

## St. Lucie Transportation Planning Organization

# Unified Planning Work Program (UPWP)

FY 2010/11 – FY 2011/12  
(July 1, 2010 - June 30, 2012)

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

20.205: Highway Planning and Construction  
20.505: Federal Transit Administration Technical Studies Grant


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

Federal Highway Administration  
Federal Transit Administration  
Florida Department of Transportation  
Florida Commission for the Transportation Disadvantaged  
St. Lucie County

**Federal Aid Project Number:** PL-0311 (46)

**Financial Project Number:** 416351-1-14-01

Adopted on April 7, 2010

  
\_\_\_\_\_  
Darrell Drummond, Chairman

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

**TITLE VI STATEMENT:** St. Lucie TPO satisfies the requirements of various non-discrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may contact the St. Lucie TPO at 772-462-1593.

## 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>13</b>
<b>ELEMENT 1: PROGRAM ADMINISTRATION.....</b>	<b>14</b>
Task 1.1 Program Management .....	15
Task 1.2 UPWP Development .....	17
Task 1.3 State Support/Match for PL Planning Funds.....	19
Task 1.4 State Support/Match for Section 5303 Planning Funds..	20
<b>ELEMENT 2: DATA COLLECTION, MONITORING &amp; MANAGEMENT</b>	<b>21</b>
Task 2.1 Data Collection and Monitoring .....	22
Task 2.2 Traffic Count Program Management .....	25
<b>ELEMENT 3: SYSTEMS PLANNING .....</b>	<b>27</b>
Task 3.1 Regional Long Range Transportation Planning .....	28
Task 3.2 Transit Planning .....	30
Task 3.3 Transportation Improvement Program (TIP).....	32
Task 3.4 Congestion Management Process (CMP) .....	34
Task 3.5 Bicycle/Pedestrian/Greenway Planning .....	36
Task 3.6 Airport Planning.....	39
Task 3.7 Transportation Disadvantaged (TD) Program.....	41
<b>ELEMENT 4: SPECIAL PROJECT PLANNING .....</b>	<b>43</b>
Task 4.1 North/Mid County Connector Study Implementation....	44
Task 4.2 US-1 Corridor Intersections Pedestrian Safety Study....	46
Task 4.3 Sign Retroreflectivity Support Activities .....	48
<b>ELEMENT 5: REGIONAL AND INTERGOVERNMENTAL PLANNING         AND COORDINATION .....</b>	<b>50</b>
Task 5.1 Regional Planning and Coordination .....	51
Task 5.2 Intergovernmental Planning and Coordination .....	53
<b>ELEMENT 6: PUBLIC INVOLVEMENT, EDUCATION &amp; OUTREACH..</b>	<b>55</b>
Task 6.1 Public Involvement .....	56
Task 6.2 Public Education and Outreach .....	59
<b>IV. SUMMARY TABLES .....</b>	<b>61</b>
TABLE 1 Work Task Summary.....	62
TABLE 2 Revenues (FY 2010/11).....	66
TABLE 3 Revenues (FY 2011/12).....	67
TABLE 4 Agency Participation (FY 2010/11) .....	68
TABLE 5 Agency Participation (FY 2011/12) .....	69
TABLE 6 Funding Sources (FY 2010/11) .....	70
TABLE 7 Funding Sources (FY 2011/12) .....	71

### APPENDICES

APPENDIX A – ACRONYM LIST

APPENDIX B – JOINT CERTIFICATION PACKAGE

APPENDIX C – STATEMENTS AND ASSURANCES

APPENDIX D – FDOT DISTRICT 4 PLANNING ACTIVITIES

APPENDIX E – AGENCY COMMENTS AND ST. LUCIE TPO RESPONSES

APPENDIX F – FTA SECTION 5303 GRANT APPLICATION

## 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 2010/2011 and 2011/2012. The UPWP is intended 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 Florida Department of Transportation (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.

### UPWP Format

In January 2007, the Executive Board of the Metropolitan Planning Organization Advisory Council (MPOAC) voted unanimously to switch to a 2-Year UPWP, beginning with the development of the UPWP for fiscal years 2008/2009 and 2009/2010. Since then, the UPWP has included tasks for two years, and the TPO has adopted a new UPWP every other year.

The format of the UPWP is in general accordance with the format specified in Section 3.8 of the FDOT Metropolitan Planning Organization (MPO) Program Management Handbook. The UPWP sections are further described as follows:

- I. INTRODUCTION: Provides an overview of the UPWP and current planning activities, identifies the planning priorities, describes the agency and public involvement in the UPWP development, and identifies planning emphasis areas and planning factors.
- II. ORGANIZATION AND MANAGEMENT: Provides an overview of the St. Lucie TPO including the organizational structure, participants, management, agreements, operational procedures and bylaws, and certifications, statements, and assurances.
- III. WORK PROGRAM ELEMENTS AND TASKS: Describes the work program major elements and specific work tasks within each major element, the resulting end products, the target dates, the responsible agencies, and the estimated costs.
- IV. SUMMARY TABLES: Summarizes the work program elements and tasks, agency participation, sources of revenue, and the allocation of the funds among the elements and tasks.

## Current Overview of TPO Activities

The following transportation planning priorities were identified in the UPWP for FY 2008/09 - FY 2009/10:

- Continue to implement the 2030 Regional Long Range Transportation Plan (RLRTP) in conjunction with Martin and Indian River MPOs and the Treasure Coast Transportation Council (TCTC) including regional priorities
- Expansion and refinement of methods to share tasks with the Martin MPO
- Implementation of the 2005 Congestion Management Process (CMP)
- Continuation of planning for sidewalks and bikeways
- Continuation of planning for transit facilities
- Continuation of planning for key roadway improvement projects
- Continuation of exploring various techniques that enhance public involvement
- Initiate the 2035 RLRTP update

In addressing the above-listed planning priorities, the major activities conducted during FY 2008/2009 – FY 2009/10 included the following:

- Attended meetings of the TPO Board, Local Coordinating Board for the Transportation Disadvantaged (LCB), Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC).
- Provided technical assistance to the TPO Board, LCB, TAC, and CAC.
- Attended meetings of the St. Lucie TPO/Martin MPO Joint Board, Joint TAC, Joint CAC, and Treasure Coast Transportation Council (TCTC).
- Provided technical assistance to the Joint Board, Joint TAC, Joint CAC, and the TCTC.
- Completed amendments to the 2030 RLRTP.
- Initiated the 2035 RLRTP update.
- Developed a Regional Transit Development Plan (TDP) with St. Lucie County, Martin County, and the Martin MPO.
- Further advanced regional planning efforts with the hosting of a Regional Transit Summit, adoption of the Regional Transit Authority (RTA) Action Plan, and initiation of the formation of a Regional Transit Organization.
- Prepared the Annual List of Priority Projects (LOPP) and improved the LOPP into a more user-friendly format.
- Prepared a prioritized Transportation Regional Incentive Program (TRIP) project list for approval by the TCTC.
- Prepared the five-year Transportation Improvement Program (TIP) and improved the TIP into a more user-friendly format.
- Implemented for the first time the Job Access & Reverse Commute (JARC)/New Freedom grant application process, and assisted the Miami UZA in the implementation of its JARC/New Freedom process.
- Processed TIP and STIP amendments.
- Assisted local government staff in efforts to enhance bicycle and pedestrian safety including the coordinating of applications for Transportation Enhancements and Safe Routes to School funding, utilizing

- TPO Bicycle and Pedestrian Systems Analysis data, and implementing the St. Lucie Greenways & Trails Master Plan.
- Established the Bicycle-Pedestrian Advisory Committee (BPAC).
  - Coordinated with local government and the Treasure Coast Regional Planning Council (TCRPC) and completed the Becker Road Corridor Study.
  - Adopted a new Administrative Services Agreement with St. Lucie County and adopted revised bylaws.
  - Added transportation modeling, traffic engineering and bicycle-pedestrian planning expertise to the staff skill set.
  - The Greater Treasure Coast Regional Planning Model (GTCRPM) was installed and utilized to support several UPWP tasks.
  - Solicited and prioritized projects for Federal economic stimulus funding under the American Recovery and Reinvestment Act.
  - Completed Annual Updates to the CMP and reestablished CMP box funds in the FDOT Work Program.
  - Performed the Traffic Counts Program Evaluation, Bicycle Corridor Study, North Mid-County Connector Study, and Premium Transit/Rail Corridor Study.
  - Completed a Bicycle Suitability Map for the St. Lucie TPO area.
  - Hosted the MPOAC Training Institute and the Designing for Pedestrian Safety Workshop.
  - Received Quadrennial Federal Certification with no Corrective Actions and three Noteworthy Practices being identified.
  - Performed the Annual Joint Certification Process with FDOT.
  - Continuously implemented the Public Involvement Program (PIP) and performed Annual Evaluations of the Effectiveness of the PIP.
  - Completely redesigned the TPO website to enhance public involvement and education.
  - Reviewed and endorsed annually the FDOT Tentative Work Program and the Turnpike Enterprise Work Program.
  - Expanded the TPO metropolitan planning area (MPA) to include the entirety of St. Lucie County.

Additional activities conducted during FY 2008/2009 – FY 2009/10 are summarized within the individual works tasks in Section III of the UPWP.

### **Planning Priorities for FY 2010/11 – FY 2011/12**

The planning priorities to be addressed in FY 2010/2011 and FY 2011/2012 include the following:

- **2030 RL RTP**: Continue to implement the policies to meet the goals and objectives of the 2030 RL RTP until the 2035 RL RTP is adopted
- **2035 RL RTP**: Implement the policies to meet the goals and objectives of the 2035 RL RTP upon its adoption
- **Previous Planning Efforts**: Build upon and/or implement the results of previous UPWP planning efforts

- **Data:** Improve data collection, monitoring, and management and utilize modeling
- **CMP:** Improve the CMP
- **Multimodal Planning:** Perform multimodal planning which increases mobility options
- **Alternative Transportation Facilities:** Support the provision of alternative transportation facilities including sidewalks, bike paths/lanes, transit, and air travel
- **Public Involvement and Education:** Enhance public involvement and education

With historically a high growth rate, St. Lucie County has experienced increasing traffic volumes, localized congestion, and a greater need for mobility options. Through the activities represented in this UPWP, the TPO will continue to address its priorities in a comprehensive manner.

### **Planning Tasks to be Performed Under Titles 23 and 49 Federal Transit Act**

Planning tasks to be funded under Titles 23 and 49 of the Federal Transit Act include:

- TIP development and implementation activities
- Support to TPO and TPO advisory committees
- RL RTP development and implementation activities
- Data collection and management
- Systems and special project planning activities
- Annual certification process
- Various public involvement activities
- Regional and intergovernmental planning and coordination efforts

The tasks to be funded under Titles 23 and 49 of the Federal Transit Act are further identified in the Section III of the UPWP.

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

All tasks to be performed in this document will be conducted in accordance with U.S.C. Title 23 and Title 49 of the Federal Transit Act. The UPWP is developed in cooperation with the FHWA, FTA, FDOT, FCTD, Federal Aviation Administration (FAA) and is approved by the TPO Board and the appropriate state and federal agencies. In addition, The St. Lucie TPO coordinated the UPWP with the Martin and Indian River County 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 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for

Users (SAFETEA-LU). The draft UPWP will be made readily available for review and comments through the information contained in the St. Lucie TPO PIP, material on the TPO website, use of the CAC contacts, an open public comment period, advertising in the newspapers, and other means.

The TAC and CAC will review the Draft UPWP in Spring 2010. Recommendations regarding projects, activities, and priorities will be provided to the TPO Board. The broad range of input is reflected in this UPWP and other planning documents to be developed through this UPWP.

In addition, TPO staff will coordinate with the County media specialist to continue taping and airing TPO meetings, where the UPWP is discussed and considered, on St. Lucie County Television (SLCTV), the public access television channel, and posting the TPO meeting agendas on SLCTV. TPO meeting broadcasts are available for viewing via a link from the TPO website.

### **Consistency with Other Plans**

The UPWP has been developed to be consistent with all applicable plans, including the growth management plans of the local governments within the TPO MPA. The UPWP work products and tasks are designed to assist local governments by providing resource data 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, and BPAC.

### **Planning Factors and Task Matrix**

In 2005, the federal transportation act, SAFETEA-LU, was signed into law. Although SAFETEA-LU expired in September 2009, as of the date of this UPWP, Congress has extended it by passing a series of temporary authorizations. SAFETEA-LU identifies the following eight factors for metropolitan transportation planning:

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 nonmotorized users.
3. Increase the security of the transportation system for motorized and nonmotorized users.
4. Increase the accessibility and mobility of people and for 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.

The following matrix demonstrates that the UPWP as a whole adequately addresses the eight SAFETEA-LU planning factors:

Work Element Tasks	SAFETEA-LU Planning Factors							
	1	2	3	4	5	6	7	8
1.1 Program Management	X	X	X	X	X	X	X	X
1.2 UPWP Development	X	X	X	X	X	X	X	X
2.1 Data Collection and Monitoring		X	X	X			X	
2.2 Traffic Count Program Management	X	X		X			X	
3.1 Regional Long Range Transportation Planning	X	X	X	X	X	X	X	X
3.2 Transit Planning	X	X	X	X	X	X	X	X
3.3 Transportation Improvement Program (TIP)	X	X	X	X	X	X	X	X
3.4 Congestion Management Process (CMP)	X	X	X	X	X		X	X
3.5 Bicycle/Pedestrian/Greenway Planning		X		X	X	X	X	X
3.6 Airport Planning	X			X	X	X	X	X
3.7 Transportation Disadvantaged (TD) Program		X		X	X	X	X	
4.1 North/Mid County Connector Study Implementation	X	X		X	X	X	X	
4.2 US-1 Corridor Intersections Pedestrian Safety Study		X	X	X	X	X	X	X
4.3 Sign Retroreflectivity Support Activities		X			X		X	X
5.1 Regional Planning and Coordination	X	X	X	X	X	X	X	X
5.2 Intergovernmental Planning and Coordination	X	X	X	X	X	X	X	X
6.1 Public Involvement		X	X	X	X	X	X	X
6.2 Public Education and Outreach	X	X	X	X	X	X	X	X

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

### Planning Emphasis Areas (PEAs)

At this time, no Federal or State PEAs have been identified for FY 2010/11 or FY 2011/12

### FDOT District Four Planning Activities

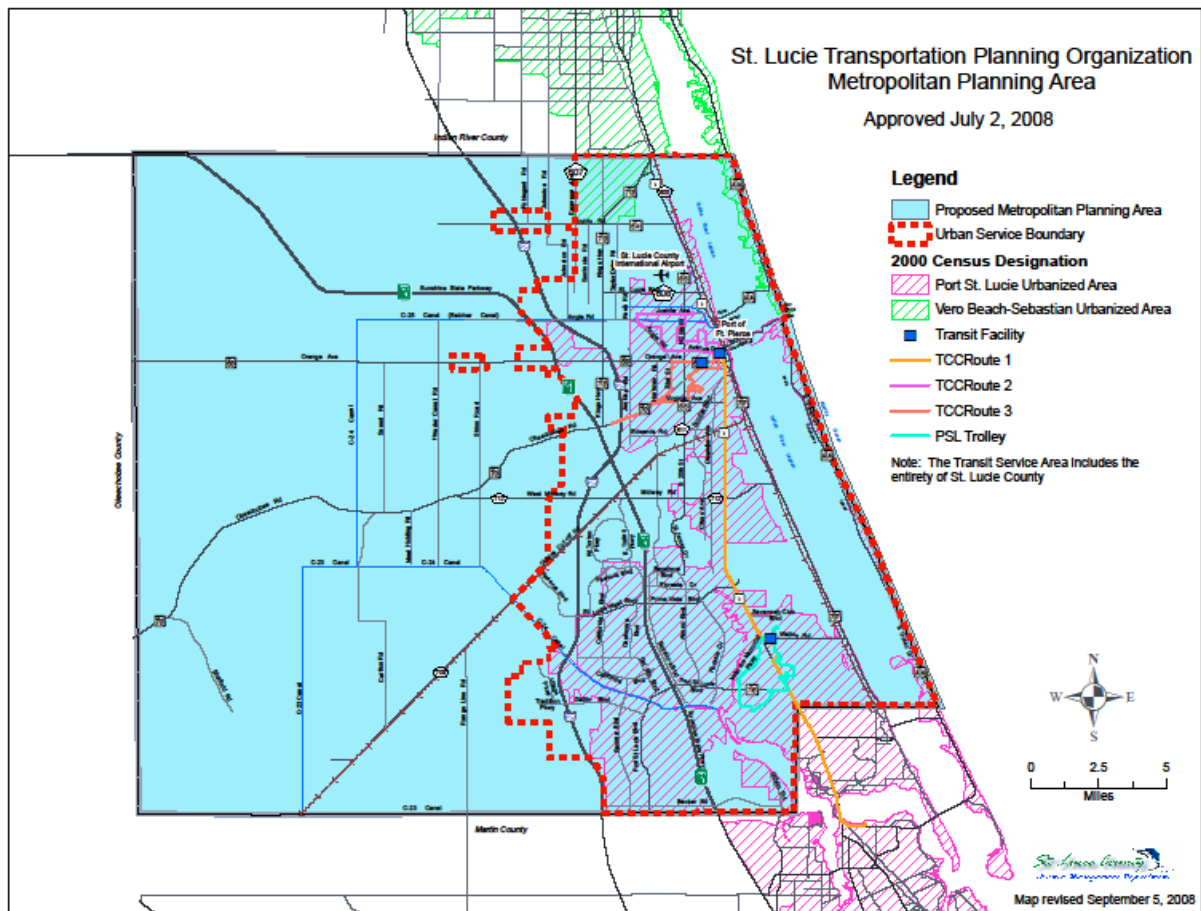
An updated version of the FDOT District Four Planning Activities provided by FDOT is included as Appendix D in this document.

## 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 school board, a non-voting representative from FDOT, and two (2) ex-officio (non-voting) representatives of the Martin MPO. 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 County School Board member
- One (1) Community 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, 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 county and city transportation and land use agencies and state agencies including FDOT District 4 and the Florida Department of Environmental Protection (FDEP). The TAC includes representation from all modes of transportation as well as various levels of government and provides full opportunity for necessary staff coordination to achieve a unified transportation planning effort. The TAC consists of the following voting members:

- St. Lucie County Growth Management Director
- Fort Pierce Community Development Director
- Port St. Lucie Planning Director
- St. Lucie County Engineer
- Fort Pierce City Engineer
- Port St. Lucie City Engineer
- St. Lucie County International Airport Director
- Superintendent of St. Lucie County Schools
- Council on Aging of St. Lucie, Inc. Transit Director
- St. Lucie County Fire District Chief
- FDOT District 4 Planning & Environmental Engineer
- FDOT District 4 Modal Development Administrator
- Florida Department of Environmental Protection Air Quality Engineer
- St. Lucie County Area Freight Representative
- St. Lucie County Sheriff
- St. Lucie County Transit Manager

In addition, the TAC includes two (2) non-voting members who are ex-officio representatives of the Martin MPO TAC.

## **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 reaction to 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. 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

In addition, the CAC includes one (1) non-voting member who is an ex-officio representative of the Martin MPO CAC.

### **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 Director
- City of Port St. Lucie Parks and Recreation Director
- City of Fort Pierce Public Works Director
- St. Lucie County Environmental Resources Director
- St. Lucie County School District PTA Representative
- FDOT District 4 Bicycle/Pedestrian Coordinator
- St. Lucie County Area Retail Store Stakeholder Representative
- Resident Bicycling Representative
- Resident Running/Hiking Representative

### **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 Transportation Disadvantaged (TD) service delivery program. The LCB is made up of representatives from various State and local agencies as well as citizen representatives. A member of the TPO is appointed annually to serve as the LCB Chair.

### **St. Lucie TPO/Martin MPO Joint Board**

The St. Lucie TPO was designated for the Fort Pierce Urbanized Area (UZA) following the 1980 census, and the Martin MPO was designated for the Stuart UZA following the 1990 Census. Between 1990 and 2000, the once largely dispersed UZAs across the state of Florida continued to grow, merge, and cross county lines. With the 2000 Census, the Fort Pierce and Stuart UZAs merged to form the single Port St. Lucie UZA. This newly merged UZA was also designated by the US Department of Transportation as a Transportation Management Area (TMA) because it contained more than 200,000 people. To facilitate efficient transportation planning within the rapidly growing Port St. Lucie UZA/TMA, the

need for enhanced cooperation between the St. Lucie TPO and the Martin MPO was identified.

Joint meetings of the St. Lucie TPO and the Martin MPO began in FY 2004/05 to oversee and provide direction for the development of the 2030 Regional Long Range Transportation Plan (RLRTP). Meetings are scheduled to be conducted at least three times per year with additional meetings scheduled as needed. The Joint Board has continued to meet on regional project funding and regional plan issues and amendments. The Joint Board is comprised of the total membership of both individual boards. Joint Board meetings are hosted by the individual boards on an alternating basis. The staff of the host board provides support for the business of the meeting including preparing agenda packets and meeting minutes.

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

The TCTC is an entity created through an Interlocal Agreement on April 10, 2006, to address transportation on a regional basis to meet growing travel demands and obtain federal and state funding in the current competitive process established by the FDOT Transportation Regional Incentive Program (TRIP). Martin, St. Lucie, and Indian River Counties desire to participate cooperatively in identifying and selecting regional facilities for funding available through TRIP. The TCTC consists of two members and an alternate from each of the individual Martin MPO, St. Lucie TPO, and Indian River MPO Boards. Non-voting members of the TCTC include representatives of FDOT, Florida's Turnpike, and the Treasure Coast Regional Planning Council. A Regional Advisory Committee (RAC), consisting of representatives from the TACs, CACs, and LCBs of the Martin MPO, St. Lucie TPO, and Indian River MPO, FDOT District 4, and the TCRPC was formed to provide technical and advisory support for the TCTC. In May 2009, TRIP was suspended by FDOT due to the depletion of future program reserves.

### **Metropolitan Planning Organization Advisory Committee (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 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 SAFETEA-LU requirements. In 2006, the TPO became a separate department within St. Lucie County with the TPO Director accountable to the TPO Board. The autonomy of the St. Lucie TPO was further established in May 2008 with the Board hiring of an Executive Director and the subsequent execution in October 2009 of a new Interlocal Agreement for Administrative Support Services with St. Lucie County. The TPO is now an autonomous and separate legal entity from St. Lucie County.

Federal assistance and coordination are provided primarily through FHWA and FTA. State assistance and coordination are provided through FDOT District 4.

## **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 Metropolitan Planning Organization

This agreement among FDOT and TPO/MPO member agencies was executed in September 2006 to assure eligibility for the receipt of federal funds and to implement and ensure a continuing, cooperative and comprehensive transportation planning process throughout the urbanized area.

### Interlocal Agreement for Administrative Support Services

This agreement between the TPO and St. Lucie County was executed in October 2009 for the provision by St. Lucie County of administrative support services to assist the TPO staff in managing the continuing, cooperative and comprehensive transportation planning process.

### Transportation Planning (PL) Funds Joint Participation Agreement

This agreement between FDOT and the TPO was executed in January 2009 for the undertaking of the PL funded portion of the UPWP and to state the terms and conditions upon which such funding will be provided.

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

This agreement among the TPO, the St. Lucie County BOCC, FDOT, and the TCRPC was executed in March 2007 and describes the means by which activities will be coordinated and specifies how the intermodal transportation planning process will be part of the comprehensive transportation planning of the urbanized area.

### Public Transportation Joint Participation Agreement

This agreement between the FDOT and the TPO was executed in March 2005 and extended in October 2009. This agreement is to provide FTA Section 5303 funding to the TPO for the undertaking of technical studies to implement specific items of the UPWP.

### Interlocal Agreement Creating the Treasure Coast Transportation Council

This agreement among the St. Lucie TPO, Indian River MPO, and Martin MPO was executed on April 10, 2006, to create and provide a separate administrative entity to participate cooperatively in identifying and selecting regional facilities for funding available through TRIP.

### **Operational Procedures & Bylaws**

The TPO operates under a set of bylaws adopted in October 2009. 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 law. 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 Administrative Offices, St. Lucie County Administrative Building, 2300 Virginia Avenue, Fort Pierce, Florida 34982-5652. 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 5303 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 SAFETEA-LU and corresponding federal regulations, and
- Current provisions of the Americans with Disabilities Act (ADA) of 1990 and the US DOT regulations.

On a quadrennial basis, FHWA and FTA conduct federal certification reviews of TPOs designated for census urbanized areas that also are TMAs. Such reviews for the St. Lucie TPO and Martin MPO, both designated for the Port St. Lucie TMA, were last completed in March 2009 and ultimately resulted in federal certification for the St. Lucie TPO with no Corrective Actions and three Noteworthy Practices being identified for the St. Lucie TPO.

A statement from the certification review conducted jointly with the FDOT in 2010 is included in Appendix B. Appendix C contains the Statements and Assurances of the St. Lucie TPO including the Debarment and Suspension Certification, Disadvantaged Business Enterprise (DBE) Participation Statement, Lobbying Certification, and the Title VI Nondiscrimination Agreement.

### **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: DATA COLLECTION, MONITORING, & MANAGEMENT

ELEMENT 3: SYSTEMS PLANNING

ELEMENT 4: SPECIAL PROJECT PLANNING

ELEMENT 5: REGIONAL AND INTERGOVERNMENTAL PLANNING AND  
COORDINATION

ELEMENT 6: PUBLIC INVOLVEMENT, EDUCATION & OUTREACH

## **ELEMENT 1:        PROGRAM ADMINISTRATION**

Element 1 includes the work tasks necessary to manage the transportation planning process on a continuous basis including program management, quarterly reporting, certification and auditing, staff education and training, UPWP development and review, and State support. Specific work tasks are listed below and described on the following pages.

- Task 1.1     Program Management
- Task 1.2     UPWP Development
- Task 1.3     State Support/Match for PL Planning Funds
- Task 1.4     State Support/Match for Section 5303 Planning Funds

## **Task 1.1 Program Management**

### **Objective**

To coordinate, administer, and manage a continuous, comprehensive, and cooperative transportation planning process for the MPA of the St. Lucie TPO.

