

REGULAR BOARD MEETING

Wednesday, June 7, 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/5223191936076355930. 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 June 7, 2023.

AGENDA

- 1. Call to Order
- 2. Pledge of Allegiance
- 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
 - April 12, 2023 Regular Board Meeting
- 8. Consent Agenda
 - 8a. Transportation Disadvantaged (TD) Planning Grant Application and Resolution 23-03: Adoption of Resolution 23-03 authorizing the execution of the TD Planning Grant Application for FY 2023/24.

Action: Adopt or do not adopt.

9. Action I tems

9a. Pavement, Bridge and System Performance Targets: Adoption of Pavement, Bridge, and System Performance Targets for the TPO.

Action: Adopt the Pavement, Bridge, and System Performance Targets, adopt with conditions, or do not adopt.

9b. Draft FY 2023/24 - FY 2027/28 Transportation Improvement Program (TIP): Adoption of the draft FY 2023/24 - FY 2027/28 TIP.

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

9c. Carbon Reduction Strategy: Approval of the draft Carbon Reduction Strategy for the St. Lucie TPO area.

Action: Approve the draft Carbon Reduction Strategy, approve with conditions, or do not approve.

9d. 2023/24 List of Priority Projects (LOPP): Adoption of the draft LOPP for 2023/24 for the St. Lucie TPO.

Action: Adopt the draft 2023/24 LOPP, adopt with conditions, or do not adopt.

9e. Transit Development Plan (TDP) Major Update Scope of Services: Approval of the TDP Major Update draft Scope of Services.

Action: Approve the draft Scope of Services, approve with conditions, or do not approve.

10. Discussion I tems

10a. Decennial Apportionment Review: Discussion of the Decennial Apportionment Review of the Board membership specified by Florida Statutes and requested by the Florida Department of Transportation.

Action: Discuss and provide comments to Staff.

10b. Village Parkway Extension Request: Discussion of a request from the Martin Metropolitan Planning Organization to add the Village Parkway Extension to the TPO's Long Range Transportation Plan.

Action: Discuss and provide comments to Staff.

- 11. FDOT Comments
- 12. Recommendations/Comments by Members
- 13. TPO Staff Comments

- 14. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, August 2, 2023.
- 15. 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.

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

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



REGULAR BOARD MEETING

DATE: Wednesday, April 12, 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 2:05 pm. She noted that the Call to Order was delayed by a few minutes until a quorum of the Board was achieved.

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 Commissioner Chris Dzadovsky, Vice Chair Darrell Drummond Commissioner Jamie Fowler Commissioner Jeremiah Johnson

Jack Kelly

Commissioner Larry Leet

Representing

City of Port St. Lucie St. Lucie County Community Transit St. Lucie County City of Fort Pierce St. Lucie Public Schools St. Lucie County Mayor Shannon Martin Councilman David Pickett Commissioner Cathy Townsend

Others Present

Kyle Bowman Peter Buchwald

Yi Ding

Marceia Lathou Rachel Harrison Rich Berrios James Brown Adolfo Covelli Alan Danaher Patrick Dayan Joe DeFronzo Murriah Dekle

David Epperson

Christine Fasiska

Ciara Forbes Selena Griffett James Hughes (via web) Tracy Jahn Kris Kehres Lucine Martens (via web)

Tony Norat (via web) Stewart Robertson Emily Seitter Jennifer Shipley (via web) Heath Stocton Srin Varanasi Ricardo Vasquez (via web) Victoria Williams (via web) City of Port St. Lucie City of Port St. Lucie St. Lucie County

Representing

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

Recording Specialist City of Port St. Lucie Florida's Turnpike

St. Lucie County Transit

WSP

St. Lucie County City of Port St. Lucie

WSP

City of Port St. Lucie Florida Department of Transportation (FDOT) St. Lucie County

City of Fort Pierce

FDOT

St. Lucie County Transit

FDOT

Martin Metropolitan Planning Organization

(MPO) **FDOT**

Kimley-Horn

City of Port St. Lucie

FDOT

City of Port St. Lucie Corradino Group

Martin MPO

Florida's Turnpike

- Comments from the Public None. 4.
- 5. Comments from Advisory Committee Members – None.

- 6. Approval of Agenda
- * MOTION by Mr. Drummond to approve the agenda.
- ** SECONDED by Councilman Pickett

Carried UNANI MOUSLY

- 7. Approval of Meeting Summary
 - · February 1, 2023 Regular Board Meeting
- * MOTION by Mayor Martin to approve the Meeting Summary.
- ** SECONDED by Commissioner Johnson Carried UNANI MOUSLY

8. <u>Action I tems</u>

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.

Mr. Buchwald noted the Board's previous directive to initiate the process to add the Airport Connector Corridor Alignment Study and the Fort Pierce Passenger Rail Station Planning project to the current UPWP in response to changes in local transportation priorities and unexpected funding availability. He described the project parameters, timeline, cost, and funding source for both projects and indicated that the TPO Advisory Committees had recommended their adoption. Mr. Buchwald explained that Resolution 23-01 had been prepared for the Board's consideration to authorize the execution of the UPWP amendments that would add the projects as well as any associated documents to carry out the projects.

Mayor Martin questioned whether the Rail Station Planning project would be a waste of resources if Brightline decided not to locate a stop in Fort Pierce, expressing her support for the City of Fort Pierce and explaining that she wanted to be able to answer potential questions from constituents. Mr. Buchwald explained that the proposed location and design could apply to other rail systems, such as Amtrak and Tri-Rail. Mr. Kelly then conveyed his expectation that Brightline would indeed locate a stop in Fort Pierce.

Vice Chairman Dzadovsky provided an update on developments to the Treasure Coast International Airport, reporting on the efforts to obtain Part 139 certification and the recent receipt of grant funding to extend the runway. He commented on the economic benefits of expanding the airport facilities, noting his belief that passenger service would be coming to the airport in the next few years. He then thanked FDOT and the TPO for their support.

Chairwoman Morgan asked if the Resolution should be read aloud, and Mr. Buchwald indicated that it was typically not done. Mr. Buchwald invited Ms. Forbes to comment, and she explained that the matter was at the Board's discretion, although it was not required to read the Resolution. Ms. Harrison then read the Resolution.

- * MOTION by Commissioner Johnson to adopt the proposed UPWP amendments and Resolution 23-01.
- ** SECONDED by Mayor Martin

Carried UNANI MOUSLY

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.

Mr. Buchwald recounted the history of the development of the Midway Road Widening Project, noting that FDOT had requested the administrative adoption of the TIP amendment last month to maintain the advancement of the project schedule and to account for increased project costs. He indicated that the amendment was being presented to the Board for acceptance and that it would not impact the fiscal constraint of the TIP. Referencing the planned Midway Road Turnpike interchange, Mr. Buchwald explained that St. Lucie County had requested that the Board reconsider its preferred alternative for the design of the interchange ramps in response to the proposed expansion of the adjacent Contender Boats facility, which would no longer accommodate the previously supported Tight Urban Diamond Interchange (TUDI). He noted that the alternative Partial Cloverleaf (PARCLO) design had been initially recommended by the Turnpike and would not impact the Contender site. Mr. Buchwald then provided an update on the Moving Florida Forward legislative proposal that would have provided funding for the widening of Midway Road between Glades Cut Off and Jenkins Roads, indicating that it had not been fully supported by the Florida House and Senate. He encouraged the members to contact the appropriate legislative delegations regarding its passage.

Vice Chairman Dzadovsky initiated a discussion regarding Contender Boats, expressing his frustration over the business' refusal to modify its site plan despite receiving tax abatements in the past as one of the County's targeted industries. He commented on the challenges presented by the implementation of the PARCLO design rather than the TUDI and remarked on the possibility of withholding future tax abatements from Contender Boats in consideration of how many more millions of dollars the PARCLO design would cost. He indicated his willingness to move forward with the PARCLO design but noted his hope that Contender Boats might cooperate with the County to make the TUDI feasible. Commissioner Fowler echoed these comments, noting that Contender had purchased the property adjacent to the proposed interchange site with full knowledge of the interchange plans.

Mayor Martin inquired as to the status of Contender Boats' proposed expansion, and Mr. Dayan indicated that a site plan had not yet been approved. She asked whether it might be possible to delay the decision on the interchange design, and Mr. Buchwald explained that the Turnpike wished to move forward with the design as the southern Turnpike ramps were programmed for construction within the next few years. In response to Commissioner Leet's question, Mr. Buchwald clarified that design would begin within the next month or two, and that it might be advisable to approve the PARCLO design and continue discussions with Contender Boats until that point. Mr. Brown emphasized that the Turnpike needed a decision as soon as possible, indicating that he would relate the members' comments to the project team.

Discussion ensued regarding the advantages and disadvantages of approving the PARCLO design. Mr. Buchwald noted that doing so would remove any perceived leverage on the part of Contender Boats, with Vice Chairman Dzadovsky speculating that it might cause the business to become more amenable to cooperation. Mr. Dayan explained that the TUDI design had been supported because it was the better choice operationally but noted the potential value in moving forward with a design that was feasible regardless of Contender Boats' future actions. Vice Chairman Dzadovsky remarked on the challenges the PARCLO design would present for the placement of stoplights in the vicinity. Commissioner Townsend agreed with the advisability of removing the business' perceived leverage and investing in a feasible design, expressing her reluctance to delay the project any further. Mr. Buchwald observed that the PARCLO design would not impact the gas transmission line that extends along the Turnpike, with Chairwoman Morgan noting that it also would facilitate the movement of eastbound traffic.

Chairwoman Morgan expressed her disappointment at the substitution of the PARCLO design for the TUDI, proposing that the Board send a letter to Contender Boats urging the company to reconsider its stance. Mayor Martin cautioned the members against settling for a design that was operationally inferior to the former preferred alternative, noting that doing so would favor one economic development project over the interests of taxpayers. She advised the County Commissioners to put pressure on Contender Boats and offered to send a letter of support. Participating remotely, Mr. Hughes explained that the TUDI design would preclude any development on the remaining undeveloped portion of the Contender Boats parcel, which was why Contender Boats likely would not agree to it. Commissioner Townsend noted the possibility of invoking eminent domain, and Vice Chairman Dzadovsky commented on the costs and potential delays caused by that course of action. Several members reiterated their desire to prevent further delays, with Chairwoman Morgan remarking on the importance of Midway Road for evacuation efforts. Consensus was obtained for the local municipalities to draft letters urging Contender Boats to reconsider its stance, and Mr. Buchwald thanked Mr. Hughes for advocating on behalf of the TPO area.

- * MOTION by Commissioner Dzadovsky to accept TIP Amendment #6 and approve the New Turnpike Interchange Configuration (PARCLO) with the condition that the Configuration revert to the previous preferred alternative (TUDI) if the right-of-way issues preventing the TUDI were resolved within the following 30 to 60 days.
- ** SECONDED by Commissioner Townsend, with discussion of the need for a roll call vote.
- ** A roll-call vote was conducted, with the motion being approved by all members except Mayor Martin.
 - 8c. Amendment #7 to the TIP: Review of Amendment #7 to add a rumble strips installation project to the TIP.

Mr. Buchwald introduced Mr. Ding, who explained that FDOT had added a Statewide Rumble Strips Installation Project to its Work Program after the TPO's adoption of the TIP and was requesting that the TPO amend the TIP to include the project. He described the purpose of the project as installing 44.7 miles of rumble strips on the shoulders of various high-speed State roadways in the TPO area. Mr. Ding identified the affected roadways along with the project cost and funding source, noting that the project would not impact the fiscal constraint of the TIP.

- * MOTION by Mr. Kelly to adopt Amendment #7.
- ** SECONDED by Commissioner Townsend Carried UNANI MOUSLY
 - 8d. Spot Speed Studies: Presentation of the Spot Speed Studies conducted on Airoso and Port St. Lucie Boulevards and Midway Road.

Mr. Buchwald introduced Mr. Ding, who noted that the TPO's Speed Kills Analysis had identified several high-crash locations on the local roadway network with posted speeds of 40 miles per hour or higher. He indicated that several of these, including segments of Airoso and Port St. Lucie Boulevards and Midway Road, had been selected for spot speed studies as part of the TPO's safety-promotion efforts. Mr. Ding invited Mr. Robertson to present the analysis, and Mr. Robertson explained how the data had been collected and processed. He then outlined the recommendations for each of the roadways under evaluation.

Chairwoman Morgan questioned the effectiveness of electronic speed feedback signs in reducing overall speeds, noting that she had observed drivers purposefully going faster when in view of such signs. Mr. Robertson explained that such measures were meant to be combined with targeted enforcement efforts. Vice Chairman Dzadovsky commented on the value of the signs for data collection to assist law enforcement officers in focusing their efforts on particular times and days, with Mr. Robertson adding that such data collection could supplement the day and time data already collected as part of the TPO study.

Commissioner Townsend opined on the need to lower the speed limit on Airoso Boulevard with the expectation that drivers would exceed it, and to have regular law enforcement presence on the corridor. Chairwoman Morgan agreed that a lower speed limit would be appropriate considering the many driveways opening onto the roadway, while Mayor Martin expressed doubt that the decrease would be effective without enforcement. Mr. Stocton expressed support of Mr. Robertson's recommendation to maintain the 40 mile per hour limit, explaining that speed limits that were decreased against the findings of a speed study sometimes led to court challenges. He indicated that the speed feedback signs could be programmed to stop providing feedback above a certain speed threshold, rendering it less likely that drivers would try to speed as a game.

In response to Chairwoman Morgan's question regarding the segment of Midway Road between McCarty and Okeechobee Roads,

Mr. Robertson indicated that there were several passing zones. Chairwoman Morgan noted that she often travels that corridor in an RV and has experienced discomfort at the narrowness of the roadway. Discussion ensued regarding the lack of an asphalt shoulder on that segment, with Commissioner Johnson noting that there was also a canal on the north side of the road that limited vehicles' recovery time should they travel outside the lane. Mr. Robertson described the lack of a shoulder as a roadway design issue that was not considered as part of the study but could be rectified if the road were resurfaced. Chairwoman Morgan commented on the possibility of eliminating passing zones on that segment of Midway Road, and Vice Chairman Dzadovsky opined on the potential challenges with respect to enforcement.

Mr. Kelly remarked on his initial support for speed feedback signs because of their capacity to provide data, but expressed concern that they might encourage speeding. Chairwoman Morgan reminded the members of the option to turn off the feedback above a certain speed threshold. Mayor Martin noted that she had seen drivers slow down as a result of the signs' feedback, opining that the signs were a low-cost way to address speeding.

- * MOTION by Commissioner Townsend to accept the Spot Speed Studies.
- ** SECONDED by Commissioner Johnson Carried UNANI MOUSLY
 - 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.

Mr. Buchwald introduced Ms. Lathou, who described the Transportation Disadvantaged Program in Florida and the various services included within its purview before explaining how it provided for a Community Transportation Coordinator (CTC) that must be redesignated every five years. Noting that the St. Lucie Board of County Commissioners had served as the CTC since 1990, she invited Mr. Covelli to continue the presentation. Mr. Covelli outlined the types of services offered by the St. Lucie County Transit, known as Area Regional Transit (ART), along with various ridership statistics, highlighted several recent ART projects, explained the ART's funding sources and expenditures, and concluded with upcoming initiatives.

Mayor Martin commented on the need to better market the ART services offered in St. Lucie County, noting that local youth had communicated their difficulties in obtaining transportation to work and to Indian River

State College. She suggested that ART make a presentation to the Port St. Lucie City Council, with Councilman Pickett suggesting that ART contribute to Council newsletters to raise awareness. Vice Chairman Dzadovsky recommended that ART develop a series of informational videos that could be accessed via QR code, while Commissioner Townsend recommended that ART appear on Coffee with the Chair. She opined that ART deserved more recognition for its efforts, noting that she occasionally rode the bus, and thanked Ms. Lathou for her role in promoting ART as part of TPO staff. Mr. Kelly clarified that all public school students in the County were provided with transportation to their K-12 school.

Ms. Harrison read the Resolution aloud.

- * MOTION by Commissioner Townsend to adopt Resolution 23-02.
- ** SECONDED by Mayor Martin

Carried UNANI MOUSLY

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

Mr. Buchwald introduced Mr. Ding, who indicated that the TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP) relies on the TCRPM5 for estimating roadway traffic volume projections, a planning model which is, in turn, based on growth projections published by the Bureau of Economic and Business Research (BEBR) at the University of Florida. Mr. Ding explained that BEBR had increased its High Growth Projection for the TPO area after the SmartMoves 2045 LRTP had been adopted, and this increase combined with unexpected development activity in recent years necessitated an update to the TCRPM5 Land Use Data. Mr. Varanasi continued the presentation by describing how top-down and bottom-up approaches had been used to adjust the 2045 land use data, how the data had been incorporated into the TCRPM5, and how the resulting volume projections had been compared to those in the SmartMoves 2045 LRTP. He summarized how the projected growth had been reallocated among the various Traffic Analysis Zones (TAZs) in the TPO area and how those changes were expected to impact the local roadway network.

In answer to Vice Chairman Dzadovsky's question regarding Bear Point's inclusion in one of the TAZs expected to demonstrate growth despite its designation as a mosquito impoundment and wetland, Mr. Varanasi explained that the TAZ was large in size and also included residential development. Vice Chairman Dzadovsky noted that part of the TAZ's

land had been platted but would not be built on, and Mr. Varanasi indicated that he would review the data for the TAZ and perhaps split the TAZ.

Responding to Mr. Kelly's question, Mr. Varanasi clarified that the decreases shown for TAZs in the eastern central portion of St. Lucie County were not relative to present-day conditions but instead relative to the growth rates that had been forecast by previous models. Mr. Varanasi explained the change as being due to the reallocation of growth toward the southwestern portion of the County, with Mayor Martin detailing the buildout planned for that vicinity. Mr. Kelly expressed doubt regarding the projections for the eastern portion of the County, noting that growth had exceeded expectations in the past.

Mr. Buchwald commented that a key finding of the update had been that residents were not projected to travel as often beyond the boundaries of St. Lucie County, which suggested that the land use decisions by the local governments resulted in more mixed-use development and enabled more people to be able to stay in the County for work, shopping, and entertainment. He further noted that the analysis showed the importance of completing the western roadway network, including the widening of Glades Cut Off Road. Chairwoman Morgan remarked that she used to travel to Martin County if she wished to have dinner out, with Mr. Kelly adding that residents used to have to travel to Martin County to shop but that has now changed.

- * MOTION by Councilman Pickett to adopt the TCRPM5 Land Use Data Update.
- ** SECONDED by Commissioner Townsend Carried UNANI MOUSLY
 - 8g. Strategic Intermodal System (SIS) Cost Feasible Plan (CFP) Update: Presentation of the draft update to the SIS CFP.

Mr. Buchwald defined the Strategic Intermodal System (SIS) as Florida's statewide network of high priority transportation facilities, including airports, highways, railroads, and seaports, among others. He explained that FDOT partnered with MPOs and other partners to plan for the SIS and was updating the current horizon year of the SIS Cost Feasible Plan (CFP) from 2045 to 2050. Ms. Fasiska continued the presentation with a description of the SIS, noting that the CFP update, as presented, only applied to highway facilities. She explained how the CFP related to the overall project programming efforts for the SIS, summarized previous coordination efforts among planning partners, and then outlined the

draft CFP for St. Lucie County. Ms. Fasiska concluded with the schedule for the update.

In response to Vice Chairman Dzadovsky's question, Ms. Fasiska clarified that the Airport Connector project was included in the draft CFP.

Mr. Buchwald noted that the construction of the widening of I-95 between the Martin County Line and State Route 70 was not included in the draft CFP despite being included in the past two updates and despite the significant current and projected growth rates in the TPO area. He further observed that the construction phase of the I-95 widening project appeared to have been deleted in favor of the advancement of a rail crossing project in Martin County that would serve a smaller population and traffic volume and despite the potential disruption such a deletion might cause to the flow of the Work Program. Mr. Buchwald indicated that the Advisory Committees had recommended that the draft update only be approved if the I-95 widening project were returned to the SIS CFP, assuring those present that FDOT District 4 had been working with TPO staff to resolve the issue.

Ms. Fasiska explained that the draft CFP had been based on conservative revenue estimates, as the 2050 revenue estimates had not yet been completed. She further noted that the draft only included FDOT District 4 requests and not those put forth by the Turnpike, with Mr. Buchwald remarking on the coordination needed to move forward.

- * MOTION by Vice Chairman Dzadovsky to endorse the draft update to the SIS CFP with the condition that the I-95 widening project be returned to the CFP.
- ** SECONDED by Commissioner Fowler Carried UNANI MOUSLY
 - 8h. Special Events Congestion Management and Parking Plan (SECMAPP): Review of the SECMAPP for the St. Lucie TPO area.

Mr. Ding introduced the agenda item as well as Mr. Robertson, who provided an overview of the project before detailing the locations selected for inclusion in the Special Events Congestion Management and Parking Plan (SECMAPP): McCarty Ranch Preserve, Clover Park, Downtown Fort Pierce/South Beach, the Port District/Botanical Gardens/City Center of Port St. Lucie, the Fenn Center/Lawnwood Regional Park, and St. Lucie County Fairgrounds/Emergency Operations Center. He summarized the recommendations being made for each location and for the optimal prioritization of the improvements and concluded with several potential funding sources for the improvements.

Describing how traffic was habitually routed southward out of Clover Park onto Peacock Boulevard after games, Commissioner Townsend suggested allowing traffic to also go northward to ease congestion. Vice Chairman Dzadovsky noted the role of the Port St. Lucie Police Department in directing the traffic, and Mayor Martin indicated she would inquire as to the rationale for the route. Chairwoman Morgan commented on the congestion caused by the narrowing of traffic to one lane when entering Clover Park, and by the tendency of drivers to park on the western side of Peacock Boulevard rather than in the stadium lot to avoid parking fees. Mr. Kelly observed that the issues concerning Clover Park, unlike the other locations, only applied to half the year. Commissioner Townsend commented that certain events attracted unusually large crowds to the Fairgrounds. Chairwoman Morgan remarked on how dark the roadways were approaching the Fairgrounds.

Chairwoman Morgan suggested having a pickup and drop-off area designated in each location for Uber or Lyft services, ART services, and shuttle buses. Mr. Robertson indicated that Clover Park had a small pickup area, one that could be expanded.

Commissioner Townsend remarked that Lawnwood Regional Park did not provide asphalt parking or adequate lighting despite the local government regulations requiring new developments to have both. Commissioner Johnson explained that the parking area could not be paved because Fort Pierce Utilities Authority used it as a recharge zone for its well field. He then referenced a past discussion about closing the Virginia Avenue entrance in front of the Fenn Center and requiring drivers to use the eastern entrances.

Mr. Kelly expressed doubt that the congestion-relieving recommendations put forth in the study would be sufficient without the provision of additional parking facilities, especially with respect to the Port District and Botanical Gardens. Mayor Martin indicated that shuttle services were in development. Mr. Buchwald later clarified that the full report, which had been shared with local agency staffs, included a recommendation for a shuttle in the Port District and for the Downtown Fort Pierce Friday Fest event.

- * MOTION by Commissioner Johnson to adopt the SECMAPP.
- ** SECONDED by Mayor Martin

Carried UNANI MOUSLY

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

Mr. Buchwald introduced the agenda item and provided an overview of the grant application before inviting Ms. Seitter to continue. Ms. Seitter further described the proposed Peacock Trail Project, including the project parameters, location, and cost.

Mayor Martin commented on the improvements to Peacock Park.

- * MOTION by Mayor Martin to endorse the TAP grant application.
- ** SECONDED by Commissioner Townsend Carried UNANI MOUSLY
- 9. FDOT Comments None.
- 10. Recommendations/Comments by Members Chairwoman Morgan commended Mr. Buchwald on his presentation before the Economic Development Council (EDC) and congratulated him on his recent marriage. She also noted that she would be attending a Florida Metropolitan Planning Organization Advisory Committee meeting the following week, which the FDOT Secretary was also expected to attend.
- 11. TPO Staff Comments Mr. Buchwald reported that the EDC presentation was well received by the 176 attendees. He announced the upcoming Transit Development Plan Major Update and the Treasure Coast Transportation Council meeting scheduled for the following week.
- 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 The meeting was adjourned at 4:30 pm.

Respectfully submitted:	Approved by:
Rachel Harrison	Councilwoman Stephanie Morgar
Recording Specialist	Chairwoman

AGENDA I TEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: June 7, 2023

Item Number: 8a

I tem Title: Transportation Disadvantaged (TD) Planning

Grant Application

I tem Origination: Unified Planning Work Program (UPWP)

UPWP Reference: Task 3.8-Transportation Disadvantaged Program

Requested Action: Adopt or do not adopt.

Staff Recommendation: Because the TD Grant facilitates the

implementation of the TD program in the TPO area, it is recommended that the Board adopt Resolution No. 23-03 to authorize the TPO Executive Director to apply for a FY 2023/24 TD Planning Grant and to execute an agreement

for the Grant.

Attachments

- Staff Report
- Excerpt from UPWP
- Resolution No. 23-03

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald

Executive Director

FROM: Marceia Lathou

Transit/ACES Program Manager

DATE: May 23, 2023

SUBJECT: Transportation Disadvantaged (TD) Planning Grant

Application

BACKGROUND

The Florida Legislature created Florida's Transportation Disadvantaged (TD) Program in 1979 to foster the coordination of transportation services for the State's TD population. The TD population consists of individuals whose physical or mental disability, income status, or age make them unable to transport themselves or to purchase transportation. The TD Program is administered at the State level by the Florida Commission for the Transportation Disadvantaged (FCTD) and at the local level by the St. Lucie County Transit Department under the oversight of the Local Coordinating Board for the Transportation Disadvantaged (LCB).

The St. Lucie TPO provides planning-related staff support and resources to the County and the LCB to assist in the identification of and response to public transportation needs in the St. Lucie service area. The TD Program and the support and resources provided by the TPO for the TD Program are further described in the attached excerpt from the TPO's FY 2022/23 – FY 2023/24 Unified Planning Work Program (UPWP).

<u>ANALYSIS</u>

Attached is St. Lucie TPO Resolution No. 23-03 which authorizes the application for and the execution by the TPO Executive Director of a

May 23, 2023 Page 2 of 2

TD planning grant agreement for FY 2023/24. The TPO Attorney has reviewed and approved the resolution for form and correctness.

The allocation for the TD grant is in the amount of \$28,203 and is 100-percent State funded. The grant funds are used to perform planning-related work tasks for the TD program as per Florida Statutes and as described in the UPWP excerpt.

RECOMMENDATION

Because the TD Grant facilitates the implementation of the TD program in the TPO area, it is recommended that the Board adopt Resolution No. 23-03 to authorize the TPO Executive Director to apply for a FY 2023/24 TD Planning Grant and to execute an agreement for the Grant.



Task 3.8 Transportation Disadvantaged (TD) Program

Purpose:

To provide coordination and planning services for the St. Lucie County TD Program in accordance with Chapter 427 FS, Rule 41-2 FAC, and the Americans with Disabilities Act (ADA) which includes the identification of unmet TD needs.

Previous Work:

TPO Staff assisted the CTC in its role of providing safe, coordinated TD services to elderly persons, persons with disabilities, veterans, at-risk children, and economically disadvantaged citizens. TPO staff assisted the CTC in the development of Transportation Disadvantaged Service Plan/Coordinated Plan Annual Updates. Staff assisted in finding alternatives to accommodate unmet local needs.

TPO staff provided administrative services to the LCB. This included preparation of meeting summaries, agendas, grant applications, progress reports, and other products. Staff also assessed legislatively mandated changes to the state TD program and undertook TD-related activities as necessary to comply with state legislation. The TD program is coordinated with other public transit planning and services, including veteran services, through the LCB and associated work products. TPO staff coordinated with FDOT, the County, and the transit operator and provided technical assistance for the transitioning of non-life sustaining trips from the current demand response program services to fixed or deviated route services.

The TD Program continued to incorporate Environmental Justice into its mission by identifying and addressing, as appropriate, the effects of programs, policies, and activities on minority and low-income populations. The TPO continued to strive to involve the potentially affected public and to develop partnerships with and enhance the participation by traditionally underserved communities.

Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):

- LCB Meeting Support
- LCB Planning Support
- CTC Technical Assistance
- TD Grant Applications
- TD Invoice and Progress Reports

End Product:	Completion Date:	
TDSP Annual Update	May 2023	
CTC Designation/Re- Designation	July 2023	
TDSP Major Update	December 2023	Dorformed by
2023 CTC Evaluation	June 2023	Performed by: St. Lucie TPO
2024 CTC Evaluation	June 2024	
LCB Meeting Summaries (Independent contractor services to be used)	After the LCB Meetings	

Task 3.8 Transportation Disadvantaged (TD) Program Estimated Budget Detail for FY 2022/23									
Budget Category	Budget Category Description	PL ¹	SU	FCTD	TPO Local	Total			
Contract	t Number:								
A. Personne	el Services:								
TPO Staff Sal benefits, and deductions	0	\$0	\$0	\$20,942	\$0	\$20,942			
	Subtotal:	\$0	\$0	\$20,942	\$0	\$20,942			
B. Contract	/Consultant Se	ervices:							
LCB Meeting	Summaries	\$0	\$0	\$2,000	\$0	\$2,000			
	Subtotal:	\$0	\$0	\$2,000	\$0	\$2,000			
C. Travel:									
Travel Expens	ses	\$0	\$0	\$800	\$0	\$800			
	Subtotal:	\$0	\$0	\$800	\$0	\$800			
D. Direct Ex	penses:								
Advertising		\$0	\$0	\$1,260	\$0	\$1,260			
General & Ad Charges	General & Administrative Charges		\$0	\$1,340	\$0	\$1,340			
Training & Se	eminar	\$0	\$0	\$300	\$0	\$300			
Postage		\$0	\$0	\$15	\$0	\$15			
	Subtotal:	\$0	\$0	\$2,915	\$0	\$2,915			
	Total:	\$0	\$0	\$26,657	\$0	\$26,657			

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

Task 3.8 Transportation Disadvantaged (TD) Program Estimated Budget Detail for FY 2023/24									
Budget Category	Budget Category Description	PL ¹	SU	FCTD	TPO Local	Total			
Contract	t Number:								
A. Personn	nel Services:								
TPO Staff Sa benefits, and deductions	llaries, fringe d other	\$0	\$0	\$20,942	\$0	\$20,942			
	Subtotal:	\$0	\$0	\$20,942	\$0	\$20,942			
B. Contrac	t/Consultant:	Services:							
LCB Meeting	Summaries	\$0	\$0	\$2,000	\$0	\$2,000			
	Subtotal:	\$0	\$0	\$2,000	\$0	\$2,000			
C. Travel:									
Travel Exper	nses	\$0	\$0	\$800	\$0	\$800			
	Subtotal:	\$0	\$0	\$800	\$0	\$800			
D. Direct Ex	xpenses:								
Advertising		\$0	\$0	\$1,260	\$0	\$1,260			
General & Ad Charges	General & Administrative Charges		\$0	\$1,340	\$0	\$1,340			
Training & S	eminar	\$0	\$0	\$300	\$0	\$300			
Postage		\$0	\$0	\$15	\$0	\$15			
	Subtotal:	\$0	\$0	\$2,915	\$0	\$2,915			
	Total:	\$0	\$0	\$26,657	\$0	\$26,657			

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



RESOLUTION NO. 23-03

A RESOLUTION OF THE BOARD OF THE ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO) AUTHORIZING THE APPLICATION FOR TRANSPORTATION DISADVANTAGED (TD) GRANT FUNDS AND EXECUTION OF A TD GRANT AGREEMENT WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED FOR FISCAL YEAR 2023/24.

WHEREAS, the St. Lucie Transportation Planning Organization Governing Board hereinafter "BOARD" is eligible to apply for and receive Transportation Disadvantaged grant funds and to undertake a transportation disadvantaged service program as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code.

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

- 1. The BOARD has the authority to apply for TD funds and to execute a TD grant agreement for Fiscal Year 2023/24.
- The BOARD authorizes the TPO Executive Director to apply for TD grant funds and execute a TD grant agreement on behalf of the BOARD with the Florida Commission for the Transportation Disadvantaged.
- 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.
- 4. The BOARD authorizes the TPO Executive Director to sign any and all agreements or contracts which are required in connection with the TD grant funds.
- 5. The BOARD authorizes the TPO Executive Director to sign any and all assurances, reimbursement invoices, warranties, certifications and any other documents which may be required in connection with the application, agreement or subsequent agreements.

PASSED AND DULY ADOPTED this 7th day of June, 2023.

	ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO)
	Stephanie Morgan, TPO Chairwoman
ATTEST:	APPROVED AS TO FORM AND CORRECTNESS:
Marceia Lathou Transit/ACES Program Manager	Ciara Forbes St. Lucie TPO/Asst. County Attorney

AGENDA I TEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: June 7, 2023

Item Number: 9a

Item Title: Pavement, Bridge, and System 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: Adopt the Pavement, Bridge, and System

Performance Targets, adopt with conditions, or do

not adopt.

Staff Recommendation: Based on the recommendations of the

TPO Advisory Committees and on continuing to partner with FDOT in meeting the performance targets and the anticipated continued strong performance of the transportation system in the TPO area, it is recommended that the same targets as FDOT's 4-year Pavement, Bridge, and System Performance Targets be adopted by the

TPO.

<u>Attachments</u>

· Staff Report

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald

Executive Director

FROM: Yi Ding

Transportation Systems Manager

DATE: May 30, 2023

SUBJECT: Pavement, Bridge, and System 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 and report statewide 2-year and 4-year targets every four years for the Bridge and Pavement (PM2), and System Performance (PM3), and MPOs have the option to support the statewide 4-year targets or adopt their own quantifiable 4-year targets for the MPO's planning area. The St. Lucie TPO (TPO) has incorporated TPM, since its inception, into the TPO planning process by dedicating a task to it in the Unified Planning Work Program.

In December 2022, the Florida Department of Transportation (FDOT) established the PM2 and PM3 Targets for the Performance Period of 2022-2025. Consequently, to comply with the Federal requirements, the TPO must support the FDOT PM2 and PM3 Targets or establish its own targets by June 14, 2023.

<u>ANALYSIS</u>

During the PM2 and PM3 target setting process, FDOT considered current facility conditions, reviewed external and internal factors that may affect

May 30, 2023 Page 2 of 3

reliability measures, conducted a trend analysis, developed a sensitivity analysis indicating the level of risk for road segments to become unreliable, and sought to be conservative in its targets while at the same time meeting the federal minimum condition requirements (no more than 5% of the Interstate System in poor condition and no more than 10% of NHS bridges by deck area in poor condition). As a result, FDOT adopted the following 2-year and 4-year PM2 and PM3 targets and will closely monitor them in the coming years:

	FDOT PM2 and PM3 Targets, 2023										
	Interstate Pavement		Non-Interstate NHS Pavement		NHS Bridge		Interstate Reliability	Non-Interstate NHS Reliability	Truck Reliability		
	in Good Condition	in Poor Condition	in Good Condition	in Poor Condition	in Good Condition	in Poor Condition	% of Person- Miles traveled on the Interstate that are reliable	% of Person-Miles traveled on the non-Interstate NHS that are reliable	Truck Travel Time Reliability Index (Interstate)		
2018 Data	54.2%	0.6%	39.9%	0.4%	66.6%	1.2%	83.5%	86.3%	1.42%		
2019 Data	68.0%	0.5%	41.0%	0.3%	66.2%	1.2%	83.4%	87.0%	1.45%		
2020 Data	68.8%	0.6%	41.0%	0.3%	65.5%	0.5%	92.3%	93.5%	1.34%		
2021 Data	70.5%	0.7%	47.5%	1.1%	61.3%	0.5%	87.5%	92.9%	1.38%		
2-year Target	60%	5%	40%	5%	50%	10%	75%	50%	1.75		
4-year Target	60%	5%	40%	5%	50%	10%	70%	50%	2.00		

Data Source: FDOT Office of Policy Planning

Condition: Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed.

Reliable: compares the worst travel times on a road against the travel time that is typically experienced. If the ratio < 1.5, then it is considered reliable.

4-year Target Period: 2022/1/1 to 2025/12/31

To evaluate FDOT PM2 and PM3 targets for consideration by the St. Lucie TPO, TPO staff collected and reviewed the TPO's PM2 and PM3 data and found that the TPO's bridge and system performance significantly exceeded the state average as indicated in the following summary:

	St. Lucie TPO PM2 and PM3 Data, 2018-2021										
	Interstate Pavemen		erstate Pavement Non-Interstate NHS Pavement		NHS Bridge by Deck Area		Interstate Reliability	Non-Interstate NHS Reliability	Truck Reliability		
	in Good Condition	in Poor Condition	in Good Condition	in Poor Condition	in Good Condition	in Poor Condition	% of Person- Miles traveled on the Interstate that are reliable	% of Person-Miles traveled on the non-Interstate NHS that are reliable	Truck Travel Time Reliability Index (Interstate)		
2018 Data	34.8%	0.0%	36.9%	0.8%	81.9%	0.0%	100.0%	94.0%	1.12%		
2019 Data	58.9%	0.0%	36.7%	0.6%	87.4%	0.0%	100.0%	96.4%	1.28%		
2020 Data	82.3%	0.0%	n/a	n/a	83.4%	0.0%	100.0%	96.8%	1.10%		
2021 Data	84.0%	0.0%	48.6%	1.1%	83.6%	0.0%	100.0%	96.8%	1.11%		

Data Source: FDOT Office of Policy Planning

Condition: Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed.

Reliable: compares the worst travel times on a road against the travel time that is typically experienced. If the ratio < 1.5, then it is considered reliable.

In setting targets, it appears to be appropriate for the TPO to apply FDOT's target setting methodology. In addition, as partnering with FDOT in meeting the PM2 and PM3 targets continues the strong relationship between the TPO and FDOT, and the TPO does not appear to have any difficulty in meeting those targets over the next four years, it appears to be appropriate for the

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TPO to adopt the following same targets as FDOT's 4-year PM2 and PM3 Targets:

	St. Lucie TPO PM2 and PM3 Target, 2023									
	Interstate Pavemen		Non-Interstate NHS Pavement		NHS Bridge by Deck Area		Interstate Reliability	Non-Interstate NHS Reliability	Truck Reliability	
	in Good Condition	in Poor Condition	in Good Condition	in Poor Condition	in Good Condition		% of Person- Miles traveled on	% of Person-Miles traveled on the non-Interstate NHS that are reliable	Truck Travel Time Reliability Index (Interstate)	
4-year Target	60%	5%	40%	5%	50%	10%	70%	50%	2.00	

Data Source: FDOT State Materials, Maintenance Office, NPMRDS and FHWA Occupancy Factor
Condition: Good condition suggests that no major investment is needed, and poor condition suggests major reconstruction investment is needed.
Reliable: compares the worst travel times on a road against the travel time that is typically experienced. If the ratio < 1.5, then it is considered 4-year Target Period: 2022/1/1 to 2025/12/31

At the meetings during the week of May 15th, the TPO Advisory Committees recommended the adoption of the same targets as FDOT's 4-year Pavement, Bridge, and System Performance Targets.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and on continuing to partner with FDOT in meeting the performance targets and the anticipated continued strong performance of the transportation system in the TPO area, it is recommended that the same targets as FDOT's 4-year Pavement, Bridge, and System Performance Targets be adopted by the TPO.



AGENDA I TEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: June 7, 2023

Item Number: 9b

I tem Title: Draft FY 2023/24 - FY 2027/28 Transportation

Improvement Program (TIP)

Item Origination: Unified Planning Work Program (UPWP) and

Federal and State requirements

UPWP Reference: Task 3.3 – TIP

Requested Action: Adopt the draft TIP, adopt with conditions, or do

not adopt.

Staff Recommendation: Based on the recommendations of the

TPO Advisory Committees and as the draft FY 2023/24 - FY 2027/28 TIP appears to be consistent with the SmartMoves 2045 Long Range Transportation Plan and the Draft Tentative Work Program that was endorsed by the TPO Board, it is recommended that the draft

TIC TO Dodra, It is recommended that i

TIP be adopted.

Attachments

Staff Report

Draft FY 2023/24 – FY 2027/28 TIP

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald

Executive Director

FROM: Yi Ding

Transportation Systems Manager

DATE: May 30, 2023

SUBJECT: Draft FY 2023/24 - FY 2027/28 Transportation

Improvement Program (TIP)

BACKGROUND

According to Federal and/or State requirements, the St. Lucie Transportation Planning Organization (TPO) annually must develop a Transportation Improvement Program (TIP). The purpose of the TIP is to identify the transportation improvement projects located within the TPO area that have been prioritized and are receiving Federal and State funding over the next five years.

In addition, the TIP is used to coordinate projects among the U.S. Department of Transportation (USDOT), the Florida Department of Transportation (FDOT), and the local governments located within the TPO area. The TIP is developed by the TPO in cooperation with these agencies and the Treasure Coast International Airport, the Port of Fort Pierce, St. Lucie Area Regional Transit (ART), and the general public.

ANALYSIS

The development of the TIP is a year-long process that is continuous, cooperative, and comprehensive. For the TPO's FY 2023/24 – FY 2027/28 TIP, the process started in May 2022 with the development of the TPO's List of Priority Projects (LOPP). The LOPP then was reviewed and adopted by the TPO Board and was submitted to FDOT District 4 in June 2022.

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The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2023/24 – FY 2027/28. The Draft Tentative Work Program was reviewed and endorsed by the TPO Board in December 2022.

The Final Tentative Work Program was received from FDOT in April 2023 and used to prepare the attached TIP through the web-based Interactive TIP on Community Remarks. The Final Tentative Work Program, which is a primary component of the draft TIP, was reviewed by TPO staff and appears to be consistent with the Draft Tentative Work Program that was endorsed by the TPO Board.

The draft TIP includes the following multimodal highlights:

- The construction of the Port St. Lucie Boulevard widening project from Becker Road to Paar Drive is programmed in FY 2027/28;
- The new southern ramps for the Turnpike interchange at Midway Road are programmed for construction in FY 2026/27;
- The design of the widening of the Turnpike from Becker Road to Okeechobee Road is programmed;
- The designs of the improvements for the Turnpike interchanges at Port St. Lucie Boulevard and Okeechobee Boulevard are programmed;
- The lighting projects for the Turnpike Feeder Road from US-1 to Indrio Road and for US-1 from Midway Road to Edwards Road are programmed;
- Over \$971,000 of funding is programmed for a new shared-use path on Volucia Drive through the TPO's Transportation Alternatives Program (TAP) from the 2022 grant cycle;
- The advancement by two years to FY 2023/24 of the construction for the widening of Midway Road from Jenkins Road to Selvitz Road;
- The advancement by one year of the right of way purchase for the FEC Bicycle-Pedestrian Overpass project;
- The advancement by one year of the construction of landscaping improvements of I-95 at St. Lucie West Boulevard and I-95 at Okeechobee Road; and,
- The programming of thirteen airport projects resulting in approximately \$10 million of new funding and the programming in FY 2023/24 of the

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Port of Fort Pierce Terminal Improvement resulting in \$3,000,000 of new funding.

It should be further noted that the total amount of funding in the draft TIP for the TPO area exceeds a total of \$440 million. In addition, the draft TIP appears to be consistent with the SmartMoves 2045 Long Range Transportation Plan.

At their meetings during the week of May 15th, the TPO Advisory Committees recommended the adoption of the draft FY 2023/24 – FY 2027/28 TIP.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and as the draft FY 2023/24 – FY 2027/28 TIP appears to be consistent with the SmartMoves 2045 Long Range Transportation Plan and the Draft Tentative Work Program that was endorsed by the TPO Board, it is recommended that the draft TIP be adopted.

phone: (772) 462-1593

fax: (772) 462-2549

TRANSPORTATION IMPROVEMENT PROGRAM FY 202**3**/2**4** - FY 202**7**/2**8**

DRAFT

TIP CONTACT INFORMATION

466 SW Port St. Lucie Boulevard Port St. Lucie, FL 34953

Yi Ding, Program Manager www.stlucietpo.org

ENDORSEMENT: The Transportation Improvement Program of the St. Lucie Transportation Planning Organization has been developed consistent with Federal regulations 23 U.S.C. 134(j) and 23 CFR 450 and Florida Statute 339.175(8) in cooperation with the Florida Department of Transportation and public transit operators.

