



## CITIZENS ADVISORY COMMITTEE (CAC)

### Regular Meeting

Tuesday, March 22, 2022  
 10:30 am

#### Public Participation/Accessibility

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

**Participation by Webconference (not intended for Committee Members):** Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/6324033962861350668>. 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](mailto:TPOAdmin@stlucieco.org); by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 10:00 am on March 22, 2022.

## AGENDA

1. **Call to Order**
2. **Roll Call**
3. **Comments from the Public**
4. **Approval of Agenda**
5. **Approval of Meeting Summary**
  - *January 18, 2022 Regular Meeting*
6. **Action Items**
  - 6a. **Transportation Alternatives Program (TAP) 2022 Grant Application:** Review of a TAP grant application for the 2022 cycle.  
  
*Action: Recommend endorsement of the TAP grant application, recommend endorsement with conditions, or do not recommend endorsement.*
  - 6b. **Transportation Regional Incentive Program (TRIP) 2022 Grant Application:** Review of a TRIP grant application for the 2022 cycle.  
  
*Action: Recommend endorsement of the TRIP grant application, recommend endorsement with conditions, or do not recommend endorsement.*

- 6c. Drone Port/Advanced Air Mobility (AAM) Study Phase 1 and Amendment to the FY 2020/21 – FY 2021/22 Unified Planning Work Program (UPWP):** Review of the Drone Port/AAM Study Phase 1 Scope of Services and the associated amendment to the FY 2020/21 – FY 2021/22 UPWP.

*Action: Review and recommend approval of the Scope of Services for the Study and adoption of the associated UPWP amendment, recommend approval and adoption with conditions, or do not recommend approval and adoption.*

- 6d. FY 2022/23 – FY 2023/24 Unified Planning Work Program (UPWP):** Review of the draft FY 2022/23 – FY 2023/24 UPWP for the St. Lucie TPO.

*Action: Review and recommend adoption of the draft UPWP, recommend adoption with conditions, or do not recommend adoption.*

## **7. Discussion Items**

- 7a. Automated, Connected, Electric, and Shared-Use (ACES) Vehicles for Transit Study Update:** Review of the ACES Vehicles for Transit Study Update.

*Action: Discuss and provide comments to Staff.*

- 7b. St. Lucie Walk-Bike Network Facility Enhancements:** Review of potential St. Lucie Walk-Bike Network Facility Enhancements to be purchased by the St. Lucie TPO for implementation by the local agencies.

*Action: Discuss and provide comments to Staff.*

## **8. Recommendations/Comments by Members**

## **9. Staff Comments**

- 10. Next Meeting:** The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, May 17, 2022.

## **11. Adjourn**

### **NOTICES**

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

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

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

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



**CITIZENS ADVISORY COMMITTEE (CAC)  
 REGULAR MEETING**

**DATE:** Tuesday, January 18, 2022  
**TIME:** 10:30 am  
**LOCATION:** St. Lucie TPO  
 Coco Vista Centre  
 466 SW Port St. Lucie Boulevard, Suite 111  
 Port St. Lucie, Florida

**MEETING SUMMARY**

**1. Call to Order**

Chairwoman Niemczyk called the meeting to order at 10:40 am.

**2. Roll Call**

The roll was conducted via sign-in sheet, and a quorum was confirmed with the following members present:

**Members Present**

Carolyn Niemczyk, Chairwoman  
 Mike Keleher  
 Bill Lindsey  
 Marvin Mendelson  
 Richard Silvestri  
 Bud Wild

**Others Present**

Kyle Bowman  
 Peter Buchwald  
 Yi Ding

**Representing**

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

**Representing**

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

Marceia Lathou (via web)  
 Rachel Harrison  
 Victoria Williams (via web)

St. Lucie TPO  
 Recording Specialist  
 Florida's Turnpike

**3. Comments from the Public – None.**

**4. Approval of Agenda**

\* **MOTION** by Mr. Silvestri to approve the agenda.

\*\* **SECONDED** by Mr. Mendelson Carried **UNANIMOUSLY**

**5. Approval of Meeting Summary**

· November 16, 2021 Regular Meeting

\* **MOTION** by Mr. Wild to approve the Meeting Summary

\*\* **SECONDED** by Mr. Silvestri Carried **UNANIMOUSLY**

**6. Action Items**

**6a. Annual Officer Elections:** Election of a Chairperson and a Vice Chairperson for the CAC for 2022.

Mr. Buchwald invited the CAC secretary to conduct the elections.

\* **MOTION** by Mr. Wild to nominate Carolyn Niemczyk to serve as CAC Chairwoman for 2022.

\*\* **SECONDED** by Mr. Mendelson

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

\*\* **MOTION** to elect Carolyn Niemczyk as Chairwoman of the CAC for 2022. Carried **UNANIMOUSLY**

Chairwoman Niemczyk invited the CAC secretary to continue the elections.

\* **MOTION** by Mr. Silvestri to nominate Bud Wild to serve as CAC Vice Chairman for 2022.

\*\* **SECONDED** by Mr. Mendelson

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

\*\* **MOTION** to elect Bud Wild as Vice Chairman of the CAC for 2022.

Carried **UNANIMOUSLY**

**6b. Public Participation Plan (PPP) 2021 Annual Evaluation:**  
Review of the PPP 2021 Annual Evaluation.

*Note: This agenda item was addressed after item 7a which was advanced to after item 3.*

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

Chairwoman Niemczyk commended the staff on the participation gains made in the majority of the PPP's outreach categories during 2021. Ms. Lathou elaborated upon the impact of the COVID-19 Pandemic on the TPO's outreach efforts.

\* **MOTION** by Mr. Keleher to recommend acceptance of the Evaluation.

\*\* **SECONDED** by Mr. Silvestri

Carried **UNANIMOUSLY**

**6c. 2022 Safety Performance Targets:** Review of the 2022 Safety Performance Targets and Interim Benchmarks for adoption by the TPO.

Mr. Buchwald introduced Mr. Ding, who indicated that State DOTs must annually establish statewide targets for safety performance measures according to Federal Transportation Performance Management requirements. Mr. Ding noted that FDOT had renewed its commitment to zero deaths and serious injuries for 2022 by setting Vision Zero targets for all five safety performance measures and that

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the TPO could either support them or establish its own targets. He described how interim benchmarks were used to demonstrate progress toward the final targets and presented the 2020 safety performance results for both FDOT and the TPO. Mr. Ding then presented the 2022 Safety Performance Interim Benchmarks being recommended for adoption, explaining how they had been developed based on both historical and projected safety performance data, and concluded with an overview of local efforts at promoting safety.

In answer to Mr. Keleher's question, Mr. Ding described a number of strategies traditionally employed to reduce the number of pedestrian accidents, including the construction of multi-use paths and the improvement of lighting conditions. Mr. Buchwald further described lead pedestrian interval (LPI) technology as a way to improve safety conditions for pedestrians.

Mr. Keleher expressed concern regarding the safety conditions of the eastbound bicycle lane at the intersection of Crosstown Parkway and U.S. 1, noting that it had to cross three vehicle turn lanes. Mr. Buchwald acknowledged the intersection's potential safety challenges, indicating that LPI technology could also improve safety for bicyclists because of the automatic activation of a lighted "no right-turn" sign.

Vice Chairman Wild inquired about the participation of local agencies with respect to traffic policy and enforcement. Mr. Buchwald described the function of the TPO's Technical Advisory Committee and the Community Traffic Safety Team, acknowledging the challenge of building consensus among so many jurisdictions. Vice Chairman Wild expressed concern over maintaining the same benchmark figures in 2022 as for previous years despite significant increases of the local population. Mr. Buchwald noted his participation in Florida's Pedestrian and Bicycle Safety Coalition and indicated that FDOT would be willing to fund an additional police officer dedicated specifically to the high-crash corridors in the TPO area.

In response to Chairwoman Niemczyk's questions, Mr. Ding and Mr. Buchwald explained how the various fatality and serious injury rates were calculated and how the vehicle miles traveled (VMT) statistics were derived. Mr. Ding noted the nationwide trend in 2020 of people driving less, and Mr. Buchwald explained that the reduced traffic congestion resulted in people driving faster, which in turn contributed to more fatal accidents.

\* **MOTION** by Mr. Keleher to recommend adoption of the 2022 Safety Performance Targets and the 2022 Interim Benchmarks.

\*\* **SECONDED** by Mr. Silvestri Carried **UNANIMOUSLY**

## 7. Discussion Items

**7a. Florida Shared-Use Nonmotorized (SUN) Trail/East Coast Greenway (ECG) Project Update:** An update on the Florida SUN Trail/ECG Projects underway in the TPO area.

*Note: This agenda item was addressed after item 3.*

Mr. Buchwald provided an overview of the Florida Shared-Use Nonmotorized (SUN) Trail program's history and vision, explaining that the portion of the system located in the TPO area was part of the larger East Coast Greenway (ECG). He identified the four local segments that had already been completed and provided an update on several more in various stages of development, highlighting in particular the Florida East Coast (FEC) Railroad Overpass project. Mr. Buchwald concluded by describing the scenery and experiences that local SUN Trail users will be able to enjoy upon its completion.

In response to Chairwoman Niemczyk's comment, Mr. Buchwald commended the efforts of County partners in obtaining grant funding for SUN Trail projects.

In answer to Mr. Wild's inquiry, Mr. Buchwald described the features of the FEC Railroad Overpass project.

Mr. Wild initiated a discussion regarding pedestrian and bicyclist safety on Midway Road given the occurrence of speeding along that corridor. He expressed concern over the need for SUN Trail users to cross Midway Road when continuing south from the portion located in the Savannas Recreation Area. He further remarked on the intersection of Midway and Weatherbee Roads as being particularly dangerous due to the curvature of the former which results in the reduction in visibility and advocated for the construction of a roundabout to replace the existing flashing stoplight. Mr. Buchwald described some of the safety measures being considered for inclusion in the design of the trail alignment south of Midway Road. He also explained that a roundabout would be effective in terms of speed reduction but would be ineligible for State SUN Trail funding. Mr. Silvestri noted the multiple speed limits posted on Midway Road between U.S. 1 and Indian River Drive

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and their potential to cause driver confusion. Members reached a consensus to recommend the inclusion of a Midway Road Safety Study in the upcoming Unified Planning Work Program (UPWP).

- 8. Recommendations/Comments by Members** – Mr. Silvestri expressed concern regarding potential conflicts between e-bike riders and other users on the SUN Trail, commenting also on the potential presence of golf carts on the trail. Mr. Buchwald described recent State legislation on e-bikes, noting that the gradual increase in top speeds for e-bikes had caused them to be an ongoing matter of discussion. He indicated that the SUN Trail had a posted speed limit as well as bollards to prevent golf carts from entering.

In response to Vice Chairman Wild's inquiry regarding the Brightline passenger train service, Mr. Buchwald reported on the timeline for construction and testing. Vice Chairman Wild expressed concern over resident safety, and Mr. Buchwald described a number of safety measures being implemented.

- 9. Staff Comments** – Mr. Buchwald reported on two priority projects scheduled to begin construction in January 2022: the St. Lucie West Boulevard Widening project over I-95 and the Port St. Lucie Boulevard Widening project between Darwin and Alcantarra Boulevards.
- 10. Next Meeting:** The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, March 22, 2022.
- 11. Adjourn** – The meeting was adjourned at 11:45 am.

Respectfully submitted:

Approved by:

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Rachel Harrison  
Recording Specialist

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Carolyn Niemczyk  
Chairwoman

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## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Citizens Advisory Committee (CAC)
<b>Meeting Date:</b>	March 22, 2022
<b>Item Number:</b>	6a
<b>Item Title:</b>	Transportation Alternatives Program (TAP) 2022 Grant Application
<b>Item Origination:</b>	2022 TAP Grant Cycle
<b>UPWP Reference:</b>	Task 3.3 - Transportation Improvement Program
<b>Requested Action:</b>	Recommend endorsement of the TAP grant application, recommend endorsement with conditions, or do not recommend endorsement.
<b>Staff Recommendation:</b>	Based on the inclusion of the project in the 2021/22 TA Priority Project List, it is recommended that the Volucia Drive Trail Project be recommended for endorsement by the TPO Board for the allocation of the TAP funding from the 2022 grant cycle.

### Attachments

- Staff Report
- Volucia Drive Trail Project Application Excerpts



## MEMORANDUM

**TO:** Citizens Advisory Committee (CAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** March 15, 2022

**SUBJECT:** **Transportation Alternatives Program (TAP)  
2022 Grant Application**

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### BACKGROUND

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

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

The funding available for the 2022 TAP grant cycle for the St. Lucie TPO is at least \$650,000 that will be programmed by the Florida Department of Transportation (FDOT) District 4 in Fiscal Year 2025/26. The TPO Advisory Committees recommend to the TPO Board the endorsement/prioritization of the TAP grant applications received during the grant cycle for submittal to FDOT. Candidate TAP Projects originate from the 2021/22 TA Priority Project List.

## **ANALYSIS**

A TAP grant application (excerpts attached) was received for the 2022 TAP grant cycle from the City of Port St. Lucie for the Volucia Drive Trail Project which is included in the 2021/22 TA Priority Project List. The project consists of the construction of an 8 to 10-foot wide, concrete-surfaced, multi-use trail along the east side of Volucia Drive from East Torino Parkway to West Blanton Boulevard as depicted in the attached project location map. The trail will be approximately one mile in length. The project is estimated to cost \$1,061,178, and the applicant is requesting a total of \$650,000 of TAP grant funding.

## **RECOMMENDATION**

Based on the inclusion of the project in the 2021/22 TA Priority Project List, it is recommended that the Volucia Drive Trail Project be recommended for endorsement by the TPO Board for the allocation of the TAP funding from the 2022 grant cycle.



# Transportation Alternatives Program (TAP) 2022

## FUNDING APPLICATION

Submittal Date:

### APPLICANT INFORMATION

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

#### CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

Yes (Required)

**PROJECT TYPE:**  Infrastructure  Non-infrastructure

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

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

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

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

**PROJECT INFORMATION**

**PROJECT NAME/TITLE:**

**ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:**

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

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

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

**PROJECT LOCATION:**

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

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

**PROJECT LIMITS:**

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

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

**PROJECT DESCRIPTION:**

**Brief Description (1,000 character limit)** (e.g. *planning, design and construction of a sidewalk along Sample Road*)

*Detailed Scope of Work:*

A detailed scope of work is attached.

Yes (Required)

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

Conceptual or design plans are attached.

Yes  No

Typical Section drawings are attached.

Yes  No

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

Yes  No

If yes, please describe (250 character limit):

**PUBLIC INVOLVEMENT(500 character limit for each question below):**

**Has the applicant received input from stakeholders?** Briefly explain:

Yes  No

**Have public information or community meetings been held?**

Yes  No

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

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

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

Yes  No

If Yes, specify and provide documentation:

Is environmental permitting required?

Yes  No

If Yes, specify and provide documentation:

Provide any additional project specific information that should be considered:

**PROJECT IMPLEMENTATION**

Please indicate the project phases included in this funding request:

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

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

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

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

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

Yes  No

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

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

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

## PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed?  Yes  No

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

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

Will temporary construction easements be required?  Yes  No

If Yes, please describe (500 character limit):



**PROJECT COST ESTIMATE AND FUNDING REQUEST**

**ESTIMATED PROJECT COST:**

A detailed project cost estimate is attached.

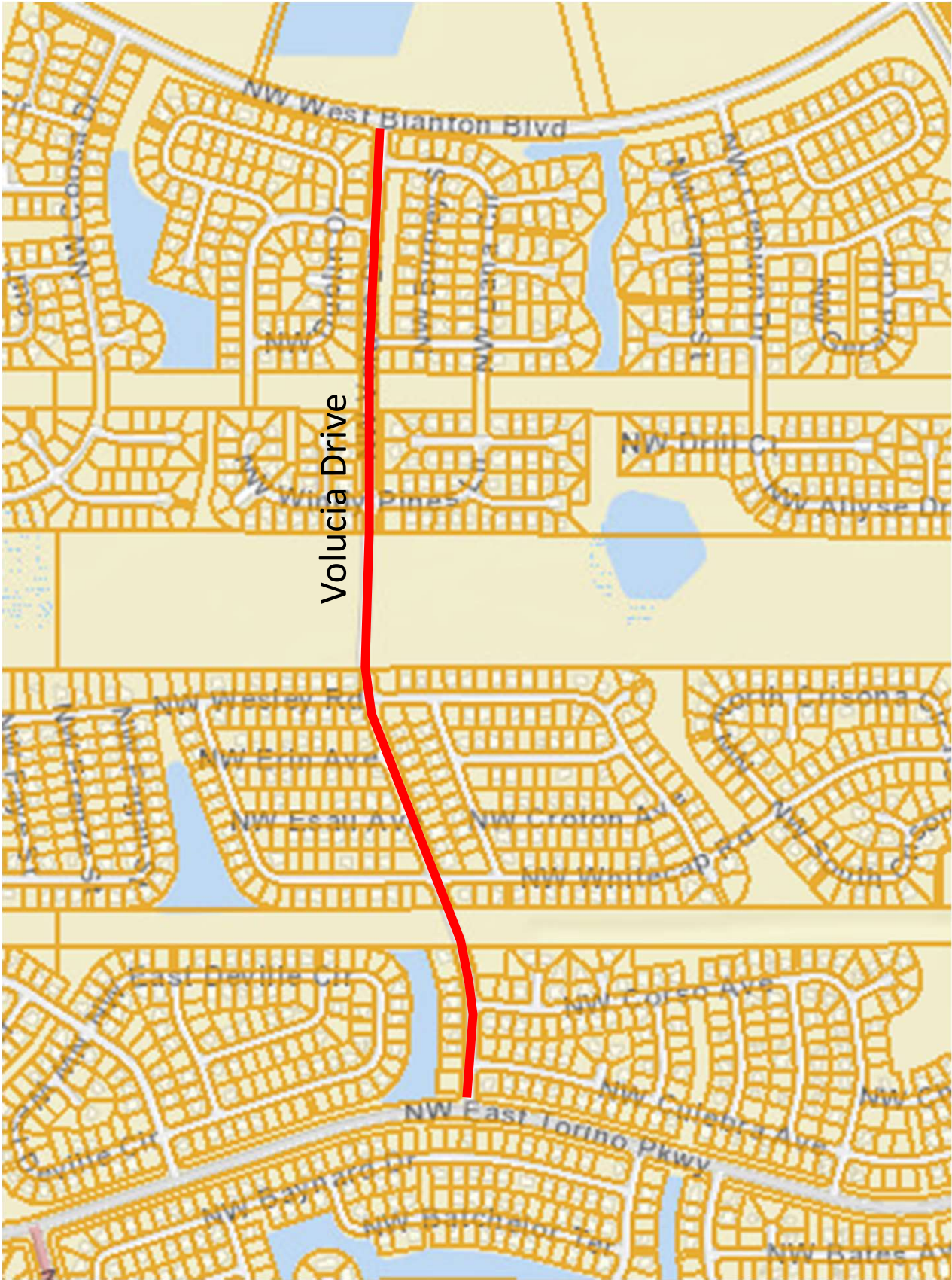
Yes (Required)

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

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

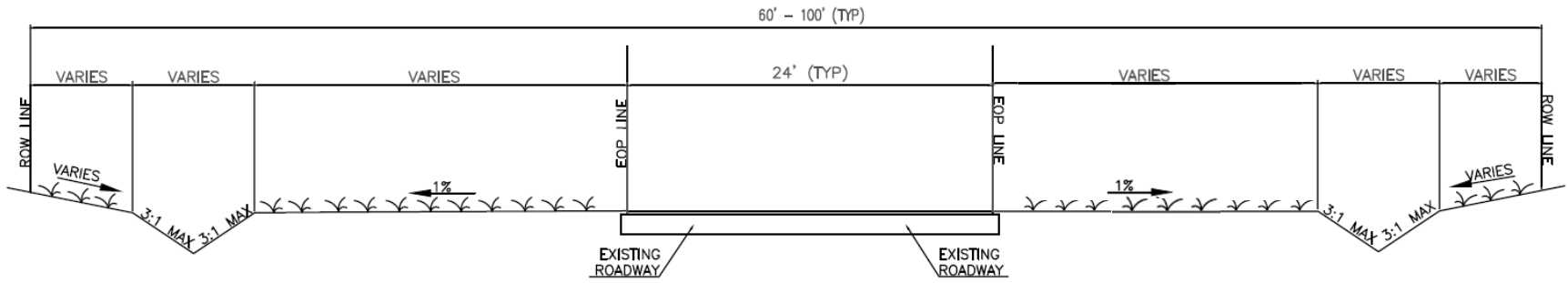
\*FDOT does not allow programming for contingency costs. Any contingency costs should be accounted for using local funds.





Volucia Trail  
East Torino Pkwy to West Blanton Blvd

FEB 2022



**TYPICAL CROSS-SECTION DETAIL**  
N.T.S.

TAP GRANT APPLICATION FY 2022

VOLUCIA TRAIL PROJECT  
EAST TORINO PARKWAY TO WEST BLANTON BLVD



CITY OF PORT ST. LUCIE  
PUBLIC WORKS DEPARTMENT  
121 SW PORT ST. LUCIE BOULEVARD  
PORT ST. LUCIE, FL 34984

**TYPICAL CROSS - SECTION  
DETAIL**

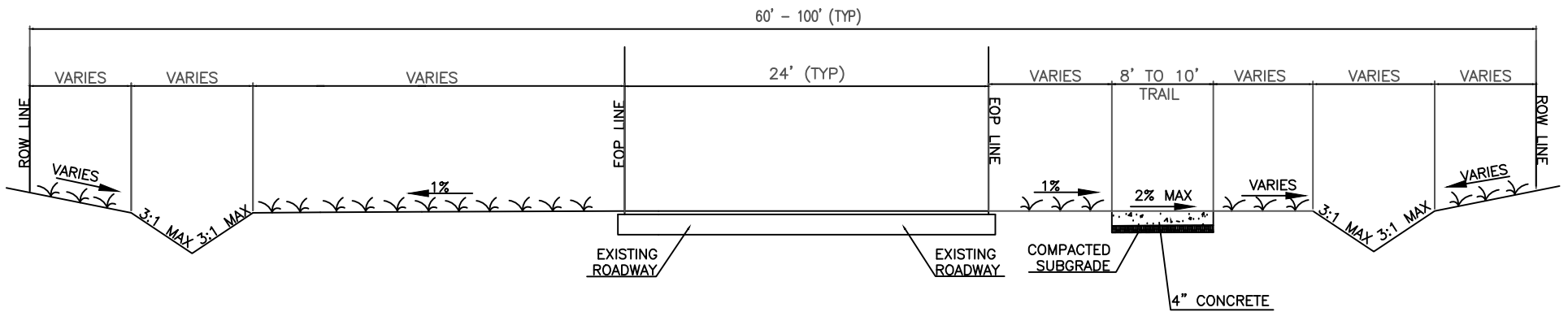
NOTES:

DETAIL: PW-01

DATE: 2022

SCALE: N.T.S.

