off Road	11,002	18,514	68.3%
St. Lucie West Blvd	18,747	21,535	14.9%
Crosstown Parkway	31,024	44,837	44.5%
Tradition Parkway	56,243	80,556	43.2%
SW Becker Road	22,335	59,230	165.2%

Table 9: Model Volumes East of I-95 at Major Roadways in the Study Area

Location (East of I-95)	2045 Official Model	2045 Revised Model	% Difference
Okeechobee Road	61,306	61,192	-0.2%
Midway Road	23,336	26,270	12.6%
St. Lucie West Blvd	63,804	67,970	6.5%
Crosstown Parkway	45,327	53,021	17.0%
Tradition Parkway	57,015	61,903	8.6%
SW Becker Road	39,657	47,198	19.0%

Table 10: Model Volumes on I-95 & Turnpike at Major Roadways in the Study Area

Location (South of)	I-95			Turnpike		
	2045 Official Model	2045 Revised Model	% Difference	2045 Official Model	2045 Revised Model	% Difference
Okeechobee Road	118,497	124,594	4.90%	54,725	55,473	2.00%
Midway Road	124,343	130,933	5.00%	57,423	57,765	1.60%
St. Lucie West Blvd	131,707	141,619	7.50%	57,423	57,765	1.60%
Crosstown Parkway	130,552	139,623	6.20%	57,423	57,765	1.60%
Tradition Parkway	109,538	114,088	4.10%	61,205	59,547	-2.30%
SW Becker Road	114,082	121,195	6.30%	72,082	70,456	-1.70%

Table 11: Model Volumes on US 1 at Major Roadways in the Study Area

US 1 (South Of)	2045 Official Model	2045 Revised Model	% Difference
Virginia Avenue	48,222	47,020	-2.5%
Edwards Road	48,430	47,425	-2.1%
Midway Road	56,712	54,903	-3.2%
E Prime Vista Blvd	62,722	59,754	-4.7%
Crosstown Pkwy	72,415	71,057	-1.9%
SE Port St. Lucie Blvd	88,022	85,208	-3.2%

Table 12: Model Volumes for Village Parkway at Major Roadways in the Study Area

Village Parkway (South of)	2045 Official Model	2045 Revised Model	% Difference
Crosstown Parkway	17,500	24,756	41.5%
Tradition Parkway	35,494	60,269	69.8%
North of SW Becker Road	10,405	26,177	151.6%

Based on the comparison between the revised 2045 model outputs and the currently adopted model outputs, it was observed that St. Lucie County VMT increased by 7.8% using the revised 2045 data. It is noted that most of the high-intensity developments are situated in Southwest St. Lucie County/City of Port St. Lucie. The major arterials in the area, such as Cross-Town Parkway, Traditions Parkway, Village Parkway, Southwest Becker Road, and Glades Cut-off Road have increased daily volumes (AADTs). Since the assessment of the level of service to the roadway system is beyond the scope of this study, it is recommended to evaluate the traffic operations and level of service and congestion analyses in more refined subarea/corridor forecasting processes. It was also observed that the impact on Indian River and Martin County system wide transportation VMT statistics is insignificant. However, some roadway segments near the Martin/St. Lucie County line such as CR 609 and Martin Highway have seen increases in AADT projections by 2045. It should be noted that these are the raw model volumes as output from the regional model and should be carefully studied further when determining the roadway traffic operations and their level of service.



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 5, 2023
Item Number:	8g
Item Title:	Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) Update
Item Origination:	Florida Department of Transportation District 4 (FDOT)
UPWP Reference:	Task 3.1 -Long Range Transportation Planning
Requested Action:	Endorse the draft update to the SIS CFP, endorse with conditions, or do not endorse.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because the deletion of the construction of the widening of I-95 from the Martin County Line to State Route 70 from the SIS CFP Update threatens the flow of the Work Program and further impacts a congested critical corridor and disrupted supply chain in one of the fastest growing areas in the State of Florida, it is recommended that the SIS CFP Update be endorsed with the condition that the construction of this I-95 project is returned to the earliest-possible interval of the SIS CFP Update.

Attachments

- Staff Report
- FDOT District 4 SIS CFP Update Table
- FDOT District 4 SIS CFP Update Map
- SIS CFP Update Presentation



MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: April 5, 2023

SUBJECT: Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) Update

BACKGROUND

The SIS is Florida's statewide network of high priority transportation facilities which include airports, highways, railroads, seaports, spaceports, and transit facilities. The Florida Department of Transportation (FDOT) plans for the SIS in coordination with Metropolitan Planning Organizations and other partners. FDOT is updating the SIS CFP from the current horizon year of 2045 to the year 2050. The SIS CFP was last updated and presented to the TPO Board in June 2018.

The SIS CFP Update covers the period of FY 2032/33 to FY 2049/50 and is based on 2050 revenue estimates. FDOT District 4 will present the draft SIS CFP Update for review, comment, and endorsement.

ANALYSIS

The draft SIS CFP Update for District 4 is attached in both table and map forms. As identified in the attached presentation, the projects in the St. Lucie TPO area in the SIS CFP Update only consist of the following:

- Construction of the ramps on the north side of the new Florida's Turnpike interchange at Midway Road in FY 2032/33 – FY 2034/35;
- Design of the widening of I-95 from the Martin County Line to State Route 70/Okeechobee Road in FY 2035/36 – FY 2039/40; and,
- Project Development & Environment Study (PD&E) for a new I-95 interchange at St. Lucie Boulevard in FY 2045/46 – 2049/50.

It is fortunate that the construction of the ramps on the north side of the new Florida's Turnpike interchange at Midway Road is included in the SIS CFP Update. However, the construction of the widening of I-95 in Port St. Lucie from the Martin County Line to State Route 70, which was included in the first or second time intervals in the last two updates of the SIS CFP over the past 10 years, was deleted from this update to the SIS CFP.

The deletion is proposed despite the tremendous current and projected growth in this part of the TPO area as identified by the recently-completed land use update to the Treasure Coast Regional Planning Model #5. In addition, this I-95 project phase appears to have been deleted in favor of the advancement of the State Route 714/Monterey Road at FEC Railway Grade Separation Project which will serve a much smaller population and traffic volume. Furthermore, the Project Development & Environment Study and the design of the I-95 project are programmed. Consequently, the deletion of the construction of the I-95 project threatens the flow of the Work Program and further impacts a congested critical corridor and disrupted supply chain in one of the fastest growing areas in the State of Florida. Therefore, the construction of the widening of I-95 from the Martin County Line to State Route 70 should be returned to the earliest-possible interval in the SIS CFP Update.

At their meetings during the week of March 20th, the TPO Advisory Committees recommended that the SIS CFP Update should not be approved unless the widening of I-95 from the Martin County Line to State Route 70 is returned to the SIS CFP Update.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because the deletion of the construction of the widening of I-95 from the Martin County Line to State Route 70 from the SIS CFP Update threatens the flow of the Work Program and further impacts a congested critical corridor and disrupted supply chain in one of the fastest growing areas in the State of Florida, it is recommended that the SIS CFP Update be endorsed with the condition that the construction of this I-95 project is returned to the earliest-possible interval of the SIS CFP Update.



ID	FACILITY	FROM	TO	Design			Right of Way / Construction			P3 Funds			Other Funds	IMPRV TYPE
				PDE	PE	TOTAL	ROW	CON	TOTAL	COST	Begin Yr	#Yrs	TOTAL	
1107	I-595	E. of I-75	W. of I-95							902,909	2033	12		MGLANE
3671	Copans Road	at SFRC		2,000	5,199	7,199	23,630	26,513	50,143					GRASEP
3934	Florida Turnpike	at Midway Rd						20	20					N-INCH
3937	I-595 and Davie Rd at SR 84/I-595	S. of SR 84	SR 84	2,000	2,147	4,147	2,204		2,204					HWYCAP
3939	I-595 and Flamingo Rd at SR 84/I-595	NW 8th St	S. of Broward Blvd	2,000	2,301	4,301								HWYCAP
3936	I-595 and NW/SW 136th Ave at SR 84/I-595	SW 5th St	NW 2nd St	2,000	6,373	8,373								HWYCAP
3938	I-595 and Pine Island Rd at SR 84/I-595	N. of Nova Rd	SR 84	2,000	5,567	7,567								HWYCAP
3940	I-595 and University Drive at SR 84/I-595	S. of SR 84	N. of SR 84	2,000	6,644	8,644								HWYCAP
3409	I-95	Miami-Dade/Broward C/L	N. of Hollywood Blvd				64,817	189,010	253,827					M-INCH
3399	I-95	S. of Linton Boulevard	6th Ave South		33,646	33,646		377,508	377,508					MGLANE
3670	I-95	at SR 714 / Martin Hwy			196	196		2,159	2,159					M-INCH
3404	I-95	Martin/St. Lucie C/L	SR 70		23,552	23,552								MGLANE
3665	I-95	High Meadow Ave	Martin/St. Lucie C/L		6,726	6,726								MGLANE
3664	I-95	CR 708 / Bridge Rd	High Meadow Ave		9,985	9,985								MGLANE
3403	I-95	Martin/Palm Beach C/L	CR 708/Bridge Rd		6,516	6,516								MGLANE
3401	I-95	Okeechobee Blvd	S. of Indiantown Road	3,000	36,225	39,225								MGLANE
3416	I-95	at Belvedere Rd			3,431	3,431								M-INCH
3402	I-95	Indiantown Road	Martin/Palm Beach C/L		4,412	4,412								MGLANE
3398	I-95	SR-84	S. of Broward Blvd	3,000	33,526	36,526								HWYCAP
3400	I-95	6th Ave South	N. of Okeechobee Blvd		83,956	83,956	2,484	941,988	944,472					MGLANE
3415	I-95	at Commercial Blvd					46,052	8,226	54,278					M-INCH
3414	I-95	at Oakland Park Blvd					10,698	42,765	53,463					M-INCH
3669	I-95	at CR 512			126	126		451	451					M-INCH
3413	I-95	at Davie Blvd						28,154	28,154					M-INCH
3412	I-95	Miami-Dade/Browad C/L	N. of Griffin Road				180,049		180,049					HWYCAP
3397	I-95	N. of Broward Blvd	Sunrise Blvd	2,000	4,757	6,757	2,000		2,000					HWYCAP
3944	I-95	at 53rd St		3,000	6,000	9,000								N-INCH
3945	I-95	at St. Lucie Blvd		3,000		3,000								N-INCH
3942	SR 710	Congress Ave	Palm Beach/Martin C/L		2,300	2,300								ITS
3394	SR 80	W. of Royal Palm Beach Blvd	I-95	3,000		3,000								HWYCAP
3943	SR 80 Bypass/US 27 Connector	US 27	US 441/SR 715	2,750	4,313	7,063								NR
3673	SR 814 / Atlantic Blvd	at SFRC		2,000	3,443	5,443	3,382	38,631	42,013					GRASEP
3935	SR 834 / Sample Road	at FEC Railway		2,000	5,199	7,199								GRASEP
3672	SR 834 / Sample Road	at SFRC		2,000	6,938	8,938	177,844	77,849	255,693					GRASEP
3405	SR-710	Martin/Okeechobee C/L	Martin Powerplant Road				7,700	84,067	91,767					A2-4
3417	SR-714/Monterey Road	at FEC Railway			7,357	7,357	4,742	80,925	85,667					GRASEP
3393	SR-80	Binks Forest Dr	Royal Palm Beach Blvd	1,500	2,587	4,087								HWYCAP
3396	SR-80	US 27	I-95		1,576	1,576		17,687	17,687					ITS
3941	University Dr	S. of SW 30th St.	S. of SR 84	1,500	5,160	6,660								HWYCAP
3391	US 27	Krome Avenue (Miami-Dade County)	Evercane Road (Hendry County)		2,217	2,217		25,612	25,612					ITS
3392	US 27	Pembroke Road	SW 26th Street (N. of Griffin Rd)	3,000	17,515	20,515								SERVE
3390	US 27	Broward/Palm Beach C/L	Evercane Road (Hendry County)	2,000	39,341	41,341								FRTCAP
3389	US 27	Krome Avenue (Miami-Dade County)	Broward/Palm Beach C/L	2,000	29,009	31,009								FRTCAP
3667	US-27	Broward/Palm Beach C/L	S. of SW 2nd St (South Bay)		819	819		9,456	9,456					ITS

Funded CFP Totals

456.809

2,476,623

902.909

Total CFP Funds= 3,836.341

LEGEND

(A) FY 2032/2033 - 2034/2035

(B) FY 2035/2036 - 2039/2040

(C) FY 2040/2041 - 2044/2045

(D) FY 2046/2047 - 2049/2050

Mega Projects
Phased Over Time

NOTES

(1) All values in thousands of Present Day Dollars (2023).

(2) All phase costs shown as supplied by each District.

(3) CON includes both Construction (CON52) and Construction Support (CEI).

(4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.

(5) "P3 Funds" - Used to fund Public-Private Partnership projects over a specified number of years.

(6) Revenue forecast provides separate values for PDE and PE than for ROW and CON.

(7) Other Funds - assumed to be toll revenue or partner funded.

(8) This is a DRAFT and revisions will be made based on further coordination.