ACKNOWLEDGMENT: The preparation of this report has been funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation (USDOT), under the Metropolitan Planning Program of the U.S. Code (Title 23, Section 104f). The contents of this report do not necessarily reflect the official views or policy of the USDOT.

TITLE VI STATEMENT: 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.

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

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

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A. INTRODUCTION

A.1 HOW TO USE THE TIP

The intent of the Transportation Improvement Program (TIP) is to identify and prioritize the transportation improvement projects over the next five years that are receiving State and Federal funding and are located within the Metropolitan Planning Area (MPA) of the St. Lucie Transportation Planning Organization (St. Lucie TPO). The St. Lucie TPO MPA is identified on the map on page A-7.

To use the TIP:

- Locate the project in the Project Index in Section A.2 or on either of the Project Location Maps in Section A.3 to identify the Project Number or Project Name.
- Using the Project Name, reference directly the alphabetically-listed projects in the Detailed Project Listing pages or, by using the Project Number, identify the TIP Page Number for the project from the Project Index.
- Refer to the corresponding TIP Page Number to obtain information regarding the project in the Detailed Project Listings pages.
- Refer to the corresponding LRTP Page Number in the Project Index or in the Detailed Project Listings pages to cross-reference the project, if applicable, in the SmartMoves 2045 Long Range Transportation Plan (LRTP).
- Refer to Section A.4 for a Glossary of Abbreviations and Phase/Funding Codes.
- Refer to Section B for information on Federal and State requirements for development of the TIP.
- Refer to Section C for the Detailed Project Listings which include whether the project is located on the Florida Strategic Intermodal System (SIS) and the Total Project Cost.
- Refer to Section D for the TPO List of Priority Projects.
- Refer to Section E for an evaluation of project and system performance
- Refer to the Appendices for an Example Public Comment Notice and for information on locally-funded projects and TIP amendments that have been adopted.
- Refer to the contact information on the cover of the TIP if you have any questions or comments.

Explanations of the SIS and Total Project Costs

SIS: The SIS is a network of high priority transportation facilities in Florida which includes the State's largest and most significant commercial service airports, spaceport, deep-water seaports, freight and passenger rail terminals, intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS will have a SIS identifier in the top right corner of the Detailed Project Listings pages in Section C of the TIP.

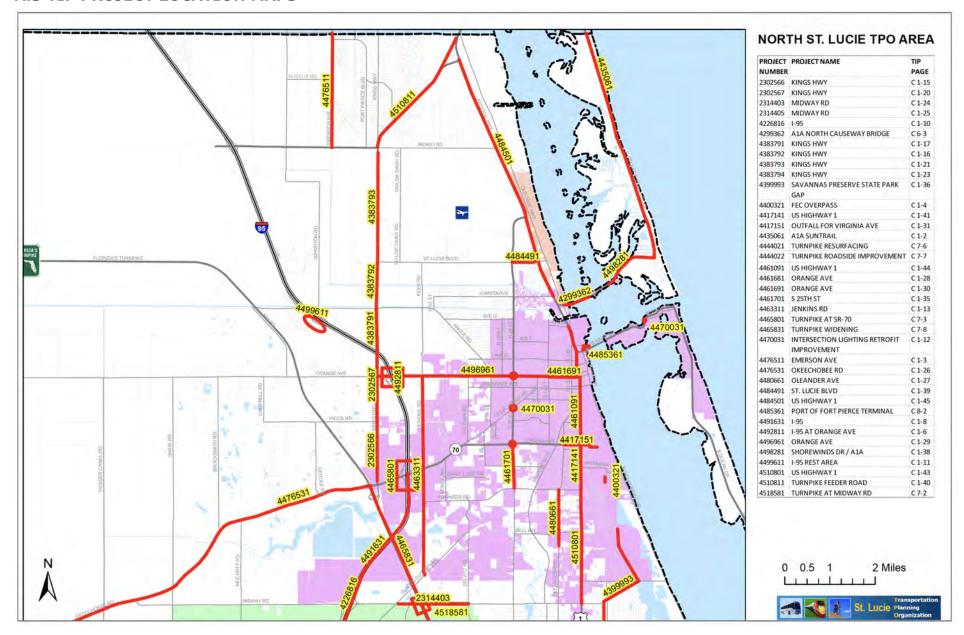
Total Project Costs: A typical project production sequence is to have a Project Development and Environment (PD&E) phase, followed by a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not include a ROW phase if land acquisition is not needed to complete the project. Costs in the Detailed Project Listing pages in Section C of the TIP may include the historical costs (Prior Year Cost), the costs in the five years of the current TIP, the costs in the years beyond the current TIP (Future Year Cost), and the sum of all of these costs which is the Total Project Cost. For some projects such as resurfacing, safety, or operational projects, there may not be a Total Project Cost identified, but additional details on that program will be included.

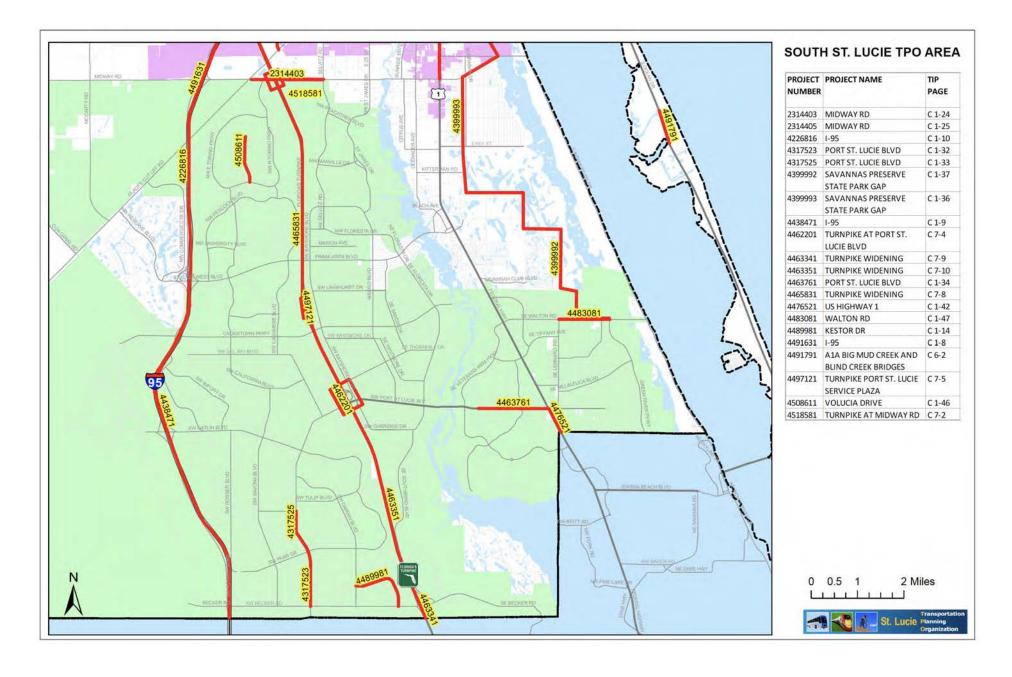
A.2 PROJECT INDEX AND TIP/RLRTP CROSS REFERENCE

PROJECT NAME	PROJECT LIMITS FROM	PROJECT LIMITS TO	DESCRIPTION	PROJECT NUMBER			TIP MAP PAGE
A1A BIG MUD CREEK AND BLIND CREEK BRIDGES	BIG MUD CREEK BRIDGE	BLIND CREEK BRIDGE	BRIDGE REPLACEMENT	4491791	3-9	C 6-2	A-5
A1A NORTH CAUSEWAY BRIDGE	ENTIRE BRIDGE	ENTIRE BRIDGE	BRIDGE REPLACEMENT	4299362	8-3	C 6-3	A-4
A1A SUNTRAIL	FT PIERCE INLET STATE PARK	SLC/INDIAN RIVER COUNTY LINE	BIKE PATH/TRAIL	4435061	8-2	C 1-2	A-4
EMERSON AVE	INDRIO RD	25TH ST	RESURFACING	4476511	3-9	C 1-3	A-4
FEC OVERPASS	SAVANNAS RECREATION AREA	SOUTH OF SAVANNAH RD	BIKE PATH/TRAIL	4400321	8-2	C 1-4	A-4
I-95 @ ORANGE AVE	NB EXIT RAMP TO WB ORANGE AVE	NB EXIT RAMP TO WB ORANGE AVE	SKID HAZARD OVERLAY	4492811	3-9	C 1-6	A-4
I-95	N OF GLADES CUT-OFF RD	NORTH OF FLORIDA TURNPIKE	RESURFACING	4491631	3-9	C 1-8	A-4
I-95	GATLIN BLVD	ST. LUCIE WEST BLVD	SKID HAZARD OVERLAY	4438471	3-9	C 1-9	A-5
I-95	SLC/MARTIN COUNTY LINE	SR-70/OKEECHOBEE RD	PD&E/EMO STUDY	4226816	8-3	C 1-10	A-4, 5
I-95 REST AREA	ST. LUCIE SB REST AREA	ST. LUCIE SB REST AREA	REST AREA	4499611	3-9	C 1-11	A-4
INTERSECTION LIGHTING RETROFIT IMPROVEMENT	VARIOUS LOCATIONS	VARIOUS LOCATIONS	LIGHTING	4470031	8-3	C 1-12	A-4
JENKINS RD	EDWARDS RD	ORANGE AVENUE	PD&E/EMO STUDY	4463311	8-3	C 1-13	A-4
KESTOR DR	DARWIN BOULEVARD	BECKER RD	SIDEWALK	4489981	8-11	C 1-14	A-5
KINGS HWY	500 feet S OF OKEECHOBEE RD	NORTH OF PICOS RD	ADD LANES & RECONSTRUCT	2302566	8-2	C 1-15	A-4
KINGS HWY	NORTH OF COMMERCIAL CIR	NORTH OF ST LUCIE BLVD	ADD LANES & RECONSTRUCT	4383792	8-2	C 1-16	A-4
KINGS HWY	NORTH OF I-95 OVERPASS	NORTH OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	4383791	8-2	C 1-17	A-4
KINGS HWY	NORTH OF PICOS RD	NORTH OF I-95 OVERPASS	ADD LANES & RECONSTRUCT	2302567	8-2	C 1-20	A-4
KINGS HWY	NORTH OF ST. LUCIE BLVD	INDRIO ROAD	ADD LANES & RECONSTRUCT	4383793	8-2	C 1-21	A-4
KINGS HWY	N OF I-95 OVERPASS	SOUTH OF ANGLE	ADD LANES & RECONSTRUCT	4383794	8-2	C 1-23	A-4
MIDWAY RD	GLADES CUT OFF RD	SELVITZ ROAD	ADD LANES & RECONSTRUCT	2314403	8-2	C 1-24	A-4, 5
MIDWAY RD	JENKINS RD	SELVITZ RD	ADD LANES & RECONSTRUCT	2314405	8-11	C 1-25	A-4, 5
OKEECHOBEE RD	IDEAL HOLDING RD	ROCK RD	RESURFACING	4476531	3-9	C 1-26	A-4
OLEANDER AVE	SOUTH MARKET AVE	EDWARDS RD	SIDEWALK	4480661	8-11	C 1-27	A-4
ORANGE AVE	KINGS HWY	E OF I-95 SB RAMP	INTERCHANGE - ADD LANES	4461681	8-3	C 1-28	A-4
ORANGE AVE	KINGS HWY	US-1	ATMS - ARTERIAL TRAFFIC MGMT	4496961	8-11	C 1-29	A-4
ORANGE AVE	NORTH 32ND ST	US-1	RESURFACING	4461691	3-9	C 1-30	A-4

OUTFALL FOR VIRGINIA AVE	OLEANDER BLVD	INDIAN HILLS DR	DRAINAGE IMPROVEMENTS	4417151	3-9	C 1-31	A-4
PORT OF FORT PIERCE TERMINAL	TERMINAL	TERMINAL	SEAPORT CAPACITY PROJECT	4485361	3-10	C 8-2	A-4
PORT ST. LUCIE BLVD	BECKER RD	PAAR DRIVE	ADD LANES & RECONSTRUCT	4317523	8-2	C 1-32	A-5
PORT ST. LUCIE BLVD	SOUTH OF PAAR DR	SOUTH OF ALCANTARRA BLVD	ADD LANES & RECONSTRUCT	4317525	8-2	C 1-33	A-5
PORT ST. LUCIE BLVD	SHELTER DR	US-1	RESURFACING	4463761	3-9	C 1-34	A-5
S 25TH ST	NORTH OF EDWARDS RD	NORTH OF VIRGINIA AVE	RESURFACING	4461701	3-9	C 1-35	A-4
SAVANNAS PRESERVE STATE PARK GAP	LENNARD RD	SAVANNAS RECREATION AREA	BIKE PATH/TRAIL	4399993	8-3	C 1-36	A-4, 5
SAVANNAS PRESERVE STATE PARK GAP	WALTON RD	LENNARD RD	BIKE PATH/TRAIL	4399992	8-2	C 1-37	A-5
SHOREWINDS DR / A1A	0.2 MILES W OF BR 940046	ATLANTIC BEACH BLVD	RESURFACING	4498281	3-9	C 1-38	A-4
ST. LUCIE BLVD	EAST OF N 25 ST	WEST OF US-1	RESURFACING	4484491	3-9	C 1-39	A-4
TURNPIKE @ MIDWAY RD	SOUTHERN RAMPS INTERCHANGE	SOUTHERN RAMPS INTERCHANGE	NEW INTERCHANGE RAMP	4518581	3-9	C 7-2	A-4, 5
TURNPIKE @ SR-70	INTERCHANGE	INTERCHANGE	INTERCHANGE IMPROVEMENT	4465801	3-9	C 7-3	A-4
TURNPIKE @ PORT ST. LUCIE BLVD	INTERCHANGE	INTERCHANGE	INTERCHANGE IMPROVEMENT	4462201	3-9	C 7-4	A-5
TURNPIKE FEEDER ROAD	INDRIO ROAD	US-1	LIGHTING	4510811	3-9	C 1-40	A-4
TURNPIKE PORT ST. LUCIE SERVICE PLAZA	SERVICE PLAZA	SERVICE PLAZA	PARKING IMPROVEMENTS	4497121	3-9	C 7-5	A-5
TURNPIKE RESURFACING	MP 169.3	MP 173	RESURFACING	4444021	3-9	C 7-6	A-4
TURNPIKE ROADSIDE IMPROVEMENT	MP 169.3	MP 173	GUARDRAIL	4444022	3-9	C 7-7	A-4
TURNPIKE WIDENING	CROSSTOWN PKWY	SR70	ADD LANES & RECONSTRUCT	4465831	3-9	C 7-8	A-4, 5
TURNPIKE WIDENING	MARTIN C/L	BECKER RD	ADD LANES & RECONSTRUCT	4463341	3-9	C 7-9	A-5
TURNPIKE WIDENING	BECKER RD	CROSSTOWN PKWY	ADD LANES & RECONSTRUCT	4463351	3-9	C 7-10	A-5
US HIGHWAY 1	EDWARDS RD	TENNESSEE AVE	DRAINAGE IMPROVEMENTS	4417141	3-9	C 1-41	A-4
US HIGHWAY 1	MARTIN/ST. LUCIE COUNTY LINE	PORT ST. LUCIE BLVD	RESURFACING	4476521	3-9	C 1-42	A-5
US HIGHWAY 1	MIDWAY ROAD	SOUTH OF EDWARDS ROAD	LIGHTING	4510801	3-9	C 1-43	A-4
US HIGHWAY 1	NORTH OF VIRGINIA AVE	SUNNY LANE	RESURFACING	4461091	3-9	C 1-44	A-4
US HIGHWAY 1	SOUTH OF JUANITA AVE	NORTH OF KINGS HWY	RESURFACING	4484501	3-9	C 1-45	A-4
VOLUCIA DRIVE	EAST TORINO PARKWAY	WEST BLANTON BOULEVARD	SHARED-USE PATH	4508611	3-9	C 1-46	A-5
WALTON RD	800 FEET EAST OF LENNARD RD	GREEN RIVER PKWY	SIDEWALK	4483081	8-11	C 1-47	A-5

A.3 TIP PROJECT LOCATION MAPS

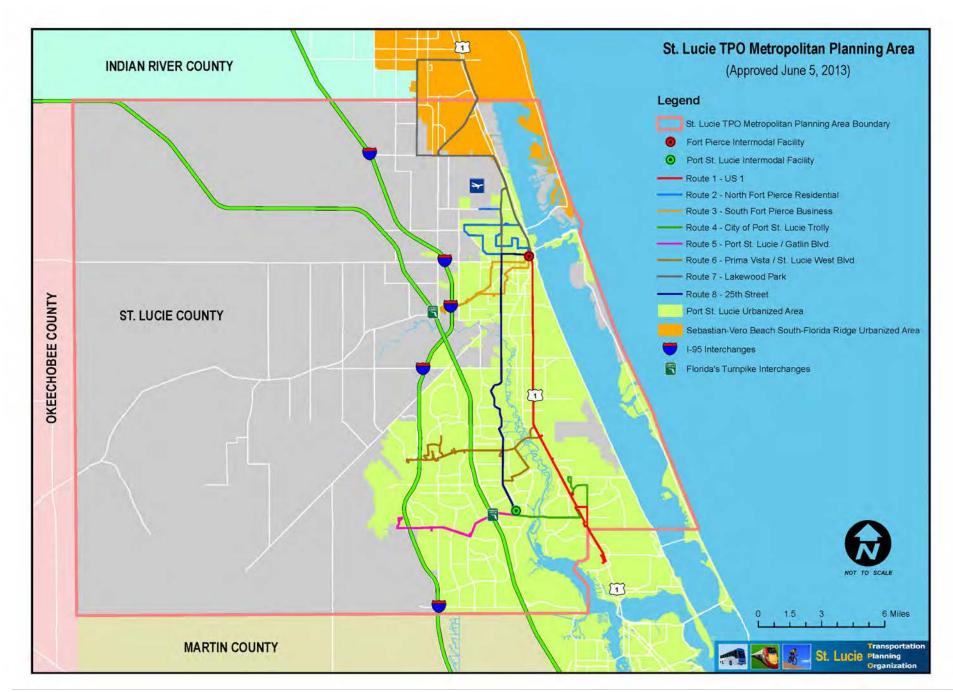




A.4 GLOSSARY OF ABBREVIATIONS AND PHASE/FUNDING SOURCE CODES

BPAC Bicycle Pedestrian Advisory Committee MPO Metropolitan Planning Organization BRDG Bridge MSC Grant to Local Government CAC Citizens Advisory Committee OPS Operations	
CAC Citizens Advisory Committee OPS Operations	
CAP Capital PD&E Project Development and Environmental	
CEI Construction, Engineering, & Inspection PE Preliminary Engineering	
CIP Capital Improvements Program PIP Public Involvement Program	
CLV Culvert PLN Planning	
CMP Congestion Management Process PST DES Post Design	
CST Construction PTO Public Transportation Office	
CTC Community Transportation Coordinator RELOC Right of Way Relocation	
DCA Department of Community Affairs RLRTP Regional Long Range Transportation Plan	
DSB Design Build ROW Right of Way Support	
E/D Engineering & Design ROW LND Right of Way Land	
ENV Environmental RR CST Railroad Construction	
EPA Environmental Protection Agency RRX Railroad Crossing	
FAA Federal Aviation Administration RRU Railroad/Utilities Construction	
FDOT Florida Department of Transportation SAFETEA-LU Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users	
FHWA Federal Highway Administration SLC St. Lucie County	
FTA Federal Transit Administration SRA Senior Resource Association, Inc.	
INC Construction Incentive TAC Technical Advisory Committee	
IRC Indian River County TD Transportation Disadvantaged	
LAR Local Agency Reimbursement TDC Transportation Disadvantaged Commission	
LCB Local Coordinating Board TIP Transportation Improvement Program	
LOPP List of Priority Projects TMA Transportation Management Area	
MAP - 21 Moving Ahead for Progress in the 21st Century Transportation Planning Organization	
MC Martin County UPWP Unified Planning Work Program	
MIT Mitigation UTL Utility Coordination	

A.5 TPO METROPOLITAN PLANNING AREA MAP



027/2028

B. NARRATIVE

B.1 PURPOSE

The purpose of the TIP is to identify and prioritize transportation improvement projects receiving Federal and State funding over a five-year period that are located within the St. Lucie TPO MPA. In addition, the TIP is used to coordinate the transportation improvement projects of the U.S. Department of Transportation (USDOT), the Florida Department of Transportation (FDOT), and the local governments located within the MPA. Projects in the TIP are presented in Year of Expenditure (YOE), which takes into account the inflation rate over the five years in the TIP. Therefore the programmed cost estimate for each project is inflated to the year that the funds are expended based on reasonable inflation factors developed by the State and its partners. The TIP is also used to identify all regionally significant transportation projects for which Federal action is required, whether or not the projects receive Federal funding. As the St. Lucie TPO is in an air quality attainment area, there are no regionally significant air quality-related transportation improvement projects in the TIP.

B.2 Financial Plan

The Financial Plan of the TIP is based upon the FDOT District 4 Tentative Work Program for FY 2023/24 – FY 2027/28; the previous year's TIP; the SmartMoves 2045 Long Range Transportation Plan (LRTP); and information provided by St. Lucie County, the City of Port St. Lucie, and the City of Fort Pierce. The Financial Plan includes Federal, State, and local transportation funding sources which are identified in the following tables based on the type of transportation improvement:



HIGHWAY/ROADWAY/SIDEWALK FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2024	2025	2026	2027	2028	TOTAL
AC FROMEIGHT PROG (NFP)	ACFP	624,283	406,809	-	-	-	1,031,092
ADVANCE CONSTRUCTION NHPP	ACNP	550,000	2,110,000	7,827,228	-	-	10,487,228
AC NAT HWY PERFORM RESURFACING	ACNR	-	1,882,833	-	1,747,912	-	3,630,745
AC - PROTECT GRANT PGM	ACPR	-	-	67,416	13,459,823	2,686,394	16,213,633
ADVANCE CONSTRUCTION (SS,HSP)	ACSS	806,060	-	1,761,474	2,238,343	-	4,805,877
CARB FOR URB. AREA > THAN 200K	CARU	-	-	-	-	589,130	589,130
COUNTY INCENTIVE GRANT PROGRAM	CIGP	1,700,494	4,969,708	7,094,463	-	-	13,764,665
CONGESTION MITIGATION - AQ	CM	-	-	-	-	1,848,345	1,848,345
DISTRICT DEDICATED REVENUE	DDR	8,113,177	21,858,537	15,557,095	14,056,472	4,967,752	64,553,033
STATE IN-HOUSE PRODUCT SUPPORT	DIH	533,324	318,578	611,295	444,841	829,269	2,737,307
REST AREAS - STATE 100%	DRA	-	-	1,199,061	-	21,268,299	22,467,360
STATE PRIMARY HIGHWAYS & PTO	DS	1,348,055	3,617,674	3,455,536	8,518,227	4,790,088	21,729,580
LOCAL FUNDS	LF	12,339,417	1,994,621	515,529	-	-	14,849,567
LOCAL FUNDS FOR PARTICIPATING	LFP	1,000,000	4,969,708	-	-	-	5,969,708
LOCAL FUNDS/REIMBURSABLE	LFROM	19,370,393	-	-	-	-	19,370,393
STP, ANY AREA	SA	2,926,833	2,031,294	11,360,651	11,799,360	5,650,370	33,768,508
STP, MANDATORY NON-URBAN <= 5K	SN	927,873	135,047	151,899	-	-	1,214,819
SAFE ROUTES - TRANSFER	SR2T	-	5,000	-	-	-	5,000
STP, URBAN AREAS > 200K	SU	4,435,694	4,485,243	3,917,247	3,917,263	4,590,885	21,346,332
TRANSPORTATION ALTS- ANY AREA	TALT	449,371	497,046	183,882	-	-	1,130,299
TRANSPORTATION ALTS- >200K	TALU	290,759	268,446	267,346	-	-	826,551
SB2514A-TRAIL 2015 NETWORK	TLWR	3,926,067	1,137,577	-	3,302,621	-	8,366,265
TRANS REGIONAL INCENTIVE PROGM	TRIP	794,758	2,277,129	3,276,644	-	1,627,089	7,975,620
SB2514A-TRAN 2015 REG INCT PRG	TRWR	205,242	1,517,317	1,438,937	-	2,858,241	6,019,737
GRAND TOTAL							284,700,794

AVIATION FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2024	2025	2026	2027	2028	TOTAL
STATE - PTO	DPTO	2,880,000	1,420,000	3,360,475	-	-	7,660,475
FEDERAL AVIATION ADMIN	FAA	-	-	368,550	-	-	368,550

LOCAL FUNDS	LF	720,000	355,000	855,475	-	-	1,930,475
GRAND TOTAL							9,959,500
TRANSIT OPERATIONS FUNDING SOURCE	ES .						
FUND CODE DESCRIPTION	FUND	2024	2025	2026	2027	2028	TOTAL
DISTRICT DEDICATED REVENUE	DDR	-	690,467	793,581	817,389	841,911	3,143,348
STATE - PTO	DPTO	1,980,757	80,000	-	-	-	2,060,757
STATE PRIMARY/FEDERAL REIMB	DU	66,021	81,206	85,029	89,038	93,058	414,352
FEDERAL TRANSIT ADMINISTRATION	FTA	2,695,000	2,695,000	2,695,000	2,695,000	2,695,000	13,475,000
LOCAL FUNDS	LF	817,393	851,673	878,610	906,427	934,969	4,389,072
GRAND TOTAL							23,482,529
MISCELLANEOUS FUNDING SOURCES							
FUND CODE DESCRIPTION	FUND	2024	2025	2026	2027	2028	TOTAL
UNRESTRICTED STATE PRIMARY	D	2,070,000	2,070,000	2,070,000	2,070,000	3,091,946	11,371,946
DISTRICT DEDICATED REVENUE	DDR	317,397	326,919	337,183	353,661	-	1,335,160
STATEWIDE ITS - STATE 100%.	DITS	250,726	266,247	274,235	266,798	-	1,058,006
GRAND TOTAL							13,765,112
PLANNING FUNDING SOURCES							
FUND CODE DESCRIPTION	FUND	2024	2025	2026	2027	2028	TOTAL
METRO PLAN (85% FA; 15% OTHER)	PL	931,849	794,236	803,769	803,769	803,769	4,137,392
STP, URBAN AREAS > 200K	SU	400,000	400,000	400,000	400,000	400,000	2,000,000
GRAND TOTAL							6,137,392
BRIDGE FUNDING SOURCES							
FUND CODE DESCRIPTION	FUND	2024	2025	2026	2027	2028	TOTAL
ADVANCE CONSTRUCTION (BRT)	ACBR	-	100,000	13,782,612		-	13,882,612
UNRESTRICTED STATE PRIMARY	D	40,000	40,000	40,000	40,000	40,000	200,000
STATE PRIMARY HIGHWAYS & PTO	DS	630,000	-	-	-	-	630,000
GEN FUND BRIDGE REPAIR/REPLACE	GFBR	_	8,676,339	_		_	8,676,339
GRAND TOTAL	OI DIX		0,070,333				23,388,951

Lucie TPO Transportation Improvement Program - FY 2023/24 - FY 2027/2028	

THUNDIKE	ENTEDDDICE	FUNDING SOURCES	
IUKINETKE	CIVICKERISE	LOUDING SOOKCES	

FUND CODE DESCRIPTION	FUND	2024	2025	2026	2027	2028	TOTAL
TURNPIKE IMPROVEMENT	PKYI	17,592,261	9,802,271	21,728,855	12,852,872	270,000	62,246,259
TURNPIKE RENEWAL & REPLACEMENT	PKYR	13,794,561	-	-	-	-	13,794,561
GRAND TOTAL							76.040.820

SEAPORT FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2024	2025	2026	2027	2028	TOTAL
LOCAL FUNDS	LF	1,500,000	-	-	-	-	1,500,000
SEAPORTS	PORT	1,500,000	-	-	-	-	1,500,000
GRAND TOTAL							3,000,000

FINANCIAL PLAN GRAND TOTAL 440,475,098

2027/20284

The TIP is financially constrained each year with the project cost estimates equal to the funding source estimates as demonstrated in the Financial Summary below:

PROJECT FUNDING SOURCE ESTIMATES	2024	2025	2026	2027	2028	Total Program
Highway/Roadway/Sidewalk	60,341,800	54,482,567	58,685,703	59,484,862	51,705,862	284,700,794
Aviation	3,600,000	1,775,000	4,584,500	0	0	9,959,500
Transit Operations	5,559,171	4,398,346	4,452,220	4,507,854	4,564,938	23,482,529
Miscellaneous	2,638,123	2,663,166	2,681,418	2,690,459	3,091,946	13,765,112
Planning	1,331,849	1,194,236	1,203,769	1,203,769	1,203,769	6,137,392
Bridge	670,000	8,816,339	13,822,612	40,000	40,000	23,388,951
Turnpike Enterprise	31,386,822	9,802,271	21,728,855	12,852,872	270,000	76,040,820
Seaport	3,000,000	0	0	0	0	3,000,000
						440,475,098

PROJECT COST ESTIMATES	2024	2025	2026	2027	2028	Total Program
Highway/Roadway/Sidewalk	60,341,800	54,482,567	58,685,703	59,484,862	51,705,862	284,700,794
Aviation	3,600,000	1,775,000	4,584,500	0	0	9,959,500
Transit Operations	5,559,171	4,398,346	4,452,220	4,507,854	4,564,938	23,482,529
Miscellaneous	2,638,123	2,663,166	2,681,418	2,690,459	3,091,946	13,765,112
Planning	1,331,849	1,194,236	1,203,769	1,203,769	1,203,769	6,137,392
Bridge	670,000	8,816,339	13,822,612	40,000	40,000	23,388,951
Turnpike Enterprise	31,386,822	9,802,271	21,728,855	12,852,872	270,000	76,040,820
Seaport	3,000,000	0	0	0	0	3,000,000
						440,475,098

FUND SOURCE	2024	2025	2026	2027	2028	Total Program
Federal	15,103,743	24,568,499	43,672,103	37,150,508	19,356,951	139,851,804
Local	35,747,203	8,171,002	2,249,614	906,427	934,969	48,009,215
R/W and Bridge Bonds	-	-	-	-	-	0
State 100%	26,289,997	40,590,153	39,508,505	29,870,009	40,314,595	176,573,259
Toll/Turnpike	31,386,822	9,802,271	21,728,855	12,852,872	270,000	76,040,820
GRAND TOTAL FROM ALL JURISDICTIONS	108,527,765	83,131,925	107,159,077	80,779,816	60,876,515	440,475,098

Note: See Section A-8 for Fund Code Source and Fund Code Description

B.3 PROJECT SELECTION

The selection of federally-funded projects within the St. Lucie TPO MPA for the TIP is consistent with Federal regulations [23 CFR450.330(c)] and is carried out by the TPO in cooperation with FDOT and the transit operator. The TIP has been developed in coordination with the USDOT, FDOT, St. Lucie TPO Advisory Committees, local governments, port and aviation authorities, transit operators, and the general public as summarized in Section B.6 of the TIP.

For the TPO's FY 2023/24 - FY 2027/28 TIP, the project selection and TIP development process started in May 2022. The List of Priority Projects (LOPP) was developed based on the LRTP and other plans as identified in Section B.4, local agency input, and public comments. The LOPP was reviewed by the St. Lucie TPO Advisory Committees and was adopted by the St. Lucie TPO Board and submitted to FDOT District 4 in June 2022. The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2023/24 - FY 2027/28. The Draft Tentative Work Program was reviewed and endorsed by the Board in December 2022. The Final Tentative Work Program was received from FDOT in April of 2023. The Final Tentative Work Program is the primary component of the TIP. The TPO LOPP is reproduced in Section D of the TIP.

B.4 CONSISTENCY WITH OTHER PLANS

The projects in the TIP are based on the LRTP, the St. Lucie Transit Development Plan, the Transportation Disadvantaged Service Plan/ Coordinated Public Transit – Human Services Transportation Plan, and other transportation plans of the St. Lucie TPO. These plans are cross-referenced in the LOPP, and the TIP projects are cross-referenced with the LRTP in the Project Index and TIP/LRTP Cross Reference in Section A.2. The projects also are consistent with the St. Lucie County Airport Master Plan, the Port of Fort Pierce Master Plan, and the 2060 Florida Transportation Plan.

In addition, the TIP has been developed to be consistent with adopted local Comprehensive Plans including the St. Lucie County, City of Fort Pierce, City of Port St. Lucie, and St. Lucie Village Comprehensive Plans. The transportation network in the TPO MPA contains the traffic circulation elements included in the adopted St. Lucie County, City of Fort Pierce, City of Port St. Lucie, and St. Lucie Village Comprehensive Plans. Projections of future traffic volumes and levels of service were developed based on the Future Land Use Elements of the respective plans. The projections, as identified in the LRTP, served as a basis for determining the need for new or expanded transportation facilities and transportation management systems to support proposed development and to maintain or improve adopted level of service standards.

B.5 PROJECT PRIORITY STATEMENT

The projects selected in the TIP are based upon the TPO LOPP and the corresponding prioritization methodology and the goals, objectives and performance measures identified in Table 3-1 of the LRTP. The project prioritization was based on qualitative and quantitative analyses of the transportation projects in the TPO MPA which included the scoring and ranking of multimodal project priorities as identified in Table 7-1 and Appendix E of the LRTP. The project priorities were further refined with the development of alternatives and scenarios planning as summarized in Chapter 7 of the LRTP and the consideration of public comment as summarized in Chapter 8 of the LRTP.

B.6 PUBLIC INVOLVEMENT

Public involvement in the development of the LOPP and the TIP is continuous, cooperative, and comprehensive and was conducted in accordance with the adopted Public Involvement Program (PIP) of the St. Lucie TPO and with Federal regulations [23 CFR 450.316 and 23 CFR 450.324(b)]. Reasonable opportunity to comment on the LOPP and the TIP was provided to all interested parties including, but not limited to, citizens, affected public agencies, public transit providers, freight shippers, private transportation providers, bicycle/pedestrian representatives, and the disabled. The process included those traditionally underserved and underrepresented consistent with the principles of Title VI. The process is followed for all projects funded in whole or part by the Federal Transit Administration (FTA) or the Federal Highway Administration (FHWA) pursuant to the Federal requirements.

B.7 TIP AMENDMENTS

TIP Amendments are completed in accordance with applicable requirements [23 CFR 324 and 326] when a project is added or deleted, when the fiscal constraint of the TIP is impacted by a project, and/or when there are significant changes in the scope of a project. The amendment of the TIP includes the preparation of a TIP Amendment Form that summarizes the nature of the changes.

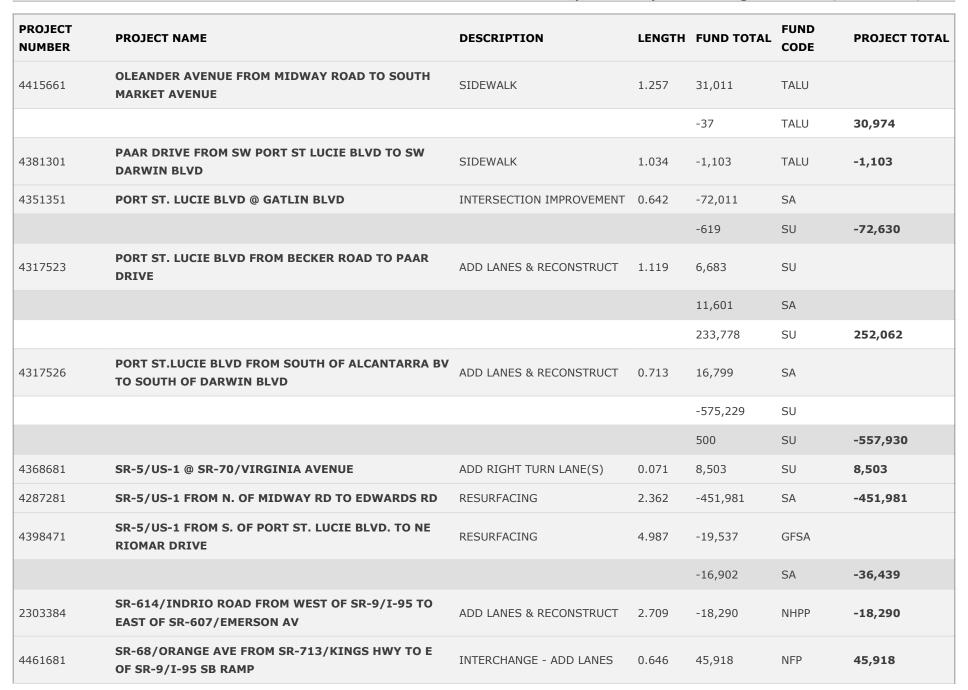
Prior to the adoption of a TIP amendment by the TPO Board, notice and public comment opportunities are provided regarding the amendment consistent with Section B.6. Upon adoption of the amendment by the TPO Board, the TIP Amendment Form is incorporated into Appendix G of the TIP.



B.8 ANNUAL LISTING OF OBLIGATED FEDERAL FUNDING/IMPLEMENTED PROJECTS

FHWA OBLIGATED FUNDING

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4443491	ALCANTARRA BLVD FROM SW SAVONA BLVD TO SW PORT ST.LUCIE BLVD	SIDEWALK	0.800	320,397	TALT	
				58,569	TALU	
				22,516	TALU	
				-1,023	TALU	400,459
4108445	CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1	NEW BRIDGE CONSTRUCTION	2.651	-6,795	ЕВ	
				-54,327	SA	-61,122
4443481	CURTIS STREET FROM NW PRIMA VISTA BLVD TO NW FLORESTA DRIVE	SIDEWALK	0.543	-3,017	TALU	-3,017
4447071	GATLIN BLVD FROM SW VILLAGE PARKWAY TO SAVONA BLVD	TRAFFIC CONTROL DEVICES/SYSTEM	2.672	360	SU	360
4432241	HURRICANE IRMA PERMANENT RESTORATION: CR-611B/EDWARDS RD. SINKHOLE	EMERGENCY OPERATIONS	0.493	227,455	ER17	
				2,027,887	ER17	
				12,012	ER17	2,267,354
4470031	INTERSECTION LIGHTING RETROFIT IMPROVEMENT	LIGHTING	2.701	1,228	HSP	1,228
4400181	NORTH MACEDO BLVD FROM SELVITZ RD TO ST JAMES DR	BIKE PATH/TRAIL	1.049	-171,562	TALT	
				-135,151	TALU	
				-1,097	TALU	-307,810



PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4436851	SR-70/OKEECHOBEE ROAD AT CR-712/MIDWAY ROAD	LIGHTING	0.397	23,374	HSP	23,374
2302566	SR-713/KINGS HWY FR 500 S OF SR-70 TO NORTH OF PICOS ROAD	ADD LANES & RECONSTRUCT	2.200	-1,089	SA	
				247,720	SU	
				130,899	SU	377,530
4383791	SR-713/KINGS HWY FR N OF SR-9/I-95 OVERPASS TO N OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	1.400	5,600	SU	5,600
4383792	SR-713/KINGS HWY FROM N OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD	ADD LANES & RECONSTRUCT	1.210	379,917	SU	379,917
4383793	SR-713/KINGS HWY FROM NORTH OF ST LUCIE BLVD TO INDRIO ROAD	ADD LANES & RECONSTRUCT	2.190	10,000	GFSA	10,000
4438471	SR-9/I-95 FROM NORTH OF GATLIN BLVD TO SOUTH OF ST. LUCIE WEST BLVD	SKID HAZARD OVERLAY	3.198	4,684	HSP	4,684
4397611	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF- RAMPS AT GATLIN BLVD.	INTERCHANGE - ADD LANES	1.704	3,661,739	NFP	
				102,456	NHPP	3,764,195
4299362	SR-A1A NORTH BRIDGE OVER ICWW BRIDGE #940045	BRIDGE REPLACEMENT	1.205	7,469,336	NHBR	
				2,000	NHBR	
				1,000	NHBR	
				4,761,349	NHBR	
				847,830	SA	
				9,073,188	NHBR	
				40,000	SA	22,194,703
4393263	ST. LUCIE FY 2020/2021-2021/2022 UPWP	TRANSPORTATION PLANNING	0.000	409,000	PL	409,000

PROJECT	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND	PROJECT TOTAL
NUMBER					CODE	
4393264	ST. LUCIE FY 2022/2023-2023/2024 UPWP	TRANSPORTATION PLANNING	0.000	315,149	PL	
				400,000	SU	715,149
2314403	W. MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD	ADD LANES & RECONSTRUCT	1.577	45,491	SU	
				-2,169	SA	
				-3,422	SU	39,900
2314402	W. MIDWAY RD/CR-712 FROM S. 25TH STREET/SR-615 TO SR-5/US-1	ADD LANES & RECONSTRUCT	1.803	20,000	SU	20,000
4483081	WALTON ROAD FROM 800 FEET EAST OF LENNARD ROAD TO GREEN RIVER PARKWAY	SIDEWALK	0.946	5,000	TALT	5,000
GRAND TOTAL						29,445,588

FTA OBLIGATED FUNDING

FTA GRANT NUMBER	COUNTY	FTA GRANTEE	FEDERAL FUND CODE	FTA PROJECT DESCRIPTION	TOTAL FTA FUNDS IN TIP	TOTAL FEDERAL FUNDS OBLIGATED	TOTAL LOCAL FUNDS	TOTAL
1024-23-01	SLC	SLC	5307	Capital/Operating	\$2,420,000	\$3,670,009	\$1,846,600	\$7,936,609
FL-2021-060-00			5307 ARPA	Capital/Operating		\$1,246,729		\$1,246,729
			5307 ARPA	Capital/Operating				\$0
1024-23-01	SLC	SLC	5339	Bus and Bus Facilities	\$275,000	\$297,837		\$572,839
	SLC	SLC	5311	Operating	\$132,042	\$61,004	\$61,004	\$254,050
	SLC	SLC	5310	Elderly and individuals with disabilities		\$500,909	\$277,671	\$778,580
TOTAL					\$2,827,042	\$4,529,759	\$2,185,275	\$9,542,076

B.9 CERTIFICATIONS

To ensure Federal requirements are being met, the FHWA and FTA conduct Federal certification reviews on a quadrennial basis of the urbanized areas of TPOs/MPOs which also are designated by census as Transportation Management Areas (TMAs) because the population exceeds 200,000 people. The urbanized area of the St. Lucie TPO is designated as the Port St. Lucie TMA. The last Federal review of the TMA was completed in September 2021 and resulted in no corrective actions, five noteworthy practices, and two recommendations were identified to improve the current planning process of the TPO.

The TPO and FDOT also perform joint certification reviews annually to ensure that State and Federal requirements are being met. The last joint certification review was completed in February 2023 which resulted in the joint certification of the St. Lucie TPO. Support documentation concerning the Federal and joint certification reviews is on file at the St. Lucie TPO offices and available for review during normal business hours.

B.10 CONGESTION MANAGEMENT PROCESS (CMP)

The development and implementation of a CMP is a requirement to be eligible for Federal funding. CMP Box Funds in the amount of \$300,000 - \$400,000 annually have been established by the St. Lucie TPO. Beyond the five fiscal years of the TIP, the LRTP continues to allocate approximately \$3.25 million in funding towards the CMP on a yearly basis through 2045.

The overall purpose of the St. Lucie TPO CMP is to create a better quality of life for St. Lucie residents and visitors through lowering travel delay, reducing harmful emissions, and improving safety. The CMP identifies areas with congestion or safety issues, develops strategies to address the issues, and prioritizes projects based a ranking criteria.

The St. Lucie TPO CMP was adopted in 2018, and a two-tiered approach (Phase I and Phase II) was utilized in the CMP to identify projects. The Phase I analysis provided a system-wide screening for areas of concern. The Phase II analysis included a detailed evaluation of the identified areas of concern. Based on the results of the Phase II evaluation, CMP projects were identified, and a project scoring criteria and the basis for the CMP Implementation Plan were developed.

Incorporating multimodal performance measures, the CMP Implementation Plan utilizes both traditional and non-traditional strategies to address the areas of concern, to reduce vehicle miles traveled, and to consider climate adaptation and proposes improvements which support multimodal elements and safety. The CMP projects from the CMP Implementation Plan that are not funded in the TIP may be added to CMP List of the TPO's LOPP for future funding with the CMP Box Funds.

