



CITIZENS ADVISORY COMMITTEE (CAC)

Regular Meeting

Tuesday, January 23, 2024
10:30 am

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 (not intended for Committee Members): Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/1992257231867482976>. 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 10:00 am on January 23, 2024.

AGENDA

1. Call to Order
2. Roll Call
3. Comments from the Public
4. Approval of Agenda
5. Approval of Meeting Summary
 - *November 28, 2023 Rescheduled Regular Meeting*
6. Action Items
 - 6a. Annual Officer Elections: Election of a Chairperson and a Vice Chairperson for the CAC for 2024.

Action: Nominate and Elect a Chairperson and a Vice Chairperson for the CAC for 2024.

- 6b. Amendment #8 to the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP): Review of TIP Amendment #8 to install advanced traffic management equipment on Midway Road from Selvitz Road to U.S. Highway 1.

Action: Recommend adoption of TIP Amendment #8, recommend adoption with conditions, or do not recommend adoption.

- 6c. 2024 Safety Performance Targets: Review of the 2024 Safety Performance Targets and Interim Benchmarks for adoption by the TPO.

Action: Recommend adoption of the 2024 Targets and Interim Benchmarks, recommend adoption with conditions, or do not recommend adoption.

- 6d. Public Participation Plan (PPP) 2023 Annual Evaluation: Review of the PPP 2023 Annual Evaluation.

Action: Recommend acceptance of the Evaluation, recommend acceptance with conditions, or do not recommend acceptance.

- 6e. Transportation Regional Incentive Program (TRIP) 2024 Grant Application and Amendment to the 2023/24 List of Priority Projects (LOPP): Review of a TRIP grant application for the 2024 cycle and an amendment to the 2023/24 LOPP for the grant application.

Action: Recommend endorsement of the TRIP grant application and adoption of the LOPP amendment, recommend endorsement and/or adoption with conditions, or do not recommend endorsement or adoption.

7. Recommendations/Comments by Members

8. Staff Comments

9. Next Meeting: The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, March 19, 2024.

10. Adjourn

NOTICES

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

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

Kreyòl 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

CITIZENS ADVISORY COMMITTEE (CAC)

RESCHEDULED REGULAR MEETING

DATE: Tuesday, November 28, 2023
 TIME: 10:30 am
 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 Niemczyk called the meeting to order at 10:40 am.

2. Roll Call

The roll was conducted via sign-in sheet, and the following members were present:

Members Present

Carolyn Niemczyk, Chairwoman
 Bud Wild, Vice Chairman
 Mike Keleher
 Bill Lindsey
 George Saylor
 Ivan Somers

Representing

At Large
 Unincorporated County
 Port St. Lucie
 Disabled Residents
 Port St. Lucie
 At Large

Others Present

Kyle Bowman
 Peter Buchwald
 Yi Ding

Representing

St. Lucie TPO
 St. Lucie TPO
 St. Lucie TPO

Marceia Lathou	St. Lucie TPO
Stephanie Torres	St. Lucie TPO
Rachel Harrison	Recording Specialist
James Brown	FDOT/Florida's Turnpike

3. Comments from the Public – None.

The Discussion Items of the agenda were moved forward to follow Agenda Item 3.

7. Discussion Items

- 7a. FY 2024/25 – 2025/26 Unified Planning Work Program (UPWP) Call for Planning Projects: Initial discussion of the development of the FY 2024/25 – 2025/26 UPWP for the St. Lucie TPO.

Mr. Buchwald explained that the current Unified Planning Work Program (UPWP) would end June 30, 2024, necessitating the development of the next two-year UPWP. He then invited Ms. Lathou to continue. Ms. Lathou described the scope and purpose of the UPWP before listing the current UPWP planning priorities that would be continued during the next two-year cycle. She then summarized several projects already proposed for inclusion in the draft UPWP, identified the remaining steps in the UPWP development process, and invited the members to suggest additional projects for inclusion. Ms. Lathou concluded with several examples of past UPWP suggestions that had led to completed projects and programs.

Chairwoman Niemczyk suggested that strategies be considered to temporarily relieve congestion in traffic-stressed areas, such as the intersection of St. Lucie West and Peacock Boulevards.

Vice Chairman Wild initiated a discussion regarding the proposed Mobility Data project, asking how such data was provided to organizations and whether there was a way to access it directly. Ms. Lathou indicated that the TPO had previously accessed mobile data indirectly through a consultant when analyzing travel patterns between St. Lucie and Palm Beach Counties. Mr. Buchwald clarified that such data was always being transmitted by mobile devices and was then aggregated and anonymized by various companies that made it

available for purchase. He added that Bluetooth technology provided another avenue for data collection.

In response to Vice Chairman Wild's question, Mr. Buchwald elaborated on the ways traffic data collection was evolving, noting that planners had historically relied on travel diaries and other labor-intensive, potentially biased sources. He commented that permanent vehicle and bicycle/pedestrian counters had only recently been developed, although these methods had their own drawbacks. Reflecting on the preceding discussion, Ms. Lathou remarked that one possible project might be to investigate the use of mobility data for more localized purposes, and Vice Chairman Wild concurred.

In response to Mr. Keleher's comment, Mr. Buchwald explained that the segment of St. Lucie West Boulevard between Cashmere and Peacock Boulevards was often congested partially because of the many driveways emptying onto the corridor. He indicated that the Regional Long Range Transportation Plan included the widening of St. Lucie West Boulevard as a top priority, a project that would involve the closing of certain driveways as well as the potential addition of a multi-purpose lane for bicycles and golf carts. Mr. Buchwald then elaborated on the development process for the 2050 Long Range Transportation Plan (LRTP), noting that it would provide an opportunity to consider more projects.

Vice Chairman Wild reported that Alachua County had eliminated single-family housing going forward and commented on the possibility of implementing a similar policy locally to curb sprawl. Chairwoman Niemczyk remarked that it may be too late to do so given that thousands of building permits had already been issued.

Chairwoman Niemczyk commended Ms. Lathou on her presentation and emphasized her interest in the proposed UPWP projects.

7b. Transit Development Plan (TDP) Major Update Status Report: Presentation of a status report on the TDP Major Update.

Mr. Buchwald introduced Ms. Lathou, who explained the purpose of the Transit Development Plan (TDP) along with its components and parameters before outlining the activities comprising the project's Public Involvement Plan. She described the *Reimagine Transit* branding of the TDP, summarized the results of the baseline data analysis and review of existing services, and provided a progress report on the various public outreach efforts. Ms. Lathou presented the

preliminary findings from the public input activities and concluded with an overview of the next steps in the process.

In response to Chairwoman Niemczyk's question, Ms. Lathou described the County's microtransit service that extended north from Becker Road to Midway Road, encompassing St. Lucie West. Ms. Lathou explained that the service was fare-free and could be used by anyone within the geographical boundaries of the service zones. Mr. Buchwald added that microtransit had many advantages compared to fixed-route transit, which was often supported by Federal funding. He noted that the microtransit vehicles were smaller and did not require commercial driver licenses to operate, making them both less expensive and more efficient. Mr. Buchwald commented on the microtransit-related objectives of the TDP and expounded on the *Reimagine Transit* brand. Chairwoman Niemczyk asserted the increasing need for microtransit given the growing local population of senior adults, and Mr. Buchwald indicated that ridership statistics would soon be available.

Mr. Somers initiated a discussion regarding the future of Glades Cut Off Road, advocating for an acceleration of the plans to widen it. In explanation, he cited the extent of the development planned for that corridor as well as the traffic backups already caused by freight trains using the rail spur near the intersection with Midway Road. Chairwoman Niemczyk concurred, adding that 20,000 new homes were planned for the western side of Glades Cut Off Road. Vice Chairman Wild reiterated his support for restricting further development to multifamily housing, and Mr. Somers noted that doing so would create even more need for transit.

Mr. Buchwald provided a status report on the County's plans for the Glades Cut Off corridor, emphasizing how recently the developments in that vicinity were initiated. He described the County's gradual movement toward more integrated land uses, seen in the differences between older developments like St. Lucie West and the newer and more mixed-use Tradition. Mr. Buchwald noted that the widening project would provide an opportunity for implementing speed management strategies and reminded the members of the upcoming LRTP development process. Discussion ensued regarding the design of Glades Cut Off Road, particularly in light of its proximity to the rail spur parallel to the roadway, and Chairwoman Niemczyk remarked on the importance of public input going forward.