IMPROVEMENT TYPES

A1-3: Add 1 Lane to Build 3

A2-4: Add 2 Lanes to Build 4

A2-6: Add 2 Lanes to Build 6

A2-8: Add 2 Lanes to Build 8

A4-12: Add 4 Lanes to Build 12

A1-AUX: Add 1 Auxilliary Lane

A4-SUL: Add 4 Special Use Lanes

ACCESS: Access

BRIDGE: Bridge

FRTCAP: Freight Capacity

GRASEP: Grade Separation

HWYCAP: Highway Capacity

PTERM: Passenger Terminal

ITS: Intelligent Transp. System

MGLANE: Managed Lanes

M-INCH: Modify Interchange

N-INCH: New Interchange

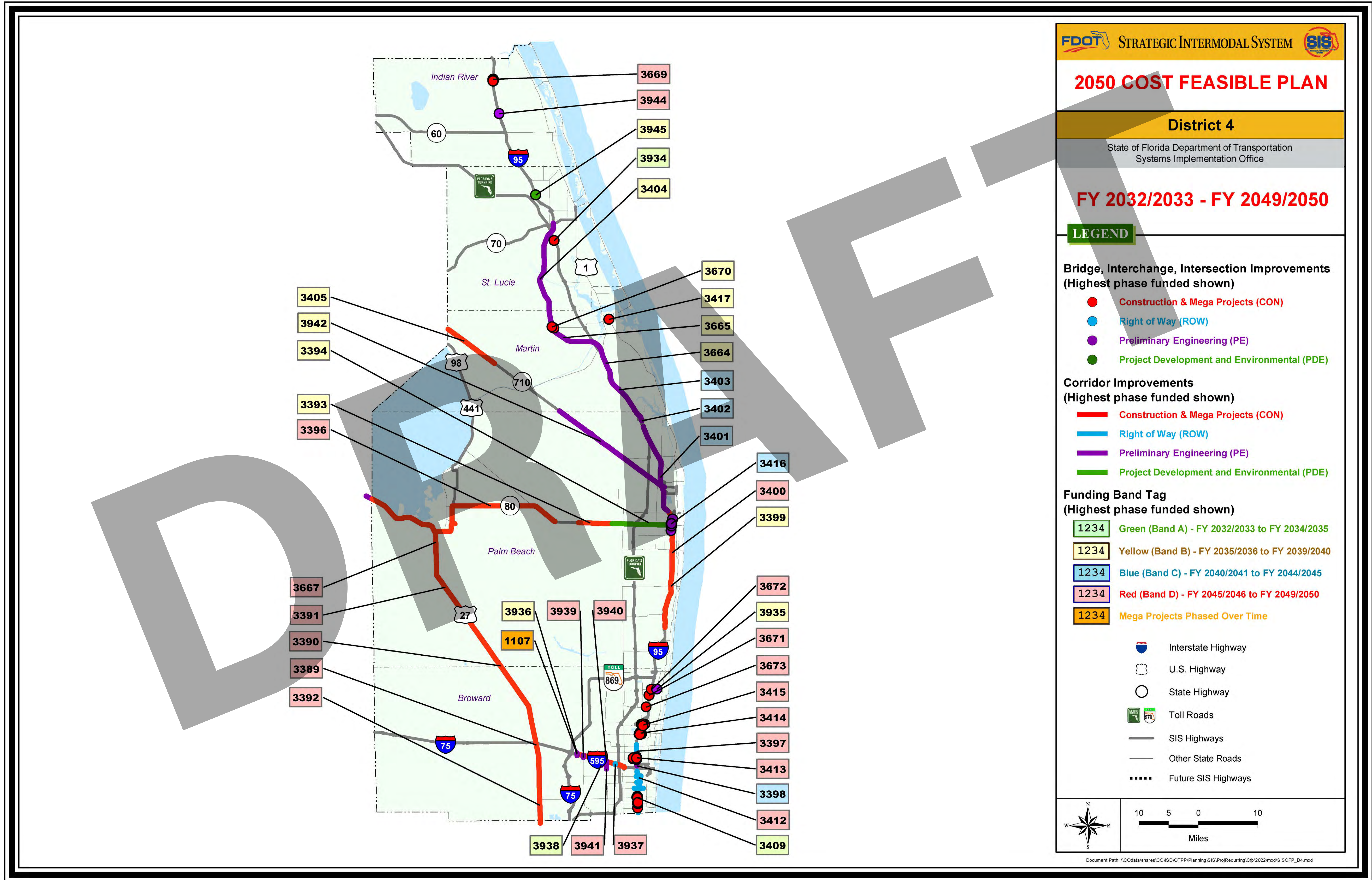
NR: New Road

PDE: Project Dev. Env.

SERVE: Add Svc/Front/CD System

STUDY: Study

UP: Ultimate Plan



STRATEGIC INTERMODAL SYSTEM COST FEASIBLE PLAN (Highway Mode) UPDATE

Florida Department of Transportation

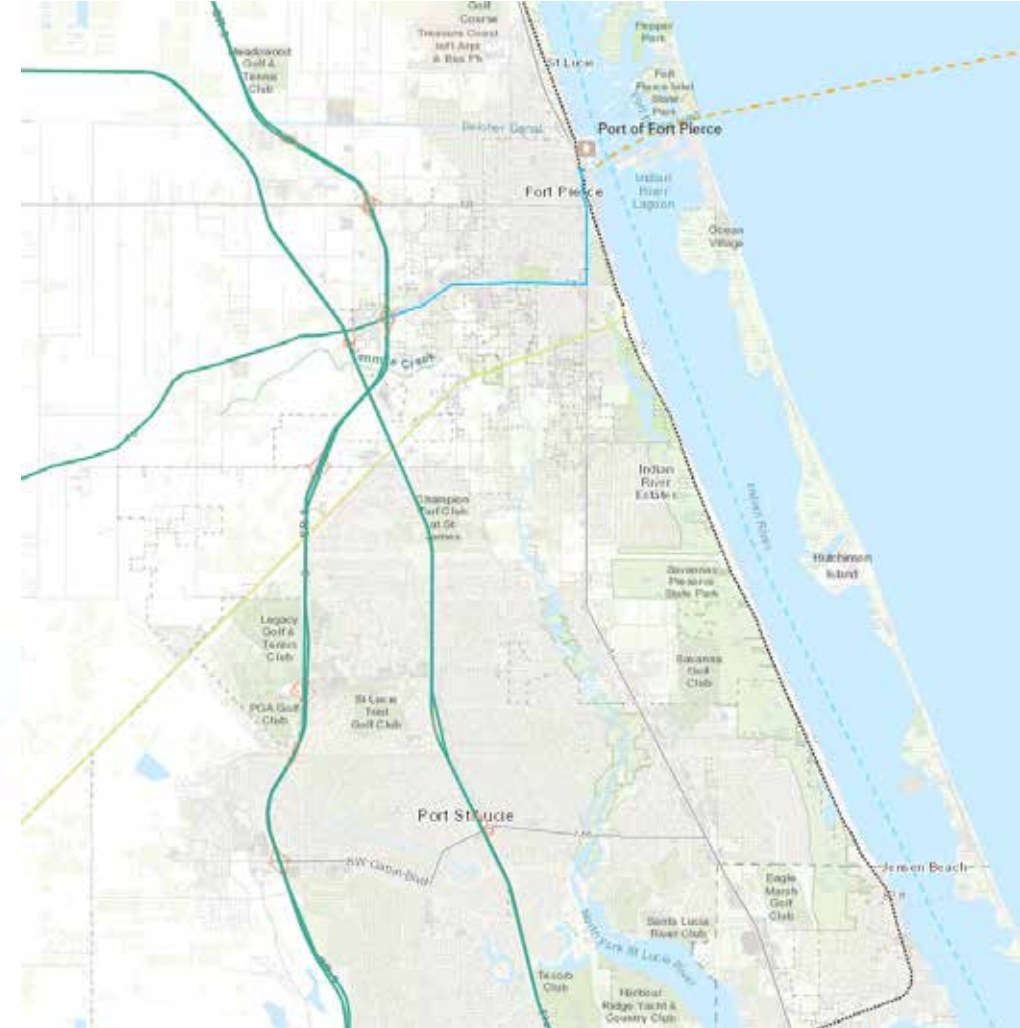


March/April 2023

AGENDA

- Background and Purpose
- SIS Project Programming
- Previous Coordination
- Draft Cost Feasible Plan
- Schedule
- Safety Message and Questions

- 



SIS PROJECT PROGRAMMING

SIS Funding Strategy

- 1st Five Year Work Program
 - Funded (year 1)
 - Programmed for funding (years 2-5)
- 2nd Five Year Plan
 - Planned for funding (years 6-10)
- Cost Feasible Plan
 - Considered financially feasible (years 11-25)
- Multi-Modal Unfunded Needs Plan (MMUNP)
 - Transportation projects that meet mobility needs, but where funding is not expected to be available during the 25-year time period of the SIS Funding Strategy.



Long-Range Planning

[SIS OVERVIEW](#)

PREVIOUS COORDINATION

106

- Joint Virtual Workshop
 - Held on August 5th, 2022
 - Agenda Included:
 - Intent of the SIS CFP
 - Tentative Schedule
 - Input from Partners Regarding:
 - FDOT Proposed Projects
 - Recommendations for Additional Projects



ID	FACILITY	FROM	TO	Design			Right of Way and Construction			Improvement
				PDE	PE	TOTAL	ROW	CON	TOTAL	TYPE
3404	I-95	Martin/St. Lucie County Line	SR-70		\$ 23,552	\$ 23,552	\$ 11,000	\$ 264,258		MGLANE
3945	I-95	at St. Lucie Blvd.		\$ 3,000	\$ 6,000	\$ 3,000		\$ 67,320		N-INCH
3934	Florida's Turnpike	at Midway Road				\$ -		\$ 20,000	\$ 20,000	N-INCH

LEGEND

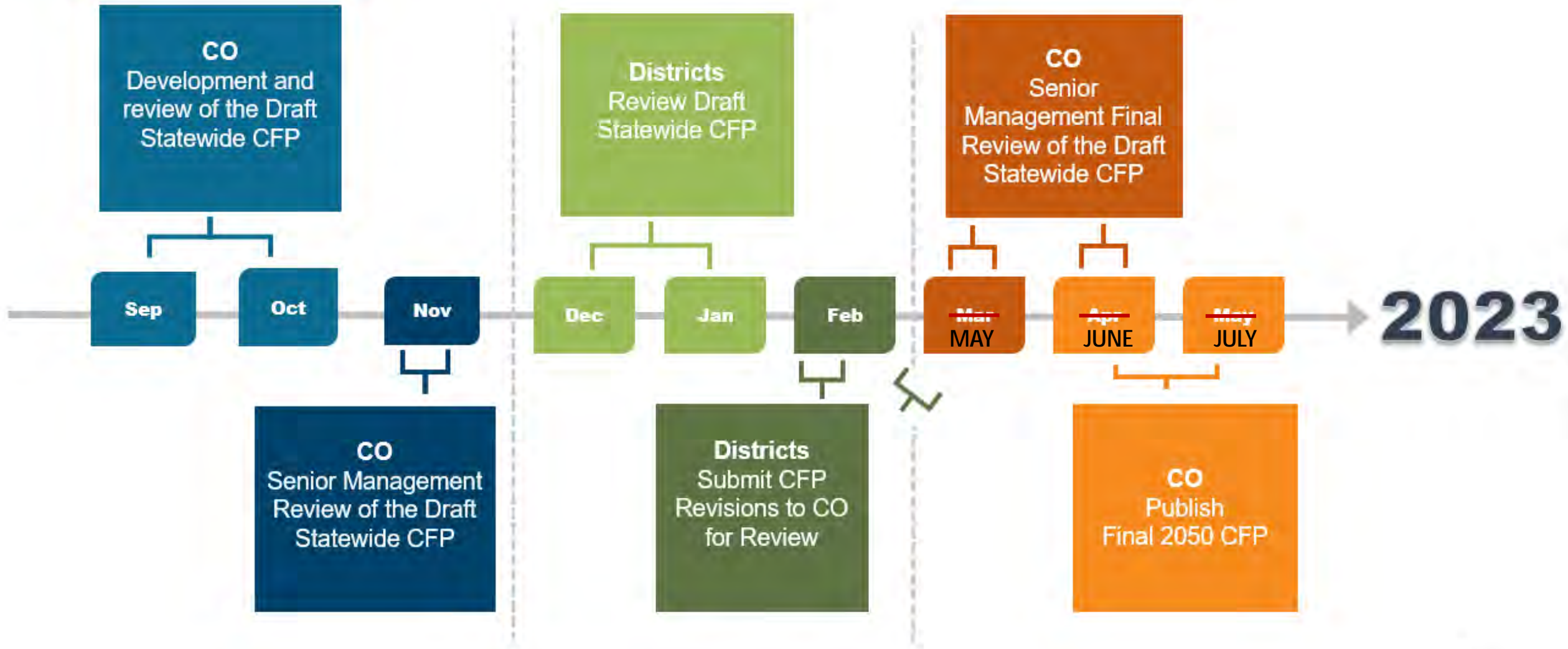
FY 2032/2033 - 2034/2035
FY 2035/2036 - 2039/2040
FY 2040/2041 - 2044/2045
FY 2045/2046 - 2049/2050
Requested, But Not Feasible

NOTES

- (1) All values in thousands of Present Day Dollars (2023).
- (2) All phase costs shown as supplied by each District.
- (3) CON includes both Construction (CON52) and Construction Support (CEI).
- (4) ROW includes both Right-of-Way Acquisition/Mitigation (ROW43/45) and Right-of-Way Support.
- (5) Revenue forecast provides separate values for PDE and PE than for ROW and CON.
- (6) This is a DRAFT and revisions will be made based on further coordination.