B.11 TRANSPORTATION DISADVANTAGED (TD) PROGRAM

TD services are facilitated by the St. Lucie TPO pursuant to Florida Statute 427.015. The projects and costs of the St. Lucie TPO TD Program are summarized in the following:

	Commission for the Transportation Disadvantaged										
Trip & Equipment Grant Allocations											
FY 2023-2024											
COUNTY	TRIP/EQUIP GRANT	LOCAL TRIP/EQUIP MATCH	TOTAL TRIP/EQUIP FUNDS	VOLUNTARY DOLLARS FM/Job # 43202818401	VOLUNTARY DOLLARS LOCAL MATCH	TOTAL VOLUNTARY DOLLARS	PLANNING GRANT ALLOCATION	TOTAL ESTIMATED PROJECT FUNDING			
Saint Lucie	\$679,196	\$75,466	\$754,662	\$63	\$7	\$70	\$28,203	\$782,935			

B.12 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

In 2005, the Florida Legislature enacted the Florida TRIP through Senate Bill 360. The stated 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. According to FDOT, two primary program requirements are as follows:

- Eligible recipients must be a partner, through an Interlocal Agreement, to a regional transportation planning entity; and,
- The partners must represent a regional transportation planning area and develop a plan that identifies and prioritizes regionally significant facilities.

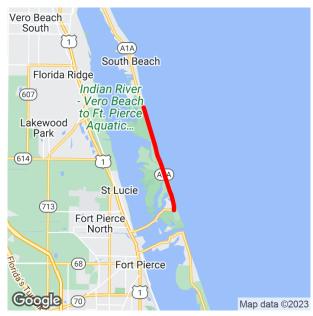
To satisfy the application requirements for TRIP funding, an Interlocal Agreement was executed by the St. Lucie TPO, Martin MPO, and Indian River MPO to create a regional transportation planning entity known as the Treasure Coast Transportation Council (TCTC). The TCTC subsequently adopted a plan to identify and prioritize regionally significant facilities for the selection of projects for TRIP funding. This plan subsequently was updated in 2016.

St. Lucie TPO projects currently programmed in this TIP include \$7,975,620 of TRIP funding. The MIDWAY RD project (#2314405) is receiving \$3,276,644 in TRIP funding, the PORT ST. LUCIE BLVD projects (#4317523 and #4317525) is receiving \$3,904,218, and the JENKINS ROAD project (#4463311) is receiving \$794,758 in TRIP funding.



C.1 HIGHWAY/ROADWAY/SIDEWALK

A1A SUNTRAIL FROM FT. PIERCE INLET STATE PARK TO SLC/IRC LINE 4435061 Non-SIS



Prior Year Cost: 230,269 **Future Year Cost: 0**

Total Project Cost: 1,374,238

LRTP: Page 8-2

Project Description: BIKE PATH/TRAIL

Extra Description: SUNTRAIL: ST. LUCIE COUNTY NORTH A1A INDIAN RIVER LAGOON TRAIL

IMPROVEMENT

Lead Agency: MANAGED BY FDOT From: FT PIERCE INLET STATE PARK County: ST. LUCIE To: SLC/INDIAN RIVER COUNTY LINE

Length: 5.193

Phase Group: P D & E, PRELIMINARY ENGINEERING, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	DIH	0	33,196	33,196	0	0	66,392
PE	TLWR	0	635,037	0	0	0	635,037
ENV	TLWR	0	442,540	0	0	0	442,540
			1,110,773	33,196			1,143,969

2027/20**5**.7

EMERSON AVE FROM NORTH OF INDRIO RD TO SOUTH OF 25TH ST SW 4476511 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT **From:** INDRIO RD

County: ST. LUCIE To: 25TH ST

Length: 2.236

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

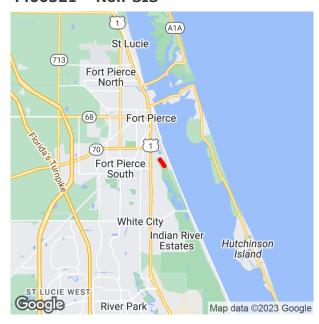
Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DDR	0	4,634,038	0	0	0	4,634,038
CST	DIH	0	62,248	0	0	0	62,248
CST	DS	0	677,181	0	0	0	677,181
			5,373,467				5,373,467

Prior Year Cost: 667,494
Future Year Cost: 0

Total Project Cost: 6,040,961

LRTP: Page 3-9

FEC OVERPASS FROM SAVANNAS RECREATION AREA TO SOUTH OF SAVANNAH RD 4400321 Non-SIS



Prior Year Cost: 672,953

Future Year Cost: 0

Total Project Cost: 4,354,998

LRTP: Page 8-2

Project Description: BIKE PATH/TRAIL

Extra Description: SUNTRAIL

Lead Agency: MANAGED BY FDOT From: SAVANNAS RECREATION AREA

County: ST. LUCIE To: SOUTH OF SAVANNAH RD

Length: 0

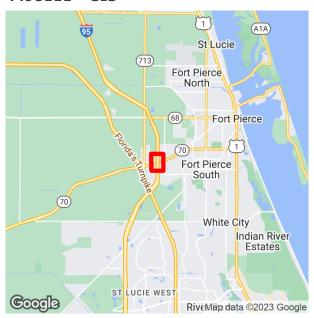
Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES,

CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	DDR	14,250	0	0	0	0	14,250
ROW	DIH	12,000	0	0	0	0	12,000
ROW	DS	12,210	8,789	0	0	0	20,999
RRU	TLWR	0	60,000	0	0	0	60,000
CST	DIH	0	0	0	107,175	0	107,175
CST	TLWR	0	0	0	3,302,621	0	3,302,621
ENV	TLWR	165,000	0	0	0	0	165,000
		203,460	68,789		3,409,796		3,682,045

59 **59**

I-95 @ OKEECHOBEE RD INTERCHANGE 4498111 SIS



Prior Year Cost: 365,404
Future Year Cost: 0

Total Project Cost: 1,609,843

LRTP: Page 3-9

Project Description: LANDSCAPING

Extra Description: STANDALONE LANDSCAPE PROJECT

Lead Agency: MANAGED BY FDOT **From:** I-95

County: ST. LUCIE To: OKEECHOBEE RD INTERCHANGE

Length: 0.828

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DDR	1,016,989	178,004	0	0	0	1,194,993
CST	DIH	0	49,446	0	0	0	49,446
		1,016,989	227,450				1,244,439

0027/20

I-95 @ ORANGE AVE 4492811 SIS



Project Description: SKID HAZARD OVERLAY

Extra Description: SYSTEMATIC LOOP RAMPS SAFETY ASSESSMENT- NPV=1,508,527; B/C=3.5; WIDEN THE OUTSIDE PAVED SHOULDER ALONG THE RAMP MILL AND RESURFACE THE RAMP WITH HIGH FROMICTION SURFACE ENHANCE EXISTING LIGHTING ALONG THE RAMP (BY RE-LAMPING

WITH LED LIGHTS) SHSP EMPHASIS AREA- LANE DEPARTURE CRASHES

Lead Agency: MANAGED BY FDOT **From:** I-95

County: ST. LUCIE To: ORANGE AVE

Length: 0.583

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	SA	28,437	0	0	0	0	28,437
CST	ACSS	0	0	718,079	0	0	718,079
CST	SA	0	0	29,867	0	0	29,867
		28,437		747,946			776,383

Prior Year Cost: 189,252 Future Year Cost: 0

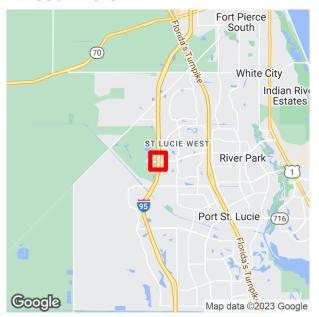
Total Project Cost: 965,635

LRTP: Page 3-9

From: I-95

2027/20**5**1

I-95 @ ST. LUCIE WEST BLVD 4443361 SIS



Project Description: LANDSCAPING Lead Agency: MANAGED BY FDOT

County: ST. LUCIE To: ST. LUCIE WEST BLVD

Length: 1.42

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	DIH	12,705	12,705	0	0	0	25,410
PE	DS	158,813	0	0	0	0	158,813
CST	DDR	0	815,801	146,844	0	0	962,645
CST	DIH	0	0	41,545	0	0	41,545
		171,518	828,506	188,389			1,188,413

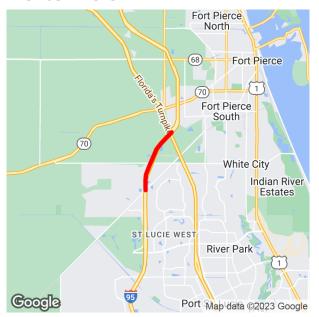
Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 1,188,413

LRTP: Page 8-2

027/20**6.2**

I-95 FROM GLADES CUT-OFF RD TO FLORIDA TURNPIKE 4491631 SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOTFrom: GLADES CUT-OFF RDCounty: ST. LUCIETo: FLORIDA TURNPIKE

Length: 2.756

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	ACNP	0	0	7,827,228	0	0	7,827,228
CST	DDR	0	0	1,346,283	0	0	1,346,283
CST	DIH	0	0	117,239	0	0	117,239
				9,290,750			9,290,750

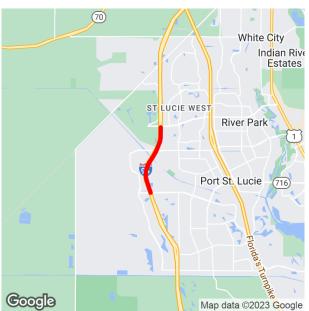
Prior Year Cost: 898,139
Future Year Cost: 0

Total Project Cost: 10,188,889

LRTP: Page 3-9

6.027/20

I-95 FROM NORTH OF GATLIN BLVD TO SOUTH OF ST. LUCIE WEST BLVD 4438471 SIS



INTERCHANGE; 3) INSTALL CONVENT

Lead Agency: MANAGED BY FDOT

MESSAGE (DMS) IN THE NORTHBOUND DIRECTION SOUTH OF GATLIN BOULEVARD INTERCHANGE; 3) INSTALL CONVENTIONAL ROADWAY LIGHTING; SEE WP45

Project Description: SKID HAZARD OVERLAY

County: ST. LUCIE

To: SO

Extra Description: ANTICIPATED NPV=\$7,258,112; B/C=2.1;1)LENGTHEN ON-RAMP ACCELERATION

LANES (NORTHBOUND ON-RAMP FROMOM GATLIN BLVD.AND SOUTHBOUND ON-RAMP FROMOM ST.

LUCIE W. BLVD.) TO COMPLY WITH CURRENT FDOT DESIGN STANDARDS;2)INSTALL A DYNAMIC

From: NORTH OF GATLIN BLVD

To: SOUTH OF ST. LUCIE WEST BLVD

Length: 3.198

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DIH	28,165	0	0	0	0	28,165
		28,165					28,165

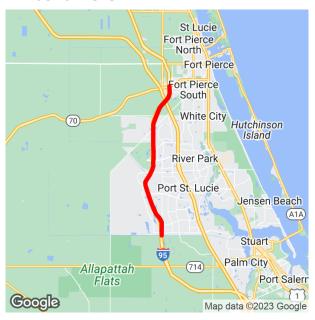
Prior Year Cost: 12,857,861

Future Year Cost: 0

Total Project Cost: 12,886,026

LRTP: Page 3-9

I-95 FROM SLC/MARTIN TO SR-70 4226816 SIS



 $\textbf{Project Description:} \ \texttt{PD\&E/EMO} \ \texttt{STUDY}$

Extra Description: R/W NEEDED

Lead Agency: MANAGED BY FDOT **From:** SLC/MARTIN

County: ST. LUCIE **To:** SR-70

Length: 15.499

Phase Group: P D & E

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PDE	ACNP	550,000	2,110,000	0	0	0	2,660,000
		550,000	2,110,000				2,660,000

Prior Year Cost: 7,581,407

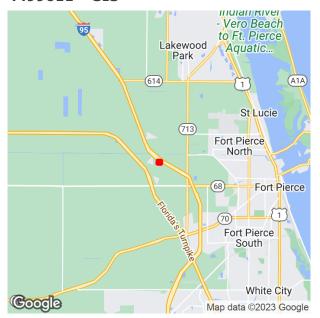
Future Year Cost: 0

Total Project Cost: 10,241,407

LRTP: Page 8-3

2027/20**6**5

I-95 ST. LUCIE SOUTHBOUND REST AREA 4499611 SIS



Project Description: REST AREA
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE

To: ST. LUCIE SB REST AREA

From: ST. LUCIE SB REST AREA

Length: 0.54

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	DDR	0	0	930,917	0	0	930,917
PE	DIH	0	0	122,833	0	0	122,833
PE	DRA	0	0	1,199,061	0	0	1,199,061
CST	DIH	0	0	0	0	94,948	94,948
CST	DRA	0	0	0	0	21,268,299	21,268,299
				2,252,811		21,363,247	23,616,058

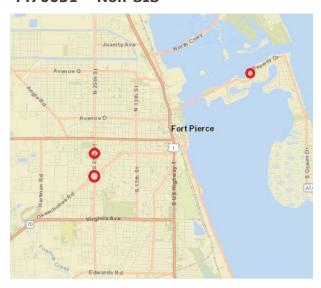
Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 23,616,058

LRTP: Page 3-9

027/20**6**.6

INTERSECTION LIGHTING RETROFIT IMPROVEMENT 4470031 Non-SIS



Project Description: LIGHTING

Extra Description: INTERSECTION LIGHTING RETROFIT IMPROVEMENT SR-615 AT OKEECHOBEE

RD/DELAWARE AVE; SR-A1A SEAWAY DR. AT BINNEY DR. G/W FM# 447002.1

Lead Agency: MANAGED BY FDOT From: VARIOUS LOCATIONS

County: ST. LUCIE To: VARIOUS LOCATIONS

Length: 2.441

Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	ACSS	19,453	0	0	0	0	19,453
CST	ACSS	164,674	0	0	0	0	164,674
		184,127					184,127

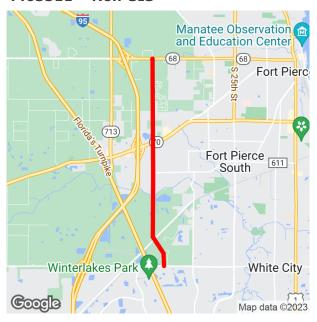
Prior Year Cost: 198,629 Future Year Cost: 0

Total Project Cost: 382,756

LRTP: Page 8-3

_{027/20}**6**₈**7**

JENKINS RD FROM MIDWAY RD TO ORANGE AVE 4463311 Non-SIS



Project Description: PD&E/EMO STUDY

Extra Description: 2022 TPO PRIORITY #7 LFA WITH ST. LUCIE COUNTY R/W IS NEEDED

Lead Agency: MANAGED BY FDOTFrom: MIDWAY RDCounty: ST. LUCIETo: ORANGE AVE

Length: 2.128

Phase Group: P D & E

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PDE	LFP	1,000,000	0	0	0	0	1,000,000
PDE	SU	20,000	0	0	0	0	20,000
PDE	TRIP	794,758	0	0	0	0	794,758
PDE	TRWR	205,242	0	0	0	0	205,242
		2,020,000				2,020,000	

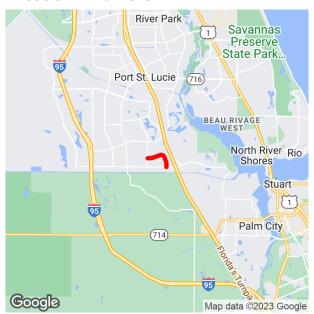
Prior Year Cost: 792,825 Future Year Cost: 0

Total Project Cost: 2,812,825

LRTP: Page 8-3

027/20**6**.8

KESTOR DR FROM DARWIN BOULEVARD TO BECKER RD 4489981 Non-SIS



Project Description: SIDEWALK

Extra Description: 2022 TAP PRIORITY #1

Lead Agency: MANAGED BY FDOT From: DARWIN BOULEVARD

County: ST. LUCIE To: BECKER RD

Length: 1.389

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	LF	0	187,148	0	0	0	187,148
CST	TALT	0	497,046	0	0	0	497,046
CST	TALU	0	268,446	0	0	0	268,446
			952,640				952,640

Prior Year Cost: 5,000 Future Year Cost: 0

Total Project Cost: 957,640

LRTP: Page 8-11

2027/20**5**9

KINGS HWY FROM 500 S OF OKEECHOBEE RD TO NORTH OF PICOS ROAD 2302566 SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2012 TPO PRIORITY #2. PE/ENGINEERING UNDER 230256-2. 1,550 FT OF

PROJECT WILL BE CONCRETE, BALANCE IS FLEXIBLE PAVEMENT.

Lead Agency: MANAGED BY FDOT **From:** 500 S OF OKEECHOBEE RD

County: ST. LUCIE To: NORTH OF PICOS ROAD

Length: 2.2

Phase Group: RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	DS	0	7,000	0	0	0	7,000
ROW	SA	0	0	842,703	1,000,000	0	1,842,703
ROW	SU	43,802	0	0	0	0	43,802
		43,802	7,000	842,703	1,000,000		1,893,505

Prior Year Cost: 82,561,744

Future Year Cost: 0

Total Project Cost: 85,194,613

LRTP: Page 8-2

KINGS HWY FROM NORTH OF COMMERCIAL CIR TO NORTH OF ST. LUCIE BLVD 4383792 Non-SIS



Prior Year Cost: 16,404,223

Total Project Cost: 66,131,317

LRTP: Page 8-2

Future Year Cost: 0

Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2017 TPO PRIORITY #4 WIDENING FROMOM 2 TO 4 LANES; PD&E UNDER

230256-5

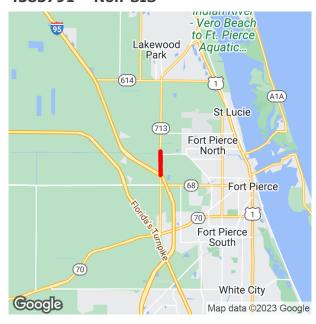
Lead Agency: MANAGED BY FDOT From: NORTH OF COMMERCIAL CIR
County: ST. LUCIE To: NORTH OF ST. LUCIE BLVD

Length: 1.21

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	DS	0	500,000	1,514,106	0	2,438,156	4,452,262
ROW	SN	0	0	151,899	0	0	151,899
ROW	SU	364,651	87,000	0	0	0	451,651
		364,651	587,000	1,666,005		2,438,156	5,055,812

KINGS HWY FROM NORTH OF I-95 OVERPASS TO NORTH OF COMMERCIAL CIRCLE 4383791 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES PD&E UNDER 230256-5

Lead Agency: MANAGED BY FDOTFrom: NORTH OF I-95 OVERPASSCounty: ST. LUCIETo: NORTH OF COMMERCIAL CIRCLE

Length: 1.4

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	DDR	1,588,808	1,000,000	2,812,937	0	0	5,401,745
ROW	DS	0	0	0	0	1,000,000	1,000,000
ROW	SA	108,891	0	573,350	1,344,156	0	2,026,397
ROW	SN	0	135,047	0	0	0	135,047
ROW	SU	3,531,677	161,200	0	0	0	3,692,877
		5,229,376	1,296,247	3,386,287	1,344,156	1,000,000	12,256,066

Prior Year Cost: 16,404,223

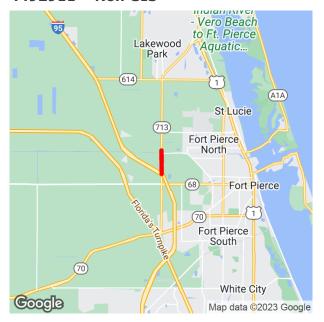
Future Year Cost: 0

Total Project Cost: 66,131,317

LRTP: Page 8-2

72027/20**7**8

KINGS HWY FROM NORTH OF I-95 OVERPASS TO NORTH OF COMMERCIAL CIRCLE 4492911 Non-SIS



Project Description: LANDSCAPING

Extra Description: STANDALONE LANDSCAPE

Lead Agency: MANAGED BY FDOT
From: NORTH OF I-95 OVERPASS
County: ST. LUCIE
To: NORTH OF COMMERCIAL CIRCLE

Length: 1.4

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	DDR	0	0	141,293	0	0	141,293
PE	DIH	0	0	11,303	0	0	11,303
CST	DDR	0	0	0	0	811,922	811,922
CST	DIH	0	0	0	0	34,404	34,404
				152,596		846,326	998,922

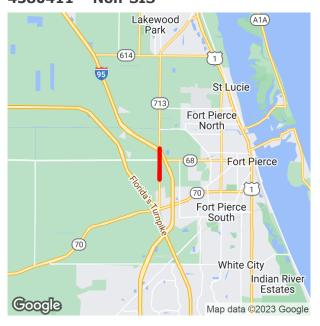
Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 998,922

LRTP: Page 8-2

FY 2027/20**7**8

KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS 4380411 Non-SIS



Project Description: LANDSCAPING

Extra Description: STANDALONE DEPENDENT PROJECT FOR 230256-7

Lead Agency: MANAGED BY FDOTFrom: NORTH OF PICOS RDCounty: ST. LUCIETo: NORTH OF I-95 OVERPASS

Length: 1.576

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

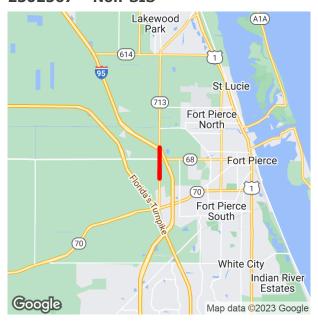
Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DDR	854,350	0	0	0	0	854,350
CST	DIH	36,745	0	0	0	0	36,745
		891,095					891,095

Prior Year Cost: 157,674
Future Year Cost: 0

Total Project Cost: 1,048,769

LRTP: Page 8-2

KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS 2302567 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2013 TPO PRIORITY #1 PE/ENGINEERING UNDER 230256-2 CONCRETE AT THE

INTERSECTION OF ORANGE AVENUE

Lead Agency: MANAGED BY FDOTFrom: NORTH OF PICOS RDCounty: ST. LUCIETo: NORTH OF I-95 OVERPASS

Length: 1.217

Phase Group: RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	DS	0	205,832	0	0	0	205,832
			205,832				205,832

Prior Year Cost: 82,561,744

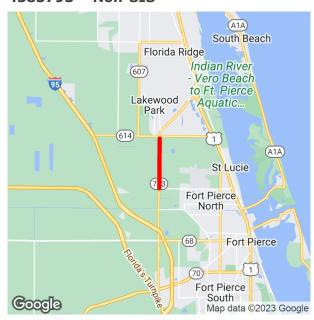
Future Year Cost: 0

Total Project Cost: 85,194,613

LRTP: Page 8-2

FY 2027/20**7**.5

KINGS HWY FROM NORTH OF ST. LUCIE BLVD TO INDRIO ROAD 4383793 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2022 TPO PRIORITY #5 WIDENING FROMOM 2 TO 4 LANES; PD&E UNDER

230256-5 R/W REQUIRED

Lead Agency: MANAGED BY FDOT From: NORTH OF ST. LUCIE BLVD

County: ST. LUCIE To: INDRIO ROAD

Length: 2.19

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	DDR	0	0	0	0	2,128,890	2,128,890
ROW	DIH	0	0	0	0	552,000	552,000
ROW	DS	0	0	0	0	1,351,932	1,351,932
						4,032,822	4,032,822

Prior Year Cost: 16,404,223

Future Year Cost: 0

Total Project Cost: 66,131,317

LRTP: Page 8-2

KINGS HWY FROM SOUTH OF OKEECHOBEE RD TO NORTH OF PICOS RD 2302568 Non-SIS



Project Description: LANDSCAPING

Extra Description: STANDALONE DEPENDENT PROJECT FOR 230256-6

Lead Agency: MANAGED BY FDOT **From:** SOUTH OF OKEECHOBEE RD

County: ST. LUCIE To: NORTH OF PICOS RD

Length: 1.397

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DDR	503,727	0	0	0	0	503,727
CST	DIH	29,805	0	0	0	0	29,805
		533,532					533,532

Prior Year Cost: 82,561,744

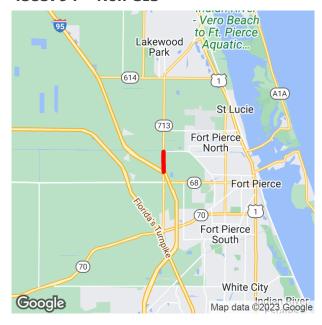
Future Year Cost: 0

Total Project Cost: 85,194,613

LRTP: Page 8-2

St Lucie TPO Transportation Improvement Program - FY 2023/24 - FY 2027/2028

KINGS HWY NORTH OF I-95 OVERPASS TO SOUTH OF ANGLE RD 4383794 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES, PD&E UNDER 230256-5,

DESIGN & ROW UNDER FM# 438379.1

Lead Agency: MANAGED BY FDOT **From:** NORTH OF I-95 OVERPASS

County: ST. LUCIE To: SOUTH OF ANGLE RD

Length: 0.97

Phase Group: CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DDR	0	0	0	9,872,017	2,026,940	11,898,957
CST	DIH	0	0	0	116,421	116,421	232,842
CST	DS	0	0	0	7,944,135	0	7,944,135
CST	SA	0	0	0	4,489,197	0	4,489,197
CST	SU	0	0	0	3,817,263	0	3,817,263
					26,239,033	2,143,361	28,382,394

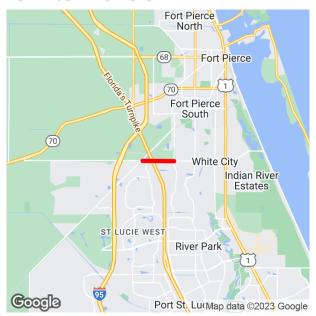
Prior Year Cost: 16,404,223

Future Year Cost: 0

Total Project Cost: 66,131,317

LRTP: Page 8-2

MIDWAY RD FROM GLADES CUT OFF RD TO SELVITZ RD 2314403 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2022 TPO PRIORITY #2 WIDENING FROMOM 2 TO 4 LANES LFA WITH ST LUCIE COUNTY FOR PD&E AND DESIGN CK #09828620 RECD FROM ST LUCIE CO BCC FOR 1.65M ON 10/7/14 FOR PD&E THIS IS A CAT2 CHECK RECD 1/25/2017 FROMOM ST.LUCIE CO \$2,108,000

PH32/37

Lead Agency: MANAGED BY FDOT **From:** GLADES CUT OFF RD

County: ST. LUCIE To: SELVITZ RD

Length: 1.577

Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES,

ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	SA	0	468,500	1,000,000	0	0	1,468,500
			468,500	1,000,000			1,468,500

Prior Year Cost: 78,845,424

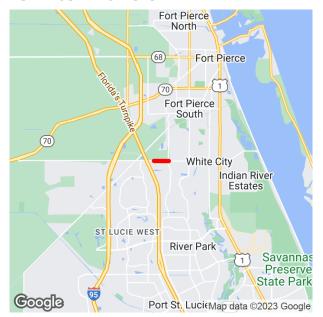
Future Year Cost: 0

Total Project Cost: 132,110,887

LRTP: Page 8-2

FY 2023/24 - FY 2027/2028

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



Prior Year Cost: 78,845,424

Future Year Cost: 0

Total Project Cost: 132,110,887

LRTP: Page 8-2

Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2022 TPO PRIORITY #2 WIDENING FROMOM 2 TO 4 LANES BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-02: UWHCA WITH CITY OF PORT ST. LUCIE 66-01: UWHCA CEI FOR UTILITIES PROJECT ADVANCEMENT TO FY 24 PER

AGREEMENT WST LUCIE COUNTY

Lead Agency: MANAGED BY FDOT From: WEST OF JENKINS RD

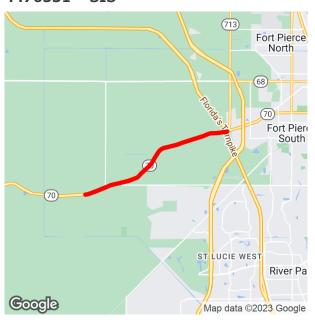
County: ST. LUCIE To: SELVITZ RD

Length: 0.785

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION, LOCAL ADVANCE REIMBURSE

Phase	Fund Code	2024	2025	2026	2027	2028	Total
RRU	LF	828,110	0	0	0	0	828,110
CST	CIGP	1,700,494	0	0	0	0	1,700,494
CST	LF	10,476,173	0	0	0	0	10,476,173
CST	LFROM	19,370,393	0	0	0	0	19,370,393
CST	SU	51,400	0	0	0	0	51,400
LAR	CIGP	0	0	7,094,463	0	0	7,094,463
LAR	SA	0	0	3,643,102	0	0	3,643,102
LAR	SU	0	0	3,917,247	0	0	3,917,247
LAR	TRIP	0	0	3,276,644	0	0	3,276,644
LAR	TRWR	0	0	1,438,937	0	0	1,438,937
		32,426,570		19,370,393			51,796,963

OKEECHOBEE RD FROM IDEAL HOLDING RD TO SOUTH ROCK RD 4476531 SIS



Project Description: RESURFACING

County: ST. LUCIE To: SOUTH ROCK RD

Length: 7.858

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	ACNR	0	1,060,337	0	0	0	1,060,337
CST	DDR	0	14,163,227	848,399	0	0	15,011,626
CST	DIH	0	66,950	72,264	0	0	139,214
			15,290,514	920,663			16,211,177

Prior Year Cost: 1,360,557

Future Year Cost: 0

Total Project Cost: 17,571,734

LRTP: Page 3-9

OLEANDER AVE FROM SOUTH MARKET AVE TO EDWARDS RD 4480661 Non-SIS



Project Description: SIDEWALK

Extra Description: FOREST GROVE MIDDLE SCHOOL SAFE ROUTES TO SCHOOL; LAP WITH ST LUCIE

COUNTY

Lead Agency: MANAGED BY FDOT From: SOUTH MARKET AVE

County: ST. LUCIE To: EDWARDS RD

Length: 1.326

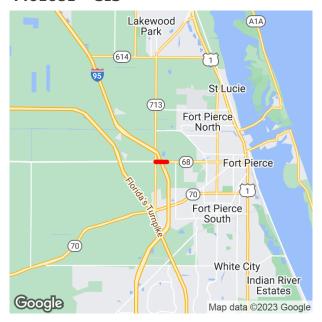
Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	SR2T	0	5,000	0	0	0	5,000
			5,000				5,000

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 5,000

LRTP: Page 8-11

ORANGE AVE FROM KINGS HWY TO EAST OF I-95 SB RAMP 4461681 SIS



Prior Year Cost: 47,172 Future Year Cost: 5,621,289 Total Project Cost: 6,845,066

LRTP: Page 8-3

Project Description: INTERCHANGE - ADD LANES

Extra Description: ADD EB RIGHT TURN LANE FROMOM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FROM ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713 NB & WB

PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713 EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING

SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)

Lead Agency: MANAGED BY FDOT **From:** KINGS HWY

County: ST. LUCIE To: EAST OF I-95 SB RAMP

Length: 0.646

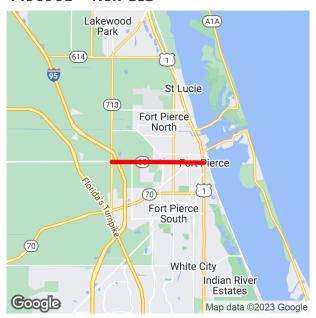
Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION,

ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	ACFP	614,283	24,423	0	0	0	638,706
ROW	ACFP	0	382,386	0	0	0	382,386
ROW	DDR	0	145,513	0	0	0	145,513
ENV	ACFP	10,000	0	0	0	0	10,000
		624,283	552,322				1,176,605

.027/2083

ORANGE AVE FROM KINGS HWY TO US-1 4496961 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 346,277

LRTP: Page 8-11

Project Description: ATMS - ARTERIAL TRAFFIC MGMT

Extra Description: 2022 TPO CMP PRIORITY #3 INCLUDES SOUTH 7TH STREET FROMOM ORANGE AVE TO AVE A INSTALL FIBER OPTIC CABLE, TRAFFIC CAMERAS/VIDEO DETECTORS AND ADAPTIVE

SIGNAL CONTROL AT SIGNALIZED INTERSECTIONS NO R/W NEEDED

Lead Agency: MANAGED BY FDOT From: KINGS HWY

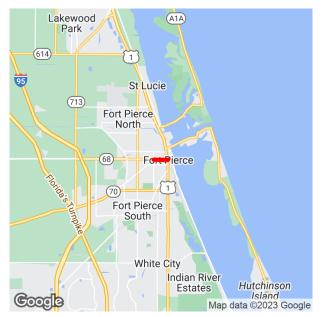
County: ST. LUCIE To: US-1

Length: 4.187

Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	DDR	0	0	0	320,627	0	320,627
PE	DIH	0	0	0	25,650	0	25,650
					346,277		346,277

ORANGE AVE FROM NORTH 32ND ST TO WEST OF US-1 4461691 Non-SIS



Prior Year Cost: 644,171
Future Year Cost: 0

Total Project Cost: 6,226,260

LRTP: Page 3-9

Project Description: RESURFACING

Extra Description: 52-01: SU FUNDS PER TPO FOR DECORATIVE LIGHTING/ ADA BRICK PAVERS/ PAVER CROSSWALKS/ BRICK PAVER DETECTABLE WARNINGS/ ADA CURB RAMPS LF 52-02/LF W/ FT.

PIERCE UTILITY AUTHORITY (FPUA) TPO PRIORITY

Lead Agency: MANAGED BY FDOTFrom: NORTH 32ND STCounty: ST. LUCIETo: WEST OF US-1

Length: 1.915

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DDR	425,707	0	0	0	0	425,707
CST	DDR	281,714	0	0	0	0	281,714
CST	DIH	126,136	0	0	0	0	126,136
CST	DS	792,047	0	0	0	0	792,047
CST	LF	90,007	0	0	0	0	90,007
CST	SA	2,765,720	0	0	0	0	2,765,720
CST	SN	927,873	0	0	0	0	927,873
CST	SU	172,885	0	0	0	0	172,885
		5,582,089					5,582,089

OUTFALL FOR VIRGINIA AVE 4417151 SIS



Project Description: DRAINAGE IMPROVEMENTS

Extra Description: OUTFALL WILL BE ROUTED FROMOM CANAL 7D (CITY CANAL EAST OF OLEANDER BLVD) ALONG VIRGINIA AVE, SOUTH ON SR-5/US-1 AND THEN EAST THROUGH INDIAN HILLS DR TO

ULTIMATELY OUTFALL INTO THE SAND MINE LAKE

Lead Agency: MANAGED BY FDOTFrom: OLEANDER BLVDCounty: ST. LUCIETo: INDIAN HILLS DR

Length: 0.177

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

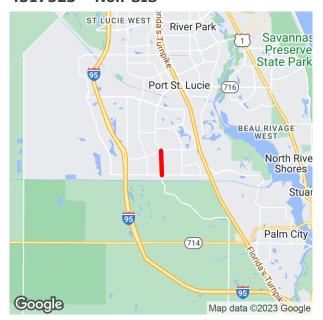
Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	ACPR	0	0	0	3,472,975	0	3,472,975
CST	DIH	0	0	0	0	31,496	31,496
CST	DS	0	0	0	574,092	0	574,092
CST	SA	0	0	0	4,665,931	0	4,665,931
					8,712,998	31,496	8,744,494

Prior Year Cost: 912,387
Future Year Cost: 0

Total Project Cost: 9,656,881

LRTP: Page 3-9

PORT ST. LUCIE BLVD FROM BECKER RD TO PAAR DR 4317523 Non-SIS



Prior Year Cost: 30,880,246

Future Year Cost: 0

Total Project Cost: 70,893,244

LRTP: Page 8-2

Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2022 TPO PRIORITY #3. WIDENING FROMOM 2 TO 4 LANES.

Lead Agency: MANAGED BY FDOTFrom: BECKER RDCounty: ST. LUCIETo: PAAR DR

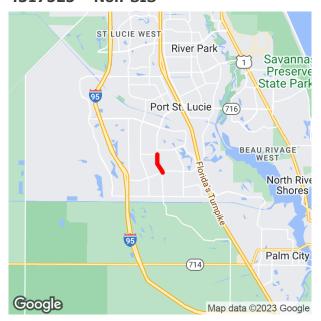
Length: 1.119

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES,

CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	SU	251,279	0	0	0	0	251,279
RRU	SU	0	0	0	100,000	0	100,000
CST	ACPR	0	0	0	0	2,686,394	2,686,394
CST	CARU	0	0	0	0	589,130	589,130
CST	CM	0	0	0	0	1,848,345	1,848,345
CST	SA	0	0	0	0	5,650,370	5,650,370
CST	SU	0	0	0	0	4,590,885	4,590,885
CST	TRIP	0	0	0	0	1,627,089	1,627,089
CST	TRWR	0	0	0	0	2,858,241	2,858,241
		251,279			100,000	19,850,454	20,201,733

PORT ST. LUCIE BLVD FROM SOUTH OF PAAR DR TO SOUTH OF ALCANTARRA BLVD 4317525 Non-SIS



Prior Year Cost: 30,880,246

Future Year Cost: 0

Total Project Cost: 70,893,244

LRTP: Page 8-2

Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2020 TPO PRIORITY #2; WIDENING FROMOM 2 TO 4 LANES. DESIGN AND RIGHT OF WAY ON 431752-2 DENING FROMOM 2 TO 4 LANES LFA WITH CITY OF PORT ST. LUCIE. 56-02 LF UWHCA 62-03 LF FOR CEI FOR UWHCA CITY OF PORT ST. LUCIE --NEW SEQUENCE 52-02 WAS

CREATED TO PULL FROMOM APPROPRIATE BUDGET CATEGORY (NON-PROGRAM 87)

Lead Agency: MANAGED BY FDOT **From:** SOUTH OF PAAR DR

County: ST. LUCIE To: SOUTH OF ALCANTARRA BLVD

Length: 1.076

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
RRU	LF	0	1,807,473	0	0	0	1,807,473
CST	CIGP	0	4,969,708	0	0	0	4,969,708
CST	LF	32,887	0	0	0	0	32,887
CST	LFP	0	4,969,708	0	0	0	4,969,708
CST	SU	0	4,237,043	0	0	0	4,237,043
CST	TRIP	0	2,277,129	0	0	0	2,277,129
CST	TRWR	0	1,517,317	0	0	0	1,517,317
		32,887	19,778,378				19,811,265

PORT ST.LUCIE BLVD FROM WEST OF SE SHELTER DR TO US-1 4463761 Non-SIS



Project Description: RESURFACING **Extra Description:** G/W 447652-1

Lead Agency: MANAGED BY FDOT **From:** WEST OF SE SHELTER DR

County: ST. LUCIE To: US-1

Length: 1.543

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

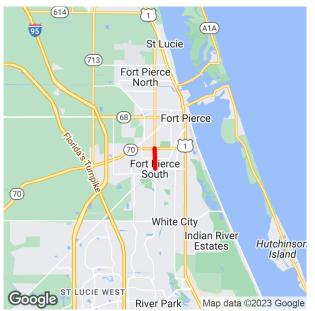
Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	ACNR	0	822,496	0	0	0	822,496
CST	DDR	0	854,581	0	0	0	854,581
CST	DIH	0	0	117,634	0	0	117,634
CST	SA	0	1,562,794	0	0	0	1,562,794
			3,239,871	117,634			3,357,505

Prior Year Cost: 435,093 Future Year Cost: 0

Total Project Cost: 3,792,598

LRTP: Page 3-9

S 25TH ST FROM NORTH OF EDWARDS RD TO NORTH OF VIRGINIA AVE 4461701 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOTFrom: NORTH OF EDWARDS RDCounty: ST. LUCIETo: NORTH OF VIRGINIA AVE

Length: 1.024

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DDR	3,129,332	0	0	0	0	3,129,332
CST	DIH	122,771	0	0	0	0	122,771
CST	DS	384,985	0	0	0	0	384,985
CST	LF	20,250	0	0	0	0	20,250
		3,657,338					3,657,338

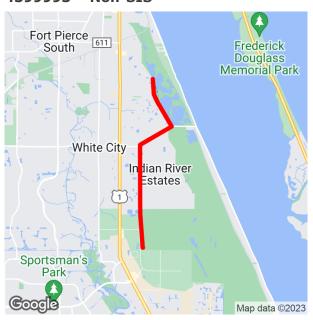
Prior Year Cost: 550,506
Future Year Cost: 0

Total Project Cost: 4,207,844

LRTP: Page 3-9

90

SAVANNAS PRESERVE STATE PARK FROM LENNARD RD TO SAVANNAS RECREATION AREA 4399993 Non-SIS



Project Description: BIKE PATH/TRAIL

Extra Description: SUNTRAIL FY2017 PD&E PHASE 2; DESIGN ON 439999-1

Lead Agency: MANAGED BY FDOT **From:** LENNARD RD

County: ST. LUCIE To: SAVANNAS RECREATION AREA

Length: 4.171

Phase Group: RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	DDR	0	67,373	0	0	0	67,373
CST	TLWR	3,761,067	0	0	0	0	3,761,067
		3,761,067	67,373				3,828,440

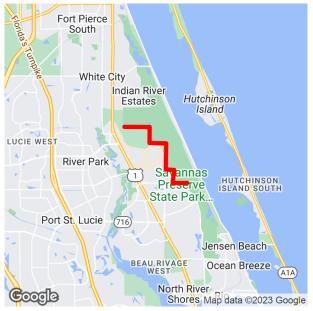
Prior Year Cost: 12,365,148

Future Year Cost: 0

Total Project Cost: 16,225,274

LRTP: Page 8-3

SAVANNAS PRESERVE STATE PARK GAP FROM WALTON RD TO LENNARD RD 4399992 Non-SIS



Project Description: BIKE PATH/TRAIL

Extra Description: SUNTRAIL FY2017 PD&E PHASE 1, DESIGN ON 439999-1

Lead Agency: MANAGED BY FDOT From: WALTON RD County: ST. LUCIE To: LENNARD RD

Length: 0

Phase Group: CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DIH	31,686	0	0	0	0	31,686
		31,686					31,686

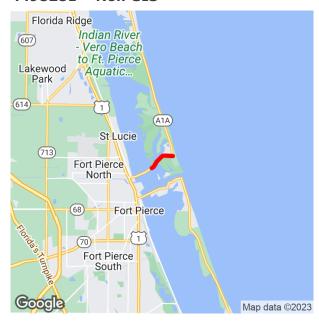
Prior Year Cost: 12,365,148

Future Year Cost: 0

Total Project Cost: 16,225,274

LRTP: Page 8-2

SHOREWINDS DR/ A1A 4498281 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 2,584,845

LRTP: Page 3-9

Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT **From:** 0.2 MILES W OF BR 940046

County: ST. LUCIE To: ATLANTIC BEACH BLVD

Length: 1.301

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	DDR	298,300	0	0	0	0	298,300
PE	DIH	32,635	0	0	0	0	32,635
CST	DDR	0	0	0	2,162,288	0	2,162,288
CST	DIH	0	0	0	91,622	0	91,622
		330,935			2,253,910		2,584,845

ST. LUCIE BLVD FROM EAST OF N 25 ST TO WEST OF US-1 4484491 Non-SIS



Project Description: RESURFACING Extra Description: GOES WITH 448450.1

Lead Agency: MANAGED BY FDOT From: EAST OF N 25 ST County: ST. LUCIE To: WEST OF US-1

Length: 0.523

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	DIH	10,359	0	0	0	0	10,359
CST	DDR	0	0	104,150	0	0	104,150
CST	DIH	0	0	33,873	0	0	33,873
CST	DS	0	0	658,764	0	0	658,764
		10,359		796,787			807,146

Prior Year Cost: 260,547 Future Year Cost: 0

Total Project Cost: 1,067,693

LRTP: Page 3-9

TURNPIKE FEEDER ROAD FROM INDRIO ROAD TO US-1 4510811 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 2,686,060

LRTP: Page 3-9

Project Description: LIGHTING

Extra Description: B/C RATIO= 2.5 NPV \$2,646,838 SHSP EMPHASIS AREA(S): INTERSECTION & VULNERABLE ROAD USER CRASHES SEGMENT 1 (FROMOM INDRIO ROAD TO STA 136+80, 540 FT NORTH OF INDRIO ROAD):PROPOSED LIGHTING CONSISTS OF LED LIGHT FIXTURES ON THE WEST