In answer to Chairwoman Niemczyk's question, Mr. Buchwald confirmed that Crosstown Parkway would eventually be extended to

Glades Cut Off Road, indicating that the project would be developer-funded.

The CAC returned to the remaining order of the agenda.

4. Approval of Agenda

* MOTION by Mr. Keleher to approve the agenda.

** SECONDED by Vice Chairman Wild Carried UNANIMOUSLY

5. Approval of Meeting Summary

- August 22, 2023 Regular Meeting

* MOTION by Mr. Saylor to approve the Meeting Summary.

** SECONDED by Mr. Somers Carried UNANIMOUSLY

6. Action Items

6a. 2024 Meeting Dates: Approval of the proposed 2024 meeting dates for the St. Lucie TPO CAC.

Mr. Buchwald presented the proposed dates and times for CAC meetings in 2024, noting specifically the date for the annual Joint Advisory Committee meeting.

* MOTION by Mr. Keleher to approve the proposed 2024 meeting dates.

** SECONDED by Mr. Saylor Carried UNANIMOUSLY

6b. Amendments to the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP): Review of TIP Amendments #2-#7.

Mr. Buchwald introduced the agenda item along with Mr. Ding. Mr. Ding explained that FDOT District 4 had added three new carbon reduction program projects to its Work Program and made changes to two existing projects subsequent to the TPO's adoption of the TIP and was requesting that the TPO amend the TIP accordingly. Mr. Ding recounted the cost increases necessitating the changes to the two

existing projects and then described the parameters of the three new projects. He further explained that the City of Port St. Lucie had received a planning grant to design complete street improvements for the Village Green Drive corridor, which is the top complete streets project priority for the TPO, and that a grant agreement could only be executed if the project were first added to the TPO's TIP. Mr. Ding noted that new funding would be added to the TIP to equal the cost of the project changes and additions so that the TIP's fiscal constraint would not be impacted.

* MOTION by Mr. Saylor to recommend adoption of the TIP Amendments.

** SECONDED by Mr. Keleher Carried UNANIMOUSLY

6c. St. Lucie Freight Network (SLFN) Update: Review of the Update to the SLFN.

Mr. Buchwald explained the purpose of the St. Lucie Freight Network (SLFN) and invited Mr. Ding to continue the presentation. Mr. Ding noted that the SLFN had been designated in 2015 and was being updated to include the addition of the Crosstown Parkway Bridge, the FDOT Strategic Intermodal System (SIS) for highways, railways and waterways, the National Highway Freight Network, truck parking lot locations, and a refreshed map design.

In response to Chairwoman Niemczyk's question, Mr. Ding clarified the differences between the updated map and the previous version. Mr. Buchwald further clarified the criteria for determining freight routes and elaborated on some of the pending additions to the network.

Chairwoman Niemczyk commented on the future of Range Line Road, and Mr. Buchwald noted that the truck traffic historically was mostly agricultural in nature.

Vice Chairman Wild remarked on the heavy truck traffic he had seen on Selvitz Road. Mr. Buchwald explained that the corridor had a significant industrial presence but noted that the SLFN map identified Glades Cut Off Road as the preferred route. He then described the connections being designed by the County in that vicinity.

* MOTION by Mr. Keleher to recommend adoption of the SLFN Update.

** SECONDED by Mr. Somers Carried UNANIMOUSLY

DRAFT

8. Recommendations/Comments by Members – Vice Chairman Wild remarked on his perception of Brightline having few passengers. Discussion ensued regarding the marketability of the service, with Mr. Somers noting the expense of the fares. Chairwoman Niemczyk speculated that the implementation of a local stop might increase ridership. Mr. Buchwald reported that the patronage of Brightline had exceeded expectations in some locales, such as Boca Raton, but that he had not seen official ridership figures.

9. Staff Comments – Mr. Buchwald thanked the members for their flexibility regarding the rescheduling of the day's meeting before introducing Ms. Torres as the TPO's new Bicycle Pedestrian Program Manager. Mr. Buchwald reviewed the CAC's accomplishments during 2023 and then wished the members a happy holiday season.

10. Next Meeting: The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, January 23, 2024.

11. Adjourn – The meeting was adjourned at 11:50 am.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Carolyn Niemczyk
Chairwoman



AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: January 23, 2024

Item Number: 6a

Item Title: Annual Officer Elections

Item Origination: TPO By-Laws, Rules, and Procedures

UPWP Reference: Task 6.1 -Public Involvement

Requested Action: Nominate and elect a Chairperson and a Vice Chairperson for the CAC for 2024. In 2023, the Chairperson was Carolyn Niemczyk, and the Vice Chairperson was Bud Wild.

Staff Recommendation: Not applicable

Attachments

- None



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	January 23, 2024
Item Number:	6b
Item Title:	Amendment #8 to the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP)
Item Origination:	Florida Department of Transportation (FDOT) District 4
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Recommend adoption of TIP Amendment #8, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	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 be recommended to the TPO Board for adoption.

Attachments

- Staff Report
- TIP Amendment Request Letter
- New TIP Project Page



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: January 11, 2024

SUBJECT: Amendment #8 to the FY 2023/24 – FY 2027/28
 Transportation Improvement Program (TIP)

BACKGROUND

The FY 2023/24 – FY 2027/28 TIP was adopted by the TPO Board on June 7, 2023. Florida Department of Transportation (FDOT) District 4 recently added a new project to its Work Program subsequent to the TPO's adoption of the TIP and requests an amendment to reflect this change in the TPO's TIP.

ANALYSIS

As summarized in the attached request from FDOT District 4, the proposed TIP amendment will add the preliminary engineering phase of the installation of various advanced traffic management equipment on Midway Road from Selvitz Road to U.S. Highway 1 including fiber optic cable, traffic cameras and video detectors, and adaptive signal control.

The phase will cost \$5,000 to be funded by a Carbon Reduction for Urban Area (CARU) source. The TIP page to be added for the new project is attached.

Because new funding will be added to the TIP that equals the costs of the new project, the project will not impact the fiscal constraint of the TIP. The project is consistent with the TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP). Therefore, the TIP amendment is consistent with the SmartMoves 2045 LRTP.

RECOMMENDATION

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 be recommended to the TPO Board for adoption.



Florida Department of Transportation

RON DESANTIS GOVERNOR

3400 West Commercial Boulevard Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E. SECRETARY

November 30, 2023

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

SUBJECT: St. Lucie Transportation Planning Organization TIP Amendment Request FY 2023/24 – 2027/28 MIDWAY ROAD FROM SELVITZ ROAD TO US-1

Dear Mr. Buchwald:

Pursuant to Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2023/24 – 2027/28 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.

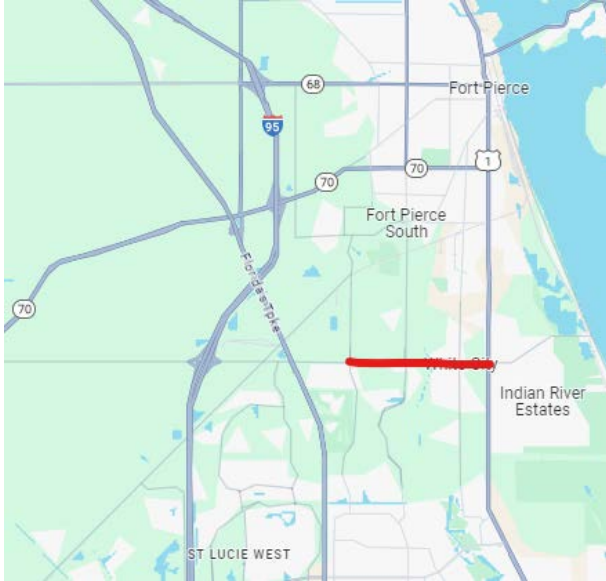
This project is consistent with the goals of the St. Lucie Transportation Planning Organization’s Long-Range Transportation Plan. The TIP remains financially constrained. A State Transportation Improvement Program (STIP) Amendment is required. The TIP amendment is as follows:

Table with 4 columns: FM#, Project Name, Project Description, and a summary row with Phase, Fund, and FY 2024. Includes a vertical 'PROPOSED' label on the left.

