



REGULAR BOARD MEETING

Wednesday, April 6, 2022
 2:00 pm

Public Participation/Accessibility

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

Participation by Webconference: Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/8443355819807256844>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to TPOAdmin@stlucieco.org; by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 1:00 pm on April 6, 2022.

AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Comments from the Public
5. Comments from Advisory Committee Members (TAC/CAC/BPAC)
6. Approval of Agenda
7. Approval of Meeting Summary
 - *February 2, 2022 Regular Board Meeting*
8. Action Items
 - 8a. Brightline Trains Florida LLC (Brightline) Support Letter: Review of a **draft letter in support of Brightline's application for a Federal grant to construct supplemental safety measures along more than 200 miles of the rail corridor to reduce trespassing.**

Action: Approve the letter of support, approve with conditions, or do not approve.

- 8b. Transportation Alternatives Program (TAP) 2022 Grant Application: Review of a TAP grant application for the 2022 cycle.

Action: Endorse the TAP grant application for the 2022 cycle, endorse with conditions, or do not endorse.

- 8c. Transportation Regional Incentive Program (TRIP) 2022 Grant Application: Review of a TRIP grant application for the 2022 cycle.

Action: Endorse the TRIP grant application for the 2022 cycle, endorse with conditions, or do not endorse.

- 8d. Drone Port/Advanced Air Mobility (AAM) Study Phase 1 and Amendment to the FY 2020/21 – FY 2021/22 Unified Planning Work Program (UPWP): Review of the Drone Port/AAM Study Phase 1 Scope of Services and associated amendment to the FY 2020/21 – FY 2021/22 UPWP.

Action: Approve the Scope of Services for the Study and adopt the associated UPWP amendment, approve and adopt with conditions, or do not approve and adopt.

- 8e. FY 2022/23 – FY 2023/24 UPWP and Budget: Review and adoption of the UPWP and budget for the St. Lucie TPO for FY 2022/23 – FY 2023/24.

Action: Adopt the FY 2022/23 – FY 2023/24 UPWP and budget, adopt with conditions, or do not adopt.

- 8f. St. Lucie Walk-Bike Network (WBN) Facility Enhancements: Review of potential St. Lucie WBN facility enhancements to be purchased by the St. Lucie TPO for implementation by the local agencies.

Action: Approve the potential St. Lucie WBN facility enhancements to be purchased by the St. Lucie TPO, approve with conditions, or do not approve.

9. Discussion Items

- 9a. Automated, Connected, Electric, and Shared-Use (ACES) Vehicles for Transit Study Update: Review of the ACES Vehicles for Transit Study Update.

Action: Discuss and provide comments to Staff.

10. FDOT Comments

11. Recommendations/Comments by Members

12. TPO Staff Comments

13. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, June 1, 2022.

14. Adjourn

NOTICES

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

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

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

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



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

REGULAR BOARD MEETING

DATE: Wednesday, February 2, 2022

TIME: 2:00 pm

MEETING SUMMARY

1. Call to Order

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

2. Pledge of Allegiance

Chairwoman Morgan led the Pledge of Allegiance.

3. Roll Call

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

Members Present

Councilwoman Stephanie Morgan, Chair
 Vice Mayor Jolien Caraballo
 Darrell Drummond
 Commissioner Frannie Hutchinson
 Commissioner Curtis Johnson, Jr.
 Jack Kelly
 Mayor Shannon Martin
 Commissioner Sean Mitchell
 Councilman David Pickett

Representing

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

Others Present

Kyle Bowman
 Peter Buchwald

Representing

St. Lucie TPO
 St. Lucie TPO

Yi Ding	St. Lucie TPO
Marceia Lathou	St. Lucie TPO
Rachel Harrison	Recording Specialist
Patrick Dayan	St. Lucie County Public Works
Joseph DeFronzo	Port St. Lucie Public Works
Christine Fasiska	Florida Department of Transportation (FDOT)
Mira Skoroden	FDOT
Caroline Valentin (via web)	TPO Attorney
Ricardo Vazquez (via web)	Martin Metropolitan Planning Organization (MPO)
Victoria Williams	Florida's Turnpike