SIDE AND EAST SIDE OF SR 713 SEGMENT 2 (FROMOM STA 136+80 TO S OF PALOMAR

PKWY):PROPOSED...SEE WP45

Lead Agency: MANAGED BY FDOT From: INDRIO ROAD

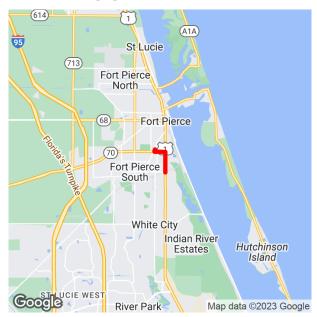
County: ST. LUCIE To: US-1

Length: 2.741

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	ACSS	361,084	0	0	0	0	361,084
PE	SA	13,785	0	0	0	0	13,785
CST	ACSS	0	0	0	2,238,343	0	2,238,343
CST	SA	0	0	0	72,848	0	72,848
		374,869			2,311,191		2,686,060

US HIGHWAY 1 FROM EDWARDS RD TO TENNESSEE AVE 4417141 SIS



Prior Year Cost: 1,408,558

Future Year Cost: 0

Total Project Cost: 15,130,759

LRTP: Page 3-9

Project Description: DRAINAGE IMPROVEMENTS

Extra Description: DRAINAGE/STORM WATER UPGRADES RESURFACING ON PHASE 52-02

INCLUDING: INTERSECTION LIGHTING RETROFIT. UPGRADE PEDESTRIAN SIGNALS TO COUNTDOWN AT THE FOLLOWING INTERSECTIONS: EDWARDS ROAD, EMIL AVE. GARDENIA AVE. AND VIRGINIA

AVE

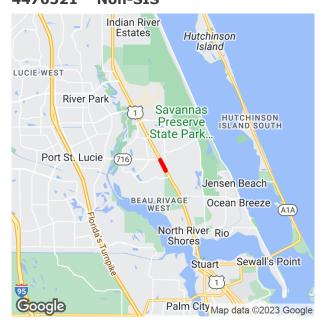
Lead Agency: MANAGED BY FDOTFrom: EDWARDS RDCounty: ST. LUCIETo: TENNESSEE AVE

Length: 1.124

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	ACNR	0	0	0	1,747,912	0	1,747,912
CST	ACPR	0	0	0	9,986,848	0	9,986,848
CST	DDR	0	0	0	1,701,540	0	1,701,540
CST	DIH	0	0	0	58,673	0	58,673
CST	SA	0	0	0	227,228	0	227,228
					13,722,201		13,722,201

US HIGHWAY 1 FROM MARTIN/ST. LUCIE COUNTY LINE TO SE PORT ST. LUCIE BLVD 4476521 Non-SIS



Project Description: RESURFACING **Extra Description:** G/W 446376-1

Lead Agency: MANAGED BY FDOT From: MARTIN/ST. LUCIE COUNTY LINE

County: ST. LUCIE

To: SE PORT ST. LUCIE BLVD

Length: 0.605

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DIH	0	94,033	0	0	0	94,033
CST	DS	0	2,218,872	0	0	0	2,218,872
			2,312,905				2,312,905

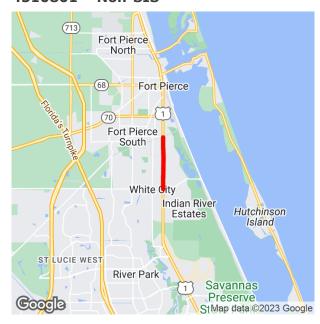
Prior Year Cost: 425,833
Future Year Cost: 0

Total Project Cost: 2,738,738

LRTP: Page 3-9

_{7/20}**9**87

US HIGHWAY 1 FROM MIDWAY RD TO SOUTH OF EDWARDS ROAD 4510801 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 1,314,244

LRTP: Page 3-9

Project Description: LIGHTING

Extra Description: B/C RATIO = 2.8 NPV \$4,153,539 SHSP EMPHASIS AREA(S): INTERSECTION & VULNERABLE ROAD USER CRASHES RETROFIT TWO (2) DECORATIVE LIGHT POLES ON THE WEST SIDE OF W. MIDWAY RD; ONLY STREET LIGHTING LUMINAIRES. RETROFIT 38 EXISTING LUMINARIES ATTACHED TO EXISTING UTILITIES POLES. PROPOSED 119 LUMINARIES BRACKET ON EXISTING

...SEE WP45

Lead Agency: MANAGED BY FDOT **From:** MIDWAY RD

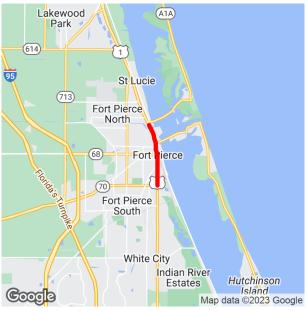
County: ST. LUCIE **To:** SOUTH OF EDWARDS ROAD

Length: 2.513

Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	ACSS	260,849	0	0	0	0	260,849
PE	SA	10,000	0	0	0	0	10,000
RRU	ACSS	0	0	1,043,395	0	0	1,043,395
		270,849		1,043,395			1,314,244

US HIGHWAY 1 FROM NORTH OF VIRGINIA AVE TO SUNNY LANE 4461091 SIS



Prior Year Cost: 8,175,998

Future Year Cost: 0

Total Project Cost: 8,193,706

LRTP: Page 3-9

Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT From: NORTH OF VIRGINIA AVE

County: ST. LUCIE To: SUNNY LANE

Length: 2.963

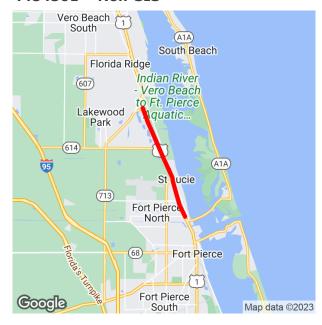
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION,

ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DIH	17,708	0	0	0	0	17,708
		17,708				17,708	

From: SOUTH OF JUANITA AVE

US HIGHWAY 1 FROM SOUTH OF JUANITA AVE TO NORTH OF KINGS HWY 4484501 Non-SIS



Project Description: RESURFACING Lead Agency: MANAGED BY FDOT

To: NORTH OF KINGS HWY

County: ST. LUCIE **Length:** 5.836

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	DIH	72,609	0	0	0	0	72,609
CST	ACPR	0	0	67,416	0	0	67,416
CST	DDR	0	0	9,226,272	0	0	9,226,272
CST	DIH	0	0	61,408	45,300	0	106,708
CST	DS	0	0	1,282,666	0	0	1,282,666
CST	SA	0	0	5,271,629	0	0	5,271,629
		72,609		15,909,391	45,300		16,027,300

Prior Year Cost: 2,174,598

Future Year Cost: 0

Total Project Cost: 18,201,898

LRTP: Page 3-9

VOLUCIA DRIVE TO NW EAST TORINO PARKWAY TO WEST BLANTON BLVD 4508611 Non-SIS



Project Description: SHARED-USE PATH

Extra Description: 2023 TAP PRIORITY #1 LAP W/ CITY OF PORT ST. LUCIE

Lead Agency: MANAGED BY FDOT From: NW EAST TORINO PARKWAY

County: ST. LUCIE To: WEST BLANTON BLVD

Length: 1.003

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

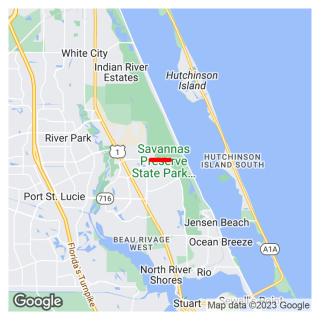
Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	TALT	5,000	0	0	0	0	5,000
CST	LF	0	0	515,529	0	0	515,529
CST	TALT	0	0	183,882	0	0	183,882
CST	TALU	0	0	267,346	0	0	267,346
		5,000		966,757			971,757

Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 971,757

LRTP: Page 3-9

WALTON RD FROM 800 FEET EAST OF LENNARD RD TO GREEN RIVER PARKWAY 4483081 Non-SIS



Prior Year Cost: 5,000 Future Year Cost: 0

Total Project Cost: 1,632,120

LRTP: Page 8-11

Project Description: SIDEWALK

Extra Description: 2022 TPO TAP PRIORITY #1 CONSTRUCTION OF SIDEWALK, ELEVATED

PEDESTRIAN BOARDWALK LAP WITH ST LUCIE COUNTY

Lead Agency: MANAGED BY FDOT **From:** 800 FEET EAST OF LENNARD RD

County: ST. LUCIE To: GREEN RIVER PARKWAY

Length: 0.946

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	LF	891,990	0	0	0	0	891,990
CST	TALT	444,371	0	0	0	0	444,371
CST	TALU	290,759	0	0	0	0	290,759
		1,627,120					1,627,120

C.2 AVIATION

TREASURE COAST INTERNATIONAL AIRPORT - 10 R SAFETY AREA DITCH 4515111 Non-SIS



Project Description: AVIATION PRESERVATION PROJECT

Extra Description: 10 R SAFETY AREA DITCH RELOCATION - DESIGN

Lead Agency: RESPONSIBLE AGENCY NOT From: **AVAILABLE** To:

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	120,000	0	0	0	0	120,000
CAP	LF	30,000	0	0	0	0	30,000
		150,000					150,000

Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 150,000

LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT - ARFF TRUCK REPLACEMENT 4515571 Non-SIS



Project Description: AVIATION SAFETY PROJECT

Lead Agency: RESPONSIBLE AGENCY NOT **From:** AVAILABLE **To:**

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	0	0	640,000	0	0	640,000
CAP	LF	0	0	160,000	0	0	160,000
				800,000			800,000

Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 800,000

LRTP: Page 3-9

2027 1 0 5

TREASURE COAST INTERNATIONAL AIRPORT - CLEARING AND GRUBBING 4515121 Non-SIS



Project Description: AVIATION PRESERVATION PROJECT

Extra Description: 10 R SAFETY AREA CLEARING AND GRUBBING

Lead Agency: RESPONSIBLE AGENCY NOT **From:** AVAILABLE **To:**

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	80,000	0	0	0	0	80,000
CAP	LF	20,000	0	0	0	0	20,000
		100,000					100,000

Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 100,000

LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT - ILS REPLACEMENT 10R/28L 4515561 Non-SIS



Project Description: AVIATION PRESERVATION PROJECT Lead Agency: RESPONSIBLE AGENCY NOT From:

AVAILABLE To:

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	0	0	400,000	0	0	400,000
CAP	LF	0	0	100,000	0	0	100,000
				500,000			500,000

Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 500,000

LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT - TAXIWAY ALPHA RWY 14/32 4515361 Non-SIS



Project Description: AVIATION PRESERVATION PROJECT Extra Description: INTERSECTION REHAB - DESIGN Lead Agency: RESPONSIBLE AGENCY NOT From: AVAILABLE To:

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

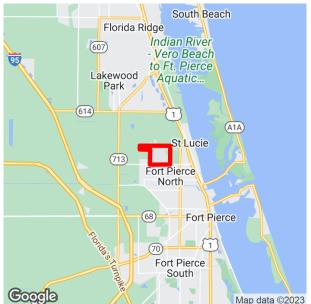
Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	0	120,000	0	0	0	120,000
CAP	LF	0	30,000	0	0	0	30,000
			150,000				150,000

Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 150,000

LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT - TAXIWAY CHARLIE REALIGNMENT 4515371 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 125,000

LRTP: Page 3-9

Project Description: AVIATION PRESERVATION PROJECT

Extra Description: DESIGN

Lead Agency: RESPONSIBLE AGENCY NOT **From:** AVAILABLE **To:**

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	0	100,000	0	0	0	100,000
CAP	LF	0	25,000	0	0	0	25,000
			125,000				125,000

TREASURE COAST INTERNATIONAL AIRPORT - TAXIWAY ECHO REHAB - DESIGN 4515551 Non-SIS



Project Description: AVIATION PRESERVATION PROJECT Lead Agency: RESPONSIBLE AGENCY NOT From:

AVAILABLE To:

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	0	0	100,000	0	0	100,000
CAP	LF	0	0	25,000	0	0	25,000
				125,000			125,000

Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 125,000

LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT - WEST GA RAMP REHAB - DESIGN 4515601 Non-SIS



Project Description: AVIATION PRESERVATION PROJECT Lead Agency: RESPONSIBLE AGENCY NOT From:

AVAILABLE To:

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	0	0	200,000	0	0	200,000
CAP	LF	0	0	50,000	0	0	50,000
				250,000			250,000

Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 250,000

LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT AEROWEST TAXIWAY (CONSTRUCTION) 4481151 Non-SIS



Project Description: AVIATION CAPACITY PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT From:
AVAILABLE To:

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	1,200,000	1,200,000	0	0	0	2,400,000
CAP	LF	300,000	300,000	0	0	0	600,000
		1,500,000	1,500,000				3,000,000

Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 3,000,000

LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT TAXIWAY REALIGNMENT B AND C DEMO 4496171 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 1,500,000

LRTP: Page 3-9

Project Description: AVIATION PRESERVATION PROJECT

Extra Description: CONSTRUCTION

Lead Agency: RESPONSIBLE AGENCY NOT **From:** AVAILABLE **To:**

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	1,200,000	0	0	0	0	1,200,000
CAP	LF	300,000	0	0	0	0	300,000
		1,500,000					1,500,000

TREASURE COAST INTERNATIONAL AIRPORT WEST COMMERCE PARK TAXIWAY 4496341 Non-SIS



Project Description: AVIATION CAPACITY PROJECT

Extra Description: (DESIGN)

Lead Agency: RESPONSIBLE AGENCY NOT **From:** AVAILABLE **To:**

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	280,000	0	0	0	0	280,000
CAP	LF	70,000	0	0	0	0	70,000
		350,000					350,000

Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 350,000

LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT-10R SAFETY AREA DITCH RELOCATION 4515581 Non-SIS



AVAILABLE

Lead Agency: RESPONSIBLE AGENCY NOT From: To:

Project Description: AVIATION PRESERVATION PROJECT

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Extra Description: CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	0	0	20,475	0	0	20,475
CAP	FAA	0	0	368,550	0	0	368,550
CAP	LF	0	0	20,475	0	0	20,475
				409,500			409,500

Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 409,500

LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT-10R SAFETY AREA DITCH RELOCATION 4515591 Non-SIS



Project Description: AVIATION PRESERVATION PROJECT Lead Agency: RESPONSIBLE AGENCY NOT From:

AVAILABLE To:

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	DPTO	0	0	2,000,000	0	0	2,000,000
CAP	LF	0	0	500,000	0	0	500,000
				2,500,000			2,500,000

Prior Year Cost: 0 Future Year Cost: 0

Total Project Cost: 2,500,000

LRTP: Page 3-9

C.3 TRANSIT PROJECTS

MICROTRANSIT EXPANSION IN PORT ST. LUCIE (CAPITAL)

4515891 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 71,106

LRTP: Page 3-9

Project Description: OPERATING FOR FIXED ROUTE **Lead Agency:** MANAGED BY ST. LUCIE COUNTY **From: County:** ST. LUCIE **To:**

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	DPTO	71,106	0	0	0	0	71,106
		71,106					71,106

MICROTRANSIT EXPANSION IN PORT ST. LUCIE (OPERATING)

4515901 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 783,279

LRTP: Page 3-9

Project Description: OPERATING FOR FIXED ROUTE
Lead Agency: MANAGED BY ST. LUCIE COUNTY From:
County: ST. LUCIE To:

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	DPTO	783,279	0	0	0	0	783,279
		783,279					783,279

PALM TRAN 6-MONTH BUS PASSES 4515881 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 375,000

LRTP: Page 3-9

Project Description: OPERATING FOR FIXED ROUTE

Extra Description: THIS IS FOR CITIZENS RETURNING FROMOM INCARCERATION

Lead Agency: MANAGED BY ST. LUCIE COUNTY From:
County: ST. LUCIE To:

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	DPTO	375,000	0	0	0	0	375,000
		375,000					375,000

PSL UZA - PSL COUNTY SECT 5339 CAPITAL FOR BUS & BUS FACILITIES 4345481 Non-SIS

Prior Year Cost: 2,129,114

Future Year Cost: 0

Total Project Cost: 3,504,114

LRTP: Page 3-9

Project Description: CAPITAL FOR FIXED ROUTE

Extra Description: ST.LUCIE CNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES PROGRAM

16. CAPITAL FOR FIXED ROUTE NON-BUDGET REVENUE

Lead Agency: MANAGED BY ST. LUCIE COUNTY From:

County: ST. LUCIE To:

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	FTA	275,000	275,000	275,000	275,000	275,000	1,375,000
		275,000	275,000	275,000	275,000	275,000	1,375,000

PSL UZA - ST. LUCIE COUNTY SECTION 5307 FORMULA FUNDS 4134941 Non-SIS

Prior Year Cost: 36,194,273

Future Year Cost: 0

Total Project Cost: 48,294,273

LRTP: Page 3-9

Project Description: CAPITAL FOR FIXED ROUTE

Extra Description: FY11 - GRANT FL-90-X727 EXECUTED PER K.SCOTT-ST.LUCIE CO EMAIL FROMOM J. MELI 10/13/10. GRANT FL90-X765 EXECUTED 10/20/11 \$1,407,322 EMAIL FROMOM K. SCOTT/SLC 1-11-12 TO J. MELI. ST.LUCIE COUNTY SEC 5307 OPERATING ASSISTANCE NON-BUDGET

REVENUE

Lead Agency: MANAGED BY ST. LUCIE COA From: County: ST. LUCIE To:

Length: 0

Phase Group: OPERATIONS, CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	FTA	810,000	810,000	810,000	810,000	810,000	4,050,000
CAP	FTA	1,610,000	1,610,000	1,610,000	1,610,000	1,610,000	8,050,000
		2,420,000	2,420,000	2,420,000	2,420,000	2,420,000	12,100,000

ST. LUCIE COUNTY BLOCK GRANT OPERATING ASSISTANCE 4071873 Non-SIS

Prior Year Cost: 18,940,218

Future Year Cost: 0

Total Project Cost: 26,889,658

LRTP: Page 3-9

Project Description: OPERATING/ADMIN. ASSISTANCE

Extra Description: BILL (SB2502) SIGNED BY THE GOVERNOR ON 6/2/2021 NO MATCH

REQUIREMENT FOR FY22 BLOCK GRANT FUNDS

Lead Agency: MANAGED BY ST. LUCIE COUNTY **From: County:** ST. LUCIE **To:**

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	DPTO	751,372	0	0	0	0	751,372
OPS	LF	751,372	0	0	0	0	751,372
		1,502,744					1,502,744

ST. LUCIE COUNTY BLOCK GRANT OPERATING ASSISTANCE 4071874 Non-SIS

Prior Year Cost: 18,940,218

Future Year Cost: 0

Total Project Cost: 26,889,658

LRTP: Page 3-9

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY
County: ST. LUCIE
To:

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	DDR	0	690,467	793,581	817,389	841,911	3,143,348
OPS	DPTO	0	80,000	0	0	0	80,000
OPS	LF	0	770,467	793,581	817,389	841,911	3,223,348
			1,540,934	1,587,162	1,634,778	1,683,822	6,446,696

ST. LUCIE COUNTY SECTION 5311 OPERATING RURAL FUNDS 4071853 Non-SIS

Prior Year Cost: 2,821,255

Future Year Cost: 0

Total Project Cost: 3,649,959

LRTP: Page 3-9

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY From:
County: ST. LUCIE To:

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	DU	66,021	0	0	0	0	66,021
OPS	LF	66,021	0	0	0	0	66,021
		132,042					132,042

ST. LUCIE COUNTY SECTION 5311 OPERATING RURAL FUNDS 4071855 Non-SIS

Prior Year Cost: 2,821,255

Future Year Cost: 0

Total Project Cost: 3,649,959

LRTP: Page 3-9

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY From:
County: ST. LUCIE To:

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	DU	0	81,206	85,029	89,038	93,058	348,331
OPS	LF	0	81,206	85,029	89,038	93,058	348,331
			162,412	170,058	178,076	186,116	696,662

C.4 MISCELLANEOUS PROJECTS

CITY OF FT. PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS 4379751 Non-SIS

Prior Year Cost: 657,118
Future Year Cost: 0

Total Project Cost: 1,522,729

LRTP: Page 3-9

Project Description: TRAFFIC SIGNALS

Lead Agency: MANAGED BY CITY OF FORT From: PIERCE To:

County: ST. LUCIE

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	DDR	99,251	102,229	105,509	129,117	0	436,106
OPS	DITS	107,445	110,668	113,988	97,404	0	429,505
		206,696	212,897	219,497	226,521		865,611

CITY OF FT. PIERCE JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM 4515811 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 413,972

LRTP: Page 3-9

Project Description: TRAFFIC SIGNALS

Extra Description: NEW MSCA TARGET STARTING IN FY28

Lead Agency: RESPONSIBLE AGENCY NOT From:

AVAILABLE To:

County: ST. LUCIE

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2024	2025	2026	2027	2028	Total
MNT	D	0	0	0	0	413,972	413,972
						413,972	413,972

CITY OF PORT ST. LUCIE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS 4379771 Non-SIS

Prior Year Cost: 352,036 Future Year Cost: 0

Total Project Cost: 891,852

LRTP: Page 3-9

Project Description: TRAFFIC SIGNALS

Lead Agency: MANAGED BY CITY OF PORT ST. **From:** LUCIE **To:**

County: ST. LUCIE

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	DDR	75,386	77,648	79,978	77,210	0	310,222
OPS	DITS	50,182	59,687	61,478	58,247	0	229,594
		125,568	137,335	141,456	135,457		539,816

CITY OF PORT ST. LUCIE JPA SIGNAL MAINTENANCE & OPS ON SHS 4515831 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 192,046

LRTP: Page 3-9

Project Description: TRAFFIC SIGNALS

Extra Description: NEW MSCA TARGET STARTING IN FY28
Lead Agency: RESPONSIBLE AGENCY NOT From:
AVAILABLE To:

County: ST. LUCIE

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2024	2025	2026	2027	2028	Total
MNT	D	0	0	0	0	192,046	192,046
						192,046	192,046

ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT 4480521 Non-SIS

Prior Year Cost: 250,000 Future Year Cost: 0

Total Project Cost: 1,500,000

LRTP: Page 3-9

Project Description: ROUTINE MAINTENANCE

Lead Agency: MANAGED BY FDOT From:
County: ST. LUCIE To:

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2024	2025	2026	2027	2028	Total
MNT	D	250,000	250,000	0	0	0	500,000
		250,000	250,000				500,000

ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT 4480522 Non-SIS

Prior Year Cost: 250,000 Future Year Cost: 0

Total Project Cost: 1,500,000

LRTP: Page 3-9

Project Description: ROUTINE MAINTENANCE

Lead Agency: MANAGED BY FDOT From:
County: ST. LUCIE To:

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2024	2025	2026	2027	2028	Total
MNT	D	0	0	250,000	250,000	250,000	750,000
				250,000	250,000	250,000	750,000

ST. LUCIE COUNTY INTERSTATE-ROADWAY 2343761 SIS

Prior Year Cost: 6,126,542

Future Year Cost: 0

Total Project Cost: 6,251,542

LRTP: Page 3-9

Project Description: ROUTINE MAINTENANCE

Lead Agency: MANAGED BY FDOTFrom:County: ST. LUCIETo:

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2024	2025	2026	2027	2028	Total
MNT	D	20,000	20,000	20,000	20,000	20,000	100,000
		20,000	20,000	20,000	20,000	20,000	100,000

ST. LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS 4379761 Non-SIS

Prior Year Cost: 681,005 Future Year Cost: 0

Total Project Cost: 1,668,744

LRTP: Page 3-9

Project Description: TRAFFIC SIGNALS

Lead Agency: MANAGED BY ST LUCIE COUNTY From:
County: ST. LUCIE To:

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2024	2025	2026	2027	2028	Total
OPS	DDR	142,760	147,042	151,696	147,334	0	588,832
OPS	DITS	93,099	95,892	98,769	111,147	0	398,907
		235,859	242,934	250,465	258,481		987,739

ST. LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM 4515821 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 390,928

LRTP: Page 3-9

Project Description: TRAFFIC SIGNALS

Extra Description: NEW MSCA TARGET STARTING IN FY28
Lead Agency: RESPONSIBLE AGENCY NOT From:
AVAILABLE To:

County: ST. LUCIE

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2024	2025	2026	2027	2028	Total
MNT	D	0	0	0	0	390,928	390,928
						390,928	390,928

ST. LUCIE COUNTY STATE HIGHWAY SYSTEM ROADWAY 2338591 Non-SIS

Prior Year Cost: 60,558,808

Future Year Cost: 0

Total Project Cost: 69,733,808

LRTP: Page 3-9

Project Description: ROUTINE MAINTENANCE

Lead Agency: MANAGED BY FDOT From:
County: ST. LUCIE To:

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2024	2025	2026	2027	2028	Total
MNT	D	1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	9,000,000
		1,800,000	1,800,000	1,800,000	1,800,000	1,800,000	9,000,000

TREASURE COAST OPERATIONS- REPLACE TILE - SHOP & WAREHOUSE 4516331 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0

Total Project Cost: 25,000

LRTP: Page 3-9

Project Description: FIXED CAPITAL OUTLAY

Lead Agency: MANAGED BY FDOTFrom:County: ST. LUCIETo:

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2024	2025	2026	2027	2028	Total
MNT	D	0	0	0	0	25,000	25,000
						25,000	25,000

C.5 PLANNING PROJECTS

ST. LUCIE FY 2022/2023-2023/2024 UPWP 4393264 Non-SIS

Prior Year Cost: 5,871,997

Future Year Cost: 0

Total Project Cost: 12,009,389

LRTP: Page 3-9

Project Description: TRANSPORTATION PLANNING

Extra Description: 2023 TPO PRIORITY #1

Lead Agency: MANAGED BY ST LUCIE METRO From: PLANNING ORG To:

County: ST. LUCIE

Length: 0

Phase Group: PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PLN	PL	931,849	0	0	0	0	931,849
PLN	SU	400,000	0	0	0	0	400,000
		1,331,849					1,331,849

ST. LUCIE FY 2024/2025-2025/2026 UPWP 4393265 Non-SIS

Prior Year Cost: 5,871,997

Future Year Cost: 0

Total Project Cost: 12,009,389

LRTP: Page 3-9

Project Description: TRANSPORTATION PLANNING

Lead Agency: RESPONSIBLE AGENCY NOT **From:** AVAILABLE **To:**

County: ST. LUCIE

Length: 0

Phase Group: PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PLN	PL	0	794,236	803,769	0	0	1,598,005
PLN	SU	0	400,000	400,000	0	0	800,000
			1,194,236	1,203,769			2,398,005

ST. LUCIE FY 2026/2027-2027/2028 UPWP 4393266 Non-SIS

Prior Year Cost: 5,871,997

Future Year Cost: 0

Total Project Cost: 12,009,389

LRTP: Page 3-9

Project Description: TRANSPORTATION PLANNING

Lead Agency: RESPONSIBLE AGENCY NOT **From:** AVAILABLE **To:**

County: ST. LUCIE

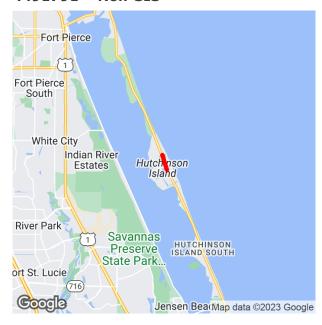
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Phase Group: PLANNING

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PLN	PL	0	0	0	803,769	803,769	1,607,538
PLN	SU	0	0	0	400,000	400,000	800,000
					1,203,769	1,203,769	2,407,538

C.6 BRIDGE

A1A AT BIG MUD CREEK AND BLIND CREEK BRIDGES #940003/940004 4491791 Non-SIS



Prior Year Cost: 1,114,441

Total Project Cost: 14,997,053

LRTP: Page 3-9

Future Year Cost: 0

Project Description: BRIDGE REPLACEMENT Extra Description: BRIDGE REPLACEMENT

Lead Agency: MANAGED BY FDOT From: BIG MUD CREEK BRIDGE
County: ST. LUCIE To: BLIND CREEK BRIDGE

Length: 0.617

Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION,

ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
RRU	ACBR	0	100,000	0	0	0	100,000
CST	ACBR	0	0	13,782,612	0	0	13,782,612
			100,000	13,782,612			13,882,612

A1A NORTH CAUSEWAY BRIDGE 4299362 Non-SIS



Prior Year Cost: 153,208,954

Future Year Cost: 0

Total Project Cost: 162,515,293

LRTP: Page 8-3

Project Description: BRIDGE REPLACEMENT Extra Description: RISK WORKSHOP 32-02

Lead Agency: MANAGED BY FDOTFrom: ENTIRE BRIDGECounty: ST. LUCIETo: ENTIRE BRIDGE

Length: 1.205

Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES,

CONSTRUCTION, CONTRACT INCENTIVES, ENVIRONMENTAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
ROW	GFBR	0	8,676,339	0	0	0	8,676,339
INC	DS	630,000	0	0	0	0	630,000
		630,000	8,676,339				9,306,339

ST. LUCIE COUNTY INTERSTATE BRIDGES 2343762 SIS

Prior Year Cost: 6,126,542

Future Year Cost: 0

Total Project Cost: 6,251,542

LRTP: Page 3-9

Project Description: ROUTINE MAINTENANCE

Extra Description: PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS

Lead Agency: MANAGED BY FDOTFrom:County: ST. LUCIETo:

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2024	2025	2026	2027	2028	Total
MNT	D	5,000	5,000	5,000	5,000	5,000	25,000
		5,000	5,000	5,000	5,000	5,000	25,000

ST. LUCIE COUNTY STATE HIGHWAY SYSTEM BRIDGES 2338592 Non-SIS

Prior Year Cost: 60,558,808

Future Year Cost: 0

Total Project Cost: 69,733,808

LRTP: Page 3-9

Project Description: ROUTINE MAINTENANCE

Extra Description: PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS

Lead Agency: MANAGED BY FDOT From:
County: ST. LUCIE To:

Length: 0

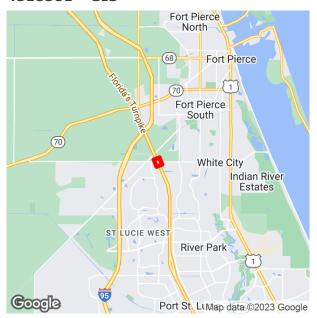
Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2024	2025	2026	2027	2028	Total
MNT	D	35,000	35,000	35,000	35,000	35,000	175,000
		35,000	35,000	35,000	35,000	35,000	175,000

C.7 TURNPIKE ENTERPRISE PROJECTS

From: SOUTHERN RAMPS INTERCHANGE

TURNPIKE @ MIDWAY RD SOUTHERN RAMPS INTERCHANGE (MP 150) 4518581 SIS



Project Description: INTERCHANGE RAMP (NEW)

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE To: SOUTHERN RAMPS INTERCHANGE

Length: 0.8

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

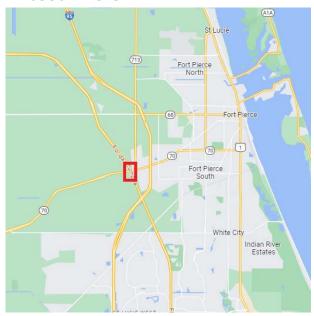
Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	PKYI	1,600,000	0	0	0	0	1,600,000
ROW	PKYI	0	5,500,000	0	0	0	5,500,000
CST	PKYI	0	0	0	12,852,872	0	12,852,872
		1,600,000	5,500,000		12,852,872		19,952,872

Prior Year Cost: 10,246 **Future Year Cost: 0**

Total Project Cost: 19,963,118

LRTP: Page 3-9

TURNPIKE @ SR-70 INTERCHANGE IMPROVEMENTS (MP 152) 4465801 SIS



Lead Agency: MANAGED BY FDOT From: INTERCHANGE County: ST. LUCIE To: INTERCHANGE

Length: 0.8

Phase Group: PRELIMINARY ENGINEERING

Project Description: INTERCHANGE IMPROVEMENT

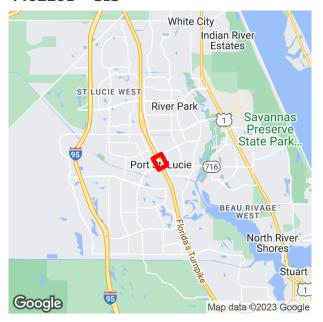
Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	PKYI	0	0	2,643,562	0	0	2,643,562
				2,643,562			2,643,562

Prior Year Cost: 19,870 **Future Year Cost: 0**

Total Project Cost: 2,663,432

LRTP: Page 3-9

TURNPIKE @ SW PORT ST. LUCIE BLVD 4462201 SIS



Prior Year Cost: 1,500 Future Year Cost: 0

Total Project Cost: 4,303,771

LRTP: Page 3-9

Project Description: INTERCHANGE IMPROVEMENT

Lead Agency: MANAGED BY FDOTFrom: INTERCHANGECounty: ST. LUCIETo: INTERCHANGE

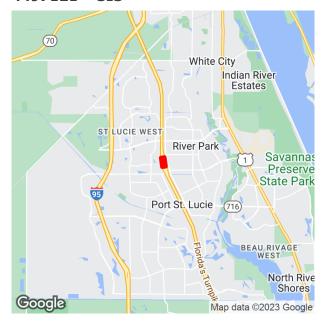
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Phase Group: PRELIMINARY ENGINEERING

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	PKYI	0	4,302,271	0	0	0	4,302,271
			4,302,271				4,302,271

151 027/2028

TURNPIKE PORT ST. LUCIE SERVICE PLAZA PARKING IMPROVEMENTS (MP 142) 4497121 SIS



Project Description: REST AREA Lead Agency: MANAGED BY FDOT

County: ST. LUCIE Length: 0.493

Phase Group: PRELIMINARY ENGINEERING

From: SERVICE PLAZA
To: SERVICE PLAZA

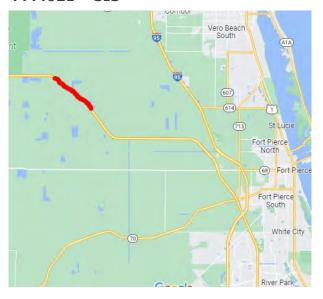
Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	PKYI	0	0	0	0	270,000	270,000
						270,000	270,000

Prior Year Cost: 1,500 Future Year Cost: 0

Total Project Cost: 271,500

LRTP: Page 3-9

TURNPIKE RESURFACING 4444021 SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOTFrom: MP 169.3County: ST. LUCIETo: MP 173

Length: 3.7

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	PKYR	11,228,809	0	0	0	0	11,228,809
		11,228,809					11,228,809

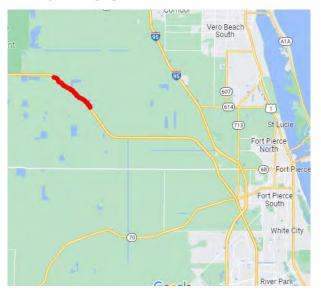
Prior Year Cost: 1,126,745

Future Year Cost: 0

Total Project Cost: 14,921,306

LRTP: Page 3-9

TURNPIKE ROADSIDE IMPROVEMENT FROM MP 169.3 - 173 4444022 SIS



Project Description: GUARDRAIL

Lead Agency: MANAGED BY FDOT From: MP 169.3 **County:** ST. LUCIE **To:** MP 173

Length: 3.7

Phase Group: P D & E, PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	PKYR	2,565,752	0	0	0	0	2,565,752
		2,565,752				2,565,752	

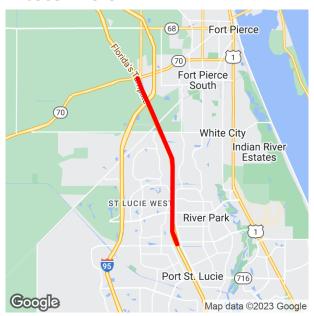
Prior Year Cost: 1,126,745

Future Year Cost: 0

Total Project Cost: 14,921,306

LRTP: Page 3-9

TURNPIKE WIDENING FROM CROSSTOWN PKWY TO SR70 4465831 SIS



Project Description: ADD LANES & RECONSTRUCT

Lead Agency: MANAGED BY FDOT **From:** CROSSTOWN PKWY

County: ST. LUCIE To: SR70

Length: 8.412

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	PKYI	0	0	18,660,293	0	0	18,660,293
				18,660,293			18,660,293

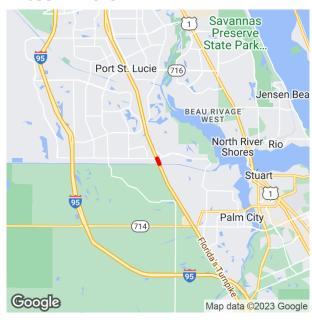
Prior Year Cost: 3,000 Future Year Cost: 0

Total Project Cost: 18,663,293

LRTP: Page 3-9

155

TURNPIKE WIDENING FROM MARTIN C/L TO BECKER RD 4463341 SIS



Project Description: ADD LANES & RECONSTRUCT

Lead Agency: MANAGED BY FDOTFrom: MARTIN C/LCounty: ST. LUCIETo: BECKER RD

Length: 0.404

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION

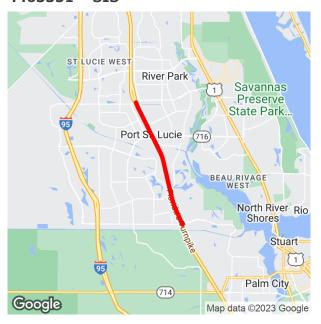
Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	PKYI	4,555,375	0	0	0	0	4,555,375
ROW	PKYI	0	0	425,000	0	0	425,000
		4,555,375		425,000			4,980,375

Prior Year Cost: 3,980

Future Year Cost: 63,512,188 Total Project Cost: 68,496,543

LRTP: Page 3-9

TURNPIKE WIDENING FROM SW BECKER RD TO CROSSTOWN PKWY 4463351 SIS



Project Description: ADD LANES & RECONSTRUCT

Lead Agency: MANAGED BY FDOTFrom: SW BECKER RDCounty: ST. LUCIETo: CROSSTOWN PKWY

Length: 6.227

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY

Phase	Fund Code	2024	2025	2026	2027	2028	Total
PE	PKYI	11,436,886	0	0	0	0	11,436,886
		11,436,886					11,436,886

Prior Year Cost: 3,980 Future Year Cost: 0

Total Project Cost: 11,440,866

LRTP: Page 3-9

C.8 SEAPORT PROJECTS

PORT OF FORT PIERCE TERMINAL IMPROVEMENTS 4485361 Non-SIS



Prior Year Cost: 1,000,000 Future Year Cost: 0

Total Project Cost: 4,000,000

LRTP: Page 3-9

Project Description: SEAPORT CAPACITY PROJECT

Extra Description: SEQ 01 UTILITIES; SEQ 02 TERMINAL PAVING

Lead Agency: RESPONSIBLE AGENCY NOT **From:** AVAILABLE **To:**

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CAP	LF	1,500,000	0	0	0	0	1,500,000
CAP	PORT	1,500,000	0	0	0	0	1,500,000
		3,000,000					3,000,000

D. LIST OF PRIORITY PROJECTS LIST OF PRIORITY PROJECTS

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

2022/23 List of Priority Projects (LOPP)

(Adopted June 1, 2022)

Master List

2022/23	Major		Project Limits				In LRTP ²		2021/22	
Priority Ranking	Gateway Corridor? ¹	Facility	From	То	Project Description	Project Status/Notes	Cost Feasible Plan?	Estimated Cost	Priority Ranking	
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 23/24	Yes	\$44,000,0006	2	
3	Yes	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes, sidewalks, bicycle lanes	PE underway, ROW to start in FY 2022/23	Yes	\$16,850,000 ⁶	3	
4a	Yes	Midway Road Turnpike Interchange Phase 1			New interchange with southbound on-ramp and northbound off-ramp		Yes	\$13,500,000 ⁶	4	
4b	Yes	Midway Road Turnpike Interchange Phase 2			New interchange with southbound off-ramp and northbound on-ramp		Yes	\$28,500,000 ⁶	4	
5	Yes	Kings Highway	Angle Road	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	PE underway	Yes	\$119,077,000 ⁶	5	
6	Yes	Northern/Airport Connector	Florida's Turnpike	Kings Highway	New multimodal corridor with interchanges at Florida's Turnpike and I-95	I-95 Interchange Justification Report to start in FY 2022/23	Yes	\$137,110,000 ⁷	6	
7	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	PD&E ⁸ to start in FY 2022/23	Yes	\$51,890,000 ⁷	7	

¹Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy

²LRTP: 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, May 2022

⁷Source of Estimated Cost: SmartMoves 2045 Long Range Transportation Plan, February 2021

⁸PD&E: Project Development and Environment Study

Page 2 of 5

Congestion Management Process (CMP) Projects

(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is \$300,000 - \$400,000 annually)

2022/23 Priority Ranking	Facility/Segment or Intersection	Project Description	Project Status/Notes	Estimated Cost ¹	Project Source	2021/22 Priority Ranking
1	St. Lucie Transportation Management Center (TMC)	Design, construction, and installation of equipment including communication servers, video displays, and workstations that was originally included in Phase 1 of the ATMS Master Plan ²	Phase I of the ATMS Master Plan was completed without a TMC	\$400,000	ATMS Master Plan	1
2	Easy Street at US-1	Reconstruct the east leg of the intersection to consist of a narrow, consistent-width median with three lanes westbound and two lanes eastbound merging into the existing Easy Street roadway with the sidewalks extended east from US-1 along both sides of Easy Street to the terminus of the merge	Subject to St. Lucie County conducting public/stakeholder involvement to address FDOT concerns	\$400,000	CMP ³	2
3	Orange Avenue and South 7th Street (ATMS Master Plan Phase 2A)	Install fiber optic cable along Orange Avenue from US-1 to Kings Highway and along South 7th Street from Orange Avenue to Avenue A and traffic cameras/video detectors and adaptive signal control at the signalized intersections	PE ⁴ to start in FY 2026/27	\$700,000	ATMS Master Plan	3
4	Midway Road (ATMS Master Plan Phase 2B)	Install fiber optic cable along Midway Road from US-1 to Selvitz Road and traffic cameras/video detectors and adaptive signal control at the signalized intersections		\$300,000	ATMS Master Plan	4
5	Gatlin Boulevard at Savona Boulevard	Extend eastbound and westbound left turn lanes on Gatlin Boulevard and install dedicated northbound and southbound right turn lanes on Savona Boulevard	Right-of-way acquisition is not anticipated to be needed	\$750,000 ⁵	СМР	5

¹Source of Estimated Cost is from the Project Source unless otherwise noted

²ATMS Master Plan: Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County, February 2013

³CMP: St. Lucie Transportation Planning Organization Congestion Management Process Major Update, June 2018

⁴PE: Preliminary Engineering

⁵Source of Estimated Cost: City of Port St. Lucie

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Transit Projects

2022/23 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating? In LRTP ¹ or TDP ² ? Estimated Cost ³		2021/22 Priority Ranking	
1	Transit Operations Center	Centralized operation and maintenance facility to serve the transit system fleet.	Capital	Yes	\$15,453,566	1
2	Express Route Bus Service	Continuation of the express bus service linking the Port St. Lucie Intermodal Facility to the Fort Pierce Intermodal Facility along 25th Street to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years.	Capital & Operating	Yes	\$800,000	2
3	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan ⁴ .	Capital	Yes	\$90,000 - \$450,000	3
4	Micro-Transit	Expand the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years.	Capital & Operating	Yes	\$325,000 - \$450,000 ⁵	4
5	Jobs Express Terminal Regional Service	Regional bus service to West Palm Beach with express commuter services.	Operating	Yes	\$460,500 ⁵	5
6	Expanded Local Services	Improve frequency to 30 minutes on high performing routes.	Operating	Yes	\$800,000	6
7	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations.	Capital	Yes	\$200,000 (total for bus shelters)	7

¹LRTP: SmartMoves 2045 Long Range Transportation Plan, February 2021

²TDP: Bus Plus, St. Lucie County FY 2020-FY 2029 Transit Development Plan Major Update, June 2019

³Source of Estimated Cost: St. Lucie County Transit Staff, May 2021, unless otherwise noted

⁴Transit Asset Management Plan, November 2020

⁵Jobs Express Terminal Connectivity Study, June 2020

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Adopted June 1, 2022

Transportation Alternatives (TA) Projects

2022/23 LOPP

2022/23 Priority Ranking	Score ¹	Facility	Projec From	t Limits	Project Description	Project Source ²	Estimated Cost ²	2021/22 Priority Ranking
1	40.5	Volucia Drive Trail	Blanton Boulevard	Torino Parkway	Sidewalk: 1.0 mile	2022 TA Grant Application ³ and 2045 LRTP	\$1,061,1784	17
2	25.5	Easy Street	US Highway 1	Silver Oak Drive	Sidewalk-1.0 miles		\$1,090,3966	2
3	50.0	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	TIP, Florida SUN Trail Grant, and St. Lucie WBN ⁵	TBD ⁷	3
4	42.5	Green River Parkway Trail	Martin County Line	Walton Road	Resurfacing of multi-use path: 2.5 miles	City of Port St. Lucie, Florida SUN Trail, and St. Lucie WBN	\$350,000	Not Ranked
4	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk: 1.3 miles		\$1,500,000 ⁶	7
4	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk: 1.4 miles		\$1,650,000 ⁶	7
7	42.0	Lakehurst Drive	Bayshore Boulevard	Airoso Boulevard	Sidewalk: 1.3 miles	Under design by City of Port St. Lucie	\$825,000 ⁸	9
8	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk: 0.2 miles		\$225,000 ⁶	12
9	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk: 2.6 miles		\$3,050,7906	17
10	40.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk: 1.5 miles		\$1,323,840	19
11	38.0	Peacock Trail	Gatlin Boulevard	Dreyfuss Boulevard	Multi-use path: 0.9 miles	City of Port St. Lucie	\$900,000	Not Ranked
12	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk: 1.3 miles		\$1,461,595 ⁶	20
13	36.0	17th Street	Georgia Avenue	Delaware Avenue	Sidewalk: 0.3 miles		\$74,268	21
13	36.0	Boston Avenue	25th Street	13th Street	Sidewalk: 0.8 miles		\$123,200	21
15	35.0	Abingdon Avenue	Import Drive	Savona Boulevard	Sidewalk: 0.9 miles	Under design by City of Port St. Lucie	\$575,000 ⁸	24
15	35.0	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk: 1.3 miles		\$323,000 ⁸	24
17	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk: 0.5 miles		\$445,220	29
18	32.0	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk: 6.1 miles		\$5,300,0006	30
18	32.0	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk: 5.0 miles		\$5,753,580 ⁶	30
20	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk: 3.0 miles		\$2,600,0006	32
21	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk: 2.8 miles		\$2,250,0006	33

2022/23 Priority	C 1	F	Projec	t Limits	Draiget Description	2	Estimated	2021/22	
Ranking	Score ¹	Facility	From	То	Project Description	Project Source [*]	Cost ²	Priority Ranking	
22	29.5	Bell Avenue	Oleander Avenue	Sunrise Boulevard	Sidewalk: 0.5 miles		\$411,836 ⁹	34	
23	27.0	Old Dixie Highway	St. Lucie Boulevard	Turnpike Feeder Road	Sidewalk: 5.2 miles		\$6,066,780 ⁶	35	
24	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk: 2.4 miles		\$2,830,3906	36	
24	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		\$1,160,000 ⁶	36	
26	25.5	Selvitz Road	Edwards Road	South of Devine Road	Sidewalk: 1.8 miles		\$562,202	38	
27	24.5	Juanita Avenue	North 53rd Street	North 41st Street	Sidewalk: 1.3 miles		\$393,004	39	
28	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk: 1.8 miles		\$2,076,392 ⁶	40	
29	15.0	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		\$1,160,0006	41	

¹Scores are based on the St. Lucie TPO TA Project Prioritization Methodology

²Project Source and Source of Estimated Cost: SmartMoves 2045 Long Range Transportation Plan, February 2021 (2045 LRTP), unless otherwise noted

³Project is anticipated to be programmed for construction in the FDOT FY 2022/23 - FY 2026/27 Work Program as a result of the 2021 TA Grant Cycle

⁴Source of Estimated Cost: 2022 TA Grant Application, February 2022

⁵WBN: Walk-Bike Network

⁶Source of Estimated Cost: St. Lucie County Engineering

⁷TBD: To be Determined

⁸Source of Estimated Cost: City of Port St. Lucie Sidewalk Master Plan (Design and Construction), July 2017

⁹Source of Estimated Cost: 2019 TA Grant Application

E. PERFORMANCE MANAGEMENT PERFORMANCE MANAGEMENT

E. PERFORMANCE AND ASSET MANAGEMENT

E.1 PERFORMANCE MANAGEMENT

Even before Federal legislation such as the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act required Metropolitan Planning Organizations (MPOs) and State Departments of Transportation (DOTs) to implement transportation performance management, the St. Lucie TPO and the Florida Department of Transportation (FDOT) were using performance management to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress toward meeting those goals, and performance measure targets are the benchmarks against which the data collected for the criteria are compared to evaluate the progress. Consistent with MAP-21 and the FAST Act, the St. Lucie TPO conducts performance-based planning, tracks performance measures, and establishes data-driven targets to evaluate the progress.