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

Sincerely, Signed by: Kelly Budhu MPO Liaison FDOT – District 4

MIDWAY RD FROM SELVITZ RD TO US-1
453496-1 Non-SIS



Project Description: ATMS

Extra Description: 2024 TPO PRIORITY 1 CARBON REDUCTION PROGRAM LAP WITH ST. LUCIE COUNTY. INSTALL FIBER OPTIC CABLE ALONG MIDWAY ROAD & TRAFFIC CAMERAS/VIDEO DETECTORS & ADAPTIVE SIGNAL CONTROL AT THE SIGNALIZED INTERSECTION. INSTALL 2.5 MILES OF FIBER OPTIC CABLE ALONG MIDWAY RD FROM SELVITZ RD TO SR-5/US 1, INTERCONNECT FIVE (5) SIGNALIZED INTERSECTIONS, & UPGRADE HARDWARE & SOFTWARE COMPONENTS OF EXISTING SIGNAL SYSTEM TO ADAPTIVE SIGNAL CONTROL. INCLUDES FIBER SPLICING & TERMINATION AT EACH CONTROL CABINET, FURNISHING & INSTALLING SWITCHING DEVICES, & ETHERNET ACCESS POINT.

Lead Agency: MANAGED BY FDOT

From: SELVITZ RD

County: ST. LUCIE

To: US-1

Length: 2.5

Phase Group: PRELIMINARY ENGINEERING

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 5,000
LRTP: Page 8-2

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	CARU	5,000	0	0	0	0	5,000
		5,000					5,000

Notes



AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: January 23, 2024

Item Number: 6c

Item Title: 2024 Safety Performance Targets

Item Origination: Unified Planning Work Program (UPWP), Federal Requirements, and the Florida Department of Transportation (FDOT)

UPWP Reference: Task 2.4 - Performance Management

Requested Action: Recommend adoption of the 2024 Targets and Interim Benchmarks, recommend adoption with conditions, or do not recommend adoption.

Staff Recommendation: Based on sharing the understanding with FDOT that the death or injury of any person is unacceptable, it is recommended that the same targets as FDOT’s 2024 Safety Performance Targets and the 2024 Safety Performance Interim Benchmarks be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Excerpt from FDOT’s FY 2024-2026 Highway Safety Plan



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MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: January 11, 2024

SUBJECT: 2024 Safety Performance Targets

BACKGROUND

Federal Transportation Performance Management (TPM) requirements ensure that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) choose the most efficient investments for Federal transportation funds. To comply with the requirement, State DOTs are required to establish statewide targets annually for the safety performance measures, and MPOs have the option to support the statewide targets or adopt their own quantifiable targets for the MPO's planning area. The St. Lucie TPO (TPO) incorporated TPM into its planning process by dedicating a task to it in the FY 2022/23-FY 2023/24 Unified Planning Work Program.

Since 2017, the Florida Department of Transportation (FDOT) has adopted "0" annually for all five required safety performance measures to reflect its goal of zero deaths and injuries, and the TPO Board has adopted the same target as the FDOT's Safety Targets every year. For calendar year 2024, FDOT continues with its Vision Zero targets for all five safety performance measures. Consequently, to comply with the Federal requirements, the TPO must support the FDOT Safety Performance Targets or establish its own targets by February 27, 2024.

ANALYSIS

As meeting the target of zero deaths and injuries is a tremendous challenge, FDOT publishes every year a safety performance forecast that is statistically probable as they strive to drive down fatalities and serious injuries with an ultimate vision of zero. The TPO has been setting interim benchmarks to monitor the progress toward meeting the final “0” targets. The safety performance results for both FDOT and the TPO, which include the newly released 2022 results, compared to the 2022 FDOT forecasts and TPO interim benchmarks are provided as follows:

2022 Safety Performance Results												
	Fatality	%D	VMT (100 million)	%D	Fatality Rate*	%D	Serious Injury	%D	Serious Injury Rate*	%D	Non-Motorized Fatality and Serious Injuries	%D
Statewide												
2014 5-Year Rolling Average	2,433		1,944.41		1,243		20,519		10.48		3,109.6	
2015 5-Year Rolling Average	2,531	4.0%	1,966.34	1.1%	1,277	2.7%	20,505	-0.1%	10.36	-1.2%	3,207.6	3.2%
2016 5-Year Rolling Average	2,684	6.0%	2,011.91	2.3%	1,329	4.1%	20,833	1.6%	10.35	-0.1%	3,289.0	2.5%
2017 5-Year Rolling Average	2,825	5.3%	2,067.86	2.8%	1,361	2.4%	20,917	0.4%	10.13	-2.2%	3,286.0	-0.1%
2018 5-Year Rolling Average	2,972	5.2%	2,126.09	2.8%	1,398	2.7%	20,727	-0.9%	9.77	-3.5%	3,308.8	0.7%
2019 5-Year Rolling Average	3,110	4.7%	2,175.46	2.3%	1,420	1.6%	20,170	-2.7%	9.22	-5.6%	3,287.4	-0.6%
2020 5-Year Rolling Average	3,192	2.6%	2,177.22	0.1%	1,450	2.1%	18,992	-5.8%	8.64	-6.3%	3,192.0	-2.9%
2021 5-Year Rolling Average	3,306	3.6%	2,183.07	0.3%	1,517	4.6%	18,634	-1.9%	8.25	-4.5%	3,190.4	-0.1%
2022 5-Year Rolling Average	3,387	2.5%	2,198.05	0.7%	1,541	1.6%	17,146	-8.0%	7.79	-5.6%	3,154.0	-1.1%
2022 Forecast	3,233				1.57		16,724		7.95		3,077	
St. Lucie TPO												
2014 5-Year Rolling Average	30		30.56		0.97		174		5.69		28	
2015 5-Year Rolling Average	31	3.3%	30.84	0.9%	1.00	3.0%	167	-4.0%	5.40	-5.0%	27	-3.6%
2016 5-Year Rolling Average	34	9.7%	31.53	2.2%	1.07	6.3%	165	-1.2%	5.21	-3.5%	24	-11.1%
2017 5-Year Rolling Average	36	5.9%	32.23	2.2%	1.12	4.9%	164	-0.6%	5.10	-2.1%	27	12.5%
2018 5-Year Rolling Average	38	5.6%	33.29	3.3%	1.14	2.2%	162	-1.2%	4.91	-3.7%	29	7.4%
2019 5-Year Rolling Average	38	0.0%	34.35	3.2%	1.11	-3.1%	146	-9.9%	4.29	-12.8%	26	-10.3%
2020 5-Year Rolling Average	41	7.9%	34.64	0.8%	1.18	6.7%	145	-0.7%	4.21	-1.7%	28	7.7%
2021 5-Year Rolling Average	44	7.3%	35.10	1.3%	1.25	6.0%	148	2.1%	4.23	0.5%	32	14.3%
2022 5-Year Rolling Average	44	0.0%	37.24	6.1%	1.24	-0.9%	147	-0.7%	4.12	-2.6%	32	0.0%
2022 Interim Safety Performance Benchmarks	38				1.09		148		4.04		26	

Data Source: FDOT Forecasting & Trends Office

*Rate per 100 million Vehicle Miles Traveled (VMT)

The data above indicates that for the fourth straight year, the Statewide vehicle fatalities and fatality rate trended upward while vehicle serious injury and serious injury rate and non-motorized fatalities and serious injuries trended downward. It also indicates that in the TPO area, vehicle fatality rate, vehicle serious injury and serious injury rate trended downward while vehicle fatalities and non-motorized fatalities and serious injuries stayed the same in 2022 meeting the interim benchmarks for serious injuries while missing the other four benchmarks.

Although the TPO’s 2022 safety performance results do not meet all of the 2022 interim performance benchmarks, the table below indicates that the TPO continues to outperform all of the MPOs/TPOs with populations between 250,000 and 400,000 in all of the safety performance results except for fatality rate which ranks a close second from the top. This top performance is despite the TPO area experiencing the largest increase in population compared to all of the MPOs/TPOs with populations between 250,000 and 400,000 with a 36 percent greater increase in population compared to the MPO/TPO with the next largest increase in population.