SCHEDULE

108

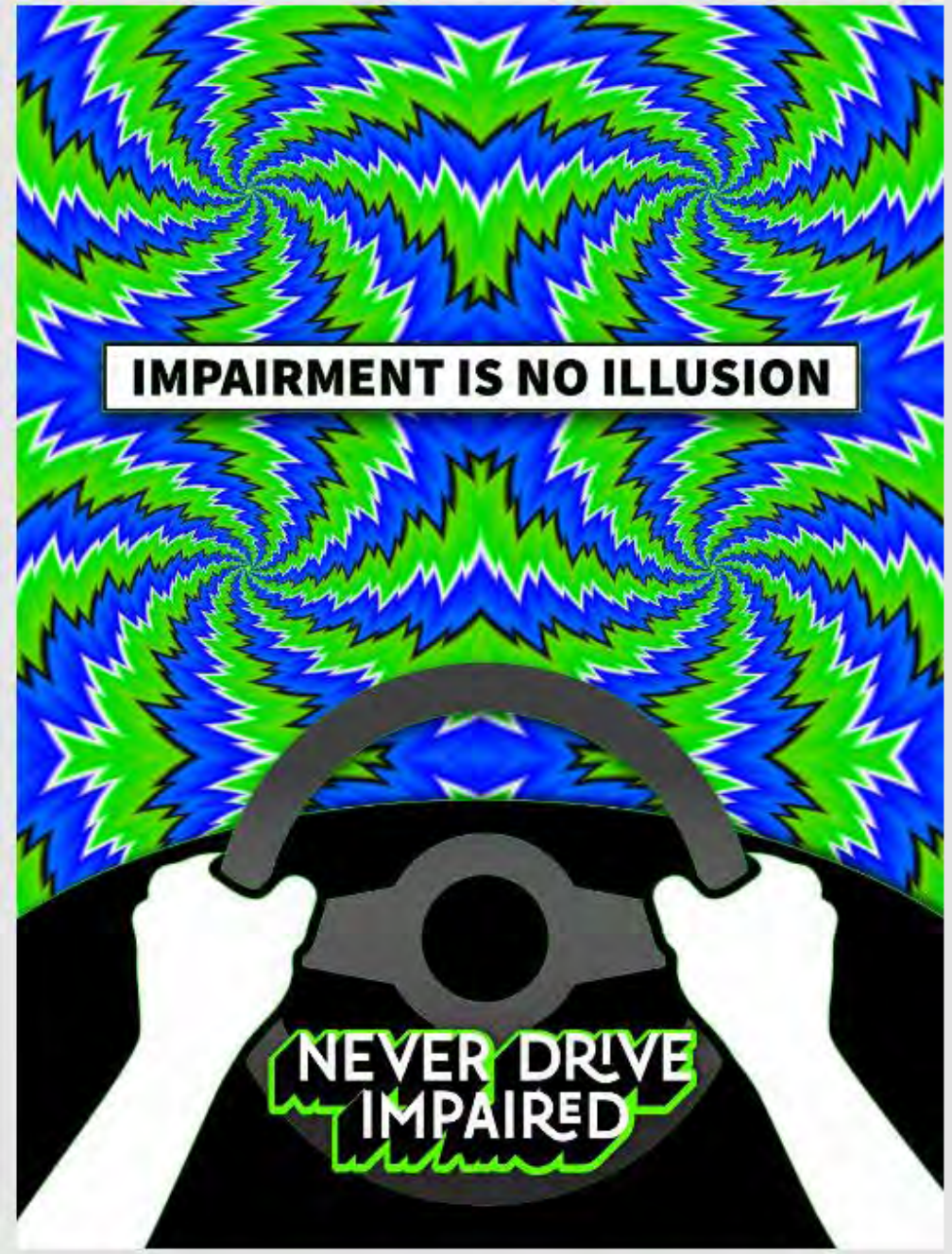


QUESTIONS?

Ronald Kareiva, P.E.
Strategic Intermodal System Coordinator
FDOT, District 4

ronald.kareiva@dot.state.fl.us

954-777-4441





Coco Vista Centre
 466 SW Port St. Lucie Blvd, Suite 111
 Port St. Lucie, Florida 34953
 772-462-1593 www.stlucietpo.org

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 5, 2023
Item Number:	8h
Item Title:	Special Events Congestion Management and Parking Plan (SECMAPP)
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.4 – Congestion Management Process (CMP)
Requested Action:	Adopt the SECMAPP, adopt with conditions, or do not adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because SECMAPP would address congestion, parking, and safety issues associated with special events in the TPO area as part of the TPO's CMP, it is recommended that the SECMAPP be adopted.

Attachments

- Staff Report
- SECMAPP



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Transportation Systems Manager

DATE: April 5, 2023

SUBJECT: Special Events Congestion Management and Parking Plan (SECMAPP)

BACKGROUND

Congestion and parking issues are occurring at special event locations in the TPO area such as in McCarty Ranch Preserve, Clover Park, Downtown Fort Pierce/South Beach, the Port District/Botanical Gardens/City Center of Port St. Lucie, Fenn Center/Lawnwood Regional Park, and St. Lucie County Fairgrounds/Emergency Operations Center. These issues are likely to increase with the tremendous growth that the TPO area is experiencing. Therefore, Task 3.4, *Congestion Management Process (CMP)*, of the Unified Planning Work Program (UPWP), includes the development of a SECMAPP for the TPO area.

ANALYSIS

The SECMAPP was prepared by Kimley-Horn, one of the TPO's General Planning Consultants. As part of the SECMAPP, interviews first were conducted with representatives of each of the local agencies with responsibility for the management of the special events to initially identify any congestion, parking, and safety issues associated with the special events from the perspectives of the local agencies. Subsequently, special events at each of the locations were observed, and congestion, parking, and safety issues associated with the events were identified. Recommendations for improvements to address the congestion, parking, and safety issues were then developed and prioritized.

Finally, potential grant funding opportunities for the proposed improvements were identified.

The attached SECMAPP report organizes the findings of the interviews and observations and the recommended improvements into the following sections:

- Special Event Location Evaluations – Evaluates and quantifies traffic congestion and parking issues at the Special Events locations.
- Special Event Needs Analysis – Evaluates existing roadway network and parking areas and identifies potential changes/improvements to the existing Special Events operations and area roadway network.
- Special Events Improvement Project Development – Determines potential future projects to address current Special Events traffic and parking deficiencies, grouped into services, technology, and infrastructure categories.
- Project Prioritization – Creates a prioritization list which is categorized into near-term (can be implemented within 1 year), mid-term (can be implemented in 1-5 years), and long-term (can be implemented in 5+ years).
- Funding Source Identification – Identifies applicable grant opportunities for the proposed improvements.

The SECMAPP provides detailed findings and recommended improvements to address the congestion, parking, and safety issues that were identified. The improvements are to be implemented at the discretion of the local agencies. However, there is the potential for eligible improvements to be considered for CMP funding from the TPO.

At their meetings during the week of March 20th, the TPO Advisory Committees recommended the adoption of the SECMAPP.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because SECMAPP would address congestion, parking, and safety issues associated with special events in the TPO area as part of the TPO's CMP, it is recommended that the SECMAPP be adopted.



St. Lucie

Special Events Congestion Management and Parking Plan

March 2023

Prepared By:

Kimley»Horn

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APPENDIX

A. Meeting Notes

INTRODUCTION

Kimley-Horn was retained by the St. Lucie TPO to establish a Special Events Congestion Management and Parking Plan (SECMAPP) for Special Events locations in the St. Lucie TPO area. The Special Events locations are as follows:

- (1) McCarty Ranch Preserve
- (2) Clover Park
- (3) Downtown Fort Pierce/South Beach
- (4) The Port District/Botanical Gardens/City Center
- (5) Fenn Center/Lawnwood Regional Park
- (6) St. Lucie County Fairgrounds/Emergency Operations Center

Figure 1 shows the special event locations. The Regional Partners include the City of Fort Pierce, City of Port St. Lucie, and St. Lucie County Area Regional Transit. Five (5) virtual meetings were held with regional partners, including:

- (1) City of Port St. Lucie Parks & Recreation (Paul Grives)
- (2) St. Lucie County (County Transit – Adolfo Covelli, Parks & Recreation – Willie Redden)
- (3) St. Lucie County Sheriff's Office (Sargent Matt Dietrich)
- (4) Botanical Gardens Staff (Jeff Chambers)
- (5) City of Fort Pierce (Fort Pierce Police Department – Sargent Fasanello)

This report serves as the documentation of the SECMAPP and summarizes the findings and recommended improvements into the following sections:

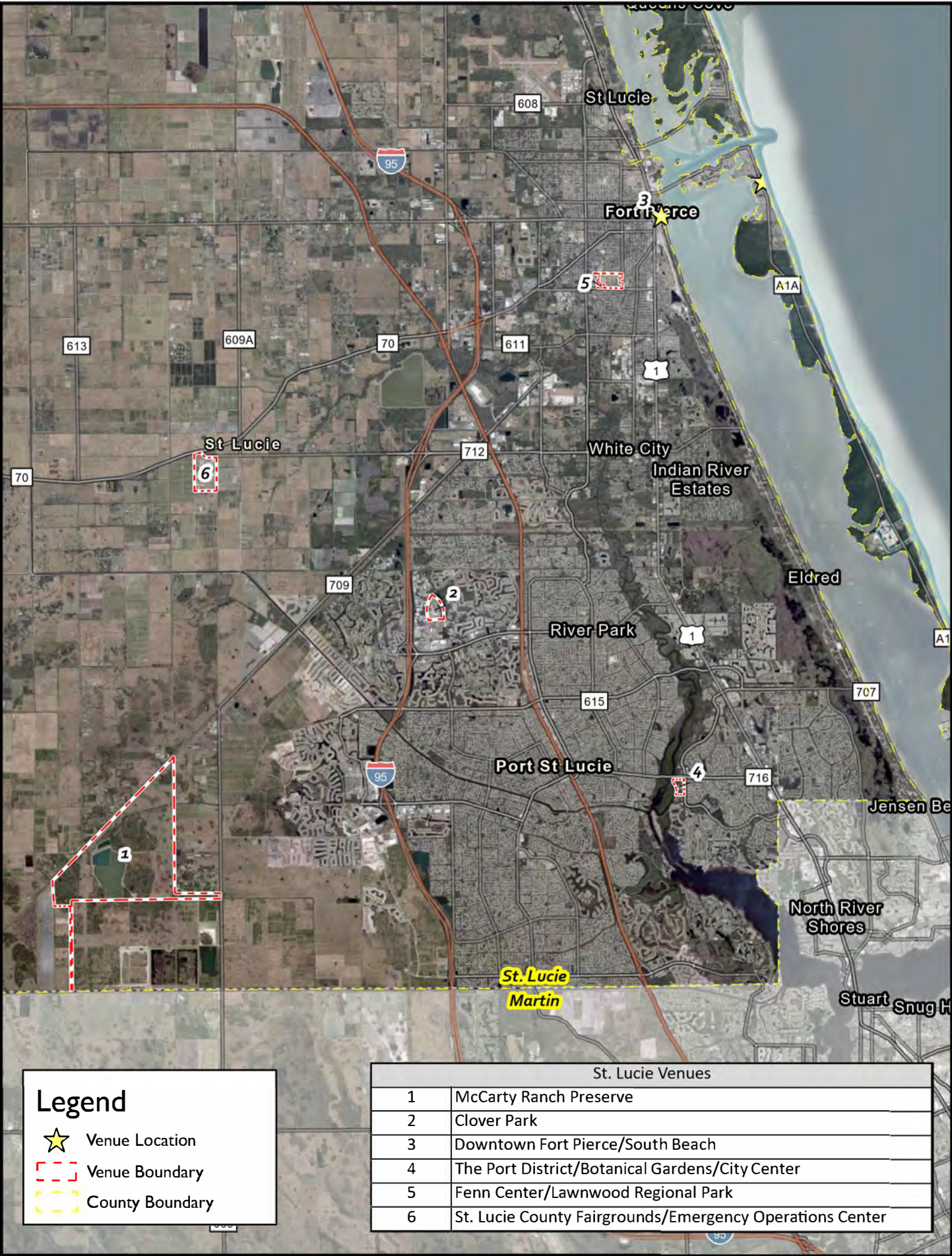
Special Event Location Evaluations – Evaluates and quantifies traffic congestion and parking issues at the Special Events locations.

Special Event Needs Analysis – Evaluates existing roadway network and parking areas and identifies potential changes/improvements to the existing Special Events operations and area roadway network.

Special Events Improvement Project Development – Determines potential future projects to address current Special Events traffic and parking deficiencies, grouped into services, technology, and infrastructure categories.