4. Comments from the Public – None.
5. Comments from Advisory Committee Members (TAC/CAC/BPAC) – None.
6. Approval of Agenda
 - * MOTION by Commissioner Mitchell to approve the agenda.
 - ** SECONDED by Mayor Martin Carried UNANIMOUSLY
7. Approval of Meeting Summary
 - December 1, 2021 Regular Board Meeting
 - * MOTION by Commissioner Hutchinson to approve the Meeting Summary.
 - ** SECONDED by Vice Mayor Caraballo Carried UNANIMOUSLY
8. Action Items
 - 8a. Public Participation Plan (PPP) 2021 Annual Evaluation: Review of the PPP 2021 Annual Evaluation.

Mr. Buchwald introduced the agenda item and invited Ms. Lathou to continue. Ms. Lathou provided an overview of the TPO's public participation efforts and their intended outcomes. She explained the

DRAFT

rationale and methodology for reviewing their effectiveness as compared with the baseline figures from 2020, and then presented the results of the evaluation with respect to the online, in-person, and Title VI/Environmental Justice outreach activities conducted during 2021. Ms. Lathou noted the performance targets to be used for the 2022 evaluation and concluded with the recommendations made by the TPO Advisory Committees the previous month.

* MOTION by Mr. Drummond to accept the PPP 2021 Annual Evaluation.

* * SECONDED by Vice Mayor Caraballo Carried UNANIMOUSLY

8b. 2022 Safety Performance Targets: Adoption of the 2022 Safety Performance Targets and Interim Benchmarks for the St. Lucie TPO.

Mr. Buchwald introduced Mr. Ding, who indicated that State DOTs must annually establish statewide targets for safety performance measures according to Federal Transportation Performance Management requirements. Mr. Ding noted that FDOT had renewed its commitment to zero deaths and serious injuries for 2022 by setting Vision Zero targets for all five safety performance measures and that the TPO could either support them or establish its own targets. He described how interim benchmarks were used to demonstrate progress toward the final targets and presented the 2020 safety performance results for both FDOT and the TPO. Mr. Ding then presented the 2022 Safety Performance Interim Benchmarks being recommended for adoption, explaining how they had been developed based on both historical and projected safety performance data. He provided an overview of local efforts at promoting safety and concluded with the recommendations made by the TPO Advisory Committees the previous month.

Commissioner Hutchinson initiated a discussion regarding rail safety in light of the recent commencement of local test runs for the Brightline passenger rail service, expressing concern that residents would become accustomed to the lower speeds of the test runs and then be unprepared for the higher speeds of full service. She requested that the TPO and local jurisdictions send letters to Brightline advocating for a public education campaign on rail safety, proposing as one possible format, a presentation suitable for posting on the TPO's website. Several members concurred, with Vice Mayor Caraballo citing a recent example of driver behavior that indicated a need for such education.

Vice Mayor Caraballo inquired about the effect of population growth on the proposed targets. Mr. Ding explained that the targets were based

on vehicle miles traveled (VMT), noting that the COVID-19 Pandemic had resulted in people driving less yet speeding more, likely contributing to increased fatalities.

Commissioner Hutchinson referenced the letter that had been sent to FDOT regarding the State roads within the TPO area identified as high-crash locations, asking if factors besides speed were being investigated as probable causes of accidents. She reported an incident in which she found it difficult to see an on-road bicyclist when traveling on Virginia Avenue despite the presence of street lighting, with Chairwoman Morgan likewise reporting instances of cyclists being inattentive to surrounding traffic in spite of the traffic traveling at high speeds. Mr. Buchwald explained that speed would be considered first, followed by factors such as lighting and the presence of medians. Commissioner Johnson commented that the absence of curbing and sidewalks could also be contributing to accidents and asked about the timetable of the study. Mr. Buchwald explained that it would take approximately six months for FDOT to complete its report, describing a number of safety improvements that would continue to be implemented in the meantime like multi-use paths and bike lanes. Vice Mayor Caraballo cited the super-street design concept as another way to improve safety.