### **Previous Work**

The TPO staff provided technical and administrative support to all of the TPO boards and committees. The staff coordinated, administered, and managed the planning activities to meet the requirements of TPO Agreements and other rules and regulations to ensure a continuous, cooperative and comprehensive transportation planning process. The staff also prepared the various documents needed to assure State and Federal transportation funding, and maintained liaison with the appropriate agencies. TPO Agreements and Bylaws were updated and legislative priorities were developed for the first time. Workshops and training sessions were attended to facilitate the above activities.

### **Methodology**

TPO staff will conduct the following activities, and consultant services may be utilized to assist in their completion:

- Provide technical assistance and support to the TPO Board and TAC including the preparation of meeting schedules, agendas, minutes, packets, notices, etc.
- Maintain financial records including an annual financial audit as required by 23 CFR 420.121(c) and performed in accordance with 49 CFR 18.26, 49 CFR Part 90, OMB Circular A133 and Section 215.97 FS. The TPO's financial audit will be conducted concurrent with St. Lucie County's annual financial audit.
- Prepare quarterly progress reports and invoices for the FDOT
- Participate in the annual joint certification review process with the FDOT
- Maintain computer stations and work files and other office equipment
- Fill any staff vacancies and continually review staff organization in order to assure implementation of UPWP
- Prepare legislative priorities for review and consideration by the TPO Board

TPO Board and staff members will continue to attend professional workshops and training programs with regard to professional trade associations, travel demand modeling (Cube and FSUTMS), geographic information systems, transportation planning, Intelligent Transportation Systems, congestion management, public involvement, FDOT/FHWA requirements, and other relevant subjects.

### End Products and Target Dates

Board and TAC Meetings and Support	Ongoing
Progress Reports and Invoices	Quarterly
2011 Legislative Priorities	December 2010
2011 Annual Certification Review	May 2011
Annual Financial Audit (FY 2010/11)	June 2011
2012 Legislative Priorities	December 2011
2012 Annual Certification Review	May 2012
Annual Financial Audit (FY 2011/12)	June 2012
Financial and Other Record Keeping	Ongoing
Professional Workshops and Training Programs	Ongoing

### Responsible Agencies

St. Lucie TPO

Participating Agencies: FDOT, St. Lucie County

### Funding Sources

<u>FY 2010/11</u>	
FHWA (PL)	\$150,000
<u>FY 2011/12</u>	
FHWA (PL)	\$150,000

## Task 1.2 UPWP Development

### Objective

To implement the FY 2010/11 – FY 2011/12 UPWP and develop the FY 2012/13 – FY 2013/14 UPWP which summarizes a program of planning activities and the financial support for those activities.

### Previous Work

Staff and consultants prepared and the TPO adopted the FY 2008/09 - FY 2009/10 UPWP. Staff coordinated with Martin and Indian River County MPOs on development of their UPWPs.

### Methodology

This task describes the development of a UPWP that identifies the scope of work to be conducted by the TPO during FY 2011/12 – FY 2012/13. The UPWP will identify specific work tasks, end products, funding amounts and sources, and the responsible and participating agencies. The UPWP will be developed based upon state and federal regulations, Chapter 3 of the MPO Program Management Handbook, local needs, public input, and activities required to ensure a continuous, comprehensive and cooperative transportation planning process.

Copies of the draft UPWP will be distributed for review and comment to the FDOT, FHWA, TAC, CAC, BPAC, and other interested agencies and parties. A public comment period and TPO website postings also will be provided to receive input. The comments received pertaining to the draft UPWP will be incorporated prior to adoption of the final UPWP by the TPO Board.

This task also includes preparing and processing budget revisions or task amendments to the UPWP, as needed. Additional resources are allocated to this task in anticipation of the preparation of UPWP amendments necessitated by reauthorization of the Federal transportation act and/or adoption of the Florida 2060 Transportation Plan.

In addition, this task includes coordination with Martin and Indian River County MPOs on implementation and development of their UPWPs.

### End Products and Target Dates

UPWP Kickoff Meeting	January 2012
Review by Advisory Committees and Board	March 2012
Draft Submittal to FDOT	March 2012
Open Comment Period	April 2012
Final Submittal to FDOT/FHWA	May 2012
Final Adoption by Board	June 2012
UPWP Amendments	As needed

## Responsible Agencies

St. Lucie TPO

Participating Agencies: FDOT, FHWA, FTA, FAA, local governments and neighboring MPOs

## Funding Sources

<u>FY 2010/11</u>	
FHWA (PL)	\$10,000
<u>FY 2011/12</u>	
FHWA (PL)	\$20,000

### **Task 1.3 State Support/Match for PL Planning Funds**

#### **Objective**

To receive Federal PL Planning funds for transportation planning.

#### **Previous Work**

The previous work for this task includes the following:

- Technical assistance provided by FDOT District 4 for planning and engineering services and for TPO meeting support
- Technical assistance and support provided by FDOT Central Office on matters of policy and to the MPOAC
- State financial assistance provided for special projects
- Assistance with scopes of work and consultant selection procedures
- Matching share for PL funds in previous fiscal years
- Technical assistance and training provided to TPO staff

#### **Methodology**

As the match to receive Federal PL Planning funds for transportation planning, FDOT will provide the St. Lucie TPO with both monetary and technical assistance and training on transportation issues and administrative procedures. FDOT provides a percentage (18.07 percent) matching share for FHWA PL funds utilized by the St. Lucie TPO. The match involves the use of Florida toll revenue credits as a “soft-match” toward the non-federal matching share of all programs that use PL planning funds. Support services from FDOT will involve guidance, direction, and technical assistance to the TPO as well as attendance at meetings.

#### **End Products and Target Dates**

FDOT matching funds for technical assistance and support Ongoing

#### **Responsible Agencies**

FDOT

#### **Funding Sources**

##### FY 2010/11

FDOT \$259,151

##### FY 2011/12

FDOT \$142,257

## **Task 1.4 State Support/Match for Section 5303 Planning Funds**

### **Objective**

To receive FTA Section 5303 grants for general public transportation and/or intermodal planning.

### **Previous Work**

The St. Lucie TPO has applied for and received Section 5303 Transit Planning funding.

### **Methodology**

To receive FTA Section 5303 grants, FDOT and St. Lucie County provide a matching share for those funds. FDOT will provide cash and technical support services as the state's matching share of FTA Section 5303 funds. Support services will include guidance, direction, and technical assistance to the TPO staff as well as attendance at meetings.

### **End Products and Target Dates**

FDOT matching funds for technical assistance and support Ongoing

### **Responsible Agencies**

FDOT

### **Funding Sources**

FY 2010/11

FDOT \$10,011 (allocated to Task 3.2 and Task 3.6)

FY 2011/12

FDOT \$10,011 (allocated to Task 3.2 and Task 3.6)

## **ELEMENT 2: DATA COLLECTION, MONITORING & MANAGEMENT**

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, and to manage the Traffic Count Program. Specific work tasks are listed below and described on the following pages.

Task 2.1 Data Collection and Monitoring

Task 2.2 Traffic Count Program Management

## **Task 2.1 Data Collection and Monitoring**

### **Objective**

To ensure the highest quality of data and modeling used by the continuing, cooperative and comprehensive transportation planning processes upon which decision-making is based.

### **Previous Work**

Continuing, cooperative, and comprehensive evaluations of the data collection, monitoring, and management processes within the MPA were performed. One end product of the evaluations was the Traffic Counts Program Evaluation identified in Task 2.2. Other evaluations were continued through staff's participation on the Greater Treasure Coast Regional Planning Model III (GTCRPM) project advisory committee and staff's coordination of the reevaluation of zonal data for the model for use by FDOT in the Kings Highway PD&E Study. It was determined from the evaluations that transportation modeling and traffic engineering expertise was needed by the TPO, and this expertise was added to the staff skill set. The GTCRPM was installed and utilized to support several tasks including RL RTP implementation and regional/intergovernmental planning and coordination.

Staff participated in Phase II of the development of a modeling data repository system for the Treasure Coast known as the Greater Treasure Coast Data Repository System (GTCDRS). Phase II is devoted to the development of an online computer application that will be used to generate up-to-date demographic and socio-economic data for modeling purposes. Staff assisted FDOT's consultant in coordinating St. Lucie stakeholders for potential data sources and update methodology for the repository. TPO staff participates on the Statewide Modeling Task Force (MTF) and the Florida Standard Urban Transportation Model Structure (FSUTMS) Users Group.

In addition to transportation modeling and traffic engineering expertise, GIS expertise was added to the staff skill set. The TPO participated in discussions related to GIS with local agencies and provided GIS data for the development of the 2035 RL RTP and other TPO plans and studies. The TPO's efforts especially concentrated on improving how the GIS data will be used, shared, updated, and refined.

### **Methodology**

Updates will continue regarding Census data and other TAZ information required to support transportation planning and to provide meaningful updates to the GTCRPM. The GTCRPM will continue to be utilized to support several tasks including RL RTP implementation and regional/intergovernmental planning and coordination. Data compatibility with the HPMS and FSUTMS needs of FDOT will be ensured. Maintenance of the data inventories will be performed to continue to

provide recent and detailed population estimates and projections. The collection of enhanced transit data such as boarding and alighting counts will be initiated.

To ensure the accuracy and relevance of geo-spatial data used for visual impact analysis, mapping, and decision making, the TPO staff will monitor the performance of federal, state, and local GIS geo-spatial databases. GIS will be used to map data and information.

The TPO also will continue to coordinate activities related to land use and socio-economic data collection and analysis. The TPO will assist in maintenance of GIS layers for multimodal transportation facilities on an as needed basis. Data collection efforts will continue to be coordinated with the Martin and Indian River MPOs.

It has been identified that data collection and management among the local agencies in the MPA is fragmented. Inconsistencies have been identified in collected data such as TAZ data for the MPA. Coordination among the jurisdictions or a clearinghouse for the collection, monitoring, and management of data among the local jurisdictions is lacking. During the completion of the Traffic Counts Program Evaluations discussed in Task 2.2, local agency staffs concurred that the St Lucie TPO should be the responsible agency for a Countywide Traffic Counts Program and act as a clearinghouse for the collection and management of all traffic counts performed in St. Lucie County by the cities, County, and FDOT. In addition, the local staffs also concurred that the TPO could be the lead agency for the annual updating of level of service data and the development of the Countywide Annual Level of Service Report.

Specific activities will be conducted to ensure that the highest quality of data is collected, monitored, and managed. These activities will include the development and implementation of several data tools and processes which ultimately support performance measurement of the transportation system. A Level of Service Analysis and Reporting Tool will be developed to evaluate the congestion and operating condition of the roadway network and produce the Annual Level of Service Report. A consultant may be utilized for the development and implementation of the Level of Service Analysis and Reporting Tool.

A Standardized Traffic Impact Study Process and Methodology will be developed that will be approved and agreed upon by the County and cities. The approved standardized traffic impact study process will be followed by all new development requiring a traffic study and the resulting traffic study will be reviewed by the responsible jurisdiction. The TPO will be the data repository for all traffic studies and traffic data collected as part of traffic studies. A consultant may be utilized for the development and implementation of the Standardized Traffic Impact Study Process and Methodology.

A Multi-Modal Mobility Management and Development Tracking Tool will be developed to evaluate and track development proposals and analyze traffic

growth rates and impacts on multi-modal level of service. It is anticipated that the development, implementation, and use of this tool will facilitate the collection of data to support multimodal planning for all modes including roadway, transit, rail, bicycle/pedestrian, etc. A consultant may be utilized for the development and implementation of the Multi-Modal Mobility Management and Development Tracking Tool.

A Crash Data Management Tool will be developed that will allow analysis and definition of safety countermeasures, support traffic safety studies, perform Roadway Safety Audits (RSAs), and pursue funding sources such as the Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HRRRP), and Safe Routes To Schools (SRTS). The tool will identify projects and assist in obtaining new funding for safety projects. A consultant may be utilized for the development and implementation of the Crash Data Management Tool.

### End Products and Target Dates

Data Monitoring, Updates, Maintenance, and Coordination	Ongoing
Enhanced Transit Data Collection	Ongoing
Level of Service Analysis and Reporting Tool	March 2011
Standardized Traffic Impact Study Process and Methodology	October 2011
Multi-Modal Mobility Management and Development Tracking Tool	March 2012
Crash Data Management Tool	June 2012

### Responsible Agencies

St. Lucie TPO

Participating Agencies: FDOT, Fort Pierce, Port St. Lucie, St. Lucie County

### Funding Sources

#### FY 2010/11

FHWA (PL) \$65,000 (includes potential consultant expenses for the Level of Service Analysis and Reporting Tool and a portion of the Standardized Traffic Impact Study Process and Methodology)

#### FY 2011/12

FHWA (PL) \$100,000 (includes potential consultant expenses for the remainder of the Standardized Traffic Impact Study Process and Methodology, the Multi-Modal Mobility Management and Development Tracking Tool, and the Crash Data Management Tool)

## **Task 2.2 Traffic Count Program Management**

### **Objective**

To collect, monitor, and manage the highest quality of current traffic data on the public roadway network within the MPA.

### **Previous Work**

The TPO continued to assist St. Lucie County in the current program of the collection, management, and reporting of traffic count data. The TPO staff completed the Level of Service Report for the Fall 2007 Traffic Counts and the Spring 2008 Traffic Counts and published the reports online. The reports were also provided to local governments and private consulting firms upon request.

Re-validation and updating of the St. Lucie traffic count process and count locations that comprise the current program had not been performed for many years. An evaluation of the traffic data compilation methodology, development of an enhanced data reporting system, and development of a long range data collection plan were completed. The evaluation included the following:

- Review site locations of all traffic counts
- Obtain and review count data
- Review current data compilation methodology
- Review traffic factors and adjustment factors
- Development of strategies
- Development of data reporting system
- Development of long range data collection plan

Staffs from Fort Pierce, Port St. Lucie, St. Lucie County, and FDOT District 4 significantly participated in the Traffic Counts Evaluation through interviews, technical memorandum reviews, and workshops.

### **Methodology**

Traffic count collections currently are managed by St. Lucie County's Public Works Department. However, due to changes in and shortage of staff, the existing Program is not able to be maintained. Also, at the present time, neither the City of Port St. Lucie nor the City of Fort Pierce maintains a formal traffic count program.

Local agency staffs recommend that the St Lucie TPO be the responsible agency for a Countywide Traffic Counts Program and act as a clearinghouse for the collection and management of all traffic counts performed in St. Lucie County by the local governments and FDOT. The Traffic Count Program is necessary to monitor road segment traffic volumes and for transportation planning purposes. A Traffic Count Data Reporting System with data attributes, features, functions and reporting capabilities will be implemented, and the TPO will manage it. A

consultant may be utilized for the development and implementation of the Traffic Count Data Reporting System.

The outsourcing of the collection of traffic counts for the Traffic Count Data Reporting System may be appropriate at this time. The approximate cost of such a program is estimated at \$40,000 annually. Because of the current revenue shortfalls encountered by the local governments, the TPO will fund this cost as part of the Traffic Count Program transition to the TPO. An agreement to share the cost between the TPO and the local governments may be appropriate to fund the program in future years. Such an agreement would need to be agreed to by the elected boards of the local governments.

**End Products and Target Dates**

Traffic Count Data Reporting System	December 2010
2010 Traffic Count Reports	December 2010
2011 Traffic Count Reports	December 2011

**Responsible Agencies**

St. Lucie TPO

Participating Agencies: FDOT, Fort Pierce, Port St. Lucie, St. Lucie County

**Funding Sources**

FY 2010/11

FHWA (PL) \$90,000 (includes potential consultant expenses for the Traffic Count Data Reporting System and the 2010 Traffic Count Reports)

FY 2011/12

FHWA (PL) \$50,000 (includes potential consultant expenses for the 2011 Traffic Count Reports)

### **ELEMENT 3:        SYSTEMS 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      Regional 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/Greenway Planning
- Task 3.6      Airport Planning
- Task 3.6      Transportation Disadvantaged (TD) Program

### **Task 3.1 Regional Long Range Transportation Planning**

#### **Objective**

To continue to implement the 2030 Regional Long Range Transportation Plan (RLRTP), complete the 2035 RLRTP update, and implement the 2035 RLRTP upon its adoption.

#### **Previous Work**

The 2030 RLRTP was adopted in February 2006 and was developed with a regional approach to include the area of the Port St. Lucie UZA that is served by the Martin MPO. The 2030 RLRTP includes regional project prioritization criteria which was adopted by the three TPO/MPOs and the TCTC in 2007. Amendments to the 2030 RLRTP were last adopted by the St. Lucie TPO in September 2008.

In June 2009, the TCRPC was engaged by the St. Lucie TPO and the Martin MPO to complete the 2035 RLRTP Update. The 2035 RLRTP update is intended to build on the 2030 RLRTP. The 2035 RLRTP update activities conducted since June 2009 include the development of a Public Participation Plan, conducting public workshops and outreach activities, development of surveys, review and analysis of study area data, development of alternative land use data and future growth scenarios, modeling of travel demand, and development of the Needs Plan and Transportation Alternatives. As the St. Lucie TPO and the Martin MPO both have individual public involvement plans, the Public Participation Plan for the 2035 RLRTP was developed to complement the existing individual plans and integrate regional public involvement efforts with the public involvement activities of the individual plans.

#### **Methodology**

The RLRTP sets forth the priority list of transportation improvements and funding commitments anticipated through 2030. Long range transportation plans are created to cover a 20-year planning horizon and are updated every five years to ensure that a continuous, cooperative, and comprehensive transportation planning process is carried out consistent with all applicable Federal, State, and local rules, regulations, and planning factors. The elements of the 2030 RLRTP will continue to be implemented into other TPO planning activities and documents such as the TIP, List of Priority Projects (LOPP), and Regional TDP. In addition, proposed developments and projects within the St. Lucie TPO MPA will be reviewed for consistency with the RLRTP. Performance measures developed as part of the 2030 RLRTP will continue to be implemented. The TPO will continue to coordinate with the Martin and Indian River MPOs in the development of facilities which support a regional multi-modal transportation system.

Upon its adoption in February 2011, the 2035 RLRTP will be implemented into other TPO planning activities and documents such as the TIP, LOPP, and

Regional TDP, and proposed developments and projects within the MPA will be reviewed for consistency with the 2035 RL RTP. It is anticipated that the 2035 RL RTP will reflect climate change by incorporating the consideration of efforts to ensure sustainability of transportation systems in light of intensifying climatic conditions such as severe weather patterns and rising sea levels. In addition, performance measures developed as part of the 2035 RL RTP will be implemented, and amendments to the 2035 RL RTP will be conducted as needed.

**End Products and Target Dates**

2030 RL RTP Implementation	Ongoing
2035 RL RTP Adoption	February 2011
2035 RL RTP Implementation	After February 2011
Amendments	As Needed

**Responsible Agencies**

St. Lucie TPO and Martin MPO

Participating Agencies: Fort Pierce, Port St. Lucie, St. Lucie County, Indian River MPO, Indian River County, FHWA, FDOT

**Funding Sources**

<u>FY 2010/11</u>	
FHWA (PL)	\$400,000 (includes potential consultant expenses for the 2035 RL RTP Adoption)
<u>FY 2011/12</u>	
FHWA (PL)	\$25,000

## **Task 3.2 Transit Planning**

### **Objective**

To provide technical assistance and guidance to the transit providers within the MPA and the region, support public transportation planning and transit grant administration activities, and continue development of a regional public transportation system.

### **Previous Work**

During fiscal years 2008/09 and 2009/2010, the TPO provided planning support to St. Lucie County and the principal public transit operator, Community Transit. A first-of-its-kind merged, two-county Regional Transit Development Plan (TDP) was completed with the Martin MPO. As part of the Regional TDP, a Regional Transit Authority (RTA) Action Plan was developed for the Port St. Lucie Urbanized Area.

TPO staff attended quarterly Treasure Coast Transit Meetings (TCTM), a regional forum for transit agency representatives. TPO staff assisted St. Lucie County and Community Transit staff with their State quality assurance audit and in identifying projects for potential federal discretionary and intermodal grant funding. Staff coordinated with FDOT staff regarding funding reductions for the Treasure Coast Connector.

The TPO completed a Premium Transit/Rail Corridor Study to examine the feasibility of extending commuter rail service from Palm Beach County to St. Lucie County. Implementation actions and timelines were identified, and coordination with FDOT and the Martin MPO was conducted as part of the study.

St. Lucie County was recommended by FDOT to be designated as the single recipient for JARC/New Freedom grants for the Port St. Lucie UZA. An Interlocal Agreement was executed between the TPO and St. Lucie County for the TPO to provide planning and technical assistance for these grant programs.

### **Methodology**

The TPO will assist in the implementation of elements of the RTA Action Plan including the establishment of an interim Regional Transit Organization (RTO), resolution of policy issues related to the formation of a RTA, and the conducting of market research. A consultant may be utilized for the implementation of the elements of the RTA Action Plan.

The TPO will initiate the implementation actions of the completed Premium Transit/Rail Corridor Study. The TPO will assist in the planning for the extension of Amtrak/passenger rail service on the Florida East Coast (FEC) railroad line and for Florida's High Speed Rail Program. A consultant may be utilized to assist in the Premium Transit/Rail Corridor Study implementation actions.

Other transit planning activities include providing technical assistance to the County in order to maintain the County's eligibility for the continued receipt of federal and state transit grant funds. These activities include coordinating quarterly meetings among transit providers and transit staff in the region and monitoring the performance of the transit system on an ongoing basis. In addition, the TPO will promote intermodal planning and coordinate other transit planning activities such as Travel Demand Management (TDM) strategies with Martin and Indian River MPOs and South Florida Commuter Services. Coordination with specialized transportation services will also occur through the quarterly transit meetings.

### End Products and Target Dates

JARC/New Freedom Competitive Selection Process	July 2010
Regional TDP Annual Progress Report	September 2010
Formation of RTO	December 2010
Resolution of Policy Issues Related to RTA	April 2011
JARC/New Freedom Competitive Selection Process	July 2011
Regional TDP Annual Progress Report	September 2011
RTA Market Research	October 2011
Miscellaneous RTA Action Plan Elements	June 2012
Premium Transit/Rail Corridor Study Implementation	Ongoing
Amtrak Service Extension/Florida High Speed Rail Program Planning	Ongoing

### Responsible Agencies

St. Lucie TPO, Martin MPO, St. Lucie County, FTA, FDOT, South Florida Commuter Services, Community Transit, Martin Community Coach

Participating Agencies: Indian River MPO, Indian River Community Coach, Fort Pierce, Port St. Lucie

### Funding Sources

#### 2010/11

FHWA (PL)	\$25,000	(includes potential consultant expenses for the RTA Market Research and the Miscellaneous RTA Action Plan Elements)
FTA (5303)	\$72,088	
FDOT (also identified in Task 1.4)	\$9,011	
St. Lucie County	\$9,011	
St. Lucie County (5316/5317)	\$12,630	

#### 2011/12

FHWA (PL)	\$25,000	(includes potential consultant expenses for the Formation of the RTO and the Resolution of Policy Issues Related to RTA)
FTA (5303)	\$72,088	
FDOT (also identified in Task 1.4)	\$9,011	
St. Lucie County	\$9,011	
St. Lucie County (5316/5317)	\$12,630	

### **Task 3.3 Transportation Improvement Program (TIP)**

#### **Objective**

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.

#### **Previous Work**

The TPO developed a LOPP and an updated TIP in coordination with FDOT and local agency and government officials. In addition, the TPO reviewed the FDOT's Draft Tentative Work Program and the Annual Publication of Federal Projects and coordinated with FDOT to amend the TIP and process State TIP (STIP) amendments as needed.

As part of the American Recovery and Reinvestment Act (ARRA) of 2009, local roadway, enhancement, and transit projects were solicited and prioritized for Federal economic stimulus funding. TIP and STIP amendments subsequently were processed for the funded projects.

TPO staff participated in discussions at the MPOAC meetings, with a consultant, and with FDOT District 4 staff regarding the development and implementation of a web-based interactive TIP.

#### **Methodology**

The TIP will continue to be developed annually based on the 2030 and 2035 RL RTPs, Regional TDP, CMP, bicycle/pedestrian plans, airport and port plans, enhancement planning efforts, and other planning activities as necessary. The TPO will prepare and adopt two TIPs under this two-year UPWP covering the FY 2011/12 – FY 2015-16 and the FY 2012/13 – FY 2016/17 periods.

The development of the TIP will include the preparation of the LOPP which prioritizes roadway, transit, enhancement, bicycle/pedestrian, and transportation grant projects. The LOPP will be prepared with input from local agency and FDOT staffs, the public, and the TPO advisory committees. The Draft Tentative Work Program will be reviewed to ensure consistency with the LOPP and 2030 and 2035 RL RTPs and will be considered by the TPO advisory committees and Board for endorsement. FDOT's Final Tentative Work Program and the Annual Publication of Federal Projects will be incorporated into the TIP. The TIP will be adopted by the Board after a public comment period and review of the draft TIP by the advisory committees.

The TPO will coordinate with FDOT to amend the TIP and process STIP amendments as needed. Other prioritized project lists may be prepared as needed to allocate funding from new sources that are developed during the two-year period of this UPWP such as economic stimulus funding.

Based on discussions during the 2010 Joint Certification Review, FDOT District 4 is evaluating the use of a similar platform/software by all of the TPOs/MPOs in the District for the development and implementation of an interactive TIP. It is understood from FDOT District 4 staff that such development and implementation may include funding assistance, coordination, and support from the District with the mutual agreement from the TPOs/MPOs in the District. A consultant may be utilized for the implementation of an interactive TIP.

### End Products and Target Dates

Submittal of 2011 LOPP to FDOT	September 2010
Review/Endorsement of FDOT's Five-Year Work Program	December 2010
FY 2011/12 – FY 2015/16 TIP	June 2011
Annual Publication of Federal Projects	June 2011
Submittal of 2012 LOPP to FDOT	September 2011
Review/Endorsement of FDOT's Five-Year Work Program	December 2011
Interactive TIP	March 2012
FY 2012/13 – FY 2016/17 TIP	June 2012
Annual Publication of Federal Projects	June 2012
TIP/STIP Amendments	As needed

### Responsible Agencies

St. Lucie TPO and FDOT

Participating Agencies: Fort Pierce, Port St. Lucie, St. Lucie County, Community Transit

### Funding Sources

#### FY 2010/11

FHWA (PL) \$20,000

#### FY 2011/12

FHWA (PL) \$25,000 (includes potential consultant expenses for the Interactive TIP)

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

#### **Objective**

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

#### **Previous Work**

A major update of the CMP was last completed in July 2005. The results of the update were used in the development of the 2030 RL RTP, LOPP, FDOT Work Program, and the TIP. The primary element of the CMP is the CMP Implementation Plan that identifies prioritized CMP projects and the associated funding.