Project Prioritization – Creates a prioritization list which will be categorized into near-term (can be implemented within 1 year), mid-term (can be implemented in 1-5 years), and long-term (can be implemented in 5+ years).

Funding Source Identification – Identifies applicable State and Federal grant opportunities for the proposed improvements.



SPECIAL EVENTS NEEDS ANALYSIS

Based on the field observations from the special events, existing roadway network and parking areas were evaluated to determine advantageous operations that allow for safe and expedient ingress and egress to and from each special event location. In addition, potential changes/improvements to the existing Special Events operations and area roadway network to achieve desired operations are below.

McCarty Preserve – Bonfire Hayride

(1) Wayfinding

- Two (2) variable message boards for advertising the event are recommended to face each direction (northbound and southbound traffic) on Range Line Road each side of the park entrance, instead of the current single variable message board placed at the park entrance.
- Two (2) brown static signs indicating direction to McCarty Ranch Preserve should be placed at SW Discover Way and Range Line Road facing westbound traffic after it is paved, and at SW Martin Highway and SW Allapatah Road (Range Line Road) facing westbound traffic (in Martin County). The current static sign on eastbound W Midway Road and Glades Cut off Road should be placed further away from the intersection to give drivers time to decide to turn right towards McCarty Ranch Preserve.
- A sign like the “Event Parking” with the red arrow located near the main parking lot should also be placed on the park driveway near the entrance to avoid confusion about parking as the parking lot is a long distance from entrance.

(2) Traffic Routing and Operations

- It is recommended that a pedestrian trail or path be placed on the south side of the park driveway to increase safety for pedestrians that are trying to walk back to their vehicles or the park.
- It also recommended that the trolley pick up/drop off riders in the designated trolley stops instead of the driveway, to prevent a queue of outbound vehicles behind the trolley.
- Intersection lighting is recommended at Glades Cut Off Road and Range Line Road to help northbound traffic see stop sign and east-west traffic.

(3) Parking Demand/Capacity

- Parking on the park driveway should be straight in instead of angled, so that vehicles have a smoother exit and have minimal delays.

(4) Parking Management

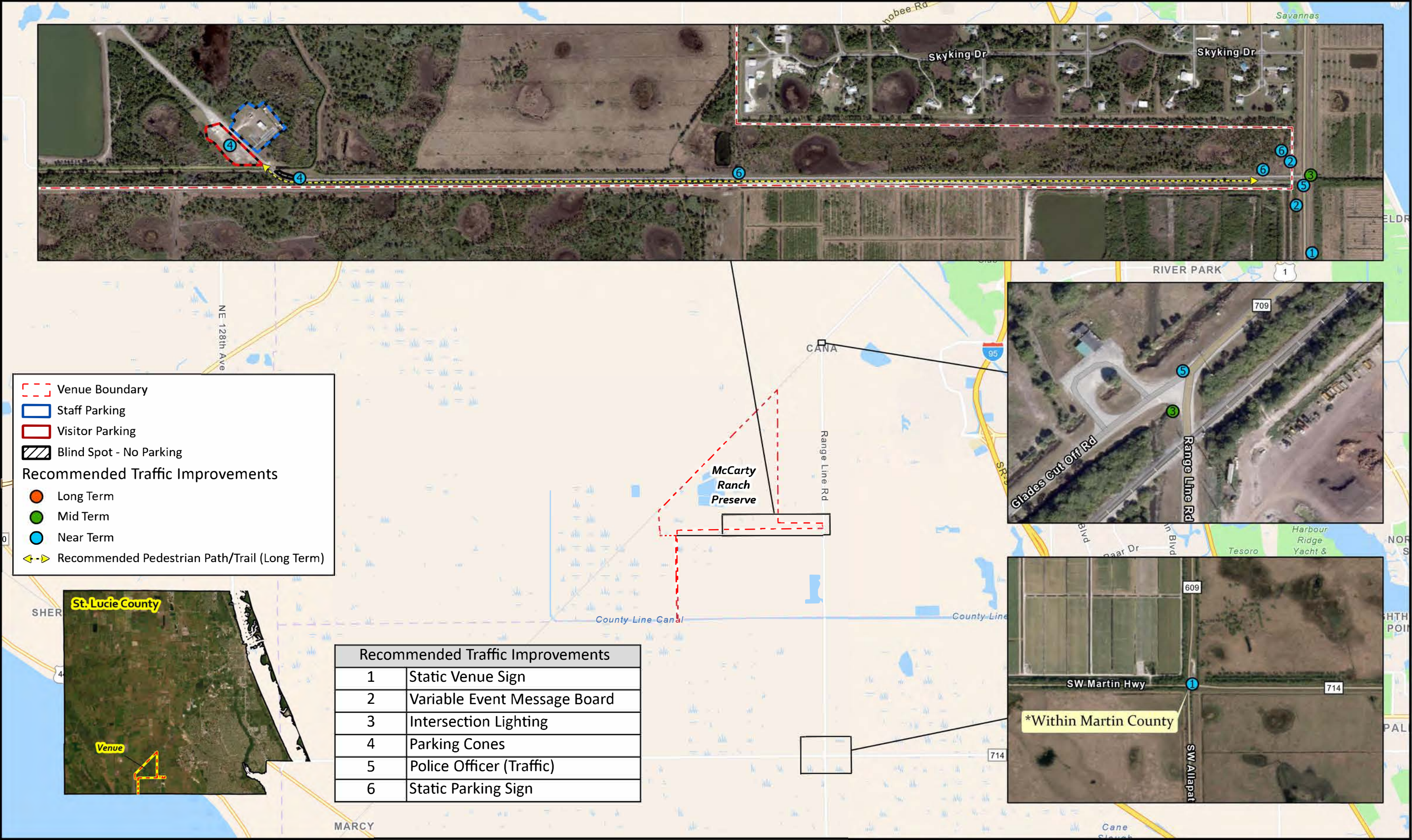
- Cones or no parking signs should be mounted at the blind spot on the park driveway curve to improve safety for pedestrians.
- Exit signs should be placed in the parking lot to direct drivers out of the parking lot.
- For larger events, additional trolley stops should be placed closer to park entrance to serve all the parked vehicles.

(5) Event Staff and Law Enforcement

- Parking staff should have coordination meetings prior to the event so that staff understands operations and their roles during the event.
 - These meetings should go over past event mistakes and how to better improve for future events.
- For large events, it is recommended that a police officer be positioned at the park entrance to stop traffic and let vehicles out of the park.

Figure 14 illustrates the recommended improvements and locations.

Figure 14 - McCarty Ranch Preserve



Clover Park (Mets)

(1) Wayfinding

- Recommend variable message boards at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and St Lucie West Boulevard and NW Country Club Drive intersection.
- Recommend Variable message sign on northbound NW Peacock Boulevard directing to both parking entrances.
- Rideshare should be better marked, better lit, and easier to access.

(2) Traffic Routing and Operations

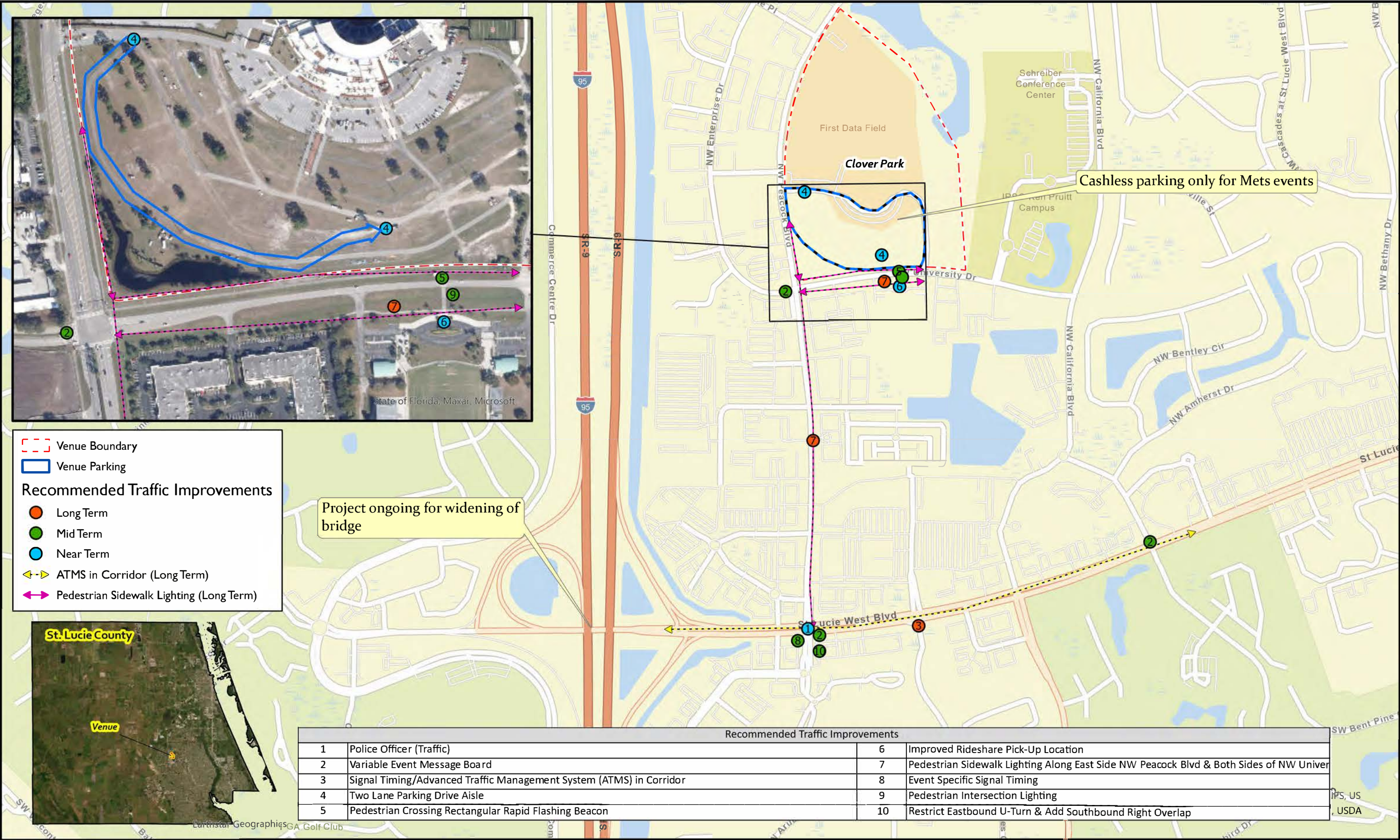
- Recommend restricting U-turns for the eastbound left at the St Lucie West Boulevard and NW Peacock Boulevard intersection and allowing a southbound right overlap movement. The U-turns can be restricted using a blank out sign restricting U-turns at certain times of the day when events are held.
- Recommend event specific signal timing at the St Lucie West Boulevard and NW Peacock Boulevard intersection to provide more southbound green time.
- Recommend Advanced Traffic Management System (ATMS) on St Lucie West Boulevard corridor
- Recommend placing pedestrian sidewalk lighting along east side of NW Peacock Boulevard and both sides of NW University Drive.
- Recommend a pedestrian crossing rectangular rapid flashing beacon (RRFB) and pedestrian intersection lighting for the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive to improve safety for pedestrians who are walking from the parking lot across the street to Clover Park.
- Two lane parking drive aisles internal to the parking lot are recommended to reduce queues on the public roads.

(3) Law Enforcement

- Recommend police officer presence at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and NW University Drive and Piazza Drive intersection to control traffic.

Figure 15 illustrates the recommended improvements and locations.

Figure 15 - Clover Park



Downtown Fort Pierce/South Beach

(1) Wayfinding

- For Friday Fest recommend placing a detour sign further south on Melody Lane to help guide vehicles that are not event related to a major intersection (i.e., Orange Avenue).
- Recommend better wayfinding signage for parking to guide vehicles to the main parking lot (Fort Pierce Public Parking Garage) or other satellite lots.
- Recommend temporary event static signs and variable message boards for street closures.
- Signs with directions to main points of interest in downtown including parking present throughout downtown area should be reflective and with bigger letters to help visibility at night. These signs should be edited to clearly indicate free public parking.
- Recommend placing a sign that indicates the Marina Square parking lot is full to prevent vehicles from circling around.