Discussion ensued regarding speed management, with Chairwoman Morgan commenting on the City of Port St. Lucie's efforts to educate the public on its recent speed limit reduction for residential streets. Mayor Martin noted the use of Public Service Announcements as well as the Police Department's plans to conduct another safety campaign. Commissioner Johnson expressed concern regarding the prevalence of vehicles that had been modified to attain higher speeds and the drivers who either tested or raced such vehicles on public roads in violation of posted speed limits. He commented on the need for data on that driver behavior, citing Virginia Avenue and 25th Street as sites of racing. Commissioner Mitchell noted that he had seen motorcyclists engaging in similar behavior.

Several members remarked on the potential safety hazards posed by advances in technology. Mr. Kelly referenced the impact of cellphone usage on driver attention, while Vice Mayor Caraballo noted that electric vehicles' lack of engine noise upon acceleration might prove dangerous for other road users, especially pedestrians. Commissioner Hutchinson commented on the increasing top speeds of e-bikes as well as the tendency of some e-bike riders to weave in and out of roadway traffic. Mr. Drummond further commented that e-bikes sometimes looked like traditional bikes, making it difficult for other road users to realize their

capabilities. In answer to Chairwoman Morgan's question, Mr. Buchwald described some of the State regulations regarding e-bikes and their operation, offering to provide more information at a future meeting.

Mayor Martin emphasized the role of driver behavior in promoting roadway safety. She acknowledged the importance of enforcement in discouraging unsafe behavior, but observed that an effective safety strategy would comprise a balance of education, enforcement, and engineering. Commissioner Johnson likewise remarked on the importance of roadway design.

- * MOTION by Vice Mayor Caraballo to adopt the proposed 2022 Safety Performance Targets and Interim Benchmarks.
- * * SECONDED by Commissioner Johnson Carried UNANIMOUSLY

9. Discussion Items

9a. Florida Shared-Use Nonmotorized (SUN) Trail/East Coast Greenway (ECG) Project Update: An update on the Florida SUN Trail/ECG Projects underway in the TPO area.

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

Vice Mayor Caraballo and others expressed their enjoyment of the recent ribbon-cutting ceremony for the Sun Trail segment through the Indian Hills Recreation Area. Mr. Buchwald indicated that a video of the ceremony had been prepared by the East Coast Greenway, which the members could view in the TPO lobby.

10. Information Items

10a. Florida Metropolitan Planning Organization Advisory Council (MPOAC) Weekend Institute for Elected Officials 2022: Announcement of the dates and locations for the MPOAC Weekend Institute in 2022.

Mr. Buchwald announced the dates and locations for the 2022 MPOAC Weekend Institute, indicating that the event would be held in-person and that any Board member could attend. He explained the value of member participation and further reported that a one-day MPOAC workshop would be held at the TPO in June of 2022.

In response to Vice Mayor Caraballo's question, Mr. Buchwald described the differences between the MPOAC Weekend Institute and the one-day event to be hosted by the TPO. Chairwoman Morgan encouraged the members to attend.

11. FDOT Comments – None.

12. Recommendations/Comments by Members – In response to Mr. Kelly's request, Mr. Buchwald provided an update on the TPO's involvement with the Treasure Coast Transportation Council (TCTC). Mr. Buchwald indicated that the Board-requested letter outlining the TPO's proposals regarding TCTC procedures had been sent but not yet answered. He reported that the development of the Regional Long Range Transportation Plan had been delayed and that the TPO would be hosting the next TCTC meeting in the spring, which Mr. Buchwald would soon schedule.

Chairwoman Morgan reported several items of interest from a recent MPOAC meeting, including an upcoming informational retreat she was planning to attend, the MPOAC's joining of the Mileage-Based User Fee Alliance, and the ongoing discussion of how to mitigate the reduced gas tax revenues related to increased electric vehicle usage while also providing more charging stations.

13. TPO Staff Comments – Mr. Buchwald reported on two priority projects that had begun construction in January 2022: the St. Lucie West Boulevard Widening project over I-95 and the Port St. Lucie Boulevard Widening project between Darwin and Alcantarra Boulevards.

- 14. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, April 6, 2022.