The CMP was evaluated for 2008 and 2009 with regard to its effectiveness, and Annual Reports were prepared. The intent of the Annual Reports was to update the status of the projects in the Implementation Plan, and identify and reprioritize unfunded projects. Completed or programmed projects were deleted from the Implementation Plan, and unfunded or unprogrammed projects remain for either confirmation or reprioritization.

In August 2009, the TPO Board approved the reestablishment in the FDOT Work Program of CMP Box Funds for the St. Lucie TPO in the amount of \$300,000 annually. Subsequently, this amount for CMP projects was allocated by FDOT in the Work Program for FY 2014/15.

#### **Methodology**

The CMP provides the information necessary to identify areas with congestion or safety issues and to prioritize projects which address the identified congestion and safety issues. The CMP projects without identified funding sources may be added to the LOPP for future funding considerations. Because of the small number of CMP projects remaining in the Implementation Plan of the current CMP, a Major Update of the CMP will be conducted in 2010. The 2010 CMP Major Update will redevelop the project prioritization criteria; identify potential CMP projects, funding, and implementation actions; and establish criteria to measure the performance of completed CMP projects. In addition, strategies to reduce vehicle miles traveled aimed at reducing air pollutant and greenhouse gas emissions and to address climate change will be explored as part of the 2010 CMP Major Update. A consultant may be utilized to assist in the completion of the 2010 CMP Major Update.

The updated CMP will be implemented and used as input for the 2035 RL RTP; for the annual development of the LOPP, TIP, and Work Program; and for ongoing project prioritization as needed. The effectiveness of the updated CMP will be measured in 2011, and an Annual Report will be prepared. The implementation

actions of the updated CMP will be revised based on the results of the Annual Report.

### **End Products and Target Dates**

2010 CMP Major Update	December 2010
2011 Annual CMP Report Update	January 2012
Project Prioritization	Ongoing

### **Responsible Agencies**

St. Lucie TPO

Participating Agencies: FDOT, Fort Pierce, Port St. Lucie, St. Lucie County

### **Funding Sources**

<u>FY 2010/11</u> FHWA (PL)	\$120,000 (includes potential consultant expenses for the 2010 CMP Major Update)
<u>FY 2011/12</u> FHWA (PL)	\$20,000

### **Task 3.5 Bicycle/Pedestrian/Greenway Planning**

#### **Objective**

To review, update, and implement the Greenways and Trails Master Plan, build upon previous bicycle/pedestrian/greenway planning efforts, and continue the ongoing planning and coordinating efforts which support the provision of bicycle, pedestrian, and greenway facilities.

#### **Previous Work**

Staff continues to support local governments and the St. Lucie School District in their efforts to fund and construct pedestrian and bicycle facilities in the MPA. A BPAC was formed for the TPO to assist with the planning and coordination efforts. In addition, the TPO coordinated with and worked in partnership with the FDOT and the FDEP Office of Greenways and Trails (OGT) in the planning, prioritizing, funding, and implementation of bicycle, pedestrian, and greenway facilities. Staff also worked in partnership with the East Coast Greenway Alliance to implement the East Coast Greenway through the MPA.

A Bicycle/Pedestrian Corridor Study was completed in February 2010 to develop a specific implementation plan for a priority corridor identified in the Greenways and Trails Master Plan. The TPO prepared a Bicycle Suitability Map to depict the presence of bicycle facilities and to serve as a reference to bicyclists traveling on the roadways of St. Lucie County.

#### **Methodology**

The TPO will continue to periodically review the Greenways and Trails Master Plan and perform update activities as needed along with supporting its implementation. The results of the update activities will be used to prioritize potential bicycle/pedestrian projects for funding and to prepare future annual priority project lists. In addition to participating in the selection/prioritization of bicycle/pedestrian projects, the advisory committees will participate in the selection/prioritization of transportation enhancement projects.

TPO staff will continue to coordinate with the local governments, St. Lucie School District, FDOT, FDEP OGT, and the East Coast Greenway Alliance regarding bicycle/pedestrian issues and the planning, prioritizing, funding, and implementation of bicycle, pedestrian, and greenway facilities. Coordination of bicycle/pedestrian planning activities will occur through the BPAC, TAC, and CAC. The BPAC meetings and support activities are included in this task.

In addition, TPO staff will facilitate the Treasure Coast Scenic Highway Committee (TCSHC) to provide another venue for this coordination. Determined by the FDOT to be eligible for the Florida Scenic Highways Program, the Indian River Lagoon-Treasure Coast Scenic Highway traverses the St. Lucie TPO MPA within a constrained right-of-way. To enhance the corridor facilities while

protecting the corridor resources, the TPO through the TCSHC will provide coordination for the planning, prioritizing, funding, and implementation of bicycle, pedestrian, and/or greenway facilities within the corridor in accordance with the goals, objectives and strategies of the corridor. The TCSHC is composed of elected and staff representatives of local governments, State agency representatives, local residents, and other stakeholders. The TCSHC meetings and support activities are included in this task.

In accordance with USDOT policy summarized in Task 4.2, integrating bicycle and pedestrian accommodations on new, rehabilitated, and/or limited-access bridges with connections to streets or paths is encouraged. The South Causeway Bridge on South State Route A1A in Fort Pierce could be considered for such accommodations as the current configuration is inadequate for both bicycles and pedestrians. An improvement may encourage a connected walking/bicycling environment from Downtown Fort Pierce to the beach. A study will be completed to evaluate the current configuration which includes the feasibility of a change, permitting and regulatory requirements, a public workshop with community members and other stakeholders, and an implementation plan. A consultant may be utilized for the study.

The completed Bicycle/Pedestrian Corridor Study identified a designated area of interest in a portion of the corridor section known as Section 4, Buchanan/Walton Road Trail. The area of interest is located between Walton Road and Midway Road and encompasses the Savannas State Preserve and the Savannas Lakes community. It was determined that a finer level of analysis was necessary to identify the most feasible pathway through the area of interest. The analysis will detail public and private ownership, constructability, regulatory and permitting requirements, funding opportunities, and estimated costs for two corridor alternatives through the area of interest. Conceptual plans and cross-sections of the proposed pathways will be prepared, and a public workshop will be conducted to solicit input regarding the corridor alternatives. A consultant may be utilized for the analysis.

In further building upon the completed Bicycle/Pedestrian Corridor Study, implementation plans will be prepared for specific facilities identified in the Study to be necessary for the corridor such as the Old Dixie Highway Bike Lane or Multi-Use Path, the Downtown Fort Pierce Bicycle Boulevard, the Savannah Park Trail, and the Buchanan Canal Trail. Connections, funding opportunities, public interest, public and private ownership, existing and proposed facilities, constructability, regulatory and permitting requirements, and estimated costs will be evaluated as part of the implementation plans. Conceptual plans and cross-sections will be developed for the facilities, and a public workshop will be conducted to solicit input. A consultant may be utilized for the implementation plans.

### End Products and Target Dates

South Causeway Bridge Reconfiguration Study	June 2011
Bicycle/Pedestrian Corridor Study Area of Interest Analysis	June 2011
Bicycle/Pedestrian Corridor Study Facility Implementation Plan	June 2012
BPAC Meetings and Support Activities	Ongoing
TCSHC Meetings and Support Activities	Ongoing
East Coast Greenway Coordination and Implementation	Ongoing
Greenways and Trails Master Plan Update and Implementation	Ongoing
Project Prioritization	Ongoing

### Responsible Agencies

St. Lucie TPO

Participating Agencies: FDOT, St. Lucie County, Fort Pierce, Port St. Lucie, South Florida Commuter Services

### Funding Sources

#### FY 2010/11

FHWA (PL)

\$80,000 (includes potential consultant expenses for the South Causeway Bridge Reconfiguration Study and the Bicycle/Pedestrian Corridor Study Area of Interest Analysis)

#### FY 2011/12

FHWA (PL)

\$80,000 (includes potential consultant expenses for the Bicycle/Pedestrian Corridor Study Facility Implementation Plan)

## **Task 3.6 Airport Planning**

### **Objective**

To assist in the implementation of the St. Lucie County International Airport Master Plan and other planning efforts of the airport.

### **Previous Work**

The St. Lucie County International Airport currently is sponsored by the St. Lucie County Board of County Commissioners (St. Lucie BOCC). In 2009, the TPO Board indicated a desire to assist in the planning efforts of the airport and requested to participate in the development of the Airport Master Plan Update. Subsequently, the St. Lucie BOCC appointed the St. Lucie TPO Executive Director to the Tenant/Technical Advisory Committee (TTAC) for the Airport Master Plan Update. In addition to participating in the TTAC for the development of the Airport Master Plan Update, the TPO participated in the Continuing Florida Aviation System Planning Process (CFASPP) through the Treasure Coast Region Steering Committee. A representative of airport staff is a member of the TPO TAC.

### **Methodology**

The Master Plan Update is being undertaken to identify a long range, orderly direction for airport development which will yield a safe, efficient, economical, and environmentally-acceptable air transportation facility. The study is being funded with an FDOT grant. The previous Master Plan Update was completed in August 2002.

The goal of the Master Plan Update is to provide alternative options for airport development that address current and future demand, identify the role of the airport in the local, regional and national aviation system, and provide potential utilization or re-use options for existing infrastructure and airport facilities. The master planning activities will provide a five-year capital improvement program for future development of the airport, as well as an overview of land use compatibility issues in the airport environs. The Master Plan Update will provide a comprehensive overview of the airport's needs over the next 20 years, including issues relating to the timing and costs of proposed development based upon appropriate activity triggers.

The TPO will continue to participate in the development of the Airport Master Plan Update and in the CFASPP. In addition, in accordance with FTA Circular C8100.1C which identifies the activities eligible for FTA Section 5303 grant funding, the TPO will provide planning assistance and support to the airport including multimodal facilities planning; studies related to airport management, planning, operations, capital requirements, and economic feasibility; work elements and related activities preliminary to and in preparation for constructing, acquiring, or improving the operation of airport facilities and

equipment; and/or plan, engineer, design, and evaluate an airport public transportation project. The activities conducted by the TPO to enhance and assist the airport planning efforts will be identified in cooperation with airport staff and will be consistent with the Airport Master Plan.

**End Products and Target Dates**

Attendance at various meetings	Ongoing
Provision of planning assistance and support	Ongoing

**Responsible Agencies**

St. Lucie TPO, St. Lucie County

Participating Agencies: FDOT, FAA

**Funding Sources**

FY 2010/11

FHWA (PL)	\$10,000
FTA (5303)	\$8,000
FDOT (also identified in Task 1.4)	\$1,000
St. Lucie County	\$1,000

FY 2011/12

FHWA (PL)	\$10,000
FTA (5303)	\$8,000
FDOT (also identified in Task 1.4)	\$1,000
St. Lucie County	\$1,000

### **Task 3.7 Transportation Disadvantaged (TD) Program**

#### **Objective**

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).

#### **Previous Work**

In accordance with State requirements, the St. Lucie TPO is the Designated Official Planning Agency (DOPA) for the TD program in St. Lucie County. In that capacity, the TPO selected a Local Coordinating Board (LCB), prepared a Transportation Disadvantaged Service Plan (TDSP), developed operating policies, prepared grant applications, provided administrative services to the LCB, and provided technical assistance to the Community Transportation Coordinator (CTC). TPO staff also managed the process of selecting a CTC, performed annual CTC evaluations, and assisted in the development of the TDSP annual updates.

In Florida, the TDSP complies with applicable FCTD regulations and FTA regulations for a Coordinated Public Transit-Human Services Transportation Plan. These plans are required for eligibility for the Job Access & Reverse Commute (JARC) and New Freedom grant programs.

The TPO and the TD Program incorporated Environmental Justice into its mission by identifying and addressing, as appropriate, the effects of programs, policies, and activities on minority and low-income populations. In addition, the TPO's Environmental Justice initiatives continually strived to involve the potentially affected public and to develop partnerships with and enhance the participation by traditionally underserved communities and individuals. In addition to minority and low-income populations, the traditionally underserved include seniors, persons with disabilities, and transit dependent and non-driving individuals.

#### **Methodology**

TPO staff will continue to assist the CTC in its role of providing safe, coordinated TD services to the elderly, disabled, and the economically disadvantaged citizens in St. Lucie County. Staff will also provide administrative services to the LCB. This will include preparation of minutes, agendas, grant applications, progress reports, and other products. Staff will also assess legislatively mandated changes to the state TD program and undertake TD-related activities as necessary to comply with state legislation. Additional activities will include assessing the areas where demand-response services are needed but are not within the local provider service area. Staff will assist in finding alternatives to accommodate those needs.

The TD program is coordinated with other public transit planning and services through the LCB and associated work products. TPO staff will coordinate with FDOT and provide technical assistance for the transitioning of non-life sustaining riders from current demand response program services to fixed or deviated route services.

The TD Program will continue 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 will continue to strive to involve the potentially affected public and to develop partnerships with and enhance the participation by the traditionally underserved.

### End Products and Target Dates

TD Grant Applications	Annually
TD Progress Reports	Quarterly
LCB Meeting Agendas, Packets, Notices, and Minutes	Quarterly
2010 Annual CTC Evaluation	December 2010
TDSP/Coordinated Plan Minor Update	December 2010
2011 Annual CTC Evaluation	December 2011
TDSP/Coordinated Plan Minor Update	December 2011

### Responsible Agencies

St. Lucie TPO

Participating Agencies: St. Lucie County, Community Transit, FDOT, South Florida Commuter Services

### Funding Sources

<u>FY 2010/11</u>	
State TD Trust Fund	\$22,560
<u>FY 2011/12</u>	
State TD Trust Fund	\$22,560

#### **ELEMENT 4: SPECIAL PROJECT PLANNING**

Element 4 includes non-recurring special projects and planning activities that are not readily classified within the other elements. Specific work tasks are listed below and described on the following pages.

Task 4.1 North Mid/County Connector Study Implementation

Task 4.2 US-1 Corridor Intersections Pedestrian Safety Study

Task 4.3 Sign Retroreflectivity Support Activities

## **Task 4.1 North/Mid County Connector Study Implementation**

### **Objective**

To initiate the implementation of the results of the North/Mid County Connector Study.

### **Previous Work**

The TPO participated with the TCRPC in St. Lucie County's North County Charrette conducted in 2004 that generated the Towns, Villages and Countryside (TVC) concept and comprehensive plan element. The northern portion of St. Lucie County and the western annexation area of Port St. Lucie are expected to experience a significant amount of growth. The FY 2008/09 - FY 2009/10 UPWP included \$40,000 in FHWA PL planning funds for the completion of the North/Mid County Connector Study to identify a corridor through the northern or middle portion of St. Lucie County to connect the TVC with the western annexation area of Port St. Lucie. The North/Mid County Connector Study was completed in April 2010.

### **Methodology**

The northern portion of St. Lucie County and the western annexation area of Port St. Lucie are expected to experience a significant amount of growth, and a north-south roadway corridor does not exist for travel through the County that is located west of North 25th Street other than Interstate 95 and the Turnpike. A connected roadway network provides enhanced accessibility and mobility to support the proposed development. The corridor identified by the North/Mid County Connector Study could provide the north-south connection between the TVC and the western annexation area of Port St. Lucie. However, the appropriate right-of-way requires identification and reservation to facilitate the construction of the connector.

The TPO will continue to consider traffic and multimodal transportation improvements to the corridor identified in the North/Mid County Connector Study. The TPO will assist and support the efforts to identify and reserve the appropriate right-of-way for the corridor such as coordinating the necessary local comprehensive plan amendments. Land use along the corridor will be considered in relation to the type and arrangement of transportation improvements, and the integration of the corridor with a surrounding transportation network also will be considered. In addition, subsequent studies such as the completion of a preliminary feasibility analysis or environmental documentation may be conducted and supported by the TPO.

### **End Products and Target Dates**

Right of Way Identification and Reservation	Ongoing
Feasibility Analysis/Environmental Documentation Activities	June 2012

### Responsible Agencies

St. Lucie TPO

Participating Agencies: Fort Pierce, Port St. Lucie, St. Lucie County

### Funding Sources

FY 2010/11  
FHWA (PL)

\$15,000

FY 2011/12  
FHWA (PL)

\$50,000 (includes potential consultant expenses for the Feasibility Analysis and/or Environmental Documentation)

## **Task 4.2 US-1 Corridor Intersections Pedestrian Safety Study**

### **Objective**

To evaluate the conditions with respect to pedestrian safety in the intersections along the US-1 corridor and identify opportunities for the implementation of pedestrian safety improvements which also integrate walking and bicycling to provide safe and convenient facilities.

### **Previous Work**

FDOT has programmed in the Work Program a triple left-hand turn lane for the intersection of Port St. Lucie Boulevard and US-1 (#4231151). The current FDOT plans do not include pedestrian improvements as part of the project. Concerns have been expressed relating to the current and future safety of pedestrians maneuvering across or through this intersection.

### **Methodology**

On March 11, 2010, USDOT Secretary Ray LaHood announced the following new USDOT Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations:

*The USDOT policy is to incorporate safe and convenient walking and bicycling facilities into transportation projects. Every transportation agency, including USDOT, has the responsibility to improve conditions and opportunities for walking and bicycling and to integrate walking and bicycling into their transportation systems. Because of the numerous individual and community benefits that walking and bicycling provide, including health, safety, environmental, transportation, and quality of life, transportation agencies are encouraged to go beyond minimum standards to provide safe and convenient facilities for these modes.*

The USDOT Policy Statement highlights sections from the US Code and Code of Federal Regulations that pertain to walking and bicycling. It also provides some recommended actions that transportation agencies may consider to make walking and bicycling safer and more convenient. The Policy Statement is an expression of DOT leadership's commitment to walking and bicycling, but it does not create new any new requirements for transportation agencies.

In addition to the intersection of Port St. Lucie Boulevard and US-1, other intersections within the US-1 corridor may present pedestrian safety concerns. Consistent with the above-summarized USDOT policy, the St. Lucie TPO will evaluate selected intersections within the US-1 corridor with respect to pedestrian safety and identify opportunities for the implementation of pedestrian safety improvements which also integrate walking and bicycling to provide safe and convenient facilities. A consultant may be utilized to assist with this US-1 Corridor Intersections Pedestrian Safety Study.

As part of the US-1 Corridor Intersections Pedestrian Safety Study, an inventory of the intersections along the US-1 corridor will be prepared, and intersections will be selected from the inventory for further study based on an appropriate methodology. Other deliverables and milestones include hazard zone safety studies which will be conducted within appropriate radii of the intersections to identify pedestrian usage, connections, routes, signage, markings, and signals. In addition, conceptual plans and cross-sections of pedestrian safety features that may be proposed for the intersection will be prepared, and public workshops will be conducted with community members, stakeholders, and the BPAC to present the findings and solicit input. Finally, the results from the analysis will be summarized and will include an implementation plan for the proposed intersection improvements.

**End Products and Target Dates**

Corridor Intersection Inventory	November 2010
Hazard Zone Safety Studies	January 2011
Conceptual Plans and Cross-Sections	March 2011
Public Workshops	April/May 2011
Summary Report with Implementation Plan	June 2011

**Responsible Agencies**

St. Lucie TPO

Participating Agencies: Fort Pierce, Port St. Lucie, St. Lucie County, FDOT

**Funding Sources**

<u>FY 2010/11</u>	
FHWA (PL)	\$50,000 (includes potential consultant expenses for the Corridor Intersection Inventory, Hazard Zone Safety Studies, Conceptual Plans and Cross-Sections, Public Workshops, and Summary Report with Implementation Plan)
 <u>FY 2011/12</u>	
FHWA (PL)	\$0

### **Task 4.3 Sign Retroreflectivity Support Activities**

#### **Objective**

To assist the local agencies in the implementation of new Federal sign retroreflectivity requirements.

#### **Previous Work**

One of the FHWA's primary missions is to improve safety on U.S. roadways. Approximately 42,000 traffic fatalities have occurred on U.S. roadways during each of the past eight years. While only one quarter of all travel occurs at night, about half of the traffic fatalities occur during nighttime hours.

In general terms, retroreflectivity describes the efficiency of a material to redirect light back to its source. Retroreflective materials are engineered to redirect most of the light back toward the source, which provides signs and pavement markings a brighter appearance at night from the driver's perspective. A Federal rule published on December 21, 2007, and effective January 22, 2008, establishes additional requirements, guidance, and clarification on sign retroreflectivity. Agencies have until January 2012 to establish and implement a sign assessment or management method to maintain minimum levels of sign retroreflectivity.

#### **Methodology**

One of the Federal planning factors is to increase the safety of the transportation system for motorized and nonmotorized users. The implementation of the Sign Retroreflectivity Requirements in the MPA would improve safety and is consistent with the Federal planning factors identified in the Federal planning factor matrix in Section I.

The Highway Safety Improvement Program (HSIP) is a federally-funded program that is administered through FDOT and is identified by the FHWA as a funding source for the local implementation of the Sign Retroreflectivity Requirements. The HSIP is intended to provide funds for safety improvements on all public streets and highways with the intention to reduce the severity and number of crashes. However, the HSIP has not yet been applied toward the local implementation of the Sign Retroreflectivity Requirements.

Until the HSIP is applied toward the local implementation of the Sign Retroreflectivity Requirements, the TPO will assist the local agencies in implementing the Sign Retroreflectivity Requirements. The TPO will obtain an understanding of the requirements as they apply to the local agencies and subsequently coordinate with and assist in the education of the responsible local agencies. In addition, the TPO will assist in the completion of a sign inventory and assessment for the MPA, using PL funds as specified by 23 CFR 655.604(b),



**ELEMENT 5: REGIONAL AND INTERGOVERNMENTAL PLANNING AND COORDINATION**

Element 5 includes the planning and coordination activities with the MPOAC and 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 5.1 Regional Planning and Coordination

Task 5.2 Intergovernmental Planning and Coordination

## **Task 5.1 Regional Planning and Coordination**

### **Objective**

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

### **Previous Work**

The enhanced relationship with the Martin MPO continued and included joint board and advisory committee meetings. Extensive coordination with Martin and Indian River MPO staffs also continued through phone conversations, meetings, and e-mail messages with particular emphasis on the regional coordination efforts

Projects that were undertaken by FDOT and regularly coordinated with TPO staff included planning projects such as the I-95 Transportation Alternatives Study, the 2010 SIS Update, and the 2060 Florida Transportation Plan and roadway improvement projects such as the Crosstown Parkway Bridge and Kings Highway. The activities conducted by the TPO included attending meetings, reviewing plans and reports, providing information, making recommendations, and facilitating presentations to the TPO Board and advisory committees on behalf of the FDOT.

The TPO attended quarterly MPOAC meetings and participated in the Policy and Technical Subcommittee of the MPOAC. The TPO also participated on the Treasure Coast Traffic Incident Management (TIM) team and attended other miscellaneous regional planning and coordination meetings.

The TPO participated in FDOT's Efficient Transportation Decision Making (ETDM) process by uploading project information into the ETDM database and participated in planning and programming level screening analyses. The TPO also participated in the FDOT District 4 Environmental Technical Advisory Team (ETAT).

### **Methodology**

TPO staff will continue to coordinate with various non-local governmental and public agencies on transportation projects and activities affecting the MPA including the SIS Needs Plan and the 2060 Florida Transportation Plan. To accomplish this task, TPO staff will attend meetings; review plans, reports, and other documents; provide data, information, comments, and recommendations; and facilitate presentations to the TPO Board and advisory committees on behalf of the agencies, as appropriate. The TPO will continue to attend quarterly meetings of the MPOAC and participate in the Policy and Technical Subcommittee of the MPOAC.

The TPO staff will maintain liaison with the FDOT, TCRPC, Martin and Indian River MPO staffs, and other appropriate entities. The TPO staff also will provide meeting schedules, agendas, minutes, packets, notices, and other staff support, as necessary, for joint meetings with other MPOs. The TPO will also continue to participate on the TIM team and attend other miscellaneous regional planning and coordination meetings.

Staff will research the possibility of coordinating the consistency of ITS architecture on State roadways in the MPA. The TPO will continue to participate in the ETDM process by uploading project information into the ETDM database and participating in planning and programming level screening analyses. The TPO also will continue to participate in the FDOT District 4 ETAT.

**End Products and Target Dates**

Attend MPOAC meetings	Quarterly
Maintain liaison with the FDOT, TCRPC, MPO, and other agency staffs	Ongoing
Prepare joint meeting schedules, agendas, minutes, packets, etc.	As needed
ETDM/ETAT participation	Ongoing
Attend TIM and other meetings	Ongoing

**Responsible Agencies**

St. Lucie TPO, Martin MPO, Indian River MPO, FDOT, TCRPC

**Funding Sources**

<u>FY 2010/11</u>	
FHWA (PL)	\$20,000
<u>FY 2011/12</u>	
FHWA (PL)	\$20,000

## **Task 5.2 Intergovernmental Planning and Coordination**

### **Objective**

To coordinate with local agencies and governments on projects and activities that are not identified within specific tasks in the 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. TPO staff also assisted staffs of the local governments with transportation issues associated with ARRA-funded projects, State Route A1A, transportation grants, proportionate fair share calculations and dedications for transportation improvements, and the Treasure Coast Research Park. The GTCRPM was utilized by the TPO staff to assist in the analyses of the transportation issues.

Other Intergovernmental Planning and Coordination efforts included participation in the St. Lucie Local Mitigation Strategy (LMS), the St. Lucie School Bus Stop/Sidewalk Committee, and the St. Lucie Community Traffic Safety Team. In addition, the TPO became a member of the Fort Pierce Planning Technical Review Committee and provided comments pertaining to the impacts of proposed developments in Fort Pierce on the overall transportation network.

### **Methodology**

In 2009, the TPO Board discussed and affirmed the role of the TPO and the level of TPO staff interaction with local governments that is appropriate in reviewing development plans and in providing comments and/or recommendations pertaining to traffic and transportation issues.