2022 Safety Performance Results						
MPO/TPO	Fatality	Fatality Rate *	Serious Injury	Serious Injury Rate *	Non-motorized Fatality and Serious Injury	Population **
Heartland Regional TPO	94	2.94	358	11.22	36	253,100
St Lucie TPO	44	1.24	147	4.12	31	340,100
Hernando/Citrus MPO	68	1.79	528	13.92	49	352,100
Ocala/Marion County TPO	97	2.10	415	8.96	56	381,200
Capital Region TPA	60	1.35	234	5.23	41	388,600
Collier County MPO	45	1.18	226	5.91	44	382,700
Data Source: FDOT Forecasting & Trends Office						
*Rate per 100 million Vehicle Miles Traveled (VMT)						
** 2021 population						

FDOT adopted “0” for all five safety targets for 2024. The attached excerpt from FDOT’s FY 2024-2026 Highway Safety Plan contains the Statewide safety performance measure forecast for the upcoming years.

Because four of the five TPO’s safety performance measures missed the benchmarks in 2022 but remain flat or are trending downward, it appears to be appropriate to keep the safety performance interim benchmarks the same as 2023 for 2024 as identified in the following table:

2024 Safety Performance Targets, St. Lucie TPO					
	Fatality	Fatality Rate*	Serious Injury	Serious Injury Rate*	Non-Motorized Fatality and Serious Injuries
2018 Interim Safety Performance Benchmarks	38	1.10	159	4.64	25
2019 Interim Safety Performance Benchmarks	35	1.04	154	4.24	24
2020 Interim Safety Performance Benchmarks	35	1.04	154	4.24	24
2021 Interim Safety Performance Benchmarks	35	1.04	151	4.05	24
2022 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
2023 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
2024 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
Final Performance Targets	0	0	0	0	0
*Rate per 100 million Vehicle Miles Traveled (VMT)					

According to the National Highway Traffic Safety Administration (NHTSA), one of the top reasons for traffic accidents and fatalities is speeding. To improve roadway safety through speed management, the TPO staff conducted a Speed Kills Analysis in 2021 to examine the link between vehicle speed and crash severity and to identify high crash locations within the TPO area. Consequently, Spot Speed Studies were conducted last year to evaluate speed limits and travel speeds on three high crash locations on arterial roadways.

In addition, the TPO adopted automated speed enforcement as a Legislative Priority for the 2023 Florida Legislative Session. Subsequently, a law was enacted as a result of the 2023 Session permitting local governments to implement automated speed enforcement in school zones. The TPO will support the local governments in implementing automated speed enforcement in school zones. In the interim, the local governments also have been reducing the speed limits on select local roadways.

Understanding that meeting the "0" targets is a comprehensive effort among the TPO, local governments, and law enforcement, it is expected that the speed management efforts will ultimately reduce the number of traffic fatalities and injuries while the complete streets and bicycle-pedestrian projects prioritized for funding will ultimately reduce the number of non-motorized fatalities and serious injuries.

It appears to be appropriate for the TPO to continue to share FDOT's approach to safety that the death or injury of any person is unacceptable and to partner with FDOT in meeting the safety targets to optimize the use of Federal funds. Therefore, it appears to be appropriate for the TPO to adopt the same targets as FDOT's 2024 Safety Performance Targets of "0" and for the TPO to adopt the 2024 Safety Performance Interim Benchmarks to monitor the TPO's progress in meeting the "0" targets.

RECOMMENDATION

Based on sharing the understanding with FDOT that the death or injury of any person is unacceptable, it is recommended that the same targets as FDOT's 2024 Safety Performance Targets and the 2024 Safety Performance Interim Benchmarks be recommended for adoption by the TPO Board.

PERFORMANCE PLAN

DATA FORECASTS

Realizing that zero fatalities likely will not be reached within Florida's 3HSP, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida's data forecasts have been established using an autoregressive integrated moving average (ARIMA) Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including VMT, gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only VMT and gas consumption have relatively high correlations with fatalities and serious injuries; and, of these two variables, only VMT was useful in predicting future fatalities and serious injuries.

The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecast based on five-year rolling averages; and the remaining performance measures will be forecasted annually. The forecasts for 2023 to 2026 are based on monthly data from 2007 through 2022 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2023 to 2026 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to any COVID-19 anomalies.



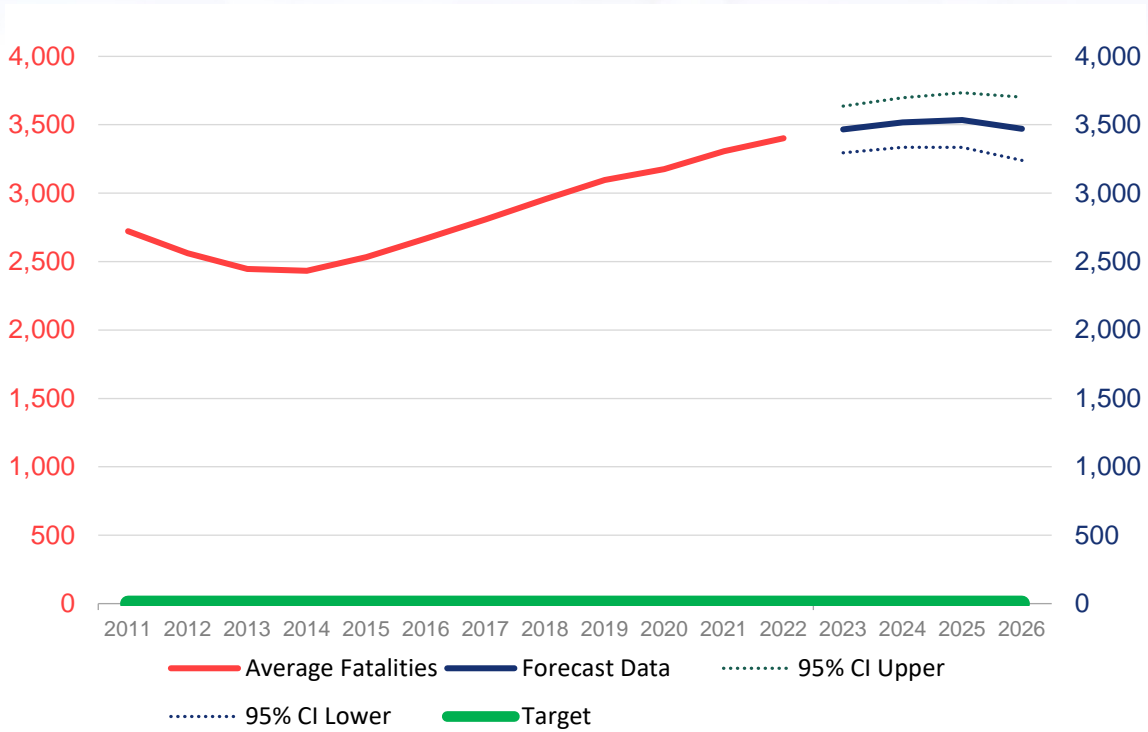
C1—Number of Traffic Fatalities

- **Target:** Florida’s target for fatalities is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida’s roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