Performance-based planning ensures the most efficient investment of Federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the following seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- · Protecting the Environment; and,
- Reducing Delays in Project Delivery.

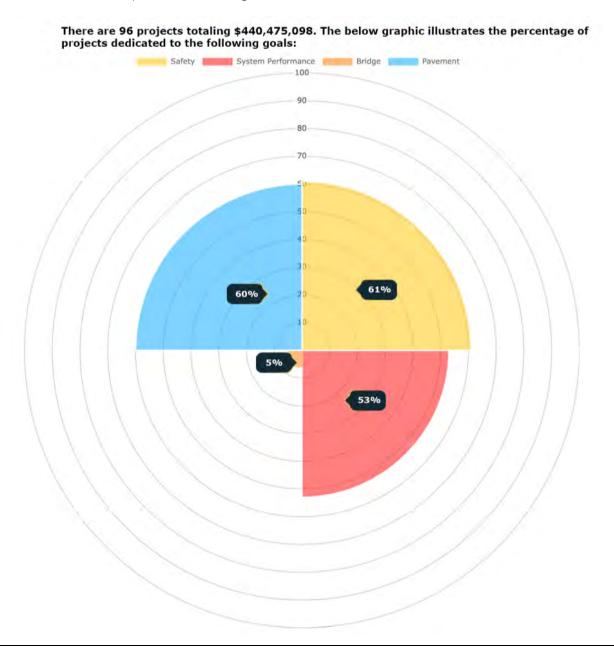
According to MAP-21 and the FAST Act, State DOTs are required to establish Statewide performance targets, and MPOs have the option to support the Statewide targets or adopt their own targets. In addition to the Federally-required performance targets, the St. Lucie TPO has established targets for local performance measures in the SmartMoves 2045 Long Range Transportation Plan (LRTP) related to local goals. The performance targets adopted to date by the St. Lucie TPO and the FDOT are identified in the TIP/LRTP System Performance Report. The St. Lucie TOP recognizes the FDOT Highway Safety Improvement Program (HSIP) Implementation Plan 2022 which demonstrates Florida's progress toward meeting its annual safety performance targets as required by the Federal Highway Administration (FHWA).

The TIP reflects the investment priorities established by the St. Lucie TPO in the SmartMoves 2045 LRTP by including projects that support the goals and objectives of the SmartMoves 2045 LRTP. By using the prioritization and project selection process described in Section B.3, the TIP has the anticipated effect of contributing toward the progress in meeting the performance targets. For example, the TPO will make progress toward achieving the adopted performance targets of the Safety Performance Measures by selecting and supporting the implementation of projects which address safety issues such as sidewalk and bicycle lane construction and intersection improvements. Likewise, the TPO will make progress toward achieving performance targets upon adoption in the Florida Freight Mobility and Trade Plan, dated April 2020, by selecting and supporting freight projects in the TPO area which address freight issues such as freight bottlenecks. This anticipated effect and the progress toward meeting the performance targets are confirmed annually by the TIP/LRTP System Performance Report which also demonstrates the linking of the investment priorities to the targets.

The TIP/LRTP System Performance Report is presented as follows:

		TIP/LRTP System Perforr	mance Repor	t			<u> </u>				
SmartMoves 2045 LRTP Goals	SmartMoves 2045 LRTP Objectives	SmartMoves 2045 and/or FAST Act Performance Measures	Federal Requirement				FDOT Performance Target		County Target	Performance	Progress Towards Meeting Tar
				2020	2021	2022	2 Year	4 Year	1 Year		
		% of person miles traveled on the Interstate that are Reliable	√	100% (1)	100% (1)	100% (1)	75%	70%		70%	+
	Enable the efficient movement of people and goods on the roadway network	% of person miles traveled on the non Interstate NHS that are Reliable	√	96.8% ⁽¹⁾	96.8% ⁽¹⁾	96.8% ⁽¹⁾	50%	50%		50%	+
SUPPORT ECONOMIC ACTIVITIES		The Travel Time Reliability (TTTR) index - the average of the maximum TTTR calculated for each reporting segment on the Interstate	√	1.10 (1)	1.11 ⁽¹⁾	1.11 (1)	1.75	2		2	+
	Optimize the management and operations of the transportation system	TSM&O Strategic Network / ATMS Network Deployment		34% ⁽²⁾	34% (2)	35.8% ⁽²⁾				100%	+
	Maximize the efficiency and effectiveness of the current	% population within ¼ mile of Major Activity Centers (MACs)		10.9% (3)	10.9% ⁽³⁾	11.5% ⁽³⁾				16%	+
	transit system and improve access to destinations that support economic growth	Transit routes providing access to MACs		8 (4)	8 (4)	8 (4)				10	+
	Encourage walking, cycling, and other micromobility options	% of roadways with sidewalks and bike lanes		29% ⁽²⁾	30% ⁽²⁾	30.5% ⁽²⁾				43%	+
	Improve transit accessibility	% of transit stops with sidewalk access		90% (2)	90% (2)	90% (2)				100%	+
	,	Miles of fixed route transit service			i e						+
		% of Interstate pavement in good condition	√	82.3% (1)	84% (1)	coming soon	60%	60%		60%	+
		% of Interstate pavement in poor condition	√	0% (1)	0% (1)	coming soon	5%	5%		5%	Towa Meeting + + + + + + + + + + + + + + + + + + +
	Mointain andition of eviating transportation assets	% of non-Interstate National Highway System pavement in good condition	√	n/a	48.6% ⁽¹⁾	coming soon	40%	40%		40%	+
	Maintain condition of existing transportation assets	% of non-Interstate National Highway System pavement in poor condition	√	n/a	1.1% ⁽¹⁾	coming soon	5%	5%		5%	+
		% of National Highway System bridges classified as in good condition	√	83.4% (1)	83.6% ⁽¹⁾	coming soon	50%	50%		50%	+
AINTAIN THE TRANSPORTATION SYSTEM		% of National Highway System bridges classified as in poor condition	√	0% (1)	0% (1)	coming soon	10%	10%		10%	+
		Equipment - % of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark	√	57% ⁽⁴⁾	57% ⁽⁴⁾	57% ⁽⁴⁾			57%	0%	+
	Maintain condition of existing transit assets	Rolling Stock - % of revenue vehicles within a particular asset class that have	√	0% (4)	0% (4)	61% (4)			80%	0%	
		either met or exceeded their useful life benchmark (fixed route) % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	√	4.5% (4)	4.5% ⁽⁴⁾	4.5% ⁽⁴⁾			4.5%	Performance Target 70% 50% 2 100% 16% 10 43% 100% 300 60% 5% 40% 5% 40% 5% 50% 10% 0% Maintain or Increase Maintain	+
	Support healthy living strategies, programs, and improvements to create more livable communities	Walking modal share		1.9% (3)	1.4% (3)	coming soon					
		Bike modal share		0.3% (3)	0.3% (3)	coming soon				Maintain or	+
		Transit modal share		0.4% (3)						Maintain or	
	Ensure community participation is representative	Opportunities for engagement in traditionally underserved areas								Maintain or	+
FFORDABLE, AND SUSTAINABLE	Provide for transportation needs of transportation disadvantaged	% of low income, older adults, persons with disabilities within ¼ mile of transit route		27.1% ⁽³⁾	27.3% (3)	coming soon					+
	Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation	Number of additional roadway lane miles of impacting environmentally sensitive areas		0 (2)	O ⁽²⁾	0 (2)				0	+
	Improve transportation system's stability/resiliency in event of climate change, emergencies, or disasters	% of roadway lane miles subject to climate change impacts		0% (5)	0% (5)	0% (5)				0%	+
		Number of fatalities	√	41 (6)	44 (6)	coming soon	0	0		38/0 ⁽⁷⁾	
		Fatality rate per 100 million vehicle miles traveled	√	1.18 ⁽⁶⁾	1.25 ⁽⁶⁾	coming soon	0	0		1.09/0 ⁽⁷⁾	
	Improve safety and security in the Highway System	Number of serious injuries						0			+
		Serious injury rate per 100 million vehicle miles traveled			-						·
	Improve safety and security in the Non-Motorized										Annce Ameeting Towa Meeting + + + + + + + + + + + + +
	System	Number of non-motorized fatalities and serious injuries combined			-	<u> </u>	0	0			
PROVE SAFETY AND SECURITY		Total number of reportable fatalities (fixed route)							0	Target	+
		Rate of reportable fatalities per total vehicle revenue miles by mode (fixed route)	√	0 (4)	O ⁽⁴⁾	O ⁽⁴⁾			0	Target	+
		Total number of reportable injuries (fixed route)	√	O ⁽⁴⁾	3 (4)	2 (4)			1	Target	
	Improve safety and security in the Transit System	Rate of reportable injuries per total vehicle revenue miles by mode (fixed route)	206 (a) 206 (a) 206 (a) 206 (a) 60% 60% √ 82.3% (1) 84% (1) coming soon 60% 60% √ 0% (1) 0% (1) coming soon 5% 5% √ n/a 1.1% (1) coming soon 5% 5% √ 83.4% (1) 83.6% (1) coming soon 5% 5% √ 0% (1) 0% (1) coming soon 10% 10% √ 0% (1) 0% (1) coming soon 10% 10% √ 0% (1) 57% (4) 57% (4) 57% (4) 57% (4) 57% (4) 57% (4) 57% (4) 57% (4) 57% (4) 57% (4) 4.5% (4) <td< td=""><td></td><td></td></td<>								
		Total number of reportable safety events (fixed route)	√	O ⁽⁴⁾	3 (4)	1 (4)			1	70% 50% 2 100% 16% 10 43% 100% 300 60% 5% 40% 5% 40% 5% 50% 10% 0% Maintain or Increase Maintain	+
PROVIDE TRAVEL CHOICES PROVIDE TRANSPORTATION SYSTEM PROVIDE EQUITABLE, FFORDABLE, AND SUSTAINABLE URBAN MOBILITY MPROVE SAFETY AND SECURITY		Rate of reportable safety events per total vehicle revenue miles by mode (fixed route)	√	O ⁽⁴⁾	0.51 (4)	0.18 (4)			0.16	SupportCounty	
		Mean distance between major mechanical failures by mode (fixed route)	,	(4)		1					

The following graphic further demonstrates how the TIP reflects the investment priorities established in the SmartMoves 2045 LRTP and how those investment priorities are linked to the performance targets in the TIP:



E.2 ASSET MANAGEMENT

MAP-21 and the FAST Act require transit providers to adopt performance targets for transit asset management, also known as "State of Good Repair" targets, in cooperation with the MPOs. The performance targets adopted to date by the St. Lucie TPO and St. Lucie County, which is the local transit provider, are identified in the TIP/LRTP System Performance Report.

In addition, MAP-21 and the FAST Act require the development of a risk-based TAMP for all pavement and bridges on the National Highway System. The most recent Florida Transportation Asset Management Plan (TAMP) was completed by FDOT on December 30, 2022. The TAMP will serve as the basis for establishing in future TIPs the targets for the pavement and bridge condition performance measures identified in the TIP/LRTP System Performance Report. The TPO will make progress toward achieving performance targets upon adoption in the TAMP by selecting and supporting asset management projects in the TPO area which address asset management issues such as pavement resurfacing and bride replacement projects.

The St. Lucie TPO will continue to coordinate with St. Lucie County and FDOT to establish performance targets and meet the other requirements of the Federal performance management process.

E.3 FLORI DA TRANSPORTATI ON PERFORMANCE MEASURES CONSENSUS PLANNI NG DOCUMENT

In accordance with 23 CFR 450.314(h), the St. Lucie TPO, FDOT, and St. Lucie County (as the provider of public transportation) have agreed upon and developed specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the St. Lucie TPO area, and the collection of data for FDOT's asset management plan for the National Highway System. These provisions are documented as follows:

Purpose and Authority

This document has been cooperatively developed by the FDOT and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS)."
- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

Section 339.175(11), Florida Statutes creates the MPOAC to "Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law" and to "Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes." The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area. FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: inperson meetings, webinars, conferences calls, and email/written communication. Coordination will include timely sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established.
- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
 - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180- day period within which the MPO must establish its transit-related performance targets. MPOs may choose

to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following of establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
- iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
- M. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
- If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.

- i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
- ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
- iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long- range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).
 - ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
- c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
- 4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
 - a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.

- c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
- 5. Collection of data for the State asset management plans for the National Highway System (NHS):
 - a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.



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AGENDA I TEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: June 7, 2023

Item Number: 9c

I tem Title: Carbon Reduction Strategy

Item Origination: Unified Planning Work Program (UPWP)

UPWP Reference: Task 3.9 – Environmental Planning

Requested Action: Approve the draft Carbon Reduction Strategy,

approve with conditions, or do not approve.

Staff Recommendation: Based on the recommendations of the

TPO Advisory Committees and because the Carbon Reduction Strategy would facilitate the allocation of funding to projects and strategies which can be demonstrated to reduce carbon emissions in the TPO area consistent with the Federal Carbon Reduction Program, it is recommended that the draft Carbon Reduction

Strategy be approved by the TPO Board.

Attachments

- Staff Report
- Draft Carbon Reduction Strategy

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: May 30, 2023

SUBJECT: Carbon Reduction Strategy

BACKGROUND

According to the U.S. Department of Transportation, transportation is the largest source of greenhouse gas emissions in the United States. Reducing carbon emissions in the transportation sector is a complex issue that demands innovative and locally-driven solutions which go beyond traditional transportation plans and projects.

The Infrastructure and Investment Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law, includes a new program that provides \$6.4 billion in formula funding over five years for states and localities. Urbanized areas with an urbanized area population greater than 200,000, such as the TPO area, are included in the formula funding.

The purpose of the program is to fund projects and strategies that reduce carbon emissions and expand transportation options. As part of the program, states are required to develop a carbon reduction strategy in consultation with Metropolitan Planning Organizations (MPOs) while MPOs are encouraged to develop their own strategies. Therefore, Task 3.9, *Environmental Planning*, of the TPO's Unified Planning Work Program (UPWP), includes the development of a Carbon Reduction Strategy for the TPO area.

<u>ANALYSIS</u>

The attached draft Carbon Reduction Strategy was completed by the Corradino Group, one of the TPO's General Planning Consultants. This strategy evaluates

May 31, 2023 Page 2 of 2

various scenarios aimed at reducing the carbon footprint caused by vehicle traffic emissions including mixed-use/multimodal neighborhoods, high-density neighborhoods, telecommuting, a multimodal/transit scenario, and sustainable transportation technologies. An air emissions tool has been developed to quantify the carbon emission reductions resulting from each of the five scenarios. In the report, the carbon emissions from each implementation scenario is evaluated and compared to the 2045 baseline scenario using the Treasure Coast Regional Planning Model Version 5 (TCRPM5).

The report identifies the sustainable transportation scenario as providing the highest benefits. However, there is significant uncertainty with regard to the implementation of this scenario due to several factors such as the electric vehicle market, the availability of a clean electric grid and fast charging stations, and Federal government policies.

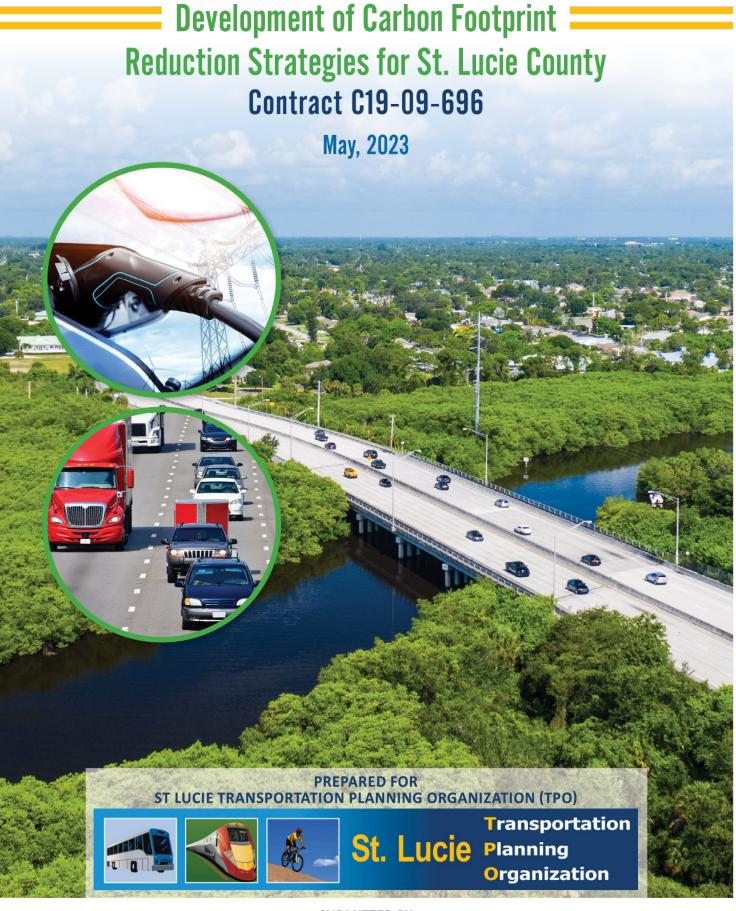
The telecommuting scenario provides the second-best benefits but with similar uncertainty with regard to its implementation, although some of these policies may be within the local government's authority. For example, local governments can collaborate with the public and private sector employers in developing remote working strategies and infrastructure necessary for implementing such a scenario.

Mixed-use and high-density developments, when provided with transit and multimodal services, can offer significant benefits in terms of reducing carbon footprints and improving community health. The increase in express buses and non-motorized trips under the multimodal scenario encourages transit improvements in the region.

At their meetings during the week of May 15th, the TPO Citizens and Technical Advisory Committee recommended the approval of the draft Carbon Reduction Strategy. The Bicycle Pedestrian Advisory Committees recommended its approval with the condition that the value of nature will be considered in a future study.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because the Carbon Reduction Strategy would facilitate the allocation of funding to projects and strategies which can be demonstrated to reduce carbon emissions in the TPO area consistent with the Federal Carbon Reduction Program, it is recommended that the draft Carbon Reduction Strategy be approved by the TPO Board.



SUBMITTED BY

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1. Introduction

The Infrastructure Investment and Jobs Act (IIJA) requires the Florida Department of Transportation (FDOT) and the Metropolitan Planning Organizations (MPOs) to develop Carbon Reduction Strategies to reduce transportation emissions from surface transportation.

Florida will receive \$320.4 million over the next five years (Source: FDOT: Carbon Reduction Strategy (fdot.gov)). The agencies are expected to follow the following guidelines in implementing the Carbon Reduction Strategies.

- 1. Support the reduction of transportation emissions in the state
- 2. Identify safe, reliable, and cost-effective options and strategies for projects
- 3. Consider the population density and context of the state

To support the Federal and State initiatives, St. Lucie TPO has undertaken this effort of testing various Carbon Reduction Strategies.

St. Lucie County is one of the fastest growing counties in the State of Florida, with some of the highest population growth rates to year 2045. The University of Florida's Bureau of Economic and Business Research (BEBR) estimates that by 2045, St. Lucie County's population can grow to a maximum projection over 570,000. In line with fast-growing population, the travel demand models are estimating congested conditions in 2045. The growing vehicle miles travelled (VMT) statistics are likely to contribute to the higher carbon footprint, primarily caused by the greenhouse gas (GHG) emissions, consisting of Carbon Dioxide (CO_2) and Nitrous Oxide (CO_2). It is also noted that CO_2 accounts for 97% of the GHG emissions and is an important gas to measure.

With this background, St. Lucie TPO is pursuing the system wide carbon footprint reduction strategies, for the emissions generated by passenger vehicle travel. The purpose of this study is to primarily define and demonstrate strategies that will reduce carbon footprint caused by the GHG emissions generated by automobile traffic. It should be noted that the GHG emissions are generated by a variety of sources, including automobiles, industrial pollution, and the heating and cooling systems, etc. This study primarily focuses on the transportation related GHG emissions generated by automotive traffic.

2. Performance Measures

Air quality performance measure is used to evaluate the impact of transportation on air pollution. In the context of travel demand modeling, air quality performance measures are typically used to assess the effectiveness of different transportation policies and strategies in reducing emissions and improving air quality.

Some common air quality performance measures used in travel demand modeling include:

2.1 Vehicle Miles Traveled (VMT)

Vehicle miles traveled (VMT) is a transportation performance measure that is commonly used in travel demand modeling. It refers to the total number of miles traveled by all vehicles within a specific geographic area over a given period of time.

In travel demand modeling, VMT is used as an input to estimate future transportation demand and to evaluate the impact of various transportation policies and interventions on travel behavior and system performance. VMT is often disaggregated by vehicle type, roadway type, time of day, and other factors to provide a more detailed picture of travel patterns and to inform planning and investment decisions.

VMT can be influenced by a variety of factors, including population growth, economic development, land use patterns, and transportation infrastructure investments. It is also closely linked to other transportation performance measures, such as vehicle congestion, air pollution, and greenhouse gas emissions.

In recent years, there has been growing interest in reducing VMT as a strategy to address traffic congestion, air pollution, and climate change. This has led to the development of a range of transportation policies and programs aimed at promoting more sustainable transportation modes, such as walking, cycling, and public transit, and at encouraging more efficient use of vehicles, such as through carpooling and the use of electric and hybrid vehicles.

2.2 Vehicle Hours Traveled (VHT)

Vehicle hours traveled (VHT) refers to the total amount of time that vehicles spend on the road within a given period. It is a measure of the cumulative travel time of vehicles and reflects the overall level of congestion and traffic delay within a transportation system. VHT considers both the distance traveled by vehicles and the average speed at which they are able to travel.

Reducing vehicle hours traveled is a desirable goal for several reasons. Firstly, high VHT indicates traffic congestion and inefficiencies within the transportation network. Congestion leads to delays, increased travel times, and frustration for commuters. Furthermore, reducing VHT contributes to improved air quality and reduced greenhouse gas emissions. Vehicles consume more fuel and produce higher emissions when operating in congested conditions or idling in traffic.

By reducing VHT, transportation systems can become more efficient, resulting in smoother traffic flow and improved travel times. Reducing vehicle hours traveled is crucial for improving transportation system efficiency, reducing congestion, enhancing air quality, and mitigating greenhouse gas emissions.

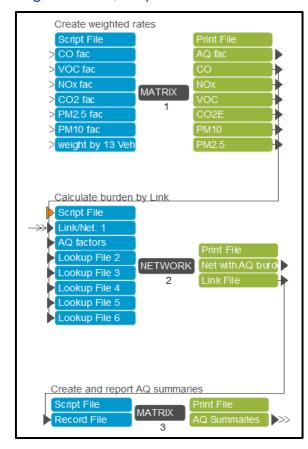
2.3 Emissions

This measures the quantity of pollutants (such as Carbon Dioxide (CO_2), Nitrous Oxide (N_2O), and particulate matter) that are emitted from vehicles. Quantifying the emissions can be used to evaluate the effectiveness of strategies that aim to reduce emissions. For certain strategies, trips can shift to other modes of transportation (such as driving, walking, or cycling). These strategies can be used to evaluate the shift in travel behavior towards more sustainable modes of transportation, which can help reduce emissions and improve air quality.

3. VMT\Air Quality Estimation Tool

Corradino developed an air quality emission tool (Figure 1) that allows for the calculation of various emissions for different transportation vehicle mixes. The tool automates the complex computations and provides a comprehensive and user-friendly way to estimate the emissions (in tons) of different modes of transportation over time. It can be used to inform policy decisions related to transportation and air quality, as well as to support research on emissions and their impact on the environment and public health. By providing accurate and up-to-date emissions estimates, this tool can help to reduce the environmental and health impacts of transportation and promote a more sustainable future.

Figure 1: Air Quality Assessment Tool



The tool utilizes rates for estimating the emissions of Carbon Monoxide (CO), Nitrous Oxide, Volatile Organic Compounds (VOC), Carbon Dioxide (CO₂), and particulate matter (less than 2.5 micrometers (PM2.5), and less than 10 micrometers (PM10)). The rates for each of the vehicle mixes (motorcycle, passenger car and truck) decrease every decade, starting from 2010 until 2040. The rates are developed for the use in FDOT D4 models using EPA's MOVES air quality model. It should be noted that the rates were developed based on the 2010 Census base year as starting point and is the latest information available in FDOT D4. The tool forecasts year 2045 emissions burdens by extrapolating the emissions rates of 2040. For this effort, the quantity of the pollutant is not an important performance measure. It is the difference (delta) of the quantity of the pollutant between two different scenarios that is important. The tool uses emission rates, which are typically

expressed as grams of pollutants emitted per mile traveled. These rates vary depending on the speed and type of vehicle.

For example, a motorcycle may have a higher rate of carbon monoxide emissions than a passenger car, while a passenger truck may have higher emissions of nitrogen oxide and particulate matter (Appendix A).

To calculate the emissions for a given mode of transportation, the tool would need to know the VMT traveling through a link and the corresponding emission rates for the mode and the congested speed. The tool would then multiply the distance by the rate of emissions, for a particular speed bin to calculate the total emissions for each pollutant. An example of CO₂ emission rates from the tool is shown in Figure 2.

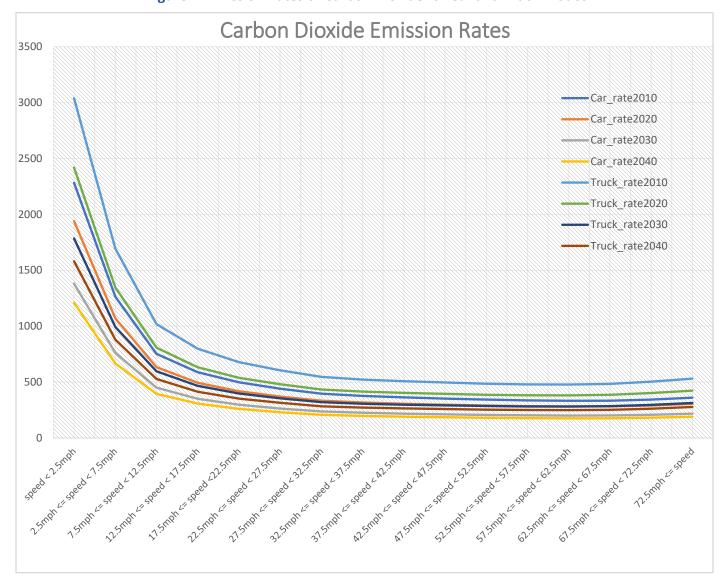


Figure 2: Emission Rates of Carbon Dioxide for Car and Truck Modes

Fuel efficiency has been improving every passing year due to advancements in technology, changing consumer preferences, and government regulations. These improvements have resulted in reduced fuel consumption and lower emissions of greenhouse gases and other pollutants. To account for the decreasing rates over time, the tool accounts for decrease in emission rates, which involves estimating the rate for each year based on the known rates for the starting and ending years.

Overall, the tool would use basic mathematical operations, to calculate the emissions for each pollutant and mode of transportation. The accuracy of the tool would depend on the quality and reliability of the emission rates used, as well as the accuracy of the VMT traveled data.

4. GHG Emissions Reduction Strategies

There are several strategies that can be employed to reduce GHG emissions and mitigate the impacts of climate change. The study team, in coordination with the TPO, has met with the Planning Directors of the City of Port St. Lucie, City of Fort Pierce and the St. Lucie County and strategically defined the strategies to be tested for the GHG emissions. The primary strategies included Mixed-Use development, High-Density development, telecommuting, and multimodal strategies. It should be noted that higher mode split of the use of non-motorized and sustainable transportation is assumed in the Mixed-Use and High-Density development strategies and the multimodal strategy.

Each of the strategies were tested against the 2045 baseline scenario, using the Treasure Coast Regional Planning Model (TCRPM5). The following sections describe the strategies, the assumptions in implementing them using TCRPM5, and their results compared to the baseline scenario.

4.1 Mixed-Use / Multimodal Neighborhoods

Mixed-Use land development is a planning and design approach that combines different types of land uses within a single development or neighborhood. This approach contrasts with the traditional single-use development model, where residential, commercial, and industrial uses are separated into distinct areas. Mixed-Use development typically includes a mix of uses such as residential, commercial, office, and institutional uses in close proximity to one another. The goal is to create a more walkable, livable, and sustainable environment that provides a range of amenities and services within easy reach of residents.

The benefits of Mixed-Use development include reduced traffic congestion, increased walkability and accessibility, and a greater sense of community. This approach can also provide opportunities for local businesses and help to support a diverse range of housing options and lifestyles.

To develop a Mixed-Use scenario, Corradino hosted a workshop with the local planning directors at the St. Lucie TPO, to obtain input on areas that they envision as Mixed-Use neighborhoods (Appendix B). Note that this is a high-level scenario used for demonstration purpose of the strategies and by no means assumes the immediate implementation. By gathering insights from

multiple organizations, Corradino aimed to create a comprehensive modeling assumption that reflects the needs and vision of the organizations. This collaborative approach helped to ensure that the resulting Mixed-Use scenario makes reasonable geographic assumptions, promoting sustainable and vibrant communities that benefit all stakeholders.

Figure 3 shows the TAZs that were demarcated as Mixed-Use neighborhoods. TAZs highlighted in orange color were selected as medium density households (10 du/acre) and TAZs highlighted in blue color as High-Density households (15 du/acre). Only 20% of the area of the TAZs was assumed for density calculations, assuming plenty of space for utilities, roads, parks, and greenspace. Total of 34,563 households and 15,312 jobs (Table 1) were added to Mixed-Use TAZs. This includes TAZs in the downtown Fort Pierce, TAZs near and west of the Treasure Coast International Airport, and the TAZs at US-1 and Midway Road intersection.

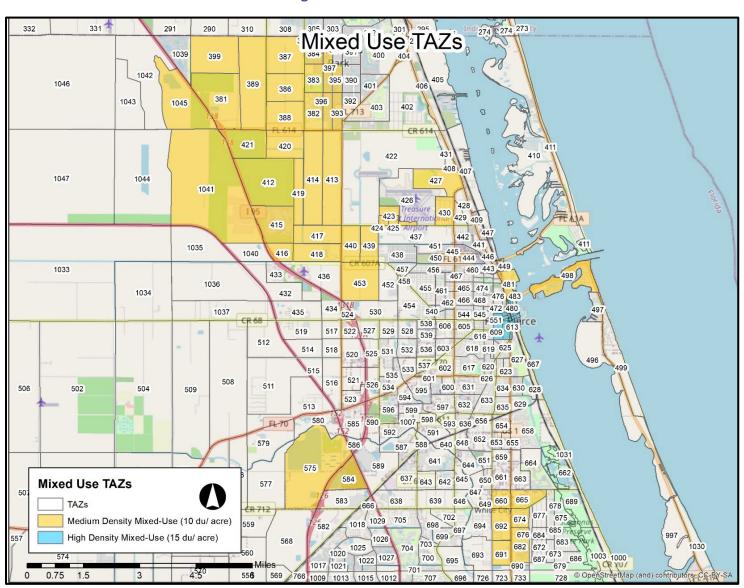


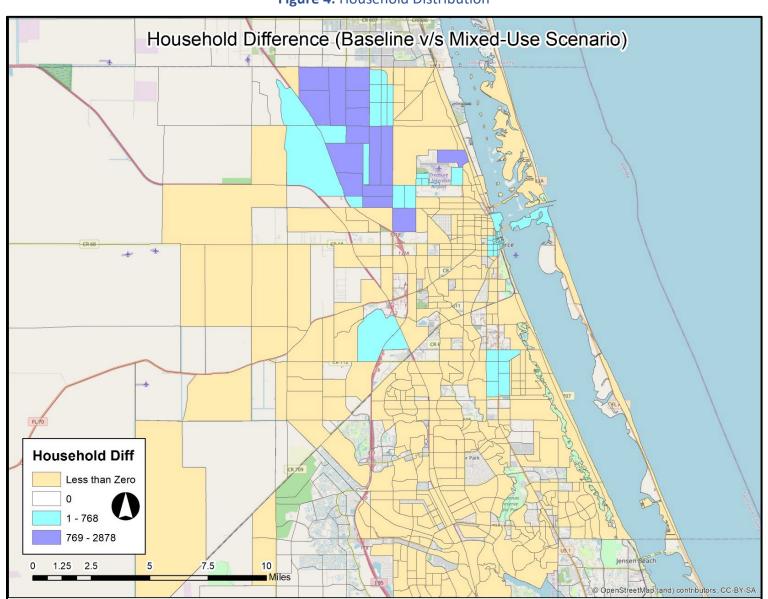
Figure 3: Mixed-Use TAZs

In order to honor the County control totals of St. Lucie County population, a growth reallocation procedure was implemented. This procedure involves applying a factor to adjust the growth to TAZs that are envisioned to be Mixed-Use and reallocate growth from other TAZs. The factors used for growth reallocation is based on household growth between base year and horizon year.

Table 1: Total Addition of Households and Employment for the Mixed-Use Scenario.

TOTAL_TAZ	HH_Baseline	EMP_Baseline	HH_MXD	EMP_MXD
68	68 13,970 1		48,533	34,555
Ţ	otal Growth	+34,563	+15,312	

Figure 4: Household Distribution



The growth reallocation procedure is intended to provide a more accurate representation of the expected distribution of growth within the region, and to ensure that travel demand forecasts are consistent with St. Lucie County control totals. Since each of the scenario results are compared against the 2045 baseline scenario, the socioeconomic data control totals from baseline were used as the basis.

Figures 4 and 5 show household and employment difference between the baseline scenario and the Mixed-Use scenario. TAZs that are highlighted in light blue, purple color show where the household and employment growth was distributed to. TAZs highlighted in yellow color show where the additional households and employment was balanced to ensure travel demand forecasts are consistent with regional control totals.

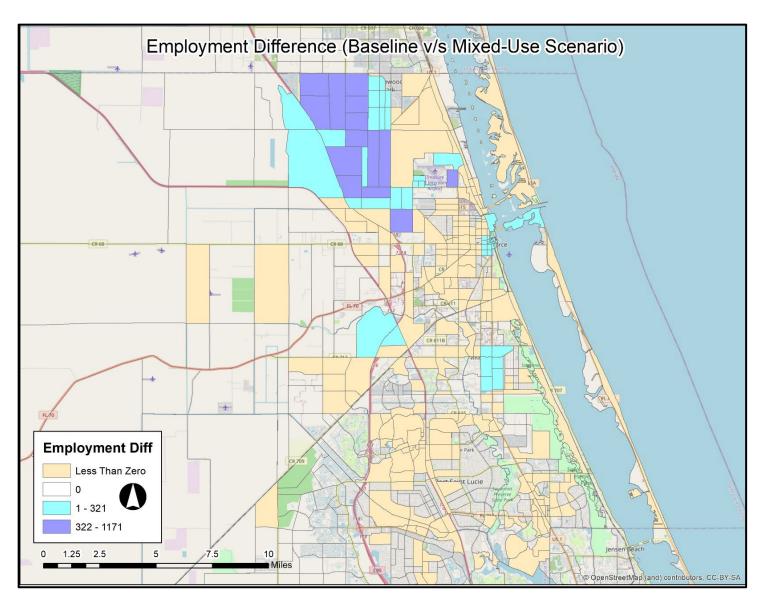


Figure 5: Employment Distribution

After developing the baseline and Mixed-Use scenarios, key performance measures from TCRPM5 and the GHG tool were summarized. The Mixed-Use scenario included a combination of residential, commercial, and industrial land uses, and was designed to encourage walking, cycling, and transit use by providing a range of amenities and services within walking distance. The baseline scenario, on the other hand, assumed a continuation of existing land use patterns and transportation infrastructure investments.

The analysis showed that the Mixed-Use scenario led to a reduction in VMT of 0.67% (Table 2). This results in approximately 85,000 VMT reduction that roughly translates to 22.1 M reduction in vehicle miles travelled annually for 260 weekdays in a year.

Correspondingly, the reduction in VHT of 3% was observed, which translates to a total reduction of 10,000 vehicle hours. This is 2.6 M less vehicle hours travelled annually. These reductions are significant and suggest that Mixed-Use development can be an effective strategy for promoting more sustainable travel patterns.

Statistics	Baseline Scenario	Mixed-Use Scenario	% Difference
Total Number of Directional Links	4,256	4,256	
Total Lane Miles	2,011	2,011	
Total Directional Miles	1,293	1,293	
Total Volume All Links	38,240,044	37,527,840	-1.86%
Average (Directional) Volumes of All Links	8,985	8,818	-1.86%
Total VMT All Links	12,368,345	12,285,592	-0.67%
Total VHT All Links	329,508	319,589	-3.01%
Original Speed (VMT/Free flow VHT)	48.39	48.56	
Congested Speed (VMT/Congested VHT)	37.54	38.44	
Walk Trips	171,104	221,984	29.74%
Bike Trips	43,772	42,924	-1.94%
Total Trips	2,272,728	2,270,888	0.36%

Table 2: Comparing VMT of Mixed-Use Scenario with Baseline 2045

Biking and walking are highly sustainable modes of transportation that offer numerous benefits for individuals and communities. They promote a greener, healthier, and more vibrant transportation system while reducing dependence on fossil fuels and mitigating environmental impacts.

Mixed-use scenario, where residential, commercial, and recreational areas are integrated, the emphasis on walkability is even more pronounced. Analysis showed that there was a notable increase of 29.7% in walking trips, representing an additional 50,000 trips (Table 2). Additionally,

the overall increase of 0.36% in trips reflects the collective shift towards more sustainable transportation choices within the community.

Table 3 shows that the Mixed-Use scenario led to a 15-ton reduction in carbon dioxide (CO₂) emissions, as well as significant reductions in other gas categories. This was achieved by reducing the need for long-distance travel and encouraging more sustainable transportation modes, such as walking, cycling, and transit use.

Table 3: Air Quality Emissions (tons) Comparison of 2045 Baseline with the Mixed-Use Scenario

Scenario	СО	NOx	VOC	CO 2	PM-10	PM-2.5
Baseline Scenario	12.77	1.28	0.35	4,537	0.74	0.14
Mixed-Use Scenario	12.64	1.3	0.35	4,522	0.73	0.13

4.2 High-Density Neighborhoods

High-Density residential neighborhoods are areas characterized by a high concentration of housing units per unit of land area. These neighborhoods typically feature multi-family dwellings such as apartment buildings, condominiums, or townhouses, as well as some single-family homes.

High-Density residential neighborhoods are often found in urban or suburban areas and are designed to accommodate a large number of people in a relatively small space. They typically offer a range of amenities such as parks, community centers, and public transportation, which make them attractive to residents who value the proximity to urban amenities and services.

High-Density residential neighborhoods can have several benefits, including reducing the amount of land used for housing, promoting more efficient land use, and supporting public transportation and other sustainable transportation options. They can also foster a sense of community and encourage social interaction among residents.

To develop a High-Density scenario, Corradino gathered input on areas that the TPO envisions as High-Density residential neighborhoods (Appendix B). By gathering insights from multiple organizations, Corradino created a comprehensive approach that reflected the needs and vision of the local agencies in St. Lucie TPO. This collaborative approach helped to ensure that the resulting scenario is both feasible and desirable, promoting sustainable and vibrant communities that benefit all stakeholders. Note that this scenario was developed again as a demonstration of GHG emissions reduction strategy and is not envisioned at implementation without further studies.

Figure 6 shows the TAZs that were demarcated as High-Density neighborhoods. TAZs highlighted in orange color were selected as medium density households (20 du/acre) and TAZs highlighted in blue color as High-Density households (25 du/acre).