SHEET: 1 OF 1



**TYPICAL CROSS-SECTION DETAIL**  
N.T.S.

TAP GRANT APPLICATION FY 2022

VOLUCIA TRAIL PROJECT  
EAST TORINO PARKWAY TO WEST BLANTON BLVD



**CITY OF PORT ST. LUCIE**  
**PUBLIC WORKS DEPARTMENT**  
121 SW PORT ST. LUCIE BOULEVARD  
PORT ST. LUCIE, FL 34984

**TYPICAL CROSS - SECTION  
DETAIL**

NOTES:

DETAIL: PW-01

DATE: 2022

SCALE: N.T.S.

SHEET: 1 OF 1



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Citizens Advisory Committee (CAC)
<b>Meeting Date:</b>	March 22, 2022
<b>Item Number:</b>	6b
<b>Item Title:</b>	Transportation Regional Incentive Program (TRIP) 2022 Grant Application
<b>Item Origination:</b>	2022 TRIP Grant Cycle
<b>UPWP Reference:</b>	Task 5.1 – Models of Regional Planning Cooperation
<b>Requested Action:</b>	Recommend endorsement of the TRIP grant application, recommend endorsement with conditions, or do not recommend endorsement.
<b>Staff Recommendation:</b>	Based on the project being a highly-ranked TPO and regional project and nearly shovel-ready for construction, it is recommended that the TRIP grant application for the Port St. Lucie Boulevard Project be recommended to the TPO Board for endorsement.

### Attachments

- Staff Report
- Port St. Lucie Boulevard Project TRIP Application Excerpts



## MEMORANDUM

**TO:** Citizens Advisory Committee (CAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** March 15, 2022

**SUBJECT:** **Transportation Regional Incentive Program (TRIP)  
2022 Grant Application**

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### BACKGROUND

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

TRIP will pay for up to 50 percent of the non-federal share of the project or phase costs of transit projects and up to 50 percent of the total project or phase costs of other types of projects. Projects considered for TRIP funding must be identified as Regional Needs in the 2040 Treasure Coast Regional Long Range Transportation Plan (RLRTP). The TCTC prioritizes and selects projects for TRIP funding that are submitted by the Treasure Coast MPOs.

It is anticipated for the TCTC to prioritize the TRIP applications for the 2022 grant cycle at its meeting this spring. The TPO Advisory Committees are requested to recommend to the TPO Board for submittal to the TCTC the prioritization or endorsement of the TRIP grant applications that are received from the local agencies in the TPO area.

**ANALYSIS**

A TRIP application (excerpts attached) was submitted for the 2022 TRIP grant cycle by the City of Port St. Lucie for the construction of Port St. Lucie Boulevard from Becker Road to Paar Drive. The proposed project is the third-ranked project in the TPO's 2021/22 List of Priority Projects and is highly prioritized in the SmartMoves 2045 Long Range Transportation Plan and in the RL RTP. The proposed project consists of the widening of the existing two-lane section to four lanes with the addition of 10-foot wide, multi-use paths and 5-foot wide landscape strips on both sides of the roadway.

With the design of the project underway and the acquisition of right-of-way programmed, the project will be "shovel-ready" for construction at the time of the completion of the widening of Port St. Lucie Boulevard from Paar Drive to Darwin Boulevard which is underway. The estimated cost for the construction of the project is \$16.4 million with the City requesting \$8.2 million from the 2022 TRIP grant cycle.

**RECOMMENDATION**

Based on the project being a highly-ranked TPO and regional project and nearly shovel-ready for construction, it is recommended that the TRIP grant application for the Port St. Lucie Boulevard Project be recommended to the TPO Board for endorsement.



## 2022 Transportation Regional Incentive Program (TRIP) Project Scoping Application

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

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

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

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

### **Implementing Local Agency:**

Local Agency: St. Lucie TPO/Florida Department of Transportation District 4

Address: 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953

Project Manager: Peter Buchwald / Vandana Nagole, P.E.

Phone: (772) 462-1593 / (954) 777-4281

E-mail: [buchwaldp@stlucieco.org](mailto:buchwaldp@stlucieco.org) / [Vandana.nagole@dot.state.fl.us](mailto:Vandana.nagole@dot.state.fl.us)

Funding allocations for FY 27/28 is unknown until programming cycle in Fall 2022.

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



**Project Information:**

Project Name: Port St. Lucie Boulevard from Becker Road to Paar Drive (FM# 431752-3)

County Location: St. Lucie

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

2021/22 St. Lucie TPO LOPP: #3, 2040 Treasure Coast Regional Long Range Transportation Plan:

#10

Road number (if applicable): N/A

Project limits (include begin/end limits): Becker Road to Paar Drive

A location map with an aerial view is attached (Location Map.pdf)

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

The project scope of work consists of roadway widening and reconstruction from 2-lane undivided to a 4-lane divided roadway. The project will include adding a landscaped median, multi-use sidewalks, lighting, signalization, curb and gutter drainage, irrigation, and a bridge replacement over the E-84 Canal.

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

Typical section is attached (Typical Section.pdf)

Explain how the project enhances the regional transportation system.

The project enhances the regional transportation system by increasing the safety and the multimodal capacity of the system with the addition of two vehicle lanes and pedestrian and bicycle facilities, where currently there are none, and addressing what is identified to be a “Relative Urgency” in the 2040 Treasure Coast Regional Long Range Transportation Plan (2040 TCRLRTP).

Describe the project and what it will accomplish.

Is the project consistent with:

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

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

The project will alleviate the future traffic congestion by adding vehicle lanes and will improve safety by adding a median and multimodal infrastructure. The project is identified as a need in the SmartMoves 2045 Long Range Transportation Plan (LRTP) (Page 5-14) and as a multimodal project priority in the LRTP (Page 7-3). The project also is identified as a Cost Feasible Plan Project in the LRTP (Page 8-11). In the 2040 TCRLRTP, the project is identified as a Regional Need (Page 6-2) and the 10<sup>th</sup>-ranked Regional Transportation Project. In addition, the project is identified in the FY 2014/15 – FY 2023/24 Transit Development Plan (Page 104), FY 2021/22 – FY 2025/26 Transportation Improvement Program (Page C 1-33), St. Lucie TPO 2021/22 List of Priority Projects, and the adopted comprehensive plans of St. Lucie County and the City of Port St. Lucie as an Urban Principal Arterial critical to facilitating the north-south movement of regional traffic.

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

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

The project will improve the regional mobility within the Regional Transportation Area by increasing the multimodal capacity of the corridor which extends through the most populous area of the region into Martin County and which provides connections to and/or serves as parallel facilities for U.S. Highway 1, Florida's Turnpike, and I-95. Travel demand modeling completed for the 2040 TCRLRTP confirmed that Port St. Lucie Boulevard will reduce congestion on these parallel facilities by attracting more traffic from the regional system when it is widened, and the congested speeds for the regional system will be improved when Port St. Lucie Boulevard is widened compared to the baseline.

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

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

The widening of Port St. Lucie Boulevard will enhance the connectivity to the Strategic Intermodal System with its connections to I-95 at the Becker Road Interchange and to Florida's Turnpike at SR-716. The project will provide connectivity to the regional system with its connection to U.S. Highway 1 and Indian River County at its north end and Citrus Boulevard and Martin County at its south end. This enhanced connectivity will significantly contribute to the growth and sustainability of the region by expanding multimodal access to residential properties, shopping centers, schools, and recreational facilities as identified in the Project Development & Environment Study (PD&E) completed by FDOT for the project.

How will TRIP funding accelerate the project's implementation?

Construction of the project is currently unfunded. TRIP funding will allow for the construction to be funded in FY2024/25 and for the construction of the project to coincide with or immediately follow the construction of the segment from Paar Drive to Alcantarra Boulevard, which is scheduled for construction in FY2024/25.

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

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

A detailed cost estimate is attached (Cost Estimate.pdf)

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

The St. Lucie TPOs STBG(SU) and local funds will be used as a match without restrictions as follows:

Phases requested:	FY requested	FDOT Amount requested	SU/Local Match
<input type="checkbox"/> Design	_____	_____	_____
<input type="checkbox"/> Right of Way	_____	_____	_____
<input checked="" type="checkbox"/> Construction	<u>FY 2024/25</u>	<u>\$6,854,985</u>	<u>\$6,854,985</u>
<input checked="" type="checkbox"/> CEI	<u>FY 2024/25</u>	<u>\$1,349,515</u>	<u>\$1,349,515</u>

**Project Qualification Information:**

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

No.

- Will this project involve the demolition or substantial alteration of a historic property in a way which adversely affects the character, form, integrity, or other qualities which contribute to the historical, architectural, or archaeological value of the property? If so, timely steps must be

taken to determine that no feasible and prudent alternative to demolition or substantial alteration exists, and, where no such alternative exists, timely steps must be taken to mitigate the adverse effects or to undertake an appropriate archaeological salvage excavation or other recovery action to document the property as it existed prior to demolition or alteration.

No.

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

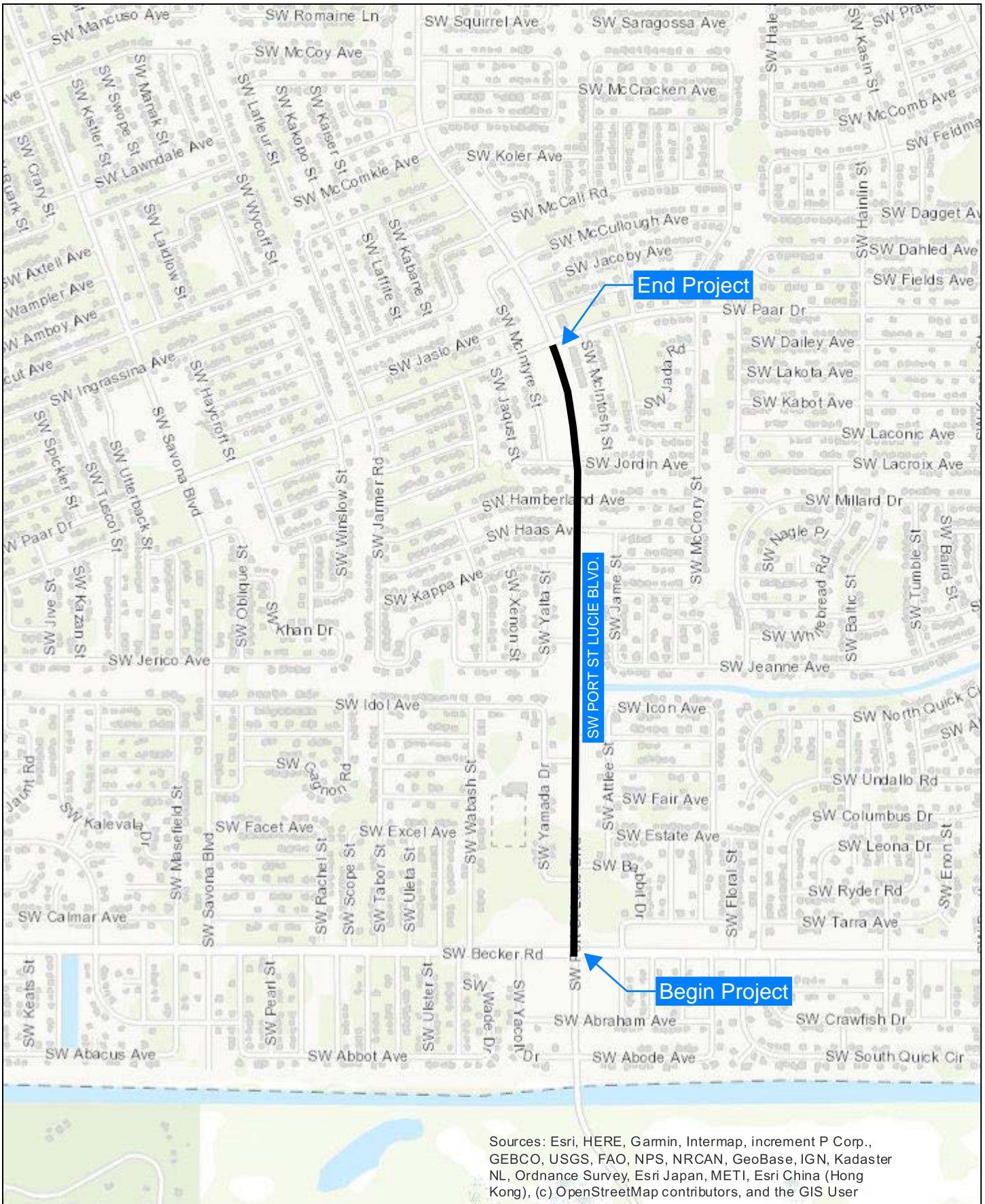
The Department's process for complying with federal and state historic preservation requirements is found in the Project Development and Environment Manual; Part 2, Chapter 8 (Archeological and Historical Resources). If the local agency does not have its own process, we recommend they use the Department's.

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

Any needed right-of-way for the project is currently being acquired by FDOT (FM# 431752-3).

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

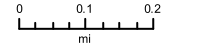
This document has been developed at an overview level; please refer to the FDOT Office of Policy Planning website (<http://www.fdot.gov/planning>) or contact Sabrina Aubery, FDOT District 4 TRIP Coordinator for detailed program requirements.



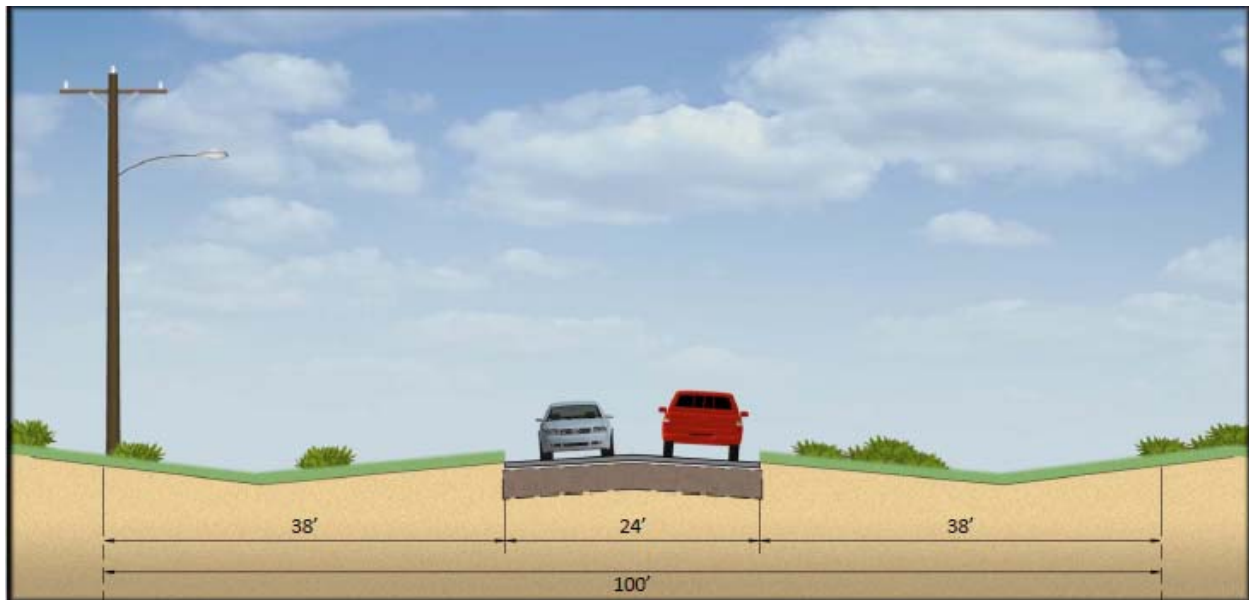
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User



**2022 TRIP Application**  
**Port St. Luice Boulevard - Becker Rd to Paar Dr**



1 inch = 1,505 feet

**EXHIBIT 3: EXISTING TYPICAL SECTION**

*EXISTING TWO-LANE FACILITY WITH A POSTED SPEED OF 40 MPH*

## 2.3 Pedestrian Facilities

Most of the project corridor does not provide any pedestrian facilities; however, sidewalks are present along the following locations:

- West side of the roadway from Becker Road to Yamada Drive
- East side of the roadway in front of the Paar Center shopping plaza
- East side of the roadway in front of the Jaslo Center shopping plaza
- West side of the roadway between McCullough Avenue and McCall Road
- West of the roadway between McHord Avenue and McDevitt Avenue
- East side of the roadway between McDevitt Avenue and Koler Avenue
- East side of the roadway in front of the Darwin Square shopping plaza
- West side of the roadway between Alexandria Avenue and Bianca Avenue

## 2.4 Bicycle Facilities

There are no bicycle facilities along the project corridor.

## 2.5 Right-of-Way

The existing right-of-way width along Port St. Lucie Boulevard is 100 feet.

## 2.6 Geometric Elements

### 2.6.1 Horizontal Alignment

Exhibit 4 provides a summary of the existing horizontal alignment data for the centerline of Port St. Lucie Boulevard.

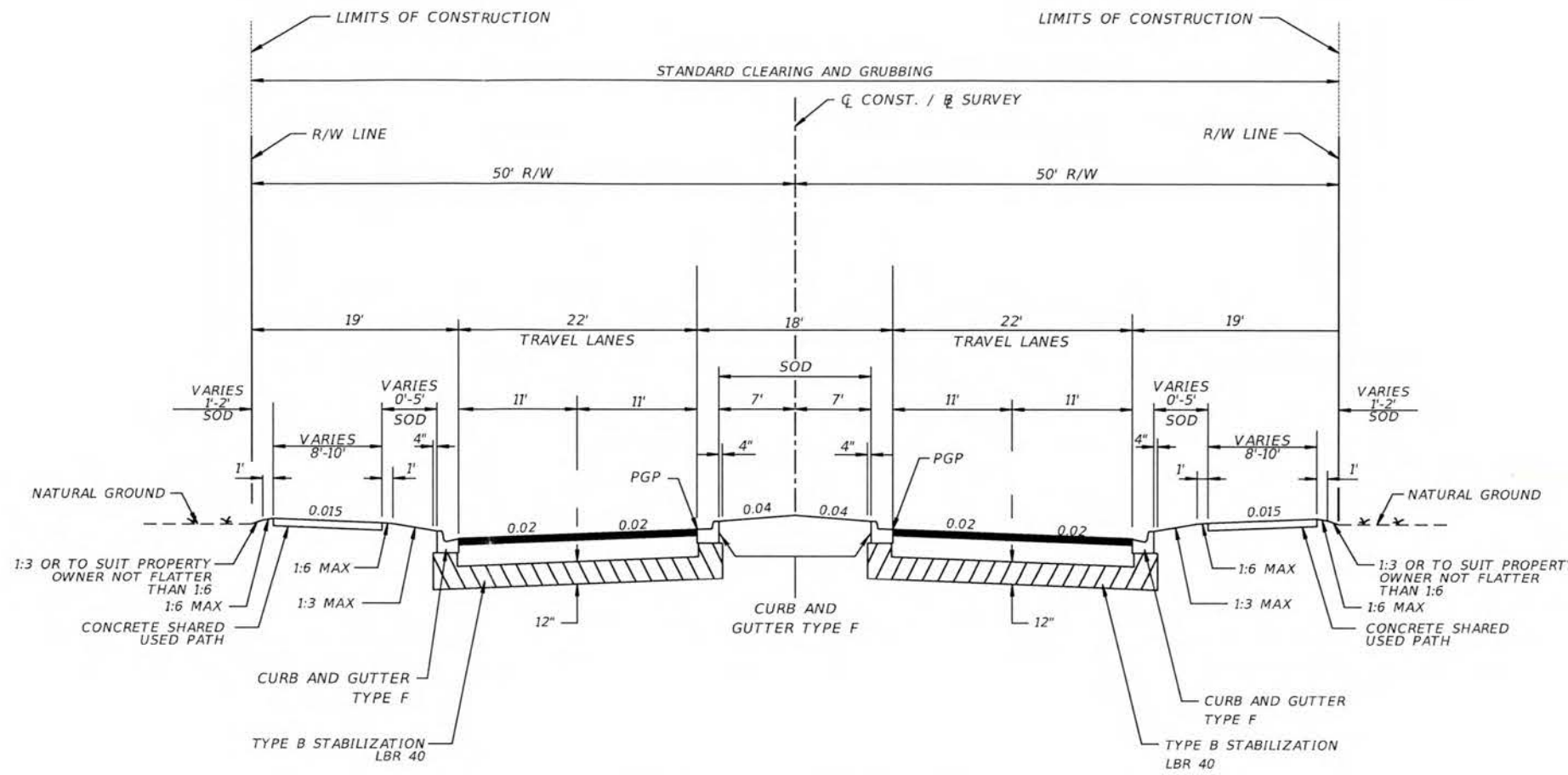
<b>PROJECT CONTROLS</b>	
<b>CONTEXT CLASSIFICATION</b>	
( ) C1 : NATURAL	( ) C3C : SUBURBAN COMM.
( ) C2 : RURAL	( ) C4 : URBAN GENERAL
( ) C2T : RURAL TOWN	( ) C5 : URBAN CENTER
( ) C3R : SUBURBAN RES.	( ) C6 : URBAN CORE
( ) N/A : L.A. FACILITY	(X) N/A : OFF SYSTEM
<b>FUNCTIONAL CLASSIFICATION</b>	
( ) INTERSTATE	( ) MAJOR COLLECTOR
( ) FREEWAY/EXPWY.	( ) MINOR COLLECTOR
(X) PRINCIPAL ARTERIAL	( ) LOCAL
( ) MINOR ARTERIAL	
<b>HIGHWAY SYSTEM</b>	
( ) NATIONAL HIGHWAY SYSTEM	
( ) STRATEGIC INTERMODAL SYSTEM	
( ) STATE HIGHWAY SYSTEM	
(X) OFF-STATE HIGHWAY SYSTEM	
<b>ACCESS CLASSIFICATION</b>	
( ) 1 - FREEWAY	
( ) 2 - RESTRICTIVE w/Service Roads	
( ) 3 - RESTRICTIVE w/660 ft. Connection Spacing	
( ) 4 - NON-RESTRICTIVE w/2640 ft. Signal Spacing	
(X) 5 - RESTRICTIVE w/440 ft. Connection Spacing	
( ) 6 - NON-RESTRICTIVE w/1320 ft. Signal Spacing	
( ) 7 - BOTH MEDIAN TYPES	
<b>CRITERIA</b>	
( ) NEW CONSTRUCTION / RECONSTRUCTION	
( ) RESURFACING (LA FACILITIES)	
( ) RRR (ARTERIALS & COLLECTORS)	
(X) FLORIDA GREENBOOK	

**POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:**

\* MEDIAN WIDTH




**TYPICAL SECTION No. 1**

FINANCIAL PROJECT ID	SHEET NO.
431752-3-52-01	2



TRAFFIC DATA	
CURRENT YEAR	= 2019 AADT = 8600
ESTIMATED OPENING YEAR	= 2028 AADT = 11400
ESTIMATED DESIGN YEAR	= 2048 AADT = 21400
K = 9% D = 57% T = 6.4% (24 HOUR)	
DESIGN SPEED = 45 MPH	
POSTED SPEED = 40 MPH	

SW PORT ST. LUCIE BLVD.  
MP 0.147 TO MP 1.267  
STA. 1096+00 TO STA. 1126+73  
STA. 1127+78 TO STA. 1155+00

APPROVED BY:  Date: <u>12-15-21</u>	FDOT CONCURRENCE  For: JOHN OLSON, PE District Design Engineer Date: <u>2/4/22</u>	DESIGN SPEED / POSTED SPEED LOCAL MUNICIPALTY CONCURRENCE  MICHAEL ENOT, PE City of Port. St. Lucie City Engineer Date: <u>01-14-22</u>
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## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Citizens Advisory Committee (CAC)
<b>Meeting Date:</b>	March 22, 2022
<b>Item Number:</b>	6c
<b>Item Title:</b>	Drone Port/Advanced Air Mobility (AAM) Study Phase 1 and Amendment to the FY 2020/21 – FY 2021/22 Unified Planning Work Program (UPWP)
<b>Item Origination:</b>	UPWP
<b>UPWP Reference:</b>	Task 1.2– UPWP Development Task 3.6- Freight Planning
<b>Requested Action:</b>	Review and recommend approval of the Scope of Services for the Study and adoption of the associated UPWP amendment, recommend approval and adoption with conditions, or do not recommend approval and adoption.
<b>Staff Recommendation:</b>	Because the Drone Port/AAM Study would provide a broader overview on the rapidly evolving air transportation system that may support the current warehousing and distribution development that is occurring in the TPO area and because funding has become available for it, it is recommended that the proposed Scope of Services for the Drone Port/AAM Study be recommend for approval and that the associated amendment to the UPWP be recommended for adoption by the TPO Board.