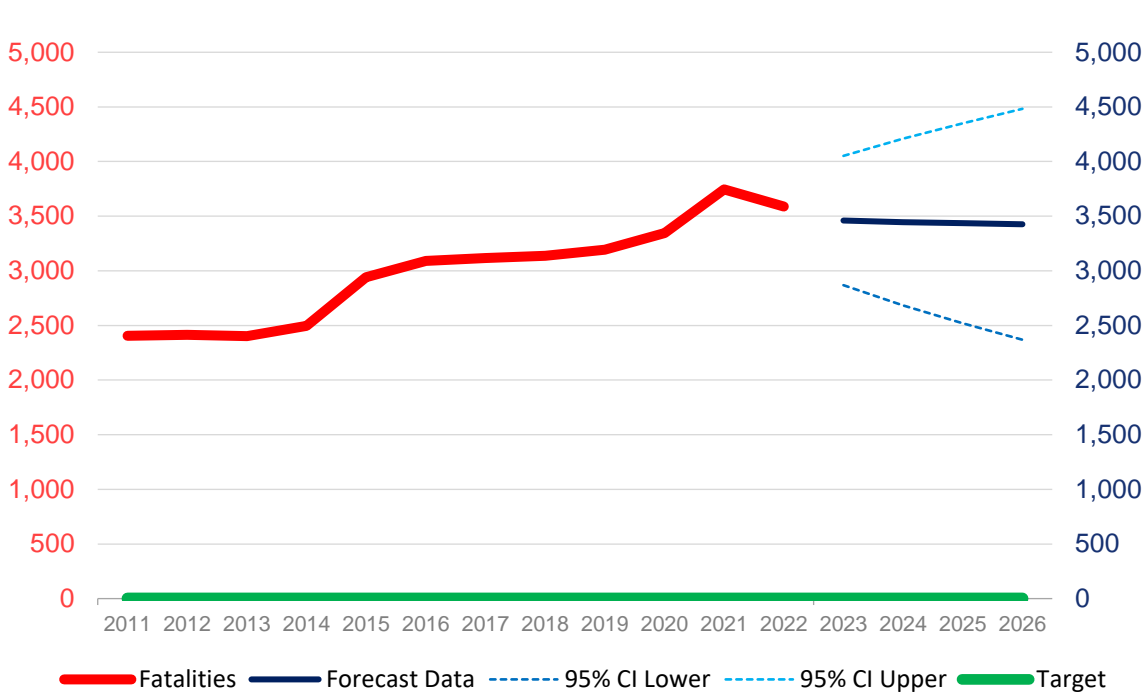
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-1	Number of fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	4,052	4,208	4,350	4,482
			Lower	2,868	2,683	2,520	2,369

- **Strategy:** The data forecast indicates Florida’s five-year rolling average for fatalities could slowly trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s five-year rolling average for fatalities could slowly trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP—with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables—the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecasts for 2023 through 2026.



Actual Annual Fatalities Graph: The chart below reflects the annual fatalities for each year and the data forecasts for 2023 through 2026.



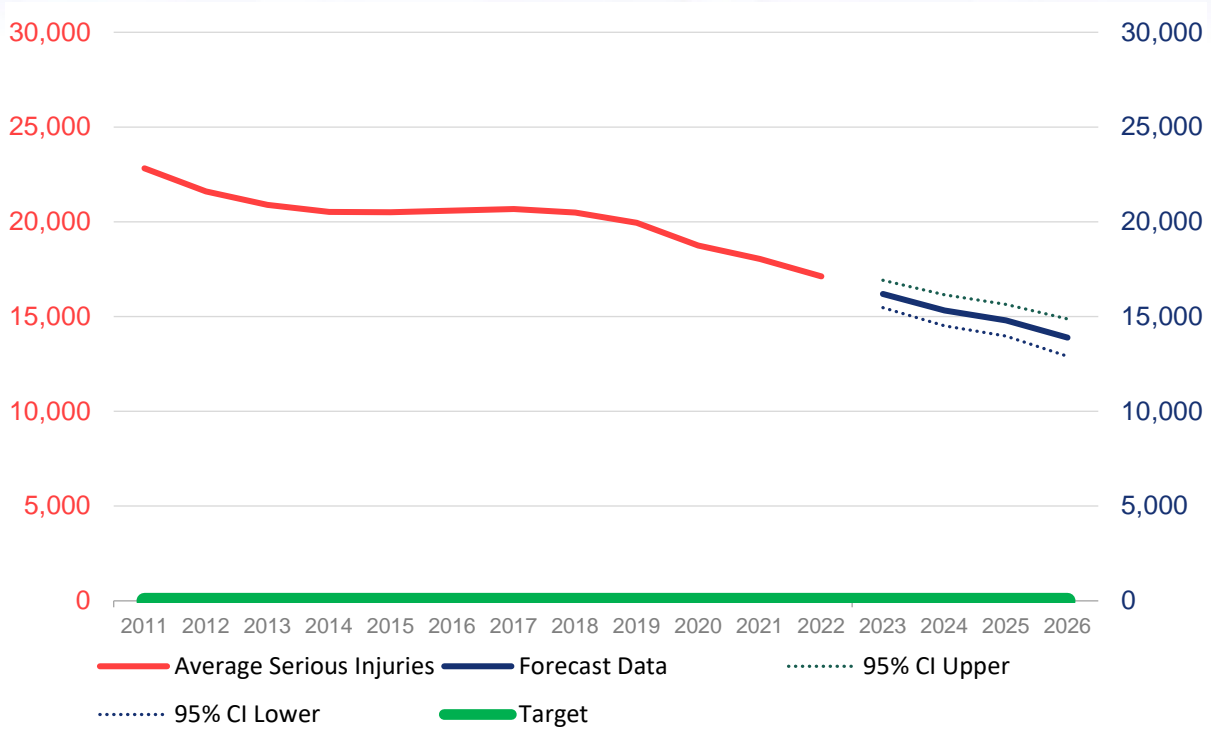
C2—Number of Serious Injuries

- **Target:** Florida’s target for serious injuries is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida’s roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

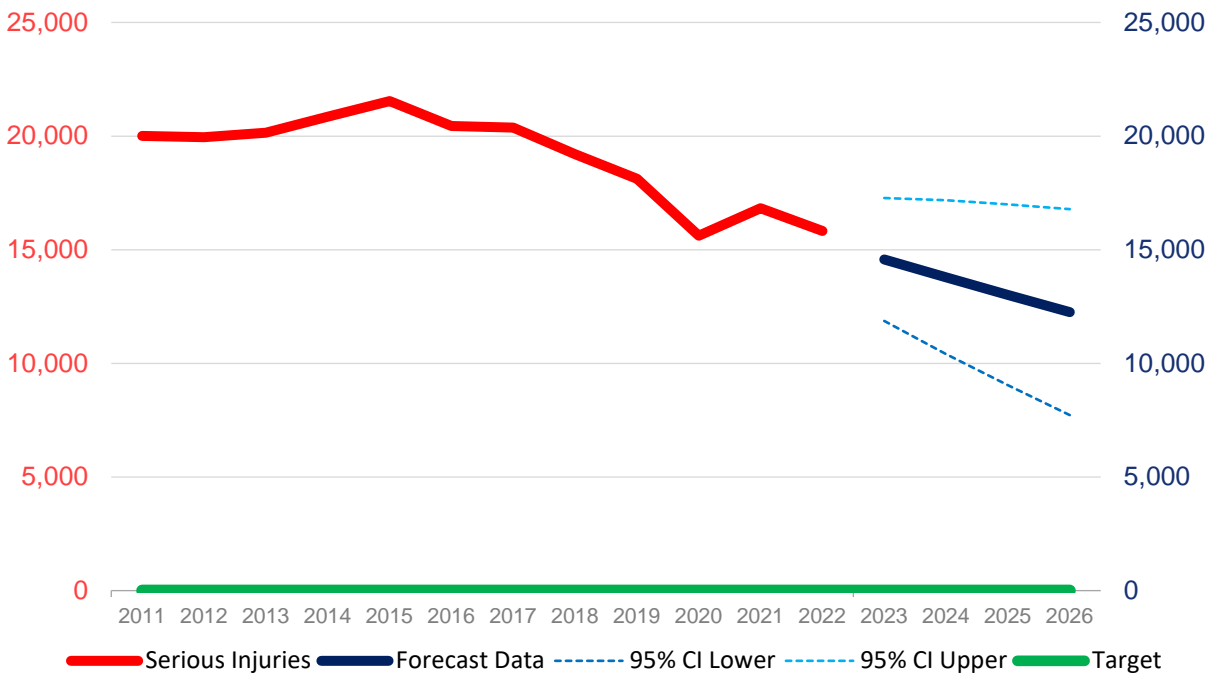
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-2	Number of serious injuries	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	17,274	17,177	16,988	16,785
			Lower	11,866	10,404	9,039	7,722

- **Strategy:** The data forecast indicates Florida’s five-year rolling average for serious injuries will continue to trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of serious injuries to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of serious injuries.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: The chart below reflects the five-year rolling average of serious injuries for each year and the data forecasts for 2023 through 2026.



Annual Serious Injuries Graph: The chart below reflects the total annual serious injuries for each year and the data forecasts for 2023 through 2026.