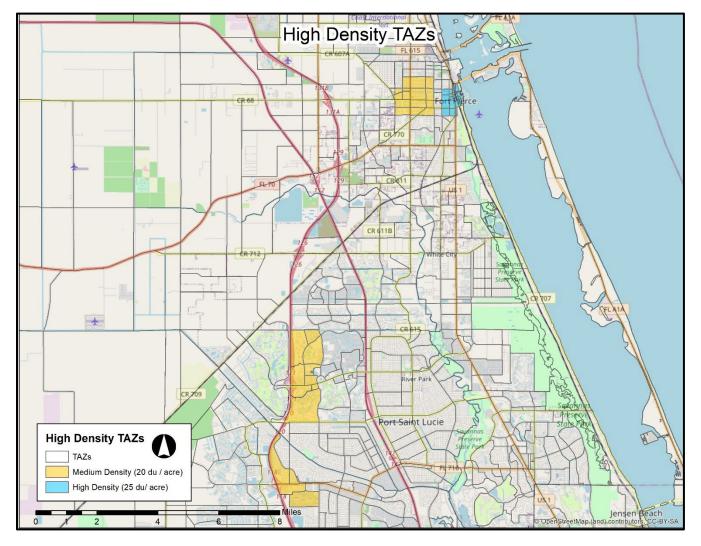


Figure 6: High-Density TAZs

Only 20% of the area of the TAZs was assumed for density calculations. Total of 10,724 households (Table 4) were added to High-Density TAZs. This includes TAZs in Fort Pierce downtown, and east I-95 interchanges in Port St. Lucie.

Table 4: Household and Employment Comparison between the Baseline and High-Density Scenarios

TOTAL_TAZs	HH_Baseline	EMP_Baseline	HH_HD	EMP_HD
52	6,310	19,594	17,034	19,594
	Total Growth	10,724	-	

In order to honor the County control totals of St. Lucie County population, a growth reallocation procedure was implemented. This procedure involves applying a factor to adjust the growth to TAZs that are envisioned to be Mixed-Use and reallocate growth from other TAZs. The factors

used for growth reallocation is based on household growth between base year and horizon year. The growth reallocation procedure is intended to provide a more accurate representation of the expected distribution of growth within the region, and to ensure that travel demand forecasts are consistent with St. Lucie County control totals. Since each of the scenario results are compared against the 2045 baseline scenario, the socioeconomic data control totals from baseline were used as the basis.

Figure 7 shows household difference between baseline scenario and the High-Density scenario. TAZs that are highlighted in light blue, purple color show where the growth was distributed to. TAZs highlighted in light orange color show where the additional households were balanced to ensure travel demand forecasts are consistent with regional control totals.

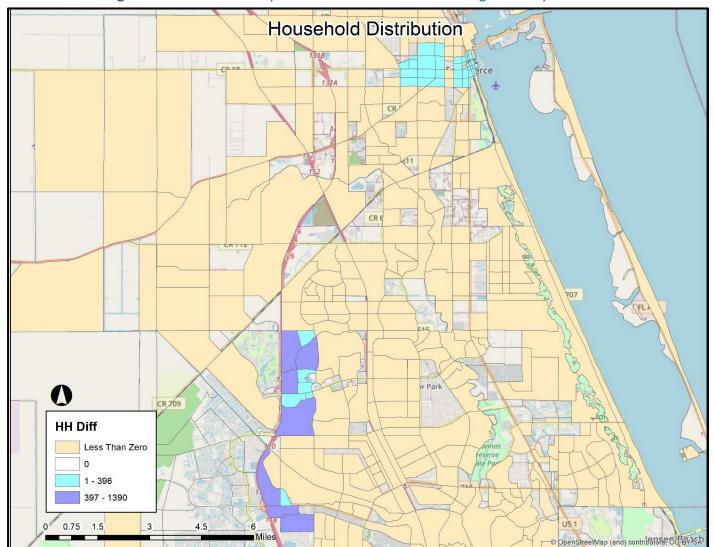


Figure 7: Household Comparison Between Revised and High-Density Scenario

The High-Density scenario results were evaluated using TCRPM5 to assess the impact of dense developments on vehicle miles traveled (VMT) and vehicle hours traveled (VHT). The High-Density scenario included a combination of residential uses and was designed to encourage

walking and cycling. The baseline scenario, on the other hand, assumed a continuation of existing land use patterns and transportation infrastructure investments.

The analysis showed that the High-Density scenario led to a reduction in VMT of 0.37% (Table 5). This results in approximately 46,000 VMT reduction that roughly translates to 11.96 M reduction in miles travelled annually for 260 weekdays in a year.

Reduction in VHT of 0.54%, which translates to a total reduction of 2,000 vehicle hours. This is 520,000 less vehicle hours travelled annually. These reductions are significant and suggest that High-Density development can be an effective strategy for promoting more sustainable travel patterns.

Table 5: Comparing VMT of High-Density Scenario with Baseline 2045

Statistics	Baseline Scenario	High-Density Scenario	% Difference
Total Number of Directional Links	4,256	4,256	
Total Lane Miles	2,011	2,011	
Total Directional Miles	1,293	1,293	
Total Volume All Links	38,240,044	38,225,340	-0.04%
Average (Directional) Volumes of All Links	8,985	8,981	-0.04%
Total VMT All Links	12,368,345	12,322,612	-0.37%
Total VHT All Links	329,508	327,726	-0.54%
Original Speed (VMT/Free flow VHT)	48.39	48.4	
Congested Speed (VMT/Congested VHT)	37.54	37.6	
Walk Trips	171,104	190,144	11.13%
Bike Trips	43,772	44,360	1.34%
Total Trips	2,272,728	2,269,408	0.30%

Walking and cycling are particularly advantageous modes of transportation for High-Density neighborhoods, offering numerous benefits for both residents and the community. In High-Density areas, where land is utilized more efficiently and distances between destinations are shorter, walking and cycling become even more viable and appealing options for daily travel.

In High-Density scenario, there was an increase of 11.13% in walking trips and 1.34% in bike trips (Table 5). This translates to an additional 20,000 walking trips and 600 more biking trips. These figures demonstrate the positive impact of the neighborhood's characteristics, infrastructure, and community support in encouraging active transportation choices.

Table 6 shows that the High-Density scenario led to an 8-ton reduction in Carbon Dioxide (CO_2) emissions, as well as slight reductions in other gas categories like carbon monoxide. This was achieved by reducing the need for long-distance travel and encouraging more sustainable transportation modes, such as walking, cycling, and transit use.

 Table 6: Air Quality Emissions Comparison of High-Density Scenario with the Baseline 2045

Scenario	СО	NOx	VOC	CO 2	PM-10	PM-2.5
Baseline Scenario	12.77	1.28	0.35	4,537	0.74	0.14
High-Density Scenario	12.72	1.28	0.35	4,529	0.74	0.14

4.3 Telecommuting

Telecommuting is a work arrangement in which employees can perform their job duties outside of the traditional office setting, using technology to communicate and collaborate with colleagues and complete tasks remotely.

With the advancement of technology and the increasing availability of high-speed internet, remote working has become more popular in recent years. It offers many benefits to both employees and employers, such as increased flexibility, improved work-life balance, reduced commuting time and costs, and access to a larger pool of talent.

Remote working has the potential to significantly impact trip patterns, as it reduces the need for daily commuting to and from the office, which can result in a reduction in vehicle miles traveled (VMT) and greenhouse gas emissions. Employees who work remotely may have more flexible schedules and may be able to avoid rush-hour traffic, reducing congestion on roads and highways.

However, the impact of remote working on trip patterns can vary depending on the type of remote work arrangement and the characteristics of the individual. For example, employees who work from home full-time may have reduced commute trips, but they may also have more non-work trips, such as running errands during the day or traveling for leisure. Similarly, employees who work remotely part-time may still need to commute to the office for some portion of the workweek, which may not result in a significant reduction in VMT.

Overall, remote working has the potential to impact trip patterns by reducing the need for daily commuting and offering more flexibility in work schedules. This can result in reduced traffic congestion, improved air quality, and reduced greenhouse gas emissions.

To test the remote working scenario, the TCRPM5 input parameters were adjusted to reduce the home-based work trips and home-based school trips. The TCRPM model constants were adjusted so that the home-based work trips and school trips assumed increased activities from home. Table 7 presents the comparison of St. Lucie Person Trips between the Baseline and Remote Work Scenarios.

Table 7: TCRPM5 St. Lucie Person Trips Comparison of Baseline and Remote Work Scenario

Scenario	HBW	HB School	НВО	NHB	NHBW	Total
Baseline						
Scenario	295,280	196,552	1,203,688	383,680	183,528	2,262,728
Telecommuting						
Scenario	266,452	169,216	1,155,700	367,900	167,056	2,126,324
Trip						
Difference	28,828	27,336	47,988	15,780	16,472	136,404
% Diff	9.8%	13.9%	4.0%	4.1%	9.0%	6.0%

Table 8 presents the VMT statistics comparison between the Baseline and Remote Work Scenarios. It can be observed that this scenario produces significant reduction in VMT and VHT statistics.

Table 8: VMT Statistics Comparison of Baseline and Telecommuting Scenarios

Statistics	Baseline Scenario	Telecommuting Scenario	% Difference
Total Number of Directional Links	4,256	4,256	
Total Lane Miles	2,011	2,011	
Total Directional Miles	1,293	1,293	
Total Volume All Links	38,240,044	36,761,613	-3.87%
Average (Directional) Volumes of All Links	8,985	8,638	-3.87%
Total VMT All Links	12,368,345	11,943,924	-3.43%
Total VHT All Links	329,508	309,416	-6.10%
Original Speed (VMT/Free flow VHT)	48.39	48.57	
Congested Speed (VMT/Congested VHT)	37.54	38.6	

Table 9 presents the comparison of the Baseline and Telecommuting Scenarios. It can be noted that significant reduction of carbon emissions in the telecommuting scenario.

Table 9: Air Quality Emissions Comparison of the Baseline and Telecommuting Scenarios

Scenario	СО	NOx	VOC	CO 2	PM-10	PM-2.5
Baseline Scenario	12.77	1.28	0.35	4,537	0.74	0.14
Telecommuting Scenario	12.28	1.26	0.33	4,372	0.69	0.13

4.4 Multimodal Scenario

As part of this scenario development, Corradino conducted discussions with the TPO and the St. Lucie County Transit division. While it was understood that robust changes to enhance transit are not yet planned, it was agreed that some testing of express buses in the area would be useful.

As part of this scenario, four express bus routes supported by park-and-ride lots were tested.

Express transit lines are public transportation routes that offer faster and more efficient service than local transit lines. These lines typically operate along major transportation corridors, such

as highways or major streets, and provide limited stops and faster travel times than local transit lines.

Express transit lines often use specialized vehicles such as buses or trains, which are designed to provide a higher level of comfort and speed than regular transit vehicles. They may also offer features such as dedicated lanes, signal priority, and off-board fare collection to further improve travel times and reduce delays.

Express transit lines are often used for longer trips or for trips that require connections between different modes of transportation. They may also be used for commuting to and from work, where speed and efficiency are particularly important. Express transit lines can offer several benefits, including reduced travel times, increased reliability, and improved access to employment, education, and other important destinations. They economic can also support development by improving access to jobs and reducing the cost of transportation for residents.

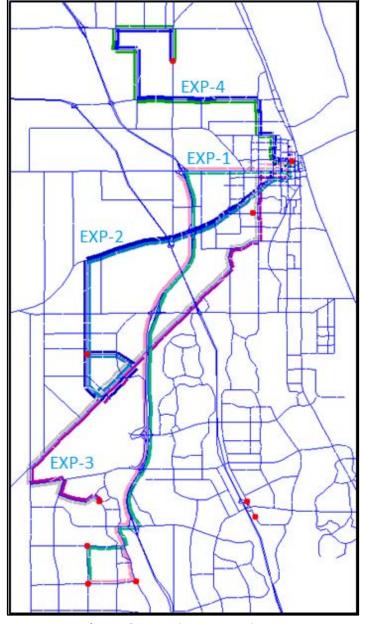


Figure 8: Transit Express Lines

Express transit lines are designed to provide faster and more efficient transportation options for commuters traveling to and from high-demand areas. In St. Lucie County, express transit lines have been developed specifically to connect the southwest region (Figure 8) of the county with the Fort Pierce downtown area, as well as to provide access to neighborhoods in the northern region where high growth is anticipated.

These transit lines offer a convenient and reliable alternative to driving, with a headway of 30 minutes and connecting regions like Tradition Parkway to the downtown. The service frequency is also higher than traditional bus routes, allowing for greater flexibility and convenience for. These transit options provide a faster, more efficient, and more sustainable means of transportation, benefitting both commuters and the broader community.

Route	Mode	(miles)	
Express1_In	451	21.98	105
Express1_Out	451	21.67	106
Express2_In	451	17.12	10
Express2_out	451	17.12	49
Express3_In	451	19.86	22
Express3_Out	451	19.86	53
Express4_In	451	14.02	207
Express4_Out	451	14.02	236

Table 10: Daily Ridership for the Express Scenario

Express Line 1 is a transit line in St. Lucie County that serves as a convenient and efficient transportation option for commuters traveling between high-demand areas (from Traditions Parkway to Downtown Fort Pierce). This line has an average daily ridership of 211 (Table 10). Express Line 4 is a key transit line in St. Lucie County that provides residents with access to high-growth areas in the northern region near the airport. This line has an average daily ridership of 443 (Table 10). Express Line 3 originating from Downtown to Glades-Cut off road, and Express Line 2 from the Downtown area to connect Southwest part of the county show 78 and 59 average daily ridership respectively. The multimodal scenario led to a reduction in VMT of 0.71% (Table 12). This results in approximately 88,000 VMT reduction that roughly translates to 22.9 M reduction in miles travelled annually for 260 weekdays in a year.

Reduction in VHT of 3.23% (Table 12) is observed, which translates to a total reduction of 10,656 vehicle hours. This is 2.7 M less vehicle hours travelled annually. Table 11 shows that the multimodal scenario led to 18-ton reduction in carbon-do-oxide emissions, as well as some reductions in other gas categories like carbon monoxide.

In multi-modal scenario, there was an increase of 29.6% in walking (Table 12). This translates to an additional 50,000 walking trips. It can be noted that there is slight reduction in bike trips in this scenario. This can be regarded as the noise in the data as the walk and bike modes compete in the future scenarios. These figures demonstrate the positive impact of the neighborhood's characteristics, infrastructure, and community support in encouraging active transportation choices.

Table 11: Air Quality Emissions compared with Transit-Express Scenario

Scenario	СО	NOx	VOC	CO 2	PM-10	PM-2.5
Baseline Scenario	12.77	1.28	0.35	4,537	0.74	0.14
Multimodal Scenario	12.63	1.30	0.35	4,519	0.73	0.13

Compared to the High-Density and Mixed-Use scenarios, the transit scenario produced less impact on the VMT and greenhouse gases. However, as the region grows, in combination with the High-Density and Mixed-Use scenarios, transit options can become more effective.

Table 12: Comparing VMT of Multimodal Scenario with the Baseline 2045

Statistics	Baseline Scenario	Multimodal Scenario	% Difference
Total Number of Directional Links	4,256	4,256	
Total Lane Miles	2,011	2,011	
Total Directional Miles	1,293	1,293	
Total Volume All Links	38,240,044	37,507,504	-1.92%
Average (Directional) Volumes of All Links	8,985	8,813	-1.91%
Total VMT All Links	12,368,345	12,280,933	-0.71%
Total VHT All Links	329,508	318,852	-3.23%
Original Speed (VMT/Free flow VHT)	48.39	48.56	
Congested Speed (VMT/Congested VHT)	37.54	38.52	
Walk Trips	171,104	221,772	29.6%
Bike Trips	43,772	42,396	-3.14%
Total Trips	2,272,728	2,269,408	-0.16%

4.5 Sustainable Transportation Technologies

Sustainable transportation technologies encompass a range of innovations and practices that aim to reduce the environmental impact of transportation while maintaining efficiency and meeting mobility needs. Electric vehicles (EVs) are a significant component of sustainable transportation and have gained considerable attention in recent years.

Electric vehicles are automobiles powered by electric motors and use electricity stored in batteries as their primary energy source. They offer several environmental advantages over conventional internal combustion engine vehicles. Firstly, EVs produce zero tailpipe emissions, reducing air pollution and improving local air quality. This can have significant health benefits, particularly in densely populated areas.

Moreover, electric vehicles contribute to the reduction of greenhouse gas emissions when charged with electricity from renewable sources. They offer the potential for decarbonizing transportation and mitigating climate change impacts. By transitioning to an electric vehicle fleet, countries can reduce their dependence on fossil fuels and move towards a more sustainable and low-carbon transportation system.

In the sustainable transportation scenario, the adoption rates of electric vehicles (EVs) were considered based on age groups. The scenario assumed that individuals aged 18-34 had an EV adoption rate of 27%, those aged 35-50 had a rate of 40%, and individuals over 50 years old had a rate of 33% (Corradino's internet research included various data sources on the ongoing EV sales data). To calculate the weighted average adoption rate, each age group's adoption rate was multiplied by the proportion of the population it represented. If current trends continue, the weighted average EV adoption rate for St. Lucie County TAZ data age distribution came out to be 33%. The study team is aware of the much aggressive EV adoption goals of the current administration. If these aggressive goals are met, they will only improve the air quality in the region from the conservative scenario assumed herein. It should be noted that the EV penetration rates depend on the government's policy decisions over the next few decades and make this scenario result highly uncertain.

Table 13: Air Quality Emissions of 2045 Baseline compared with Sustainable Transportation Scenario

Scenario	СО	NOx	VOC	CO 2	PM-10	PM-2.5
Baseline Scenario	12.77	1.28	0.35	4,537	0.74	0.14
Sustainable Transportation Scenario	11.99	1.22	0.33	4,293	0.70	0.13

This weighted average EV adoption rate of 33% was then applied as a weighing factor to reduce the total emissions produced, vehicle miles traveled (VMT), by 33%. By encouraging a higher

adoption of electric vehicles, the scenario aimed to decrease the reliance on traditional gasolinepowered vehicles, resulting in reduced greenhouse gas emissions and improved air quality. Table 13 shows that there was a decrease in 44 tons of CO₂ emissions, as well as significant reductions in other gas categories like carbon monoxide.

5. Conclusions and Recommendations

St. Lucie TPO has undertaken the testing of various strategies for the carbon footprint reduction. In this effort, the 2045 Baseline Model Scenario adopted in April 2023 was used as the basis for comparison. Mixed-Use, High-Density, Telecommuting, Multimodal and the Sustainable Transportation strategies were tested as part of this effort. The TCRPM5 and the Air Quality Assessment tool were run for quantifying the benefits of each scenario.

Table 144: Comparison of GHG Reduction Scenario Performance Measures with the Baseline

Statistics	Baseline Scenario	High-Density Scenario	% Diff	Mixed- Use Scenario	% Diff	Telecommuting Scenario	% Diff	Multimodal Scenario	% Diff	Sustainable Transportation Scenario	% Diff
Total VMT All Links	12,368,345	12,322,612	-0.37%	12,285,592	-0.67%	11,943,924	-3.43%	12,280,933	-0.71%	12,368,345	0.00%
Total VHT All Links	329,508	327,726	-0.54%	319,589	-3.01%	309,416	-6.10%	318,852	-3.23%	329,508	0.00%
CO ₂ Emissions	4,537	4,529	-0.18%	4,522	-0.33%	4,372	-3.64%	4,519	-0.40%	4,293	-5.38%

Note that there is high uncertainty involving the EV market penetration rates that highly influence the results of the sustainable transportation scenario. Majority of this is dependent on the infrastructure improvements, availability of clean electric grid, availability of fast charging stations, and the Federal government policies, that are beyond the control of the local governments. Local governments can plan and support the infrastructure improvements that are necessary for implementing this scenario. St. Lucie TPO is conducting the strategies for implementing the sustainable transportation planning. Similar uncertainty exists in the Telecommuting Scenario, although some of these policies are within the local government's authority. Local governments can collaborate with the public/private sector employers in developing remote working strategies/infrastructure necessary for implementing such scenario. In comparing different scenarios (Table 14), Sustainable Transportation Scenario provided the highest benefits, followed by the Telecommuting Scenario.

Mixed-Use and High-Density strategies provided significant benefits that can be considered as the local land use strategies for implementation in carbon footprint reduction. The express buses and non-motorized trips increase tested under multimodal scenario provide some encouragement for transit improvements in the region.

It should be noted that both the Mixed-Use and High-Density scenarios included significant increases of non-motorized trips. Implementation of walk/bike networks and the increase of multimodal connectivity can enhance the quality of these developments and reducing the carbon footprint. In addition, transportation infrastructure improvements that improve the flow of the

vehicle mix (reduce congestion) can be considered. These include signal coordination improvements and improvements of transportation flow by implementing roundabouts and other innovative designs along with the shared use paths. The Mixed-Use and High-Density developments when combined with transit/multimodal services can provide the best benefits for carbon footprint reduction and improving the community health.

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AGENDA I TEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: June 7, 2023

Item Number: 9d

I tem Title: 2023/24 List of Priority Projects (LOPP)

I tem Origination: Unified Planning Work Program (UPWP)

UPWP Reference: Task 3.3 – Transportation Improvement Program

Requested Action: Adopt the draft 2023/24 LOPP, adopt with

conditions, or do not adopt.

Staff Recommendation: Based on the recommendations of the

TPO Advisory Committees, the consistency of the projects in the draft 2023/24 LOPP with the SmartMoves 2045 Long Range Transportation Plan, and the prioritization of the projects in accordance with the TPO's adopted prioritization methodologies, it is recommended that the draft

2023/24 LOPP be adopted.

<u>Attachments</u>

- Staff Report
- Draft 2023/24 LOPP
- 2022/23 LOPP
- Cost Feasible Plan Excerpt from the SmartMoves 2045 Long Range Transportation Plan

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MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald

Executive Director

DATE: May 30, 2023

SUBJECT: 2023/24 List of Priority Projects (LOPP)

BACKGROUND

As part of the annual development of the St. Lucie TPO's Transportation Improvement Program (TIP), the LOPP is developed for submittal to the Florida Department of Transportation District 4 (FDOT) for the allocation of funding to projects that are or will be programmed in the TIP. The projects identified in the LOPP subsequently are funded and included in the FDOT Work Program to the maximum extent feasible. The St. Lucie TPO's TIP for FY 2024/25 – FY 2028/29 then will be developed based on the LOPP and the FDOT Work Program. The LOPP is required to be submitted to FDOT by August 1st and is being presented to the TPO Board for adoption.

ANALYSIS

The draft 2023/24 LOPP is attached. The revisions from the 2022/23 LOPP, also attached, are summarized in the following.

Master List: The Port St. Lucie Boulevard Widening Project from Becker Road to Paar Drive and the Midway Road Turnpike Interchange Southern Ramps (Phase 1) Project were removed because these projects are programmed for construction in FY 2027/28 and FY 2026/27, respectively. With the removal of these projects and to ensure that the TPO project pipeline remains filled with projects in various phases, the remaining project from the first time band (2026-2030) of the Cost Feasible Plan (excerpt attached) of the SmartMoves 2045 Long Range Transportation Plan was added to the Master List. This project is the widening of California Boulevard from Del Rio Boulevard to Crosstown Parkway. In addition, the Project Status/Notes were

May 30, 2023 Page 2 of 2

updated based on the FY 2023/24 – FY 2027/28 TIP, and the Estimated Costs are being updated based on the latest information.

Local Projects for Carbon Reduction Program (CRP) Funding and Transportation Alternatives Additional (TAA) Funding: This unprioritized list was initially adopted by the TPO in October 2022 to identify projects to be programmed with the funding from several new surface transportation programs and with the increases in the funding of other programs attributable to Metropolitan Planning Organizations that were included in the Bipartisan Infrastructure Law (BIL) enacted in November 2021. This list remains the same since its initial adoption except for the addition of the Nebraska Avenue Sidewalk Project from South Lawnwood Circle to South 13th Street at the request of the City of Fort Pierce.

Congestion Management Process (CMP) Projects: The Easy Street at US-1 Project was deleted based on input from St. Lucie County.

Transit Projects: This list was significantly revised based on input from Area Regional Transit. The revisions include the addition of the Port St. Lucie Intermodal Hub as a top priority, the reprioritization of the Transit Operations Center, and the additions of Micro-Transit Services in the Torino Area and the City of Fort Pierce.

Transportation Alternatives (TA) Projects: This list was updated to reflect the results of the 2023 TA grant cycle which prioritized the Peacock Trail Project and to remove the Volucia Drive Trail Project because it is programmed for construction in FY 2025/26 in the FY 2023/24 – FY 2027/28 TIP.

The projects in the draft 2023/24 LOPP are generally consistent with the SmartMoves 2045 Long Range Transportation Plan (LRTP) and are prioritized, where appropriate, in accordance with the prioritization methodologies adopted by the St. Lucie TPO.

At their meetings during the week of May 15th, the TPO Advisory Committees recommended the adoption of the draft FY 2023/24 – FY 2027/28 TIP.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees, the consistency of the projects in the draft 2023/24 LOPP with the SmartMoves 2045 LRTP, and the prioritization of the projects in accordance with the TPO's adopted prioritization methodologies, it is recommended that the draft 2023/24 LOPP be adopted.



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DRAFT 2023/24 List of Priority Projects (LOPP) (Adopted _____)

Master List

2023/24 Priority	Major Gateway	Facility	Projec [*]	t Limits	Project Description	Project Status/Notes	In LRTP ² Cost	Estimated Cost	2022/23 Priority
Ranking	Corridor? ¹	racinty	From	То	Troject bescription	Troject Status/Notes	Feasible Plan?	Latimated Cost	Ranking
1	N/A³	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	\$44,000,0006	2
3	Yes	Midway Road Turnpike Interchange Phase 2			New interchange with southbound off-ramp and northbound on-ramp	Construction programmed in SIS ⁷ Cost Feasible Plan to start in FY 32/33	Yes	\$20,000,000 ⁸	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	\$119,077,000°	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°	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 ¹⁰ activities underway	Yes	\$51,890,000 ⁹	7
7	Yes	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Add 2 lanes and shared-use paths		Yes	\$4,760,000°	NR ¹¹

¹Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy

²LRTP: 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, May 2022

⁷SIS: Strategic Intermodal System

⁸Source of Estimated Cost: SIS Cost Feasible Plan, June 2023

⁹Source of Estimated Cost: SmartMoves 2045 Long Range Transportation Plan, February 2021

¹⁰PD&E: Project Development and Environment Study

¹¹NR: Not Ranked

2023/24 LOPP DRAFT Page 2 of 6

Local Projects for Carbon Reduction Program (CRP) Funding and Transportation Alternatives Additional (TAA) Funding

Funding	Facility/Segment	Project	Limits	Project Description	Estimated	Project	LAP-Certified	Project
Source	or Intersection	From	То	Project Description	Cost	Source	Agency	Status/Notes
CRP	Midway Road	US-1	Selvitz Road	Install fiber optic cable along Midway Road and traffic cameras/video detectors and adaptive signal control at the signalized intersections	\$370,000	CMP ¹ LOPP ²	St. Lucie County	
CRP	Gatlin Boulevard at Savona Boulevard			Extend eastbound and westbound left- turn lanes on Gatlin Boulevard and install dedicated northbound and southbound right-turn lanes on Savona Boulevard	\$750,000	CMP LOPP	City of Port St. Lucie	Right-of-way acquisition is not needed
ТАА	Green River Parkway Trail	Martin County Line	Walton Road	Resurfacing of multi-use path: 2.5 miles	\$350,000	TA ³ LOPP	City of Port St. Lucie	
ТАА	St. James Drive	NE Lazy River Parkway	NE Royce Avenue	Sidewalk, 6-8 feet in width, 0.25 mile in length	\$419,000	CSAP ⁴	St. Lucie County	
ТАА	Nebraska Avenue	South Lawnwood Circle	South 13th Street	Sidewalks, 6 feet in width, 1 mile in length, on both sides of street	\$717,000	City of Fort Pierce	City of Fort Pierce	Project-specific LAP Certification is necessary

¹CMP: Congestion Management Process ²LOPP: List of Priority Projects

³TA: Transportation Alternatives

⁴CSAP: Comprehensive Safety Action Plan

Congestion Management Process (CMP) Projects

(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is \$300,000 - \$400,000 annually)

2023/24 Priority Ranking	Facility/Segment or Intersection	Project Description	Project Status/Notes	Estimated Cost ¹	Project Source	2022/23 Priority Ranking
1	St. Lucie Transportation Management Center (TMC)	Design, construction, and installation of equipment including communication servers, video displays, and workstations that was originally included in Phase 1 of the ATMS Master Plan was completed without a TMC		\$400,000	ATMS Master Plan	1
2	Orange Avenue and South 7th Street (ATMS Master Plan Phase 2A)	Install fiber optic cable along Orange Avenue from US-1 to Kings Highway and along South 7th Street from Orange Avenue to Avenue A and traffic cameras/video detectors and adaptive signal control at the signalized intersections	PE ⁴ to start in FY 2026/27	\$700,000	ATMS Master Plan	3
3	Midway Road (ATMS Master Plan Phase 2B)	Install fiber optic cable along Midway Road from US-1 to Selvitz Road and traffic cameras/video detectors and adaptive signal control at the signalized intersections		\$300,000	ATMS Master Plan	4
4	Gatlin Boulevard at Savona Boulevard	Extend eastbound and westbound left turn lanes on Gatlin Boulevard and install dedicated northbound and southbound right turn lanes on Savona Boulevard	Right-of-way acquisition is not anticipated to be needed	\$750,000 ⁵	CMP	5

¹Source of Estimated Cost is from the Project Source unless otherwise noted

²ATMS Master Plan: Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County, February 2013

³CMP: St. Lucie Transportation Planning Organization Congestion Management Process Major Update, June 2018

⁴PE: Preliminary Engineering

⁵Source of Estimated Cost: City of Port St. Lucie

Transit Projects

2023/24 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP ¹ or TDP ² ?	Estimated Cost ³	2022/23 Priority Ranking
1	Port St. Lucie Intermodal Hub	Phase 1 completed in 2013 - Location is in need of an upgrade. Serves as connection point to four routes and Zone 1 Micro-Transit Service	Capital	Yes	\$4,500,000	NR ⁴
2	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan ⁵	Capital	Yes	\$100,000-\$650,000	3
3	Micro-Transit Zone 1	Sustain service levels in the Tradition/Gatlin Boulevard area beyond expiration of the previous FDOT Service Development Grant	Capital & Operating	Yes	\$325,000-\$450,000 ⁶	4
4	Micro-Transit Fort Pierce	Expand on Freebee services in City of Fort Pierce and continue to provide transportation in transit deserts throughout the County	Capital & Operating	No	\$800,000	NR
5	Micro-Transit Zone 2	Expand the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to the Torino Boulevard area to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years	Capital & Operating	Yes	\$325,000-\$450,0006	NR
6	Express Route Bus Service	Continue to link the Port St. Lucie and Fort Pierce Intermodal Hubs with a zone through a potential Service Development Grant	Capital & Operating	Yes	\$800,000	2
7	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	\$200,000 (total for bus shelters)	7
8	Expand Local Services	Improve frequency to 30 minutes on high performing routes	Operating	Yes	\$800,000	6
9	Transit Operations Center	Centralized operations and maintenance facility to serve the transit system fleet	Capital	Yes	\$18,000,000- \$20,000,000	1
10	Jobs Express Terminal Regional Service	Regional bus service to West Palm Beach with express commuter services	Operating	Yes	\$460,500 ⁶	5

¹LRTP: SmartMoves 2045 Long Range Transportation Plan, February 2021

²TDP: Bus Plus, St. Lucie County FY 2020-FY 2029 Transit Development Plan Major Update, June 2019

³Source of Estimated Cost: St. Lucie County Transit Staff, May 2023, unless otherwise noted

⁴NR: Not Ranked

⁵Transit Asset Management Plan, November 2020 ⁶Jobs Express Terminal Connectivity Study, June 2020

Transportation Alternatives (TA) Projects

2023/24 Priority	Score ¹	Facility	Projec	t Limits	Project Description	2	Estimated	2022/23 Priority
Ranking	score.	Facility	From	То	Project Description	Project Source ²	Cost ²	Ranking
1	38.0	Peascock Trail	Gatlin Boulevard	Dreyfuss Boulevard	Shared-Use Path: 1.0 mile	2023 TA Grant Application ³	\$1,674,174 ⁴	11
2	25.5	Easy Street	US Highway 1	Silver Oak Drive	Sidewalk-1.0 miles		\$1,090,3966	2
3	50.0	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	TIP, Florida SUN Trail Grant, and St. Lucie WBN ⁵	TBD ⁷	3
4	42.5	Green River Parkway Trail	Martin County Line	Walton Road	Resurfacing of Shared-Use Path: 2.5 miles	City of Port St. Lucie, Florida SUN Trail, and St. Lucie WBN	\$350,000	Not Ranked
4	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk: 1.3 miles		\$1,500,000 ⁶	7
4	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk: 1.4 miles		\$1,650,000 ⁶	7
7	42.0	Lakehurst Drive	Bayshore Boulevard	Airoso Boulevard	Sidewalk: 1.3 miles	Under design by City of Port St. Lucie	\$825,000 ⁸	9
8	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk: 0.2 miles		\$225,000 ⁶	12
9	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk: 2.6 miles		\$3,050,790 ⁶	17
10	40.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk: 1.5 miles		\$1,323,840	19
11	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk: 1.3 miles		\$1,461,595 ⁶	12
12	36.0	17th Street	Georgia Avenue	Delaware Avenue	Sidewalk: 0.3 miles		\$74,268	13
12	36.0	Boston Avenue	25th Street	13th Street	Sidewalk: 0.8 miles		\$123,200	13
14	35.0	Abingdon Avenue	Import Drive	Savona Boulevard	Sidewalk: 0.9 miles	Under design by City of Port St. Lucie	\$575,000 ⁸	15
14	35.0	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk: 1.3 miles		\$323,000 ⁸	15
16	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk: 0.5 miles		\$445,220	17
17	32.0	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk: 6.1 miles		\$5,300,000 ⁶	18
17	32.0	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk: 5.0 miles		\$5,753,580 ⁶	18
19	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk: 3.0 miles		\$2,600,0006	20
20	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk: 2.8 miles		\$2,250,0006	21
21	29.5	Bell Avenue	Oleander Avenue	Sunrise Boulevard	Sidewalk: 0.5 miles		\$411,836 ⁹	22

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2023/24 Priority	2023/24 Priority Score ¹	Project Limits Facility From To Project Descript	Projec	t Limits	Project Description	Droinat Course	Estimated	2022/23 Priority
Ranking	30010		Troject Description	Project Source [*]	Cost ²	Ranking		
22	27.0	Old Dixie Highway	St. Lucie Boulevard	Turnpike Feeder Road	Sidewalk: 5.2 miles		\$6,066,780 ⁶	23
23	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk: 2.4 miles		\$2,830,390 ⁶	24
23	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		\$1,160,000 ⁶	24
25	25.5	Selvitz Road	Edwards Road	South of Devine Road	Sidewalk: 1.8 miles		\$562,202	26
26	24.5	Juanita Avenue	North 53rd Street	North 41st Street	Sidewalk: 1.3 miles		\$393,004	27
27	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk: 1.8 miles		\$2,076,392 ⁶	28
28	15.0	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		\$1,160,000 ⁶	29

¹Scores are based on the St. Lucie TPO TA Project Prioritization Methodology

²Project Source and Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan,* February 2021 (2045 LRTP), unless otherwise noted ³Project is anticipated to be programmed for construction in the FDOT FY 2024/25 - FY 2028/29 Work Program as a result of the 2023 TA Grant Cycle

⁴Source of Estimated Cost: 2023 TA Grant Application, March 2023

⁵WBN: Walk-Bike Network

⁶Source of Estimated Cost: St. Lucie County Engineering

⁷TBD: To be Determined

⁸Source of Estimated Cost: City of Port St. Lucie Sidewalk Master Plan (Design and Construction), July 2017

⁹Source of Estimated Cost: 2019 TA Grant Application

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2022/23 List of Priority Projects (LOPP)

(Adopted June 1, 2022)

Master List

2022/23	Major		Projec	t Limits			In LRTP ²		2021/22
Priority Ranking	Gateway Corridor? ¹	Facility	From	То	Project Description	Project Status/Notes	Cost Feasible Plan?	Estimated Cost	Priority Ranking
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 23/24	Yes	\$44,000,0006	2
3	Yes	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes, sidewalks, bicycle lanes	PE underway, ROW to start in FY 2022/23	Yes	\$16,850,000 ⁶	3
4a	Yes	Midway Road Turnpike Interchange Phase 1			New interchange with southbound on-ramp and northbound off-ramp		Yes	\$13,500,000 ⁶	4
4b	Yes	Midway Road Turnpike Interchange Phase 2			New interchange with southbound off-ramp and northbound on-ramp		Yes	\$28,500,000 ⁶	4
5	Yes	Kings Highway	Angle Road	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	PE underway	Yes	\$119,077,000 ⁶	5
6	Yes	Northern/Airport Connector	Florida's Turnpike	Kings Highway	New multimodal corridor with interchanges at Florida's Turnpike and I-95	I-95 Interchange Justification Report to start in FY 2022/23	Yes	\$137,110,000 ⁷	6
7	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	PD&E ⁸ to start in FY 2022/23	Yes	\$51,890,000 ⁷	7

¹Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy

²LRTP: 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, May 2022

⁷Source of Estimated Cost: SmartMoves 2045 Long Range Transportation Plan, February 2021

⁸PD&E: Project Development and Environment Study

Congestion Management Process (CMP) Projects

(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is \$300,000 - \$400,000 annually)

2022/23 Priority Ranking	Facility/Segment or Intersection	Project Description	Project Status/Notes	Estimated Cost ¹	Project Source	2021/22 Priority Ranking
1	St. Lucie Transportation Management Center (TMC)	Design, construction, and installation of equipment including communication servers, video displays, and workstations that was originally included in Phase 1 of the ATMS Master Plan ²	Phase I of the ATMS Master Plan was completed without a TMC	\$400,000	ATMS Master Plan	1
2	Easy Street at US-1	Reconstruct the east leg of the intersection to consist of a narrow, consistent-width median with three lanes westbound and two lanes eastbound merging into the existing Easy Street roadway with the sidewalks extended east from US-1 along both sides of Easy Street to the terminus of the merge	Subject to St. Lucie County conducting public/stakeholder involvement to address FDOT concerns	\$400,000	CMP ³	2
3	Orange Avenue and South 7th Street (ATMS Master Plan Phase 2A)	Install fiber optic cable along Orange Avenue from US-1 to Kings Highway and along South 7th Street from Orange Avenue to Avenue A and traffic cameras/video detectors and adaptive signal control at the signalized intersections	PE ⁴ to start in FY 2026/27	\$700,000	ATMS Master Plan	3
4	Midway Road (ATMS Master Plan Phase 2B)	Install fiber optic cable along Midway Road from US-1 to Selvitz Road and traffic cameras/video detectors and adaptive signal control at the signalized intersections		\$300,000	ATMS Master Plan	4
5	Gatlin Boulevard at Savona Boulevard	Extend eastbound and westbound left turn lanes on Gatlin Boulevard and install dedicated northbound and southbound right turn lanes on Savona Boulevard	Right-of-way acquisition is not anticipated to be needed	\$750,000 ⁵	СМР	5

¹Source of Estimated Cost is from the Project Source unless otherwise noted

²ATMS Master Plan: Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County, February 2013

³CMP: St. Lucie Transportation Planning Organization Congestion Management Process Major Update, June 2018

⁴PE: Preliminary Engineering

⁵Source of Estimated Cost: City of Port St. Lucie

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Adopted June 1, 2022

Transit Projects

2022/23 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP ¹ or TDP ² ?	Estimated Cost ³	2021/22 Priority Ranking
1	Transit Operations Center	Centralized operation and maintenance facility to serve the transit system fleet.	Capital	Yes	\$15,453,566	1
2	Express Route Bus Service	Continuation of the express bus service linking the Port St. Lucie Intermodal Facility to the Fort Pierce Intermodal Facility along 25th Street to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years.	Capital & Operating	Yes	\$800,000	2
3	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan ⁴ .	Capital	Yes	\$90,000 - \$450,000	3
4	Micro-Transit	Expand the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years.	Capital & Operating	Yes	\$325,000 - \$450,000 ⁵	4
5	Jobs Express Terminal Regional Service	Regional bus service to West Palm Beach with express commuter services.	Operating	Yes	\$460,500 ⁵	5
6	Expanded Local Services	Improve frequency to 30 minutes on high performing routes.	Operating	Yes	\$800,000	6
7	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations.	Capital	Yes	\$200,000 (total for bus shelters)	7

¹LRTP: SmartMoves 2045 Long Range Transportation Plan, February 2021

²TDP: Bus Plus, St. Lucie County FY 2020-FY 2029 Transit Development Plan Major Update, June 2019

³Source of Estimated Cost: St. Lucie County Transit Staff, May 2021, unless otherwise noted

⁴Transit Asset Management Plan, November 2020

⁵Jobs Express Terminal Connectivity Study, June 2020

Adopted June 1, 2022 Page 4 of 5

Transportation Alternatives (TA) Projects

2022/23 LOPP

2022/23 Priority Ranking	Score ¹	Facility	Project Limits		Droi oot Decembries	2	Estimated	2021/22
			From	То	Project Description	Project Source ²	Cost ²	Priority Ranking
1	40.5	Volucia Drive Trail	Blanton Boulevard	Torino Parkway	Sidewalk: 1.0 mile	2022 TA Grant Application ³ and 2045 LRTP	\$1,061,1784	17
2	25.5	Easy Street	US Highway 1	Silver Oak Drive	Sidewalk-1.0 miles		\$1,090,3966	2
3	50.0	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	TIP, Florida SUN Trail Grant, and St. Lucie WBN⁵	TBD ⁷	3
4	42.5	Green River Parkway Trail	Martin County Line	Walton Road	Resurfacing of multi-use path: 2.5 miles	City of Port St. Lucie, Florida SUN Trail, and St. Lucie WBN	\$350,000	Not Ranked
4	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk: 1.3 miles		\$1,500,000 ⁶	7
4	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk: 1.4 miles		\$1,650,000 ⁶	7
7	42.0	Lakehurst Drive	Bayshore Boulevard	Airoso Boulevard	Sidewalk: 1.3 miles	Under design by City of Port St. Lucie	\$825,000 ⁸	9
8	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk: 0.2 miles		\$225,0006	12
9	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk: 2.6 miles		\$3,050,7906	17
10	40.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk: 1.5 miles		\$1,323,840	19
11	38.0	Peacock Trail	Gatlin Boulevard	Dreyfuss Boulevard	Multi-use path: 0.9 miles	City of Port St. Lucie	\$900,000	Not Ranked
12	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk: 1.3 miles		\$1,461,595 ⁶	20
13	36.0	17th Street	Georgia Avenue	Delaware Avenue	Sidewalk: 0.3 miles		\$74,268	21
13	36.0	Boston Avenue	25th Street	13th Street	Sidewalk: 0.8 miles		\$123,200	21
15	35.0	Abingdon Avenue	Import Drive	Savona Boulevard	Sidewalk: 0.9 miles	Under design by City of Port St. Lucie	\$575,000 ⁸	24
15	35.0	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk: 1.3 miles		\$323,000 ⁸	24
17	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk: 0.5 miles		\$445,220	29
18	32.0	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk: 6.1 miles		\$5,300,0006	30
18	32.0	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk: 5.0 miles		\$5,753,580 ⁶	30
20	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk: 3.0 miles		\$2,600,000 ⁶	32
21	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk: 2.8 miles		\$2,250,0006	33

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2022/23 Priority Ranking	Score ¹	Facility	Project Limits		Drainet Description	2	Estimated	2021/22
			From	То	Project Description	Project Source ²	Cost ²	Priority Ranking
22	29.5	Bell Avenue	Oleander Avenue	Sunrise Boulevard	Sidewalk: 0.5 miles		\$411,836°	34
23	27.0	Old Dixie Highway	St. Lucie Boulevard	Turnpike Feeder Road	Sidewalk: 5.2 miles		\$6,066,780 ⁶	35
24	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk: 2.4 miles		\$2,830,3906	36
24	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		\$1,160,0006	36
26	25.5	Selvitz Road	Edwards Road	South of Devine Road	Sidewalk: 1.8 miles		\$562,202	38
27	24.5	Juanita Avenue	North 53rd Street	North 41st Street	Sidewalk: 1.3 miles		\$393,004	39
28	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk: 1.8 miles		\$2,076,392 ⁶	40
29	15.0	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		\$1,160,000 ⁶	41

¹Scores are based on the *St. Lucie TPO TA Project Prioritization Methodology*²Project Source and Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan*, February 2021 (2045 LRTP), unless otherwise noted

³Project is anticipated to be programmed for construction in the FDOT FY 2022/23 - FY 2026/27 Work Program as a result of the 2021 TA Grant Cycle

⁴Source of Estimated Cost: 2022 TA Grant Application, February 2022

⁵WBN: Walk-Bike Network

⁶Source of Estimated Cost: St. Lucie County Engineering

⁷TBD: To be Determined

⁹Source of Estimated Cost: City of Port St. Lucie Sidewalk Master Plan (Design and Construction), July 2017

⁹Source of Estimated Cost: 2019 TA Grant Application

 Table 8-7.
 Multimodal Cost Feasible Plan Projects 2026-2045 (in Year of Expenditure)

ROADWAY PROJECTS (2026-2030)

Project ID	Rank	Project	From	То	Туре	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
160	18	Port St. Lucie Boulevard	Becker Road	Paar Drive	Widen 2L to 4L	Federal (TMA) Funds			\$7.71 M	\$1.16 M		\$8.86 M	TIP FY 2020/21 to 2024/25 funds the previous phases. In the previous LRTP, Go2040 CFP and advanced in time band.
161	40	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Widen 2L to 4L	Federal (TMA) Funds	\$.56 M	\$1.27 M	\$2.55 M	\$.38 M		\$4.76 M	New project since it is not in the previous LRTP, Go2040 CFP.
143	40	Midway Road	Glades Cut-Off Road	Selvitz Road	Widen 2L to 4L	Federal (TMA) Funds			\$3.06 M			\$3.06 M	TIP FY 2020/21 to 2024/25 funds the previous phases. This assumes a Revenue Source mostly funded by 10%
143	40	Midway Road	Glades Cut-Off Road	Selvitz Road	Widen 2L to 4L	10% State OA			\$7.68 M	\$1.61 M		\$9.29 M	State OA and Federal (TMA). In the previous LRTP, Go2040 CFP and in the same time band.
101	101	Florida's Turnpike at M	lidway Road		New Interchange/ Widen 2L to 4L	State Other Roads, Construction & ROW	\$7.17 M		\$74.45 M	\$7.45 M		\$89.07 M	Assumes a tight diamond interchange concept and the assumption of the Revenue Source is from State Other Roads, Construction & ROW funds. New project since it is not in the previous LRTP, Go2040 CFP.