- 15. Adjourn – The meeting was adjourned at 2:55 pm.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Councilwoman Stephanie Morgan
Chairwoman



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 6, 2022
Item Number:	8a
Item Title:	Brightline Trains Florida LLC (Brightline) Support Letter
Item Origination:	Brightline
UPWP Reference:	Task 3.2 - Transit Planning Task 3.7 - Safety and Security Planning
Requested Action:	Approve the letter of support, approve with conditions, or do not approve.
Staff Recommendation:	Because the TPO has extensively supported the establishment of passenger rail service in the TPO area and the proposed project will improve rail safety along the corridor, it appears to be appropriate for the TPO Board to approve the draft letter in support of Brightline's application for a Federal grant.

Attachments

- Staff Report
- Draft Letter of Support



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

MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
 Executive Director

DATE: March 29, 2022

SUBJECT: Brightline Trains Florida LLC (Brightline) Support Letter

BACKGROUND

The establishment of passenger rail service through the St. Lucie Transportation Planning Organization (TPO) area has long been identified as a need in the TPO's long range transportation and transit development plans. The extension of passenger rail service between Miami and Orlando through the TPO area by Brightline Trains Florida LLC (Brightline) will address this need.

For more than a decade, the TPO has consistently demonstrated its support for the development of passenger rail service through the TPO area. In particular, the TPO supported the proposed reestablishment of Amtrak Service in 2009, the proposed establishment of Tri-Rail Fast Track Service in 2011, the initial development of All Aboard Florida Service in 2012, and endorsed the location of a station in the City of Fort Pierce in 2018. Most recently, the TPO requested this month that Brightline initiate a public education campaign on rail safety prior to the start of its full service to Orlando. As part of the request, the TPO pledged to continue to proactively work with Brightline in addressing the need for passenger rail service and locating a station in the TPO area while cooperatively educating the public on rail safety.

Accordingly, Brightline requested that the TPO provide a letter of support for a Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Application that Brightline intends to submit for the Florida East Coast Railroad (FECR) Corridor Trespassing Mitigation Project. A draft letter of support was prepared that will be presented to the TPO Board for approval.

ANALYSIS

The FECR Corridor Trespassing Mitigation Project consists of the construction of supplemental safety measures at grade crossings and along corridor segments such as channelization fencing and landscaping, crossing delineators, dynamic envelope striping, and signage upgrades. The grant will enable the installation of these safety enhancements along more than 200 miles of the corridor that are proven to have reduced trespassing in similar applications.

The estimated cost of the project is \$45 million with approximately \$2.4 million of improvements to be implemented in the TPO area. Brightline is applying for \$22.5 million of Federal funding with the remainder of the funding reportedly to come from Brightline, the Florida Department of Transportation, and other stakeholders.

RECOMMENDATION

Because the TPO has extensively supported the establishment of passenger rail service in the TPO area and the proposed project will improve rail safety along the corridor, it appears to be appropriate for the TPO Board to approve the draft letter in support of Brightline's application for a Federal grant.



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

April 6, 2022

The Honorable Pete Buttigieg, Secretary
 U.S. Department of Transportation
 1200 New Jersey Avenue SE
 Washington, DC 20590

RE: Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 Grant Application
 Florida East Coast Railroad (FECR) Corridor Trespassing Mitigation Project

Dear Secretary Buttigieg:

The St. Lucie Transportation Planning Organization (St. Lucie TPO) is the metropolitan planning organization (MPO) representing the jurisdictions of the City of Fort Pierce, City of Port St. Lucie, St. Lucie Village, and St. Lucie County. Near the center of the East Coast of Florida, these communities have experienced explosive growth expanding to over 330,000 residents. With this explosion of growth, the mobility challenges of the residents have dramatically increased with almost 15,000 commuters a day traveling to work in Palm Beach, Broward, and Miami-Dade Counties.

The establishment of passenger rail service through the TPO area has long been identified **as a need in the TPO's long range transportation and transit** development plans. The extension of passenger rail service between Miami and Orlando through the TPO area by Brightline Trains Florida LLC (Brightline) will address this need. Therefore, the St. Lucie TPO strongly supports the above-referenced project for a RAISE grant.