### Attachments

- Staff Report
- Drone Port/AAM Study Phase I Scope of Services



## MEMORANDUM

**TO:** Citizens Advisory Committee (CAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** March 15, 2022

**SUBJECT:** **Drone Port/Advanced Air Mobility (AAM) Study Phase 1 and Amendment to the FY 2020/21 – FY 2021/22 Unified Planning Work Program (UPWP)**

---

### BACKGROUND

The St. Lucie TPO included a Drone Port Study in Task 3.6, *Freight Planning*, of the UPWP to identify appropriate locations for commercial drone ports within the TPO area. AAM is an air transportation system that moves people and cargo between local, regional, intraregional, urban places, and drone ports previously served or underserved by aviation. At a mature state, AAM will integrate revolutionary aircraft including Electrical Vertical Take-Off and Landing Vehicles (eVTOL), Short Take-Off and Landing Vehicles (STOL), Unmanned Aircraft Systems (UAS) or drones, fixed-wing aircraft, and helicopters into highly automated networks.

With the rapid evolution of AAM technology, it may be appropriate to expand the Drone Port Study to include AAM technology to understand the current state of the AAM industry and consider its possible integration into the TPO's future planning activities. An amendment to the TPO's FY 2020/21 – FY 2021/22 UPWP is required to reflect this change in the scope of the study and to fund it.

### ANALYSIS

As the new AAM technology is outpacing the development of the regulatory framework, there is limited AAM-related guidance at the Federal, state, and local levels. Therefore, it may be appropriate to learn more about this emerging industry and to explore the possible integration of AAM into the

TPO area. Phase I of the Drone Port/AAM Study will be conducted by Kimley Horn and Associates, one of the TPO's General Planning Consultants, in accordance with the attached Scope of Services.

The purpose of Phase I of the Study is to provide a high-level overview of the current state of the AAM industry, including examples of use cases that may support the current warehousing and distribution development that is occurring in the TPO area, and recommended next steps for the TPO. The Study will be completed by June 2022 with a lump sum budget of \$17,800.

It is proposed for the UPWP to be amended to transfer \$20,000 of Surface Transportation Block Grant (STBG) funding from Task 4.1, *Models of Regional Planning Cooperation*, to Task 3.6, *Freight Planning*, to pay for the Scope of Services and the additional TPO staff time to manage it. The funding in Task 4.1 became available when the development of the 2045 Treasure Coast Regional Long Range Transportation Plan was postponed to next fiscal year.

### **RECOMMENDATION**

Because the Drone Port/AAM Study would provide a broader overview on the rapidly-evolving air transportation system that may support the current warehousing and distribution development that is occurring in the TPO area and because funding has become available for it, it is recommended that the proposed Scope of Services for the Drone Port/AAM Study be recommend for approval and that the associated amendment to the UPWP be recommended for adoption by the TPO Board.

## St. Lucie Transportation Planning Organization (TPO)

### General Transportation Planning Consultant Services

#### Scope of Services – Work Order #3

#### Drone Port/Advanced Air Mobility Study – Preliminary Review

### BACKGROUND

Advanced Air Mobility (AAM) is an air transportation system that moves people and cargo between local, regional, intraregional, urban places, and drone ports previously served or underserved by aviation. At a mature state, AAM will integrate revolutionary aircraft including Electrical Vertical Take-Off and Landing Vehicles (eVTOL), Short Take-Off and Landing Vehicles (STOL), Unmanned Aircraft Systems (UAS) or drones, fixed-wing aircraft, and helicopters into highly automated networks.

The new AAM technology is outpacing the development of the regulatory framework. Currently, there is limited AAM-related guidance at the federal, state, and local levels. As such, the St. Lucie Transportation Planning Organization (TPO) is independently seeking to learn more about this emerging industry and to explore possible integration of AAM into St. Lucie.

### PURPOSE

The purpose of these services is to provide a high-level overview of the current state of the AAM industry with key considerations for integration and recommended next steps for the TPO.

### **Task 1 –High-Level AAM Study**

Kimley-Horn (the “Consultant”) will conduct a preliminary review that consists of the following:

- Description and Background of AAM
- Maturity of AAM Technology
- Use Cases of AAM
- Recommendations and Way Forward

The duration of Task 1 is estimated at 2 months.

## 1.1 – Description and Background of AAM

The Consultant will provide a high-level review of AAM technology summarizing the key components required for developing an AAM system and infrastructure.

## 1.2 – Maturity of AAM Technology

The Consultant will capture the current state of AAM by identifying the maturity of AAM technology and the development of the regulatory framework.

## 1.3 – Use Cases of AAM

The Consultant will summarize potential use cases of AAM, which may include last mile cargo delivery, emergency response, passenger/cargo transport, and include examples of how such use cases may support the current warehousing and distribution development that is occurring in the TPO area.

## 1.4 – Recommendations and Way Forward

The Consultant will develop a high-level road map with recommended next steps. This includes the identification of follow-on studies for inclusion into the Unified Planned Work Program.

## Fee

The following task items represent a breakdown of the lump sum amount for reference.

Task Name		Total
Task 1	High-Level AAM Study	\$17,800.00
<b>TOTAL FEE</b>		<b>\$17,800.00</b>



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Citizens Advisory Committee (CAC)
<b>Meeting Date:</b>	March 22, 2022
<b>Item Number:</b>	6d
<b>Item Title:</b>	FY 2022/23 – FY 2023/24 Unified Planning Work Program (UPWP)
<b>Item Origination:</b>	UPWP
<b>UPWP Reference:</b>	Task 1.2 – UPWP Development
<b>Requested Action:</b>	Review and recommend adoption of the draft UPWP, recommend adoption with conditions, or do not recommend adoption.
<b>Staff Recommendation:</b>	Because the comments received from the TPO Board, the Advisory Committees, and the public have been incorporated into the draft UPWP, it is recommended that the draft UPWP be recommended for adoption by the TPO Board.

### Attachments

- Staff Report
- Draft FY 2022/23 – FY 2023/24 UPWP



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

## MEMORANDUM

**TO:** Citizens Advisory Committee (CAC)

**THROUGH:** Peter Buchwald  
 Executive Director

**FROM:** Marceia Lathou  
 Transit Program Manager

**DATE:** March 15, 2022

**SUBJECT:** **FY 2022/23 – FY 2023/24 Unified Planning Work Program (UPWP)**

### BACKGROUND

The Unified Planning Work Program (UPWP) is the two-year program of transportation planning activities supported by State and Federal funds undertaken by the TPO. The UPWP includes a description of the planning work and resulting products, who will perform the work, timeframes for completion, costs, and funding sources. The UPWP serves as the foundational document for carrying out the continuing, cooperative, and comprehensive transportation planning process within the TPO area.

The UPWP is required for the TPO to receive funding from the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Florida Commission for the Transportation Disadvantaged (FCTD), and the Florida Department of Transportation (FDOT).

Planning projects are included in the UPWP based on TPO priorities, the need to satisfy State/Federal requirements, and funding constraints. Projects may involve any aspect of surface transportation, including roadways, transit, bicycle/pedestrian, and the needs of the transportation disadvantaged.

The current UPWP for FY 2020/21 – FY 2021/22 ends on June 30, 2022. Therefore, the draft UPWP for FY 2022/23 – FY 2023/24 has been developed for review and adoption.

## **ANALYSIS**

A Call for UPWP Projects was initiated in the fall of 2021, and an initial discussion of the FY 2022/23 – FY 2023/24 UPWP was requested of the TPO Advisory Committees at their November meetings. The discussion consisted of the identification and discussion of the planning priorities, tasks, projects, and activities that should comprise the proposed UPWP. The Call for Projects was announced to the public through social media, discussions at meetings such as the Local Coordinating Board for the Transportation Disadvantaged (LCB), and at public outreach events.

The Call for UPWP Projects resulted in several project ideas which are included in the draft FY 2022/23 – FY 2023/24 UPWP. In addition to the recurring projects and efforts in the UPWP such as performance target setting and measurement, annual development of the List of Priority Projects and the Transportation Improvement Program, annual collection of the traffic counts for the TPO area, and Regional and Intergovernmental Planning Coordination, new projects in the UPWP include:

- **Sustainable Transportation Plan:** Planning for and encouraging less gasoline-dependent and single-occupancy methods of transportation by implementing the Automated, Connected, Electric and Shared-Use (ACES) Network outlined in the Smart Moves 2045 Long Range Transportation Plan (LRTP).
- **Transit Development Plan Major Update:** Assisting the St. Lucie County Transit Division in developing its strategic plan for the future bus network.
- **Community Profile Updates:** Updates of the existing Community Profiles based on the most current U.S. Census data.
- **Transit Center Visioning Workshop:** An exploration of concepts to improve the public transportation system and to build consensus for funding strategies for the construction of the proposed transit center.
- **Automated Speed Enforcement Study:** An analysis of the potential use of automated enforcement of speeding violations.
- **Electric Vehicle Charging Station Plan Update:** An update of the plan to incorporate Level 3 supercharging station infrastructure throughout the TPO area.



- **Midway Road Safety Study:** An analysis of safety improvements for all modes of transportation including the bicycling and pedestrian modes on Midway Road between U.S. 1 and Indian River Drive.
- **Congestion Management Program (CMP) Major Update:** A Major Update to the CMP to facilitate the acceleration of the implementation of the remaining phases of the St. Lucie Advanced Traffic Management System (ATMS) Master Plan.
- **Treasure Coast Regional Planning Model (TCRPM) 2045 Land Use Updates:** An update of the current 2045 land use data used in the TCRPM to reflect recent development activity and revised population estimates for 2045 to support project needs studies.
- **Special Events Congestion Management and Parking Plan (SECMAPP):** Development of a plan with projects to address congestion and parking issues caused by special events throughout the TPO area.
- **Advanced Air Mobility (AAM) Study Phase 2:** A study to identify the required infrastructure to support cargo and/or passenger AAM operations within the TPO area including Droneport/Unmanned Aerial Systems (UAS) operations and electric Vertical Takeoff and Landing (eVTOL) vehicles.
- **Spot Speed Studies:** Evaluation of operating speeds at high crash locations identified in the Speed Kills Analysis to identify target speeds as part of a safe systems approach to drive down crash fatalities and serious injuries to zero in the TPO area.
- **Carbon Reduction Plan:** Development of carbon footprint reduction strategies for the TPO area to be funded by the new Carbon Reduction Program of the recently-enacted Bipartisan Infrastructure Law.
- **Florida Shared-Use Nonmotorized (SUN) Trail Network Port of Fort Pierce Overpass Connector Feasibility Study:** A study of the feasibility of a SUN Trail railroad overpass into the Port of Fort Pierce funded by a grant from the SUN Trail Program.
- **I-95/Northern Connector Interchange Justification Report (IJR):** Completion of an IJR for the new I-95 interchange for the Northern/Airport Connector Project to be funded by a private developer.

The draft UPWP was submitted to FDOT, FHWA, and FTA for their review and comment, and the public comment period has been initiated. The TPO Board will review the draft UPWP at its April meeting.

**RECOMMENDATION**

Because the comments received from the TPO Board, the Advisory Committees, and the public have been incorporated into the draft UPWP, it is recommended that the draft UPWP be recommended for adoption by the TPO Board.



# Unified Planning Work Program (UPWP)

## Performance-Based Planning and Programming

FY 2022/23– FY 2023/24  
(July 1, 2022 - June 30, 2024)

**Catalog of Federal Domestic Assistance (CFDA) Numbers:**

20.205 - Highway Planning and Construction  
 20.505 - Federal Transit Technical Studies Grant (Metropolitan Planning)

**Funding for this Planning Work Program Provided By:**

Federal Highway Administration  
 Federal Transit Administration  
 Florida Department of Transportation  
 Florida Commission for the Transportation Disadvantaged

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**TABLE OF CONTENTS**

<u>SECTION</u>	<u>PAGE</u>
<b>I. INTRODUCTION.....</b>	<b>1</b>
<b>II. ORGANIZATION AND MANAGEMENT.....</b>	<b>7</b>
<b>III. WORK PROGRAM ELEMENTS AND TASKS.....</b>	<b>12</b>
<b>ELEMENT 1: PROGRAM ADMINISTRATION .....</b>	<b>13</b>
Task 1.1 Program Management.....	14
Task 1.2 UPWP Development.....	17
<b>ELEMENT 2: MODELING, GIS, DATA MANAGEMENT, AND PERFORMANCE MEASUREMENT .....</b>	<b>19</b>
Task 2.1 Travel Demand Modeling .....	20
Task 2.2 GIS and Data Management.....	22
Task 2.3 Traffic Count Program Management.....	24
Task 2.4 Performance Measurement and Target Setting .....	26
<b>ELEMENT 3: RECURRING AND SYSTEMS AND PROJECT PLANNING.....</b>	<b>28</b>
Task 3.1 Long Range Transportation Planning .....	29
Task 3.2 Transit Planning .....	31
Task 3.3 Transportation Improvement Program (TIP) .....	33
Task 3.4 Congestion Management Process (CMP) .....	35
Task 3.5 Bicycle-Pedestrian/Complete Streets Planning.....	37
Task 3.6 Freight Planning .....	39
Task 3.7 Safety and Security Planning .....	41
Task 3.8 Transportation Disadvantaged (TD) Program .....	43
Task 3.9 Environmental Planning.....	45
Task 3.10 Automated/Connected/Electric/Shared-Use (ACES).....	47
Vehicles Planning .....	47
<b>ELEMENT 4: REGIONAL AND INTERGOVERNMENTAL PLANNING AND COORDINATION.....</b>	<b>49</b>
Task 4.1 Models of Regional Planning Cooperation.....	50
Task 4.2 Intergovernmental Planning and Coordination.....	52
<b>ELEMENT 5: PUBLIC PARTICIPATION, EDUCATION &amp; OUTREACH.....</b>	<b>54</b>
Task 5.1 Public Participation, Education & Outreach.....	55
<b>IV. SUMMARY BUDGET TABLES .....</b>	<b>57</b>
<b>TABLE 1 Work Task Summary .....</b>	<b>58</b>
<b>TABLE 2 Revenues (FY 2022/23).....</b>	<b>60</b>
<b>TABLE 3 Revenues (FY 2023/24).....</b>	<b>61</b>
<b>TABLE 4 Agency Participation (FY 2022/23).....</b>	<b>62</b>
<b>TABLE 5 Agency Participation (FY 2023/24).....</b>	<b>63</b>
<b>TABLE 6 Funding Sources (FY 2022/23) .....</b>	<b>64</b>
<b>TABLE 7 Funding Sources (FY 2023/24) .....</b>	<b>65</b>

**APPENDICES**

- APPENDIX A – ACRONYM LIST
- APPENDIX B – EXAMPLE PUBLIC COMMENT NOTICE
- APPENDIX C – SUMMARY OF PUBLIC COMMENTS
- APPENDIX D – USDOT PLANNING EMPHASIS AREAS, FDOT STATEWIDE PLANNING EMPHASIS AREAS AND FDOT DISTRICT 4 PLANNING ACTIVITIES
- APPENDIX E – STATEMENTS AND ASSURANCES
- APPENDIX F – CONSULTANT SCOPES OF SERVICES

## I. INTRODUCTION

### Definition of the Unified Planning Work Program (UPWP)

In accordance with Federal Regulations 23 CFR 450 and Florida Statute 339.175(9), the UPWP for the St. Lucie Transportation Planning Organization (TPO) identifies the transportation planning budget, the priorities to be carried out, and the activities to be undertaken in the Metropolitan Planning Area (MPA) in fiscal years 2022/23 and 2023/24. The UPWP is developed based upon State and Federal regulations, Chapter 3 of the Florida Department of Transportation (FDOT) Metropolitan Planning Organization (MPO) Program Management Handbook, local needs, public input, and those activities required to ensure that a continuing, cooperative and comprehensive (3-C) approach to transportation planning is conducted.

The document is required for the TPO to receive Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Florida Commission for the Transportation Disadvantaged (FCTD), and FDOT funds. At a minimum, the UPWP is required to include a description of the planning work and resulting products, the entities that will perform the work, time frames for completing the work, the cost of the work, and the sources of funds to support the work.

An Acronym List is provided in Appendix A.

### Prior Efforts

A sampling of the activities conducted, the efforts performed, and the end products accomplished by the St. Lucie TPO during FY 2020/21 – FY 2021/22 includes the following:

#### Program Management

Legislative Priorities for 2021 and 2022  
Federal Certification Review

#### GIS and Data Management

Local enumeration efforts for the 2020 Census

#### Traffic Count Management Program

Traffic Counts for 2021 and 2022

#### Long Range Transportation Plan (LRTP)

SmartMoves 2045 LRTP Development

#### Transit (Bus Operations) Planning

Transit Route Optimization Study  
Micro-Mobility Study  
Transit Development Plan Annual Progress Report  
Technical Assistance to Transit Agencies

#### Transportation Improvement Program (TIP)

Transportation Alternatives Program (TAP) Administration  
Interactive TIP for FY 2021/22 – FY 2025/26  
List of Priority Projects (LOPP) for 2020/21 and 2021/22  
FDOT Work Program Review for FY 2021/22 – FY 2025/26 and FY 2022/23 – FY 2026/27

### **Congestion Management Process (CMP)**

2020 and 2021 CMP Annual Report

### **Bicycle-Pedestrian/Complete Streets Planning**

St. Lucie Walk-Bike Network Update

East Coast Greenway/Florida SUN Trail Implementation

### **Safety and Security Planning**

Crosswalk Markings Study

Crosswalk Markings Study Implementation Plan

Speed Kills Analysis

Security and Safety Issue Identification

Treasure Coast Community Traffic Safety Team Support

Continuity of Operations Plan (COOP) Activation and Management

### **Transportation Disadvantaged (TD) Program**

Transportation Disadvantaged Service Plan (TDSP) Annual Updates

Local Coordinating Board for the Transportation Disadvantaged (LCB) Support

### **Freight Planning**

Advanced Air Mobility Study Phase I

### **Environmental Planning**

Transportation Asset/Service Vulnerability Assessment Update

### **Automated/Connected/Electric/Shared-Use (ACES) Vehicles Planning**

Electric Vehicle Charging Station Plan

ACES Vehicles for Transit Study Update

### **Regional Planning and Coordination**

Treasure Coast Transportation Council Support

Transportation Regional Incentive Program (TRIP) Administration

### **Intergovernmental Planning and Coordination**

Treasure Coast International Airport Master Plan Update Support

Treasure Coast International Airport Connector Study Support

### **Public Involvement, Education & Outreach**

Public Participation Plan (PPP) Evaluations of Effectiveness and Updates

Additional activities conducted during FY 2020/21 – FY 2021/22 are summarized within the individual works tasks in Section III of the FY 2020/21 – FY 2021/22 UPWP.

### **Planning Priorities**

The planning priorities to be addressed in FY 2022/23 and FY 2023/24 include:

- **Project Advancement:** Support the local agencies in advancing the implementation of projects in the 2045 LRTP, 2045 RL RTP, and TIP
- **Previous Planning Efforts:** Build upon and/or implement the results of previous UPWP planning efforts
- **Safety and Security:** Provide for the consideration and implementation of projects, strategies, and services that increase the safety and security of the transportation system

- **Performance-Based Multimodal Planning and Programming:** Continue to perform performance-based multimodal planning which increases mobility options and ensures the most efficient investment of federal transportation funds by linking investment priorities to the achievement of adopted targets
- **Alternative Transportation Facilities:** Support the development and implementation of alternative transportation facilities including sidewalks, bike paths/lanes, and transit, port, airport and ACES infrastructure
- **Regional Efforts:** Build upon previous efforts and identify new opportunities for regional coordination and collaboration
- **Public Involvement and Education:** Continue to enhance public involvement and education
- **Livability and Sustainability:** Enhance the livability and sustainability of the local communities
- **Transportation Demand Management:** Support efficient travel behaviors

Through the tasks and activities represented in this UPWP, the TPO will continue to apply its priorities in a 3-C manner to assist in addressing local needs.