OTHER FEDERALLY-FUNDED INITIATIVES (2026-2030)

Project ID	Rank	Project	From	То	Туре	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
שו		TPO Planning			Planning	Federal (TMA) Funds		\$ 2.0	M			\$ 2.0 M	
		St. Lucie Advanced Transporto	ation Management System		Congestion Management Process	Federal (TMA) Funds		\$ 2.0	М			\$ 2.0 M	

BICYCLE-PEDESTRIAN PROJECTS (2026-2030)

Project ID	Rank	Project	From	То	Туре	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
		Bicycle and Ped	estrian Facilities			Federal (TALU+TALT) Funds		\$3.2	8 M			\$3.28 M	



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AGENDA I TEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: June 7, 2023

Item Number: 9e

I tem Title: Transit Development Plan (TDP) Major Update

Scope of Services

I tem Origination: Unified Planning Work Program (UPWP)

UPWP Reference: Task 3.2 – Transit Planning

Requested Action: Approve the draft Scope of Services, approve

with conditions, or do not approve.

Staff Recommendation: Based on the recommendations of the

TPO Advisory Committees, the proposed cost and schedule of the TDP Major Update Scope of Services being consistent with the FY 2022/23 – FY 2023/24 UPWP, and the preparation of a TDP Major Update being necessary for the future of the transit system, it is recommended that the TDP Major Update Scope of Services be approved.

<u>Attachments</u>

- Staff Report
- UPWP Excerpt
- Draft TDP Major Update Scope of Services

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MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald

Executive Director

FROM: Marceia Lathou

Transit/ACES Program Manager

DATE: May 23, 2023

SUBJECT: Transit Development Plan (TDP) Major Update Scope

of Services

BACKGROUND

A Transit Development Plan (TDP) is required by the Florida Department of Transportation (FDOT) for the receipt of funding through the Public Transit Block Grant Program. A TDP is the public transportation provider's planning, development, and operational guidance document and is based on a 10-year planning horizon. A Major Update is required every five years. Annual updates in the form of progress reports on the 10-Year Implementation Program of the TDP are also required.

In St. Lucie County, the Board of County Commissioners (BOCC) contracts with MV Transportation for public transportation services. A TDP Major Update is adopted by the BOCC after endorsement by the TPO Board.

Task 3.2 of the St. Lucie TPO FY 2022/23 - 2023/24 Unified Planning Work Program (UPWP) includes activities related to the provision of technical and planning assistance to the BOCC to maintain the BOCC's eligibility for the continued receipt of Federal and State transit funds. These activities include supporting the TDP Major Update and Annual Progress Reports as identified in the attached excerpt from the UPWP.

May 23, 2023 Page 2 of 2

ANALYSIS

The UPWP identifies the need for consultant assistance in the preparation of the TDP Major Update, which is due for submittal to FDOT by September 1, 2024. The attached Scope of Services for the TDP Major Update was prepared by Benesch, one of the TPO's General Planning Consultants. The proposed cost of \$149,317 and June 2024 completion date of the TDP Major Update are consistent with the cost and completion date specified in the UPWP.

The TDP Major Update Scope of Services was reviewed by the St. Lucie County Transit Department, also known as Area Regional Transit, and by FDOT District 4. The County has agreed to fund supplemental public involvement activities throughout the Major Update process.

As the intent of the Scope of Services is to reimagine the current transit system in the TPO area, the TPO staff will facilitate during the presentation on this agenda item a discussion of transit system visioning using the following questions:

- Do we want to grow our transit system? (A planning decision-making best practice is to always consider a no-build alternative.)
- Where do we want to grow our transit system? (What geographic areas lack coverage?)
- How do we want to grow our transit system? (What types of services do we need?)

At their meetings during the week of May 15th, the TPO Advisory Committees recommended the approval of the TDP Major Update Scope of Services.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees, the proposed cost and schedule of the TDP Major Update Scope of Services being consistent with the FY 2022/23 – FY 2023/24 UPWP, and the preparation of a TDP Major Update being necessary for the future of the transit system, it is recommended that the TDP Major Update Scope of Services be approved.

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):

- 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

9 1- 3 - 1- 3		
End Product:	Completion Date:	Performed by:
Transit Center Visioning Workshop Fort Pierce Passenger Rail Station Planning (Consultant scope of services in Appendix F to be utilized.)	December 2022 June 2024	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

	E		k 3.2 Transi Budget Deta							
Budget Category	Budget Category Description	PL ¹	SU ¹	FTA 5305D	FCTD <u>GFSU</u>	TPO Local	Total			
Contrac	t Number:			G1477 G2170						
A. Person	nel Services:									
TPO Staff S benefits, ar deductions	alaries, fringe nd other	\$10,000	\$35,000	\$70,541	\$0	\$0	\$115,541			
	Subtotal:	\$10,000	\$35,000	\$70,541	\$O	\$0	\$115,541			
B. Contrac	ct/Consultant	Services:								
Workshop F	Transit Center Visioning Workshop Fort Pierce Passenger Rail Station		\$60,000 \$0	\$0	-\$0- \$356,183	\$0	\$60,000			
	Subtotal:	\$0	\$60,000 <u>\$0</u>	\$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 [D. Other Direct Expenses:									
		\$0	\$0	\$0	\$0	\$0	\$0			
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0			
	Total:	\$10,000	\$95,000 <u>\$35,000</u>	\$70,541	\$0 <u>\$356,183</u>	\$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 N	Number:									
A. Personnel S	Services:									
TPO Staff Salarion benefits, and other deductions	0	\$25,000	\$85,000	\$0	\$0	\$110,000				
	Subtotal:	\$25,000 \$85,000 \$0		\$0	\$110,000					
B. Contract/C	onsultant Ser	vices:								
TDP Major Upda	te	\$0	\$150,000	\$0	\$0	\$150,000				
	Subtotal:	\$0	\$150,000	\$0	\$0	\$150,000				
C. Travel:										
		\$0	\$0	\$0	\$0	\$0				
	Subtotal:	\$0	\$O	\$0	\$0	\$0				
D. Other Direct	ct 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.

ST. LUCIE COUNTY MAJOR UPDATE OF 10-YEAR TRANSIT DEVELOPMENT PLAN (2025-2034) SCOPE OF SERVICES Benesch (April 7, 2023)

Introduction

The St. Lucie Transportation Planning Organization (TPO) has requested Benesch (Consultant) to prepare a Scope of Services and estimated budget to complete a 10-Year Transit Development Plan (TDP) Major Update for FYs 2025-2034. The adopted TDP must be submitted to the Florida Department of Transportation (FDOT) by September 1, 2024. This TDP guides the transit development in St. Lucie County for the County owned transit system, the Area Regional Transit (ART) operated under contract with MV Transportation.

The St. Lucie County Board of County Commissioners is the governing board for the transit system and will be the approving authority for the TDP. St. Lucie TPO conducts the transportation planning activities in St. Lucie County; therefore, it will coordinate with the County regarding the oversight and guidance of the TDP development and the TDP will be reviewed by the TPO's Committees and Board.

10-Year Transit Development Plan Major Update

The Consultant will prepare a TDP Major Update ensuring the preparation of a practical and implementable plan that truly reflects the near-term vision for a transit agency's growth and improvement over time. A primary goal identified for the TDP update is the identification of strategies to increase ridership and efficiency for current services and enhance connectivity to other services, local and/or regional. The resulting TDP will be compliant with the TDP Rule outlined in Chapter 14-73, F.A.C.

As a strategic plan, a TDP will identify needs in an unconstrained fashion and identify service improvements for which currently there is no funding anticipated. The 10-year vision that will be generated during this plan update provides a beneficial tie and consistency with the St. Lucie TPO's long range transportation goals and plans.

Specifically, a TDP includes the following major elements:

- Public involvement plan and process
- Base data compilation and analysis (review of demographic and travel behavior characteristics of the service area)
- Performance evaluation of existing services
- Situation appraisal (transit agency strengths and weaknesses; external barriers and opportunities; estimation of community demand for transit)
- Goals and objectives
- Transit demand and mobility needs
- Development of proposed transit enhancements (funded and unfunded)
- 10-year implementation plan
- 10-year financial plan (projected costs and revenues)
- Other strategic issues specific to a given study area

An additional requirement for the TDP was added by the Legislature in 2007, when it adopted House Bill 985, amending s. 341.071, F.S., requiring transit agencies to "... specifically address potential enhancements to productivity and performance which would have the effect of increasing the farebox recovery ratio." FDOT subsequently issued guidance requiring the TDP and each annual update to include an appendix containing a summary report on the farebox recovery ratio and strategies implemented and planned to improve it. This scope of services ensures that the major update of St. Lucie's TDP will comply with all requirements of the TDP rule.

The activities to be completed during the TDP major update are listed below and detailed in the remainder of this scope of services.

- Task 1: Initiate & Manage Project
- Task 2: Establish Baseline Conditions
- Task 3: Facilitate Public Involvement
- Task 4: Identify & Evaluate Existing Transit Services
- Task 5: Conduct Situation Appraisal
- Task 6: Estimate & Evaluate Demand & Mobility Needs
- Task 7: Review & Update Goals & Objectives
- Task 8: Prepare 10-Year Transit Development Plan

Task 1: Initiate & Manage Project

Upon Notice to Proceed, the Consultant will prepare for and facilitate a virtual kickoff meeting with TPO and County staff. In addition, the Consultant will assist in establishing a project management team comprised of TPO, County, and Consultant staff, or other parties, as agreed upon. This project management team will participate in up to four (4) other virtual coordination meetings. The Consultant will be responsible for preparing meeting materials. Three meetings are anticipated to focus on coordinating project activities, schedule, deliverables, and reviews. The Consultant will also provide monthly progress reports with invoices, indicating current activities, upcoming actions, and any changes or impacts to the work plan. Summaries of project management team meetings will be prepared by the Consultant and provided to the TPO and County for review.

Responsibilities of the Consultant:

- Prepare for and facilitate virtual kickoff teleconference meeting.
- Coordinate with the TPO and County to establish the project management team.
- Prepare for and facilitate up to four (4) virtual project management team meetings.
- Provide monthly progress reports.

Responsibilities of the TPO and/or County:

- Participate in virtual kickoff meeting.
- Coordinate with Consultant to establish the project management team.
- Participate in up to four (4) virtual project management team meetings.
- Review monthly progress reports.

Task 2: Establish Baseline Conditions

As with any strategic planning process, understanding the current conditions of the transit agency's operating environment is critical. This task establishes the baseline conditions, providing a foundation of understanding of the current socio-economic, demographics and other characteristics of St. Lucie County that will be used throughout the TDP analysis.

Sub-Task 2.1: Collect and Prepare Baseline Conditions

The Consultant will collect appropriate local data to document and assess the pertinent conditions in which the ART operates. The documentation process will include tables, maps, and graphics that describe and illustrate the operating environment in the county. Coordination will occur with TPO, County, and other local agencies to identify the most current local information. Other secondary sources will be used as available (e.g., American Community Survey, American Housing Survey, Florida Statistical Abstract, etc.). At a minimum, the following conditions will be collected for this task:

- Physical description of service area
- Population characteristics and trends
- Socio-demographic characteristics and trends
- Housing, employment/labor, and related densities
- Current and future land use and densities
- Major activity centers and trip generators
- Tourist and visitor levels
- Travel behavior and commuting trends
- Roadway and traffic conditions
- Current and planned transit services
- Other conditions as available and beneficial for additional context, including any impacts from reoccurring special events

Sub-Task 2.2: Prepare Technical Memorandum No. 1

The Consultant will prepare Draft Technical Memorandum No. 1 to report on all work completed for Task 2. The draft document will include a summary of the prevailing local conditions identified and analyzed in Task 2. As necessary, detailed data summaries will be provided in accompanying appendices. In addition, key findings, conclusions, and summary statistics will be presented in the report in a user-friendly manner with easy-to-understand charts, tables, and/or graphs.

Upon completion, the draft document will be provided to TPO and County staff and the project management team for review. Comments received will be incorporated as appropriate into the draft TDP document compiled from the individual technical memoranda prepared throughout the project.

Responsibilities of the Consultant:

- Compile data to support baseline conditions assessment.
- Analyze data and establish baseline conditions (maps and tables).
- Prepare Technical Memorandum No. 1.

Responsibilities of the TPO and/or County:

- Coordinate with Consultant as necessary.
- Review and comment on baseline data.
- Review and comment on draft Technical Memorandum #1.

Task 3: Facilitate Public Involvement

The Florida TDP Rule emphasizes public involvement, as follows:

The TDP preparation process shall include opportunities for public involvement as outlined in a TDP public involvement plan, approved by the Department, or the local Metropolitan/Transportation Planning Organization's (M/TPO) Public Involvement Plan, approved by both the Federal Transit Administration and the Federal Highway Administration.

The rule also indicates that:

- The TDP must include a description of the public involvement process and activities.
- Comments must be solicited from the Workforce Development Board.
- The Department, Workforce Development Board, and M/TPO must be advised of all public meetings where the TDP is to be presented or discussed.
- The Department, Workforce Development Board, and M/TPO must be given an opportunity to review and comment on the TDP during the development of the mission, goals, objectives, alternatives, and 10-year implementation program.

To ensure that the St. Lucie TPO and County meets these requirements, the Consultant will facilitate a public involvement process for the TDP effort that will encompass a wide range of activities as included in the TPO's Public Participation Program (PPP). The following sub-tasks highlight the specific activities that will occur as part of this task.

Sub-Task 3.01: Develop Public Involvement Plan

To accommodate the Rule requirements, the Consultant will develop a TDP-specific Public Involvement Plan (PIP) that will consider all applicable requirements, the unique needs and characteristics of the community, and previous and other public involvement activities, including any that have been completed recently by the TPO and/or County. This plan will be submitted to FDOT District 4 staff for review and approval per rule guidance.

The Consultant will develop three (3) scenarios for updating the branding of the TDP based on internal brainstorming and ideas with staff from the TPO and County. Ideas for the project brand will be reviewed and discussed as part of a virtual meeting with TPO and County staff. Maintaining the branding of the TDP is a critical step toward making the planning and public involvement process more user friendly and ensuring the brand recognition continues beyond the completion of the TDP.

Sub-Task 3.02: Conduct Stakeholder Interviews

Since the understanding of local conditions should include knowledge of the perceptions and attitudes of community decision-makers and leaders towards transit, 10 virtual stakeholder interviews will be conducted as part of the public involvement process. The Consultant will work with TPO and County

staff to identify and recruit appropriate individuals to interview. The Consultant will then schedule and conduct the interviews using an interview script that will be developed and submitted to the TPO and County for review prior to the first interview.

Sub-Task 3.03: Conduct Discussion Group Workshops

To obtain additional public input into the TDP process, the Consultant proposes to conduct a total of two discussion group workshops that will be held in different locations to ensure representation that is more geographically distributed. These workshops typically involve a smaller group of participants (8–12 persons) in an intimate meeting setting that permits more in-depth discussion about issues and needs. To generate interest and participation, the Consultant will work with TPO and County staff to identify and invite potential participants to each workshop. This coordination also will include the selection and scheduling of appropriate venues for the workshops. For budget purposes, it is assumed that the two workshops will be held on the same day.

Potential workshop candidates may include members from the business, health, social service, and education communities, as well as local chambers of commerce, the Hotel/Motel Association, and active stakeholder groups. Since representatives from these organizations most likely would represent "non-user" views, it will be important to notify current ART patrons of all the workshops so that the "user" perspective is represented as well. Although it may be preferable to focus rider input at a single workshop, it would be beneficial to attempt to get user participation at all of the workshops to enhance the discussion.

At the workshops, a variety of techniques will be used to encourage participation and elicit perceptions, ideas, preferences, and other input that is important to inform the TDP process. For example, the Nominal Group Technique could be used to identify potential transit improvement concepts and then dot-polling and/or resource allocation exercises can be applied to the identified concepts to help set preferences on improvement priorities.

Sub-Task 3.04: Conduct Public Listening Sessions

The Consultant will prepare for and facilitate two public listening sessions that are designed to go out to events or locations where people gather, such as a shopping mall. These sessions will include displays and interactive information exchange, public surveys, and enlistment for social media. They will be designed to capture information from seasonal and permanent residents about community values, needs, and priorities. The locations will be decided jointly with Consultant, TPO, and County staff, with logistical arrangements handled by Consultant staff and session materials developed by the Consultant.

Sub-Task 3:05: Conduct Public Input Survey

The Consultant will conduct a public survey to obtain information related to the attitudes, preferences, and goals of the community related to public transit services. The survey will be available on-line, through social media, and in a hard copy version at in-person TDP outreach events, such as the public listening sessions. Access to the on-line version will be via links on the TPO, County, and other partner agency or other stakeholder websites as identified and available.

Sub-Task 3.06: Engage Public through Website, Social Media, and Email Communications

The Consultant has found value in engaging citizens via social media and websites. It is proposed that the Consultant provide information to the TPO and County for their websites and social media, including public surveys, project information, meeting dates, and highlights about the ART system. Emailing news and informational blasts via email lists maintained by the TPO, County and other sources, will provide additional information and outreach to stakeholders, citizens, and riders. The PIP will outline planned social media posts and other marketing/communication tools.

Sub-Task 3:07: Prepare for County Operator Group Interviews

The Consultant will conduct interviews with a representative group of ART operators. As the first line of contact and interaction with ART riders, bus operators tend to understand the needs and concerns of the system users and can provide input into understanding comments received on surveys and through workshops. This will be accomplished at the County offices and will be no more than two group sessions on the same day to minimize impact to the operator schedule. Consultant staff will develop a script with 5-8 questions and submit to TPO and County staff for review prior to the interviews. The Consultant will work with County leadership to schedule and conduct the interviews. Should operator shortages or other schedule concerns impede operator participation in a discussion group, an operator survey will be prepared and distributed instead following discussion and agreement with TPO and County staff.

Responsibilities of the Consultant:

- Prepare Public Involvement Plan.
- Plan and conduct stakeholder interviews (10).
- Plan and conduct discussion group workshops (2).
- Plan and conduct public listening sessions (2).
- Plan and conduct operator group interviews (2).
- Provide website, social media, and email blast content.
- Conduct public input survey.

Responsibilities of the TPO and/or County:

- Review all materials and identify stakeholders.
- Assist in survey as needed.
- Schedule venues and participate in public listening sessions, discussion groups, and public workshops.
- Promote public listening sessions/workshops.
- Post on transit social media and other communication materials to County-managed platforms.

The results of this effort will be summarized and provided to TPO and County staff for review and comment; it later will be provided to the project management team for consideration as part of Technical Memorandum No. 3, to be prepared under Task 7.

Task 4: Identify & Evaluate Existing Transit Services

The Consultant will work with TPO and County staff to collect up-to-date information on existing ART services to support the review and evaluation of the transit services being provided in the county. Information also will be collected and reviewed for other transportation services operating within and connecting to the study area. The following sub-tasks are included in the identification and evaluation of existing transit services.

Sub-Task 4.01: Inventory Existing Transportation Services

The Consultant will document the public and private transportation service providers in the service area. Due the high level of tourism-related services, discussions will be held with the project management team regarding the direction and extent this effort will take to collect information. A survey form will be used to collect the requisite information from the providers. Both the form and list of providers to be contacted will be reviewed with County staff to ensure completeness and appropriateness. The survey will be completed by telephone and/or e-mail. It is envisioned that, by provider, the inventory will document facility and equipment information, type of operation, service area, operating characteristics (including frequency and ridership), and fee structure, among other data. It is important to recognize that the completeness of the final inventory will be dependent on the willingness to participate and degree of participation of the identified transportation providers.

Sub-Task 4.02: Conduct Trend Analysis of Existing Transit Service

The Consultant will conduct a performance review of ART over a five-year period using the Florida Transit Information System (FTIS) and validated National Transit Database (NTD) information. This review will help assess existing ART services in terms of system performance, effectiveness, and efficiency trends for the agency's fixed-route and ADA paratransit services.

This review will be undertaken to assess the performance of the system over time using measures falling into three major categories: system performance indicators, effectiveness measures, and efficiency measures (see Table 1). As part of the overall performance review of the system, this analysis will be used to help assess the extent to which the County is meeting the stated goals and objectives for transit service.

A similar review will be conducted, albeit on a reduced scale because of the availability of fewer indicators and measures, for complementary ADA paratransit service provided or funded by County. For this evaluation, the five-year NTD data will be used.

Table 1: Performance Evaluation Indicators and Measures

General Performance Indicators	Effectiveness Measures	Efficiency Measures
Passenger trips	 Vehicle miles per capita 	Operating expenses per capita
Passenger miles	 Passenger trips per capita 	 Operating expenses per
 Vehicle miles 	 Passenger trips per revenue mile 	passenger trip
Revenue miles	 Passenger trips per vehicle hour 	 Operating expenses per
Vehicle hours	 Revenue mileage between 	passenger mile
Route miles	incidents	Operating expenses per revenue
Operating expenses	 Revenue mileage between 	mile
Capital expenses	roadcalls	Farebox recovery ratio
Operating revenues		Revenue miles per vehicle mile
 Total employees 		 Revenue miles per vehicle
 Vehicles available for maximum 		 Revenue hours per employee
service		 Passenger trips per employee
Fuel consumption		 Vehicle miles per gallon
		Average fare

Sub-Task 4.03: Conduct Peer Review Analysis of Existing Transit Service

The Consultant also will use FTIS and NTD data to conduct a comparative peer review for the agency's fixed-route and complementary ADA paratransit services. This review will be completed to compare various ART performance characteristics to a group of transit peers. Peers will be selected using a specific methodology based on selected operating parameters, which will be reviewed with TPO and County staff prior to the evaluation to ensure concurrence with the resulting peers. As in the trend analysis, the evaluation will include the indicators highlighted in Table 1 to reflect how efficiently the County supplies transit service and how effectively those services meet the needs of the area in relation to peer systems.

Responsibilities of the Consultant:

- Conduct inventory of existing services.
- Conduct trend analysis.
- Conduct peer review analysis.
- Coordinate with TPO and County staff as necessary.

Responsibilities of the TPO and/or County:

- Provide necessary data to complete evaluation of services.
- Confirm list of peer transit systems.
- Coordinate with Consultant as necessary.

The results of this effort will be summarized and provided to TPO and County staff for review and comment; it later will be provided to the project management team for consideration as part of Technical Memorandum No. 2, to be prepared under Task 5.

Task 5: Conduct Situation Appraisal

Transit systems function best in an environment when they intimately understand the regulatory, geographic, environmental, land use, developmental, political, and other factors that impact the provision of their services. The Consultant will conduct a situation appraisal to document such factors for the TPO and County so that staff will better understand its local environment. The following subtasks explain the work that will be conducted as part of this task.

Sub-Task 5.01: Review Local Plans & Documents

The Consultant will collect and review local plans and documents that may have a direct bearing on transit services in the county. The goal of this process will be to compile any existing transit-related community goals, objectives, and/or policies. The documents are expected to include the TPO's long range transportation goals and plans and other recent studies, previous TDP, Transportation Disadvantaged Service Plan (TDSP), various local government comprehensive plans, and other related local, County, regional, or State studies, policies, etc.

Sub-Task 5.02: Conduct Situation Appraisal

The Consultant will complete a situation appraisal to help assess and document the key aspects of the transit agency's operating environment. This appraisal will involve examining the strengths and weaknesses of the system, as well as any existing barriers or threats to the provision of service in the county and key opportunities for addressing threats and/or enhancing the transit-friendliness of the operating environment.

FDOT-required elements of such an appraisal will be included to ensure compliance. This will include an assessment of the effects of land use, government policies and plans, development and growth trends, tourism and visitors, organization, and technology trends on the County. Additionally, an estimation of the community's demand for transit services, including 10-year annual ridership projections, will be completed in Task 6, and referenced in the situation appraisal as appropriate. The results will provide an understanding of the challenges for transit service development focusing on current and planned development decisions and funding strategies.

Sub-Task 5.03: Prepare Technical Memorandum No. 2

The Consultant will prepare Draft Technical Memorandum No. 2 to report on the work completed for Tasks 4 and 5. As necessary, supporting information will be provided in accompanying appendices. As with the first technical memorandum, the report will be developed in a user-friendly manner with easy-to-understand charts, tables, and/or graphs.

Upon completion, the draft document will be provided to TPO and County staff and the project management team for review. Comments received will be incorporated as appropriate into the draft TDP document that will compile the individual technical memoranda prepared throughout the project.

Responsibilities of the Consultant:

- Review local plans/documents and identify community goals for transit services.
- Conduct situation appraisal.
- Prepare draft Technical Memorandum No. 2.

Responsibilities of the TPO and/or County:

- Review and comment on community goals summary and situation appraisal.
- Coordinate with Consultant as necessary.
- Review and comment on Technical Memorandum #2.

Task 6: Estimate & Evaluate Demand & Mobility Needs

The Consultant will estimate the demand for ART's fixed-route bus service over the 10-year horizon of the TDP. Then, this information, along with the results from the previous tasks, will be used to evaluate the transit needs of the county. The following sub-tasks detail the effort proposed to be completed during this task.

Sub-Task 6.01: Estimate Demand for Transit Services (TBEST)

The Consultant will develop fixed-route bus ridership demand estimates (at route and system levels) for the 10-year transit planning horizon. This will be done to reflect maintenance of existing service levels throughout the period, as well as the implementation of proposed TDP improvements. Since these projections must be developed using an FDOT-approved planning tool (TBEST) or demand estimation technique, the Consultant will use the latest TBEST version available (4.7), as developed and distributed by FDOT.

Sub-Task 6.02: Assess Demand with Additional GIS-Based Tools

Other GIS-based transit demand assessment tools that will be used include the following:

- Transit Orientation Index (TOI) illustrates the potential for traditional transit use (residential-based index using demographic data by Block Group including low-income, vehicle ownership, youth population, older adults, and other populations).
- Density Threshold Assessment (DTA) illustrates the potential for traditional and choice transit use by examining the relationship between population/employment density and propensity to choose to use transit).

Sub-Task 6.03: Identify & Assess Needs for Transit Services

The previous task efforts, particularly the results of the public involvement activities, will be critical in the assessment of potential future transit service improvement needs. The Consultant will use this information in conjunction with local conditions data to evaluate the need for new, improved, and/or expanded transit services. The GIS-based transit demand assessment tools discussed previously will be used as part of this process to assess traditional and discretionary transit markets in the county. The needs assessment also will include an examination of possible intermodal connections, coordination of service with other operators, and the potential implications for complementary ADA paratransit service. Alternative methods for potentially addressing gaps between identified needs and available services will be identified and assessed.

Sub-Task 6.04: Identify & Evaluate Alternatives

Using the results of the previous sub-task, the Consultant will work with TPO and County staff to identify and develop transit improvement alternatives that will best meet the desired vision over the next decade for ART services in the county without consideration of being cost feasible or a funded improvement. Alternatives may range from the status quo (maintaining the existing mix of services) to existing service changes, new service recommendations, and may even include consideration of future operational assessments, special event service, mobility on demand service, and Transportation Demand Management (TDM) measures for example. Route options identified in the Transit Route Optimization Study will also be considered. The Consultant then will prepare an evaluation methodology to support the development and evaluation of transit alternatives for the 10-year planning horizon. Evaluation criteria will be established and weighted in coordination with the TPO and County. The outcome of the evaluation will be transit improvement priorities.

Responsibilities of the Consultant:

- Estimate demand for transit services (TBEST).
- Assess demand with additional GIS-based tools.
- Identify and assess needs for transit services.
- Develop evaluation methodology and develop/evaluate potential alternatives.

Responsibilities of the TPO and/or County:

- Review ridership estimates.
- Review and provide feedback on proposed alternatives and the evaluation.
- Coordinate with Consultant as necessary.

The results of this effort will be summarized and provided to TPO and County staff for review and comment; it later will be provided to the project management team for consideration as part of Technical Memorandum No. 3, to be prepared in Task 7.

Task 7: Review & Update Goals & Objectives

Throughout the prior tasks, the Consultant will work with TPO and County staff and project management team to establish the desired 10-year vision for the agency. This overarching vision will then be used to guide the development of updated goals and objectives for the County related to its transit services. Goals and objectives will be consistent with the goals of the local community with respect to transportation and land use, in general, and specifically to transit service. The goals and objectives prepared for the previous major update of the TDP and the TPO's 2045 Long Range Transportation Plan will be used as a starting point, then updated as appropriate. The Consultant also will work closely with the TPO and County in delineating a vision of where transit wants to be in 10 years. The following sub-tasks reflect the work that will be completed during this task to establish the goals and objectives.

Sub-Task 7.01: Integrate Situation Appraisal and Previous Public Input

The Consultant will review the results of the public involvement activities, as well as the key aspects of the situation appraisal findings, to identify major themes, concepts, and focus areas to inform the transit

goals and objectives for St. Lucie County. The stakeholder interviews and input from the project management team will be especially important to the goal development process.

Sub-Task 7.02: Develop Draft Goals & Objectives

The Consultant will develop a set of draft goals and objectives for TPO and County staff and the project management team to consider. Existing goals and objectives from the previous TDP Major Update will provide a starting point for the update process. It is important to note that consistency with the transportation and land use goals of the local community will be an important consideration during this process. It is anticipated that the project management team will provide input in this regard.

Sub-Task 7.03: Prepare Technical Memorandum No. 3

The Consultant will prepare Draft Technical Memorandum No. 3 to report on the work completed for Tasks 3, 6, and 7. The draft document will also include the results from each of the public involvement activities completed as part of Task 3. Similar to the previous technical memoranda, the report will be developed in a user-friendly manner with easy-to-understand charts, tables, and/or graphs.

Upon completion, the draft document will be provided to TPO and County staff and the project management team for review. Comments received will be incorporated as appropriate into the draft TDP document that will compile the individual technical memoranda prepared throughout the project.

Responsibilities of the Consultant:

- Develop recommended goals and objectives.
- Prepare draft Technical Memorandum No. 3.
- Coordinate with TPO and County staff as necessary.

Responsibilities of the TPO and/or County:

- Review and provide feedback on goals and objectives.
- Review and comment on Technical Memorandum No. 3.
- Coordinate with Consultant as necessary.

Task 8: Prepare 10-Year Transit Development Plan

Upon completion of all the previous tasks, the Consultant will use the resulting information, from baseline conditions to public input to analytical results and priority alternatives, to prepare a 10-year TDP for St. Lucie County. The alternatives analysis will include an evaluation of on-demand services over fixed-route services, including planning level ridership and cost estimates considering potential shifting of riders from existing services/programs (e.g., Transportation Program) to on-demand. The strategic vision plan will be compiled from the previous technical memoranda with guidance and input from TPO and County staff and the project management team. It will contain guidance on the implementation of the plan, including considerations for potential new funding sources. The sub-tasks shown below outline the work that will be completed in this task.

Sub-Task 8.01: Prepare 10-Year Implementation & Finance Plans

The Consultant will prepare draft 10-year implementation and finance plans based on the three technical memoranda completed under the previous tasks. Among the key elements included in the

plans will be the documentation of recommended service alternatives and improvements to help address identified transit needs and deficiencies; a phased plan for 10-year service and capital improvements, including a vehicle replacement plan; and a 10-year financial plan, which will detail all projected operating and capital expenses and revenues. It also will include potential new funding sources, unfunded recommendations, a policy element with system goals and objectives, and an annual farebox recovery ratio report.

Sub-Task 8.02: Review/Enhance Performance Monitoring Program

The Consultant will work with TPO and County staff to review and enhance its performance monitoring program that will meet staff needs for tracking the performance of the agency's routes and overall system. The program will focus on efficiency and effectiveness of service and will be set up to use regularly collected operational data (such as those compiled for NTD reporting purposes). The program will provide step-level guidance and appropriate thresholds to trigger consideration for potential route modification and elimination and be based as consistently as possible with nationally emerging performance standards and reporting.

Sub-Task 8.03: Public Workshops

The Consultant will prepare for and conduct up to two (2) workshops to further support the TDP public participation process. It is anticipated that these workshops will occur later to gather input on potential alternative improvements and the implementation plan. The Consultant will coordinate with TPO and County staff to plan and schedule each workshop to target appropriate venues. To maximize opportunities for citizen participation, locations will be selected to ensure geographic coverage and, to the extent possible, piggyback on other community events to maximize participation. TPO or County staff will be responsible for securing any sites selected and for advertising and promoting the workshops.

Sub-Task 8.04: Board/Committee Presentations

The Consultant will prepare for and make six (6) presentations to the TPO Board and Committees, St. Lucie Board of County Commissioners, and the Local Coordinating Board requiring five trips (two Committee presentations to be held on the same day). For this purpose, the Consultant will develop user-friendly, graphical presentations to support first the development of a community vision or priorities for the transit system, and then secondly the communication and adoption of the TDP. The presentation files also will be available for use by TPO and County staff beyond the adoption of the TDP.

Sub-Task 8.05: Prepare Draft TDP Document

The Consultant will prepare a complete draft TDP document that integrates all previous task elements and results. The introduction to the TDP will include a checklist of all statutorily required TDP elements and their locations within the document to demonstrate compliance to the FDOT reviewer. The plan will then be submitted electronically to the TPO and County for review and comment. Any comments provided on the draft TDP will be addressed in the final TDP.

Sub-Task 8.06: Prepare Draft Executive Summary for TDP

The Consultant will prepare a draft Executive Summary of the TDP document. The Executive Summary will be concise, use graphics and easy-to-read bullets or highlights, and be a suitable size to enable the

TPO and County to distribute it easily and widely. An electronic copy of this draft document also will be provided to the project management team for review and comment. Comments on the draft TDP Executive Summary will be addressed in the final version.

Sub-Task 8.07: Prepare Final TDP Documents

Once the draft TDP and Executive Summary have been sufficiently reviewed and accepted, the Consultant will prepare and submit the final TDP and Executive Summary to the TPO and County electronically.

Responsibilities of the Consultant:

- Prepare 10-year implementation and finance plans.
- Review/enhance performance monitoring system.
- Prepare for and conduct public workshops (2).
- Prepare for and give six (6) presentations of the TDP.
- Prepare draft TDP document.
- Prepare draft Executive Summary for TDP.
- Prepare final TDP documents (1 printed copy and 1 CD/jump drive of the final documents and supporting files).

Responsibilities of the TPO and/or County:

- Review and comment on draft TDP.
- Review and comment on draft executive summary of the TDP.
- Coordinate logistics for board /committee presentations.
- Coordinate with Consultant as necessary.

The results of this effort will be summarized and provided to TPO and County staff for review and comment; it later will be provided to the project management team for consideration as part of Technical Memorandum No. 3, to be prepared under Task 7.

SUMMARY OF VISITS TO ST. LUCIE COUNTY

The Scope of Services assumes eight (8) visits with combined activities to St. Lucie County. The primary purpose of each visit is summarized below; however, other meetings and field work may be performed as part of these visits, as necessary.

- 1. Discussion Group Workshops (2 scheduled on 1 day)
- 2. Public Listening Sessions (2 scheduled on 1 day)
- 3. Public Workshops (2 scheduled on 1 day)
- 4. Presentations to the TPO Citizens Advisory Committee and Technical Advisory Committees (scheduled for 1 day)
- 5. Presentation to the TPO Bicycle Pedestrian Advisory Committee
- 6. Presentation to the TPO Local Coordinating Board
- 7. Presentation to the TPO Board
- 8. Presentation to the St. Lucie County Commission

PROJECT AGREEMENT

In accordance with the St. Lucie Transportation Planning Organization Agreement for General Transportation Planning Consultant Services, dated August 30, 2019, the TPO will authorize the Consultant's services outlined in the Agreement for the completion of the MAJOR UPDATE OF 10-YEAR TRANSIT DEVELOPMENT PLAN (2025-2034).

PROJECT BUDGET

A detailed project budget is provided in Table 2 (including hours by staff classification and costs by task and sub-task). The professional fees to update the St. Lucie Transit Development Plan is estimated at \$149,317 for Benesch's services outlined in Tasks 1-8. As outlined in the project agreement, this lump sum budget includes all direct and indirect costs for services described in this scope. This budget includes all directly incurred project travel, printing, and other expenses, as outlined in this scope. Benesch will submit a monthly invoice and progress report. Additionally, periodic conference calls with the TPO's Project Manager and other personnel will be scheduled to keep the TPO and St. Lucie County informed of the TDP progress and upcoming activities.

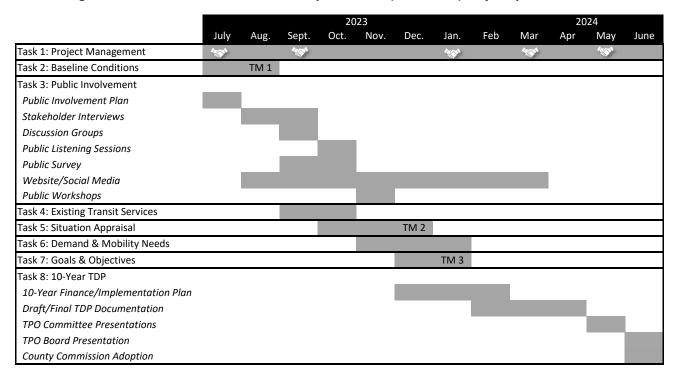
Table 2: St. Lucie 10-Year Transit Development Plan (2025-2034) Major Update Budget

Task #	SUBTASK DESCRIPTION	Principal \$269.00	Project Manager \$229.84	Senior Planner \$127.44	Project Planner \$101.44	Planner \$81.34	Graphics \$90.56	Total Task Hours	Cost Per Task
#	SUBTASK DESCRIPTION	\$209.00	\$229.04	\$127.44	\$101.44	\$01.34	\$90.56	nours	Task
1.00	Initiate & Manage Project	1	22	38	20	1	1	83	\$12,369
1.01	Prepare for and facilitate kickoff meeting (virtual)		2	3	4			9	\$1,248
1.02	Coordinate with TPO & County to establish a project management team			2				2	\$255
1.03	Prepare for and support 4 project management team meetings								
	Project management team #1 (virtual)	1	8	12	1	1	1	24	\$3,910
	Project management team #2 (virtual)		2	3	3			8	\$1,146
	Project management team #3 (virtual)		2	3	3			8	\$1,146
	Project management team #4 (virtual)		2	3	3			8	\$1,146
1.04	Project communication/prepare monthly progress reports		6	12	6			24	\$3,517
2.00	Establish Baseline Conditions	1	3	12	76	28	20	140	\$14,286
2.01	Collect and compile data to support baseline conditions assessment		1	2	32	8		45	\$4,563
2.02	Analyze data and establish baseline conditions (maps and tables)		1	2	24	8	16	51	\$5,019
2.03	Prepare Technical Memorandum No. 1 (Task 2)	1	1	8	20	12	2	44	\$4,704
3.00	Facilitate Public Involvement	1	7	84	55	55	34	236	\$25,715
3.01	Develop public involvement plan and update TDP brand	1	1	4	8	12	2	28	\$2,977
3.02	Plan and conduct stakeholder interviews (10)		1	16	15	12	_	44	\$4,767
3.03	Prepare for and conduct discussion group workshops (2 on same day)		1	28	4	4		37	\$4,529
					2				
3.04	Plan and facilitate public listening sessions (2 on same day)		1	28		3		34	\$4,245
3.05	Conduct public survey		1	2	14	8		49	\$4,729
3.06	Engage public through website, social media, and email blasts		1	4	8	16	8	37	\$3,577
3.07	Prepare for operator interviews (conducted same trip as discussion group workshops)		1	2	4			7	\$890
4.00	Identify & Evaluate Existing Transit Services	0	-	12	24	64	4	107	\$10,221
4.01	Inventory existing transportation services		1	4	8	24		37	\$3,503
4.02	Conduct trend analysis of existing transit service		1	4	8	20	2	35	\$3,359
4.03	Conduct peer review analysis of existing transit service		1	4	8	20	2	35	\$3,359
5.00	Conduct Situation Appraisal	1	2	20	32	58	12	125	\$12,328
5.01	Review local plans/documents and identify community goals			8	8	24	4	44	\$4,145
5.02	Conduct situation appraisal		1	4	8	24	4	41	\$3,866
5.03	Prepare Technical Memorandum No. 2 (Tasks 4 and 5)	1	1	8	16	10	4	40	\$4,317
6.00	Estimate & Evaluate Demand & Mobility Needs	1	3	17	78	148	16	263	\$24,525
6.01	Estimate demand for transit services (TBEST)		1	10	30	80	4	125	\$11,417
6.02	Assess demand with additional GIS-based tools			1	12	20	4	37	\$3,334
6.03	Identify and assess needs for transit services		1	2	12	16	4	35	\$3,366
6.04	Develop methodology and identify/evaluate alternatives	1	1	4	24	32	4	66	\$6,408
7.00	Review & Update Goals & Objectives	1	2	20	36	44	14	117	\$11,776
7.01	Integrate situation appraisal and public input			4	8	12		24	\$2,297
7.02	Develop draft goals & objectives		1	8	12	16	2	39	\$3,949
7.03	Prepare Technical Memorandum No. 3 (Tasks 3, 6 and 7)	1	1	8	16	16	12	54	\$5,530
8.00	Prepare 10-Year Transit Development Plan	3	41	70	88	92	28	322	\$38,097
8.01	Prepare 10-year implementation and finance plans	1	1	8	24	24	8	66	\$6,630
8.02	Review/enhance performance monitoring program		1	4	4	6		15	\$1,633
8.03	Conduct public workshops (2) on same day			28	10	8	2	48	\$5,415
	Prepare for and give four (4) TPO Committee presentations (3 trips)		24	6	8	2	4	44	\$7,617
	Prepare for and give TPO Board and BCC presentations (2 trips)		12	8	12	0	0	32	\$4,995
8.04	Prepare draft TDP document	1	1	4	20	20	8	54	\$5,389
8.05	Prepare draft Executive Summary for TDP	1	1	10	2	24	4	42	\$4,291
8.06	Prepare final TDP documents		1	2	8	8	2	21	\$2,128
2.30	TOTAL - TASKS 1-8	9	83	273	409	490	129	1,393	\$149,317

PROJECT SCHEDULE

The TDP Major Update will be finalized and adopted by the St. Lucie County Commission before September 1, 2024. The proposed project schedule provided in Figure 1 is based on a Notice to Proceed date of July 1, 2023 and adoption by the County Commission in June 2024. The project schedule will be reviewed and finalized as part of the project kickoff meeting.