In continuing this role, TPO staff will coordinate with various local agencies and governments on transportation projects and activities affecting the MPA. TPO staff will continue to attend meetings; review plans, reports, and other documents; provide data, information, comments, and recommendations; and undertake other coordination activities as appropriate. The GTCRPM will continue to be utilized by the TPO staff to assist in the analyses of the transportation issues. TPO staff will also provide technical support to the local agencies and governments in the completion of transportation improvement grant applications.

To promote consistency among local plans and ensure proportionate fair share contributions from development, the TPO will identify projects based on its TIP and FDOT's Work Program to be included in Capital Improvement Elements of

local government comprehensive plans. The TPO will conduct reviews of local projects from a traffic and transportation perspective to evaluate consistency with regional and long range plans. The TPO will also review relevant plans regarding airport and port planning activities in relation to TPO planning and programming activities. To assist in the reviews, traffic analysis software, such as HCS+ and Synchro, and traffic engineering reference materials, such as the Highway Capacity Manual and the Trip Generation Handbook, will be purchased.

**End Products and Target Dates**

Purchase of traffic analysis software and reference materials	December 2010
Attendance at various meetings	Ongoing
Provision of data, information, and comments	Ongoing
Transportation grant support	Ongoing

**Responsible Agencies**

St. Lucie TPO

Participating Agencies: Fort Pierce, Port St. Lucie, St. Lucie County

**Funding Sources**

<u>FY 2010/11</u>	
FHWA (PL)	\$30,000
<u>FY 2011/12</u>	
FHWA (PL)	\$20,000

## **ELEMENT 6: PUBLIC INVOLVEMENT, EDUCATION & OUTREACH**

Element 6 includes the activities conducted to ensure continuous, 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 involvement which is consistent with the UPWP Planning Priorities and the SAFETEA-LU Planning Factors. Specific work tasks are listed below and described on the following pages.

Task 6.1 Public Involvement

Task 6.2 Public Education and Outreach

## **Task 6.1 Public Involvement**

### **Objective**

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**

This is a continuous and ongoing task and includes compliance with all Title VI requirements. Regular meetings of the CAC, TAC, BPAC, LCB, and TPO Board were conducted which were open to the public. In addition, a number of joint meetings were conducted with the Martin MPO that also were open to the public.

TPO staff continued to implement the TPO's Public Involvement Plan (PIP) such as preparing and advertising for TPO public meetings, processing items through the CAC and BPAC, and conducting selected meetings in geographically diverse locations and outside of typical governmental administration buildings to enhance public attendance. The Annual Evaluation of Effectiveness of the PIP was conducted which utilized performance measures, and the PIP was updated annually based on the results of the evaluations.

TPO staff continued to respond to routine inquiries from citizens, local governments, business and community groups, and other interested parties regarding TPO plans, actions, and activities. TPO staff coordinated with the media relations staffs of St. Lucie County and Port St. Lucie to continue taping and airing TPO meetings on St. Lucie County Television (SLCTV) and Port St. Lucie Television (PSLTV). The St. Lucie County Public Information Officer also assisted the TPO with notification of TPO meetings and events through press releases. The TPO staff continued distribution of TPO agendas on a regular basis through its mailing list. The public notices and agendas included the identification of the availability of materials in alternative languages, such as Spanish and Creole, the provision of access to all meetings to the disabled, and the TPO's compliance with Title VI requirements. Several project-specific public involvement activities were conducted for the Regional TDP and 2035 RL RTP.

It is part of the TPO mission to achieve Environmental Justice in the planning process relating to transportation systems and facilities by identifying and addressing, as appropriate, the effects of programs, policies, and activities on minority and low-income populations. The TPO's PIP is designed to ensure opportunities for the public to express its views on transportation issues and to become active participants in the decision-making process. The TPO strives to involve the potentially affected public and to develop partnerships with and enhance the participation by the traditionally underserved. The goal of the TPO is to ensure that all citizens, regardless of race, color, religion, income status, national origin, age, gender, disability, marital status, or political affiliation, have an equal opportunity to participate in the TPO's decision-making process.

The TPO website was continuously updated with the latest publications and meeting notices and agendas. A redesign of the TPO website was completed to include enhanced user-friendliness and visualization techniques.

## **Methodology**

The TPO will continue to implement the PIP, and the CAC support activities are included in this task. Achieving Environmental Justice in the planning process will continue 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 will continue to strive to involve the potentially affected public, enhance the participation by the traditionally underserved, and ensure that all citizens, regardless of race, color, religion, income status, national origin, age, gender, disability, marital status, or political affiliation, have an equal opportunity to participate in the TPO's decision-making process.

The TPO will continue to enhance its public involvement activities by including the use of the TPO website, press releases, and SLCTV and PSLTV broadcasts; the provision of graphic presentations at meetings; the provision of access to the disabled for the meetings; and the availability of alternative language translations to facilitate the participation of non-English speaking populations in the public involvement process. All TPO meetings will continue to be open to the public and will be conducted in geographically diverse locations and with continuing effort toward conducting them outside of typical governmental administration buildings to enhance public attendance.

Public comment periods for work products will be maintained, and TPO staff will continue to respond to routine inquiries from citizens, local governments, business and community groups, and other interested parties regarding TPO plans, actions, and activities. Title VI compliance will continue to be a priority for the TPO. Project specific public involvement activities will continue for the development of the 2035 RL RTP. The Public Participation Plan for the 2035 RL RTP was developed to complement the existing PIP and integrate regional public involvement efforts with the public involvement activities of the PIP.

As the development of the 2035 RL RTP will continue through much of FY 2010/11 and includes substantial public involvement efforts, the process of developing the RL RTP serves as an opportunity for the development and testing of new and/or alternative techniques for capturing public input regionally and locally. The TPO in collaboration with the TCRPC will research, develop, and test new and/or alternative techniques for capturing public input as part of the development of the 2035 RL RTP and a major PIP update. These techniques, depending on their success, will be incorporated into the PIP, and an Annual Evaluation of Effectiveness will be conducted of the updated PIP.

### End Products and Target Dates

Implementation of PIP	Ongoing
CAC and BPAC Meetings and Support Activities	Ongoing
Title VI Compliance	Ongoing
Website Redesign and Maintenance	Ongoing
Major PIP Update	May 2011
Annual PIP Evaluation of Effectiveness	June 2012

### Responsible Agencies

St. Lucie TPO

Participating Agencies: St. Lucie County, FDOT, FHWA, TCRPC

### Funding Sources

<u>FY 2010/11</u>	
FHWA (PL)	\$75,000 (includes potential consultant expenses for the Major PIP Update)
<u>FY 2011/12</u>	
FHWA (PL)	\$25,000

## **Task 6.2 Public Education and Outreach**

### **Objective**

To proactively enhance and strengthen the level of public involvement through education and outreach.

### **Previous Work**

Through various meetings and written correspondence, TPO staff provided informational and educational materials to the public. Other educational opportunities provided by the TPO included the MPOAC Training Institute for the TPO Board, TAC, CAC, and Martin and Indian River MPOs and the Designing for Pedestrian Safety Workshop for the CAC, local agency and government staffs, and the Martin and Indian River MPOs.

The TPO staff met with the FIRST Lego League Robotics Team, consisting of six boys, ages 9-14, and their parents. A program and a graphical presentation were prepared by the TPO staff which provided a background on the TPO and identified possible careers in transportation. The Team provided a presentation to the TPO staff on a transportation project concept, and TPO staff was interviewed by the Team. The program was considered to be very educational and successful. Other public outreach activities conducted by the TPO included television interviews with faith-based organizations and presentations to neighborhood organizations. In addition, TPO staff partnered with the St. Lucie County CTC on public outreach related to mobility management and travel training with emphasis on the TD population.

### **Methodology**

Efforts to educate the community about the availability and advantages of public transit will continue with educational presentations provided at schools, senior centers, housing facilities and community events. The TPO will host a transportation workshop on a topic of critical concern to the professional community and general public.

TPO staff will partner with St. Lucie School District staff, the St. Lucie County Health Department, and other St. Lucie Community Traffic Safety Team members to provide bicycle/pedestrian safety education and outreach to local schools and youth groups. Grant opportunities to support these activities will be pursued. Other outreach activities include continued liaison with local agencies and governments, human services transportation providers, faith-based organizations, youth groups, neighborhood associations, and retirement communities to promote the TPO and its purpose and encourage public input into TPO work products.

The TPO will develop a brief, promotional video with the assistance of SLCTV. The goal of the video will be to inform the public about the TPO's various plans

and programs and describe how these plans and programs benefit the region. The video would demonstrate the importance of the public's input into the TPO's activities and describe opportunities for public involvement.

**End Products and Target Dates**

Provision of Informational and Educational Materials	Ongoing
Community Outreach Activities	Ongoing
Public Service Video	June 2011
Transportation Workshop	June 2012

**Responsible Agencies**

St. Lucie TPO

Participating Agencies: St. Lucie County School District, local agencies, FDOT

**Funding Sources**

FY 2010/11

FHWA (PL) \$10,000 (includes potential consultant expenses for the Public Service Video)

FY 2011/12

FHWA (PL) \$15,000 (includes potential consultant expenses for the Transportation Workshop)

## IV. SUMMARY TABLES

**TABLE 1 Work Task Summary**

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

Element	Task	End Products	Target Dates	Responsible and Participating Agencies
1. Program Administration	1.1 Program Management	Board and TAC Meetings and Support	Ongoing	St. Lucie TPO, FDOT, St. Lucie County
		Progress Reports and Invoices	Quarterly	
		2011 Legislative Priorities	December 2010	
		2011 Annual Certification Review	May 2011	
		Annual Financial Audit (FY 2010/11)	June 2011	
		2012 Legislative Priorities	December 2011	
		2012 Annual Certification Review	May 2012	
		Annual Financial Audit (FY 2011/12)	June 2012	
		Financial and Other Record Keeping	Ongoing	
	Professional Workshops and Training Programs	Ongoing		
	1.2 UPWP Development	UPWP Kickoff Meeting	January 2012	St. Lucie TPO, FDOT, FHWA, FTA, FAA
		Review by Advisory Committees and Board	March 2012	
		Draft Submittal to FDOT	March 2012	
		Open Comment Period	April 2012	
Final Submittal to FDOT/FHWA		May 2012		
Final Adoption by Board		June 2012		
UPWP Amendments		As needed		
1.3 State Support/Match for PL Planning Funds	FDOT Support and Assistance	Ongoing	FDOT	
1.4 State Support/Match for Section 5303 Planning Funds	FDOT Support and Assistance	Ongoing	FDOT	
2. Data Collection, Monitoring & Management	2.1 Data Collection and Monitoring	Data Monitoring, Updates, Maintenance, and Coordination	Ongoing	St. Lucie TPO, FDOT, Fort Pierce, Port St. Lucie, St. Lucie County
		Enhanced Transit Data Collection	Ongoing	
		Level of Service Analysis and Reporting Tool	March 2011	
		Standardized Traffic Impact Study Process and Methodology	October 2011	
		Multi-Modal Mobility Management and Development Tracking Tool	March 2012	
		Crash Data Management Tool	June 2012	
	2.2 Traffic Count Program Management	Traffic Count Data Reporting System	December 2010	St. Lucie TPO, FDOT, Fort Pierce, Port St. Lucie, St. Lucie County
		2010 Traffic Count Reports	December 2010	
2011 Traffic Count Reports		December 2011		

Element	Task	End Products	Target Dates	Responsible and Participating Agencies
3. Systems Planning	3.1 Regional Long Range Transportation Planning	2030 LRTP Implementation	Ongoing	St. Lucie TPO, Martin MPO, Fort Pierce, Port St. Lucie, St. Lucie County, Indian River MPO, FHWA, FDOT
		2035 LRTP Adoption	February 2011	
		2035 LRTP Implementation	After Feb. 2011	
		Amendments	As Needed	
	3.2 Transit Planning	JARC/New Freedom Competitive Selection Process	July 2010	St. Lucie TPO, Martin MPO, St. Lucie County, FTA, FDOT, South Florida Commuter Services, Community Transit, Martin Community Coach, Indian River MPO, Indian River Community Coach, Fort Pierce, Port St. Lucie
		Regional TDP Annual Progress Report	September 2010	
		Formation of RTO	December 2010	
		Resolution of policy issues related to RTA	April 2011	
		JARC/New Freedom Competitive Selection Process	July 2011	
		Regional TDP Annual Progress Report	September 2011	
		RTA Market Research	October 2011	
		Miscellaneous RTA Action Plan Elements	June 2012	
		Premium Transit/Rail Corridor Study Implementation	Ongoing	
	Amtrak Service Extension/Florida High Speed Rail Program Planning	Ongoing		
	3.3 Transportation Improvement Program (TIP)	Submittal of 2011 LOPP to FDOT	September 2010	St. Lucie TPO, Martin MPO, St. Lucie County, FTA, FDOT, South Florida Commuter Services, Community Transit, Martin Community Coach, Indian River MPO, Indian River Community Coach, Fort Pierce, Port St. Lucie
		Review/Endorsement of FDOT's Five-Year Work Program	December 2010	
		FY 2011/12 – FY 2015/16 TIP	June 2011	
		Annual Publication of Federal Projects	June 2011	
		Submittal of 2012 LOPP to FDOT	September 2011	
		Review/Endorsement of FDOT's Five-Year Work Program	December 2011	
		Interactive TIP	March 2012	
		FY 2012/13 – FY 2016/17 TIP	June 2012	
		Annual Publication of Federal Projects	June 2012	
	TIP/STIP Amendments	As needed		
	3.4 Congestion Management Process (CMP)	2010 CMP Major Update	December 2010	St. Lucie TPO, FDOT, Fort Pierce, Port St. Lucie, St. Lucie County
		2011 Annual CMP Report Update	January 2012	
		Project Prioritization	Ongoing	
	3.5 Bicycle/Pedestrian/Greenway Planning	South Causeway Bridge Reconfiguration Study	June 2011	St. Lucie TPO, FDOT, St. Lucie County, Fort Pierce, Port St. Lucie
Bicycle/Pedestrian Corridor Study Area of Interest Analysis		June 2011		
Bicycle/Pedestrian Corridor Study Facility Implementation Plan		June 2012		
BPAC Meetings and Support Activities		Ongoing		
TCSHC Meetings and Support Activities		Ongoing		
East Coast Greenway Coordination and Implementation		Ongoing		
Greenways and Trails Master Plan Update and Implementation		Ongoing		
Project Prioritization	Ongoing			

Element	Task	End Products	Target Dates	Responsible and Participating Agencies
	3.6 Airport Planning	Attendance at various meetings	Ongoing	St. Lucie TPO, St. Lucie County, FDOT, FAA
		Provision of planning assistance and support	Ongoing	
	3.7 Transportation Disadvantaged (TD) Program	TD Grant Applications	Annually	St. Lucie TPO, St. Lucie County, Community Transit, FDOT
		TD Progress Reports	Quarterly	
		LCB Meeting Agendas, Packets, Notices, and Minutes	Quarterly	
		2010 Annual CTC Evaluation	December 2010	
		TDSP/Coordinated Plan Minor Update	December 2010	
		2011 Annual CTC Evaluation	December 2011	
TDSP/Coordinated Plan Minor Update	December 2011			
4. Special Project Planning	4.1 North/Mid County Connector Study Implementation	Right of Way Identification and Reservation	Ongoing	St. Lucie TPO, Fort Pierce, Port St. Lucie, St. Lucie County
		Feasibility Analysis/Environmental Documentation Activities	June 2012	
	4.2 US-1 Corridor Intersections Pedestrian Safety Study	Corridor Intersection Inventory	November 2010	St. Lucie TPO, Fort Pierce, Port St. Lucie, St. Lucie County, FDOT
		Hazard Zone Safety Studies	January 2011	
		Conceptual Plans and Cross-Sections	March 2011	
		Public workshops	April/May 2011	
		Summary Report with Implementation Plan	June 2011	
	4.3 Sign Retroreflectivity Support Activities	Sign Retroreflectivity Requirements Understanding and Education	Ongoing	St. Lucie TPO, FDOT, local agencies
		Sign Inventory and Assessment	January 2012	
	5. Regional and Intergovernmental Planning and Coordination	5.1 Regional Planning and Coordination	Attend MPOAC meetings	Quarterly
Maintain liaison with the FDOT, TCRPC, MPO, and agency staffs			Ongoing	
Prepare joint meeting schedules, agendas, minutes, packets, etc.			As needed	
ETDM/ETAT participation			Ongoing	
Attend TIM and other meetings			Ongoing	
5.2 Intergovernmental Planning and Coordination		Purchase of traffic analysis software and reference materials	December 2010	St. Lucie TPO, Fort Pierce, Port St. Lucie, St. Lucie County
		Attendance at various meetings	Ongoing	
		Provision of data, information, and comments	Ongoing	
		Transportation grant support	Ongoing	

Element	Task	End Products	Target Dates	Responsible and Participating Agencies
6. Public Involvement, Education & Outreach	6.1 Public Involvement	Implementation of PIP	Ongoing	St. Lucie TPO, St. Lucie County, FDOT, FHWA, TCRPC
		CAC Meetings and Support Activities	Ongoing	
		Title VI Compliance	Ongoing	
		Website Redesign and Maintenance	Ongoing	
		Major PIP Update	May 2011	
		Annual PIP Evaluation of Effectiveness	June 2012	
	6.2 Public Education and Outreach	Provision of Informational and Educational Materials	Ongoing	St. Lucie TPO, St. Lucie County School District, local agencies, FDOT
		Community Outreach Activities	Ongoing	
		Public Service Video	June 2011	
		Transportation Workshop	June 2012	

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 2010/11)**

Source of Funds	PL	Section 5303	FCTD	St. Lucie County
Carry-Forward (without FY 2008/09 – FY 2009/10 Close-Out Balance)	\$519,479	\$0	\$0	N/A
FY 2008/09 – FY 2009/10 De-Obligation	\$250,000	\$0	\$0	N/A
FY 2008/09 – FY 2009/10 Close-Out Balance	*	\$0	\$0	N/A
FY 2010/2011 Allocation	\$540,283	\$80,088	\$22,560	\$12,630***
State Match	**	\$10,011	N/A	N/A
Local Match (St. Lucie County)	**	\$10,011	N/A	N/A
<b>Total FY 2010/2011 Available</b>	<b>\$1,309,762</b>	<b>\$100,110</b>	<b>\$22,560</b>	<b>\$12,630</b>
FY 2010/2011 UPWP Expenses	\$1,175,000	\$100,110	\$22,560	\$12,630

Notes

- \* Close-Out Balance will be determined after FY 2009/10 and will not be available until FY 2011/12.
- \*\* State match for PL includes local match and is not shown because it is a non-cash match.
- \*\*\* St. Lucie TPO share of funding from St. Lucie County for providing planning and technical assistance for FTA 5316/5317 grant programs.

**TABLE 3 Revenues (FY 2011/12)**

Source of Funds	PL	Section 5303	FCTD	St. Lucie County
Carry-Forward (without FY 2008/09 – FY 2009/10 Close-Out Balance)	\$134,672	\$0	\$0	\$0
FY 2008/09 – FY 2009/10 Close-Out Balance	*	\$0	\$0	\$0
FY 2011/2012 Allocation	\$547,126	\$80,088	\$22,560	\$12,630 <sup>***</sup>
State Match	**	\$10,011	N/A	N/A
Local Match (St. Lucie County)	**	\$10,011	N/A	N/A
<b>Total FY 2011/2012 Available</b>	<b>\$681,798</b>	<b>\$100,110</b>	<b>\$22,560</b>	<b>\$12,630</b>
FY 2011/2012 UPWP Expenses	\$645,000	\$100,110	\$22,560	\$12,630

Notes

- \* Close-Out Balance will be determined after FY 2009/10 and will not be available until FY 2011/12.
- \*\* State match for PL includes local match and is not shown because it is a non-cash match.
- \*\*\* St. Lucie TPO share of funding from St. Lucie County for providing planning and technical assistance for FTA 5316/5317 grant programs.

**TABLE 4 Agency Participation (FY 2010/11)**

Task	Federal		State		Local	Total
	FHWA	FTA	FDOT	FCTD	St. Lucie <sup>1</sup> County	
1.1 Program Management	\$150,000					\$150,000
1.2 UPWP Development	\$10,000					\$10,000
1.3 State Support/Match for PL Planning Funds			\$259,151			\$259,151
1.4 State Support/Match for Section 5303 Planning Funds			*			\$0
2.1 Data Collection and Monitoring	\$65,000					\$65,000
2.2 Traffic Count Program Management	\$90,000					\$90,000
3.1 Regional Long Range Transportation Planning	\$400,000					\$400,000
3.2 Transit Planning	\$25,000	\$72,088	\$9,011		\$21,641	\$127,740
3.3 Transportation Improvement Program (TIP)	\$20,000					\$20,000
3.4 Congestion Management Process (CMP)	\$120,000					\$120,000
3.5 Bicycle/Pedestrian/Greenway Planning	\$80,000					\$80,000
3.6 Airport Planning	\$10,000	\$8,000	\$1,000		\$1,000	\$20,000
3.7 Transportation Disadvantaged (TD) Program				\$22,560		\$22,560
4.1 North/Mid County Connector Study Implementation	\$15,000					\$15,000
4.2 US-1 Corridor Intersections Pedestrian Safety Study	\$50,000					\$50,000
4.3 Sign Retroreflectivity Support Activities	\$5,000					\$5,000
5.1 Regional Planning and Coordination	\$20,000					\$20,000
5.2 Intergovernmental Planning and Coordination	\$30,000					\$30,000
6.1 Public Involvement	\$75,000					\$75,000
6.2 Public Education and Outreach	\$10,000					\$10,000
<b>Total</b>	<b>\$1,175,000</b>	<b>\$80,088</b>	<b>\$269,162</b>	<b>\$22,560</b>	<b>\$22,641</b>	<b>\$1,569,451</b>

**Notes**

<sup>1</sup> Includes local match for FTA 5303 grant and/or St. Lucie TPO share of funding from St. Lucie County for providing planning and technical assistance for FTA 5316/5317 grant programs.

\* Allocated to Task 3.2 and Task 3.6

**TABLE 5 Agency Participation (FY 2011/12)**

Task	Federal		State		Local	Total
	FHWA	FTA	FDOT	FCTD	St. Lucie <sup>1</sup> County	
1.1 Program Management	\$150,000					\$150,000
1.2 UPWP Development	\$20,000					\$20,000
1.3 State Support/Match for PL Planning Funds			\$142,257			\$142,257
1.4 State Support/Match for Section 5303 Planning Funds			*			\$0
2.1 Data Collection and Monitoring	\$100,000					\$100,000
2.2 Traffic Count Program Management	\$50,000					\$50,000
3.1 Regional Long Range Transportation Planning	\$25,000					\$25,000
3.2 Transit Planning	\$25,000	\$72,088	\$9,011		\$21,641	\$127,740
3.3 Transportation Improvement Program (TIP)	\$25,000					\$25,000
3.4 Congestion Management Process (CMP)	\$20,000					\$20,000
3.5 Bicycle/Pedestrian/Greenway Planning	\$80,000					\$80,000
3.6 Airport Planning	\$10,000	\$8,000	\$1,000		\$1,000	\$20,000
3.7 Transportation Disadvantaged (TD) Program				\$22,560		\$22,560
4.1 North/Mid County Connector Study Implementation	\$50,000					\$50,000
4.2 US-1 Corridor Intersections Pedestrian Safety Study						\$0
4.3 Sign Retroreflectivity Support Activities	\$10,000					\$10,000
5.1 Regional Planning and Coordination	\$20,000					\$20,000
5.2 Intergovernmental Planning and Coordination	\$20,000					\$20,000
6.1 Public Involvement	\$25,000					\$25,000
6.2 Public Education and Outreach	\$15,000					\$15,000
<b>Total</b>	<b>\$645,000</b>	<b>\$80,088</b>	<b>\$152,268</b>	<b>\$22,560</b>	<b>\$22,641</b>	<b>\$922,557</b>

Notes

<sup>1</sup> Includes local match for FTA 5303 grant and/or St. Lucie TPO share of funding from St. Lucie County for providing planning and technical assistance for FTA 5316/5317 grant programs.