The existing rail corridor through the St. Lucie TPO area currently accommodates freight service with approximately 14 trains per day. In 2023, Brightline will commence operations from Miami to Orlando with the 245-mile corridor accommodating 32 daily Brightline trains in addition to the existing FECR trains.

The proposed project is an approximately \$45 million investment by the Florida Department of Transportation (FDOT) and Brightline to improve safety for the more than 7.2 million residents who live in the counties along the corridor and the millions of visitors who traverse the corridor daily. The project consists of the construction of supplemental safety measures at grade crossings and along corridor segments such as channelization fencing and landscaping, crossing delineators, dynamic envelope striping, and signage upgrades. The grant will enable these safety enhancements along more than 200 miles of the corridor that are proven to have reduced trespassing in similar applications.

We greatly appreciate that as a former local elected official and Board Member of an MPO similar in size to the St. Lucie TPO, you understand how such a project will benefit the local communities and respectfully request your support of RAISE grant funding for this vital project. Please contact me should you require any additional information regarding the enthusiastic local support for this project.

Sincerely,

Councilwoman Stephanie Morgan
 Chairwoman



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 6, 2022
Item Number:	8b
Item Title:	Transportation Alternatives Program (TAP) 2022 Grant Application
Item Origination:	2022 TAP Grant Cycle
UPWP Reference:	Task 3.3 - Transportation Improvement Program
Requested Action:	Endorse the TAP grant application for the 2022 cycle, endorse with conditions, or do not endorse.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and the inclusion of the project in the 2021/22 Transportation Alternatives Priority Project List, it is recommended that the Volucia Drive Trail Project be endorsed for the allocation of the TAP funding from the 2022 grant cycle.

Attachments

- Staff Report
- Volucia Drive Trail Project Application Excerpts



MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: March 30, 2022

SUBJECT: Transportation Alternatives Program (TAP)
2022 Grant Application

BACKGROUND

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

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

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

ANALYSIS

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

At their meetings during the week of March 21st, the TPO Advisory Committees recommended that the Volucia Drive Trail Sidewalk Project be endorsed for the allocation of the TAP funding from the 2022 grant cycle.

RECOMMENDATION

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



Transportation Alternatives Program (TAP) 2022

FUNDING APPLICATION

Submittal Date:

APPLICANT INFORMATION

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

CERTIFICATION OF PROJECT SPONSOR/IMPLEMENTING AGENCY SUPPORT:

Certification of project sponsor/implementing agency support is attached.

Yes (Required)

PROJECT TYPE: Infrastructure Non-infrastructure

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

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

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

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

PROJECT INFORMATION

PROJECT NAME/TITLE:

ELIGIBLE TRANSPORTATION ALTERNATIVES PROJECT CATEGORY:

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

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

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

PROJECT LOCATION:

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

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

PROJECT LIMITS:

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

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

PROJECT DESCRIPTION:

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

Detailed Scope of Work:

A detailed scope of work is attached.

Yes (Required)

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

Conceptual or design plans are attached.

Yes No

Typical Section drawings are attached.

Yes No

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

Yes No

If yes, please describe (250 character limit):

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

Has the applicant received input from stakeholders? Briefly explain:

Yes No

Have public information or community meetings been held?

Yes No

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

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

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

Yes No

If Yes, specify and provide documentation:

Is environmental permitting required?

Yes No

If Yes, specify and provide documentation:

Provide any additional project specific information that should be considered:

PROJECT IMPLEMENTATION

Please indicate the project phases included in this funding request:

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

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

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

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

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

Yes No

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

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

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

PROJECT RIGHT-OF-WAY / EASEMENT REQUIREMENTS

Is right-of-way acquisition proposed? Yes No

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

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

Will temporary construction easements be required? Yes No

If Yes, please describe (500 character limit):

PROJECT COST ESTIMATE AND FUNDING REQUEST

ESTIMATED PROJECT COST:

A detailed project cost estimate is attached.