### **Consolidated Planning Grant (CPG)**

FDOT and the TPO participate in the CPG which enables FDOT, in cooperation with the TPO, FHWA, and FTA, to annually consolidate Florida's FHWA PL and FTA 5305(d) metropolitan planning fund allocations into a single grant that is administered by the FHWA Florida Division. These funds are annually apportioned to FDOT as the direct recipient and suballocated to the TPO by FDOT utilizing formulas approved by the Florida MPOs, FDOT, FHWA, and FTA in accordance with 23 CFR 420.109 and 49 U.S.C. Chapter 53

### **Planning Tasks to be Funded with FTA Funding**

In accordance with FTA Circular 8100.1C Chapter II Part 4(d), the following planning tasks are identified to be partially funded with FTA Section 5305(d) funding that is remaining prior to the start of the CPG and is to be carried over into this UPWP :

- Task 1.1      Program Management
- Task 3.2      Transit Planning

These planning tasks are summarized in Section III of the UPWP.

### **State Match for CPG and Surface Transportation Block Grant (STBG) Funds**

FDOT provides a percentage (18.07 percent) matching share for CPG and STBG funds utilized by the TPO. As permitted by 23 CFR 120(j) and FTA C 8100.1D, the match involves the use of Florida toll revenue credits, also known as Transportation Development Credits, as a "soft-match", also known as a non-cash match, toward the non-federal matching share of CPG and STBG funds.

Section 120 of Title 23, U.S.C., permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100% to the extent credits are available.

The “soft match” amounts being utilized to match the PL and STBG funding in the UPWP are calculated by dividing the Federal CPG and STBG participation (also known as the total UPWP expenses) for each fiscal year by 4.534 and are identified as follows:

<i>Year</i>	<i>CPG Match</i>	<i>STBG Match</i>
FY 2022/23	\$157,389	\$88,222
FY 2023/24	\$199,975	\$88,222

**Agency Involvement in the Development of the UPWP**

The UPWP is developed in cooperation with the member agencies of the TPO (Fort Pierce, Port St. Lucie, St. Lucie County, St. Lucie Public Schools, and a transit representative). In addition, the UPWP is developed in consultation with FHWA, FTA, FDOT, FCTD, the Federal Aviation Administration (FAA), and federal land management agencies. The UPWP is approved by the TPO Board and the appropriate state and federal agencies. In addition, the St. Lucie TPO coordinates the UPWP with the Martin and Indian River MPOs.

**Public Involvement in the Development of the UPWP**

The TPO uses the principles of environmental justice in the preparation of the UPWP and is responsive to Title VI of the Civil Rights Act of 1964 as well as other Federal requirements including the Infrastructure Investment and Jobs Act, commonly known as the Bipartisan Infrastructure Law (BIL). The draft UPWP is made readily available for public review through the TPO website, the TAC, CAC, BPAC, and LCB, an open public comment period, social media, and other means. An Example Public Comment Notice is provided in Appendix B.

The TAC, CAC, BPAC, and LCB responded to a Call for UPWP projects at their respective meetings in November 2021. The TAC, CAC and BPAC reviewed the draft UPWP at their meetings in March 2022. Recommendations regarding UPWP projects, activities, and priorities from the TAC, CAC, BPAC, and LCB and the general public are provided to the TPO Board. The broad range of input is reflected in the UPWP and other planning documents to be developed through the UPWP. A summary of the comments received and their incorporation into the UPWP is provided in Appendix C.

In addition, TPO staff coordinate with local government media specialists to continue taping and airing TPO meetings, where the UPWP is discussed and considered, on local government and public access television channels. TPO meeting broadcasts are available for viewing via a link from the TPO website and are closed-captioned for the hearing impaired.

**Consistency with Other Plans**

The UPWP is developed to be consistent with all applicable plans, including the growth management plans of the local governments within the MPA. The UPWP work products and tasks are designed to assist local governments by providing resources, such as data and maps, that can be utilized in the comprehensive planning process. The TPO staff will contribute to and support local and state government planning efforts through the individual work tasks included in the UPWP. In addition, coordination and support will be continued through the TAC, CAC, BPAC, and LCB.



## Planning Factors and Task Matrix

Federal regulations require that the metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors identified in 23 CFR 450.306(b):

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for motorized and non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
10. Enhance travel and tourism.

The inclusion of the Federal planning factors in the UPWP and in the metropolitan planning process is demonstrated through the use of the following matrix:

Work Element Tasks	Federal Planning Factors									
	1	2	3	4	5	6	7	8	9	10
1.1 Program Management	X	X	X	X	X	X	X	X	X	X
1.2 UPWP Development	X	X	X	X	X	X	X	X	X	X
2.1 Travel Demand Modeling		X	X	X	X		X		X	
2.2 GIS and Data Management		X	X	X	X		X		X	
2.3 Traffic Count Program Management	X	X		X	X		X		X	
2.4 Performance Measurement and Target Setting	X	X	X	X	X	X	X	X	X	X
3.1 Long Range Transportation Planning	X	X	X	X	X	X	X	X	X	X
3.2 Transit Planning	X	X	X	X	X	X	X	X	X	X
3.3 Transportation Improvement Program (TIP)	X	X	X	X	X	X	X	X	X	X
3.4 Congestion Management Process (CMP)	X	X	X	X	X		X	X	X	X
3.5 Bicycle-Pedestrian/Complete Streets Planning	X	X		X	X	X	X	X	X	X
3.6 Freight Planning	X	X	X	X	X	X	X	X	X	
3.7 Safety and Security Planning		X	X						X	X
3.8 Transportation Disadvantaged (TD) Program	X	X		X	X	X	X		X	X
3.9 Environmental Planning	X	X	X	X	X	X	X	X	X	X
3.10 Automated/Connected/Electric/Shared-Use (ACES) Vehicles Planning	X	X	X	X	X	X	X	X	X	X
4.1 Models of Regional Planning Cooperation	X	X	X	X	X	X	X	X	X	X
4.2 Intergovernmental Planning and Coordination	X	X	X	X	X	X	X	X	X	X
5.1 Public Participation, Education & Outreach	X	X	X	X	X	X	X	X	X	X

(Note: An "x" in the box indicates that the UPWP task addresses the planning factor.)

## **USDOT Planning Emphasis Areas, FDOT Statewide Planning Emphasis Areas, and FDOT District 4 Planning Activities**

In addition to incorporating the previously-summarized Federal Planning Factors, the TPO's UPWP incorporates the USDOT Planning Emphasis Areas. These areas include Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future, Equity and Justice40 in Transportation Planning, Complete Streets, Public Involvement, Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination, Federal Land Management Agency (FLMA) Coordination, Planning and Environment Linkages (PEL), and Data in Transportation Planning. While several UPWP tasks advance these emphasis areas, UPWP Tasks 2.2, 3.5, 3.9, 4.2, and 5.1 are dedicated to Data, Complete Streets, Environmental, Intergovernmental Coordination, and Public Participation respectively.

FDOT Statewide Planning Emphasis Areas also are incorporated into the TPO's UPWP which include Safety, Equity, Resilience, and Emerging Mobility. While several UPWP tasks advance these emphasis areas, UPWP Tasks 3.7, 5.1, 3.9, and 3.10 are dedicated to Safety, Public Participation, Environmental, and ACES Vehicles Planning, respectively.

Similarly, the FDOT District 4 Planning Activities are incorporated into the TPO's UPWP as appropriate and include the goals of the Florida Transportation Plan (FTP), the USDOT Planning Emphasis Areas, and the FDOT Secretary's list of the "vital few" agency emphasis areas, which are subject to change based on the FDOT Secretary.

The USDOT Planning Emphasis Areas, FDOT Statewide Planning Emphasis Areas, and FDOT District 4 Planning Activities are detailed in Appendix D.

**II. ORGANIZATION AND MANAGEMENT**

The St. Lucie TPO is the primary agency responsible for transportation planning for the MPA depicted below and was established under the federal requirements of 23 USC 134 for the utilization of federal transportation funds. The Board consists of ten (10) voting members representing the local governments within the MPA, one (1) voting member who represents the transit agency in the MPA, one (1) voting member who represents the St. Lucie Public Schools Board, and a non-voting advisor from FDOT. The voting membership of the Board 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 Public Schools Board member
- One (1) transit representative

\*The District 5 St. Lucie County Commissioner also represents St. Lucie Village



### **Technical Advisory Committee (TAC)**

The St. Lucie TPO has established a broad-based TAC composed of planners, engineers, and other appropriate professionals. The TAC was established for the purpose of advising and providing technical expertise to the St. Lucie TPO decision-making process for adopting and maintaining area-wide transportation plans, policies, and programs. The current TAC voting membership includes representation from municipal transportation, engineering, public safety, and land use agencies. In addition, the TAC includes representation from all modes of transportation and various levels of government and provides the opportunity for necessary staff coordination to achieve a unified transportation planning effort. The TAC consists of the following voting members:

- St. Lucie County Planning and Development Services Department
- Fort Pierce Planning Department
- Port St. Lucie Planning Department
- St. Lucie County Public Works Department
- Fort Pierce Engineering Department
- Port St. Lucie Public Works Department
- Treasure Coast International Airport
- St. Lucie Public Schools
- Public Transportation Operator
- St. Lucie County Fire District
- St. Lucie TPO Area Freight Representative
- St. Lucie County Sheriff's Office
- St. Lucie County Transit Management

In addition, the TAC includes a non-voting advisor who is a representative of the FDOT.

### **Citizens Advisory Committee (CAC)**

The St. Lucie TPO also has established a CAC designed to facilitate a broad range of citizen involvement in the transportation planning process. The purpose of the CAC is to seek citizen and community participation in the St. Lucie TPO decision-making process for adopting and maintaining area-wide transportation plans, policies, and programs; provide comment with respect to the concerns of various segments of the population; and recommend projects and funding allocations for consideration by the TPO Board. The CAC plays a significant role in implementing public involvement activities in the planning process. The St. Lucie TPO's CAC consists of the following voting members:

- Two (2) City of Fort Pierce Residents
- Two (2) City of Port St. Lucie Residents
- Two (2) Unincorporated St. Lucie County Residents
- Two (2) Minority Residents of St. Lucie County
- Two (2) At-Large Residents of St. Lucie County
- One (1) Disabled Resident of St. Lucie County

### **Bicycle-Pedestrian Advisory Committee (BPAC)**

The St. Lucie TPO has established a BPAC to provide recommendations regarding the bicycle and pedestrian planning and programming activities for the St. Lucie TPO and to work with local and State government agencies to coordinate bicycle and pedestrian planning and programming activities. The St. Lucie TPO's BPAC consists of the following voting members:

- St. Lucie County Parks and Recreation Department
- City of Port St. Lucie Parks and Recreation Department
- City of Fort Pierce Public Works Department
- St. Lucie County Environmental Resources Department
- One (1) Resident of St. Lucie County Experiencing or Representing a Disability
- Two (2) Resident Bicycling Representatives
- Two (2) Resident Running/Hiking Representatives

In addition, the BPAC includes a non-voting advisor who is a representative of the FDOT.

### **Treasure Coast Corridor Management Entity (TCCME)**

The Treasure Coast Corridor Management Entity (TCCME) was established in 2004. The function of the TCCME is to explore available opportunities for enhancing the Treasure Coast corridor of the Florida Scenic Highway. The 19 members of the TCCME include representatives from the local jurisdictions and State and local agencies.

### **Local Coordinating Board for the Transportation Disadvantaged (LCB)**

The Local Coordinating Board for the Transportation Disadvantaged (LCB) is appointed by the TPO, pursuant to Chapter 427, F.S., and Rule 41-2, F.A.C. The purpose of the LCB is to implement the duties described in Rule 41-2 as a part of the Florida Transportation Disadvantaged (TD) service delivery program which is incorporated into Task 3.8 of the UPWP. The LCB is made up of 19 representatives from various State and local agencies as well as citizen representatives. A member of the TPO Board is appointed annually to serve as the LCB Chair.

### **Treasure Coast Transportation Council (TCTC)**

In 2006, the Treasure Coast Transportation Council (TCTC), consisting of two members each from the TPO, Indian River MPO, and Martin MPO, was created through an Interlocal Agreement. The Interlocal Agreement identifies the parties' "desire to create a formal mechanism to coordinate regional transportation planning activities" and "desire to participate cooperatively in identifying and selecting regional projects and programs for funding available for regional facilities including those funds that may be available through the State of Florida Transportation Regional Incentive Program (TRIP). A Treasure Coast Technical Advisory Committee (TCTAC) consisting of representatives from the TACs and transit representatives of the Martin MPO, St. Lucie TPO, and Indian River MPO was formed to provide technical and advisory support for the TCTC.

### **Metropolitan Planning Organization Advisory Council (MPOAC)**

The St. Lucie TPO participates with the other Florida TPOs/MPOs in the statewide Metropolitan Planning Organization Advisory Council (MPOAC) which was established by state statute to allow TPOs/MPOs to advise on statewide plans and policies affecting TPOs/MPOs. The MPOAC is responsible for providing input and recommendations to FDOT on transportation plans, programs, policies, and issues. In addition, the MPOAC also serves as a forum for the discussion and formulation of recommendations to other appropriate bodies on statewide transportation-related issues.

### **TPO Staff**

St. Lucie TPO staff is the designated professional staff of the St. Lucie TPO and performs the work effort required to support the administration and management of a continuing,

cooperative, and comprehensive transportation planning process that results in the development of plans and programs which comply with Federal requirements. The TPO is an autonomous legal entity. Federal assistance and coordination are provided primarily through FHWA and FTA. State assistance and coordination are provided through FDOT District 4 and the Florida Commission for the Transportation Disadvantaged.

## Agreements

The TPO has executed the following agreements with State agencies and local governments to administer and facilitate the transportation planning process:

### Interlocal Agreement for Creation of the Metropolitan Planning Organization

This agreement among FDOT and member agencies was executed to establish the St. Lucie TPO to implement and ensure a continuing, cooperative, and comprehensive metropolitan transportation planning process throughout the MPA and to assure eligibility for the receipt of federal transportation funds.

### Interlocal Agreement for Administrative Support Services

This agreement between the TPO and St. Lucie County was executed for the provision by St. Lucie County of administrative support services to assist the TPO staff in managing the continuing, cooperative and comprehensive metropolitan transportation planning process.

### MPO Agreement

This agreement between FDOT and the TPO is for the administration of all FHWA/FTA program funds of the UPWP and identifies the responsibilities for cooperatively carrying out transportation planning and programming pursuant to Federal regulations and the terms and conditions upon which the funding will be provided.

### Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement

This agreement among the TPO, St. Lucie County (public transit provider), FDOT, and the Treasure Coast Regional Planning Council (TCRPC) describes the means by which activities will be coordinated, specifies how transportation planning and programming will be part of the comprehensively planned development of the MPA, and identifies the mutual responsibilities of the parties in carrying out the metropolitan transportation planning process.

### Public Transportation Joint Participation Agreement

This agreement between the FDOT and the TPO was executed to provide FTA Section 5305(d) funding to the TPO for the undertaking of technical studies and to implement specific tasks and activities of the UPWP as described in Tasks 1.1 and 3.2.

### Interlocal Agreement Creating the Treasure Coast Transportation Council

This agreement among the St. Lucie TPO, Indian River MPO, and Martin MPO was executed to coordinate regional transportation planning activities and to participate cooperatively in identifying and selecting regional facilities for funding available through TRIP (Transportation Regional Incentive Program).

## **Operational Procedures & Bylaws**

The TPO operates under a set of adopted By-Laws, Rules, and Procedures. While St. Lucie County provides administrative support services such as legal, financial, purchasing, and other services to the TPO, the TPO is a separate legal entity and autonomous from St. Lucie County. The TPO operates under rules and procedures consistent with State and Federal rules and laws. The TPO operational procedures fully comply with the Public Records Laws and the Sunshine Laws of the State of Florida and the federal government. The TPO's official records are maintained in the TPO Offices located at 466 SW Port St. Lucie Blvd, Suite 111, Port St. Lucie, FL 34953. The TPO records are available for public inspection during normal business hours.

## **Statements, Certifications and Assurances**

On an annual basis, the State and the TPO are required to certify to the FHWA and FTA that the planning process is addressing the major issues facing the MPA and that it is being conducted in accordance with the following applicable requirements:

- Title 23 USC Section 134 (Metropolitan Planning)
- Section 5305(d) of the Federal Transit Act
- Title 23 Section 450.334 of the Code of Federal Regulations (Certification)
- Sections 174 and 176 (c) & (d) of the Clean Air Act,
- Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State,
- Provisions of BIL and corresponding federal regulations, and
- Current provisions of the Americans with Disabilities Act (ADA) of 1990 and USDOT regulations.

On a quadrennial basis, FHWA and FTA conduct federal certification reviews of TPOs designated for Census urbanized areas where the population exceeds 200,000. These areas are known as Transportation Management Areas (TMAs). Such reviews for the St. Lucie TPO and Martin MPO, both designated for the Port St. Lucie TMA, were last completed in September 2021 and ultimately resulted in Federal certification for the St. Lucie TPO with no Corrective Actions and five Noteworthy Practices being identified for the St. Lucie TPO.

Appendix E contains the Statements and Assurances of the St. Lucie TPO including the Debarment and Suspension Certification, Disadvantaged Business Enterprise (DBE) Utilization Statement, Lobbying Certification, and the Title VI Nondiscrimination Policy Statement.

### **III. WORK PROGRAM ELEMENTS AND TASKS**

The work program is divided into the following major elements and specific work tasks are discussed in detail within each major element.

ELEMENT 1: PROGRAM ADMINISTRATION

ELEMENT 2: MODELING, GIS, DATA MANAGEMENT, MONITORING, AND PERFORMANCE MEASUREMENT

ELEMENT 3: RECURRING AND SYSTEMS PLANNING

ELEMENT 4: REGIONAL AND INTERGOVERNMENTAL PLANNING AND COORDINATION

ELEMENT 5: PUBLIC INVOLVEMENT, EDUCATION & OUTREACH



**ELEMENT 1: PROGRAM ADMINISTRATION**

Element 1 includes the work tasks necessary to manage the transportation planning process on a continuing, comprehensive, and cooperative basis including program management; office rent and operations; meeting facilitation and support; grants and contracts administration; quarterly reporting; certification and auditing; staff education, training, and travel; UPWP development and review; development of legislative priorities; and legal services. Specific work tasks are listed below and described on the following pages.

Task 1.1                      Program Management

Task 1.2                      UPWP Development

<b>Task 1.1 Program Management</b>	
<b>Purpose:</b>	To coordinate, administer, and manage a continuing, comprehensive, and cooperative transportation planning process for the MPA of the St. Lucie TPO.
<b>Previous Work Completed:</b>	<p>The TPO staff provided technical and administrative support to and facilitated the meetings for the TPO Board and TAC. The staff coordinated, administered, and managed the planning activities to meet the requirements of TPO agreements and other rules and regulations to ensure a continuing, cooperative and comprehensive transportation planning process. The operations included personnel administration and the filling of any staff vacancies and continually reviewing staff organization in order to assure implementation of the UPWP. In addition, work files, computers, audio-visual equipment and other office equipment were maintained.</p> <p>The staff also prepared the various documents including quarterly progress reports and financial records needed to assure State and Federal transportation funding and maintained liaison with the appropriate agencies. TPO Agreements and By-Laws were updated as needed and legislative priorities were developed, using local funds, and adopted annually by the TPO Board. Staff participated in the FHWA/MPO/FDOT Statewide Meetings and performed the Annual Joint Certification Process with FDOT. TPO representatives attended meetings of the MPOAC, National Association of Reginal Councils (NARC), Association of MPOs (AMPO), and associated subcommittees. Workshops and training sessions were attended to facilitate the above activities and to support addressing the planning priorities in a variety of technical areas including scenario planning, freight planning, travel demand management, transportation data management and modeling, and community livability/sustainability.</p>
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>	<ul style="list-style-type: none"> <li>• Provide technical assistance and support to the TPO Board and TAC including the preparation of meeting agendas, summaries, notices, etc.</li> <li>• Provide grants and contracts administration, update interlocal agreements as necessary, and maintain financial records</li> <li>• Conduct as annual financial audit as required by State and Federal regulations which may be conducted concurrently with St. Lucie County’s annual financial audit</li> <li>• Prepare quarterly progress reports and invoices for the FDOT</li> <li>• Participate in the annual joint certification review process with the FDOT</li> <li>• Participate in the federal quadrennial certification review process with the FDOT and the FHWA which includes preparation, a site visit, and public outreach.</li> <li>• Conduct a local MPOAC Institute training workshop</li> <li>• Participate in FHWA/MPO/FDOT Statewide Conferences which may include travel</li> <li>• Attend meetings, which may include travel, of the MPOAC, NARC, AMPO, associated subcommittees, and other related or relevant organizations and agencies</li> <li>• Prepare, using local funds, legislative priorities annually for consideration by the TPO Board</li> <li>• Attend professional workshops and training programs, which may include travel, with regard to professional trade associations, geographic information systems, transportation planning, congestion management, public involvement, FDOT/FHWA requirements, freight planning, travel demand management and modeling, community livability/sustainability, and other relevant subjects</li> <li>• Maintain computer stations and work files and other office equipment</li> <li>• Manage payments of office rent and associated office expenses</li> </ul>

<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
2023 Legislative Priorities (uses local funds only)	December 2022	
2023 Annual Joint Certification Review	May 2023	
MPOAC Institute for the TPO	June 2023	
2024 Legislative Priorities (uses local funds only)	October 2023	
2024 Annual Joint Certification Review	May 2024	

<b>Task 1.1 Program Management Estimated Budget Detail for FY 2022/23</b>							
<b>Budget Category</b>	<b>Budget Category Description</b>	<b>FHWA (CPG)<sup>3</sup></b>	<b>STBG</b>	<b>FTA 5305D<sup>4</sup></b>	<b>FCTD</b>	<b>TPO Local</b>	<b>Total</b>
<b>Contract Number:</b>				G1477 G2170			
<b>A. Personnel Services:</b>							
	TPO Staff Salaries, fringe benefits, and other deductions	\$66,976	\$0	\$45,541	\$0	\$2,000	\$114,517
	<b>Subtotal:</b>	<b>\$66,976</b>	<b>\$0</b>	<b>\$45,541</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$114,517</b>
<b>B. Contract/Consultant Services:</b>							
	Contract/Consultant Services <sup>1</sup>	\$30,000	\$0	\$0	\$0	\$0	\$30,000
	<b>Subtotal:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>
<b>C. Travel:</b>							
	Travel Expenses	\$8,000	\$0	\$0	\$0	\$0	\$8,000
	<b>Subtotal:</b>	<b>\$8,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>
<b>D. Other Direct Expenses:</b>							
	Advertising	\$630	\$0	\$0	\$0	\$0	\$630
	Building Rental	\$115,000	\$0	\$0	\$0	\$0	\$115,000
	Books & Subscriptions	\$250	\$0	\$0	\$0	\$0	\$250
	Communications	\$1,000	\$0	\$0	\$0	\$0	\$1,000
	Equipment < \$1000	\$1,000	\$0	\$0	\$0	\$0	\$1,000
	Equipment Rental	\$2,000	\$0	\$0	\$0	\$0	\$2,000
	General & Admin Charges <sup>2</sup>	\$53,660	\$0	\$0	\$0	\$0	\$53,660
	Office Supplies	\$4,000	\$0	\$0	\$0	\$0	\$4,000
	Operating Supplies	\$5,000	\$0	\$0	\$0	\$0	\$5,000
	Postage & Freight	\$85	\$0	\$0	\$0	\$0	\$85
	Supplies-Computer	\$1,000	\$0	\$0	\$0	\$0	\$1,000
	Training & Seminars	\$20,000	\$0	\$0	\$0	\$0	\$20,000
	Utilities	\$5,000	\$0	\$0	\$0	\$0	\$5,000
	<b>Subtotal:</b>	<b>\$208,625</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$208,625</b>
	<b>Total:</b>	<b>\$313,601</b>	<b>\$0</b>	<b>\$45,541</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$361,142</b>

<sup>1,2,3,4</sup>See the next page for an explanation of these expenses/grants.