(2) Traffic Routing and Operations

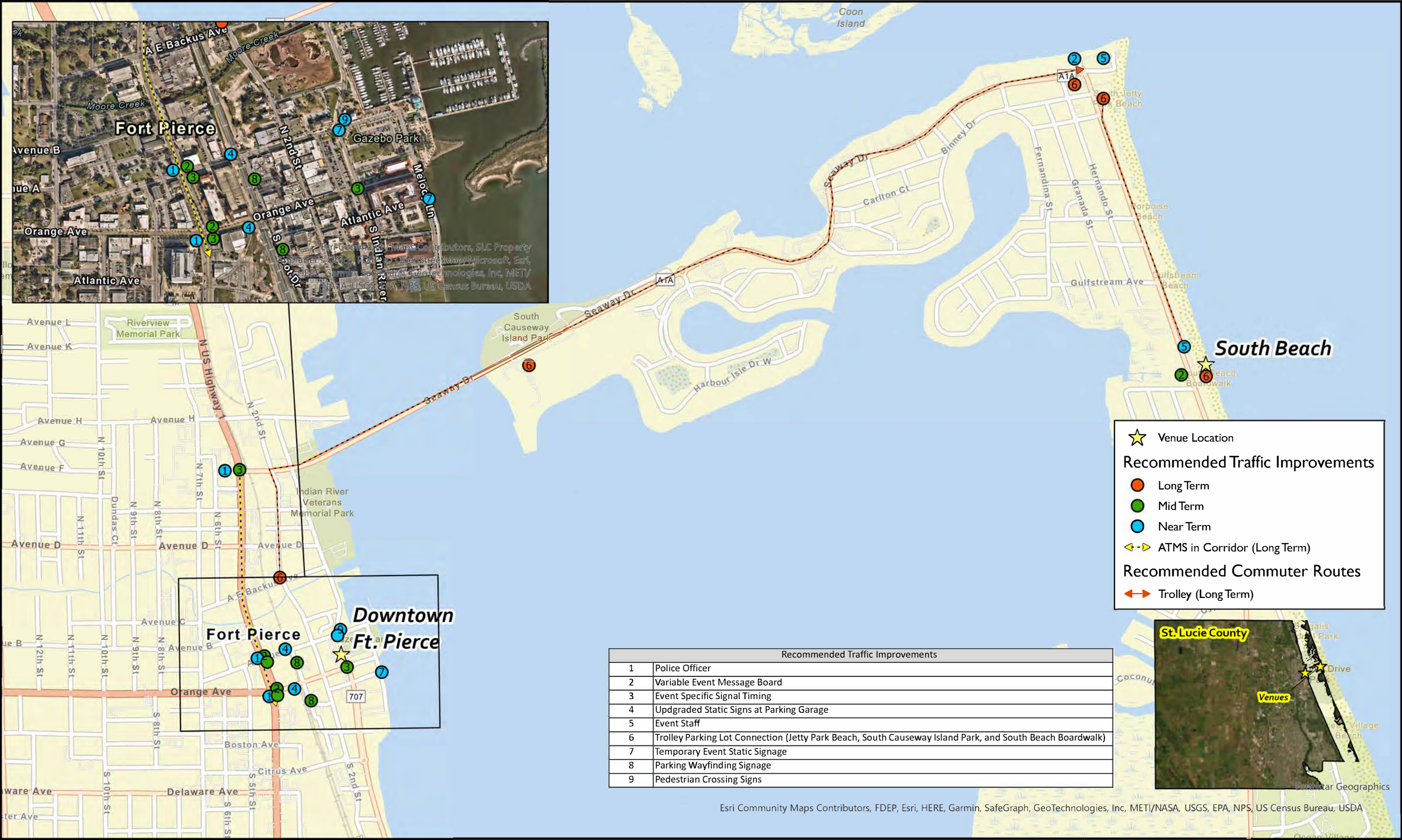
- Recommend placing more Pedestrians Crossing signs on S Indian River Drive approaching crosswalks at Atlantic Avenue.
- Recommend pedestrian improvements for downtown intersections including Leading Pedestrian Intervals (LPIs), Pedestrian Crossing Signs, and more pedestrian level lighting.
- Recommend installing Yield to Pedestrians Crossing signs on all legs of N Indian River Drive and Avenue A.
- Recommend improving ADA non-compliant sidewalk present at Indian River Drive and Orange Avenue.
- Recommend installing sidewalks at the further parking lots (south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D) to connect pedestrians to the existing sidewalk network.
- Recommend more green time outbound for the signal timing at Orange Avenue and US Highway 1 at the end of events.
- Recommend event specific signal timing at the N US Highway 1 and Seaway Drive intersection.
- Recommend a trolley parking lot connection near open area parking south of AE Backus Avenue, at South Causeway Island Park, Jetty Park Beach, and South Causeway Island Park

(3) Parking Management, Event Staff, Law Enforcement

- Recommend police presence at the Avenue A and N 6th Street intersection and the S 5th Street and Atlantic Avenue intersection.
- Recommend event staff at the South Beach Boardwalk and South Jetty Park Beach.

Figure 16 illustrates the recommended improvements and locations.

Figure 16 - Downtown Fort Pierce/South Beach



The Port District/Botanical Gardens/City Center

(1) Wayfinding

- Recommend implementing four (4) variable event message boards along SE Westmoreland Boulevard and SE Port St Lucie Boulevard.

(2) Traffic Routing and Operations

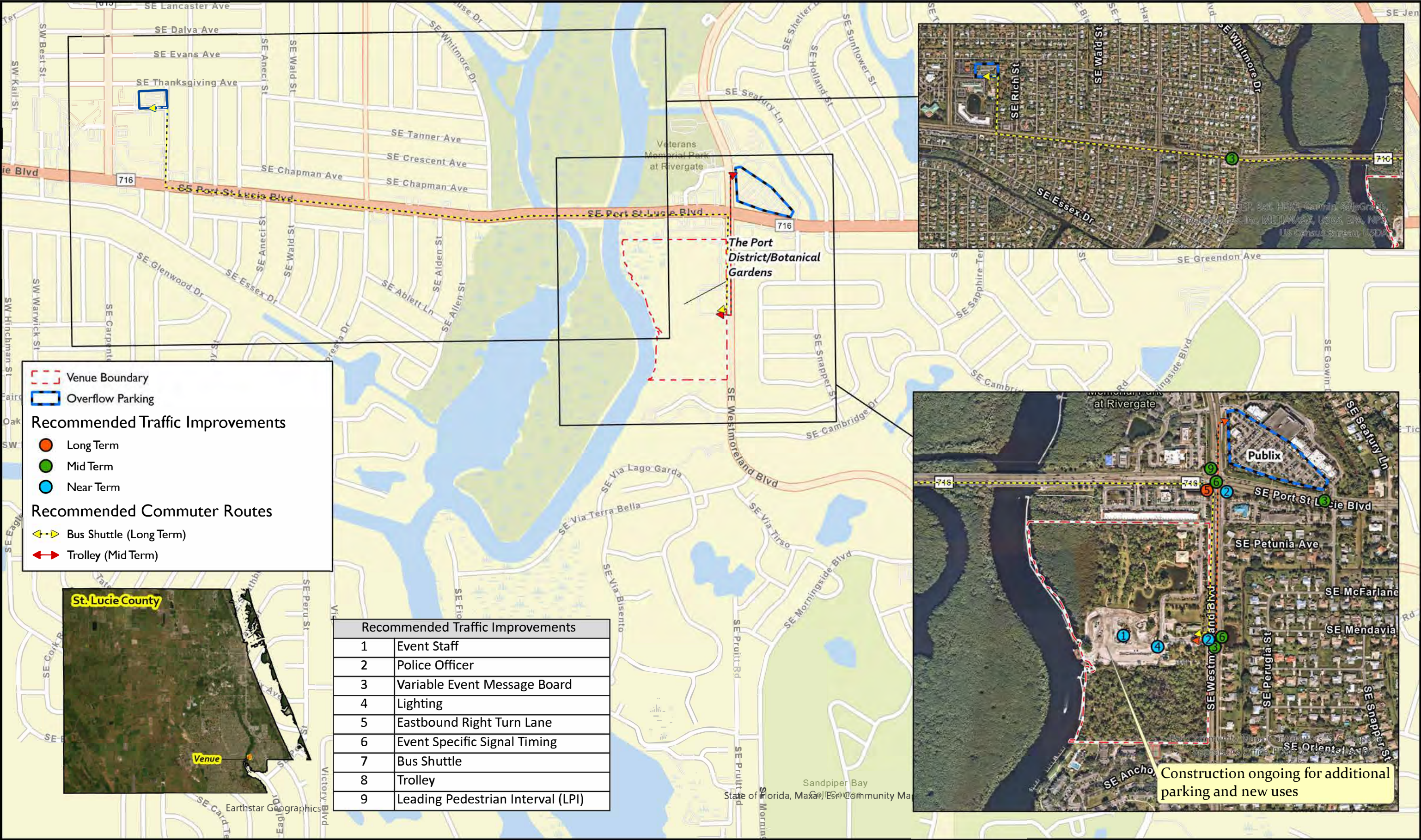
- Recommend implementing pedestrian level lights or portable lights in the parking area on-site to improve safety for pedestrians.
- Recommend changing current Turning Vehicles Yield for Pedestrians Sign on southbound SE Veterans Memorial Parkway at SE Port St Lucie Boulevard to a Turning Vehicles Stop for Pedestrians Sign.
 - Adding a Turning Vehicles Stop for Pedestrians Sign to the mast arm facing southbound traffic at this intersection to increase visibility for the second right-turn lane.
- Recommend programming a Leading Pedestrian Interval (LPI) to the signal timing at SE Veterans Memorial Parkway and SE Port St Lucie Boulevard to increase safety for pedestrians in the west leg crosswalk.
- Recommend implementing an eastbound right turn lane on SE Port St Lucie Boulevard and SE Westmoreland Boulevard.
- Recommend bus shuttle commuter routes to satellite parking.
- Recommend event specific signal timing at intersection of SE Port St Lucie Boulevard and SE Westmoreland Boulevard and entrance of Botanical Gardens.

(3) Parking Management, Event Staff, Law Enforcement

- Recommend having event staff help with parking management.
- Recommend having police officer presence at entrance and the SE Port St Lucie Boulevard and SE Westmoreland Boulevard intersection.

Figure 17 illustrates the recommended improvements and locations.

Figure 17- The Port District/Botanical Gardens/City Center

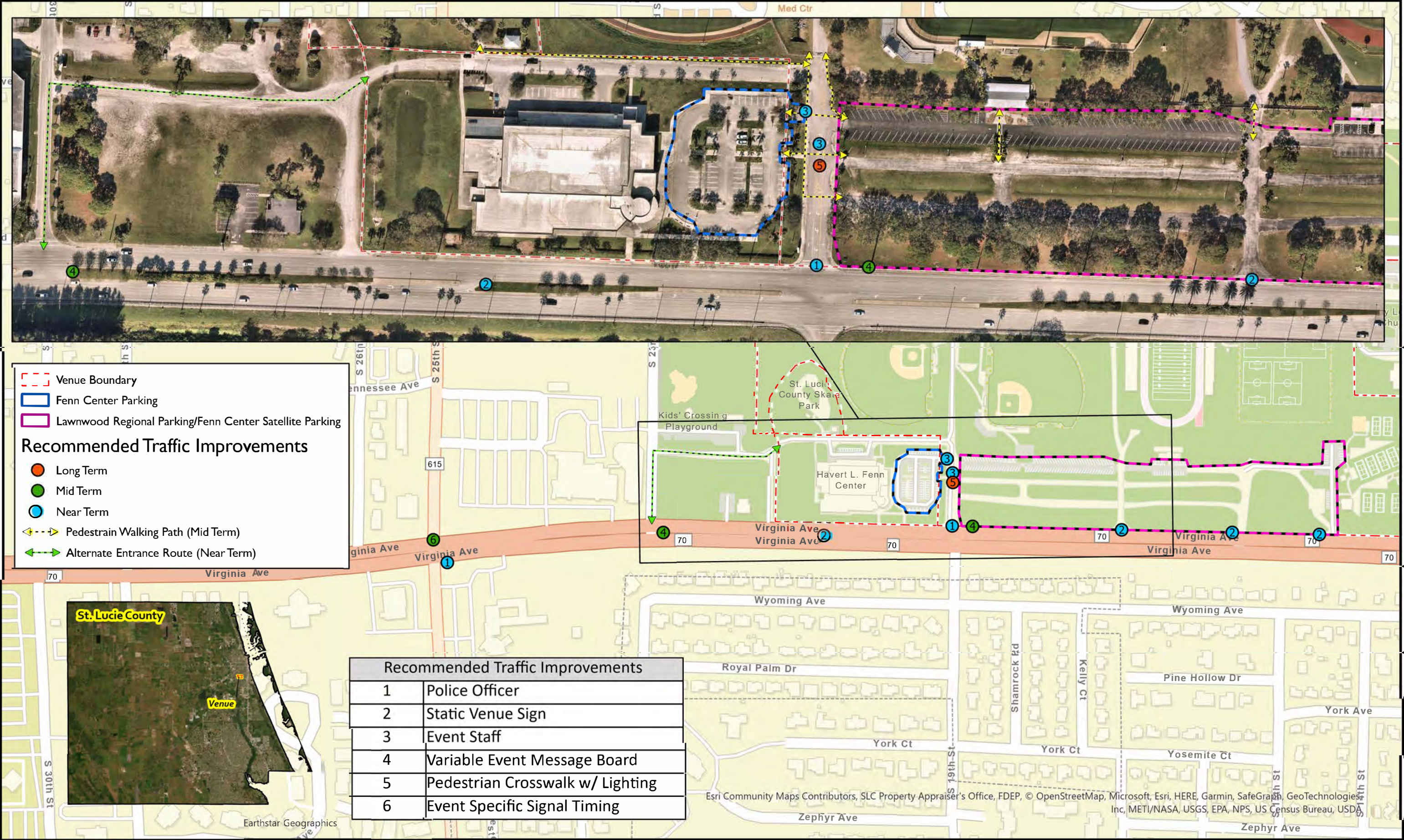


Fenn Center/Lawnwood Regional Park

- (1) Wayfinding
 - Four (4) static venue signs are recommended to be placed along Virginia Avenue for the venue entrances. Two (2) variable event message boards are recommended to be placed along Virginia Avenue.
- (2) Traffic Routing
 - For the special event observed, all traffic was accommodated. However, for larger events providing an alternative route is recommended (i.e., S 23rd Street).
- (3) Traffic Operations
 - Recommend creating a special events signal timing to be implemented at the intersections observed.
 - During special events held at rush hour, it is recommended that there be additional green time programmed for the southbound and westbound left turn at the Virginia Avenue and S 25th Street intersection.
 - It is recommended that pedestrian routes be paved to improve accessibility in the parking lot.
 - Recommend adding a pedestrian crosswalk with lighting between the main lot and satellite parking lot.
- (4) Parking Demand/Capacity
 - The main lot was at full capacity for the special event observed, but satellite did not fill up entirely. However, if the satellite parking does fill, the adjacent field to the west can be used for parking. If the field is used as parking for future events, parking improvements and upgrades such as delineation and staff is recommended.
- (5) Parking Management, Event Staff, Law Enforcement
 - Staff to manage parking operations is recommended. Barriers or a sign showing that the parking lot is full would be more efficient for drivers and congestion. However, this should be done with help with staff so that ride-share can still drop off at the venue entrance or a designated drop-off location.
 - It is recommended that police officers be present at the S 19th Street and Virginia Avenue intersection for large events to help control traffic.