\* Allocated to Task 3.2 and Task 3.6

**TABLE 6 Funding Sources (FY 2010/11)**

Task	PL Funds		Section 5303 Funds			FCTD	St. Lucie <sup>2</sup> County (5316/5317)	Total
	Federal	State	Federal	State	Local <sup>1</sup>			
1.1 Program Management	\$150,000							\$150,000
1.2 UPWP Development	\$10,000							\$10,000
1.3 State Support/Match for PL Planning Funds		\$259,151						\$259,151
1.4 State Support/Match for Section 5303 Planning Funds				*				\$0
2.1 Data Collection and Monitoring	\$65,000							\$65,000
2.2 Traffic Count Program Management	\$90,000							\$90,000
3.1 Regional Long Range Transportation Planning	\$400,000							\$400,000
3.2 Transit Planning	\$25,000		\$72,088	\$9,011	\$9,011		\$12,630	\$127,740
3.3 Transportation Improvement Program (TIP)	\$20,000							\$20,000
3.4 Congestion Management Process (CMP)	\$120,000							\$120,000
3.5 Bicycle/Pedestrian/Greenway Planning	\$80,000							\$80,000
3.6 Airport Planning	\$10,000		\$8,000	\$1,000	\$1,000			\$20,000
3.7 Transportation Disadvantaged (TD) Program						\$22,560		\$22,560
4.1 North/Mid County Connector Study Implementation	\$15,000							\$15,000
4.2 US-1 Corridor Intersections Pedestrian Safety Study	\$50,000							\$50,000
4.3 Sign Retroreflectivity Support Activities	\$5,000							\$5,000
5.1 Regional Planning and Coordination	\$20,000							\$20,000
5.2 Intergovernmental Planning and Coordination	\$30,000							\$30,000
6.1 Public Involvement	\$75,000							\$75,000
6.2 Public Education and Outreach	\$10,000							\$10,000
<b>Total</b>	<b>\$1,175,000</b>	<b>\$259,151</b>	<b>\$80,088</b>	<b>\$10,011</b>	<b>\$10,011</b>	<b>\$22,560</b>	<b>\$12,630</b>	<b>\$1,569,451</b>

Notes

<sup>1</sup> Local match from St. Lucie County for FTA 5303 grant

<sup>2</sup> St. Lucie TPO share of funding from St. Lucie County for providing planning and technical assistance for FTA 5316/5317 grant programs

\* Allocated to Task 3.2 and Task 3.6

**TABLE 7 Funding Sources (FY 2011/12)**

Task	PL Funds		Section 5303 Funds			FCTD	St. Lucie <sup>2</sup> County (5316/5317)	Total
	Federal	State	Federal	State	Local <sup>1</sup>			
1.1 Program Management	\$150,000							\$150,000
1.2 UPWP Development	\$20,000							\$20,000
1.3 State Support/Match for PL Planning Funds		\$142,257						\$142,257
1.4 State Support/Match for Section 5303 Planning Funds				*				\$0
2.1 Data Collection and Monitoring	\$100,000							\$100,000
2.2 Traffic Count Program Management	\$50,000							\$50,000
3.1 Regional Long Range Transportation Planning	\$25,000							\$25,000
3.2 Transit Planning	\$25,000		\$72,088	\$9,011	\$9,011		\$12,630	\$127,740
3.3 Transportation Improvement Program (TIP)	\$25,000							\$25,000
3.4 Congestion Management Process (CMP)	\$20,000							\$20,000
3.5 Bicycle/Pedestrian/Greenway Planning	\$80,000							\$80,000
3.6 Airport Planning	\$10,000		\$8,000	\$1,000	\$1,000			\$20,000
3.7 Transportation Disadvantaged (TD) Program						\$22,560		\$22,560
4.1 North/Mid County Connector Study Implementation	\$50,000							\$50,000
4.2 US-1 Corridor Intersections Pedestrian Safety Study								\$0
4.3 Sign Retroreflectivity Support Activities	\$10,000							\$10,000
5.1 Regional Planning and Coordination	\$20,000							\$20,000
5.2 Intergovernmental Planning and Coordination	\$20,000							\$20,000
6.1 Public Involvement	\$25,000							\$25,000
6.2 Public Education and Outreach	\$15,000							\$15,000
<b>Total</b>	<b>\$645,000</b>	<b>\$142,257</b>	<b>\$80,088</b>	<b>\$10,011</b>	<b>\$10,011</b>	<b>\$22,560</b>	<b>\$12,630</b>	<b>\$922,557</b>

Notes

<sup>1</sup> Local match from St. Lucie County for FTA 5303 grant

<sup>2</sup> St. Lucie TPO share of funding from St. Lucie County for providing planning and technical assistance for FTA 5316/5317 grant programs

\* Allocated to Task 3.2 and Task 3.6

**APPENDIX A – ACRONYM LIST**

---



---

<u>Acronym</u>	<u>Full Name</u>
AADT	Annual Average Daily Traffic
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act of 2009
BOCC	Board of County Commissioners
BPAC	Bicycle-Pedestrian Advisory Committee
CAC	Citizens Advisory Committee
CFASPP	Continuing Florida Aviation System Planning Process
CFR	Code of Federal Regulations
CMP	Congestion Management Process
CMS	Congestion Management System
COA	Council on Aging
CTC	Community Transportation Coordinator
CUTR	Center for Urban Transportation Research
DOPA	Designated Official Planning Agency
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FAC	Florida Administrative Code
FEC	Florida East Coast Railroad
FCTD	Florida Commission for the Transportation Disadvantaged
FDEP	Florida Department of Environmental Protection
FDHSMV	Florida Department of Highway Safety and Motor Vehicles
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FS	Florida Statute
FSUTMS	Florida Standard Urban Transportation Model Structure
FTA	Federal Transit Administration
FTP	Florida Transportation Plan
FY	Fiscal Year
GIS	Geographic Information System
GTCDRS	Greater Treasure Coast Data Repository System
GTCRPM	Greater Treasure Coast Regional Planning Model
HPMS	Highway Performance Monitoring System
HRRRP	High Risk Rural Roads Program
HSIP	Highway Safety Improvement Program
ITS	Intelligent Transportation System
JARC	Job Access & Reverse Commute
JPA	Joint Participation Agreement
LCB	Local Coordinating Board
LGCP	Local Government Comprehensive Plan
LMS	Local Mitigation Strategy
LOS	Level of Service
LRTP	Long Range Transportation Plan
MTF	Modeling Task Force
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Organization Advisory Council

---



---

OGT	Office of Greenways & Trails
PD&E	Project Development & Environmental
PEA	Planning Emphasis Area
PIP	Public Involvement Plan
PSLTV	Port St. Lucie Television
RAC	Regional Advisory Committee
RFP	Request for Proposal
RLRTP	Regional Long Range Transportation Plan
RSA	Roadway Safety Audit
RTA	Regional Transit Authority
RTO	Regional Transit Organization
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SIS	Strategic Intermodal System
SLCTV	St. Lucie County Television
SRTS	Safe Routes To Schools
TAC	Technical Advisory Committee
TAZ	Traffic Analysis Zone
TCRPC	Treasure Coast Regional Planning Council
TCSHC	Treasure Coast Scenic Highway Committee
TCSP	Transportation Community System Preservation
TCTC	Treasure Coast Transportation Council
TCTM	Treasure Coast Transit Meeting
TDM	Travel Demand Management
TDP	Transit Development Plan
TD	Transportation Disadvantaged
TDSP	Transportation Disadvantaged Service Plan
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
TPO	Transportation Planning Organization
TRIP	Transportation Regional Incentive Program
TTAC	Tenant/Technical Advisory Committee
TVC	Towns, Villages, and Countryside
ULAM	Urban Land Allocation Model
UPWP	Unified Planning Work Program
USC	United States Code
USDOT	United States Department of Transportation

---

---

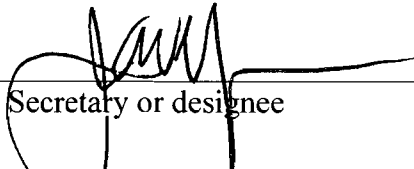
**APPENDIX B – JOINT CERTIFICATION PACKAGE**


**2010 JOINT CERTIFICATION STATEMENT ON THE  
METROPOLITAN TRANSPORTATION PLANNING PROCESS**

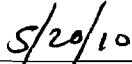
Pursuant to the requirements of 23 USC 134 and 23 CFR 450.334, the Florida Department of Transportation (FDOT) and the St. Lucie Transportation Planning Organization (TPO) performed a review of the certification status of the metropolitan transportation planning process for the St. Lucie TPO with respect to the requirements of:

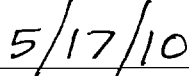
1. 23 USC 134, 49 USC 5303, and 23 CFR Part 450;
2. Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR Part 21;
3. 49 USC 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
4. Section 1101(b) of SAFETEA-LU (Public Law 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
5. 23 CFR Part 230 regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction projects;
6. The provisions of the Americans with Disabilities Act of 1990 (42 USC 12101 et seq.) and 49 CFR Parts 27, 37 and 38;
7. The Older Americans Act, as amended (42 USC 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
8. Section 324 of 23 USC regarding the prohibition of discrimination on the basis of gender; and
9. Section 504 of the Rehabilitation Act of 1973 (29 USC 794) and 49 CFR Part 27 regarding discrimination against individuals with disabilities.

Included in this certification package is a summary of noteworthy achievements by the St. Lucie TPO, attachments associated with these achievements, and a list of any recommendations and/or corrective actions. The contents of this Joint Certification Package have been reviewed by the St. Lucie TPO and accurately reflect the results of the joint certification review meeting held in March 2010. Based on this joint review and evaluation, FDOT and the St. Lucie TPO agree that the metropolitan transportation planning process for the St. Lucie TPO certified.

  
\_\_\_\_\_  
District Secretary or designee

  
\_\_\_\_\_  
MPO Chair or designee

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Date

**2010 State Certification Review  
St. Lucie Transportation Planning Organization (TPO)  
Findings, Recommendations and Noteworthy Practices Report**

**Introduction**

In January 2010, the Florida Department of Transportation (FDOT) conducted a modified annual state certification of the TPO planning process. The certification consisted of follow up from the 2009 federal certification review, progress made on the 2009 state certification recommendations and discussion of new areas of concentration which should be incorporated into TPO functions.

This report assesses the written and verbal answers to the questions presented to the TPO, observations throughout the year and additional follow-up information when requested by the federal agencies and district staff. Areas that are not commented on in this report are considered satisfactory by the Department. The completed TPO written responses and noteworthy practices are attached to the end of this report.

**Findings**

This section reviews TPO Products/Activities and recommendations from the most recent Federal and State Certification Reviews and provides the District's comments on the areas identified.

The TPO has successfully completed the annual coordination and reporting efforts on schedule as follows:

- Signed 2009 Certification Package
- Signed 2009 DBE Verification
- Adopted 09/10 TIP
- Held informal unfunded priorities meeting with FDOT and stakeholders
- Transmitted official unfunded priorities
- Adopted FDOT Tentative Work Program
- Held Modified Certification Review meeting with FDOT
- Responded to Certification Review Questions/Issues
- Transmitted Draft FY 2011 and 2012 Unified Planning Work Program

*TPO Funds Management.* The TPO has been effective in managing their funds in a period where reductions in State funds, phased Federal authorizations, and Stimulus funding has required a lot of administrative activity in keeping the TIP and STIP accurate. The TPO submits comprehensive progress reports and invoices.

*Transit* Joint efforts with the Martin MPO in establishing a regional transit organization (RTO) have made significant progress this past year.

*TIP* The TPO made marked improvements to the document's layout and usefulness to the public and has been judicious in working with the department on time sensitive amendments.

### **2009 Federal Recommendations**

The TPO has made significant progress in fulfilling the recommendations made by the Federal review team.

1. **Administration** The Administrative Support Services Agreement with St. Lucie County was updated and fully executed in October 2009. This agreement establishes the TPO as an autonomous agency and has been used as a model for other MPOs. and has been used as a template for other MPOs.

2. **Transit:** The St. Lucie TPO in cooperation with Martin County MPO is encouraged to develop a SAFETEA-LU compliant Human Services Coordinated Plan for the Port St. Lucie TMA until a recipient is designated by the Governor of Florida.

The Governor designated St. Lucie County as the single designated recipient of JARC/NF funds in 2010. In cooperation with Martin County SAFETEA-LU compliant Human Services Coordinated Plan for the Port St. Lucie TMA for JARC/NF funds will be developed for subsequent fiscal years.

3. **Freight:** With the planning regulation's emphasis on the importance of incorporating providers of freight and freight stakeholders in the planning process and the upcoming update of the TPO's LRTP, the federal review team recommends the creation of a freight committee or other process to incorporate the freight perspective in the TPO's planning process and the 2035 LRTP update.

The St. Lucie TAC includes a freight representative. The 2035 RL RTP is under development and the freight perspective will be incorporated.

5. **Security:** The St. Lucie TPO is part of the St. Lucie Board of County Commission's COOP and in the event the TPO office was destroyed, they would operate under the County's guidelines. The TPO is encouraged to develop a standalone Continuity of Operations Plan (COOP) and consult with the Indian River MPO on their stand alone component to the COOP.

6. **Safety:** The planning regulations call for the transportation planning process to be consistent with Strategic Highway Safety Plan [23 *CFR* 450.306(h)]. The Federal Review Team recommends that the TPO coordinate with FDOT to ensure that the goals, objectives and safety plans of the MPO are consistent with the Strategic Highway Safety Plan.

7. **Safety:** The FHWA and FDOT strongly recommended that the St. Lucie TPO solve the long standing concerns of the County's traffic count data available for various TPO services (i.e. reports).

The County's traffic count data collection program will transition to the TPO who will act as a clearinghouse for the collection and management of traffic counts performed in St. Lucie County

and by the local governments. The FY 09/10-FY 11/12 UPWP Data Collection task outlines the timeframe for this transition TPO will be the responsible agency for a Countywide Traffic Counts Program and act as a clearinghouse for the collection and management of traffic counts performed in St. Lucie County by the local governments.

**8. Outreach and Participation:** The St. Lucie TPO provided a copy of the PIP evaluation to the federal review team for review and comment.

**9. Tribal Coordination:** The federal review team recommends the TPO cooperatively develop the consultation to engage the resource agencies St. Lucie Transportation Planning organization for use in the 2035 LRTP update and to utilize the FDOT's website as a means to improve its coordination/consultation with Tribal governments.

**10. Linking Planning and Environment:** The planning regulations call for a discussion of potential environmental mitigation activities (at the policy and/or strategic-levels) in metropolitan transportation plans and include these considerations in their 2035 LRTP document.

### **2009 State Recommendations and Progress**

The TPO has made substantial progress in addressing the District's 2009 recommendations:

- The TPO re-established its TPO Bicycle/Pedestrian Advisory Committee, held regular meetings, launched meaningful studies and created important goals and priorities for the future.
- There were notable improvements made to the user friendliness of the TIP document and its usefulness. The TPO has expressed interest in working with the department in developing a district wide Interactive TIP tool and sharing best practices with neighboring MPOs.
- Joint efforts with the Martin MPO in establishing a regional transit organization (RTO) have made significant progress this past year. A regional Transit Summit was held in early January which generated sizable participation from the public, Indian River State College and the private sector.

### **2010 Recommendations**

- (1) Continue to implement the recommendations from the 2009 Federal Certification.
- (2) The District looks forward to TPOs participation in an effort this year to hold a public outreach best practices workshop with District 4 MPOs and share emerging trends in public involvement.
- (3) The TPO should insure that all 2035 LRTP specific recommendations from the federal and state certification reports are addressed by the consultant and incorporated into in the document prior to the February 2011 final adoption date. These areas include but are not limited to; transit, freight, expansion of consultation with various resource agencies and the CMP.

- (4) FDOT District Four continues to encourage the St. Lucie TPO to expand coordination efforts of the regional transit organization Martin MPO.
- (5) In partnership with the FDOT the TPO should work with the department in developing a district wide Interactive TIP tool and participate in any workshops as they are offered. Emphasis will be placed on identifying software that could be used by all the MPOs in the District, promoting the usefulness of the TIPs at a regional level.
- (6) Continue progress on the CMP update to integrate all modes of transportation and add more focus to strategies that are aimed at reducing single occupant vehicle (SOV) travel

**2010 Federal and State Certification Review Checklist**  
**St. Lucie TPO Responses**

Please describe progress made in addressing the recommendations in the 2009 Federal and State Certification Reports for the St. Lucie TPO.

<b>Federal Recommendations</b>	<b>Progress</b>
1. As noted in the last Certification Review, the federal review team expects the St. Lucie TPO to have a process for using and managing the planning funds. The federal review team encourages the TPO to finalize their Staff Service agreement	The updated Administrative Support Services Agreement with St. Lucie County was fully executed in October 2009.
2. In order to secure future federal funding for Job Access Reverse Commute (JARC) and New Freedom funds both programs identified above, the federal review team encourages the St. Lucie TPO, in conjunction with the eligible human service providers in the TMA, to carefully review the programmatic requirements of both funding	In 2009, the TPO established for the first time ever in southeast Florida a JARC/NF competitive selection process and developed the <i>St. Lucie County JARC/ NF Program Management Plan</i> on behalf of the County to assist with the planning and technical assistance which resulted in successfully securing Fiscal Years 2007 – 2009 JARC/NF funds.
3. The St. Lucie TPO in cooperation with Martin County MPO is encouraged to develop a SAFETEA-LU compliant Human Services Coordinated Plan for the Port St. Lucie TMA until a recipient is designated by the Governor	The Major Update to the St. Lucie TDSP completed in 2009 served as the SAFETEA LU compliant Human Services Coordinated Plan for St. Lucie County for Fiscal Years 2007 – 2009 JARC/NF funds. The St. Lucie TPO is developing in cooperation with the Martin County MPO a SAFETEA-LU compliant Human Services Coordinated Plan for the Port St. Lucie TMA for JARC/NF funds for subsequent fiscal years.
4. With the planning regulation’s emphasis on the importance of incorporating providers of freight and freight stakeholders in the planning process and the upcoming update of the MPO’s LRTP, the federal review team recommends the creation of a freight committee or other process to incorporate the freight perspective in the MPO’s planning process and the 2035 LRTP update.	The freight perspective in the MPO’s planning process is being incorporated in the 2035 LRTP update through the Freight Representative’s participation on the TAC, public workshops, and individual/focus group meetings with freight stakeholders.
5. The St. Lucie TPO is part of the St. Lucie Board of County Commission’s COOP and in the event the TPO office was destroyed, they would operate under the County’s guidelines. The TPO is encouraged to develop a standalone Continuity of Operations Plan (COOP).	The TPO is in the process of developing a standalone COOP.
6. The planning regulations call for the transportation planning process to be consistent with Strategic Highway Safety Plan [23 CFR	In addition to ensuring that the goals, objectives and safety plans of the MPO are consistent with the SHSP, the TPO is coordinating with the Safety Officers and

<p>450.306(h)]. The Federal Review Team recommends that the TPO coordinate with FDOT to ensure that the goals, objectives and safety plans of the MPO are consistent with the Strategic Highway Safety Plan.</p>	<p>Engineers from FDOT District 4 and Central Office with projects such as the US-1 and Port St. Lucie Boulevard Intersection safety project and programs such as the new Federal sign retroreflectivity requirements.</p>
<p>7. The FHWA and FDOT strongly recommended that the St. Lucie TPO solve the long standing concerns of the County's traffic count data available for various TPO services (i.e. reports). Increase opportunities for exposure to build public awareness of TDM strategies by taking advantage of the future expansion of the South Florida Commuter Services Program into Martin and St. Lucie counties.</p>	<p>As identified in the TPO's UPWP for FY 2010/11 to FY 2011/12, the TPO will be the responsible agency for a Countywide Traffic Counts Program and act as a clearinghouse for the collection and management of all traffic counts performed in St. Lucie County by the local governments and FDOT. In addition, the TPO will take advantage of the future expansion of the South Florida Commuter Services Program into St. Lucie County.</p>
<p>8. To ensure the continued relevance of the PIP to the federal requirements, as improvement strategies resulting from the public involvement evaluations are incorporated, the St. Lucie TPO staff should forward a copy of the PIP evaluation to the federal review team for review and comment.</p>	<p>As identified in the TPO's UPWP for FY 2010/11 to FY 2011/12, the TPO will complete a major update to the PIP in FY 2010/11 and will forward a copy of the PIP evaluation to the federal review team for review and comment.</p>
<p>9. The federal review team recommends the TPO cooperatively develop the consultation to engage these resources for use in the 2035 LRTP update and to utilize the FDOT's website as a means to improve its coordination/consultation with Tribal governments.</p>	<p>A staff member of the TPO has been assigned as an ETDM Coordinator for the TPO to utilize the FDOT's website as a means to improve its coordination/consultation with Tribal governments and engage these resources for use in the 2035 LRTP update.</p>
<p>10. The planning regulations call for a discussion of potential environmental mitigation activities (at the policy and/or strategic-levels) in metropolitan transportation plans [23 CFR 450.322(f)(7)]. The Federal Review Team recommends that the MPO include these considerations in their 2035 LRTP document.</p>	<p>The TPO is including these considerations at the project screening level in the 2035 LRTP update.</p>
<p>11. One difficulty St. Lucie TPO staff has identified in the TIP is the accuracy of project costs. The TIP shows the monies allocated by FDOT to the project which is not always what the project will cost. The TPO staff is encouraged to find ways to be consistent between cost estimates and actual costs.</p>	<p>With the assistance of FDOT District 4, the TPO is obtaining access to FDOT ProjectSuite and SharePoint which provides more accurate and detailed project cost information and resources.</p>
<p><b>State Recommendations</b></p>	<p><b>Progress</b></p>
<p>12. Work with FDOT District Four on exploring and deploying interactive TIP software capable of enhancing the format and content of the TPO's TIP, including its usefulness to the public. Emphasis will be placed on identifying software that could be used by all the MPOs in the District, promoting the usefulness of the TIPs at a regional level.</p>	<p>As identified in the TPO's UPWP for FY 2010/11 to FY 2011/12, the TPO is collaborating with FDOT District 4 and the other TPOs/MPOs in the District in evaluating the use of a similar platform/software by all of the TPOs/MPOs in the District for the development and implementation of an interactive TIP which enhances its usefulness to the public.</p>

13. Complete execution of the updated Staff Services Agreement by September 2009.	The updated Administrative Support Services Agreement with St. Lucie County was fully executed in October 2009.
14. FDOT District Four continues to encourage the Indian River County, St. Lucie and Martin T/MPOs to pursue joint or shared staffing and other opportunities to increase staff efficiency and productivity, add to the expertise available to the T/MPOs, continue to facilitate implementation of enhanced regional coordination, and ensure availability of staff knowledgeable of transportation-related needs and issues across the Treasure Coast region.	As identified in the TPO's UPWP for FY 2010/11 to FY 2011/12, the TPO has dedicated Task 5.1 to coordinating with other public agencies such as the neighboring MPOs. In addition, expertise in traffic engineering, transportation modeling, and bicycle and pedestrian planning were added to the staff skill set of the TPO, and the TPO has offered to share this expertise with the neighboring MPOs. Finally, in 2009, the TPO formally expressed its desire to explore merging with the neighboring MPOs to increase staff efficiency and productivity and continue to facilitate implementation of enhanced regional coordination across the Treasure Coast Region.
15. Share technical expertise in the travel demand modeling process to timely test and evaluate locally generated new scenarios and maintain the model to accurately reflect the current development patterns and unique characteristics of the TPO.	As identified previously in State Recommendation #14, the TPO added expertise in transportation modeling and has offered to share this expertise with the neighboring MPOs.
16. Clarify roles and responsibilities for TPO staff and county staff with regard to transit planning	The roles and responsibilities for TPO staff and county staff with regard to transit planning have been clarified through the TPO's Administrative Support Services Agreement with the County and the TPO's UPWP.
17. Identify and optimize timely expenditure of FTA Section 5303 planning funds coming to the TPO.	As identified in the TPO's UPWP for FY 2010/11 to FY 2011/12, the FTA Section 5303 planning funds coming to the TPO have been optimized and are expected to be fully expended.
18. Participate in Title VI and DBE training as available and ensure that all contracts are in compliance with the Title VI/non-discrimination policy statement.	TPO staff participated in the last Title VI and DBE training that was conducted by FDOT in April 2009 and looks forward to participating in future training as available.

**2010 State Certification Review Questions TPO Responses and Noteworthy Practices**

**A. Air Quality and Climate Change**

1. What activities/efforts are underway that involve the St. Lucie Transportation Planning Organization (St. Lucie TPO) related to air quality and anticipated new federal policy directives?

*The St. Lucie TPO Metropolitan Planning Area (MPA) meets current State and Federal air quality standards. However, the St. Lucie TPO is participating in and monitoring the Federal rule-making process for the development and implementation of the new ozone standard. In addition, the results of testing at the Florida Department of Environmental Protection (FDEP) Ozone Monitoring Site located at 101 North Rock Road in Fort Pierce are recognized.*

2. In anticipation of the new Federal transportation bill and climate change initiatives leading to more St. Lucie TPO involvement, how will the St. Lucie TPO's planning efforts address reductions in vehicle miles traveled (VMT)?

*Pending authorization of a new Federal transportation bill, planning efforts to address reductions in VMT are being incorporated into the 2035 St. Lucie-Martin Regional Long Range Transportation Plan (RLRTP) update, which is underway, and will be incorporated into the major update to the St. Lucie TPO CMP which is occurring in 2010.*

## **B. Environment**

1. From the public involvement processes used in the RLRTP and TIPs, how are public comments tracked and carried forward by project into PD&E?

*The St. Lucie TPO adopted the FDOT-supported Efficient Transportation Decision Making (ETDM) process for the tracking and carrying forward of public comments by project into the PD&E.*

2. To what extent does the St. Lucie TPO use Context Sensitive Solutions (CSS) in transportation projects?

*CSS are incorporated in transportation projects through the application of the Goals, Objectives, and Policies (GOPs) of the RLRTP which are related to CSS and during the review of local transportation projects for consistency with the RLRTP GOPs.*

## **C. Transit and Transportation Disadvantaged**

1. What performance data is needed from transit operators to support St. Lucie TPO activities? How do the transit providers share this data with the St. Lucie TPO?

*Monthly operating statistics in the form of trips, revenue miles, and revenue hours are provided to the St. Lucie TPO by the transit operator and are posted on the St. Lucie TPO website. The Community Transportation Coordinator (CTC) provides an Annual Operating Report which also includes fixed route statistics and transit grantee report data through the JARC/New Freedom grant program. In addition, the St. Lucie TPO conducts an annual review of the CTC, and through the LCB, recommends an annual goal for increase in transit ridership. The St. Lucie TPO recognizes that additional data and improved data quality enhances transit planning efforts and anticipates the collection of such data as further summarized in the answer to the below question.*

2. Please outline how the UPWP will address the interactive collection of data with local transit providers. Data types would include boarding and alighting counts, peak loads, and on-time performance.

*The St. Lucie TPO collects data while assisting the CTC in conducting quality of service surveys which include on-board surveys and surveys of riders and would-be riders at the local Health Department. In addition, the St. Lucie TPO surveys the fixed route system by riding the system and conducting informal passenger counts. The St. Lucie TPO looks forward to including in the UPWP for FY 2010/11 – FY 2011/12 a task for the collection of enhanced data not only in the*

*form of transit data, such as boarding and alighting counts, but also for safety, congestion, and project performance.*

3. Please describe the transit, bicycle and pedestrian analysis tools that are utilized to assess project alternatives and public investment?

*Quality of service surveys and passenger counts are used as transit project assessment tools. In addition, the recently-completed Regional Transit Development Plan (Regional TDP) for St. Lucie and Martin Counties included a Conceptual Network based on ridership forecasts prepared using the FDOT-approved Transit Boarding Estimation and Simulation Tool (TBEST). Proposed bicycle and pedestrian projects are prioritized based on a technical methodology that includes the Bicycle and Pedestrian Systems and Level of Service Analyses*

#### **D. Transportation Improvement Plan (TIP)**

1. How are bicycle, pedestrian, and transit needs addressed in the prioritization process? How do the St. Lucie TPO, the State, and the transit operator collaborate on the development of the TIP?