Figure 1: St. Lucie 10-Year Transit Development Plan (2025-2034) Major Update Schedule





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

AGENDA I TEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: June 7, 2023

Item Number: 10a

Item Title: Decennial Apportionment Review

Item Origination: Florida Statutes and Florida Department of

Transportation (FDOT)

UPWP Reference: Task 1.1 – Program Management

Requested Action: Discuss and provide comments to Staff

Staff Recommendation: It is recommended that the TPO Board discuss

the Decennial Apportionment Review and

provide comments to Staff.

Attachments

- Staff Report
- FDOT Email Correspondence dated May 16, 2023
- Interlocal Agreement for Creation of the Metropolitan Planning Organization dated September 13, 2006

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

MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald

Executive Director

DATE: May 31, 2023

SUBJECT: Decennial Apportionment Review

BACKGROUND

Florida Statute 339.175(4) specifies the following:

"4) APPORTIONMENT.—

(a) Each M.P.O. shall review the composition of its membership in conjunction with the decennial census, as prepared by the United States Department of Commerce, Bureau of the Census, and with the agreement of the Governor and the affected general-purpose local government units that constitute the existing M.P.O., reapportion the membership as necessary to comply with subsection (3)."

Since the 2020 Census was completed and the results were released, the Florida Department of Transportation (FDOT) requested in the attached email correspondence that the Florida Metropolitan Planning Organizations (MPOs) initiate the Decennial Apportionment Review in accordance with the Florida Statutes. The Board is requested to discuss the completion of the process and provide comments to Staff.

ANALYSIS

The membership on the TPO Board currently is apportioned as follows:

- Four (4) St. Lucie County Board of County Commissioners
- Four (4) City of Port St. Lucie Councilmembers
- Two (2) City of Fort Pierce Commissioners
- One (1) St. Lucie County School Board member
- One (1) Community Transit representative

May 31, 2023 Page 2 of 3

The results of the 2020 Census compared to the results of the 2010 Census is as follows:

2010 and 2020 Census Results								
Jurisdiction/	2010	Percentage	2020	Percentage				
Local Government	Population	of Total	Population	of Total				
Fort Pierce	41,590	15.0	47,297	14.4				
Port St. Lucie	164,603	59.2	204,851	62.2				
Unincorporated/St. Lucie Village	71,596	25.8	77,078	23.4				
St. Lucie County Total	277,789	100	329,226	100				

Source: U.S. Census Bureau

Similar to when the TPO completed its last Decennial Apportionment Review in 2013, there has been little proportional change among the population sizes of the local jurisdictions between the 2010 Census and the 2020 Census. Therefore, it appears to be appropriate for the TPO to preserve the existing apportionment of the local governments.

In addition to the voting members representing the local governments and the local School Board, Community Transit is specified as a voting member on the TPO Board in the attached Interlocal Agreement for Creation of the Metropolitan Planning Organization dated September 13, 2006 (Creation Agreement). COASL also is a party to the Agreement. At four previous meetings from August 2020 to August 2021, the TPO discussed the Community Transit membership on various TPO governing and advisory bodies in light of MV Transportation's July 2020 assumption of the contract for operating the County's public transportation system.

Any changes in the membership of the TPO Board to reflect changes in the operations of the County public transportation system and/or Community Transit's membership on the Board may require amending the Creation Agreement. Any amendments to the Creation Agreement require approval by all of the parties to the Creation Agreement including the Florida Department of Transportation, the local governments, the St. Lucie County School Board, and the COASL and may require approval by the Governor. It is anticipated that the development and approval of any amendments to the Creation Agreement will be a lengthy and resource-consuming process. Based on the consideration of this process, the Board decided in October 2020 to postpone the consideration of the Community Transit membership on the TPO Board until the Decennial Apportionment Review after the 2020 Census.

It should be noted that at the August 2021 Board Meeting, the Board revised its By-Laws, Rules, and Procedures to change the transit representation on the Technical Advisory Committee (TAC) from a "Community Transit Representative" to a representative of an "Independent Public Transportation

May 31, 2023 Page 3 of 3

Operator" that is appointed by the TPO Board. It was intended for this representative to be providing for profit or non-profit public transportation and be independent of any of the local government members of the TPO Board and the TAC. After revising the By-Laws, Rules, and Procedures, the TPO Board appointed Community Transit to the TAC as the Independent Public Transportation Operator representative.

Because the Decennial Apportionment Review now has been initiated, it appears to be appropriate for the Board to consider the membership of Community Transit. Should the TPO Board and Community Transit mutually agree to discontinue the membership of Community Transit on the TPO Board, it may be appropriate for the Board and Community Transit to consider the withdrawal of Community Transit from the Board in accordance with Section 7.03(b) of the Creation Agreement instead of conducting the lengthy and resource-consuming processes of amending the Creation Agreement and Reapportionment.

RECOMMENDATION

It is recommended that the TPO Board discuss the Decennial Apportionment Review and provide comments to Staff.

From: Fortunas, Jennifer < Jennifer. Fortunas@dot.state.fl.us>

Sent: Tuesday, May 16, 2023 5:34 PM

To: Fortunas, Jennifer < Jennifer.Fortunas@dot.state.fl.us>

Subject: Action Required: Notice of Kickoff for Apportionment Plan & Urban Area Adjustment

Importance: High

SECURITY WARNING: This email originated from outside the County systems. Please show caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Good evening MPOs and District staff,

This email serves as the official kick-off for two separate processes:

- 1. The Apportionment Plan
- 2. The Urban Area Boundary/Functional Classification Update

Both efforts will utilize the same 2020 US Census population and urban area data as the foundation.

The <u>Apportionment Plan</u> and <u>Urban Area Boundary/Functional Classification Update</u> processes **officially begin today.** MPOs have 180 days from **May 16, 2023,** to submit their Apportionment Plans to FDOT's Office of Policy Planning (*MPO Program Management Handbook*, sections 2.5 and 2.10). Based on this requirement, all MPOs must submit their Apportionment Plans **by November 14, 2023**.

May 31, 2024, is the deadline for Districts to submit their adjusted urban area boundaries to the Transportation Data and Analytics (TDA) Office. Functional Classification modifications are preferred to be completed simultaneously but may be submitted later (i.e., after FHWA approves the adjusted urban area boundaries). The TDA Office will review the submittals and, upon concurrence, will submit the data to FHWA for approval.

Apportionment Plans

FDOT is preparing guidance that will include an Apportionment Plan template and will host a webinar on **June 6, 2023**, to provide training for developing your Apportionment Plans. The TDA Office has prepared the 2020 US Census urban area population data by county for the MPOs. Simply look for the 2020 Census by County button on the <u>Urban Area Boundary and Functional Classification Data Hub</u>.

After each decennial census, MPOs must review the composition of their membership and metropolitan planning area (MPA) boundaries and submit an Apportionment Plan that meets the requirements of s.339.175(3), FS, s.339.175(4), FS, and 23 CFR 450.310. Apportionment Plans must include population data (total MPO area population and the urban area population within all Census designated urban areas with more than 50,000 people), current and proposed membership, and an MPA boundary map.

STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

INTERLOCAL AGREEMENT FOR CREATION OF THE METROPOLITAN PLANNING ORGANIZATION

13/m

THIS INTERLOCAL AGREEMENT is made and entered into this day of Schember, 2006, by and between the FLORIDA DEPARTMENT OF TRANSPORTATION; the CITY OF FORT PIERCE; the CITY OF PORT ST. LUCIE; ST. LUCIE COUNTY; the ST. LUCIE COUNTY SCHOOL BOARD; COUNCIL ON AGING OF ST. LUCIE, INC.; and the MARTIN COUNTY METROPOLITAN PLANNING ORGANIZATION.

RECITALS

WHEREAS, the Federal Government, under the authority of 23 U.S.C. Section 134 and 49 U.S.C. Section 5303, requires each metropolitan area, as a condition to the receipt of federal capital or operating assistance, to have a continuing, cooperative, and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the metropolitan area, and further requires the State Transportation Agency and the Metropolitan Planning Organization to enter into an Agreement clearly identifying the responsibilities of each party for cooperatively carrying out such transportation planning;

WHEREAS, the parties to this Interlocal Agreement desire to participate cooperatively in the performance, on a continuing basis, of a coordinated, comprehensive transportation planning process to assure that highway facilities, mass transit, rail systems, air transportation and other facilities will be properly located and developed in relation to the overall plan of community development;

WHEREAS, 23 U.S.C. Section 134, as amended by the Intermodal Surface Transportation Efficiency Act of 1991 and the Transportation Equity Act for the Twenty-first Century (Public Law 105-178, 112 Stat. 107), 49 U.S.C. Sections 5303-5307, 23 C.F.R. Section 450.306, and Section 339.175, Florida Statutes, provide for the creation of Metropolitan Planning Organizations to develop transportation plans and programs for metropolitan areas;

WHEREAS, pursuant to 23 U.S.C. Section 34(b), 49 U.S.C. Section 5303, 23 C.F.R. Section 450.306(a), and Section 339.175, Florida Statutes, a determination has been made by the Governor and units of general purpose local government representing at least 75% of the affected population (including the central city or cities) in the metropolitan area to designate a Metropolitan Planning Organization;

WHEREAS, pursuant to Section 339.175(3), Florida Statutes, by letter to The Honorable R. "Duke" Nelson dated April 26, 2004, the Governor has agreed to the new membership apportionment plan of the members of the St. Lucie Metropolitan Planning Organization as set forth in this Agreement;

WHEREAS, pursuant to 23 C.F.R. Section 450.306©), and Section 339.175(1)(b), Florida Statutes, an interlocal agreement must be entered into by the Department and the governmental entities designated by the Governor for membership on the MPO;

WHEREAS, the interlocal agreement is required to create the St. Lucie Metropolitan Planning Organization and delineate the provisions for operation of the MPO following the approval of the redesignation and new membership apportionment plan for the MPO by the Governor:

WHEREAS, the undersigned parties have determined that this Interlocal Agreement satisfies the requirements of and is consistent with Section 339.175(1)(b), Florida Statutes;

WHEREAS, pursuant to Section 339.175(1)(b), Florida Statutes, the interlocal agreement must be consistent with statutory requirements set forth in Section 163.01, Florida Statutes, relating to interlocal agreements; and

WHEREAS, the undersigned parties have determined that this Interlocal Agreement is consistent with the requirements of Section 163.01, Florida Statutes.

NOW, THEREFORE, in consideration of the mutual covenants, promises, and representation herein, the parties desiring to be legally bound, do agree as follows:

ARTICLE 1 RECITALS; DEFINITIONS

Section 1.01. <u>Recitals</u>. Each and all of the foregoing recitals are hereby incorporated herein and acknowledged to be true and correct to the best of the parties' knowledge. Failure of any of the foregoing recitals to be true and correct shall not operate to invalidate this Agreement.

Section 1.02. <u>Definitions</u>. The following words when used in this Agreement (unless the context shall clearly indicate the contrary) shall have the following meanings:

Agreement means and refers to this instrument, as amended from time to time.

Department shall mean and refer to the Florida Department of Transportation, an agency of the State of Florida created pursuant to Section 20.23, Florida Statutes.

FHWA means and refers to the Federal Highway Administration.

FTA means and refers to the Federal Transit Administration.

Long-Range Transportation Plan is the 20-year plan which: identifies transportation facilities; includes a financial plan that demonstrates how the plan can be implemented and assesses capital improvements necessary to preserve the existing metropolitan transportation system and make efficient use of existing transportation facilities, indicates proposed transportation enhancement activities; and in ozone/carbon monoxide nonattainment areas is coordinated with the State Implementation Plan, all as required by 23 U.S.C. Section 134(g), 23 C.F.R. Section 450.322, Section 339.175(6), Florida Statutes.

Metropolitan Area means and refers to the planning area as delineated by the MPO for the urbanized area containing at least a population of 50,000 as described in 23 U.S.C. Section 134(b)(1), 49 U.S.C. Section 5303©)(1), and Section 339.175, Florida Statutes, which shall be subject to the Metropolitan Planning Organization's planning authority.

MPO means and refers to the Metropolitan Planning Organization formed pursuant to this Agreement.

Transportation Improvement Program (TIP) is the is the staged multi-year program of transportation improvement projects developed by a Metropolitan Planning Organization consistent with the Long-Range Transportation Plan and developed pursuant to title 23 U.S.C. Section 134(h), 49 U.S.C. Section 5304, 23 C.F.R. Section 450.324 and Section 339.175, Florida Statutes.

Unified Planning Work Program (UPWP) is the annual program developed in cooperation with the Department and public transportation providers, that lists all planning tasks to be undertaken during a program year, together with a complete description thereof and an estimated budget, all as required by 23 C.F.R. Section 450.314, and Section 339.175(8), Florida Statutes.

ARTICLE 2 PURPOSE

Section 2.01. General Purpose. The purpose of this Agreement is to establish the St. Lucie Metropolitan Planning Organization:

- (a) To assist in the development of transportation systems embracing various modes of transportation in a manner that will maximize the mobility of people and goods within and through this metropolitan area of this state and minimize, to the maximum extent feasible for transportation-related fuel consumption and air pollution;
- (b) To develop transportation plans and programs, in cooperation with the Department, which plans and programs provide for the development of transportation facilities that will function as multi-modal and an intermodal transportation system for the metropolitan area;
- (c) To implement and ensure a continuing, cooperative, and comprehensive transportation planning process that results in coordinated plans and programs consistent with

the comprehensively planned development of this affected metropolitan area in cooperation with the Department;

- (d) To assure eligibility for the receipt of Federal capital and operating assistance pursuant to 23 U.S.C. Section 34 and 49 U.S.C. Sections 5303, 5304, 5305 and 5306; and
- (e) To carry out the metropolitan transportation planning process, in cooperation with the Department, as required by 23 U.S.C. 134 and 49 U.S.C. 5303, 5304, 5305 and 5306; 23 C.F.R. 420 and 450, and 49 C.F.R. Part 613, Subpart A: and consistent with Chapter 339, Florida Statutes, and other applicable state and local laws.
- Section 2.02. <u>Major MPO Responsibilities</u>. The MPO is intended to be a forum for cooperative decision making by officials of the governmental entities which are party to this Agreement in the development of transportation-related plans and programs, including but not limited to:
 - (a) The Long-range Transportation Plan;
 - (b) The Transportation Improvement Program;
 - (c) The Unified Planning Work Program;
- (d) A congestion management system for the metropolitan area as required by state or federal law:
- (e) Assisting the Department in mapping transportation planning boundaries required by state or federal law:
- (f) Assisting the Department in performing its duties relating to access management, functional classification of roads, and data collection; and
- (g) Performing such other tasks presently or hereafter required by state or federal law.

Section 2.03. MPO decisions coordinated with FDOT and consistent with comprehensive plans. Chapter 334, Florida Statutes, grants the broad authority for the Department's role in transportation. Section 334.044, Florida Statutes, shows the legislative intent that the Department shall be responsible for coordinating the planning of a safe, viable and balanced state transportation system serving all regions of the State. Section 339.155, Florida Statutes, requires the Department to develop a statewide transportation plan, which considers, to the maximum extent feasible, strategic regional policy plans, MPO plans, and approved local government comprehensive plans. Section 339.175, Florida Statutes, specifies the authority and responsibility of the MPO and the Department in the management of a continuing, cooperative, and comprehensive transportation planning process for the metropolitan area.

In fulfillment of this purpose and in the exercise of the various powers granted by Chapters 334 and 339, Florida Statutes, the Department and all parties to this Agreement acknowledge that the provisions of the Local Government Comprehensive Planning and Land Development Regulation Act, Sections 163.3161-3215, Florida Statutes, are applicable to this Agreement. The parties to this Agreement shall take particular care that the planning processes and planning integrity of local governments as set forth in aforementioned law shall not be infringed upon.

ARTICLE 3 MPO ORGANIZATION AND CREATION

- Section 3.01. <u>Establishment of MPO</u>. The MPO for the metropolitan area as described in the membership apportionment plan approved by the Governor is hereby created and established pursuant to the Agreement to carry out the purposes and functions set forth in Articles 2 and 5. The legal name of this Metropolitan Planning Organization shall be the "St. Lucie Metropolitan Planning Organization".
- Section 3.02. MPO to operate pursuant to law. In the event that any election, referendum, approval, permit, notice, other proceeding or authorization is required under applicable law to undertake any power, duty, or responsibility hereunder, or to observe, assume,

or carry out any of the provisions of this Agreement, the MPO will, to the extent of its legal capacity, comply with all applicable laws and requirements.

- Section 3.03. Governing board to act as policy-making body of MPO. The governing board established pursuant to Section 4.01 of this Agreement shall be the policy-making body forum of the MPO responsible for cooperative decision-making of actions taken by the MPO and taking the required approval action as the MPO.
- Section 3.04. <u>Submission of proceedings; Contracts and other documents</u>. Subject to the right to claim an exemption from the Florida Public Records Law, Chapter 119, Florida Statutes, the Department and the MPO shall submit to each other such data, reports, records, contracts, and other documents relating to the MPO's performance as a metropolitan planning organization as is requested. Charges are to be in accordance with Chapter 119, Florida Statutes.
- Section 3.05. Rights of review. All parties to this Agreement, and the affected Federal funding agency (i.e., FHWA, FTA, and FAA) shall have the rights of technical review and comment of MPO projects.

ARTICLE 4 COMPOSITION; MEMBERSHIP; TERMS OF OFFICE

Section 4.01. Composition and membership of governing board.

(a) The membership of the MPO shall consist of twelve (12) voting representatives and one (1) three (3) non voting representatives. The names of the member local governmental entities and the voting apportionment of the governing board as approved by the Governor shall be as follows:

<u>Voting Members</u> :		Non-Voting Members:	
City of Fort Pierce	2	Florida Department of Transportation	1
City of Port St. Lucie	4	Martin County MPO	2
Community Transit	1		
St. Lucie County	4		
St. Lucie County School Board	1		

- (b) All voting representatives shall be elected officials of general purpose local governments, except to the extent that the MPO includes, as part of its apportioned voting membership, a member of a statutorily authorized planning board or an official of an agency that operates or administers a major mode of transportation. All individuals acting as a representative of the governing board of the county, the city, or authority shall first be selected by said governing board.
- (c) As Community Transit is the operator of a major mode of transportation in the Metropolitan Area, the county commission representatives shall constitute no less twenty percent (20%) of the total number of voting members of the MPO in accordance with Section 339.175(2)(a), Florida Statutes.
- (d) In the event that a governmental entity that is a member of the MPO fails to fill an assigned appointment to the MPO within sixty days after notification by the Governor of its duty to appoint a representative, that appointment shall be made by the Governor from the eligible individuals of that governmental entity.
- Section 4.02. <u>Terms</u>. The term of office of members of the MPO shall be four years. The membership of a member who is a public official automatically terminates upon said official leaving the elective or appointive office for any reason, or may be terminated by a majority vote of the total membership of the governmental entity represented by the member.

A vacancy shall be filled by the original appointing entity. A member may be appointed for one or more additional four year terms.

ARTICLE 5 AUTHORITIES, POWERS, DUTIES AND RESPONSIBILITIES

- Section 5.01. <u>General authority</u>. The MPO shall have all authorities, powers and duties, enjoy all rights, privileges, and immunities, exercise all responsibilities and perform all obligations necessary or appropriate to managing a continuing, cooperative, and comprehensive transportation planning process as specified in Section 339.175(4) and (5), Florida Statutes.
- **Section 5.02.** <u>Specific authority and powers</u>. The MPO shall have the following powers and authority:
- (a) As provided in Section 339.175(5)(g), Florida Statutes, the MPO may employ personnel and/or may enter into contracts with local or state agencies and private planning or engineering firms to utilize the staff resources of local and/or state agencies;
- (b) As provided in Section 163.01(14), Florida Statutes, the MPO may enter into contracts for the performance of service functions of public agencies;
- (c) As provided in Section 163.01(5)(j), Florida Statutes, the MPO may acquire, own, operate, maintain, sell, or lease real and personal property;
- (d) As provided in Section 163.01(5)(m), Florida Statutes, the MPO may accept funds, grants, assistance, gifts or bequests from local, State, and Federal resources;
- (e) The MPO may promulgate rules to effectuate its powers, responsibilities, and obligations enumerated herein; provided, that said rules do not supersede or conflict with applicable local and state laws, rules and regulations; and
- (f) The MPO shall have such powers and authority as specifically provided in Sections 163.01 and 339.175, Florida Statutes, and as may otherwise be provided by federal or state law.

Section 5.03. <u>Duties and responsibilities</u>. The MPO shall have the following duties and responsibilities:

- (a) As provided in Section 339.175(5)(d), Florida Statutes, the MPO shall create and appoint a technical advisory committee;
- (b) As provided in Section 339.175(5)(e), Florida Statutes, the MPO shall create and appoint a citizens' advisory committee;
- (c) As provided in Section 163.01(5)(o), Florida Statutes, the MPO membership shall be jointly and severally liable for liabilities, and the MPO may respond to such liabilities through the purchase of insurance or bonds, the retention of legal counsel, and, as appropriate, the approval of settlements of claims by its governing board;
- (d) As provided in Section 339.175(8), Florida Statutes, the MPO shall establish a budget which shall operate on a fiscal year basis consistent with any requirements of the Unified Planning Work Program;
- (e) The MPO, in cooperation with the Department, shall carry out the metropolitan transportation planning process as required by 23 C.F.R. Parts 420 and 450, and 49 C.F.R. Part 613, Subpart A, and consistent with Chapter 339, Florida Statutes, and other applicable state and local laws:
- (f) As provided in Section 339.175(9)(a), Florida Statutes, the MPO shall enter into agreements with the Department, operators of public transportation systems and the metropolitan and regional intergovernmental coordination and review agencies serving the metropolitan area. These agreements will prescribe the cooperative manner in which the transportation planning process will be coordinated and included in the comprehensively planned development of the area;
 - (g) Prepare the Long-Range Transportation Plan;

- (h) In cooperation with the Department, prepare the Transportation Improvement Program;
- (i) In cooperation with the Department, prepare and annually update the Unified Planning Work Program:
 - (j) Prepare a congestion management system for the metropolitan area;
- (k) Assist the Department in mapping transportation planning boundaries required by state or federal law:
- (1) Assist the Department in performing its duties relating to access management, functional classification of roads, and data collection;
- (m) Conduct an analysis to determine the appropriate staffing for the MPO, including the employer and location for the MPO staff;
 - (n) Perform such other tasks presently or hereafter required by state or federal law;
- (p) Execute certifications and agreements necessary to comply with state or federal law; and
 - (q) Adopt operating rules and procedures.

ARTICLE 6 FUNDING; INVENTORY REPORT; RECORD-KEEPING

- Section 6.01. <u>Funding</u>. The Department shall allocate to the MPO for its performance of its transportation planning and programming duties, an appropriate amount of federal transportation planning funds.
- Section 6.02. <u>Inventory report</u>. The MPO agrees to inventory, to maintain records of and to insure proper use, control, and disposal of all nonexpendable tangible property

acquired pursuant to funding under this Agreement. This shall be done in accordance with the requirements of 23 C.F.R. Part 420, Subpart A, 49 C.F.R. Part 18, Subpart C, and all other applicable federal regulations.

Section 6.03. Record-keeping and document retention. The Department and the MPO shall prepare and retain all records in accordance with the federal and state requirements, including but not limited to 23 C.F.R. Part 420, Subpart A, 49 C.F.R. Part 18, Subpart C, 49 C.F.R. 18.42, and Chapter 119, Florida Statutes.

ARTICLE 7 MISCELLANEOUS PROVISIONS

- Section 7.01. <u>Constitutional or statutory duties and responsibilities of parties</u>. This Agreement shall not be construed to authorize the delegation of the constitutional or statutory duties of any of the parties. In addition, this Agreement does not relieve any of the parties of an obligation or responsibility imposed upon them by law, except to the extent of actual and timely performance thereof by one or more of the parties to this Agreement or any legal or administrative entity created or authorized by this Agreement, in which case this performance may be offered in satisfaction of the obligation or responsibility.
- Section 7.02. <u>Amendment of Agreement</u>. Amendments or modifications of this Agreement may only be made by written agreement signed by all parties here to with the same formalities as the original Agreement. No amendment may alter the apportionment or jurisdictional boundaries of the MPO without approval by the Governor.

Section 7.03. <u>Duration; withdrawal procedure.</u>

(a) <u>Duration</u>. This Agreement shall remain in effect until terminated by the parties to this Agreement; provided, however, that by no later than October 1, 2009, and at least every five years thereafter, the Governor shall examine the composition of the MPO membership and reapportion it as necessary to comply with Section 339.175, Florida Statutes, as appropriate. During examination of the MPO apportionment every five years by the Governor, this

Agreement shall be reviewed by the MPO and the Department to confirm the validity of the contents and to recommend amendments, if any, that are required.

- (b) <u>Withdrawal procedure</u>. Any party, except St. Lucie County and the United States Bureau of the Census designated center city(ies), may withdraw from this Agreement after presenting in written form a notice of intent to withdraw to the other parties to this Agreement and the MPO, at least 90 days prior to the intended date of withdrawal. Upon receipt of the intended notice of withdrawal:
- (1) The withdrawing member and the MPO shall execute a memorandum reflecting the withdrawal of the member and alteration of the list of member governments that are signatories to this Agreement. The memorandum shall be filed in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located; and
- (2) The Office of the Governor shall be contacted, and the Governor, with the agreement of the remaining members of the MPO, shall determine whether any reapportionment of the membership shall be appropriate. The Governor and the MPO shall review the previous MPO designation, applicable Florida and local law, and MPO rules for appropriate revision. In the event that another entity is to accorded membership in the place of the member withdrawing from the MPO, the parties acknowledge that pursuant to 23 C.F.R. 450.306(k), adding membership to the MPO does not automatically require redesignation of the MPO. In the event that a party who is not a signatory to this Agreement is accorded membership on the MPO, membership shall not become effective until this Agreement is amended to reflect that the new member has joined the MPO.
- Section 7.04. <u>Notices</u>. All notices, demands and correspondence required or provided for under this Agreement shall be in writing and delivered in person or dispatched by certified mail, postage prepaid, return receipt requested. Notice required to be given shall be addressed as follows:

City of Fort Pierce:

City Manager 100 North U.S. 1 Fort Pierce, Florida 34982

City of Port St. Lucie:

City Manager
Port St. Lucie City Hall
121 Southwest Port St. Lucie Boulevard
Port St. Lucie, Florida 34984

St. Lucie County:

County Administrator 2300 Virginia Avenue Fort Pierce, Florida 34982

St. Lucie County School Board:

Superintendent of Schools 4204 Okeechobee Road Fort Pierce, Florida 34947

Council on Aging:

Council on Aging of St. Lucie, Inc. 2501 SW Bayshore Boulevard Port St. Lucie, Florida 34984

With copy to:

City Attorney 100 North U.S. 1 Fort Pierce, Florida 34982

With copy to:

City Attorney
Port St. Lucie City Hall
121 S.W. Port St. Lucie Blvd.
Port St. Lucie, Florida 34984

With copy to:

County Attorney 2300 Virginia Avenue Fort Pierce, Florida 34982

With copy to:

School Board Attorney 4204 Okeechobee Road Fort Pierce, Florida 34947

Florida Department of Transportation:

District 4 Secretary 3400 West Commercial Boulevard Fort Lauderdale, Florida 33309

P.

Martin County MPO:

Martin County MPO Administrator 2401 SE Monterey Road Stuart, Florida 34996

A party may unilaterally change its address or addressee by giving notice in writing to the other parties as provided in this section. Thereafter, notices, demands and other pertinent correspondence shall be addressed and transmitted to the new address.

Section 7.05. Interpretation.

- (a) <u>Drafters of Agreement</u>. The Department and the members of the MPO were each represented by or afforded the opportunity for representation by legal counsel and participated in the drafting of this Agreement and in choice of wording. Consequently, no provision hereof should be more strongly construed against any party as drafter of this Agreement.
- (b) <u>Severability</u>. Invalidation of any one of the provisions of this Agreement or any part, clause or word hereof, or the application thereof in specific circumstances, by judgement, court order, or administrative hearing or order shall not affect any other provisions or applications in other circumstances, all of which shall remain in full force and effect; provided, that such remainder would then continue to conform to the terms and requirements of applicable law.
- (c) <u>Rules of construction</u>. In interpreting this Agreement, the following rules of construction shall apply unless the context indicates otherwise:

- (1) The singular of any word or term includes the plural;
- (2) The masculine gender includes the feminine gender; and
- (3) The word "shall" is mandatory, and "may" is permissive.
- Section 7.06. <u>Enforcement by parties hereto</u>. In the event of any judicial or administrative action to enforce or interpret this Agreement by any party hereto, each party shall bear its own attorney's fees in connection with such proceeding.
- Section 7.07. <u>Agreement execution</u>; Use of counterpart signature pages. This Agreement, and any amendments hereto, may be simultaneously executed in several counterparts, each of which so executed shall be deemed to be an original, and such counterparts together shall constitute one and the same instrument.

Section 7.08. Effective date, Cost of recordation.

- (a) <u>Effective date</u>. This Agreement shall become effective upon its filing in the Office of the Clerk of the Circuit Court of each county in which a party hereto is located. Any amendment hereto shall become effective only upon its filing in the Office of the Clerk of the Circuit Court for each county in which a party hereto is located.
- (b) <u>Recordation</u>. St. Lucie County hereby agrees to pay for any costs of recordation or filing of this Agreement in the Office of the Circuit Court for each county in which a party is hereto located. The recorded or filed original hereof, or any amendment, shall be returned to the MPO for filing in its records.



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

AGENDA I TEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: June 7, 2023

Item Number: 10b

I tem Title: Village Parkway Extension Request

I tem Origination: Martin Metropolitan Planning Organization

(MPO)

UPWP Reference: Task 1.1 – Program Management

Requested Action: Discuss and provide comments to Staff

Staff Recommendation: It is recommended that the TPO Board discuss

the Village Parkway Extension Request and

provide comments to Staff.

Attachments

- Staff Report
- Martin MPO Correspondence dated May 25, 2023
- August 12, 2010 St. Lucie TPO/Martin MPO Joint Meeting Minutes
- City of Port St. Lucie Correspondence dated January 27, 2021

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

MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald

Executive Director

DATE: May 31, 2023

SUBJECT: Village Parkway Extension Request

BACKGROUND

The attached correspondence dated May 25, 2023, was received from the Martin Metropolitan Planning Organization (MPO) which requests that the St. Lucie Transportation Planning Organization (TPO) consider adding the extension of Village Parkway to the TPO's current and future Long Range Transportation Plans and support the addition of the extension in the Treasure Coast Regional Planning Model Version 6 (TCRPM6).

The source (Martin County Commissioner Doug Smith) and purpose (for modeling only) of the inclusion of the Village Parkway Extension in the 2035 Regional Long Range Transportation Plan (2035 RLRTP) are identified in the highlighted portions in the attached excerpt from the August 12, 2010 St. Lucie TPO/Martin MPO Joint Meeting Summary. Subsequently, there have been no references to the Village Parkway Extension in any TPO plan or requests from Martin County until December 2020 when the City of Port St. Lucie received correspondence from Martin County regarding the Mattamy Palm Beach, LLC, Large Scale Comprehensive Plan Text Amendment to the Future Land Use Element.

The correspondence from Martin County reportedly referenced that the Village Parkway extension to Martin County was not shown in the proposed concept plan. The City of Port St. Lucie responded with the attached correspondence dated January 27, 2021, which confirmed that the Village Parkway Extension is not referenced within any of the legislative documents of the City of Port St. Lucie, including the annexation agreement, Southern Grove Development of Regional Impact, and the Comprehensive Plan. In addition, the City's development orders do not reserve the right-of-way for

May 31, 2023 Page 2 of 2

the Village Parkway Extension, and a site plan was approved to build an apartment complex in the area identified in the 2035 RLRTP for the proposed Village Parkway Extension. The apartment complex subsequently was constructed.

The Board is requested to discuss the Village Parkway Extension Request and provide comments to Staff.

<u>ANALYSIS</u>

The addition of a new roadway, such as the Village Parkway Extension, to the TPO's current long range transportation plan would require an amendment to the SmartMoves 2045 Long Range Transportation Plan (SmartMoves 2045 LRTP). Such an amendment would require additional information, analyses, public outreach, and regulatory approvals for which the TPO will incur significant expense. In addition, it may not be appropriate for the TPO to add the Village Parkway Extension to the SmartMoves 2045 LRTP without the support of the City of Port St. Lucie for such a new roadway within its jurisdiction.

For the TPO to add the Village Parkway Extension to a future long range transportation plan, it should be noted that, in 2025, the TPO will initiate the development of its 2050 Long Range Transportation Plan in which the inclusion of the Village Parkway Extension may be considered. To support the addition of the Village Parkway Extension to the TCRPM6, it should again be noted that it may not be appropriate for the TPO to support the addition of the Village Parkway Extension to the TCRPM6 without the support of the City of Port St. Lucie for such a new roadway within its jurisdiction.

RECOMMENDATION

It is recommended that the TPO Board discuss the Village Parkway Extension Request and provide comments to Staff.



3481 S.E. Willoughby Boulevard, Suite 101 Stuart, Florida 34994 (772) 221-1498 http://www.martinmpo.com

TROY MCDONALD, CHAIR CITY OF STUART COMMISSIONER DOUG SMITH, VICE CHAIR MARTIN COUNTY COMMISSIONER STACEY HETHERINGTON MARTIN COUNTY COMMISSIONER CHRISTOPHER COLLINS CITY OF STUART COMMISSIONER

SARAH HEARD HAROLD JENKINS JAMES W. CAMPO SUSAN G. THOMAS

MARTIN COUNTY COMMISSIONER MARTIN COUNTY COMMISSIONER SEWALL'S POINT COMMISSIONER INDIANTOWN COUNCIL MEMBER

May 25, 2023

Councilperson Stephanie Morgan, Chair St. Lucie Transportation Planning Organization c/o City of Port St. Lucie 121 SW Port St. Lucie Boulevard Port St. Lucie, FL 34984 Sent via email

Extension of SW Village Parkway RE: **Treasure Coast Transportation Council (TCTC)**

Dear Chairwoman Morgan:

At its meeting on May 15, 2023, the Martin Metropolitan Planning Organization (MPO) Board passed a motion to send a letter to the St. Lucie Transportation Planning Organization (TPO) regarding the extension of SW Village Parkway. According to the St. Lucie TPO's recently adopted 2045 Revised Land Use Data Development for St. Lucie County Study, future growth in SW St. Lucie County/City of Port St. Lucie will significantly impact segments of roadways within Martin County. As displayed in Figure 7 on page 14 (attached), CR-609/SW Allapattah Road, CR-714/Martin Highway, and the I-95 Interchange at SR-714/Martin Highway will see more than a 50% increase in traffic volumes by 2045.

The Martin MPO respectfully requests that the TPO consider adding the extension of SW Village Parkway to the TPO's current and future Long Range Transportation Plans, as well as support the addition of the extension in the Treasure Coast Regional Planning Model Version 6 (TCRPM6). With the large amount of growth occurring in SW Port St. Lucie, the extension of SW Village Parkway can alleviate the increases in traffic volumes and will be an important connection for the future of the region.

Councilperson Stephanie Morgan May 25, 2023 Page 2

The Martin MPO is also sending a letter to the Treasure Coast Transportation Council (TCTC) regarding this same subject matter. As the Chair of the St. Lucie TPO, you will be copied on the letter, since the Interlocal Agreement Creating the TCTC for Regional Transportation Planning and Coordination dated April 10, 2006 (also attached, page 3) requires voting members of the TCTC to include the Chairperson and one other member of the M/TPO Board of each M/TPO that is a party to the agreement. The City of Port St. Lucie is the biggest city in the Treasure Coast region, and a voice from the City would be very beneficial for this regional council.

Sincerely,

Troy McDonald, Mayor

City of Stuart MPO Chair

TM/BB/jp

cc: Governor Ron DeSantis Senator Gayle Harrel

Representative Tobin Rogers Overdorf

Representative John Snyder

Mayor Shannon Martin, City of Port St. Lucie

Martin MPO Board Members

St. Lucie TPO Board Members

Steve Braun, FDOT-District Four

Christine Fasiska, FDOT-District Four

Peter Buchwald, St. Lucie TPO

Brian Freeman, Indian River MPO









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

- Contract C19-09-696

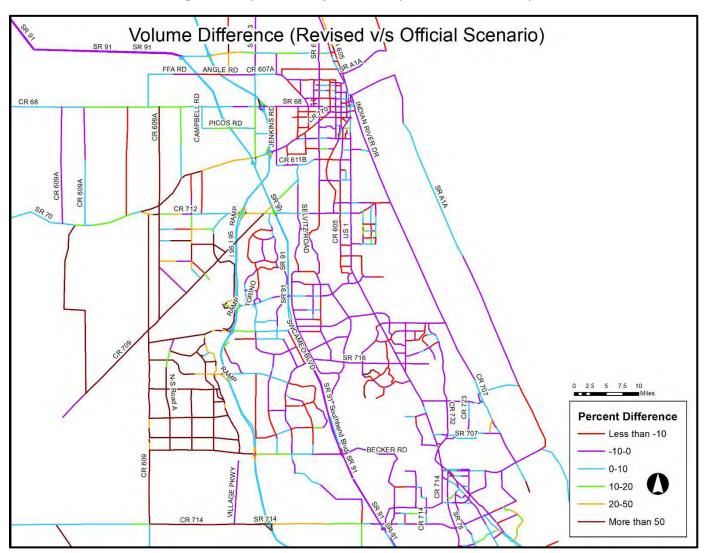


Figure 7: Impact on Major Roadways in St. Lucie County

thing today, it is going to change dramatically Martin County. If that intermodal system thing is built out there, if, that dramatically changes what happens on our side of the border. We haven't had that discussion either but it is before the Regional Planning Council being hashed out and discussed for support at the same time. We are both in this together and I think that's exactly why we have this dual-body Board sitting here talking about it because we should be planning jointly on how these things effect both sides of the equation.

Mr. Busha responded if you want us to put it on the map just to model it, it is not much different than what we did in southwest Port St. Lucie. We did not, all that network, the western annexation, we didn't, nobody was counting on that and if we modeled it but nobody was counting on it, it wasn't a priority and there won't be until there is some development out there. The same thing with this road. There won't be a priority until it's needed because there is development. But we can model it. We can sort of suggest to you if we connect it and see...

Commissioner Smith explained in their comp plan amendment, they've got 5 years to get something started. Within 5 years, they'll be building a road. Now, it may not connect but they will be building a road or unless they don't get water and sewer from Port St. Lucie. That is a whole 'nother story. I am just saying those kind of conditions are in there. They will be aggressively pursuing something. We don't know what but something.

Mr. Busha responded if you want us to put it on the map and model it, we'll do it.

Mr. Drummond explained the Chair would entertain any kind of motion.

Commissioner Smith moved, for the purposes of modeling, that we show a road in Martin County and whether it is connected or not connected and make it very crystal clear that this, by no means, commits nor binds St. Lucie County, nor Port St. Lucie to any formal connection other than for modeling purposes, seconded by Vice Mayor Kelly.

Mr. Busha questioned is this road Village Parkway to connect to?

Commissioner Smith responded 714.

Mr. Busha responded it does. If we are going to do this, it connects there.

Commissioner Smith explained I think we gave you a map.

Mr. Busha responded I have it right here. I just want to make sure that this is...

Commissioner Heard questioned what exactly are you going to model? What is the land use that you're going to model?

Mr. Busha responded that's the thing. We would have to...

Commissioner Smith explained what we just approved.

Commissioner Heard explained that road is not in our CIP, either.

Commissioner Smith explained no but the majority Board, some didn't but some did.

Commissioner Heard explained it is not in our CIP.

Commissioner Smith explained just did approve a land use change that requires a road to be built and has a certain amount of square footage of commercial/industrial to be built.

Commissioner Dzadovsky explained I just want to throw the water on the deal here – concerns that I have heard, when we do this future modeling, is that when we put roads in western areas that are not developed as of yet, it drives development, or sprawl, and I think I heard it several times in previous meetings that the concern is that 609 will add to sprawl as it comes north. Some areas certainly backup to it as does Port St. Lucie but certainly if it is extended going north past Fort Pierce, down the road, that would contribute to possible sprawl.

Mr. Busha responded again, there is a very rich north-south network that is coming in southwest Port St. Lucie and that exists. I would bet in the neighborhood of 20 north-south lanes when you add the Turnpike, I-95, Village, Crosstown, if it comes down, Community Boulevard and now Village Parkway down which is why we are not just relying on 609 which I think is a good thing. We have a great network in the western annexation area and to the east also. I forgot about Citrus Boulevard and Port St. Lucie Boulevard coming down into Martin County. When you start counting lanes and how many north-south lanes you have, it is a lot. It is a lot of lanes north-south. 609 is just two more of those. It is just another way in and out.

Mr. Drummond explained there is a motion on the floor. Is there any further discussion on that motion? Does everyone understand the motion?

The motion passed by majority vote with Commissioner Heard opposed.

Mr. Drummond requested did we adopt the entire plan or just add that portion?

Commissioner Dzadovsky explained just add that portion is what I understood.

Mr. Drummond requested so we are still looking to approve the Needs Plan.

Commissioner Smith moved approval of the Needs Plan with the comments that were made for things to address and look at, such as the North Stuart area that would appear on the map, at least, not to be correct and to be corrected, the land mass that doesn't show being connected on the map plus addressing the additional units there that may or may have been

CITY OF PORT ST. LUCIE



Office of the City Manager

January 27, 2021

Taryn Kryzda, CPM, County Administrator Martin County Board of County Commission 121 SW Monterey Road Stuart, FL 34997

RE: Ordinance 20-56 – Mattamy Palm Beach, LLC, Large Scale Comprehensive Plan Text Amendment to Future Land Use Element (P20-59)

Dear Mrs. Kozda:

The City of Port St. Lucie received your letter on December 10, 2020 regarding the Mattamy Palm Beach, LLC, Large Scale Comprehensive Plan Text Amendment to the Future Land Use Element referencing that the Village Parkway extension to Martin County was not shown in the proposed concept plan.

In response to this letter, the City of Port St. Lucie would note that although the 2035 Regional Long-Range Transportation Plan (RLRTP) included this section of Village Parkway to extend to Martin County, in the adopted 2040 LRTP that segment is not shown (see attached). Additionally, the St. Lucie County Transportation Planning Organization will soon adopt the 2045 LRTP with the exclusion of the Village Parkway extension.

Furthermore, the Village Parkway extension to Martin County is not a component held within any of the legislative documents of the City of Port St. Lucie, including the annexation agreement, Southern Grove Development of Regional Impact and the Comprehensive Plan. The City's development orders do not reserve the right-of-way for the Village Parkway extension. Finally, a site plan has been approved for the area directly south of the SW Village Parkway and Becker Road Intersection. The America Walks Site Plan was approved by the City Council on April 27, 2020 and an amendment was approved on December 14, 2020. The approved America Walks Site Plan builds out the area identified in the 2035 LRTP as the proposed Village Parkway extension (see attached). The Martin County letter was provided to Mattamy Palm Beach, LLC, developer of the Southern Grove DRI, who have indicated to the City that they do not support the extension of Village Parkway to Martin County.

As noted above, there is no plan for the City to extend Village Parkway into Martin County. Martin County and the City of Port St. Lucie should utilize the St. Lucie County TPO process to address a future connection.

If you require additional information or have any further questions please feel free to contact Teresa Lamar-Sarno, Special Assistant to the City Manager at 772-873-6379.

Sincerely,

c:

Russ Blackburn City Manager

Peter Buchwald, AICP, Executive Director, St. Lucie TPO