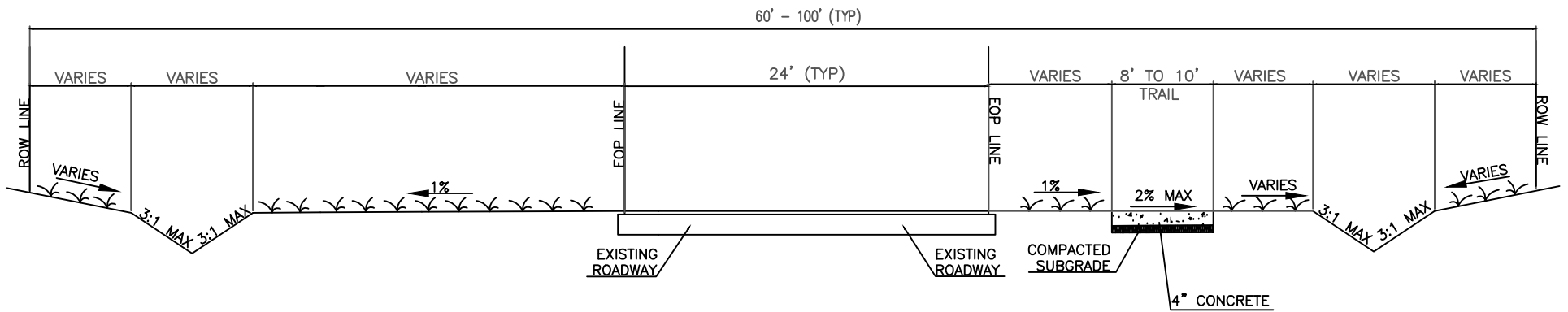
Yes (Required)

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

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

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





TYPICAL CROSS-SECTION DETAIL
N.T.S.

TAP GRANT APPLICATION FY 2022

VOLUCIA TRAIL PROJECT
EAST TORINO PARKWAY TO WEST BLANTON BLVD



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

**TYPICAL CROSS - SECTION
DETAIL**

NOTES:

DETAIL: PW-01

DATE: 2022

SCALE: N.T.S.

SHEET: 1 OF 1



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 6, 2022
Item Number:	8c
Item Title:	Transportation Regional Incentive Program (TRIP) 2022 Grant Application
Item Origination:	2022 TRIP Grant Cycle
UPWP Reference:	Task 4.1 – Models of Regional Planning Cooperation
Requested Action:	Endorse the TRIP grant application for the 2022 cycle, endorse with conditions, or do not endorse.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and on the project being a highly-ranked TPO and regional project and nearly shovel-ready for construction, it is recommended that the TRIP grant application for the Port St. Lucie Boulevard Project be endorsed.

Attachments

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



MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: March 30, 2022

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

BACKGROUND

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

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

It is anticipated for the TCTC to prioritize the TRIP applications for the 2022 grant cycle at its meeting this spring. The TPO Board prioritizes or endorses the TRIP grant applications that are received from the local agencies in the TPO area for submittal to the TCTC.

ANALYSIS

A TRIP application (excerpts attached) was submitted for the 2022 TRIP grant cycle by the City of Port St. Lucie for the construction of Port St. Lucie

Boulevard from Becker Road to Paar Drive. The proposed project is the third-ranked project in the TPO's 2021/22 List of Priority Projects and is highly prioritized in the SmartMoves 2045 Long Range Transportation Plan and in the RL RTP. The proposed project consists of the widening of the existing two-lane section to four lanes with the addition of 10-foot wide, multi-use paths and 5-foot wide landscape strips on both sides of the roadway.

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

At their meetings during the week of March 21st, the TPO Advisory Committees recommended that the TRIP grant application for the Port St. Lucie Boulevard Project be endorsed for TRIP funding from the 2022 grant cycle.

RECOMMENDATION

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



2022 Transportation Regional Incentive Program (TRIP) Project Scoping Application

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

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

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

Regional Transportation Area: SEFTC or TCTC (Check one)

Implementing Local Agency:

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

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

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

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

E-mail: buchwaldp@stlucieco.org / Vandana.nagole@dot.state.fl.us

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

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

Project Information:

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

County Location: St. Lucie

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

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

#10

Road number (if applicable): N/A

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

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

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

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

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

Typical section is attached (Typical Section.pdf)

Explain how the project enhances the regional transportation system.