Task 1.1 Program Management Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	FHWA (CPG) <sup>3</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$127,058	\$0	\$0	\$2,000	\$129,058
	<b>Subtotal:</b>	<b>\$127,058</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$129,058</b>
<b>B. Contract/Consultant Services:</b>						
	Contract/Consultant Services <sup>1</sup>	\$30,000	\$0	\$0	\$0	\$30,000
	<b>Subtotal:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>
<b>C. Travel and Seminar Registration:</b>						
	Travel Expenses	\$8,000	\$0	\$0	\$0	\$8,000
	<b>Subtotal:</b>	<b>\$8,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$8,000</b>
<b>D. Other Direct Expenses:</b>						
	Advertising	\$630	\$0	\$0	\$0	\$630
	Building Rental	\$121,000	\$0	\$0	\$0	\$121,000
	Books & Subscriptions	\$250	\$0	\$0	\$0	\$250
	Communications	\$1,000	\$0	\$0	\$0	\$1,000
	Equipment < \$1000	\$1,000	\$0	\$0	\$0	\$1,000
	Equipment Rental	\$2,000	\$0	\$0	\$0	\$2,000
	General & Administrative Charges <sup>2</sup>	\$53,660	\$0	\$0	\$0	\$53,660
	Office Supplies	\$4,000	\$0	\$0	\$0	\$4,000
	Operating Supplies	\$5,000	\$0	\$0	\$0	\$5,000
	Postage & Freight	\$85	\$0	\$0	\$0	\$85
	Supplies-Computer	\$1,000	\$0	\$0	\$0	\$1,000
	Training and Seminars	\$2,000	\$0	\$0	\$0	\$2,000
	Utilities	\$5,000	\$0	\$0	\$0	\$5,000
	<b>Subtotal:</b>	<b>\$196,625</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$196,625</b>
	<b>Total:</b>	<b>\$361,683</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$363,683</b>

<sup>1</sup>Contract/Consultant Services include custodial, security, and meeting support/meeting summary preparation services.

<sup>2</sup>General and Administrative Charges are the direct expenses charged by St. Lucie County for the provision of administrative support services which include procurement/purchasing, finance, human resources, information technology, insurance coverage, and legal services.

<sup>3</sup>Federal funds are soft matched by the FDOT non-cash match explained on page 3.

<sup>4</sup>The amounts of these contracts are detailed in Table 2, Revenues (FY 2022/23).

Task 1.2 UPWP Development		
<b>Purpose:</b>		
To implement the FY 2022/23 – FY 2023/24 UPWP and develop the FY 2024/25 – FY 2025/26 UPWP consistent with Federal and State requirements.		
<b>Previous Work Completed:</b>		
Implementation of the FY 2020/2021 – FY 2021/2022 UPWP and all required budget revisions and amendments. Coordination with Martin and Indian River MPOs on the implementation and development of their respective UPWPs.		
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>		
<ul style="list-style-type: none"> <li>• Implement the FY 2022/23 – FY 2023/24 UPWP</li> <li>• Develop the FY 2024/25 – FY 2025/26 UPWP</li> <li>• Process amendments to the adopted UPWP as necessary</li> <li>• Process budget revisions to the adopted UPWP as necessary</li> <li>• Coordinate with neighboring MPOs</li> </ul>		
<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
FY 2024/25 – FY 2025/26 UPWP Kickoff Meeting	January 2024	
Review by Advisory Committees & Board	March/April 2024	
Transmittal to FDOT	March 2024	
Public Comment Period	March/April 2024	
Adoption by Board	April 2024	
Transmittal to FHWA & FTA	May 2024	
UPWP Amendments	As needed	

Task 1.2 UPWP Development Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
TPO Staff Salaries, fringe benefits, and other deductions		\$3,000	\$0	\$0	\$0	\$3,000
<b>Subtotal:</b>		<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total:</b>		<b>\$3,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,000</b>

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

Task 1.2 UPWP Development Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
TPO Staff Salaries, fringe benefits, and other deductions		\$20,000	\$0	\$0	\$0	\$20,000
<b>Subtotal:</b>		<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total:</b>		<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

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

## **ELEMENT 2: MODELING, GIS, DATA MANAGEMENT, AND PERFORMANCE MEASUREMENT**

Element 2 includes the work tasks necessary to collect, monitor, and manage area travel characteristics and factors affecting travel such as socioeconomic and land use data, transportation system data, and other data concerns and issues. In addition, Element 2 includes efforts to improve the quality of the data and the collection and monitoring processes, to enhance travel demand modeling, to manage the Traffic Count Program, and to incorporate performance measurement and target setting. Specific work tasks are listed below and described on the following pages.

- Task 2.1 Travel Demand Modeling
- Task 2.2 GIS and Data Management
- Task 2.3 Traffic Count Program Management
- Task 2.4 Performance Measurement and Target Setting

<b>Task 2.1 Travel Demand Modeling</b>		
<b>Purpose:</b>		
To ensure the highest quality of travel demand modeling used by the continuing, cooperative and comprehensive transportation planning processes upon which decision making is based.		
<b>Previous Work:</b>		
The Treasure Regional Planning Model (TCRPM) was employed for transportation planning by the TPO and Indian River and Martin MPOs. The TCRPM version 5 was developed and utilized to support several tasks including development of the SmartMoves 2045 LRTP. TCRPM is based on the activity-based modeling approach, and the TPO regularly hosted the model development meetings for the TCRPM. In addition, TPO staff participated on the Statewide Modeling Task Force (MTF) and the Florida Standard Urban Transportation Model Structure (FSUTMS) Users Group. Staff also provided guidance on regional modeling projects.		
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>		
<ul style="list-style-type: none"> <li>• Coordinate operation of TCRPM with FDOT, Indian River and Martin MPOs</li> <li>• Participate in regional modeling activities that include model improvements; travel and other data collection, compilation and development; model estimation, calibration, validation and sensitivity tests; and associated model support services.</li> <li>• Utilize the TCRPM to support, when applicable, UPWP tasks such as regional and intergovernmental planning and coordination.</li> <li>• Participate in MTF and regional modeling activities</li> </ul>		
<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
TCRPM 2045 TAZ and Model Updates <b>(Consultant scope of services in Appendix F.)</b>	June 2023	
TCRPM5 Application and Support	Ongoing	
TCRPM6 Development and Support	TBD	
Participation in MTF and regional modeling activities	Ongoing	



Task 2.1 Travel Demand Modeling Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$10,000	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>B. Contract/Consultant Services:</b>						
	TCRPM 2045 TAZ and Model Updates	\$0	\$50,000	\$0	\$0	\$50,000
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$10,000</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,000</b>

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

Task 2.1 Travel Demand Modeling Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$30,000	\$0	\$0	\$0	\$30,000
	<b>Subtotal:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>

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

<b>Task 2.2 GIS and Data Management</b>		
<b>Purpose:</b>		
To ensure the highest quality of data used by the continuing, cooperative, and comprehensive transportation planning processes to support decision-making.		
<b>Previous Work:</b>		
<p>The TPO continued to coordinate activities related to land use and socioeconomic data collection and analysis and assisted in the maintenance of GIS layers. In addition, the TPO participated in the identification of demographic changes that impact traffic operations and projections and travel demand. These efforts continued to be coordinated with the Martin and Indian River MPOs.</p> <p>The TPO continued to coordinate data collection and monitoring activities in support of Intelligent Transportation System (ITS) infrastructure, such as the St. Lucie Advanced Transportation Management System (ATMS) and related to land use and socioeconomic data collection and analysis.</p> <p>To ensure the accuracy and relevance of geo-spatial data used for impact analysis, mapping, and decision making, TPO staff continued to monitor Federal, State, and local GIS geo-spatial databases.</p>		
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>		
<ul style="list-style-type: none"> <li>• GIS and data monitoring, updates, maintenance, and coordination</li> <li>• Collection and coordination of transit data and analysis</li> <li>• ITS/St. Lucie ATMS implementation</li> <li>• Update the existing Community Profiles based on the most current U.S. Census data</li> </ul>		
<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b>
Community Profile Updates	December 2023	
		St. Lucie TPO

Task 2.2 GIS and Data Management Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$15,000	\$0	\$0	\$0	\$15,000
	<b>Subtotal:</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>

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

Task 2.2 GIS and Data Management Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	<b>Subtotal:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

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

Task 2.3 Traffic Count Program Management		
<b>Purpose:</b>		
To collect, monitor, and manage the highest quality of current traffic data on the public roadway network within the MPA.		
<b>Previous Work:</b>		
<p>The TPO continued to collect and manage the Traffic Count Program through the Traffic Count Data Management System (TCDMS) and acted as a clearinghouse for the collection and management of all traffic counts performed in the MPA by the cities, County, and FDOT. The 2021 and 2022 Traffic Counts were collected and uploaded into the TCDMS, and the resulting reports were published online. The reports were also provided to FDOT, local governments, private consulting firms, and the public upon request.</p> <p>The Level of Service Analysis System (LOSAS) was updated to reflect FDOT’s updated methodology of performing roadway level-of-service analyses based on posted speed limits rather than traffic signal density.</p>		
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>		
<ul style="list-style-type: none"> <li>• Manage and fund the Traffic Count Program. At the present time, none of the local jurisdictions maintains a formal traffic count program and continuation of the Traffic Count Program is necessary to monitor the performance of road segments for transportation planning purposes.</li> <li>• Collect and manage the Traffic Counts Program through the TCDMS and act as a clearinghouse for the collection and management of all traffic counts performed in the MPA by the Cities, County, and FDOT.</li> <li>• Maintain the LOSAS to evaluate the congestion and operating condition of the roadway network and produce an Annual Level of Service Report.</li> <li>• Continue to manage and fund the Traffic Count Program until an agreement to share the cost between the TPO and the local governments is appropriate to fund the program in future years. Such an agreement would need to be approved by the elected boards of the local governments.</li> <li>• Manage consultant services for traffic counts, LOSAS and TCDMS.</li> </ul>		
<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
2023 Traffic Count and LOS Report ( <b>Consultant scope of services in Appendix F.</b> )	June 2023	
2024 Traffic Count and LOS Report ( <b>Consultant scope of services in Appendix F.</b> )	June 2024	

Task 2.3 Traffic Count Program Management Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG)	STBG <sup>1</sup>	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$0	\$35,000	\$0	\$0	\$35,000
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000</b>
<b>B. Contract/Consultant Services:</b>						
	2023 Traffic Count and LOS Report	\$0	\$45,000	\$0	\$0	\$45,000
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$45,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>

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

Task 2.3 Traffic Count Program Management Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	FHWA (CPG)	STBG <sup>1</sup>	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$0	\$35,000	\$0	\$0	\$35,000
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000</b>
<b>B. Contract/Consultant Services:</b>						
	2024 Traffic Count and LOS Report	\$0	\$45,000	\$0	\$0	\$45,000
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$45,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>

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

**Task 2.4 Performance Measurement and Target Setting**

**Purpose:**

To ensure the most efficient investment of Federal transportation funds by linking investment priorities to the achievement of adopted targets

**Previous Work:**

The TPO continued to incorporate performance management as a strategic approach that includes performance measurement and target setting to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged.

The TPO and the transit provider cooperatively established targets for the State of Good Repair, Transit Asset Management Plan, and Public Transportation Agency Safety Plan (PTASP) performance measures. FDOT established targets for the safety, bridge and pavement, and system performance measures, and the TPO chose to adopt the same targets as FDOT. The strategies and investments used to meet the targets were identified and reported by FDOT through its Highway Safety Improvement Program, and the TPO reported its targets to FDOT.

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

- Support FDOT targets or establish own performance measurement targets for targets for safety, system performance, bridge and pavement performance measures
- Obtain local data or data from FDOT for performance measurement
- Track progress toward meeting targets based on the data obtained and report to FDOT
- Continue coordination among the TPO, St. Lucie County Transit Management, and FDOT on transit performance measures and adjusting transit targets as applicable. This includes demonstrating efforts to integrate progress towards achieving targets in the TIP and LRTP (system performance report) to the maximum extent possible.

<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
Set 2023 performance targets and report to FDOT	February 2023	
Set 2024 performance targets and report to FDOT	February 2024	

Task 2.4 Performance Measurement and Target Setting Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$0	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>

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

Task 2.4 Performance Measurement and Target Setting Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$15,000	\$0	\$0	\$0	\$15,000
	<b>Subtotal:</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>

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

**ELEMENT 3: RECURRING AND SYSTEMS AND PROJECT PLANNING**

Element 3 includes the systems planning and recurring planning activities. Specific work tasks are listed below and described on the following pages.

- Task 3.1 Long Range Transportation Planning
- Task 3.2 Transit Planning
- Task 3.3 Transportation Improvement Program (TIP)
- Task 3.4 Congestion Management Process (CMP)
- Task 3.5 Bicycle-Pedestrian/Complete Streets Planning
- Task 3.6 Freight Planning
- Task 3.7 Safety and Security Planning
- Task 3.8 Transportation Disadvantaged (TD) Program
- Task 3.9 Environmental Planning
- Task 3.10 Automated/Connected/Electric/Shared-Use (ACES) Vehicles  
Planning



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

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

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

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

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

**Task 3.2 Transit Planning**

**Purpose:**  
 To provide technical assistance and guidance to local and regional transit providers, to support public transportation planning and transit grant administration activities, and to develop and implement analytical methods to identify gaps in the connectivity of the transportation system and develop infrastructure and operational solutions that provide the public, especially traditionally underserved populations, with adequate access to essential services.

**Previous Work:**  
 Intermodal planning and coordination was supported through transit planning activities in cooperation with Martin and Indian River MPOs and South Florida Commuter Services (SFCS). The St. Lucie County Origin and Destination Big Data Analysis was completed, a key step to identify areas for transit infrastructure development and improvements. The TPO Board adopted the PTASP Performance Targets for the St. Lucie TPO. The TPO Board accepted the Transit Route Optimization Study Draft Choices Report which is the first phase of a study to optimize the bus route network. TPO Staff assisted St. Lucie County in preparing its Transit Development Plan (TDP) Annual Progress Reports. The Micro-Mobility Study was conducted.  
  
 The TPO coordinated and facilitated a Park & Ride Lot Program by building upon the results of previous planning efforts. Construction of the Jobs Express Terminal was completed. Coordination with Palm Tran and FDOT resulted in commitments from those agencies to respectively operate and fund express bus service from St. Lucie County to Palm Beach County via the Jobs Express Terminal.  
  
 Other transit planning activities that were continued included providing technical and planning assistance to St. Lucie County in order to maintain the County’s eligibility for the continued receipt of federal and state transit grant funds. The performance of the transit system was monitored. Potential impacts caused by the extension of passenger rail service were monitored. The coordination of specialized transportation services continued through transit meetings.

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

- Provision of technical assistance to the transit providers
- 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

<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by: St. Lucie TPO</b>
Transit Center Visioning Workshop <b>(Consultant scope of services in Appendix F.)</b>	December 2022	
TDP Annual Progress Report	September 2022	
TDP Annual Progress Report	September 2023	
TDP Major Update <b>(Consultant scope of services in Appendix F.)</b>	June 2024	

Task 3.2 Transit Planning Estimated Budget Detail for FY 2022/23							
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG <sup>1</sup>	FTA 5305D	FCTD	TPO Local	Total
<b>Contract Number:</b>				G1477 G2170			
<b>A. Personnel Services:</b>							
TPO Staff Salaries, fringe benefits, and other deductions		\$10,000	\$35,000	\$70,541	\$0	\$0	\$115,541
<b>Subtotal:</b>		<b>\$10,000</b>	<b>\$35,000</b>	<b>\$70,541</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115,541</b>
<b>B. Contract/Consultant Services:</b>							
Transit Center Visioning Workshop		\$0	\$60,000	\$0	\$0	\$0	\$60,000
<b>Subtotal:</b>		<b>\$0</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,000</b>
<b>C. Travel:</b>							
		\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>							
		\$0	\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total:</b>		<b>\$10,000</b>	<b>\$95,000</b>	<b>\$70,541</b>	<b>\$0</b>	<b>\$0</b>	<b>\$175,541</b>

<sup>1</sup>Federal 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	FHWA (CPG) <sup>1</sup>	STBG <sup>1</sup>	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
TPO Staff Salaries, fringe benefits, and other deductions		\$20,000	\$85,000	\$0	\$0	\$105,000
<b>Subtotal:</b>		<b>\$20,000</b>	<b>\$85,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$105,000</b>
<b>B. Contract/Consultant Services:</b>						
TDP Major Update		\$0	\$150,000	\$0	\$0	\$150,000
<b>Subtotal:</b>		<b>\$0</b>	<b>\$150,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$150,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total:</b>		<b>\$20,000</b>	<b>\$235,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$255,000</b>

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

<b>Task 3.3 Transportation Improvement Program (TIP)</b>		
<b>Purpose:</b>		
To annually coordinate, update, and maintain the five-year TIP which reflects Federal, State, and local funding and identifies all Federal, State, and locally funded transportation improvements within the TPO area.		
<b>Previous Work:</b>		
<p>The TIP continued to be developed annually based on the LRTP, TDP, CMP, bicycle/pedestrian plans, airport and port plans, the Transportation Alternatives (TA) Project Prioritization Methodology, and other planning activities as necessary. The development of the TIP included the preparation of the List of Priority Projects (LOPP) which prioritizes roadway, transit, and CMP. The LOPP was prepared based on input from local agencies including transit, FDOT, and the public.</p> <p>The Draft Tentative Work Program was reviewed to ensure consistency with the LOPP and the LRTP and was considered by the TPO advisory committees and Board for endorsement. FDOT’s Final Tentative Work Program and the Annual Publication of Obligated Federal Projects was incorporated into the TIP.</p> <p>The TIP was adopted by the Board after a public comment period and review of the draft TIP by the advisory committees, and the Interactive TIP subsequently was launched. The Interactive TIP was maintained, and the TPO coordinated with FDOT to amend the TIP and process STIP amendments as needed. A consultant was utilized for maintenance of the Interactive TIP.</p> <p>Conceptual project development continued. The TPO continued to play significant roles in the completion of the designs for Port St. Lucie Boulevard, SR-A1A North Causeway Bridge, and other projects derived from the LRTP.</p>		
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>		
<ul style="list-style-type: none"> <li>• Development of the LOPP</li> <li>• Development of the TIP with TIP/LRTP Performance Report and TIP/STIP amendments</li> <li>• Maintenance of the Interactive TIP</li> <li>• Participation in the phases of projects derived from the LRTP</li> </ul>		
<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
Submittal of 2022/23 LOPP to FDOT	August 2022	
Review/Endorsement of FDOT’s Five-Year Work Program	December 2022	
FY 2023/24 – FY 2027/28 TIP Adoption & Interactive TIP Update <b>(Independent contractor to be used.)</b>	June 2023	
Annual Publication of Obligated Federal Projects	June 2023	
Submittal of 2023/24 LOPP to FDOT	June 2023	
Review/Endorsement of FDOT’s Five-Year Work Program	October 2023	
FY 2024/25 – FY 2028/29 TIP Adoption & Interactive TIP Update <b>(Independent contractor to be used.)</b>	June 2024	
Annual Publication of Obligated Federal Projects	June 2024	

Task 3.3 Transportation Improvement Program (TIP) Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	<b>Subtotal:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>B. Contract/Consultant Services:</b>						
	FY 2023/24 – FY 2027/28 Interactive TIP Update (Independent Contractor)	\$10,000	\$0	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>

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

Task 3.3 Transportation Improvement Program (TIP) Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$35,000	\$0	\$0	\$0	\$35,000
	<b>Subtotal:</b>	<b>\$35,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000</b>
<b>B. Contract/Consultant Services:</b>						
	FY 2024/25 – FY 2028/29 Interactive TIP Update (Independent Contractor)	\$10,000	\$0	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$45,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,000</b>

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

**Task 3.4 Congestion Management Process (CMP)**

**Purpose:**

To maintain and monitor the CMP and identify and prioritize CMP projects for the FDOT Work Program and the TPO LOPP and TIP.

**Previous Work:**

The CMP Implementation Plan prioritizes projects which address identified congestion and safety issues using one or more “quick-fix” strategies. An Annual CMP Report was completed to update congestion and safety issues and explore strategies to address areas of concern. In coordination with FDOT Traffic Operations, the CMP and its Implementation Plan were utilized to allocate the TPO’s CMP box funds of \$300,000-\$400,000 annually. The CMP was also used for the annual development of the LOPP, TIP, and Work Program, and for ongoing project prioritization as needed in coordination with FDOT Traffic Operations.