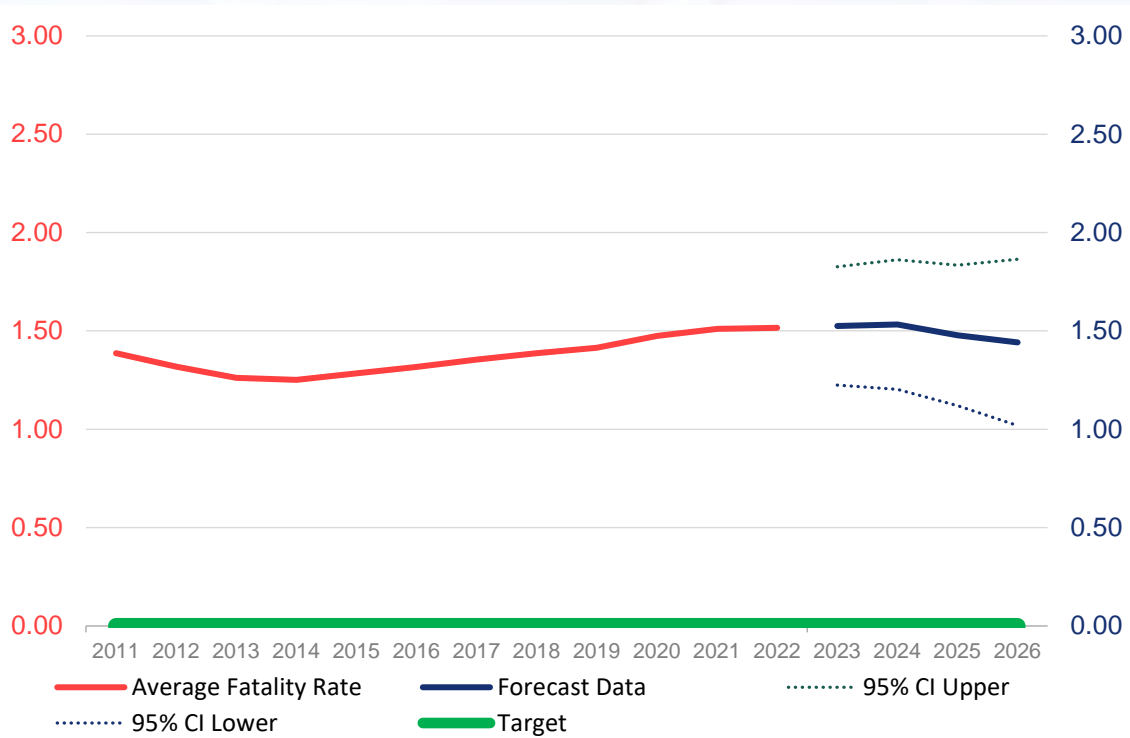
C3—Fatality Rate

- **Target:** Florida’s target for fatality rate is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatality rate per 100M VMT on Florida’s roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

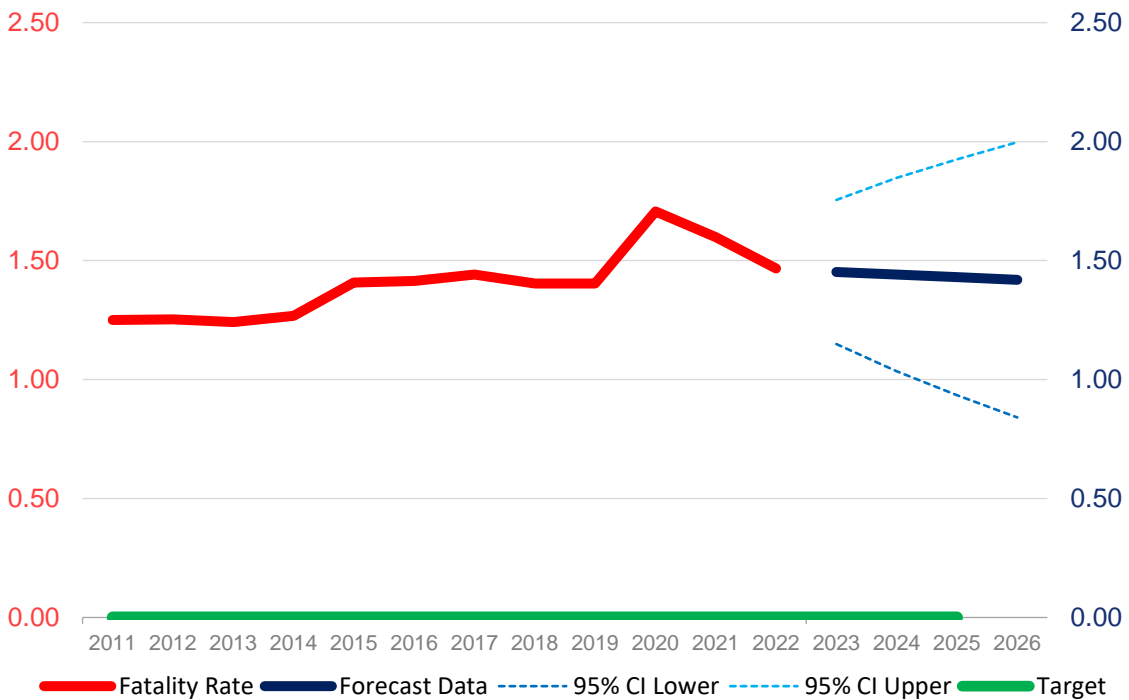
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-3	Fatality rate per 100 VMT	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	1.75	1.85	1.93	2.00
			Lower	1.15	1.03	0.93	0.84

- **Strategy:** The data forecast indicates Florida’s five-year rolling average for fatality rate could trend slowly downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the fatality rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: Fatality Rate—The chart below reflects the five-year rolling average for fatality rate per VMT for each year and the data forecasts for 2023 through 2026.



Actual Annual Graph: Fatality Rate—The chart below reflects the annual fatality rate per VMT for each year and the data forecasts for 2023 through 2026.





AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: January 23, 2024

Item Number: 6d

Item Title: Public Participation Plan (PPP) 2023 Annual Evaluation

Item Origination: Unified Planning Work Program (UPWP) and Federal and State requirements

UPWP Reference: Task 5.1 - Public Participation, Education & Outreach

Requested Action: Recommend acceptance of the Evaluation, recommend acceptance with conditions, or do not recommend acceptance.

Staff Recommendation: Because the PPP 2023 Annual Evaluation analyzes the effectiveness of the PPP in improving public access to transportation planning decision-making, it is recommended that the PPP 2023 Annual Evaluation be recommended for acceptance by the TPO Board.

Attachments

- Staff Report
- Draft 2023 PPP Annual Evaluation



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Marceia Lathou
 Transit/ACES Program Manager

DATE: January 4, 2024

SUBJECT: Public Participation Plan (PPP) 2023 Annual
 Evaluation

BACKGROUND

The TPO's Unified Planning Work Program (UPWP) includes substantial public involvement efforts within a continuous and ongoing task which includes compliance with all Title VI/Environmental Justice and nondiscrimination requirements. These efforts are advanced through the TPO's Public Participation Plan (PPP). Annual evaluations of the PPP quantify the effectiveness in meeting or implementing the PPP outreach strategies.

A major update to the PPP was adopted by the TPO Board in February 2020. A 2020 evaluation of the PPP was conducted which initially served as the base year for subsequent annual evaluations.

ANALYSIS

Major outreach efforts during 2023 were conducted during the development of the Sustainable Transportation Plan, Transit Development Plan Major Update, Port St. Lucie-West Palm Beach bus survey, and UPWP Call for Planning Projects. The attached 2023 Public Participation Plan Evaluation table demonstrates the effectiveness of outreach for these projects and other efforts.

The Public Participation Plan Evaluation table uses 2020, 2021, and 2022 data as baselines, where applicable. For instance, if in 2021, a baseline 2020 target was met then the 2021 data became the new baseline. If in 2021 or 2022, a baseline 2020 target was not met, then the 2020 data remained the baseline. Similarly, if in 2021 or 2022, baseline targets were met, then 2021 or 2022 became the new baselines.