Figure 18 illustrates the recommended improvements and locations.

Figure 18 - Fenn Center/Lawnwood Regional Park

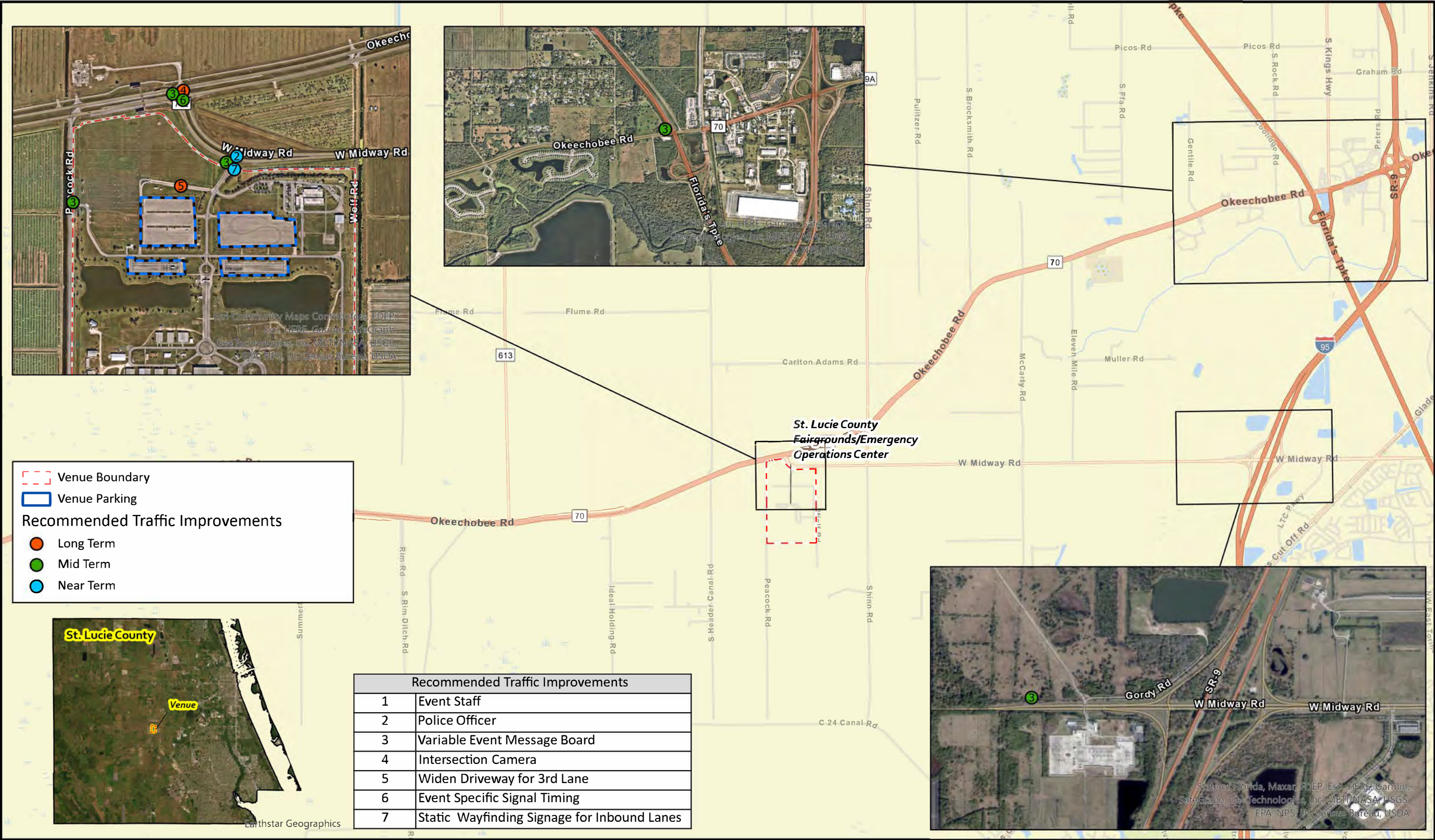


St. Lucie County Fairgrounds/Emergency Operations Center

- (1) Wayfinding
 - Two (3) variable message signs advertising event and location are recommended to be placed along SR-70. One (1) variable message board is recommended to be placed along W Midway Road.
 - Recommend using a static wayfinding sign that directs vehicles to use both lanes to enter parking to help with drivers thinking there is only one lane to enter.
- (2) Traffic Routing
 - Recommend widening driveway for a third lane along James W Bass Boulevard and internal to site to alleviate congestion backup to W Midway Road.
- (3) Traffic Operations
 - Due to the minimal eastbound traffic at the SR-70 and W Midway Road intersection, it is recommended to have an event specific signal timing reallocating green time from the eastbound through movement to the westbound left movement.
 - Recommend adding an intersection camera to W Midway Road and SR-70 to relay operation back to Traffic Management Center (TMC).
- (4) Parking Management, Event Staff, Law Enforcement
 - Recommend having a police officer present at the W Midway Road and James W Bass Boulevard intersection to control traffic.

Figure 19 illustrates the recommended improvements and locations.

Figure 19 - St. Lucie County Fairgrounds/Emergency Operations Center



SPECIAL EVENTS IMPROVEMENT PROJECT DEVELOPMENT

The Special Events Needs Analysis was used to determine potential future projects to address current Special Events traffic and parking deficiencies. The projects were grouped into three categories: (1) Services, (2) Technology, and (3) Infrastructure. Draft maps with the approximate locations for each potential improvement were provided for each Special Event location.

McCarty Preserve – Bonfire Hayride

- (1) Services
 - Pre-planning meetings among parking staff to improve coordination and organization of event
 - Police presence on Range Line Road and park entrance intersection
- (2) Technology
 - Variable message board to be placed at the park entrance
- (3) Infrastructure
 - Intersection lighting at the Glades Cut Off Road and Range Line Road intersection
 - Once Discovery SW Discovery Way gets paved, placing a static sign at the intersection with Range Line Road to indicate McCarty Ranch Preserve is to the left
 - Brown static sign indicating direction to McCarty Ranch Preserve at SW Martin Highway and SW Allapatah Road
 - Sign like the “Event Parking” with the red arrow located near the main parking lot placed on the park driveway near the entrance
 - Moving current static sign on eastbound W Midway Road and Glades Cut off Road further away from the intersection
 - Parking cones mounted at the blind spot on the park driveway

Clover Park (Mets)

- (1) Services
 - Police officer presence at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and NW University Drive and Piazza Drive intersection
- (2) Technology
 - Variable message boards at St Lucie West Boulevard and NW Peacock Boulevard, NW University Drive and NW Peacock Boulevard, and St Lucie West Boulevard and NW Country Club Drive
 - Variable message sign on northbound NW Peacock Boulevard directing to both parking entrances
 - Event specific signal timing at the St Lucie West Boulevard and NW Peacock Boulevard intersection
 - Advanced Traffic Management System (ATMS) on St Lucie West Boulevard corridor
- (3) Infrastructure
 - Two lane parking drive aisles internal to parking lot
 - Improved ride share location
 - Pedestrian Crossing Rectangular Rapid Flashing Beacon (RRFB) at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Pedestrian intersection lighting at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive

- Restricting U-turns for the eastbound left at the St Lucie West Boulevard and NW Peacock Boulevard intersection and allowing a southbound right overlap movement
- Pedestrian sidewalk lighting along east side of NW Peacock Boulevard and both sides of NW University Drive

Downtown Fort Pierce/South Beach

- (1) Services
 - Police presence at the Avenue A and N 6th Street intersection and the S 5th Street and Atlantic Avenue intersection
 - Event staff at South Beach Boardwalk and South Jetty Park Beach
- (2) Technology
 - Variable message boards for street closures around Downtown Ft. Pierce and South Beach
 - Leading Pedestrian Intervals (LPIs)
 - Event specific signal timing at the N US Highway 1 and Seaway Drive intersection and more green time outbound for the signal timing at Orange Avenue and US Highway 1
- (3) Infrastructure
 - Wayfinding signage for parking to guide vehicles to the main parking lot (Fort Pierce Public Parking Garage) or other satellite lots
 - For Friday Fest, placing a detour sign further south on Melody Lane
 - Temporary event static signs for street closures
 - Pedestrians Crossing signs on S Indian River Drive approaching crosswalks at Atlantic Avenue
 - Parking wayfinding signage and general signage improvements around various locations downtown
 - Pedestrian Crossing Signs and more pedestrian level lighting
 - Improving ADA non-compliant sidewalk present at Indian River Drive and Orange Avenue
 - Installing sidewalks at the further parking lots (south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D)
 - Trolley parking lot connection (Jetty Park Beach, South Causeway Island Park, and South Beach Boardwalk, and open area parking south of AE Backus Avenue)

The Port District/Botanical Gardens/City Center

- (1) Services
 - Event staff to manage parking operations
 - Police officer presence at entrance at the SE Port St Lucie Boulevard and SE Westmoreland Blvd intersection
- (2) Technology
 - Variable event message boards along SE Westmoreland Boulevard and SE Port St Lucie Boulevard
 - Programming a Leading Pedestrian Interval (LPI) to the signal timing at SE Veterans Memorial Parkway and SE Port St Lucie Boulevard
 - Event specific signal timing at intersection of SE Port St Lucie Boulevard and SE Westmoreland Boulevard and entrance of Botanical Gardens
- (3) Infrastructure
 - Pedestrian level lights or portable lights in the parking area on-site

- Changing current Turning Vehicles Yield for Pedestrians Sign on southbound SE Veterans Memorial Parkway at SE Port St Lucie Boulevard to a Turning Vehicles Stop for Pedestrians Sign and adding a Turning Vehicles Stop for Pedestrians Sign to the mast arm facing southbound traffic at this intersection
- Eastbound right turn lane on SE Port St Lucie Boulevard and SE Westmore Boulevard
- Bus Shuttle Commuter Routes to satellite parking

Fenn Center/Lawnwood Regional Park

- (1) Services
 - Event staff to manage parking operations
 - Police officer presence at the S 19th Street and Virginia Avenue intersection for large events
- (2) Technology
 - Event specific signal timing on intersections observed
 - Additional green time programmed for the southbound and westbound left turn on the Virginia Avenue and S 25th Street intersection during rush hour events
 - Variable event message boards placed along Virginia Avenue
- (3) Infrastructure
 - Static venue signs places along Virginia Avenue for the venue entrances
 - Alternative route for larger events (i.e., S 23rd Street)
 - Pedestrian crosswalk with lighting between the main lot and satellite parking lot
 - Paved pedestrian routes in parking lot
 - Adjacent field to the west of satellite parking lot improvements

St. Lucie County Fairgrounds/Emergency Operations Center

- (1) Services
 - Police officer present at the W Midway Road and James W Bass Boulevard intersection
- (2) Technology
 - Variable message signs advertising event and location placed along SR-70
 - Event specific signal timing reallocating green time from the eastbound through movement to the westbound left movement at the SR-70 and W Midway Road intersection
- (3) Infrastructure
 - Static wayfinding sign that directs vehicles to use both lanes to enter parking
 - Intersection camera on the SR-70 and W Midway Road intersection
 - Widening driveway for a third lane along James W Bass Boulevard and internal to site

PROJECT PRIORITIZATION

Using the potential improvement projects found in the Special Events Improvement Project Development, a prioritization list was created and grouped in the following groups:

- (1) Near-Term (can be implemented within 1 year)
- (2) Mid-Term (can be implemented in 1-5 years)
- (3) Long-Term (can be implemented in 5+ years)

The Special Events Improvement Project Development and associated maps were revised to identify the potential improvements by priority.