The SmartMoves2045 LRTP contains a CMP element, the Cost Feasible Plan allocates funding to the CMP, and congestion management is incorporated into the Goals, Objectives, and Performance Measures of the SmartMoves2045 LRTP.

The TPO participated significantly in the development of the FDOT Treasure Coast Transportation Systems Management & Operations (TSM&O) Master Plan.

The St. Lucie Advanced Transportation Master Plan (ATMS) Master Plan continued to be implemented.

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

- CMP Project coordination and prioritization
- CMP Annual Report which evaluates the performance of the CMP
- ATMS Master Plan Implementation through participation, including attending project progress meetings with FDOT and FDOT’s consultant in the implementation of the ATMS Master Plan; coordination with local agencies; and the development and prioritization of subsequent phases in the TPO’s LOPP
- Support the implementation of the Treasure Coast TSM&O Master Plan where it is consistent with the ATMS Master Plan.

<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
Special Events Congestion Management and Parking Plan (SECMAPP) <b>(Consultant scope of services in Appendix F.)</b>	February 2023	
CMP Update/Annual Report	June 2023	
CMP Major Update <b>(Consultant scope of services in Appendix F.)</b>	June 2024	

Task 3.4 Congestion Management Process (CMP) Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$0	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>B. Contract/Consultant Services:</b>						
	SECMAPP	\$50,000	\$0	\$0	\$0	\$50,000
	<b>Subtotal:</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$60,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$60,000</b>

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

Task 3.4 Congestion Management Process (CMP) Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$35,000	\$5,000	\$0	\$0	\$40,000
	<b>Subtotal:</b>	<b>\$35,000</b>	<b>\$5,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000</b>
<b>B. Contract/Consultant Services:</b>						
	CMP Major Update	\$0	\$80,000	\$0	\$0	\$80,000
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$35,000</b>	<b>\$85,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$120,000</b>

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



<b>Task 3.5 Bicycle-Pedestrian/Complete Streets Planning</b>		
<b>Purpose:</b>		
To review, update, and implement the St. Lucie Walk-Bike Network, build upon previous complete streets planning efforts, and continue the ongoing planning and coordinating efforts which support the provision of bicycle, pedestrian, and greenway facilities.		
<b>Previous Work:</b>		
<p>The TPO maintained and updated the inventory of bicycle and pedestrian facilities, known as the St. Lucie Walk-Bike Network, and performed activities as needed in support of its implementation. Through the St. Lucie Walk-Bike Network, TPO staff continued to coordinate with the local governments, the St. Lucie School District, FDOT, Florida Department of Environmental Protection Office of Greenways and Trails, and the East Coast Greenway Alliance regarding bicycle/pedestrian/greenway issues and the planning, prioritizing, funding, and implementation of bicycle/pedestrian/greenway facilities. Coordination of complete streets planning activities also occurred through the BPAC, TAC, and CAC. Potential bicycle/pedestrian/greenway and complete streets projects were identified for funding and considered for prioritization in the TPO’s LOPP.</p> <p>Programmed projects reviewed through the Electronic Review Comments (ERC) system were evaluated by the TPO based on bicycle and pedestrian-friendliness.</p> <p>The St. Lucie Walk-Bike Network was updated.</p> <p>The TPO continued to develop plans and implement projects to address specific gaps or obstacles impeding the extension of the East Coast Greenway and the Florida SUN Trail through the St. Lucie TPO area.</p> <p>The construction of the I-95 Jobs Express Terminal was completed, and BPAC members identified the need for the installation of bicycle lockers at the facility. Previous work conducted by the TPO such as the Bicycle Rack Plan identified the need for the installation of other active/nonmotorized transportation infrastructure such as bicycle racks. The St. Lucie Walk-Bike Network Facility Enhancements were purchased by the TPO for installation by the local agencies.</p>		
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>		
<ul style="list-style-type: none"> <li>• Local coordination/support and project review and prioritization including assisting agencies with sidewalk inventories, gap studies, etc. to support their compliance with ADA requirements</li> <li>• East Coast Greenway (ECG)/Florida SUN Trail coordination and implementation</li> </ul>		
<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b>
SUN Trail Network Port of Ft Pierce Overpass Connector Feasibility Study	June 2023	St. Lucie TPO

Task 3.5 Bicycle-Pedestrian/Complete Streets Planning Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	State (SUN Trail)	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
TPO Staff Salaries, fringe benefits, and other deductions		\$20,000	\$0	\$36,000	\$0	\$56,000
<b>Subtotal:</b>		<b>\$20,000</b>	<b>\$0</b>	<b>\$36,000</b>	<b>\$0</b>	<b>\$56,000</b>
<b>B. Contract/Consultant Services:</b>						
SUN Trail Network Port of Ft Pierce Overpass Connector Feasibility Study		\$0	\$0	\$264,000	\$0	\$264,000
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$264,000</b>	<b>\$0</b>	<b>\$264,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total:</b>		<b>\$20,000</b>	<b>\$0</b>	<b>\$300,000</b>	<b>\$0</b>	<b>\$320,000</b>

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

Task 3.5 Bicycle-Pedestrian/Complete Streets Planning Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	State (SUN Trail)	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
TPO Staff Salaries, fringe benefits, and other deductions		\$30,000	\$0	\$0	\$0	\$30,000
<b>Subtotal:</b>		<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total:</b>		<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>

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

<b>Task 3.6 Freight Planning</b>		
<b>Purpose:</b>		
To continue promoting the St. Lucie TPO area as the freight gateway to South Florida while enhancing the initiatives of agency partners in support of the important freight facilities of regional and Statewide significance located within the St. Lucie TPO area.		
<b>Previous Work:</b>		
<p>The TPO continued to implement the Treasure Coast Regional Freight Plan that was developed as part of the 2040 RL RTP development with the Martin and Indian River MPOs.</p> <p>The TPO continued to work with FDOT to acquire data and enhance the regional freight model to specifically evaluate transportation investments and their benefits with regard to freight mobility.</p> <p>The TPO initiated Phase I of the Drone Port/Advanced Air Mobility (AAM) Study to overview the current state of the AAM industry with key considerations for integration for the TPO area and to prepare next steps for the Phase II of the Study.</p> <p>The TPO continued to participate in the MPOAC Freight Advisory Committee.</p> <p>The TPO participated in the development of the Port of Fort Pierce Master Plan.</p> <p>The TPO continued to implement the St. Lucie Freight Network and identify and analyze operational improvements to the freight network through the implementation of the St. Lucie ATMS.</p>		
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>		
<ul style="list-style-type: none"> <li>• Implement the Treasure Coast Regional Freight Plan and other regional plans</li> <li>• Implement the Port of Fort Piece Master Plan and other local plans</li> <li>• Maintain liaison with various agency staff</li> <li>• Monitor and update the St. Lucie Freight Network</li> <li>• Support continued implementation of the St. Lucie Freight Logistics Zone</li> <li>• Attend various freight coordination meetings</li> </ul>		
<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b>
Update St. Lucie Freight Network	June 2023	St. Lucie TPO
Advanced Air Mobility Study, Phase II <b>(Consultant scope of services in Appendix F.)</b>	June 2024	

Task 3.6 Freight Planning Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$0	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>

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

Task 3.6 Freight Planning Estimated Budget Detail for FY 2023/2024						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STB G	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$25,000	\$0	\$0	\$0	\$25,000
	<b>Subtotal:</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>
<b>B. Contract/Consultant Services:</b>						
	Advanced Air Mobility Study, Phase II	\$100,000	\$0	\$0	\$0	\$100,000
	<b>Subtotal:</b>	<b>\$100,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$100,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$125,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>

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

**Task 3.7 Safety and Security Planning**

**Purpose:**

To provide for the consideration and implementation of projects, strategies, and services which increase the safety and security of the transportation system and users of the system and maintain the TPO’s Continuity of Operations Plan (COOP).

**Previous Work:**

The FDOT/University of Florida Signal 4 Analytics Crash Database was used to facilitate safety project identification and analysis. Based on the crash data analyses, educational safety programs were developed and implemented, and potential safety projects were identified for funding and considered for inclusion in the CMP and prioritization in the TPO’s LOPP.

A Speed Kills Analysis was completed which examined the link between vehicle speed and crash risk and severity on the roadway network in the TPO area and identified roadway segments for Spot Speed Studies to improve safety through speed management.

Crosswalk Markings Visibility Study and Crosswalk Markings Study Implementation Plan were completed to improve the visibility of pedestrians at the crosswalk intersections.

An evaluation of adding a bicycle lane as a pilot project to the SR-A1A South Causeway Bridge to improve safety was completed which included extensive traffic analysis and public input activities. The proposed pilot project was entered into the FDOT District 4 Lane Elimination Review and Approval Process, and a permit was obtained from FDOT District 4 for a local agency to implement the pilot project.

The TPO continued to perform a COOP exercises annually. The COOP was updated annually to incorporate improvements as a result of lessons learned from the exercises and to add a section devoted to pandemic procedures.

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

- Analysis of the use of automated enforcement of speeding violations
- Identification of low-cost, short-term bicycle/pedestrian safety improvements that might include distribution of reflective items.
- COOP activations, as needed
- CTST Meetings (quarterly)
- Signal 4 Analytics Crash Database Utilization

<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
Spot Speed Studies <b>(Consultant scope of services in Appendix F.)</b>	March 2023	
Automated Speed Enforcement Study <b>(Independent contractor to be used.)</b>	March 2023	
Midway Road Safety Study <b>(Consultant scope of services in Appendix F.)</b>	June 2023	
COOP Exercise and Update	June 2023	
COOP Exercise and Update, if needed	June 2024	

Task 3.7 Safety and Security Planning Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
TPO Staff Salaries, fringe benefits, and other deductions		\$10,000	\$25,000	\$0	\$0	\$35,000
<b>Subtotal:</b>		<b>\$10,000</b>	<b>\$25,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$35,000</b>
<b>B. Contract/Consultant Services:</b>						
Spot Speed Studies		\$0	\$20,000	\$0	\$0	\$20,000
Automated Speed Enforcement Study		\$10,000	\$0	\$0	\$0	\$10,000
Midway Road Safety Study		\$0	\$50,000	\$0	\$0	\$50,000
<b>Subtotal:</b>		<b>\$10,000</b>	<b>\$70,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total:</b>		<b>\$40,000</b>	<b>\$75,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$115,000</b>

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

Task 3.7 Safety and Security Planning Estimated Budget Detail for FY 2023/2024						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
TPO Staff Salaries, fringe benefits, and other deductions		\$20,000	\$0	\$0	\$0	\$20,000
<b>Subtotal:</b>		<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
<b>Subtotal:</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total:</b>		<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

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

<b>Task 3.8 Transportation Disadvantaged (TD) Program</b>		
<b>Purpose:</b>		
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.		
<b>Previous Work:</b>		
<p>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.</p> <p>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.</p> <p>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.</p>		
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>		
<ul style="list-style-type: none"> <li>• LCB Meeting Support</li> <li>• LCB Planning Support</li> <li>• CTC Technical Assistance</li> <li>• TD Grant Applications</li> <li>• TD Invoice and Progress Reports</li> </ul>		
<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
TDSP Annual Update	May 2023	
CTC Designation/Re-Designation	July 2023	
TDSP Major Update	December 2023	
2023 CTC Evaluation	June 2023	
2024 CTC Evaluation	June 2024	
LCB Meeting Summaries <b>(Independent contractor services to be used)</b>	After the LCB Meetings	

Task 3.8 Transportation Disadvantaged (TD) Program Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$0	\$0	\$20,942	\$0	\$20,942
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,942</b>	<b>\$0</b>	<b>\$20,942</b>
<b>B. Contract/Consultant Services:</b>						
	LCB Meeting Summaries	\$0	\$0	\$2,000	\$0	\$2,000
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$2,000</b>
<b>C. Travel:</b>						
	Travel Expenses	\$0	\$0	\$800	\$0	\$800
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$0</b>	<b>\$800</b>
<b>D. Direct Expenses:</b>						
	Advertising	\$0	\$0	\$1,260	\$0	\$1,260
	General & Administrative Charges	\$0	\$0	\$1,340	\$0	\$1,340
	Training & Seminar	\$0	\$0	\$300	\$0	\$300
	Postage	\$0	\$0	\$15	\$0	\$15
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,915</b>	<b>\$0</b>	<b>\$2,915</b>
	<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,657</b>	<b>\$0</b>	<b>\$26,657</b>

<sup>1</sup>Federal 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 2023/2024						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$0	\$0	\$20,942	\$0	\$20,942
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,942</b>	<b>\$0</b>	<b>\$20,942</b>
<b>B. Contract/Consultant Services:</b>						
	LCB Meeting Summaries	\$0	\$0	\$2,000	\$0	\$2,000
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,000</b>	<b>\$0</b>	<b>\$2,000</b>
<b>C. Travel:</b>						
	Travel Expenses	\$0	\$0	\$800	\$0	\$800
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$800</b>	<b>\$0</b>	<b>\$800</b>
<b>D. Direct Expenses:</b>						
	Advertising	\$0	\$0	\$1,260	\$0	\$1,260
	General & Administrative Charges	\$0	\$0	\$1,340	\$0	\$1,340
	Training & Seminar	\$0	\$0	\$300	\$0	\$300
	Postage	\$0	\$0	\$15	\$0	\$15
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,915</b>	<b>\$0</b>	<b>\$2,915</b>
	<b>Total:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,657</b>	<b>\$0</b>	<b>\$26,657</b>

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



Task 3.9 Environmental Planning		
<b>Purpose:</b>		
To continue the integration of environmental considerations into the TPO’s metropolitan planning program		
<b>Previous Work:</b>		
<p>The SmartMoves 2045 LRTP incorporates environmental mitigation strategies from a system-wide perspective and considers environmental mitigation strategies in consultation with State, Tribal, and local agencies. The TPO continued to link planning with the National Environmental Policy Act (NEPA). A base map of environmentally sensitive areas was updated in the SmartMoves 2045 LRTP which identifies environmental features such as major hydrology, environmental lands, and Special Emphasis Areas identified by local stakeholders such as the St. Lucie Conservation Alliance and the St. Lucie County Environmental Management Department.</p> <p>As a member of the St. Lucie County Resilience Planning Steering Committee, and the TPO has been working collaboratively with the County Environmental Resources Department staff during the development of the St. Lucie County Vulnerability Assessment Report and the Regional Resilience Plan.</p> <p>As a member of the Environmental Technical Advisory Team (ETAT), the TPO participated in the FDOT Efficient Transportation Decision Making (ETDM) process to further integrate consideration of potential project effects on the cultural, socio-cultural, and natural environments into transportation decision-making and continue early coordination with resource agencies in addressing mitigation activities. The TPO participated in the phases for its Priority Projects where the environmental mitigation activities were further refined.</p> <p>The TPO supported the establishment of the Florida Ecological Greenways Network (FEGN) which prioritizes a functionally connected statewide network of public and private conservation lands to conserve and maintain ecological greenway connectivity and protect, connect, and conserve Florida’s native wildlife and natural systems.</p> <p>As extreme weather and changes in environmental conditions continue to present significant and growing risks to the nation’s vital transportation systems, the TPO performed a Transportation Asset/Service Vulnerability Assessment Update to integrate the environmental considerations into the TPO’s metropolitan planning program.</p>		
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>		
<ul style="list-style-type: none"> <li>• Participate as ETAT member in ETDM Planning and Programming Screens</li> <li>• Coordinate with State and local agencies to address climate change and to improve the climate adaptation/resiliency and reduce natural disaster risk</li> <li>• Coordinate with State and local agencies responsible for natural resources, environmental protection, conservation, and historic preservation</li> <li>• Integrate FEGN, CCB, and State Wildlife Action Plan into transportation plans</li> </ul>		
<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
Carbon Reduction Strategy <b>(Consultant scope of services in Appendix F.)</b>	February 2023	
Transportation Asset/Service Vulnerability Assessment Update	June 2024	

Task 3.9 Environmental Planning Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$0	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>B. Contract/Consultant Services:</b>						
	Carbon Reduction Strategy	\$67,000	\$0	\$0	\$0	\$67,000
	<b>Subtotal:</b>	<b>\$67,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$67,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Indirect Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$77,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$77,000</b>

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

Task 3.9 Environmental Planning Estimated Budget Detail for FY 2023/2024						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$15,000	\$0	\$0	\$0	\$15,000
	<b>Subtotal:</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Indirect Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>

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

Task 3.10 Automated/Connected/Electric/Shared-Use (ACES) Vehicles Planning		
<b>Purpose:</b>		
To plan and support innovative technologies and business practices with regard to ACES vehicles and determine how best to address the challenges and opportunities presented by ACES vehicles		
<b>Previous Work:</b>		
<p>Technological advancements in transportation have the potential to transform the urban landscape. Automated vehicles, once thought to be futuristic, are being tested on public roadways. Shared mobility providers, the transit industry, and the freight industry are expected to be early adopters of advanced technologies. Adopting and supporting innovative technologies and business practices supports the Florida Transportation Plan and the federal planning factors and goals found in the Federal requirements and BIL.</p> <p>Though there is a great deal of speculation and uncertainty about the potential impacts advanced technologies will have, MPOs need to determine how best to address the challenges and opportunities presented to them by ACES vehicles.</p> <p>To inform the transit provider’s strategic plans, the ACES Vehicles for Transit Study was updated. This study set forth a framework for the electrification of the transit provider’s public transportation fleet.</p> <p>The TPO Board accepted the Electric Vehicle Charging Station Plan which developed criteria for siting electric vehicle charging stations and selected appropriate locations based on the criteria.</p>		
<b>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</b>		
<ul style="list-style-type: none"> <li>• Participate in training activities regarding advanced transportation technologies</li> <li>• Attend/host local stakeholder meetings related to ACES</li> <li>• Electric Vehicle Charging Station Plan Update: an update of the plan to incorporate Level 3 supercharging station infrastructure throughout the TPO area.</li> </ul>		
<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
Electric Vehicle Charging Station Plan Update	December 2022	
Sustainable Transportation Plan <b>(Consultant scope of services in Appendix F.)</b>	June 2023	

Task 3.10 ACES Vehicles Planning Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG <sup>1</sup>	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$30,000	\$0	\$0	\$40,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000</b>
<b>B. Contract/Consultant Services:</b>						
	Sustainable Transportation Plan	\$0	\$40,000	\$0	\$0	\$40,000
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$40,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$40,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$10,000</b>	<b>\$70,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>

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

Task 3.10 ACES Vehicles Planning Estimated Budget Detail for FY 2023/2024						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG <sup>1</sup>	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	<b>Subtotal:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

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

**ELEMENT 4: REGIONAL AND INTERGOVERNMENTAL PLANNING AND COORDINATION**

Element 4 includes the planning and coordination activities with other MPOs, State and Federal agencies, the TCRPC, and local agencies and governments that are not readily classified within the other elements. Specific work tasks are listed below and described on the following pages.

Task 4.1 Models of Regional Planning Cooperation

Task 4.2 Intergovernmental Planning and Coordination

**Task 4.1 Models of Regional Planning Cooperation**

**Purpose:**

To continue as a model of regional planning cooperation and to coordinate with Federal, State, and other public agencies which are not considered to be local agencies or governments (such as other MPOs, FDOT, and the TCRPC) on projects and activities that are not identified within specific tasks in the other elements of the UPWP.

**Previous Work:**

TPO staff continued to maintain liaison with the FDOT, TCRPC, Martin and Indian River MPO staffs and coordinated with various non-local governmental and public agencies on transportation projects and activities affecting the MPA. To accomplish this task, TPO staff attended meetings; reviewed plans, reports, and other documents; provided data, information, comments, and recommendations; and facilitated presentations to the TPO Board and advisory committees on behalf of the agencies, as appropriate.

The TPO shared resources to implement regional public outreach, data collection, and other common tasks.

The 2040 Treasure Coast RL RTP continued to be implemented and provided regional projects for Transportation Regional Incentive Program (TRIP) funding through the Treasure Coast Transportation Council (TCTC). In addition, the TPO continued to participate in other miscellaneous regional planning and coordination meetings.

The TPO staff provided meeting schedules, agendas, minutes, packets, notices, and other staff support, as necessary, for meetings of the Treasure Coast Transportation Council (TCTC) and the Treasure Coast Technical Advisory Committee (TCTAC).

The exploration of the formation of a regional organization with the Heartland MPO was initiated.

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

- Complete and implement local and regional plans including the 2045 RL RTP
- 2040 RL RTP amendments until the 2045 RL RTP is completed
- Continue exploring the formation of a regional organization with the Heartland MPO
- Maintain liaison with various agency staff
- Coordinate with rural governmental entities outside of the current MPA boundaries that are impacted by transportation movements between regions
- Support and participate in TCTAC and TCTC and other regional meetings
- Prepare regional meeting agendas, minutes, packets, etc.

<b>End Product:</b>	<b>Completion Date:</b>	
Develop the 2045 Treasure Coast RL RTP through an Memorandum of Understanding with the Martin and Indian River MPOs with the Martin MPO serving as the project lead and each of the MPOs contributing up to \$20,000 as a One-Time Cost Sharing (funds to Martin MPO) for Regional Planning Activities <b>(Consultant scope of services in Appendix F.)</b>	June 2023	<b>Performed by:</b> St. Lucie TPO Martin MPO Indian River MPO

Task 4.1 Models of Regional Planning Cooperation Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$0	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>B. Contract/Consultant Services:</b>						
	One-Time Cost Sharing for Treasure Coast Memorandum of Understanding (MOU) (funds to Martin MPO) for Regional Planning Activities (Consultant Services) **	\$20,000	\$0	\$0	\$0	\$20,000
	<b>Subtotal:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>

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

Task 4.1 Models of Regional Planning Cooperation Estimated Budget Detail for FY 2023/2024						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	<b>Subtotal:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>B. Contract/Consultant Services:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

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

**Task 4.2 Intergovernmental Planning and Coordination**

**Purpose:**

To coordinate with local agencies and governments on projects and activities that are not identified within specific tasks in other elements of the UPWP.

**Previous Work:**

TPO staff coordinated with various local agencies and governments on transportation projects and activities affecting the MPA. The planning and coordination activities included attending meetings; reviewing plans, reports, and other documents; and providing data, information, comments, and recommendations.