It should be noted that the 2020 baseline data may be skewed by the major public participation efforts of the SmartMoves 2045 Long Range Transportation Plan. Nevertheless, public participation in 2023 exceeded previous years efforts in numerous categories. Highlights of the 2023 PPP Evaluation include:

- 383% increase, online survey engagements (5% target)
- 349% increase, social media engagements (5% target)
- 75% increase, interactions at in-person events hosted by other organizations (5% target)
- 15% increase, in-person interactions at TPO galleries/kiosks (5% target)
- 12% increase, eblast opens (5% target)
- 37% increase, online community engagement dashboard visitors (5% target)

RECOMMENDATION

Because the PPP 2023 Annual Evaluation analyzes the effectiveness of the PPP in improving public access to transportation planning decision-making, it is recommended that the PPP 2023 Annual Evaluation be recommended for acceptance by the TPO Board.

2023
Public Participation Plan
Annual Evaluation

Environmental Justice/Title VI Participation

Participation Method	Tracking Method	Baseline Performance Measures*, **, ***, ****	2023 Targets	2023 Actual	2023 % Change
Online Activities	Electronic Tracking	161 engagements from targeted zip codes with significant EJ/Title VI populations****	5% increase	No tracking available due to Facebook issues	N/A
In-Person Activities	Manual Tracking	116/502 (23%) EJ/Title VI attendees***	5% increase	95/434 (22%)	4% decrease

* If in 2021 a target for a particular activity category was met, then 2021 became the new baseline year. If in 2021 a target for a particular activity category was not met, the performance metrics from 2020 remained the baseline for calculating the 2022 metrics.

**2020 Baseline Measure

***2021 Baseline Measure

****2022 Baseline Measure

Online Activities

Participation Method	Tracking Method	Baseline Performance Measures	2023 Targets	2023 Actual	2023 % Change
Community Engagement Dashboard	Electronic Tracking	51 visitors***	5% increase	70 visitors	37% increase
Eblasts	Electronic Tracking	261 subscribers; 33% opens; 7 eblasts****	5% increase	231 recipients; 37% opens; 4 eblasts	12% increase

Participation Method	Tracking Method	Baseline Performance Measures	2023 Targets	2023 Actual	2023 % Change
Email	Electronic Tracking	26****	5% increase	12	53% decrease
Interactive Maps	Electronic Tracking	625 visitors 136 comments**	5% increase	397 visitors, 95 total survey responses for EV Charge & Micro-Mobility surveys	37% decrease
Online Surveys	Electronic Tracking	153 engagements****	5% increase	95 Beep Survey, PSLX 503, TDP 136, UPWP 5 responses	383% increase
Social Media	Facebook Twitter YouTube	7,483 Facebook reached, 468 engaged, 5 boosted posts, 15 Twitter likes ****	5% increase	33,581 reached, 838 engaged, 502 comments, 5 Twitter likes	349% increase
Virtual Workshop	Electronic Tracking	29 attendees**	5% increase	Not applicable	N/A
Website	Electronic Tracking	16,000 page views 13,332 unique page views.***	5% increase	Analytics no longer tracks unique page views, tracks new visitors 15,346 page views, 4,380 new visitors	4% decrease

In-Person Activities

Participation Method	Tracking Method	Baseline Performance Measures	2023 Targets	2023 Actual	2023 % Change
Mail, Telephone, In-Person	Manual Tracking	206 inquiries***	5% increase	124	40% decrease
Events	Manual Tracking	416 interactions****	5% increase	728	75% increase
Surveys	Completed Surveys	297 completed surveys****	5% increase	197	34% decrease
Gallery & Kiosks	Attendance Records, Sign-in Sheets	104 public comments****	5% increase	120	15% increase
Public events/ presentations	Attendance Records, Meeting Summaries, Sign-in Sheets	207 attendees***	Maintain	100	52% decrease
Public Meetings	Attendance Records, Meeting Summaries, Sign-in Sheets	482 attendees***	5% increase	434	10% decrease
Press Releases	Manual Tracking	1 press release**	Not applicable	2	Not applicable

Participation Method	Tracking Method	Baseline Performance Measures	2023 Targets	2023 Actual	2023 % Change
Radio & Television	Manual Tracking	3 shows/interviews**	Not applicable	1	Not applicable
Workshops, Forums, Open Houses	Attendance Records, Meeting Summaries, Sign-in Sheets	140 attendees**	5% increase	54	61% decrease



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	January 23, 2024
Item Number:	6e
Item Title:	Transportation Regional Incentive Program (TRIP) 2024 Grant Application and Amendment to the 2023/24 List of Priority Projects (LOPP)
Item Origination:	2024 TRIP Grant Cycle
UPWP Reference:	Task 5.1 – Models of Regional Planning Cooperation
Requested Action:	Recommend endorsement of the TRIP grant application and adoption of the LOPP amendment, recommend endorsement and/or adoption with conditions, or do not recommend endorsement or adoption.
Staff Recommendation:	Based on the project being a highly-ranked regional project and a cost-feasible TPO project that will be shovel-ready for construction at the time of the TRIP grant funding availability, it is recommended that the TRIP grant application for the St. Lucie West Boulevard Project be recommended to the TPO Board for endorsement and that the LOPP amendment for the TRIP grant application be recommended to the TPO Board for adoption.

Attachments

- Staff Report
- St. Lucie West Boulevard TRIP Grant Application Excerpts
- 2045 Treasure Coast Regional Long Range Transportation Plan Prioritized Needs Projects
- Draft Amended 2023/24 LOPP



MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: January 11, 2024

SUBJECT: Transportation Regional Incentive Program (TRIP)
2024 Grant Application and Amendment to the
2023/24 List of Priority Projects (LOPP)

BACKGROUND

In 2005, TRIP was created by Florida legislation for the purpose of providing State funding to improve regionally-significant transportation facilities, including transit facilities, located in regional transportation areas. In 2006, the Treasure Coast Transportation Council (TCTC), consisting of two members each from the St. Lucie TPO and the Indian River and Martin Metropolitan Planning Organizations (MPOs), was created as a regional transportation area to pursue TRIP funds for the Treasure Coast Region.

TRIP will pay for up to 50 percent of the non-federal share of the project or phase costs of transit projects and up to 50 percent of the total project or phase costs of other types of projects. Projects considered for TRIP funding must be identified as Regional Needs in the 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP). The TCTC prioritizes and selects projects for TRIP funding that are submitted by the Treasure Coast MPOs.

The following is the reported timing and amounts of available TRIP funding for District 4:

Fiscal Year	Amount
2025/26	\$766,198
2026/27	\$877,033
2027/28	\$109,421
2028/29	\$9,119,992
2029/30	\$9,119,992

It is anticipated for the TCTC to prioritize the TRIP applications for the 2024 grant cycle at its meeting this spring. The TPO Advisory Committees

are requested to consider recommending the endorsement by the TPO Board of the project to be submitted to the TCTC for the 2024 TRIP Grant cycle and to consider recommending the adoption by the TPO Board of an amendment to the 2023/24 List of Priority Projects for the project.

ANALYSIS

A TRIP application (excerpts attached) is proposed to be submitted for the 2024 TRIP grant cycle by the City of Port St. Lucie for the construction of the widening of St. Lucie West Boulevard from Peacock Boulevard to Cashmere Boulevard. The proposed project is the top-ranked off-system project in the attached list of 2045 Treasure Coast RL RTP Prioritized Needs Projects. It is also a Cost-Feasible Project in the TPO's SmartMoves 2045 Long Range Transportation Plan. The proposed project consists of the widening of the existing two-lane section to four lanes with the addition of multimodal paths.

With the design of the project to be started by the City of Port St. Lucie and no acquisition of right-of-way necessary for the project, the project will be "shovel-ready" for construction in FY 2028/29 at the time of the largest amount of TRIP grant funding availability for District 4. The estimated cost for the construction of the project is \$22 million with the City requesting \$11 million of TRIP grant funding.

A draft amendment to the 2023/24 LOPP is attached which proposes to add the project to the bottom of the Master List for the TRIP grant funding.

RECOMMENDATION

Based on the project being a highly-ranked regional project and a cost-feasible TPO project that will be shovel-ready for construction at the time of the TRIP grant funding availability, it is recommended that the TRIP grant application for the St. Lucie West Boulevard Project be recommended to the TPO Board for endorsement and that the LOPP amendment for the TRIP grant application be recommended to the TPO Board for adoption.