*Bicycle, pedestrian, and transit needs are initially identified, and projects which address those needs are initially prioritized in the RL RTP and the Regional TDP. The project prioritization and selection process is based on adopted methodology and criteria including current and projected level of service conditions, connectivity and mobility needs, intermodal travel and movement of goods, future land use, and projected socioeconomic conditions. The List of Priority Projects (LOPP), which includes bicycle, pedestrian, and transit projects, is developed from the projects identified in the RL RTP and the Regional TDP and is used by FDOT to develop its Work Program on which the TIP is based. FDOT and the transit operator collaborate with the St. Lucie TPO through direct input and their involvement in the development of the RL RTP, the Regional TDP, the LOPP, and the TIP with participation on technical advisory and project management coordinating committees.*

2. How does the TIP serve as a management tool for implementing the Transportation Plan? For reflecting policies, investment choices, and priorities identified in the Plan? How is its success or lack of success determined?

*The TIP contains projects that were identified in the Cost Feasible Plans of past or present RL RTPs and were consistent with the GOPs of these RL RTPs. The performance of the projects is determined through traffic count data, performance measures of the RL RTPs and CMP, and Base Network modeling and Needs Comparisons in subsequent RL RTP updates.*

3. How is public involvement incorporated in the TIP amendment process?

*Public involvement in the TIP amendment process includes presentation and review of the amendments at TAC and CAC meetings, public notices, newspaper advertisements, website postings, and televised presentation and consideration of the amendments at St. Lucie TPO Board meetings.*

#### **E. Unified Planning Work Program (UPWP)**

1. How will the UPWP address past FHWA/FTA comments and/or conditions from previous UPWP cycles?

*FHWA/FTA comments are generally provided to the St. Lucie TPO during the Federal review cycle of the draft document. The draft is revised to respond to FHWA/FTA comments and a summary of the revisions or responses to the comments is provided as an appendix in the final document.*

2. How will the UPWP be able to adjust to anticipated policy initiatives including the Florida 2060 Transportation Plan and a new Federal Transportation Bill?

*The St. Lucie TPO looks forward to innovative policy initiatives that result from the Florida 2060 Transportation Plan and a new Federal Transportation Bill and anticipates allocating additional resources in the UPWP for FY 2010/11 – FY 2011/12 for UPWP revision and amendments.*

3. How will the activities in the UPWP relate to the goals and policies identified in the RL RTP?

*The activities in the UPWP will be consistent with and support the GOPs of the RL RTP.*

4. In the current UPWP, are all Federal fiscal resources budgeted that are available for planning? Are there ongoing issues concerning over or under-budgeting Federal planning funds? How are these issues being addressed?

*An appropriate amount of Federal fiscal resources available for planning are carried over to save for costly, periodic large planning efforts such as Regional TDP and RL RTP updates. No issues have been identified pertaining to the over or under-budgeting of Federal planning funds.*

5. How are UPWP activities developed, selected, prioritized?

*UPWP activities are developed and prioritized based on required state/federal planning work tasks, administrative functions, and discretionary planning tasks. The required tasks are those that are necessary to meet State and Federal regulations including the planning factors in Federal legislation. Administrative tasks are required to administer the St. Lucie TPO planning process. Discretionary tasks are those that build on and address the performance of prior UPWP activities and which address needs and issues unique to the St. Lucie TPO MPA based on funding availability. The UPWP activities are discussed, revised and approved by the Advisory Committees and the Board at public meetings. The process is collaborative with local and state transportation partners, advisory committees, and the public which includes the identification of goals, objectives, needs, and/or opportunities. A comment period is provided for the public and other entities to provide comments on the UPWP. This period is noticed in local newspapers and posted on the St. Lucie TPO website.*

## **F. Public Involvement**

1. Is the effectiveness of the public involvement process evaluated? Is it a formalized process? Please describe

*The St. Lucie TPO conducts a formal evaluation of the effectiveness of its Public Involvement Plan (PIP) annually, and the PIP is updated based on the results of the evaluation. The PIP contains implementation strategies which establish measurable criteria on which the evaluation is based.*

2. Does the St. Lucie TPO employ any visualization techniques? If so, what types of techniques? What are the results?

*The St. Lucie TPO website includes maps, photographs, and graphics, and the St. Lucie TPO looks forward to further enhancing the visualization techniques with a complete redesign of the website that is underway. Visualization techniques are also employed through the use of custom animation during presentations at public meetings, the results of which speak for them.*

### **G. Regional Long-Range Transportation Plan (RLRTP)**

Chapter 4 of the FDOT MPO Handbook contains guidance on developing the RLRTP and a checklist is provided at the end of the section. In developing the 2035 RLRTP, utilize the checklist that documents how the St. Lucie TPO will address the following areas:

1. Are the 8 planning factors addressed? [23U.S.C. 134(h)(1)]

*Yes, it will.*

2. Does the plan identify transportation facilities (including major roadways, transit, multimodal and intermodal facilities, and intermodal connectors) that function as an integrated system, giving emphasis to facilities that serve important national, state, and regional transportation functions? [23 U.S.C. 134 (i)(2)(A)]

*Yes, it will.*

3. Does the plan include discussion of potential environmental mitigation activities and potential areas to carry out these activities? [23 U.S.C. 134(i)(2)(B)(i)]

*Yes, it will.*

4. Was the plan developed in consultation with Federal, State, Tribal, wildlife, land management, and regulatory agencies? [23U.S.C. 134 (i)(2)(B)(ii)]

*Yes, it will.*

5. Does the plan include a financial plan that demonstrates how the adopted transportation plan can be implemented and indicates public and private resources that can be made available to carry out the plan? [23 U.S.C. 134 (i)(2)(C)]

*Yes, it will.*

6. Does the plan include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? [23 U.S.C. 134 (i)(2)(D)]

*Yes, it will.*

7. Does the plan include capital investment and other strategies to preserve the existing and future system and provide for multimodal capacity increases based on regional priorities and needs? [23 U.S.C. 134 (i)(2)(E)]

*Yes, it will.*

8. Does the plan include proposed transportation and transit enhancement activities? [23 U.S.C. 134 (i)(2)(F)]

*Yes, it will.*

9. Within Transportation Management Areas (TMAs), does the plan incorporate the use of a congestion management process? [23 USC 134 (k)(3)]

*Yes, it will.*

#### **H. Title VI and Related Requirements**

1. What goals, policies, approaches, and measurements has the St. Lucie TPO adopted/undertaken for ensuring, demonstrating, and substantiating that the planning process complies with Title VI and related requirements?

*The St. Lucie TPO has adopted the Title VI Policy developed by FDOT District 4, appointed a Title VI Coordinator, and implemented a Title VI Grievance Process. In addition, in the development of plans such as the RL RTP and the Regional TDP, the St. Lucie TPO planning process incorporates the identification and mapping of locations of Transportation Disadvantaged (TD) populations, the identification of TD needs, and the assessment of the benefits and burdens of transportation plans with respect to the TD. The St. Lucie TPO conducts public meetings and workshops in accessible locations throughout the county to reach all economic and demographic populations. The meetings and workshops are duly advertised in the newspaper, on public access television, and on the website. Transportation to the meetings and workshops is offered to those who need assistance. Finally, the effectiveness of these efforts is measured through the annual evaluation of the PIP.*

2. How does the St. Lucie TPO determine the need to have documents available in alternative formats? (e.g., Braille, large print, tape cassette, Spanish)?

*Evaluations of the Limited English Proficiency (LEP) population are performed periodically. The need is further determined by response to the provisions in public notices of the availability of materials in alternative languages. In addition, audio tapes of St. Lucie TPO Board, advisory committee, and LCB meetings are available free of charge, and videotapes of the Board meetings are available free of charge. Agendas, minutes, correspondence and documents are distributed in alternative formats as requested by TPO Board and Advisory Committee members with disabilities.*

3. Discuss the number and nature of consultant contracts used by the St. Lucie TPO. Are there contracting opportunities for planning studies, corridor studies, or other work to include minorities, women, and Minority Institutions of Higher Education (MIHE) and Historically Black Colleges and Universities (HBCUs)?

*The St. Lucie TPO retains three General Planning Consultants (GPCs) to provide Transportation Planning Services which assist in the completion of transportation plans, studies, and work products. It is affirmatively insured that in any contract entered into by the GPCs, minority business enterprises are afforded full opportunity to submit bids and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award. In addition, the GPCs shall not discriminate on the basis of race, color, national origin, or sex in the performance of their contracts. Failure by the GPCs to comply with Title VI requirements is a material breach of the contract which may result in the termination of the contract or such other remedy as is deemed appropriate.*

## **I. Disadvantaged Business Enterprise (DBE)**

1. Does the St. Lucie TPO include the DBE policy statement in its boilerplate contract language for consultants and sub-consultants?

*Yes, it does.*

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

1. How often is the CMP reviewed and what is the product of the update? When was the last update? Does the CMP include performance measures that can evaluate non-traditional congestion management strategies? Are the prioritization criteria reevaluated to consider evolving best practices that may better support non-traditional congestion management solutions?

*The CMP is reviewed annually which is documented in a report that updates the status of CMP projects, evaluates the effectiveness of the completed CMP projects, and identifies and reprioritizes unfunded projects. The CMP includes the identification of traditional and non-traditional congestion management strategies such as transit, transportation demand management (TDM), bicycle/pedestrian improvements, and Intelligent Transportation Systems (ITS). The last CMP review was completed in February 2010, and the St. Lucie TPO looks forward to a major update to the CMP this year which includes a reevaluation of the prioritization criteria to further support appropriate non-traditional congestion management solutions.*

2. Describe how the CMP has influenced the overall metropolitan planning process and improved multi-modal accessibility. (UPWP, transportation planning, corridor studies, and TIP development)?

*The CMP provides the information necessary to identify areas with congestion or safety issues and to prioritize projects which address the identified congestion and safety issues. CMP strategies are incorporated into all elements of the metropolitan planning process including the development of the RL RTP, TIP, LOPP, and UPWP. Its influence is further demonstrated by the allocation of \$300,000 of box funds in the FDOT District 4 FDOT Work Program in FY 2014/15 in support of CMP projects which ultimately improve multi-modal accessibility.*

3. What CMP work activities are included in the UPWP and will these activities be incorporated into the overall elements of the RL RTP?

*The UPWP includes both the annual and major updates of the CMP and project prioritization. The RL RTP will incorporate applicable enhanced and appropriate non-traditional CMP strategies.*

4. Does the St. Lucie TPO have a process for periodically evaluating the effectiveness of the CMP? What has been the level of effectiveness of the CMP in identifying congested corridors and resulting strategies? How is the effectiveness of individual projects/strategies evaluated? Can the St. Lucie TPO list the current projects in the TIP that are direct outputs of the CMP? *The CMP is reviewed annually which is documented in a report that updates the status of CMP projects, evaluates the effectiveness of the completed CMP projects, and identifies and reprioritizes unfunded projects. The CMP and traffic count reports of permanent and semi-permanent traffic count stations identify congested corridors, and the St. Lucie County Crash*

*Surveillance Report identifies high accident locations. The primary measurements of congestion are volume-to-capacity ratios and high accident locations. Projects in the TIP resulting from CMP strategies include intersection improvements at U.S. Highway 1 and Port St. Lucie Boulevard and County Route 68 improvements.*

5. How are TDM and operational commitments recommended by the CMP eventually implemented?

*TDM recommended by the CMP at this time would be implemented either through inclusion in the LOPP and FDOT Work Program or collaboration with the South Florida Commuter Services Program which is sponsored by FDOT.*

### **K. Intelligent Transportation System (ITS)**

1. What is/has been the St. Lucie TPO's role and involvement with the development and maintenance of the regional ITS architecture? (23CFR 940.9)? Who are the stakeholders in this process?

*The St. Lucie TPO adopted the regional ITS architecture developed by FDOT Districts 4 and 6. The St. Lucie TPO participated in the development of the ITS architecture with other stakeholders including major transportation agencies/organizations, planning and system operators, and emergency management organizations. The effective involvement of the St. Lucie TPO is further demonstrated by the inclusion of the Westmoreland Boulevard ITS project as a County Incentive Grant Program project in the FDOT District 4 Work Program.*

2. Who maintains the regional ITS architecture in the region? Who is/will be responsible for ensuring that all future ITS projects are consistent with the regional ITS architecture? Is maintenance of the regional ITS architecture included as an item within the UPWP?

*FDOT District 4 maintains the regional ITS architecture. The RL RTP includes recommendations for the implementation of ITS project compatibility strategies. Maintenance of the regional ITS architecture is included as an ongoing research item in the Regional & Intergovernmental Coordination task in the UPWP.*

3. Is a system engineering process in place for the development of ITS projects in the region? Who is/will be responsible for ensuring that all future ITS projects will be developed using the systems engineering process?

*The process is coordinated through the sharing of information regarding ITS activities and through involvement with the key transportation providers in the region. Other coordination activities are provided by FDOT. The TPO is responsible for ensuring public involvement and regional coordination in the project prioritization process and the development of transportation plans and studies. In addition, the TPO is an active member of the Treasure Coast Traffic Incident Management (TIM) Team and is advancing the TIM Team's efforts. The 2035 RL RTP, which is underway, will update the system engineering process.*

### **L. Freight Planning**

1. How does the St. Lucie TPO assess the future demand placed on intermodal links and identify specific projects to facilitate access to these facilities?

*The 2030 RL RTP identifies the locations of existing freight corridors and Freight Activity Centers (FACs), including intermodal links, and the future regional freight network for Martin and St. Lucie Counties. The potential for expanded freight activity and the future land use designations in the area are explored to assess future demand. Specific projects then are identified which include the Strategic Intermodal System (SIS) and other links that provide access and connect FACs to the SIS. The 2035 RL RTP, which is underway, will update the FACs, network, future demand, and specific projects.*

2. What data and analysis tools does the St. Lucie TPO utilize to identify and analyze existing and projected goods movement in the region?

*The data and analysis currently utilized include the identification of FACs, existing freight corridors, connectivity between FACs, connectivity between FACs and the SIS, level of truck activity, classification counts, and existing and future land uses surrounding the FACs.*

### **M. Safety Considerations in the Planning Process**

1. Has the St. Lucie TPO developed safety performance measures? If so, what are they and how are they used?

*Performance measures were developed in the 2030 RL RTP to evaluate projects with respect to meeting the 2030 RL RTP safety goal and objectives. The performance measures include reducing the high crash density location lane miles and expanding the capacity of or adding alternative modes of transportation to regional evacuation routes. The 2030 RL RTP includes a project scoring tool to prioritize projects based on criteria which includes the safety performance measures. The 2035 RL RTP, which is underway, and the CMP Major Update in 2010 will update the safety performance measures and develop additional measures.*

2. What safety databases and variables (e.g., fatalities, serious injuries, crash rates, crash hot spots, collision inventories, pedestrian injuries, behavior statistics, driver's age, location, GIS, roadway inventory data, etc.) do you consider in the planning process? How are these data used?

*Traffic count data and accident statistics are collected for consideration in the planning process. The criteria used in the CMP for project identification, evaluation, and prioritization include volume-to-capacity ratios, high crash spots and segments, and public input. The criteria used in the Bicycle/Pedestrian Systems Analysis also include crash rates and crashes by severity, date, time, age, and presence of drug use. In addition to being used in the CMP and the Bicycle/Pedestrian Systems Analysis, the data is utilized in project prioritization for the RL RTP, TIP, and transportation enhancement projects.*

### **N. Security Considerations in the Planning Process**

1. How is the St. Lucie TPO promoting security with its transportation partners?

*The St. Lucie TPO is promoting security with its transportation partners through the presentation and discussion of items at its TAC. The TPO further promotes security through its active participation in the St. Lucie International Airport Master Plan Technical Advisory Committee, the Treasure Coast Region Committee of the Continuing Florida Aviation System Planning Process (CFASPP), and the Treasure Coast TIM Team.*

2. Describe the collaborative process for developing security goals, objectives, performance measures, and strategies. What entities are involved? What do they contribute? Is the collaboration institutionalized or ad hoc?

*Security goals, objectives, performance measures, and strategies were developed as part of the 2030 RL RTP planning process. Public collaboration was early, continuous, and broad. General awareness was raised through newsletters, a website, public service announcements, and newspaper ads. Agency collaboration included the TAC, FDOT, and other transportation partners. The 2035 RL RTP, which is underway, will update the security goals, objectives, performance measures, and strategies*

### **O. Noteworthy Practices or Achievements**

One purpose of certification reviews is to promote improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list and description of any noteworthy practices or achievements to highlight from the organization.

*The St. Lucie TPO is pleased to share the following noteworthy practices and achievements:*

***Regional TDP:*** *The St. Lucie TPO developed a Regional TDP for St. Lucie and Martin Counties that is the first Regional TDP in the State.*

***JARC-New Freedom Grant Programs:*** *The St. Lucie TPO facilitated the administration of the JARC-New Freedom Grant Programs which included the preparation of project application materials, development and implementation of a competitive selection process, and development of a Program Management Plan. It was the first time ever in FDOT Districts 4 or 5 that the JARC-New Freedom Grant Programs had been administered. The materials, plan, and process developed by the St. Lucie TPO subsequently were adopted by the Martin MPO and Miami UZA in their inaugural administration of the JARC-New Freedom Grant Programs.*

***Host Agency Administrative Services Agreement:*** *The St. Lucie TPO executed an Administrative Services Agreement with its host agency, St. Lucie County, that establishes the St. Lucie TPO as an autonomous agency and separate from the host agency in the most complete and comprehensive manner in FDOT District 4 if not also in the State.*

***MPOAC Training Institute:*** *The St. Lucie TPO hosted a two-day comprehensive training program for the first time in the State for Board and Advisory Committee Members and/or staffs from the St. Lucie TPO, Martin MPO, Indian River MPO, and FDOT District 4. The training program enhanced the understanding of the transportation decision-making process including the key role that these participants play in the process.*

***2035 RL RTP:*** *The St. Lucie TPO engaged the Treasure Coast Regional Planning Council (TCRPC) for the development the 2035 RL RTP which is the first time in the State that a RPC has been engaged to complete a long-range plan and which supports the national trend to integrate transportation and land use planning.*

***Regional Transit Summit:*** The St. Lucie TPO hosted a very successful and effective Regional Transit Summit attended by over 150 individuals to facilitate a consensus-building process to determine the best way to establish regional transit for the area. Elected officials, agency representatives, community leaders, and citizens throughout the Treasure Coast region were provided with a forum for stakeholder discussion and interaction. In addition, FTA, FDOT, and transit industry leaders shared their experiences with similar efforts.

***Merging the St. Lucie TPO and the Martin MPO:*** The St. Lucie TPO initiated the exploration with the Martin MPO of the advantages and disadvantages of merging the two organizations.

***Staff Expertise:*** Expertise in traffic engineering, transportation modeling, and bicycle and pedestrian planning were added to the staff skill set of the St. Lucie TPO, and the St. Lucie TPO has offered to share this expertise with the neighboring MPOs.

***User-Friendliness of the TIP:*** The St. Lucie TPO dramatically improved the user-friendliness of the TIP which was shared with the Martin MPO.


**APPENDIX C – STATEMENTS AND ASSURANCES**



## DEBARMENT AND SUSPENSION CERTIFICATION

As required by the USDOT Regulation on Government wide Debarment and Suspension at 49 CFR 29.510:

- (1) The St. Lucie Transportation Planning Organization (St. Lucie TPO) hereby certifies to the best of its knowledge and belief, that it and its principals:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,
  - (d) Have not within a three-year period preceding this certification had one or more public transactions (federal, state or local) terminated for cause or default.
- (2) The St. Lucie TPO also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the USDOT.

  
\_\_\_\_\_  
Darrell Drummond  
Chairman  
St. Lucie TPO

Date: 5/10/10

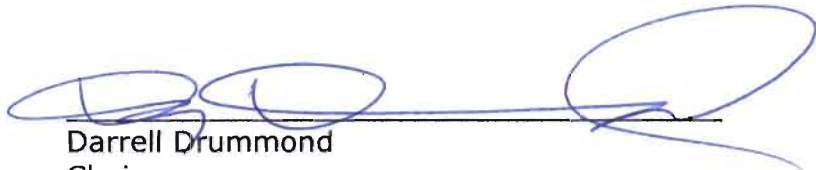


## **DISADVANTAGED BUSINESS ENTERPRISE PARTICIPATION**

It is the policy of the St. Lucie Transportation Planning Organization (St. Lucie TPO) that disadvantaged businesses, as defined by 49 Code of Federal Regulations, Part 26, shall have an opportunity to participate in the performance of St. Lucie TPO contracts in a nondiscriminatory environment. The objectives of the Disadvantaged Business Enterprise Program are to ensure non-discrimination in the award and administration of contracts, ensure firms fully meet eligibility standards, help remove barriers to participation, create a level playing field, assist in development of a firm so it can compete successfully outside of the program, provide flexibility, and ensure narrow tailoring of the program.

The St. Lucie TPO and its consultants shall take all necessary and reasonable steps to ensure that disadvantaged businesses have an opportunity to compete for and perform the contract work of the St. Lucie TPO in a non-discriminatory environment.

The St. Lucie TPO shall require its consultants to not discriminate on the basis of race, color, national origin, sex, age, disability, or income status in the award and performance of its contracts. This policy covers in part the applicable federal regulations and the applicable statutory references contained therein for the Disadvantaged Business Enterprise Program Plan, Chapters 337 and 339, Florida Statutes, and Rule Chapter 14-78, Florida Administrative Code.



Darrell Drummond  
Chairman  
St. Lucie TPO

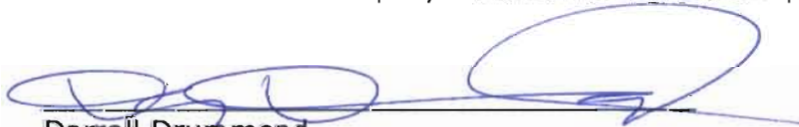
Date: 5/10/10



## **LOBBYING CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS**

In accordance with Section 1352 of Title 31 of the U.S. Code, it is the policy of the St. Lucie Transportation Planning Organization (St. Lucie TPO) that:

- (1) No Federal appropriated funds have been paid or will be paid by or on behalf of the St. Lucie TPO to any person for influencing or attempting to influence an officer or employee of any Federal or State agency or a Member of Congress or the State Legislature in connection with the awarding of any Federal or State contract, the making of any Federal or State grant, the making of any Federal or State loan, extension, continuation, renewal, amendment, or modification of any Federal or State contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the St. Lucie TPO shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The St. Lucie TPO shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subgrants and contracts and subcontracts under grants, subgrants, loans, cooperative agreements), which exceeds \$100,000, and that all subrecipients shall certify and disclose accordingly.
- (4) This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

  
Darrell Drummond  
Chairman  
St. Lucie TPO

Date: 5/10/10



## TITLE VI NONDISCRIMINATION AGREEMENT

The St. Lucie Transportation Planning Organization (St. Lucie TPO) hereby agrees that as a condition to receiving any Federal financial assistance from the Department of Transportation it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d - 42 U.S.C. 2000d-4 and all requirements imposed by or pursuant to 49 CFR Part 21, Non-Discrimination of Federally-Assisted Programs of the Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964 and other pertinent directives, in accordance with the origin, age or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program of activity for which the recipient receives Federal financial assistance from the Department of Transportation, including the Federal Transit Administration, and hereby gives assurance that it will promptly take any measures necessary to effectuate this agreement. This assurance is required by Subsection 21.7(a) of the Regulations.

Darrell Drummond  
Chairman  
St. Lucie TPO

Date: 5/10/10

**APPENDIX D – FDOT DISTRICT 4 PLANNING ACTIVITIES**

## **FDOT District Four Planning Activities**

(Note: The FDOT planning activities listed below do not use FTA 5303 planning funds)

### **Air Quality Planning and Climate Change**

All parts of Southeast Florida have been designated as air quality attainment areas since 2005. The US Environmental Protection Agency (EPA) on January 6, 2010 proposed to strengthen the national ambient air quality standards (NAAQS) for ground-level ozone designed to protect public health, to a level within the range of 0.060-0.070 parts per million (ppm). EPA will issue its final standards by August 31, 2010. FDOT will continue to monitor the regions attainment status and work with the Metropolitan Planning Organizations (MPOs) and other entities on the development and implementation of Congestion Management Processes (CMPs), Climate change initiatives focusing on reductions in VMT aimed at reducing air pollutant emissions and greenhouse gas emissions.

### **Bicycle and Pedestrian Activities**

FDOT maintains and implements a bicycle and pedestrian decision support system, including a bicycle/pedestrian coordinator. The coordinator has primary responsibility for advocating urban design that optimizes bicycling and walking, conducting design reviews of FDOT projects, and working with MPOs and local governments to allocate and program funds for projects supportive of bicycle and/or pedestrian modes. Special emphasis is being placed on integrating and sharing bicycle and sidewalk geographic information system (GIS) data between FDOT and county jurisdictions.

### **Context Sensitive Solutions (CSS)**

District Four has a CSS Team composed of representatives from its Modal Development, Traffic Operations, Planning and Environmental Management, Design and Program Management offices. The primary purpose of the team is to encourage more livable communities/context sensitive applications in FDOT projects. District Four also participates in the Central Office CSS Team.

### **Corridor Planning Studies**

Studies are conducted to identify and evaluate issues on major transportation corridors and the effectiveness and impacts of proposed alternatives for addressing them. The results may range from recommended improvements that address specific problems to a comprehensive action plan for improving a corridor. Multi-Modal Planning and Conceptual Engineering (PACE) studies also are conducted. One example is the PACE study in the Treasure Coast region exploring the feasibility of establishing a new continuous north-south regional corridor traversing Martin, St. Lucie and Indian River counties.

### **Demand Forecast Model Development, Calibration, and Validation**

Demand forecast model structures are conceptualized and models are constructed, calibrated and validated using demographic and land use data, travel characteristic patterns, traffic counts, and transit service and ridership data collected from various sources. Future projections from models are formulated as the basis for assessing future transportation demands and new facility and service needs.

### **Developments of Regional Impact (DRIs)**

FDOT participates in DRI pre-application and methodology meetings preceding submission of DRI applications and the application review process to ensure that significant and/or adverse impacts to regional roadways are identified and mitigated and multi-modal considerations are addressed. Also, FDOT evaluates proposed changes to approved DRIs to identify any impacts and whether additional mitigation is required. Coordination with the Department of Community Affairs (DCA), the applicable regional planning council (RPC), affected local governments and developers is a routine part of these efforts.