TPO staff reviewed and commented on various land use amendments and development plans for local governments in the MPA. The TCRPM continued to be utilized to assist in the analysis of transportation issues.

The TPO participated in the completion of the Treasure Coast International Airport Connector Study.

TPO staff also provided technical support to the local agencies and governments in the completion of transportation improvement grant applications.

To promote consistency among local plans and ensure appropriate improvements from development, the TPO identified projects based on its TIP, LOPP, and FDOT’s Work Program to be included in Capital Improvement Elements of local government comprehensive plans.

The TPO conducted reviews of local projects from a traffic and transportation perspective to evaluate consistency with regional and long range plans. The TPO also reviewed relevant plans regarding airport and port planning activities in relation to TPO planning and programming activities.

TPO staff facilitated the program for the Treasure Coast Scenic Highway (TCSH), which traverses the St. Lucie TPO MPA, to enhance and protect the corridor resources and facilities.

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

- Treasure Coast Scenic Highway (TCSHP) program implementation and support
- TCSHP Website/social media management (**independent contractor to be used**)
- Attend/host intergovernmental meetings
- Review plans, reports, and other documents.
- Provide data, information, comments, and recommendations.
- Prepare meeting agendas, minutes, packets, etc.
- Provide transportation grant support
- Serve as a resource for information and technical assistance in local government compliance with ADA

<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
2022 TCSHP Annual Report	February 2023	
2023 TCSHP Annual Report	February 2024	



Task 4.2 Intergovernmental Planning and Coordination Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$0	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>B. Contract/Consultant Services:</b>						
	TCSHP Website/social media management	\$10,000	\$0	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>

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

Task 4.2 Intergovernmental Planning and Coordination Estimated Budget Detail for FY 2023/2024						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	<b>Subtotal:</b>	<b>\$20,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,000</b>
<b>B. Contract/Consultant Services:</b>						
	TCSHP Website/social media management	\$10,000	\$0	\$0	\$0	\$10,000
	<b>Subtotal:</b>	<b>\$10,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$10,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>

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

**ELEMENT 5: PUBLIC PARTICIPATION, EDUCATION & OUTREACH**

Element 5 includes the activities conducted to ensure continuing, comprehensive, and cooperative public involvement in the transportation planning process. Providing the public with educational opportunities is intended to enhance and strengthen the level of public participation which is consistent with the UPWP Planning Priorities and the Federal Planning Factors. Specific work tasks are listed below and described on the following pages.

Task 5.1 Public Participation, Education & Outreach

**Task 5.1 Public Participation, Education & Outreach**

**Purpose:**

To ensure that the TPO’s public involvement process meets or exceeds Federal and State regulations and provides opportunities for the public to participate in the transportation planning process.

**Previous Work:**

The TPO continued to enhance its public participation activities. Techniques included the use of the TPO website, visualization techniques, press releases, public access TV broadcasts, social media, and smartphone applications; the provision of graphic presentations at meetings; the provision of access for persons with disabilities to all meetings; and the availability of alternative language translations to facilitate the participation of non-English speaking populations in the public participation process. All TPO meetings continued to be open to the public and conducted in geographically diverse locations including outside of typical governmental administration buildings to enhance public attendance. Staff maintained Community Profiles which provide demographic analysis and identify trends at neighborhood levels. Public comment periods for work products were maintained, and TPO staff continued to respond to routine inquiries from the public. Annual Evaluations of Effectiveness of the Public Participation Plan were conducted.

The TPO continued to strive to involve the potentially affected public and enhance the participation by traditionally underserved communities. Achieving environmental justice in the planning process continued to be part of the TPO mission by identifying and addressing, as appropriate, the effects of programs, policies, and activities on minority and low income populations. The TPO annually reviewed its Title VI program and complied with all Title VI and environmental justice requirements. The TPO Board adopted a major update of the Title VI Plan.

The TPO website was continuously updated to enhance user-friendliness and visualization and was instrumental in facilitating public input on the development of the UPWP, PPP, and other projects.

TPO staff provided support to the CAC and BPAC. Regular meetings of the CAC, TAC, BPAC, LCB, TCCME, and TPO Board were conducted which were open to the public.

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

- Implementation of the PPP
- CAC/BPAC meetings and support
- Website/social media management **(independent contractor to be used)**
- Title VI and environmental justice compliance
- Community Profiles Update (as described in Task 2.2)

<b>End Product:</b>	<b>Completion Date:</b>	<b>Performed by:</b> St. Lucie TPO
Annual PPP Evaluation of Effectiveness and Update	February 2023	
Title VI Plan Major Update	October 2023	
Annual PPP Evaluation of Effectiveness and Update	February 2024	
CAC/BPAC Meeting Summaries <b>(Independent contractor to be used)</b>	After the CAC/BPAC Meetings	

Task 5.1 Public Participation, Education & Outreach Estimated Budget Detail for FY 2022/23						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$15,000	\$0	\$0	\$0	\$15,000
	<b>Subtotal:</b>	<b>\$15,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$15,000</b>
<b>B. Contract/Consultant Services:</b>						
	Website/social media management, CAC/BPAC Meeting Summaries	\$50,000	\$0	\$0	\$0	\$50,000
	<b>Subtotal:</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$65,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$65,000</b>

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

Task 5.1 Public Participation, Education & Outreach Estimated Budget Detail for FY 2023/2024						
Budget Category	Budget Category Description	FHWA (CPG) <sup>1</sup>	STBG	FCTD	TPO Local	Total
<b>Contract Number:</b>						
<b>A. Personnel Services:</b>						
	TPO Staff Salaries, fringe benefits, and other deductions	\$30,000	\$0	\$0	\$0	\$30,000
	<b>Subtotal:</b>	<b>\$30,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,000</b>
<b>B. Contract/Consultant Services:</b>						
	Website/social media management, CAC/BPAC Meeting Summaries	\$50,000	\$0	\$0	\$0	\$50,000
	<b>Subtotal:</b>	<b>\$50,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$50,000</b>
<b>C. Travel:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>D. Other Direct Expenses:</b>						
		\$0	\$0	\$0	\$0	\$0
	<b>Subtotal:</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
	<b>Total:</b>	<b>\$80,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$80,000</b>

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

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#### **IV. SUMMARY BUDGET TABLES**

**TABLE 1 Work Task Summary**

The following table summarizes the end products, target dates, and budget for each UPWP element and work task:

Element	Task	End Products	Completion Dates	FY 2022/23 Budget	FY 2023/24 Budget
1. Program Administration	1.1 Program Management	2023 Legislative Priorities (uses local funds only)	December 2022	\$361,142	\$363,683
		2024 Legislative Priorities (use local funds only)	October 2023		
		2023 Annual Joint Certification Review	May 2022		
		2024 Annual Joint Certification Review	May 2023		
	1.2 UPWP Development	FY 2024/25 – FY 2025/26 UPWP Kickoff Meeting	January 2024	\$3,000	\$20,000
		Review by Advisory Committees & Board	March/April 2024		
		Transmittal to FDOT	March 2024		
		Public Comment Period	March/April 2024		
		Adoption by Board	April 2024		
		Transmittal to FHWA & FTA	May 2024		
UPWP Amendments	As needed				
2. Modeling, GIS, Data Management, and Performance Measurement	2.1 Travel Demand Modeling	TCRPM 2045 TAZ and Model Updates	June 2023	\$70,000	\$30,000
		TCRPM5 Application and Support	Ongoing		
		TCRPM6 Development and Support	TBD		
		Participation in MTF and regional modeling activities	Ongoing		
	2.2 GIS And Data Management	Community Profile Updates	December 2023	\$15,000	\$20,000
	2.3 Traffic Count Program Management	2023 Traffic Count and LOS Report	June 2023	\$80,000	\$80,000
		2024 Traffic Count and LOS Report	June 2024		
	2.4 Performance Measurement and Target Setting	Set 2023 Performance Targets and Report to FDOT	February 2023	\$10,000	\$15,000
Set 2024 Performance Targets and Report to FDOT		February 2024			
3. Recurring and Systems and Project Planning	3.1 Long Range Transportation Planning	TIP/LRTP Performance Report 2023	June 2023	\$570,000	\$20,000
		TIP/LRTP Performance Report 2024	June 2024		
	3.2 Transit Planning	Transit Center Visioning Workshop	December 2022	\$175,541	\$255,000
		TDP Annual Progress Report	September 2022		
		TDP Annual Progress Report	September 2023		
		TDP Major Update	June 2024		
	3.3 Transportation Improvement Program (TIP)	Submittal of 2022/23 LOPP to FDOT	August 2022	\$30,000	\$45,000
		Review/Endorsement of FDOT’s Five-Year Work Program	December 2022		
		FY 2023/24 – FY 2027/28 TIP Adoption & Interactive TIP Update	June 2023		
		Annual Publication of Obligated Federal Projects	June 2023		
		Submittal of 2023/24 LOPP to FDOT	June 2023		
		Review/Endorsement of FDOT’s Five-Year Work Program	October 2023		
		FY 2024/25 – FY 2028/29 TIP Adoption & Interactive TIP Update	June 2024		
	Annual Publication of Obligated Federal Projects	June 2024			
	3.4 Congestion Management Process (CMP)	Special Events Congestion Management and Parking Plan (SECMAPP)	February 2023	\$60,000	\$120,000
		CMP Update/Annual Report	June 2023		
CMP Major Update		June 2024			

Element	Task	End Products	Completion Dates	FY 2022/23 Budget	FY 2023/24 Budget
3. Recurring and Systems and Project Planning (continued)	3.5 Bicycle-Pedestrian/Complete Streets Planning	SUN Trail Network Port of Ft Pierce Overpass Connector Feasibility Study	June 2023	\$320,000	\$30,000
	3.6 Freight Planning	Update St. Lucie Freight Network	June 2023	\$10,000	\$125,000
		Advanced Air Mobility Study, Phase II	June 2024		
	3.7 Safety and Security Planning	Spot Speed Studies	March 2023	\$115,000	\$20,000
		Automated Speed Enforcement Study	March 2023		
		Midway Road Safety Study	June 2023		
		COOP Exercise and Update	June 2023		
		COOP Exercise and Update, if needed	June 2024		
	3.8 Transportation Disadvantaged (TD) Program	TDSP Annual Update	May 2023	\$26,657	\$26,657
		CTC Designation/Re-Designation	July 2023		
		TDSP Major Update	December 2023		
		2023 CTC Evaluation	June 2023		
		2024 CTC Evaluation	June 2024		
	3.9 Environmental Planning	LCB Meeting Summaries	After the LCB Meetings	\$77,000	\$15,000
		Carbon Reduction Strategy	February 2023		
3.10 ACES Vehicles Planning	Transportation Asset/Service Vulnerability Assessment Update	June 2024	\$80,000	\$20,000	
	Electric Vehicle Charging Station Plan Update	December 2022			
	Sustainable Transportation Plan	June 2023			
4. Regional and Intergovernmental Planning and Coordination	4.1 Models of Regional Planning Cooperation	Develop the 2045 Treasure Coast RL RTP	June 2023	\$30,000	\$20,000
	4.2 Intergovernmental Planning and Coordination	2022 TCSHP Annual Report	February 2023	\$20,000	\$30,000
2023 TCSHP Annual Report		February 2024			
5. Public Participation, Education & Outreach	5.1 Public Participation, Education & Outreach	Annual PPP Evaluation of Effectiveness and Update	February 2023	\$65,000	\$80,000
		Title VI Plan Major Update	October 2023		
		Annual PPP Evaluation of Effectiveness and Update	February 2024		
		CAC/BPAC Meeting Summaries	After the CAC/BPAC Meetings		
				<b>\$2,118,340</b>	<b>\$1,335,340</b>

In addition to identifying planning priorities, elements, and tasks, the UPWP identifies de-obligated funds, carry-forward funds, close-out balances, fiscal year allocations, available funds, and fiscal year expenses.

De-obligated funds are those funds that were budgeted in the previous UPWP but were not spent and were de-obligated. Carry-forward funds are those funds that were available but were not budgeted in the previous UPWP and, therefore, are accumulated. Close-out balances are those funds that were budgeted in a previous fiscal year but were not spent and were not de-obligated. The de-obligated funds, carry-forward funds, and close-out balances are combined with the fiscal year allocations to determine the available funds for the fiscal year.

FDOT policy limits the PL fund carry-forward to 50 percent of the annual allocation. The following tables summarize the financial information for the two fiscal years of the UPWP:

**TABLE 2 Revenues (FY 2022/23)**

<b>SOURCE OF FUNDS</b>	<b>CPG</b>	<b>STBG</b>	<b>FTA 5305D</b>	<b>FCTD</b>	<b>Sun Trail</b>	<b>Private Developer</b>	<b>TPO Local</b>	<b>Totals</b>
Carry-Forward (without FY 2020/21 -FY 2021/22 Close-Out Balance)*	\$21,897	\$0	\$8,492	\$0	\$0	\$0	\$2,000	\$32,389
FY 2021/22 De-obligation	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2020/21- FY 2021/22 Close-Out Balance	*	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FY 2022/23 Allocation	\$836,564	\$400,000	\$107,590	\$26,657	\$300,000	\$560,000	\$0	\$2,230,811
State Match (FDOT D Funds)	**	**	N/A	N/A	\$0	\$0	\$0	\$0
Local Match (St. Lucie County)	**	**	N/A	N/A	\$0	\$0	\$0	\$0
<b>Total FY 2022/23 Available</b>	<b>\$858,461</b>	<b>\$400,000</b>	<b>\$116,082</b>	<b>\$26,657</b>	<b>\$300,000</b>	<b>\$560,000</b>	<b>\$2,000</b>	<b>\$2,263,200</b>
FY 2022/23 UPWP Expenses	\$713,601	\$400,000	\$116,082	\$26,657	\$300,000	\$560,000	\$2,000	\$2,118,340

Notes

- \* The Close-Out Balance applies to PL Funds only, will be determined after FY 2022/23, and will not be available until FY 2023/24.
- \*\* The Local Match for PL & STBG Funds is included in the State Match for PL & STBG Funds which is identified on page 3 and is detailed by Task in Tables 4-7.



**TABLE 3 Revenues (FY 2023/24)**

<b>SOURCE OF FUNDS</b>	<b>CPG</b>	<b>STBG</b>	<b>FCTD</b>	<b>TPO Local</b>	<b>Totals</b>
Carry-Forward (without FY 2020/21 -FY 2021/22 Close-Out Balance)*	\$144,860	\$0	\$0	\$2,000	\$146,860
FY 2020/21- FY 2021/22 Close-Out Balance	*315	\$0	\$0	\$0	\$315
FY 2023/24 Allocation	\$761,508	\$400,000	\$26,657	\$0	\$1,188,165
State Match (FDOT D Funds)	**	**	N/A	\$0	\$0
Local Match (St. Lucie County)	**	**	N/A	\$0	\$0
<b>Total FY 2023/24 Available</b>	<b>\$906,683</b>	<b>\$400,000</b>	<b>\$26,657</b>	<b>\$2,000</b>	<b>\$1,335,340</b>
FY 2023/24 UPWP Expenses	\$906,683	\$400,000	\$26,657	\$2,000	\$1,335,340

Notes

- \* The Close-Out Balance is estimated applies to PL Funds only, will be determined after FY 2022/23, and will not be available until FY 2023/24.
- \*\* The Local Match for PL & STBG Funds is included in the State Match for PL & STBG Funds which is identified on page 3 and is detailed by Task in Tables 4-7.

**TABLE 4 Agency Participation (FY 2022/23)**

Task	Federal			State			Local		Total	Amount to Consultant
	FHWA (CPG)	FTA 5305D	STBG	FDOT Soft Match <sup>1</sup>	SUN Trail	FCTD	Private Party	TPO		
<b>Contract Number:</b>		G1477 G2170								
1.1 Program Management	\$313,601	\$45,541	\$0	\$69,167	\$0	\$0	\$0	\$2,000	\$430,309	\$30,000
1.2 UPWP Development	\$3,000	\$0	\$0	\$662	\$0	\$0	\$0	\$0	\$3,662	\$0
2.1 Travel Demand Modeling	\$10,000	\$0	\$60,000	\$15,439	\$0	\$0	\$0	\$0	\$85,439	\$50,000
2.2 GIS and Data Management	\$15,000	\$0	\$0	\$3,308	\$0	\$0	\$0	\$0	\$18,308	\$0
2.3 Traffic Count Program Management	\$0	\$0	\$80,000	\$17,644	\$0	\$0	\$0	\$0	\$97,644	\$45,000
2.4 Performance Measurement and Target Setting	\$10,000	\$0	\$0	\$2,206	\$0	\$0	\$0	\$0	\$12,206	\$0
3.1 Long Range Transportation Planning	\$10,000	\$0	\$0	\$2,206	\$0	\$0	\$560,000	\$0	\$572,206	\$500,000
3.2 Transit Planning	\$10,000	\$70,541	\$95,000	\$23,158	\$0	\$0	\$0	\$0	\$198,699	\$60,000
3.3 Transportation Improvement Program (TIP)	\$30,000	\$0	\$0	\$6,617	\$0	\$0	\$0	\$0	\$36,617	\$10,000
3.4 Congestion Management Process (CMP)	\$60,000	\$0	\$0	\$13,233	\$0	\$0	\$0	\$0	\$73,233	\$50,000
3.5 Bike Complete Streets Planning	\$20,000	\$0	\$0	\$4,411	\$300,000	\$0	\$0	\$0	\$324,411	\$264,000
3.6 Freight Planning	\$10,000	\$0	\$0	\$2,206	\$0	\$0	\$0	\$0	\$12,206	\$0
3.7 Safety and Security Planning	\$20,000	\$0	\$95,000	\$25,364	\$0	\$0	\$0	\$0	\$140,364	\$80,000
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$0	\$0	26,657	\$0	\$0	\$26,657	\$2,000
3.9 Environmental Planning	\$77,000	\$0	\$0	\$16,983	\$0	\$0	\$0	\$0	\$93,983	\$67,000
3.10 ACES Vehicles Planning	\$20,000	\$0	\$70,000	\$17,644	\$0	\$0	\$0	\$0	\$97,644	\$40,000
4.1 Models of Regional Planning Cooperation	\$30,000	\$0	\$0	\$6,617	\$0	\$0	\$0	\$0	\$36,617	\$20,000
4.2 Intergovernmental Planning and Coordination	\$20,000	\$0	\$0	\$4,411	\$0	\$0	\$0	\$0	\$24,411	\$10,000
5.1 Public Participation, Education & Outreach	\$65,000	\$0	\$0	\$14,336	\$0	\$0	\$0	\$0	\$79,336	\$50,000
<b>Total</b>	<b>\$713,601</b>	<b>\$116,082</b>	<b>\$400,000</b>	<b>\$245,611</b>	<b>\$300,000</b>	<b>\$26,657</b>	<b>\$560,000</b>	<b>\$2,000</b>	<b>\$2,361,951</b>	<b>\$1,278,000</b>

<sup>1</sup>FDOT non-cash match explained on page 3

**TABLE 5 Agency Participation (FY 2023/24)**

Task	Federal		State		Local	Total	Amount to Consultant
	FHWA (CPG)	STBG	FDOT Soft Match <sup>1</sup>	FCTD	TPO		
<b>Contract Number:</b>							
1.1 Program Management	\$361,683	\$0	\$79,771	\$0	\$2,000	<b>\$443,454</b>	\$30,000
1.2 UPWP Development	\$20,000	\$0	\$4,411	\$0	\$0	<b>\$24,411</b>	\$0
2.1 Travel Demand Modeling	\$30,000	\$0	\$6,617	\$0	\$0	<b>\$36,617</b>	\$0
2.2 GIS and Data Management	\$20,000	\$0	\$4,411	\$0	\$0	<b>\$24,411</b>	\$0
2.3 Traffic Count Program Management	\$0	\$80,000	\$17,644	\$0	\$0	<b>\$97,644</b>	\$45,000
2.4 Performance Measurement and Target Setting	\$15,000	\$0	\$3,308	\$0	\$0	<b>\$18,308</b>	\$0
3.1 Long Range Transportation Planning	\$20,000	\$0	\$4,411	\$0	\$0	<b>\$24,411</b>	\$0
3.2 Transit Planning	\$20,000	\$235,000	\$56,242	\$0	\$0	<b>\$311,242</b>	\$150,000
3.3 Transportation Improvement Program (TIP)	\$45,000	\$0	\$9,925	\$0	\$0	<b>\$54,925</b>	\$10,000
3.4 Congestion Management Process (CMP)	\$35,000	\$85,000	\$26,467	\$0	\$0	<b>\$146,467</b>	\$80,000
3.5 Bike Complete Streets Planning	\$30,000	\$0	\$36,617	\$0	\$0	<b>\$36,617</b>	\$0
3.6 Freight Planning	\$125,000	\$0	\$27,569	\$0	\$0	<b>\$152,569</b>	\$100,000
3.7 Safety and Security Planning	\$20,000	\$0	\$4,411	\$0	\$0	<b>\$24,411</b>	\$0
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$26,657	\$0	<b>\$26,657</b>	\$2,000
3.9 Environmental Planning	\$15,000	\$0	\$3,308	\$0	\$0	<b>\$18,308</b>	\$0
3.10 ACES Vehicles Planning	\$20,000	\$0	\$4,411	\$0	\$0	<b>\$24,411</b>	\$0
4.1 Models of Regional Planning Cooperation <sup>2</sup>	\$20,000	\$0	\$4,411	\$0	\$0	<b>\$24,411</b>	\$0
4.2 Intergovernmental Planning and Coordination	\$30,000	\$0	\$6,617	\$0	\$0	<b>\$36,617</b>	\$10,000
5.1 Public Participation, Education & Outreach	\$80,000	\$0	\$17,644	\$0	\$0	<b>\$97,644</b>	\$50,000
<b>Total</b>	<b>\$906,683</b>	<b>\$400,000</b>	<b>\$288,197</b>	<b>\$26,657</b>	<b>\$2,000</b>	<b>\$1,623,537</b>	<b>\$477,000</b>