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

Describe the project and what it will accomplish.

Is the project consistent with:

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

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

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

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

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

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

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

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

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

How will TRIP funding accelerate the project's implementation?

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

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

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

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

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

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

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

Project Qualification Information:

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

No.

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

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

No.

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

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

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

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

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

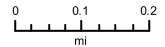
This document has been developed at an overview level; please refer to the FDOT Office of Policy Planning website (<http://www.fdot.gov/planning>) or contact Sabrina Aubery, FDOT District 4 TRIP Coordinator for detailed program requirements.



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



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



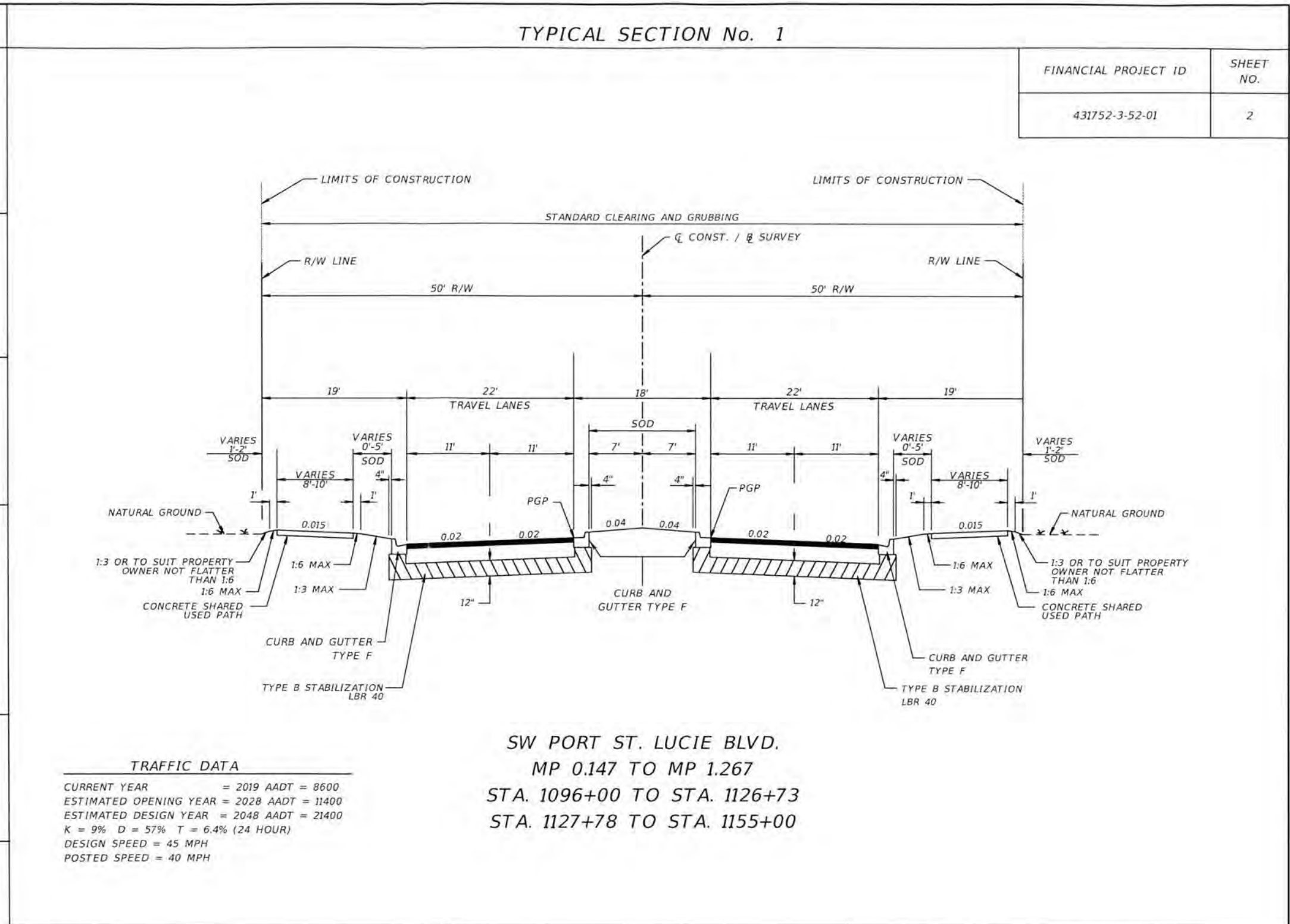
1 inch = 1,505 feet

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

POTENTIAL EXCEPTIONS AND VARIATIONS RELATED TO TYPICAL SECTION:

* MEDIAN WIDTH

12/10/2021 3:50:03 PM jlecan
 C:\w\l\segs\FDOT\3175252501\Roadway\TY\PR001.dgn



APPROVED BY:

Paola A. Riveros
 12-15-21
 Date

FDOT CONCURRENCE

2/4/22
 Date
 For JOHN OLSON, PE
 District Design Engineer

DESIGN SPEED / POSTED SPEED
 LOCAL MUNICIPALTY CONCURRENCE

01-14-22
 Date
 MICHAEL ENOT, PE
 City of Port. St. Lucie
 City Engineer



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 6, 2022
Item Number:	8d
Item Title:	Drone Port/Advanced Air Mobility (AAM) Study Phase 1 and Amendment to the FY 2020/21 – FY 2021/22 Unified Planning Work Program (UPWP)
Item Origination:	UPWP
UPWP Reference:	Task 1.2– UPWP Development Task 3.6- Freight Planning
Requested Action:	Approve the Scope of Services for the Study and adopt the associated UPWP amendment, approve and adopt with conditions, or do not approve and adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because the Drone Port/AAM Study would provide a broader overview on the rapidly evolving air transportation system that may support the current warehousing and distribution development that is occurring in the TPO area and funding has become available for it, it is recommended that the proposed Scope of Services for the Drone Port/AAM Study be approved and that the associated amendment to the UPWP be adopted.