### **Efficient Transportation Decision Making (ETDM) Process**

The ETDM process was developed in Florida to accomplish the streamlining objectives identified in Section 1309 of the Transportation Efficiency Act for the 21st Century. It is designed to provide resource agencies and the public early access to transportation project plans and information about potential project effects on state resources. Resource agencies interact with project planners using the Environmental Screening Tool during the development of MPO Long Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs). Their early involvement helps identify project changes that avoid or minimize adverse effects on resources and communities. The District ETDM coordinator coordinates training and provides guidance to the MPOs and District staff on implementation of the ETDM process. The District community liaison coordinator coordinates training and provides guidance to MPO staff on socio-cultural effects evaluations.

### **Florida Strategic Highway Safety Plan (FSHSP)**

The Florida Road Safety Partnership, composed of various transportation and safety agencies led by FDOT, developed the FSHSP in 2006. The plan contains strategies for reducing crashes and measuring and monitoring progress consistent with its main goal of improving safety on Florida's roadways. Implementation efforts of the FDOT Safety Office are focused on three areas: intersection crashes, vulnerable road users (pedestrians, bicyclists, motorcyclists), and lane departure crashes.

### **Intelligent Transportation System (ITS) Planning**

FDOT coordinates with the MPOs to incorporate ITS into their plans and programs and to structure ITS into their respective organizations. These ITS planning activities include developing an ITS Management Plan and an ITS Program Plan for each county, developing MPO capability to manage the Regional ITS Architecture, and developing ITS programs and projects for MPO LRTPs and TIPs. This support also includes integrating intra-regional ITS deployment and operations as well as assuring that intra-regional and inter-regional operations are coordinated.

### **Interchange Proposal Review and Coordination**

Identify and review the need for new interchanges or modifications to existing interchanges, following criteria set forth by the Federal Highway Administration and FDOT's interchange review process.

### **Joint Participation and Local Agency Program Agreements**

Develop, coordinate, update and review Joint Participation Agreements and Local Agency Program agreements with MPOs, local governments and other entities.

### **Level of Service (LOS)**

FDOT identifies state highways that have a deficient LOS for existing and future conditions and participates in efforts to address the level of need and timing of improvements. It also reviews and participates in the development of corridor or area studies and mitigation/mobility and other plans to address LOS issues. LOS responsibilities include conducting traffic engineering analyses pertaining to Quality LOS to provide decision makers with information regarding the effects of proposed policies/decisions on the State Highway System. FDOT also provides oversight on LOS issues involving the Strategic Intermodal System (SIS)/Florida Intrastate Highway System (FIHS). SIS roadways, with minimum statewide LOS standards identified in rule, require protection to ensure mobility for people and goods.

In addition, FDOT assists local governments with LOS data, analysis, issues and training; implementation of concurrency management or exception tools that address multi-modal mobility; use of proportionate fair share mitigation and other funding mechanisms; and coordination of concurrency management systems and local capital improvement elements/programs.

### **Local Government Comprehensive Plans**

Evaluate proposed local government comprehensive plans, plan amendments, and evaluation and appraisal reports addressing the effectiveness of comprehensive plans in order to determine consistency with Florida growth management laws and rules related to multi-modal transportation, with an emphasis on protecting the SIS/FIHS and roadway facilities with improvements funded under the Transportation Regional Incentive Program (TRIP). Provide technical assistance and coordinate with DCA, RPCs, MPOs, local governments and other agencies or groups on comprehensive planning issues and opportunities, including in anticipation of comprehensive plan amendments.

### **Long Range Transportation Plans**

Provide technical assistance and policy direction to the MPOs in developing and implementing their LRTPs and in meeting commitments relating to regional LRTPs. Also, provide state and federal revenue forecasts and guidance on transportation costs.

Conduct corridor studies, sub-area studies and special transportation studies to support the ongoing maintenance, updating and implementation of adopted LRTPs. This includes modeling support and other technical assistance, as needed, for Project Development and Environment (PD&E) and other studies.

Develop, validate and maintain a set of systems planning models, land use allocation models, and other analytical tools needed by FDOT and the MPOs to maintain LRTPs and conduct other planning studies and analyses.

### **Mapping/Database Development**

Create maps using a geographic information system, FDOT's Roadway Characteristics Inventory (RCI) database and the South Florida Rail Corridor (SFRC) database to support District activities. Update and maintain the GIS database. Support data collection and analysis efforts for the District. Create maps of the District's multi-modal facilities and rail corridors using GIS. The District GIS Master Plan includes action items to formalize data exchange among FDOT, MPOs and local governments.

The District is updating the track charts for the SFRC in Palm Beach, Broward and Miami-Dade counties. The update will identify the double track geometry, location, turnouts, crossovers, signals and other infrastructure/corridor attributes as well as drainage/undergrade structures, highway grade crossings, overhead structures, major utilities and passenger stations/platforms.

### **MPO/Community/Government Liaison**

Provide policy direction, technical assistance and administrative support to MPO boards and advisory committees, local governments, and communities. Assist MPOs in conducting metropolitan transportation planning programs that meet state and federal requirements and are coordinated with the statewide transportation planning program. Primary MPO products and processes include Unified Planning Work Programs, LRTPs, Transportation Project Priority Lists, TIPs, CMPs, and Public Involvement/Participation Plans. Conduct annual certification reviews of the MPOs. Coordinate and ensure implementation of the Transportation Enhancement program.

### **Multi-Modal Transportation Studies**

The District is preparing the Draft Environmental Impact Statement for the Central Broward East-West Transit project. The Locally Preferred Alternative was approved by the Broward MPO in 2005 and amended in 2006. The study will locate stations, define station area development plans, specify the location of the guideway in each segment of the preferred general alignment, produce a Draft Environmental Impact Statement, and prepare both a request to enter Preliminary Engineering and a New Starts application to the Federal Transit Administration (FTA).

Start up state funding for the Treasure Coast Connector fixed route transit service in Martin and St. Lucie counties and other transit services in St. Lucie County is being phased out, making local funding solutions necessary if the services are to continue. The District, in coordination with local stakeholders, conducted a Martin-St. Lucie Transit Funding and Management Solutions Study to facilitate development of a five-year transit funding plan for consideration by the MPOs and the county commissions. Potential transit management and operational options were identified for purposes of supporting discussion and reaching consensus on short and mid-term operational structures.

The District is conducting the South Florida East Coast Corridor Transit Analysis. This is an Early Scoping/ETDM Alternatives Analysis study for a potential fixed-guideway transit system between downtown Miami and Jupiter utilizing the Federal East Coast Railway corridor. Phase 1 found that the FEC Railway corridor best met the purpose and need for the project, created an initial set of station locations, and screened technologies. Phase 2 is under way and will define a locally preferred alternative including mode, station locations, guideway design type, maintenance facility locations, and grade crossing treatments. The extensive public involvement being undertaken in Phase 2 includes public workshops, municipal meetings, presentations to MPOs, meetings with stakeholder communities and organizations, and a public hearing in multiple venues.

The District is conducting an operations study evaluating proposed park and ride lots to support regional express bus service along the I-95 corridor in northern Palm Beach County and Martin County. High occupancy vehicle lanes on I-95 in northern Palm Beach County, to be completed in 2112, would be utilized for the service. An Express Bus Committee, with representatives from Palm Tran, the Martin and ridership for the proposed Tri-Rail extension to Jupiter and to test the market in Martin County. FDOT Urban Capital, Service Development and Transit Corridor Grants and the TRIP are potential sources for start up funds.

The District is updating the South Florida Rail Corridor Master Plan, which identifies the build out to four mainline tracks within the corridor right of way. The updated plan will show the as-built configuration of the double track project, location of the fixed bridge over New River, the MetroRail connection at the Miami Intermodal Center, and other corridor attributes that have changed since the previous master plan. The master plan is intended to determine and protect the right of way needs for the rail corridor and to protect track clearances from obstructions or permitted structures for the four track build out.

### **Regional Transportation Planning and Coordination**

Engage various partners (e.g., MPOs, RPCs, South Florida Regional Transportation Authority) and other FDOT Districts on regional planning and implementation challenges, and opportunities relating to provision of an interconnected, multi-modal and multi-level transportation system. Guide and support enhanced regional planning and coordination efforts of MPOs and annually assess progress made through these efforts. Participate in activities of the Southeast Florida Transportation Council (SEFTC) and the Treasure Coast Transportation Council (TCTC) and in regional initiatives and forums as a policy and technical resource.

FDOT and the three South Florida MPOs are performing a planning analysis of the regional freight and goods system and developing a regional freight plan for use by the MPOs and SEFTC in developing their regional LRTP. The effort is being managed by District Four and involves a three-county Technical Steering Committee including representatives from the MPOs and other entities.

### **Strategic Intermodal System/ Florida Intrastate Highway System**

The Florida Legislature established the SIS in 2003 to enhance Florida's economic prosperity and competitiveness. The SIS is comprised of corridors, connectors and hubs throughout the state which provide a seamless, multi-modal transportation network to promote the efficient movement of people and goods. The SIS highway component primarily consists of the FIHS, which is referenced with the SIS

because of its continued existence in legislation. Identification and prioritization of needs on the SIS are accomplished through a number of planning documents including the Unfunded Needs Plan, the Cost Feasible Plan and the Work Program. FDOT coordinates these needs with local governments and MPOs to ensure that they are consistent with LRTPs and other planning documents.

Based on identified SIS needs, FDOT undertakes multi-modal and multi-faceted planning and PD&E studies. These studies also are coordinated with local governments and MPOs. Approval of these studies allows for the scheduling and funding of subsequent design, right of way, and construction phases. In addition, FDOT coordinates and participates in the implementation of other aspects of the SIS/FIHS with regard to LOS, eligibility criteria, data collection, facility designation and annual system updating.

### **Trafficway Plans**

Assist local governments in preservation of right of way consistent with dedication requirements identified in trafficway or thoroughfare plans and FDOT typical section requirements for state facilities. Review requests for waivers to right of way preservation plans and provide comments to local governments and others regarding such requests.

### **Transit/Land Use**

Continue to coordinate with local governments to educate, implement and promote acceptance of major transit investments including light rail and bus rapid transit. Build consensus with local governments, elected officials, neighborhood homeowner associations, business groups, RPCs and other stakeholders to locate stations and encourage transit oriented development on major investment corridors. Related efforts are identified under the Local Government Comprehensive Plans and Multi-Modal Transportation Studies sections above.

### **Transportation Data and Roadway Jurisdiction**

Traffic projections for state highway corridors and supporting regional roadways are developed and updated. They are needed to support road design for capacity and operational improvements and pavement design for resurfacing. Traffic count data are collected in support of the FDOT Traffic Characteristics Inventory (TCI) databases, as well as project-specific traffic counts to support PD&E and design phases. Highway data are collected for both on-system and off-system roads to support decision making, federally mandated reports, and Central Office reporting requirements and information needs, and is also used by the Districts to produce reports, maps, SLDs, and other documents. A database of existing socioeconomic and travel characteristics is maintained for MPOs, including information on population, dwelling units, hotel/motel units, employment, current land uses, traffic counts, transit usage, special generators activity, and other variables essential for model validation and operation purposes to support regional planning. Roadway jurisdictional transfers are monitored and conducted by mutual agreement with the affected governmental entity and approved by the Department Secretary.

### **Transportation Demand Management (TDM)**

The District has expanded the scope of its Commuter Assistance Program (South Florida Commuter Services) to include planning services that support creation and implementation of a regional TDM program. This program promotes access and mobility across the region, sound land use decision-making, livable communities and economic development.

### **Travel Characteristics**

Prepare and conduct surveys and analyses to maintain a current set of travel characteristics for the District Four area needed to validate planning models and provide data for plan updates, corridor and sub-area studies, and special transportation studies.

## **PD&E and Other Studies**

This section provides a listing of PD&E and other major study activities that will be initiated or ongoing during FY 2010/11 and FY 2011/12.

- Central Broward East-West Transit Analysis – Broward County
- Broward Boulevard Transit Improvement Analysis
- Oakland Park Boulevard Small Starts Project
- SR-93/I-75 at Pembroke Road Interchange – Broward County
- SR-93/I-75 from north of Miami-Dade/Broward County Line to I-595 – Broward County
- SR-9/I-95 from Oakland Park Boulevard to Broward/Palm Beach County Line to Glades Road – Broward and Palm Beach counties
- South Florida Rail Corridor/South Fork of New River Bascule Bridge – Broward County
- SR-9/I-95 from Glades Road to Linton Boulevard – Palm Beach County
- South Florida East Coast Corridor Transit Analysis (SFECCTA) – Covers 85-mile stretch in Miami-Dade, Broward and Palm Beach counties
- SR-710 (Port of Palm Beach) Connection to US-1 – Palm Beach County
- SR-7/ US-441 Corridor Extension (from SR-704/Okeechobee Road to North Lake Boulevard) – Palm Beach County
- SR-710 from Allapattah Road to SR-76 – Martin County
- SR-710 from I-95 to SR-76 – Palm Beach and Martin counties
- SR-9/I-95 from south of SR-70/Virginia Avenue to south of Indrio Road – St. Lucie County
- SR-9/I-95 from south of Indrio Road to north of CR-512 – This includes the IJR for I-95 at Oslo Road – St. Lucie and Indian River counties
- SR-713 from SR-70 north to SR 5/US-1 – St. Lucie County
- Fiesta Way, Isle of Venice, Nurmi Drive, Royal Palm Drive, & Sunrise Key Boulevard Bridges – Broward County

## **Planning Work Program**

Major funding areas are as follows:

- Model Development and Support
- Traffic Data Collection
- Statistics and Roadway Data Collection Analysis
- Project Traffic/Corridor Analysis
- Corridor/Subarea Planning Studies
- Level of Service Technical Support and Data Collection
- District-wide Special Projects
- Strategic Intermodal System Program Support
- Transportation Statistics Geographic Information Systems Support

**APPENDIX E – AGENCY COMMENTS AND ST. LUCIE TPO RESPONSES**



# Florida Department of Transportation

CHARLIE CRIST  
GOVERNOR

3400 West Commercial Boulevard  
Fort Lauderdale, FL 33309-3421

STEPHANIE C. KOPELOUSOS  
SECRETARY

April 15, 2010

Peter Buchwald, TPO Executive Director  
St. Lucie Transportation Planning Organization  
2300 Virginia Avenue  
Fort Pierce, FL 34982-5652

**Subject: FY 2010/11 – FY 2011/12 Unified Planning Work Program  
St. Lucie Transportation Planning Organization  
Catalog of Federal Domestic Assistance (CFDA) Numbers:  
20.205: Highway Planning and Construction  
20.505: Federal Transit Administration Technical Studies Grant  
FAP Number: PL-0311 (46)  
FP Number: 416351-1-14-01; Contract No. A5115**

Dear Mr. Buchwald:

District 4 of the Florida Department of Transportation (FDOT) has reviewed the St. Lucie Transportation Planning Organization's (TPO) Draft Fiscal Year (FY) 2010/11 – FY 2011/12 Unified Planning Work Program (UPWP). The District commends the TPO for its recent efforts to create a Regional Transit Organization (RTO) and looks forward to coordinating with the TPO and other regional and local stakeholders in executing the efforts identified in this work program.

Our review is formatted to provide general substantive comments on the plan in this letter and to provide 3 attachments including a list of Specific Comments by Task, the revised list of District 4 Planning Activities and comments provided by the Federal Highway Administration (FHWA).

- Federal planning (PL) funds are not meant to supplant planning/traffic engineering functions that are primarily the responsibility of local governments, such as the collection of traffic counts. If the TPO will be assuming the responsibility for collecting local traffic counts, this Task should include local matching funds.
- PL funds can be used for safety planning, but not for implementation of a sign retro-reflectivity program. If the TPO is considering tasks outside of planning activities, a local match should be identified.
- Funding that is expected to be used for Consultant services needs to be listed and linked to specific End Products and Target Dates. Prior to the use of PL funds for consultant services, the TPO should forward the project scope to the District.
- Please incorporate FTA/FHWA comments and suggestions which were sent to St. Lucie TPO in a separate letter dated April 2, 2010 into the final UPWP document.
- The UPWP should include a discussion regarding coordination with both the 2060 Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Needs Plan.

Peter Buchwald, TPO Executive Director  
April 14, 2010  
Page 2

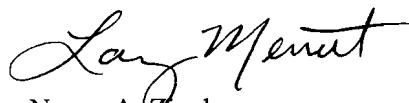
Please address the District's comments, as well as comments received from other agencies and the public, as you finalize the UPWP. The District's final review will include verifying consistency with the UPWP Checklist in chapter 3 of the MPO Program Management Handbook. You are encouraged to provide the Department a list (or summary) of how or whether the DRAFT UPWP comments were addressed to assist us in the final review.

Please provide the Department with one paper copy and one PDF TEXT formatted file sent via email by May 15, 2010 and remember to distribute the document to the other agencies as shown in the MPO Program Management Handbook. The District needs to submit a recommendation regarding approval of the final UPWP to FHWA by the end of May.

The District looks forward to coordinating with the St. Lucie TPO and other regional and local stakeholders in this dynamic period. Anticipated new designations for air quality attainment, a new federal transportation bill and a 2060 Florida Transportation Plan will require us to be able to adjust this plan over the next 2 years. We wish to provide the best possible assistance in allowing your organization to meet the demands of the community.

If you have any questions or need additional information, please contact Arlene Tanis in my office at (954) 777-4651.

Sincerely,

  
for Nancy A. Ziegler

District Modal Development Administrator

NAZ/art

cc:

Lee Ann Jacobs, Federal Highway Administration  
Tamara Christion, Federal Highway Administration  
Myra Immings, Federal Transit Administration  
Yvonne Arens, FDOT Office of Policy Planning  
Ed Coven, FDOT Public Transit Office  
Gerry O'Reilly, FDOT District Four  
Lois Bush, FDOT District Four  
Jeff Weidner, FDOT District Four  
Arlene Tanis, FDOT District Four

## **Attachment A- Specific Comments by Task**

### **I. Introduction**

- Page 6 – update Task 4.2 title in the *SAFETEA-LU Planning Factors Matrix* to be consistent with the title of Task 4.2 on page 46.

### **II. Organization and Management**

- Pages 8-9 – need to include a write-up on the TPOs Bicycle/Pedestrian Advisory Committee (BPAC).

#### **1.1 Program Management**

- Page 15 (Methodology) – the 1<sup>st</sup> bullet should include all of the TPOs advisory committees (i.e., TAC, CAC, BPAC), not just the TAC.
- Page 15 (Methodology) – the 2<sup>nd</sup> paragraph should read “TPO staff members will continue ...” versus “TPO members will continue ...”

#### **1.2 UPWP Development**

- Page 18 (Responsible Agencies) – add local governments and neighboring MPOs to the list of “Participating Agencies.”

#### **1.3 State Support/Match for PL Planning Funds**

- Page 19 (Funding Sources) – Clarify the reason for the reduction in funding between FY 2010/11 and FY 2011/12?

#### **2.1 Data Collection and Monitoring**

- Pages 22-24 (Methodology) – this Task should include a discussion on the collection of data to support Multimodal planning for all modes (i.e., roadway, transit, rail, bicycle/pedestrian, etc.)
- Pages 22-24 (Methodology) – this Task should include a discussion on the collection of data that can be used to support performance measurement of the transportation system
- Page 24 (Funding Sources) – FTA 5303 funds should be included on this Task since the collection of transit boardings and alighting count data will be initiated
- Page 24 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

#### **2.2 Traffic Count Program Management**

- Page 26 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

#### **3.1 Regional Long Range Transportation Planning**

- Page 29 (Responsible Agencies) – add Indian River County to the list of “Participating Agencies”
- Page 29 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product and Target Date

#### **3.2 Transit Planning**

- Page 31 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

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

- Page 35 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

### **3.5 Bicycle/Pedestrian/Greenway Planning**

- Page 36 (Previous Work) – in the 2<sup>nd</sup> paragraph include the year that the *Bicycle/Pedestrian Corridor Study* was completed
- Page 36 (Methodology) – the 2<sup>nd</sup> paragraph gives the impression that the St. Lucie TPO is reforming the TCSHC. The text in this paragraph should be amended to reflect the structure and role of the TCSHS in relation to the TPO.
- Page 38 (Responsible Agencies) – add the South Florida Commuter Services to the list of “Participating Agencies”
- Page 38 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

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

- Page 42 (Responsible Agencies) – add the South Florida Commuter Services to the list of “Participating Agencies”

### **Element 4: Special Project Planning**

- Page 43 – Update Task 4.2 title to be consistent with the title of Task 4.2 on page 46

#### **4.1 North/Mid County Connector Study**

- Page 45 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product and Target Date

#### **4.2 US-1 Corridor Intersections Pedestrian Safety Study**

- Page 47 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

#### **4.3 Sign Retroreflectivity Support Activities**

- Pages 48-49 (Methodology) – PL funds can be used for safety planning, but not for implementation of a sign retroreflectivity program. If the TPO is coordinating the efforts of a sign retroreflectivity program with one or more local governments, a local match should be identified.

### **6.1 Public Involvement**

- Page 56 (Previous Work) – is the “Public Involvement Plan (PIP)” mentioned in the 2<sup>nd</sup> paragraph the same document as the “Public Participation Plan” mentioned in Task 3.1 (Regional Long Range Transportation Plan), if it is, then the text should be revised for consistency. If these are separate plans/documents, then text should be added to include a discussion of how the Regional efforts coincide with the TPOs public involvement activities.
- Page 57 (End Products and Target Dates) – need to include an End Product for evaluating the effectiveness (measurable performance measures) of the MPOs Public Involvement activities
- Page 57 (Funding Sources) – FTA 5303 funds should be included in this Task since the text in the Methodology section mentions public involvement activities related to the Regional Transit Organization (RTO)
- Page 57 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

### **6.2 Public Education and Outreach**

- Page 59 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)
- Page 59 (Funding Sources) – FTA 5303 funds should be included in this Task if some of your Public Involvement efforts will be to educate citizens about the advantages of public transportation



U.S. Department  
of Transportation

**Federal Highway  
Administration**

Florida Division

April 2, 2010

545 John Knox Road, Suite 200  
Tallahassee, Florida 32303

Phone: (850) 942-9650  
Fax: (850) 942-9691 / 942-8308

[www.fhwa.dot.gov/fldiv](http://www.fhwa.dot.gov/fldiv)

In Reply Refer To:  
HPR-FL

Ms. Nancy Ziegler  
District Modal Development Administrator  
Florida Department of Transportation  
Office of Modal Development  
3400 W. Commercial Boulevard  
Ft. Lauderdale, Florida 33309

Attn: A. Jeff Weidner

Dear Ms. Ziegler,

The following is in response to your staff's March 31, 2010 email which transmitted the St. Lucie Transportation Planning Organization's (TPO's) Fiscal Year (FY) 2011-2012 Draft Unified Planning Work Program (UPWP) for our review. The following comments are provided by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) for the TPO'S's consideration in developing the Final UPWP:

### **General Comments**

- The TPO is commended for the introductory section of this document. It is nicely presented, appropriately detailed and written in a user friendly style. The format of work activities is nicely presented and very user friendly.
- The TPO is commended for the explicit level of detail in this document.
- If FDOT district planning activities are included in each TPO UPWP, FTA funding should be identified; hopefully, the state activities for transit efforts are funded through state program funds 5313(b) rather than TPO'S planning funds 5303. If district funds are captured in appendices, why are MPOAC funds not also captured?
- Federal agencies should not be asked to review incomplete documents—appendices are included with annotations that the information will be incorporated later.
- The UPWP did not reflect Climate Change. It is suggested that the TPO consider undertaking efforts toward ensuring sustainability of transportation systems in light of



intensifying climactic conditions including but not limited to severe weather patterns and rising sea levels.

- For the upcoming years, FTA will be looking for TPO's planning to support grantees' National Environmental Policy Act (NEPA) documentation with special emphasis on cumulative effects.
- Special Project Planning for specific projects such as the US-1 Corridor Intersections and Pedestrian Safety Study and the North Mid-County Connector Study should identify deliverables and milestones as well as completion dates; if federal funds were used in previous years, that funding should be identified specific to each special project.
- Transportation Disadvantaged tasks as well as Public Involvement tasks descriptors lack mention of environmental justice.
- The Public Involvement section is composed from a perspective of "informing/educating" the public; a perspective supportive of two-way communication in which information is shared is preferred. Kindly recognize that while the TPO's has technical information based upon professional expertise to make available to the public, the public has specific social dynamic information including preferences, values and priorities to make available to the TPO's.

Thank you for the opportunity to properly review and comment on the draft UPWP for the St. Lucie TPO. We request that the final UPWP be available to us by May 30, 2010, so that we may have sufficient time to authorize our portion of the program by June 30, 2010. To assist in our joint coordination efforts with the Federal Transit Administration (FTA), please provide a copy of the Final UPWP directly to the FTA Regional Office for their joint review.

If you have any questions concerning the above information, please do not hesitate to contact Ms. Tamara N. Christion at (850) 942-9650, extension 3032 or email [tamara.christion@dot.gov](mailto:tamara.christion@dot.gov).

Sincerely,



For: Martin C. Knopp, P. E.  
Division Administrator

cc: Mr. Peter Buchwald, St Lucie TPO  
Ms. Myra Immings, FTA (Region 4)  
Ms. Arlene Tanis, FDOT D-4  
MS. Yvonne Arens, FDOT (MS-28)  
Ms. Iman Ameen, FDOT (MS-21)

**St. Lucie TPO Responses to  
FDOT District 4 General Substantive Comments  
in April 15, 2010 Correspondence**

*(The St. Lucie TPO responses are in italics beneath each comment)*

- Federal planning (PL) funds are not meant to supplant planning/traffic engineering functions that are primarily the responsibility of local governments, such as the collection of traffic counts. If the TPO will be assuming the responsibility for collecting local traffic counts, this Task should include local matching funds.