<sup>1</sup>FDOT non-cash match explained on page 3

**TABLE 6 Funding Sources (FY 2022/23)**

Task	CPG		FTA 5305D	STBG	FCTD	SUN Trail	Private Party	TPO Local	Total (minus soft match)	Amount to Consultant
	Federal	State <sup>1</sup>								
<b>Contract Number:</b>			G1477 G2170							
1.1 Program Management	\$313,601	\$69,167	\$45,541	\$0	\$0			\$2,000	<b>\$361,142</b>	\$30,000
1.2 UPWP Development	\$3,000	\$662	\$0	\$0	\$0			\$0	<b>\$3,000</b>	\$0
2.1 Travel Demand Modeling	\$10,000	\$15,439	\$0	\$60,000	\$0			\$0	<b>\$70,000</b>	\$50,000
2.2 GIS and Data Management	\$15,000	\$3,308	\$0	\$0	\$0			\$0	<b>\$15,000</b>	\$0
2.3 Traffic Count Program Management	\$0	\$17,644	\$0	\$80,000	\$0			\$0	<b>\$80,000</b>	\$45,000
2.4 Performance Measurement and Target Setting	\$10,000	\$2,206	\$0	\$0	\$0			\$0	<b>\$10,000</b>	\$0
3.1 Long Range Transportation Planning	\$10,000	\$2,206	\$0	\$0	\$0	\$0	\$560,000	\$0	<b>\$570,000</b>	\$500,000
3.2 Transit Planning	\$10,000	\$23,158	\$70,541	\$95,000	\$0			\$0	<b>\$175,5471</b>	\$60,000
3.3 Transportation Improvement Program (TIP)	\$30,000	\$6,617	\$0	\$0	\$0			\$0	<b>\$30,000</b>	\$10,000
3.4 Congestion Management Process (CMP)	\$60,000	\$13,233	\$0	\$0	\$0			\$0	<b>\$60,000</b>	\$50,000
3.5 Bike Complete Streets Planning	\$20,000	\$4,411	\$0	\$0	\$0	\$300,000	\$0	\$0	<b>\$320,000</b>	\$264,000
3.6 Freight Planning	\$10,000	\$2,206	\$0	\$0	\$0			\$0	<b>\$10,000</b>	\$0
3.7 Safety and Security Planning	\$20,000	\$25,364	\$0	\$95,000	\$0			\$0	<b>\$115,000</b>	\$80,000
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$0	26,657			\$0	<b>\$26,657</b>	\$2,000
3.9 Environmental Planning	\$77,000	\$16,983	\$0	\$0	\$0			\$0	<b>\$77,000</b>	\$67,000
3.10 ACES Vehicles Planning	\$20,000	\$17,644	\$0	\$70,000	\$0			\$0	<b>\$80,000</b>	\$40,000
4.1 Models of Regional Planning Cooperation	\$30,000	\$6,617	\$0	\$0	\$0			\$0	<b>\$30,000</b>	\$20,000
4.2 Intergovernmental Planning and Coordination	\$20,000	\$4,411	\$0	\$0	\$0			\$0	<b>\$20,000</b>	\$10,000
5.1 Public Participation, Education & Outreach	\$65,000	\$14,336	\$0	\$0	\$0			\$0	<b>\$65,000</b>	\$50,000
<b>Total</b>	<b>\$713,601</b>	<b>\$245,611</b>	<b>\$116,082</b>	<b>\$400,000</b>	<b>\$26,657</b>	<b>\$300,000</b>	<b>\$560,000</b>	<b>\$2,000</b>	<b>\$2,118,340</b>	<b>\$1,278,000</b>

<sup>1</sup>Soft match which is the FDOT non-cash match explained on page 3

**TABLE 7 Funding Sources (FY 2023/24)**

Task	CPG		STBG	FCTD	TPO Local	Total (minus soft match)	Amount to Consultant
	Federal	State <sup>1</sup>					
<b>Contract Number:</b>							
1.1 Program Management	\$361,683	\$79,771	\$0	\$0	\$2,000	<b>\$443,454</b>	\$30,000
1.2 UPWP Development	\$20,000	\$4,411	\$0	\$0	\$0	<b>\$20,000</b>	\$0
2.1 Travel Demand Modeling	\$30,000	\$6,617	\$0	\$0	\$0	<b>\$30,000</b>	\$0
2.2 GIS and Data Management	\$20,000	\$4,411	\$0	\$0	\$0	<b>\$20,000</b>	\$0
2.3 Traffic Count Program Management	\$0	\$17,644	\$80,000	\$0	\$0	<b>\$80,000</b>	\$45,000
2.4 Performance Measurement and Target Setting	\$15,000	\$3,308	\$0	\$0	\$0	<b>\$15,000</b>	\$0
3.1 Long Range Transportation Planning	\$20,000	\$4,411	\$0	\$0	\$0	<b>\$20,000</b>	\$0
3.2 Transit Planning	\$20,000	\$56,242	\$235,000	\$0	\$0	<b>\$255,000</b>	\$150,000
3.3 Transportation Improvement Program (TIP)	\$45,000	\$9,925	\$0	\$0	\$0	<b>\$45,000</b>	\$10,000
3.4 Congestion Management Process (CMP)	\$35,000	\$26,467	\$85,000	\$0	\$0	<b>\$120,000</b>	\$80,000
3.5 Bike Complete Streets Planning	\$30,000	\$36,617	\$0	\$0	\$0	<b>\$30,000</b>	\$0
3.6 Freight Planning	\$125,000	\$27,569	\$0	\$0	\$0	<b>\$125,000</b>	\$100,000
3.7 Safety and Security Planning	\$20,000	\$4,411	\$0	\$0	\$0	<b>\$20,000</b>	\$0
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$26,657	\$0	<b>\$26,657</b>	\$2,000
3.9 Environmental Planning	\$15,000	\$3,308	\$0	\$0	\$0	<b>\$15,000</b>	\$0
3.10 ACES Vehicles Planning	\$20,000	\$4,411	\$0	\$0	\$0	<b>\$20,000</b>	\$0
4.1 Models of Regional Planning Cooperation <sup>3</sup>	\$20,000	\$4,411	\$0	\$0	\$0	<b>\$20,000</b>	\$0
4.2 Intergovernmental Planning and Coordination	\$30,000	\$6,617	\$0	\$0	\$0	<b>\$30,000</b>	\$10,000
5.1 Public Participation, Education & Outreach	\$80,000	\$17,644	\$0	\$0	\$0	<b>\$80,000</b>	\$50,000
<b>Total</b>	<b>\$906,683</b>	<b>\$288,197</b>	<b>\$400,000</b>	<b>\$26,657</b>	<b>\$2,000</b>	<b>\$1,335,340</b>	<b>\$477,000</b>

<sup>1</sup>Soft match which is the FDOT non-cash match explained on page 3



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Citizens Advisory Committee (CAC)
<b>Meeting Date:</b>	March 22, 2022
<b>Item Number:</b>	7a
<b>Item Title:</b>	Automated, Connected, Electric, and Shared-Use (ACES) Vehicles for Transit Study Update
<b>Item Origination:</b>	Unified Planning Work Program (UPWP)
<b>UPWP Reference:</b>	Task 3.2 – Transit Planning
<b>Requested Action:</b>	Discuss and provide comments to Staff.
<b>Staff Recommendation:</b>	It is recommended that the Study is discussed and comments are provided to Staff.

### Attachments

- Staff Report
- Draft ACES Vehicles for Transit Study Update



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

## MEMORANDUM

**TO:** Citizens Advisory Committee (CAC)

**THROUGH:** Peter Buchwald  
 Executive Director

**FROM:** Marceia Lathou  
 Transit Program Manager

**DATE:** March 15, 2022

**SUBJECT:** **Automated, Connected, Electric, and Shared-Use (ACES) Vehicles for Transit Study Update**

### BACKGROUND

The TPO's Unified Planning Work Program (UPWP) includes a specific task dedicated to Automated, Connected, Electric, and Shared-Use (ACES) vehicles. The objective of this task is to plan and support innovative technologies and business practices regarding ACES and determine how best to address the challenges and opportunities presented by ACES.

Early forms of ACES are already on the market. These include connected mobile apps, adaptive cruise control, and automatic emergency braking. Today's technologies are only a fraction of the revolutionary changes being heavily researched for the future.

Transit agencies must prepare for ACES because industry experts agree that public transportation and shared mobility providers will be among the first sectors to adopt advanced technologies. In 2019, the TPO Board reviewed the recommendations outlined in the TPO's ACES Vehicles for Transit Study. The current UPWP includes an update to the study.

### ANALYSIS

The ACES Vehicles for Transit Study Update will assist the TPO in planning and preparing for the development and implementation of ACES vehicles and

assist in preparing the transit system for future mobility. The Update's focus is on the electrification of the public transportation fleet. The following considerations are provided in the Study with regard to the future electrification of the public transportation fleet:

- Consider amending the County's Transit Asset Management (TAM) plan to provide for the gradual procurement of electric buses in coordination with steps taken to determine how and where to charge the buses.
- Consider grant programs that may offset the purchase cost of electric buses such as the federal Low or No Emission Program and programs related to the Bipartisan Infrastructure Law.
- Work with federal agencies and private industry experts to identify core training needs to begin preparing for workforce changes that may accompany the fleet electrification process.
- Ensure that planning for fleet electrification includes considering the need for accessibility for persons with disabilities and environmental justice communities.
- Develop appropriate messaging as well as public engagement and education activities to promote awareness, understanding, and acceptance of fleet electrification.
- Obtain resolutions of support from local governing bodies and other stakeholder agencies.
- Install electric vehicle charging stations at the Fort Pierce and Port St. Lucie Intermodal Stations.
- Install electric vehicle charging stations at the County's fleet maintenance facilities.
- Initiate electrification of the fleet by starting with the procurement of support vehicles.
- Seek consultant services to obtain detailed advice on how to best select, install and maintain the right charging solutions to support fleet electrification.
- Enhance the proposed Treasure Coast Transit Center operations/maintenance facility by incorporating operations/maintenance infrastructure and charging infrastructure for electric vehicles.



**RECOMMENDATION**

It is recommended that the Study is discussed and comments are provided to Staff.



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## ACES Vehicles for Transit Study Update

(Automated, Connected, Electric, and Shared-Use)

Draft



**Contact:** Marceia Lathou  
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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](mailto:lathoum@stlucieco.org).

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

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

# ACES Vehicles for Transit Study Update

## INTRODUCTION

Automated, Connected, Electric and Shared-Use (ACES) vehicles are transforming the urban landscape. Due to the swiftness of change, transit agencies must collaborate with a broad range of transportation partners to encourage the safe development, testing and deployment of ACES vehicles.

In 2019, the St. Lucie TPO conducted an ACES Vehicles for Transit Study. One of the purposes of the Study was to assist St. Lucie County in preparing its transit system for ACES by developing recommendations to be incorporated into the County's strategic plans.



Several recommendations in the 2019 ACES Vehicles for Transit Study called for electrifying the County's bus fleet. Buses are considered good candidates because they have fixed routes and the buses spend the rest of their day in locations where they are able to charge. The purpose of this update to the 2019 study is to keep abreast of changes in the rapidly evolving electric vehicle industry and to make specific recommendations on the electrification of the County's public transportation fleet.

## WHAT IS AN ELECTRIC VEHICLE (EV)?

There are three basic types of EVs: All-electric vehicles (AEVs), hybrid-electric vehicles (HEVs), and plug-in hybrid electric vehicles (PHEVs).

AEVs run only on electricity; when the battery becomes depleted, it must be recharged. EVs always operate in all-electric mode and currently have typical driving ranges of about 200+ miles.

HEVs are powered by an internal combustion engine and an electric motor that uses energy stored in a battery. The battery pack and electric motor provide supplemental power. The vehicle is fueled with gasoline to operate the internal combustion engine, and the battery is charged through regenerative braking, not by plugging in.

PHEVs use both gasoline and electricity as fuel sources, so they have a battery, an electric motor, a gasoline tank, and an internal combustion engine. This allows drivers to use electricity as often as possible while also being able to rely on gasoline-powered propulsion when needed. Most PHEVs can travel a specific range of mileage on electricity alone, and then will operate solely on gasoline.



## ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

Although the majority of EV owners charge their vehicles at home or at the workplace, public charging stations can increase the daily useful range of EVs and reduce the amount of gasoline consumed by hybrids.

Charging Options	Level 1 (120v)	Level 2 (240v)	Direct-current (DC) Fast Charging
How fast do they charge?	2-5 miles per 1 hour of charging	10-20 miles per 1 hour of charging	At least 60 miles per 20 minutes of charging. Charging time may be shorter depending on station power.
Where can I find them?	<ul style="list-style-type: none"> <li>• In your house/garage</li> <li>• Possibly at your apartment/condo and workplace</li> <li>• No need to install anything; most automakers provide charger cords</li> </ul>	<ul style="list-style-type: none"> <li>• In your house/garage (You will need additional equipment)</li> <li>• Possibly at your apartment/condo and workplace</li> <li>• At public charging stations</li> </ul>	<ul style="list-style-type: none"> <li>• At public charging stations</li> <li>• Limited availability, though becoming more common</li> </ul> <p style="text-align: right;">Source: epa.gov</p>

Charging equipment is classified by the rate at which the batteries are charged. Charging times vary based on how depleted the battery is, how much energy it holds, the type of battery, and the type of charging equipment (e.g., charging level and power output). The charging time can range from less than 20 minutes to several hours or more, depending on these factors. Charging options are defined as Level 1 (120v), Level 2 (240v), and Direct Current (DC) Fast Charging.

### Inductive Charging

Inductive charging equipment, which uses an electromagnetic field to transfer electricity to an EV without a cord, has been introduced commercially. Currently wireless charging stations are available for transit or other fleet operations.

### In-Road Charging

According to the Florida Department of Transportation (FDOT) Electric Vehicle Charging Station Master Plan (EVMP), Florida's managed lanes provide an excellent opportunity to facilitate in-lane charging. This would allow vehicles to charge while in motion or stationary over specially equipped roadways without the need to plug in. EVs must have on-board equipment to facilitate this type of charging.

## **EXISTING CONDITIONS – ST. LUCIE COUNTY**

St. Lucie County's bus system is called Area Regional Transit (ART). The County contracts out the transportation program to MV Transportation. The County is responsible for the creation and major maintenance of the facilities used by transit. MV's management and daily operations headquarters is located in Fort Pierce. MV uses intermodal bus transfer stations located in Fort Pierce and in Port St. Lucie.

The Fort Pierce Intermodal facility is mostly an open-air structure. The site includes parking spaces for cars, bike racks, a drivers' lounge, a staffed ticket sales booth, and handicapped accessible public restrooms. The facility has a waiting area lined with benches that could seat up to 150 people. There are five bus bays. Fort Pierce Intermodal staff monitors the facility to maintain a clean safe environment for the passengers and staff using the facility.

The Port St. Lucie Intermodal features a covered canopy with picnic tables owned and maintained by the City of Port St. Lucie. The site includes numerous parking spaces for cars, bike racks, and four bus bays. The facility is located across the street from the Port St. Lucie Community Center where

restrooms are available for passengers and drivers. St. Lucie County is collaborating with the City of Port St. Lucie to redesign the Port St. Lucie Intermodal Station.

St. Lucie County is at the concept-planning stage for a new Transit Operations and Maintenance Center along Selvitz Road north of Midway Road. Currently, transit services are spread across multiple facilities such that transit operations, administration, vehicle parking, and privately operated fleet maintenance are all conducted at different sites. The new facility would consolidate all of these transit functions at one site. Construction of the facility will depend on when the County can secure additional funding.

Currently, St. Lucie County's bus and support vehicles fleet contain no EVs, HEVs, or PHEVs. According to the County's Transit Asset Management (TAM) Plan, the ART has a fleet of approximately 40 buses and maintains a spare ratio of vehicles adequate for the transportation program. As service demand increases and funding is available, the ART will expand its fleet size to accommodate service needs and replace existing vehicles as indicated by the TAM plan.



## **TRANSITIONING TO ELECTRIC VEHICLES**

EVs have an advantage over internal combustion vehicles in terms of energy and fuel efficiency as well as maintenance costs. St. Lucie County could benefit from transitioning its existing fleet to electric vehicles.

Once the fleet electrification process begins, the County must ensure that EV charging infrastructure is in place. There are numerous factors to consider when deciding on the right infrastructure. Determining how much energy is needed, when the vehicles will be charged and how often, and how quickly the vehicles need to be charged, are all part of the decision-making process. Consultant services could be sought to obtain detailed advice on how to best select, install and maintain the right charging solutions for fleet electrification.

## **FEDERAL RESPONSE**

Funding is available through the federal government and other sources to support the electrification of St. Lucie County's public transportation fleet.

The federal Bipartisan Infrastructure Law (BIL) was passed in 2021. According to a press release issued by the U.S. Department of Transportation (DOT), under the BIL, Florida would expect to receive about \$198 million over five years to support the expansion of an EV charging network in the state. Florida will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.



In February 2022, U.S. DOT published guidance for States and cities to strategically deploy EV charging stations to build out a national network along the nation's highway system.

## STATE RESPONSE

Florida law required the Florida Department of Transportation (FDOT) to coordinate, develop, and recommend a Master Plan for the development of electric vehicle charging station infrastructure along the State Highway System. FDOT's Electric Vehicle Infrastructure Master Plan (EVMP) provides a comprehensive course of action for transit agencies to realize cost savings by switching to EVs. Acknowledging that fleet managers need to evaluate where and how to charge their vehicles, the EVMP provides the following considerations to support decision-making:



- The majority of vehicles will be light-duty (LD), but some may be medium-duty (MD) vehicles, charging infrastructure is the same
- Primary charging demands will be met with on-premise (i.e., depot, yard) using Level 2 chargers
- Secondary charging demands may be met using off-site publicly accessible DCFC as needed
- Charging is primarily conducted within the bus depot, but en-route charging can extend daily operations
- When en-route charging is not feasible, multiple buses may be needed to cover longer routes traditionally served by one diesel bus
- Battery size and charging strategy are critical to ensure maximum en-route time
- Transit fleet fuel sources have evolved from petroleum (diesel) to natural gas and now electricity, requiring substantial investment to deliver energy to their vehicles

## STUDY CONSIDERATIONS

The following considerations are provided with regard to the future electrification of the public transportation fleet:

- Amend the County's Transit Asset Management (TAM) plan to provide for the gradual procurement of electric buses in coordination with steps taken to determine how and where to charge the buses.
- Apply for grant programs that may offset the purchase cost of electric buses such as the federal Low or No Emission Program and programs related to the Bipartisan Infrastructure Law.
- Work with federal agencies and private industry experts to identify core training needs to begin preparing for workforce changes that may accompany the fleet electrification process.
- Ensure that planning for fleet electrification includes considering the need for accessibility for persons with disabilities and environmental justice communities.
- Develop appropriate messaging as well as public engagement and education activities to promote awareness, understanding, and acceptance of fleet electrification.
- Obtain resolutions of support from local governing bodies and other stakeholder agencies.
- Install electric vehicle charging stations at the Fort Pierce and Port St. Lucie Intermodal Stations.
- Install electric vehicle charging stations at the County's fleet maintenance facilities.
- Initiate electrification of the fleet by starting with the procurement of support vehicles.
- Seek consultant services to obtain detailed advice on how to best select, install and maintain the right charging solutions to support fleet electrification.
- Enhance the proposed Treasure Coast Transit Center operations/maintenance facility by incorporating operations/maintenance infrastructure and charging infrastructure for electric vehicles.





## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	Citizens Advisory Committee (CAC)
<b>Meeting Date:</b>	March 22, 2022
<b>Item Number:</b>	7b
<b>Item Title:</b>	St. Lucie Walk-Bike Network Facility Enhancements
<b>Item Origination:</b>	UPWP
<b>UPWP Reference:</b>	Task 3.5- Bicycle-Pedestrian/Complete Streets Planning
<b>Requested Action:</b>	Discuss and provide comments to Staff.
<b>Staff Recommendation:</b>	It is recommended that the St. Lucie Walk-Bike Network enhancement needs be discussed and that the preferred facility enhancements for the St. Lucie WBN be identified.

### Attachments

- Staff Report
- Examples of St. Lucie Walk-Bike Network Facility Enhancements



## MEMORANDUM

**TO:** Citizens Advisory Committee (CAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** March 15, 2022

**SUBJECT:** **St. Lucie Walk-Bike Network Facility Enhancements**

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### BACKGROUND

Task 3.5, *Bicycle-Pedestrian/Complete Streets Planning*, of the FY 2020/21 – FY 2021/22 Unified Planning Work Program (UPWP) includes the purchase of active/nonmotorized transportation infrastructure by the St. Lucie TPO for the St. Lucie Walk-Bike Network (WBN). A total of \$35,000 are programmed in the UPWP to purchase the enhancements for implementation on the St. Lucie WBN by the local agencies.

### ANALYSIS

The attachment depicts examples of such enhancements that potentially could be purchased by the TPO for implementation on the St. Lucie WBN by the local agencies such as bike racks that were identified to be needed at various locations by the TPO's Bicycle Rack Plan. Bicycle lockers could also be purchased for implementation at the newly-constructed Jobs Express Terminal. In addition, the funding could be used for the purchase of materials for the local agencies to improve the deficient crosswalks of the St. Lucie WBN identified in the TPO's Crosswalk Markings Study. Finally, the funding could be utilized to initiate bike-share services at various locations.

### RECOMMENDATION

It is recommended that the St. Lucie WBN enhancement needs be discussed and that the preferred facility enhancements for the St. Lucie WBN be identified.

## INDOOR BIKE PARKING

A bike storage facility at your condo, apartment complex, residence or workplace can be one of the most used areas on the property. The right location and the right layout can ensure convenience as well as added security.



Stack Rack



Stretch Rack



Vertical Rack



Wall Mounted Bike Tracs

## OUTDOOR BIKE PARKING

A bike parking area at school, on a city street, or outside of any building is a valuable asset. Having the right plan for your bike parking area will ensure it is a convenient and effective space and is inviting to the user.



Bike Dock



Circle Dock



Modular Corral



Cargo Bike Dock

## BIKE REPAIR & MAINTENANCE

Flat tires or minor repairs can be barriers to riding. Saris' bike repair products work to remove these barriers by providing a lifeline to cyclists. Whether installed in a bike room or along a trail, these items help enhance a riders experience and create low stress cycling environment.



Public Work Stand



Deluxe Public Work Stand



Public Bike Pump



Wheel Chock

## MOBILITY INFRASTRUCTURE

Infrastructure is about finding solutions to the obstacles that limit and deter communities from being more bike-friendly and ultimately prevent them from capturing the awesome power of the bicycle to inspire and change lives.



eBike Charging Station



Bicycle Access Stair Ramp



Freestanding Wave Delineator



Anchored Wave Delineator