District IV & VI
Local Programs

2024 Transportation Regional Incentive Program Application

The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. See 2022 Florida Statutes Chapter 339 Section 2819 for more details.

The Florida Grant Application Process (GAP) system is the authorized platform for submission and receipt of applications for TRIP funding.

Implementing Local Agency

Local Agency: City of Port St. Lucie

Project Manager: Seitter, Emily Date: 1/8/2023
Last: First M.I.

Address: 121 SW Port St. Lucie Blvd. **Public Works**
Street Address Department

Port St. Lucie FL 34984
City State ZIP Code

Phone: 772-281-7411 Email eseitter@cityofpsl.com

Regional Transportation Area

Did you meet with your regional MPO? Yes

Which regional transportation area applies to this project? Select one below:

- South East Florida Transportation Council (SEFTC)
- Treasure Coast Transportation Council (TCTC)

Project Information

St. Lucie West Blvd. Corridor
Project Name : Improvements County Location: St. Lucie County

Facility: [Click here to enter text.](#)
Must be on the regional priority list of the regional transportation area

Provide documentation identifying the project in the Regional Transportation Area as part of an integrated, regionally significant transportation system (Attachment A).

Provide a regional location map displaying the project location (Attachment B).

Project Limits: SW Cashmere Blvd. to SW Peacock Blvd. Roadway ID: [Click here to enter ID](#)

2024 Transportation Regional Incentive Grant Program

Provide the scope of work, typical section and schedule to be performed or capital equipment to be purchased.

A detailed scope of work is a requirement of the application. Is it attached (Attachment C)?

YES YES [checked] NO []

A detailed typical section is a requirement of the application. Is it attached (Attachment D)? This is not applicable for capital purchases.*

YES YES [checked] NO []

A detailed project schedule is a requirement of the application. Is it attached (Attachment E)?

YES YES [checked] NO []

Priorities

Describe how the project will improve mobility within the regional transportation area of the regional transportation system: For example, describe how this project facilitates the intermodal or multimodal movement of people and/or goods. St. Lucie West Blvd. is a major corridor in St. Lucie County, with the volume of traffic increasing. The St. Lucie West Blvd. Project may include converting the current turn lanes into dedicated through lanes, improvements to 9 intersections, signaling, striping, and more. These improvements aim to address capacity and traffic congestion management issues.

Provide documentation that the project appears in the Capital Improvement Schedule of the Local Comprehensive Plan (Attachment F).

Identify the page numbers for each below:

- [] Long Range Transportation Plan Page # Click here to enter text.
[] Transit Development Plan Page # Click here to enter text.
[] Transportation Improvement Plan Page # Click here to enter text.
[] Local Comprehensive Plan (s) Page # Click here to enter text.

Projects funded with TRIP funds shall reflect the statutory guidelines 339.2819 F.S. Select below requirements that apply to the project:

- [x] Serve national, statewide, or regional functions and function as part of an integrated regional transportation system.
[x] Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005. Further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management.
[x] Be consistent with the Strategic Intermodal System Plan developed under s. 339.64.
[x] Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.

Per Florida Statutes 339.2819, select all that apply below and provide an explanation for each selection. The Department shall give priority to projects that:

- [] Provides connectivity to the Strategic Intermodal System (SIS) Click or tap here to enter text.
[] Support economic development and goods movement in rural areas of opportunity: Click or tap here to enter text.
[] Are subject to local ordinances that establish corridor management techniques: Click or tap here to enter text.

2024 Transportation Regional Incentive Grant Program

- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET): *Click or tap here to enter text.*

Project Funding

Submit a project cost estimate for each phase requested (Attachment G). Construction estimates shall be separated by FDOT typical pay items to allow for verification of eligible project costs. Estimates are to be prepared and signed by a Professional Engineer. Each phase requested (i.e., design, right-of-way, construction, construction engineering and inspection (CEI)) requires a 50% local agency match funds.

Is a detailed cost estimate attached? YES NO

Describe the source of matching funds per phase requested and any restrictions on availability. Each phase requested (i.e., design, right-of-way, construction, CEI) requires at least a 50% local agency match. Each phase requested shall be separated by at least 2 fiscal years (the Department’s fiscal year (FY) runs from July 1 to June 30). *Click here to enter text.*

Select	Phases Requested	FY Requested	TRIP Funds Requested	Match Funds	Match Funding Source
<input type="checkbox"/>	Design	<i>Enter text</i>	\$ <i>Enter text</i>	\$ <i>Enter text</i>	<i>Enter text</i>
<input checked="" type="checkbox"/>	Construction	FY28/29	\$ 11,000,000	\$ 11,000,000	Secure Bond
<input type="checkbox"/>	CEI	<i>Enter text</i>	\$ <i>Enter text</i>	\$ <i>Enter text</i>	<i>Enter text</i>
<input type="checkbox"/>	Other /Enter Text	<i>Enter text</i>	\$ <i>Enter text</i>	\$ <i>Enter text</i>	<i>Enter text</i>

Note: If federal funding is associated with the project, federal requirements will be applicable.

Project Qualification Information

Provide a resolution of support for the project from the local government (Attachment H).

Describe the public involvement / public outreach for this project. Include detailed information on how community support was gathered and evaluated (Attachment I).

Describe the project's existing Right-of-Way ownerships. This description shall identify when the Right-of-Way was acquired and how ownership is documented. Provide applicable documentation: plats, deeds, prescriptions, certified surveys, or easements (Attachment J).

For applications proposing work on DOT Right of Way, a letter of concurrence from the owning entity will be required (Attachment K). Coordination with FDOT must occur at a minimum 6 weeks prior to application submittal. Applications that do not provide a concurrence letter will not be evaluated for award.

For applications proposing work outside of applicant’s right of way, a letter of support / approval from the owning entity will be required. Applications that do not provide concurrence letter will not be evaluated for award (Attachment L).

ST. LUCIE WEST BOULEVARD PROJECT MAP



*City of Port St. Lucie
Public Works Department*



DRAFT
2023/24 List of Priority Projects (LOPP)
(Adopted June 7, 2023; Amended _____)

Master List

2023/24 Priority Ranking	Major Gateway Corridor? ¹	Facility	Project Limits		Project Description	Project Status/Notes	In L RTP ² Cost Feasible Plan?	Estimated Cost	2022/23 Priority Ranking
			From	To					
1	N/A ³	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program		Yes	\$400,000	1
2	Yes	Midway Road	Glades Cut Off Road	Jenkins Road	Add 2 lanes, sidewalks, bicycle lanes	PE ⁴ underway, ROW ⁵ to start in FY 24/25	Yes	\$55,186,000 ⁶	2
3	Yes	Midway Road Turnpike Interchange Phase 2			New interchange with southbound off-ramp and northbound on-ramp		Yes	\$20,000,000 ⁷	4b
4	Yes	Kings Highway	Angle Road	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	PE underway, ROW to start in FY 23/24	Yes	\$142,162,000 ⁶	5
5	Yes	Northern/Airport Connector	Florida's Turnpike	Kings Highway	New multimodal corridor with interchanges at Florida's Turnpike and I-95		Yes	\$137,110,000 ⁸	6
6	Yes	Jenkins Road	Midway Road	Orange Avenue	Add 2 lanes to existing segments, construct 4 lanes for new segments, and add sidewalks and bicycle lanes	Initial PD&E ⁹ activities underway	Yes	\$51,890,000 ⁸	7
7	Yes	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Add 2 lanes and shared-use paths		Yes	\$4,760,000 ⁸	NR ¹⁰
8 ¹¹	Yes	St. Lucie West Boulevard	Peacock Boulevard	Cashmere Boulevard	Add 2 lanes and multimodal paths	City to start design	Yes	\$22,000,000	NR

¹Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy
²L RTP: *SmartMoves 2045 Long Range Transportation Plan*, February 2021
³N/A: Not Applicable
⁴PE: Preliminary Engineering
⁵ROW: Right-of-Way Acquisition
⁶Source of Estimated Cost: Florida Department of Transportation District 4, June 2023
⁷Source of Estimated Cost: Strategic Intermodal System Cost Feasible Plan, May 2023
⁸Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan*, February 2021
⁹PD&E: Project Development and Environment Study
¹⁰NR: Not Ranked
¹¹For Transportation Regional Incentive Program (TRIP) Grant Funding Only