McCarty Preserve – Bonfire Hayride

- (4) Near-Term
 - Pre-planning meetings among parking staff to improve coordination and organization of event
 - Brown static sign indicating direction to McCarty Ranch Preserve at SW Martin Highway and SW Allapatah Road
 - Sign like the “Event Parking” with the red arrow located near the main parking lot placed on the park driveway near the entrance
 - Moving current static sign on eastbound W Midway Road and Glades Cut off Road further away from the intersection
 - Parking cones mounted at the blind spot on the park driveway
 - Police presence on Range Line Road and park entrance intersection
 - Variable message boards to be placed at the park entrance
- (5) Mid-Term
 - Intersection lighting at the Glades Cut Off Road and Range Line Road intersection
- (6) Long-Term
 - Once Discovery SW Discovery Way gets paved, placing a static sign at the intersection with Range Line Road to indicate McCarty Ranch Preserve is to the left

Clover Park (Mets)

- (1) Near-Term
 - Police officer presence at the St Lucie West Boulevard and NW Peacock Boulevard intersection, NW University Drive and NW Peacock Boulevard intersection, and NW University Drive and Piazza Drive intersection
 - Two lane parking drive aisles internal to parking lot
 - Improved ride share location
- (2) Mid-Term
 - Variable message boards at St Lucie West Boulevard and NW Peacock Boulevard, NW University Drive and NW Peacock Boulevard, and St Lucie West Boulevard and NW Country Club Drive
 - Variable message sign on northbound NW Peacock Boulevard directing to both parking entrances
 - Pedestrian Crossing Rectangular Rapid Flashing Beacon (RRFB) at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Pedestrian intersection lighting at the bus stop located on NW University Boulevard between NW Peacock Boulevard and Piazza Drive
 - Restricting U-turns for the eastbound left at the St Lucie West Boulevard and NW Peacock Boulevard intersection and allowing a southbound right overlap movement

- Event specific signal timing at the St Lucie West Boulevard and NW Peacock Boulevard intersection
- (3) Long-Term
 - Pedestrian sidewalk lighting along east side of NW Peacock Boulevard and both sides of NW University Drive
 - Advanced Traffic Management System (ATMS) on St Lucie West Boulevard corridor

Downtown Fort Pierce/South Beach

- (1) Near-Term
 - Police presence at the Avenue A and N 6th Street intersection and the S 5th Street and Atlantic Avenue intersection
 - Wayfinding signage for parking to guide vehicles to the main parking lot (Fort Pierce Public Parking Garage) or other satellite lots
 - For Friday Fest, placing a detour sign further south on Melody Lane
 - Temporary event static signs for street closures
 - Event staff at South Beach Boardwalk and South Jetty Park Beach
 - Pedestrians Crossing signs on S Indian River Drive approaching crosswalks at Atlantic Avenue
- (2) Mid-Term
 - Variable message boards for street closures around Downtown Ft. Pierce and South Beach
 - Parking wayfinding signage and general signage improvements around various locations downtown
 - Pedestrian improvements for downtown intersections including Leading Pedestrian Intervals (LPis), Pedestrian Crossing Signs, and more pedestrian level lighting
 - Improving ADA non-compliant sidewalk present at Indian River Drive and Orange Avenue
 - Installing sidewalks at the further parking lots (south of A E Backus Avenue between N 2nd Street and N Indian River Drive, AE Backus Museum & Gallery, and west of Indian River Drive between A E Backus Avenue and Avenue D)
 - Event specific signal timing at the N US Highway 1 and Seaway Drive intersection and more green time outbound for the signal timing at Orange Avenue and US Highway 1
- (2) Long-Term
 - Trolley parking lot connection (Jetty Park Beach, South Causeway Island Park, and South Beach Boardwalk, and open area parking south of AE Backus Avenue)

The Port District/Botanical Gardens/City Center

- (1) Near-Term
 - Event staff to manage parking operations
 - Police officer presence at entrance at the SE Port St Lucie Boulevard and SE Westmoreland Blvd intersection
 - Pedestrian level lights or portable lights in the parking area on-site
 - Changing current Turning Vehicles Yield for Pedestrians Sign on southbound SE Veterans Memorial Parkway at SE Port St Lucie Boulevard to a Turning Vehicles Stop for Pedestrians Sign and adding a Turning Vehicles Stop for Pedestrians Sign to the mast arm facing southbound traffic at this intersection
- (2) Mid-Term
 - Variable event message boards along SE Westmoreland Boulevard and SE Port St Lucie Boulevard

- Programming a Leading Pedestrian Interval (LPI) to the signal timing at SE Veterans Memorial Parkway and SE Port St Lucie Boulevard
 - Event specific signal timing at intersection of SE Port St Lucie Boulevard and SE Westmoreland Boulevard and entrance of Botanical Gardens
- (3) Long-Term
- Eastbound right turn lane on SE Port St Lucie Boulevard and SE Westmore Boulevard
 - Bus Shuttle Commuter Routes to satellite parking

Fenn Center/Lawnwood Regional Park

- (1) Near-Term
- Event staff to manage parking operations
 - Police officer presence at the S 19th Street and Virginia Avenue intersection for large events
 - Static venue signs placed along Virginia Avenue for the venue entrances
 - Alternative route for larger events (i.e., S 23rd Street)
 - Pedestrian crosswalk with lighting between the main lot and satellite parking lot
 - Paved pedestrian routes in parking lot
 - Event specific signal timing on intersections observed
 - Additional green time programmed for the southbound and westbound left turn on the Virginia Avenue and S 25th Street intersection during rush hour events
- (2) Mid-Term
- Variable event message boards placed along Virginia Avenue
- (3) Long-Term
- Adjacent field to the west of satellite parking lot improvements

St. Lucie County Fairgrounds/Emergency Operations Center

- (1) Near-Term
- Police officer present at the W Midway Road and James W Bass Boulevard intersection
 - Static wayfinding sign that directs vehicles to use both lanes to enter parking
- (2) Mid-Term
- Variable message signs advertising event and location placed along SR-70
 - Event specific signal timing reallocating green time from the eastbound through movement to the westbound left movement at the SR-70 and W Midway Road intersection
- (3) Long-Term
- Intersection camera on the SR-70 and W Midway Road intersection
 - Widening driveway for a third lane along James W Bass Boulevard and internal to site

FUNDING SOURCE IDENTIFICATION

Applicable State and Federal grant opportunities were researched to determine potential funding mechanisms for the proposed improvements. The funding opportunities are the following:

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
Auto Club Group Foundation	American Automobile Association (AAA)	Not Listed	Not Listed	Rolling	Rolling	<p>Traffic Safety Traffic safety programs, research and initiatives that make our roadways safer for all users.</p> <p>Community Service Initiatives that focus on the priority areas of Traffic Safety, Education, and Tourism.</p>	The Auto Club Group Foundation is dedicated to supporting traffic safety programs , research and initiatives that make our roadways safer for all users.
Community Facilities Florida	United States Department of Agriculture	Not Listed	15% - 75%	Rolling	Rolling	To purchase, construct, and / or improve essential community facilities, purchase equipment and pay related project expenses.	<p>Public facilities such as town halls, courthouses, airport hangars or street improvements</p> <p>Community support services such as child care centers, community centers, fairgrounds or transitional housing</p> <p>Public safety services such as fire departments, police stations, prisons, police vehicles, fire trucks, public works vehicles or equipment</p>
Gary Sinise Foundation First Responder Grant Program	Gary Sinise Foundation	\$100,000	N/A	Open	Rolling	Emergency relief, training, and essential equipment for First Responders. The Gary Sinise Foundation prioritizes volunteer, low, and underfunded departments. Grant requests are limited to equipment and training only. Building costs, operating costs, and weapons costs are not allowed. Applicants are limited to 1 grant every 12 months.	Training grants, mental health treatment, equipment , scuba gear, community programming funding, retreat sponsorships, community meal funding, turnout gear sets, fire fighting tools, radios, program sponsorships.

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
Grid Resilience Grants (Topic Area 1)	Department of Energy	Amount eligible entity has spent on resilience investments in the last 3 years or \$100M, whichever is lower.	50%	11/18/22 Next funding cycle opens Q1 2024.	12/16/22 Concept Papers 04/06/23 Full application	(1) Transform community, regional, interregional, and national resilience, including in consideration of future shifts in generation and load; (2) Catalyze and leverage private sector and non-federal public capital for impactful technology and infrastructure deployment; (3) Advance community benefits.	Undergrounding of electrical equipment, hardening of power lines , facilities, substations, of other systems, weatherization technologies and equipment, monitoring and control technologies, including microgrids and battery-storage sub-components, utility pole management , Adaptive Protection Technologies. The following activities are NOT eligible for funding: construction of new electric generating facility, large-scale battery storage facility that is not used for enhancing system adaptive capacity during disruptive events, or cybersecurity.
Hazard Mitigation Grant Program	Federal Emergency Management Agency (FEMA) via Florida Division of Emergency Management (FDEM)	Varies	25%	Following Presidentially Declared Disaster	Varies	Funds hazard mitigation plans and rebuild in a way that reduces, or mitigates, future disaster losses in their communities. When requested by an authorized representative, this grant funding is available after a presidentially declared disaster	Infrastructure retrofit (measures to reduce risk to existing utility systems, roads, and bridges) , Drainage system upgrades and improvements, Structural elevation, Land contour alteration, Wind breaks, Flood wall installation or improvement, Elevation of roads, Flood proofing, Acquisition or relocation Ineligible: Projects that address, without an increase in the level of protection, the operation, deferred or future maintenance, rehabilitation, restoration, or replacement of existing structures, facilities, or infrastructure
Law Enforcement Officer and Fire/EMS Safety Grants	Guardian Angel Devices	Not listed	Not listed	Open	Rolling	To save lives with their high-tech wearable safety lights.	Wearable safety lights - law enforcement, fire and rescue, construction, roadside, etc.

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
National Police Association Grants	National Police Association	\$1,000 per year	N/A	Open	Rolling	The NPA provides grants to law enforcement reserve divisions, explorers, cadets, chaplains, and other programs established to help citizens help police departments accomplish their goals. The NPA will also consider grants to departments for equipment and training.	Community services, K9 ballistic vests, support for cadet programming, officer safety equipment , support for D.A.R.E. programming,
PENN Entertainment Foundation	Penn Entertainment	Not Listed	Not Listed	Open	04/01/23	Address the broad needs of the residents of the communities in which PEF operates or has a business interest.	Foundation grants generally fall in the following categories: Community Development: Projects and programs related to community infrastructure improvements, public safety , economic development, housing, historic preservation, citizen involvement, civic leadership training, and other general community activities.
Ronald C. Hart Family Foundation Grants	Ronald C. Hart Family Foundation P.O. Box 611327 Rosemary Beach, FL 32461	\$10,000	\$0	Rolling	Rolling	Improving public safety and community health.	Enhancement and support of public safety, including crime prevention, law enforcement, and police agencies

Grant Name	Agency	Funding Max	Required Match	Date Open	Date Due	Priorities	Types of Projects
Safety Grant Program (Safety Equipment for Law Enforcement Agencies)	Spirit of Blue Foundation	Up to \$20,000	None listed	Must fill out a grant consideration form	Not listed. Likely 6/23	Priorities: Protecting Life - passive protection tools to defend officers, deputies, or agents. Projecting Force - the right tools and equipment to respond to critical threats with the appropriate speed and strength. Creating Advantage - access to better equipment, better information, and the ability to coordinate efforts and solutions better than adversaries.	K9 ballistic vest, K9 heat alarm, Guardian Angel personal lighting devices , concealable vest carriers, C-A-T tourniquets, holographic weapon sites, night vision binoculars, tactical training classes, ballistic shields, Fox Fury LED lights , officer ballistic vests, cellular phones.
Shared Asset Program	Florida Sheriffs Association https://www.flsheriffs.org/law-enforcement-programs/fsa-grant-program	\$85,500 Average	\$0	Rolling	Rolling	To provide effective and timely support, training, and information exchange for Florida's sheriffs and to foster effective law enforcement, crime prevention and apprehension of criminals and protection of life and property of the citizens of Florida.	The program provides funds for assets that can be shared regionally, such as boats, utility terrain vehicles, drones, and speed trailers. Note that dynamic message signs may be an option.



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 12, 2023
Item Number:	8i
Item Title:	Transportation Alternatives Program (TAP) 2023 Grant Application
Item Origination:	2023 TAP Grant Cycle
UPWP Reference:	Task 3.3 - Transportation Improvement Program
Requested Action:	Endorse the TAP grant application, endorse with conditions, or do not endorse.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because of the inclusion of the project in the 2022/23 TA Priority Project List, it is recommended that the Peacock Trail Project be endorsed for the allocation of the TAP funding from the 2023 grant cycle.

Attachments

- Staff Report
- Peacock Trail Project Application Excerpts



Coco Vista Centre
466 SW Port St. Lucie Blvd, Suite 111
Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: April 5, 2023

SUBJECT: Transportation Alternatives Program (TAP)
2023 Grant Application

BACKGROUND

The TAP provides funding to the St. Lucie TPO for the following:

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized modes;
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs;
- Conversion of abandoned railroad corridors into trails for pedestrians, bicyclists, or other non-motorized modes;
- Construction of turnouts, overlooks, and viewing areas;
- Community improvement activities including the control/removal of outdoor advertising, preservation/rehabilitation of historic transportation facilities, vegetation management practices in rights-of-way, and archaeological activities relating to impacts from transportation projects;
- Environmental mitigation activities including pollution prevention and abatement activities related to highway construction or runoff and activities that reduce vehicle-caused wildlife mortality; and,
- Recreational Trails and Safe Routes to School Programs.