*It is acknowledged that PL funds are not meant to supplant planning/traffic engineering functions that are a statutory responsibility of local governments. However, the collection of traffic counts is not a statutory responsibility of local governments. In addition, it is not uncommon for Metropolitan Planning Organizations (MPOs) to collect traffic counts within the Metropolitan Planning Area (MPA) using PL funds without local matching funds (e.g. Volusia County MPO). The recommendation to obtain local matching funds for this task is appreciated. Unfortunately, local matching funds are not available at this time because of the current revenue shortfalls encountered by the local governments. However, as identified on page 26 of the UPWP, the TPO will attempt to execute an Interlocal Agreement with the local governments to share the cost of the program in future years.*

- PL funds can be used for safety planning but not for implementation of a sign retro-reflectivity program. If the TPO is considering tasks outside of planning activities, a local match should be identified.

*The TPO is not considering tasks outside of planning activities or tasks considered by Federal regulations to be ineligible for PL funding as part of the Sign Retroreflectivity Support Activities identified in Task 4.3 of the UPWP. Pages 48-49 of the UPWP were revised to clarify the Sign Retroreflectivity Support Activities that will be conducted by the TPO and the use of PL funds as specified by 23 CFR 655.604(b).*

- Funding that is expected to be used for consultant services needs to be listed and linked to specific End Products and Target Dates. Prior to the use of PL funds for consultant services, the TPO should forward the project scope to the District.

*The UPWP was revised to list and link funding that is expected to be used for potential consultant services to specific End Products and Target Dates in the applicable tasks of the UPWP. The UPWP revisions are identified by task in "St. Lucie TPO Responses to Attachment A - Specific Comments by Task".*

---

---

*The TPO appreciates the support and assistance provided by FDOT as a transportation planning partner including the review of proposed project scopes.*

- Please incorporate FTA/FHWA comments and suggestions which were sent to St. Lucie TPO in a separate letter dated April 2, 2010, into the final UPWP document.

*The St. Lucie TPO responses to the FTA/FHWA comments and suggestions in the separate letter dated April 2, 2010, are provided in a separate section entitled "St. Lucie TPO Responses to FTA/FHWA Comments and Suggestions in April 2, 2010 Correspondence".*

- The UPWP should include a discussion regarding coordination with both the 2060 Florida Transportation Plan (FTP) and the Strategic Intermodal System (SIS) Needs Plan.

*Page 17 of the UPWP already includes a discussion regarding the allocation of additional resources to Task 1.2 in anticipation of the preparation of UPWP amendments to coordinate with the adoption of the 2060 FTP. In addition, Page 51 was revised to include coordination with both the 2060 FTP and the SIS Needs Plan as part of Task 5.1.*

## St. Lucie TPO Responses to Attachment A - Specific Comments by Task

*(The St. Lucie TPO responses are in italics beneath each comment)*

### **I. Introduction**

- Page 6 – update Task 4.2 title in the *SAFETEA-LU Planning Factors Matrix* to be consistent with the title of Task 4.2 on page 46

*Completed*

### **II. Organization and Management**

- Pages 8-9 – need to include a write-up on the TPO's Bicycle/Pedestrian Advisory Committee (BPAC)

*A section on the TPO's BPAC was added to page 9.*

#### **1.1 Program Management**

- Page 15 (Methodology) – the 1<sup>st</sup> bullet should include all of the TPOs advisory committees (i.e., TAC, CAC, BPAC), not just the TAC

*Because the "CAC provides public involvement in the transportation planning process" as identified in the adopted Public Involvement Program (PIP) for the St. Lucie TPO and because the CAC and the BPAC both include the public as its members, the activities and expenses associated with the facilitation of these two advisory committees are included within Task 6.1. This is identified on page 57 and as an "End Product" on page 58.*

- Page 15 (Methodology) – the 2<sup>nd</sup> paragraph should read "TPO staff members will continue ..." versus "TPO members will continue ..."

*Because applicable training desired by the TPO Board members is eligible for reimbursement, it is intended for training to include the training that may be received by both TPO Board and staff members. This sentence has been revised for clarification to "TPO Board and staff members will continue ..."*

#### **1.2 UPWP Development**

- Page 18 (Responsible Agencies) – add local governments and neighboring MPOs to the list of "Participating Agencies"

*Completed*

#### **1.3 State Support/Match for PL Planning Funds**

- Page 19 (Funding Sources) – Clarify the reason for the reduction in funding between FY 2010/11 and FY 2011/12?
- 
-

*The FDOT's non-cash State match for Federal PL funds was calculated based on the proposed PL expenses for either fiscal year which is how it appears to have been calculated in the TPO's adopted UPWP for FY 2008/09 – FY 2009/10. Because there is a decrease in PL expenses from FY 2010/11 to FY 2011/12, there is a corresponding reduction in the non-cash State match for Federal PL funds from FY 2010/11 to FY 2011/12.*

## **2.1 Data Collection and Monitoring**

- Pages 22-24 (Methodology) – this Task should include a discussion on the collection of data to support Multimodal planning for all modes (i.e., roadway, transit, rail, bicycle/pedestrian, etc.)

*Page 24 was revised to clarify that the collection of data to support multimodal planning for all modes will be included in the development, implementation, and use of the Multi-Modal Mobility Management and Development Tracking Tool.*

- Pages 22-24 (Methodology) – this Task should include a discussion on the collection of data that can be used to support performance measurement of the transportation system

*Page 23 was revised to clarify that the development and implementation of the data tools and processes will ultimately support performance measurement of the transportation system.*

- Page 24 (Funding Sources) – FTA 5303 funds should be included on this Task since the collection of transit boardings and alighting count data will be initiated

*The recommendation to utilize FTA 5303 funds for this task is appreciated. Unfortunately, the amount of FTA 5303 funds available to the St. Lucie TPO appears to be insufficient for its allocation to tasks in addition to what already has been allocated to other tasks in the UPWP.*

- Page 24 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

*Completed*

## **2.2 Traffic Count Program Management**

- Page 26 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

*Completed*

---

---

### **3.1 Regional Long Range Transportation Planning**

- Page 29 (Responsible Agencies) – add Indian River County to the list of “Participating Agencies”

*Completed*

- Page 29 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product and Target Date

*Completed*

### **3.2 Transit Planning**

- Page 31 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

*Completed*

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

- Page 35 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

*Completed*

### **3.5 Bicycle/Pedestrian/Greenway Planning**

- Page 36 (Previous Work) – in the 2<sup>nd</sup> paragraph include the year that the *Bicycle/Pedestrian Corridor Study* was completed

*Completed*

- Page 36 (Methodology) – the 2<sup>nd</sup> paragraph gives the impression that the St. Lucie TPO is reforming the TCSHC. The text in this paragraph should be amended to reflect the structure and role of the TCSHS in relation to the TPO.

*Completed*

- Page 38 (Responsible Agencies) – add the South Florida Commuter Services to the list of “Participating Agencies”

*Completed*

- Page 38 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

*Completed*

---

---

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

- Page 42 (Responsible Agencies) – add the South Florida Commuter Services to the list of “Participating Agencies”

*Completed*

### **Element 4: Special Project Planning**

- Page 43 – Update Task 4.2 title to be consistent with the title of Task 4.2 on page 46

*Completed*

### **4.1 North/Mid County Connector Study**

- Page 45 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product and Target Date

*Completed*

### **4.2 US-1 Corridor Intersections Pedestrian Safety Study**

- Page 47 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

*Completed*

### **4.3 Sign Retroreflectivity Support Activities**

- Pages 48-49 (Methodology) – PL funds can be used for safety planning, but not for implementation of a sign retroreflectivity program. If the TPO is coordinating the efforts of a sign retroreflectivity program with one or more local governments, a local match should be identified.

*Pages 48-49 were revised to clarify the Sign Retroreflectivity Support Activities that will be conducted by the TPO and the use of PL funds as specified by 23 CFR 655.604(b). The recommendation to obtain a local match for this task is appreciated. Unfortunately, a local match is not available at this time because of the current revenue shortfalls encountered by the local governments.*

### **6.1 Public Involvement**

- Page 56 (Previous Work) – is the “Public Involvement Plan (PIP)” mentioned in the 2<sup>nd</sup> paragraph the same document as the “Public Participation Plan” mentioned in Task 3.1 (Regional Long Range Transportation Plan), if it is, then the text should be revised for consistency. If these are separate plans/documents, then text should be added to include a discussion of how the Regional efforts coincide with the TPO’s public involvement activities.
- 
-

*Pages 28 and 57 were revised with additional text to identify that they are separate plans/documents and how the regional efforts coincide with the TPO's public involvement activities.*

- Page 57 (End Products and Target Dates) – need to include an End Product for evaluating the effectiveness (measurable performance measures) of the MPO's Public Involvement activities

*As described on page 56 under “Previous Work”, the Annual Evaluation of Effectiveness (End Product) of the PIP already utilizes performance measures. As identified under “End Products and Target Dates” on page 58, a Major PIP Update will be conducted in FY 2010/11, and the Annual PIP Evaluation of Effectiveness for the Updated PIP will be conducted in FY 2011/12.*

- Page 57 (Funding Sources) – FTA 5303 funds should be included in this Task since the text in the Methodology section mentions public involvement activities related to the Regional Transit Organization (RTO)

*The reference on page 57 to public involvement activities related to the RTO was deleted.*

- Page 57 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

*Completed*

## **6.2 Public Education and Outreach**

- Page 59 (Funding Sources) – If Consultant services will be utilized, these services need to be listed and linked to an End Product(s) and Target Date(s)

*Completed*

- Page 59 (Funding Sources) – FTA 5303 funds should be included in this Task if some of your Public Involvement efforts will be to educate citizens about the advantages of public transportation

*The recommendation to utilize FTA 5303 funds for this task is appreciated. Unfortunately, the amount of FTA 5303 funds available to the St. Lucie TPO appears to be insufficient for its allocation to tasks in addition to what already has been allocated to other tasks in the UPWP.*

---

---

## St. Lucie TPO Responses to FTA/FHWA Comments and Suggestions in April 2, 2010 Correspondence

*(The St. Lucie TPO responses are in italics beneath each comment)*

- The TPO is commended for the introductory section of this document. It is nicely presented, appropriately detailed and written in a user friendly style. The format of work activities is nicely presented and very user friendly.

*The TPO appreciates the commendations.*

- The TPO is commended for the explicit level of detail in this document.

*The TPO appreciates the commendation.*

- If FDOT district planning activities are included in each TPO UPWP, FTA funding should be identified; hopefully, the state activities for transit efforts are funded through state program funds 5313(b) rather than TPO's planning funds 5303. If district funds are captured in appendices, why are MPOAC funds not also captured?

*Appendix D of the UPWP contains "FDOT District Four Planning Activities". The district planning activities are included in the UPWP pursuant to the UPWP Review Checklist in Chapter 3 of the FDOT Metropolitan Planning Organization Program Management Handbook. Attachment B identifies that the district planning activities do not use FTA 5303 planning funds, and the district funds are not listed in the appendix.*

- Federal agencies should not be asked to review incomplete documents- appendices are included with annotations that the information will be incorporated later.

*This comment appears to be directed at FDOT as the St. Lucie TPO is unaware of any such annotations.*

- The UPWP did not reflect Climate Change. It is suggested that the TPO consider undertaking efforts toward ensuring sustainability of transportation systems in light of intensifying climatic conditions including but not limited to severe weather patterns and rising sea levels.

*Page 34 of the UPWP reflects climate change by identifying that strategies to reduce vehicle miles traveled aimed at reducing air pollutant and greenhouse gas emissions and to address climate change will be explored as part of the 2010 Congestion Management Process (CMP) Major Update. In addition, page 29 of the UPWP was revised to reflect climate change by identifying that the 2035 Regional Long Range Transportation Plan will incorporate the consideration of efforts to ensure sustainability of transportation systems in*

---

---

*light of intensifying climatic conditions such as severe weather patterns and rising sea levels.*

- For the upcoming years, FTA will be looking for TPO's planning to support grantees' National Environmental Policy Act (NEPA) documentation with special emphasis on cumulative effects.

*In the upcoming years, the TPO will consider the planning to support grantees' NEPA documentation including through the Florida's Efficient Transportation Decision Making (ETDM) process.*

- Special Project Planning for specific projects such as the US-1 Corridor Intersections and Pedestrian Safety Study and the North/Mid County Connector Study should identify deliverables and milestones as well as completion dates; if federal funds were used in previous years, that funding should be identified specific to each special project.

*Pages 46 and 47 of the UPWP were revised to clarify the deliverables/milestones and completion dates for the US-1 Corridor Intersections Pedestrian Safety Study. Because of the ongoing nature and the limited scope of the North/Mid County Connector Study Implementation, the Feasibility Analysis remains the deliverable/milestone with a completion date for the North/Mid County Connector Study Implementation. Page 44 of the UPWP was revised to identify the use of PL planning funds in previous years for the North/Mid County Connector Study. The other special projects in the UPWP did not use federal funds in previous years.*

- Transportation Disadvantaged tasks as well as Public Involvement tasks descriptors lack mention of environmental justice.

*Pages 41, 42, 56, and 57 have been revised to incorporate Environmental Justice.*

- The Public Involvement section is composed from a perspective of "informing/educating" the public; a perspective supportive of two-way communication in which information is shared is preferred. Kindly recognize that while the TPO has technical information based upon professional expertise to make available to the public, the public has specific social dynamic information including preferences, values and priorities to make available to the TPO.

*Pages 56 and 57 have been revised to reflect how the TPO ensures opportunities for the public to express its views on transportation issues and to become active participants in the decision-making process. In addition, it is anticipated that the Major PIP Update to be conducted in FY 2010/11 will further encourage public participation and identify additional opportunities for the public to make social dynamic information available to the TPO.*

---

---

**APPENDIX F – FTA SECTION 5303 GRANT APPLICATION**

**APPLICATION FOR  
FEDERAL ASSISTANCE**

Version 7/03

<b>1. TYPE OF SUBMISSION:</b> Application <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Non-Construction	Pre-application <input type="checkbox"/> Construction <input type="checkbox"/> Non-Construction	<b>2. DATE SUBMITTED</b> May 20, 2010	Applicant Identifier
		<b>3. DATE RECEIVED BY STATE</b>	State Application Identifier
		<b>4. DATE RECEIVED BY FEDERAL AGENCY</b>	Federal Identifier

**5. APPLICANT INFORMATION**

<b>Legal Name:</b> St. Lucie Metropolitan Planning Organization	<b>Organizational Unit:</b> Department:
<b>Organizational DUNS:</b>	<b>Division:</b>
<b>Address:</b> Street: 2300 Virginia Avenue	<b>Name and telephone number of person to be contacted on matters involving this application (give area code)</b> Prefix: Mr. First Name: Peter
City: Fort Pierce	Middle Name
County: St. Lucie	Last Name: Buchwald
State: Florida Zip Code: 34982	Suffix:
Country: USA	Email: buchwaldp@stlucieco.org

<b>6. EMPLOYER IDENTIFICATION NUMBER (EIN):</b> 59-6000836	Phone Number (give area code): 772-462-1593	Fax Number (give area code): 772-462-2549
---	---	---

<b>8. TYPE OF APPLICATION:</b> <input checked="" type="checkbox"/> New <input type="checkbox"/> Continuation <input type="checkbox"/> Revision If Revision, enter appropriate letter(s) in box(es) (See back of form for description of letters.)	<b>7. TYPE OF APPLICANT:</b> (See back of form for Application Types) MPO Other (specify)
Other (specify)	<b>9. NAME OF FEDERAL AGENCY:</b> Federal Transit Administration

<b>10. CATALOG OF FEDERAL DOMESTIC ASSISTANCE NUMBER:</b> 20-505 TITLE (Name of Program): Section 5303 Planning & Tech	<b>11. DESCRIPTIVE TITLE OF APPLICANT'S PROJECT:</b> Short Range Transportation Planning
---	---

<b>12. AREAS AFFECTED BY PROJECT (Cities, Counties, States, etc.):</b> St. Lucie County
--

<b>13. PROPOSED PROJECT</b> Start Date: 10/10 Ending Date: 9/11	<b>14. CONGRESSIONAL DISTRICTS OF:</b> a. Applicant 12,FL b. Project 12,FL
--	---

<b>15. ESTIMATED FUNDING:</b>	<b>16. IS APPLICATION SUBJECT TO REVIEW BY STATE EXECUTIVE ORDER 12372 PROCESS?</b>
a. Federal \$ 80,088.00 b. Applicant \$ .00 c. State \$ 10,011.00 d. Local \$ 10,011.00 e. Other \$ .00 f. Program Income \$ .00 g. TOTAL \$ 100,110.00	a. Yes. <input checked="" type="checkbox"/> THIS PREAPPLICATION/APPLICATION WAS MADE AVAILABLE TO THE STATE EXECUTIVE ORDER 12372 PROCESS FOR REVIEW ON DATE: May 20, 2010 b. No. <input type="checkbox"/> PROGRAM IS NOT COVERED BY E. O. 12372 <input type="checkbox"/> OR PROGRAM HAS NOT BEEN SELECTED BY STATE FOR REVIEW
<b>17. IS THE APPLICANT DELINQUENT ON ANY FEDERAL DEBT?</b> <input type="checkbox"/> Yes If "Yes" attach an explanation. <input checked="" type="checkbox"/> No	

**18. TO THE BEST OF MY KNOWLEDGE AND BELIEF, ALL DATA IN THIS APPLICATION/PREAPPLICATION ARE TRUE AND CORRECT. THE DOCUMENT HAS BEEN DULY AUTHORIZED BY THE GOVERNING BODY OF THE APPLICANT AND THE APPLICANT WILL COMPLY WITH THE ATTACHED ASSURANCES IF THE ASSISTANCE IS AWARDED.**

<b>a. Authorized Representative</b>		
Prefix: Mr. First Name: Darrell	Middle Name	
Last Name: Drummond	Suffix	
b. Title: Chairman	c. Telephone Number (give area code): 772-464-7433	
d. Signature of Authorized Representative	e. Date Signed	

APPENDIX A

**FEDERAL FISCAL YEAR 2010 CERTIFICATIONS AND ASSURANCES FOR  
FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS**

*(Signature page alternative to providing Certifications and Assurances in TEAM-Web)*

Name of Applicant: St. Lucie Transportation Planning Organization

The Applicant agrees to comply with applicable provisions of Categories 01 – 24. \_\_\_\_\_  
OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Assurances Required For Each Applicant.	<u>X</u>
02.	Lobbying.	<u>X</u>
03.	Procurement Compliance.	_____
04.	Protections for Private Providers of Public Transportation.	_____
05.	Public Hearing.	_____
06.	Acquisition of Rolling Stock for Use in Revenue Service.	_____
07.	Acquisition of Capital Assets by Lease.	_____
08.	Bus Testing.	_____
09.	Charter Service Agreement.	_____
10.	School Transportation Agreement.	_____
11.	Demand Responsive Service.	_____
12.	Alcohol Misuse and Prohibited Drug Use.	_____
13.	Interest and Other Financing Costs.	_____
14.	Intelligent Transportation Systems.	_____
15.	Urbanized Area Formula Program.	_____
16.	Clean Fuels Grant Program.	_____
17.	Elderly Individuals and Individuals with Disabilities Formula Program and Pilot Program.	_____
18.	Nonurbanized Area Formula Program for States.	_____
19.	Job Access and Reverse Commute Program.	_____
20.	New Freedom Program.	_____
21.	Paul S. Sarbanes Transit in Parks Program.	_____
22.	Tribal Transit Program.	_____
23.	TIFIA Projects	_____
24.	Deposits of Federal Financial Assistance to a State Infrastructure Banks.	_____

APPENDIX A

**FEDERAL FISCAL YEAR 2010 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE**  
(Required of all Applicants for FTA assistance and all FTA Grantees with an active capital or formula project)

AFFIRMATION OF APPLICANT

Name of Applicant: St. Lucie Transportation Planning Organization (TPO)

Name and Relationship of Authorized Representative: Darrell Drummond, Chairman

BY SIGNING BELOW, on behalf of the Applicant, I declare that the Applicant has duly authorized me to make these certifications and assurances and bind the Applicant's compliance. Thus, the Applicant agrees to comply with all Federal statutes and regulations, and follow applicable Federal directives, and comply with the certifications and assurances as indicated on the foregoing page applicable to each application it makes to the Federal Transit Administration (FTA) in Federal Fiscal Year 2010.

FTA intends that the certifications and assurances the Applicant selects on the other side of this document, as representative of the certifications and assurances in this document, should apply, as provided, to each project for which the Applicant seeks now, or may later, seek FTA assistance during Federal Fiscal Year 2010.

The Applicant affirms the truthfulness and accuracy of the certifications and assurances it has made in the statements submitted herein with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31 apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. 1001 apply to any certification, assurance, or submission made in connection with a Federal public transportation program authorized in 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature  \_\_\_\_\_

Date: May 20, 2010

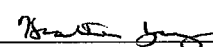
Name Darrell Drummond  
Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): St. Lucie TPO

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has authority under State, local, or tribal government law, as applicable, to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the certifications and assurances have been legally made and constitute legal and binding obligations on the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances, or of the performance of the project.

Signature  \_\_\_\_\_

Date: May 20, 2010

Name Heather Young  
Attorney for Applicant

Each Applicant for FTA financial assistance and each FTA Grantee with an active capital or formula project must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its signature in lieu of the Attorney's signature, provided the Applicant has on file this Affirmation, signed by the attorney and dated this Federal fiscal year.

**Section 5303**  
**Approved Project Budget for FY 2010-2011**  
(total dollars)

Technical Classifications:

44.21.00	Program Support and Administration	\$ _____
44.22.00	General Development and Comprehensive Planning	_____
44.23.01	Long Range Transportation Planning: System Level	_____
44.23.02	Long Range Transportation Planning: Project Level	_____
44.24.00	Short Range Transportation Planning	<u>90,110</u>
44.25.00	Transportation Improvement Program	_____
44.26.00	Planning Emphasis Areas	_____
44.26.12	Coordination of Non-Emergency Human Service Transportation	_____
44.26.13	Participation of Transit Operators in Metropolitan Planning	_____
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	_____
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	_____
44.26.16	Incorporating Safety & Security in Transportation Planning	_____
44.27.00	Other Activities	<u>10,000</u>
Total Net Project Cost		<u>\$ 100,110</u>

Accounting Classifications

44.30.01	Personnel	\$ <u>51,826</u>
44.30.02	Fringe Benefits	<u>23,284</u>
44.30.03	Travel	_____
44.30.04	Equipment	_____
44.30.05	Supplies	_____
44.30.06	Contractual	<u>25,000</u>
44.30.07	Other	_____
44.30.08	Indirect Charges	_____
Total Net Project Cost		<u>\$ 100,110</u>

Fund Allocations

44.40.01	MPO Activities	\$ <u>100,110</u>
44.40.02	Transit Operator Activities	_____
44.40.03	State and/or Local Agency Activities	_____
Total Net Project Cost		<u>\$ 100,110</u>
		<u>\$ 80,088</u>
Federal Share (80%)		<u>\$ 20,022</u>
Local Share (20%)		_____

Accounting Classification	FPC	Description	Amount
91.37.08.8P-2	02	Technical Studies - Planning	<u>\$ 100,110</u>

**Section 5303**  
**GMIS Planning Line Item Codes - FY 2010-2011**  
 (FTA Funds Only)

Technical Classifications:

44.21.00	Program Support and Administration	\$ _____
44.22.00	General Development and Comprehensive Planning	_____
44.23.01	Long Range Transportation Planning: System Level	_____
44.23.02	Long Range Transportation Planning: Project Level	_____
44.24.00	Short Range Transportation Planning	<u>72,088</u>
44.25.00	Transportation Improvement Program	_____
44.26.00	Planning Emphasis Areas	_____
44.26.12	Coordination of Non-Emergency Human Service Transportation	_____
44.26.13	Participation of Transit Operators in Metropolitan Planning	_____
44.26.14	Planning for Transit Systems Management/Operations to Increase Ridership	_____
44.26.15	Support Transit Capital Investment Decisions through Effective Systems Planning	_____
44.26.16	Incorporating Safety & Security in Transportation Planning	_____
44.27.00	Other Activities	<u>8,000</u>
Total Net Project Cost		<u>\$ 80,088</u>

Accounting Classifications

44.30.01	Personnel	<u>\$ 38,011</u>
44.30.02	Fringe Benefits	<u>17,077</u>
44.30.03	Travel	_____
44.30.04	Equipment	_____
44.30.05	Supplies	_____
44.30.06	Contractual	<u>25,000</u>
44.30.07	Other	_____
44.30.08	Indirect Charges	_____
Total Net Project Cost		<u>\$ 80,088</u>

Fund Allocations

44.40.01	MPO Activities	<u>\$ 80,088</u>
44.40.02	Transit Operator Activities	_____
44.40.03	State and/or Local Agency Activities	_____
Total Net Project Cost		<u>\$ 80,088</u>

## FEDERAL FY 2010-2011 CERTIFICATION REGARDING LOBBYING

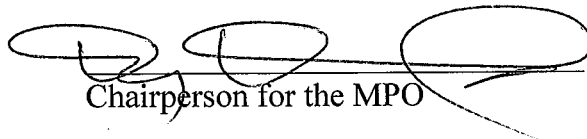
### Certification for Contracts, Grants, Loans, and Cooperative Agreements

The undersigned certifies, to the best of her or his knowledge and belief, that:

- (1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress, in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000.00 and not more that \$100,000.00 for each such failure.

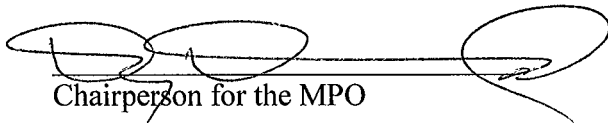
May 20, 2010  
Date

  
Chairperson for the MPO

## FEDERAL FY 2010-2011 DEBARMENT AND SUSPENSION CERTIFICATION

As required by U.S. Regulations on Government wide Debarment and Suspension (Non-procurement) at 49 CFR 29.510

- (1) The Metropolitan Planning Organization hereby certifies to the best of its knowledge and belief, that it and its principles:
  - (a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency;
  - (b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes; or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
  - (c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state or local) with commission of any of the offenses listed in paragraph (b) of this certification; and,
  - (d) Have not within a three-year period preceding this certification had one or more public transactions (Federal, state or local) terminated for cause or default.
- (2) The Metropolitan Planning Organization also hereby certifies that if, later, it becomes aware of any information contradicting the statements of paragraphs (a) through (d) above, it will promptly provide that information to the U.S. DOT.

  
Chairperson for the MPO

May 20, 2010  
Date