The funding available for the 2023 TAP grant cycle for the St. Lucie TPO is at least \$650,000 that will be programmed by the Florida Department of Transportation (FDOT) District 4 in Fiscal Year 2026/27. Candidate TAP Projects must be included in the 2022/23 TA Priority Project List.

ANALYSIS

A TAP grant application (excerpts attached) was received for the 2023 TAP grant cycle from the City of Port St. Lucie for the Peacock Trail Project which is included in the 2022/23 TA Priority Project List. The project consists of the construction of a 12 to 14-foot wide, asphalt-surfaced, shared-use path along the FPL high-voltage transmission corridor from SW Hayworth Avenue to SW Dreyfuss Boulevard as depicted in the attached project location map.

The trail will be approximately one mile in length and connect the Jobs Express Terminal to O.L. Peacock Sr. Park. The project is estimated to cost \$1,674,174, and the applicant is requesting a total of \$1,619,174 of TAP grant funding.

At their meetings during the week of March 20th, the TPO Advisory Committees reviewed the TAP grant application and recommended its endorsement for the allocation of the TAP funding from the 2023 grant cycle.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because of the inclusion of the project in the 2022/23 TA Priority Project List, it is recommended that the Peacock Trail Project be endorsed for the allocation of the TAP funding from the 2023 grant cycle.



		<p>Peacock Trail Gatlin Blvd. to Dreyfuss Blvd.</p>	<p>March 2023</p>
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Transportation Alternatives Program (TAP) 2023

FUNDING APPLICATION

Submittal Date:

APPLICANT INFORMATION

Agency/Organization Name:			
Agency Contact Name:		Title:	
Mailing Address:		City:	State: FL Zip Code:
County:		MPO/TPO (if applicable):	
Telephone:		Email Address:	

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

☐ Yes (Required)

PROJECT TYPE: ☐ Infrastructure ☐ Non-infrastructure

FDOT requires locally administered infrastructure projects be implemented by a LAP certified agency; Non-infrastructure projects do not require LAP certification. If the project applicant intends to administer the project but is not LAP certified at the time of application submittal, they may seek project-specific certification prior to project authorization if their application is selected, or they may partner with a LAP certified agency or with FDOT to serve as the project sponsor and implementing agency. Non-profit organizations are not eligible for LAP certification.

FOR INFRASTRUCTURE PROJECTS ONLY - APPLICANT'S LOCAL AGENCY PROGRAM (LAP) CERTIFICATION STATUS

- ☐ Currently fully LAP Certified / Year of Certification:
- ☐ Not LAP Certified but will seek project-specific certification
- ☐ Not LAP Certified but project will be administered by the FDOT District
- ☐ Not LAP Certified but have secured a LAP Sponsor/Implementing Agency as identified below:

LAP Sponsor/Implementing Agency Name:			
LAP Sponsor/Implementing Agency Contact Name:		Title:	
Mailing Address:		City:	State: FL Zip Code:
Telephone:		Email Address:	

PROJECT INFORMATION

PROJECT NAME/TITLE:

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

Please check the one Transportation Alternatives eligible project category that the proposed project will address. Checking more than one category does not ensure or increase eligibility. Additional guidance on eligible project activities is included in Appendix B of the [FDOT TA Program Guidance](#).

1. ☐ Construction, planning and design of on and off-road facilities for bicyclists, pedestrians, and other forms of nonmotorized transportation (pedestrian and bicycle facilities)
2. ☐ Construction, planning and design of infrastructure-related projects/systems to provide safe routes for non-drivers including children, older adults, individuals with disabilities (safe routes for non-drivers)
3. ☐ Conversion and use of abandoned railroad corridors for non-motorized use
4. ☐ Construction of turnouts, overlooks, and viewing areas
5. ☐ Inventory, control or removal of outdoor advertising
6. ☐ Historic preservation and rehabilitation of historic transportation facilities
7. ☐ Vegetation management practices in transportation rights of way
8. ☐ Archaeological activities related to impacts from transportation projects
9. ☐ Environmental mitigation activities
10. ☐ Safe Routes to School

***NOTE:** Safe Routes to School (SRTS) funding under Transportation Alternatives is separate from the FDOT SRTS Program; however, if FDOT SRTS Program funds are to be used on any phase of the project then the project will need to comply with the Florida SRTS program requirements. For more information, visit <https://www.fdot.gov/safety/2A-Programs/Safe-Routes.shtm>.

PROJECT LOCATION:

Roadway name:*		
<input type="checkbox"/> On-State System Road <small>(State Roadway)</small>	<input type="checkbox"/> Off-State System Road <small>(Local Roadway)</small>	Roadway number: <small>(i.e. US, SR, CR, etc., if applicable)</small>

***NOTE:** For off-road/trail projects please indicate adjacent roadway

PROJECT LIMITS:

If project has various locations (e.g. city-wide), include attachments specifying each termini and project length.

South or West Termini: <small>Street Name/Mile Post/Other</small>	North or East Termini: <small>Street Name/Mile Post/Other</small>
Project Length (in miles):	
Attachment included? <input type="checkbox"/> Yes <input type="checkbox"/> No	
A location map with aerial view is attached to this application. <input type="checkbox"/> Yes (Required) <small>Label important features, roadways, etc. to clearly locate and show the boundaries of the project.</small>	

PROJECT DESCRIPTION:**Brief Description (1,000 character limit)** *(e.g. planning, design and construction of a sidewalk along Sample Road)**Detailed Scope of Work:*

A detailed scope of work is attached.

☐ Yes (Required)*Clearly describe the existing conditions and the proposed project in detail, including specifics on the major items of work (e.g. width of sidewalks or trails, materials to be used, etc.), the purpose and need for this project, and the desired improvements.*

Conceptual or design plans are attached.

☐ Yes ☐ No

Typical Section drawings are attached.

☐ Yes ☐ No

Other attachment (e.g. studies, documentation to support the project).

☐ Yes ☐ No

If yes, please describe (250 character limit):

PUBLIC INVOLVEMENT(500 character limit for each question below):**Has the applicant received input from stakeholders?** Briefly explain:☐ Yes ☐ No**Have public information or community meetings been held?**☐ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation:

Describe public and private support for the project *(e.g. petitions, endorsements, resolutions, letters of support):*

Is the project within limits of wetlands, contamination/hazardous waste areas or endangered/threatened species?

☐ Yes ☐ No

If Yes, specify and provide documentation:

Is environmental permitting required?

☐ Yes ☐ No

If Yes, specify and provide documentation:

Provide any additional project specific information that should be considered:

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

- ☐ Planning activities
- ☐ Project Development and Environment Study (PD&E)
- ☐ Preliminary Engineering/Final Design
- ☐ Right-of-Way (ROW)
- ☐ Construction
- ☐ Construction Engineering and Inspection activities (CEI)

Please indicate who will execute the project phases identified for this project:*

Planning	PD&E	Preliminary Engineering/ Final Design	ROW	Construction	CEI
<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	N/A	<input type="checkbox"/> Implementing agency staff	<input type="checkbox"/> Implementing agency staff
<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant	<input type="checkbox"/> Consultant
<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT	<input type="checkbox"/> FDOT
<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable	<input type="checkbox"/> Not applicable

***NOTE:** Local agencies are not eligible to be certified in PD&E and/or ROW (Refer to FDOT LAP Manual Chapters 11 and 12).

Is this project related to other FDOT funded phases that are complete, underway, or in FDOT's 5-year Work Program?

☐ Yes ☐ No

If Yes, please describe. If previous phases of this project were constructed as LAP projects, please provide the associated FDOT Project Number (i.e. FPID/FMN numbers) (500 character limit):

Is there a proposed maintenance plan for when the project is complete? ☐ Yes ☐ No

If yes, please provide a brief description and attach supporting documentation as appropriate (500 character limit):

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? ☐ Yes ☐ No

If yes, describe existing right-of-way (ROW) ownerships along the project, including when the ROW was obtained and how ownership is documented (i.e., plats, deeds, prescriptions, easements) (500 character limit). Attach ROW documentation as appropriate.

Also describe proposed acquisition including timeline, expected fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right-of-way (500 character limit):

Will temporary construction easements be required? ☐ Yes ☐ No

If Yes, please describe (500 character limit):

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

☐ Yes (Required)

Provide a summary of the estimated cost for the work being proposed, indicating local fund allocation as appropriate.

Project Phase	TA funds	Local funds	Total Cost
Planning Activities	\$	\$	\$
Project Development & Environmental Study (PD&E)	\$	\$	\$
Design Costs/Plan Preparation	\$	\$	\$
Environmental Assessment (s) associated with the design phase	\$	\$	\$
Permits associated with the design phase (including application fees, mitigation and permit acquisition work)	\$	\$	\$
Right-of-Way	\$	\$	\$
Construction	\$	\$	\$
Construction Engineering and Inspection Activities (CEI)	\$	\$	\$
Other costs* (please describe)	\$	\$	\$
TOTAL ESTIMATED PROJECT COST	\$	\$	\$
PERCENT OF TOTAL PROJECT COST			100%

*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.



ENGINEERS COST ESTIMATE

(Use for Off-System Projects - Administered through LAP)

Project Description: Peacock Trail

[illegible]

FDOT IN-HOUSE DESIGN SUPPORT (Phase 31) (REQUIRED)	1	LS	\$5,000	\$	5,000.00	FDOT In-House Support must be included as an FHWA Participating Item; Local Agencies have the option to request funding for Design and CEI, percentages are at the discretion of the Local Agency.			
ADDITIONAL FDOT IN-HOUSE DESIGN SUPPORT FOR CRITICAL PROJECTS	0	LS	\$2,000	\$	-				
FDOT IN-HOUSE CONSTRUCTION SUPPORT (Phase 61) (REQUIRED)	1	LS	\$5,000	\$	5,000.00				
ADDITIONAL FDOT IN-HOUSE CONSTRUCTION SUPPORT FOR CRITICAL PROJECTS	0	LS	\$2,000	\$	-				
PRELIMINARY ENGINEERING (DESIGN) (Phase 38) (OPTIONAL)**	1	LS		\$	-	1	LS		\$ -
CONTINGENCY (Phase 58) (REQUIRED)	Contingency is not a FHWA Participating Item					1	LS		\$ -
TRANSIT RELATED PROJECTS (10% FTA ADMINISTRATIVE FEE)	Administrative Fee is not a FHWA Participating Item					0	LS	10%	\$ -
CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 68) (OPTIONAL)***	1	LS		\$	-	1	LS		\$ -
FDOT OVERSIGHT CEI (3% OF TOTAL CONSTRUCTION COST ESTIMATE) (Phase 62) (REQUIRED)	1	LS	3%	\$	48,471.10	FDOT In-House Support must be included as an FHWA Participating Item			
					\$ 1,619,174.34	Subtotal FHWA Participating		\$ 55,000.00	\$ 1,674,174.34
								Subtotal FHWA Non-Participating	Total Construction Cost Estimate

*Projects on the State Highway System and Critical Projects **SHALL** utilize FDOT pay items numbers and descriptions.
**Estimated cost for preparation of the Construction Plans, Specs, and estimate package.
***Estimated cost for Construction Engineering and Inspection; Must provide an estimate if seeking reimbursement for Professional Services.


Non-participating items:
- Mowing & Litter removal
- Engineering work; Optional services; Survey; Video inspection; MOT plans preparation; As-builts/record drawings
- Utility work -- this includes, but is not limited to: valve adjustments, utility relocations, FPL power pole relocations, AT&T directional bore, etc...
- Contingency
Other elements may be non-participating; the ones listed above are the commonly used pay items that are non-participating.


DESIGN AND CEI FEE GUIDE:


Recommended Percentage (%) of Construction Cost Estimate	
DESIGN (Phase 38)	15-30%
CONSTRUCTION ENGINEERING & INSPECTION ACTIVITIES (CEI) (Phase 68)	15-30%


PLEASE NOTE: THE FUNDING REQUEST FOR PROFESSIONAL SERVICES IS OPTIONAL. THE PERCENTAGES ABOVE IS ONLY A GUIDE. LOCAL AGENCIES ARE RESPONSIBLE FOR DETERMINING THE APPROPRIATE PERCENTAGE OF CONSTRUCTION FOR DESIGN AND CEI ESTIMATES AS WELL AS CONTINGENCY. COST MAY CHANGE AFTER PROJECT AWARD DUE TO DESIGN AND CONSTRUCTION VARIABLES. REVIEW OF FDOT FUNDING ALLOCATION WILL BE EVALUATED OVER THE LIFE OF THE PROJECT. THE LOCAL AGENCY WILL BE RESPONSIBLE FOR ALL INELIGIBLE/NON-PARTICIPATING COST AND COSTS IN EXCESS OF THE FDOT FUNDING ALLOCATION.

If you have any questions regarding an eligible or non-participating item, please contact District Four Local Program Unit.

Prepared by:

Name: _____
Signature: _____

PE Number: 92159

Date: 3/9/23

Reviewed by:

Name: _____
Signature: _____

74638

Date: 3/9/23

Approved by (Agency Responsible Charge):