Attachments

- Staff Report
- Drone Port/AAM Study Phase I Scope of Services
- FY 2020/21–FY 2021/22 UPWP Amended Pages



MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

Yi Ding
Transportation Systems Manager

DATE: March 30, 2022

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

BACKGROUND

The St. Lucie TPO included a Drone Port Study in Task 3.6, *Freight Planning*, of the UPWP to identify appropriate locations for commercial drone ports within the TPO area. AAM is an air transportation system that moves people and cargo between places not currently or easily served by surface transportation or existing aviation modes. At a mature state, AAM will integrate revolutionary aircraft including Electrical Vertical Take-Off and Landing Vehicles (eVTOL) and Unmanned Aircraft Systems (UAS) or drones into highly automated networks.

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

ANALYSIS

As the new AAM technology is outpacing the development of the regulatory framework, there is limited AAM-related guidance at the Federal, state, and

local levels. Therefore, it may be appropriate to learn more about this emerging industry and to explore the possible integration of AAM into the TPO area. Phase I of the Drone Port/AAM Study will be conducted by Kimley Horn and Associates, one of the TPO's General Planning Consultants, in accordance with the attached Scope of Services.

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

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

At their meetings during the week of March 21st, the TPO Advisory Committees recommended the approval of the Scope of Services for the Study and the adoption of the associated UPWP amendment.

RECOMMENDATION

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

St. Lucie Transportation Planning Organization (TPO)

General Transportation Planning Consultant Services

Scope of Services – Work Order #3

Drone Port/Advanced Air Mobility Study – Preliminary Review

BACKGROUND

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

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

PURPOSE

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

Task 1 –High-Level AAM Study

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

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

The duration of Task 1 is estimated at 2 months.

1.1 – Description and Background of AAM

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

1.2 – Maturity of AAM Technology

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

1.3 – Use Cases of AAM

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

1.4 – Recommendations and Way Forward

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

Fee

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

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

Task 3.6 Freight Planning		
Purpose:		
To continue promoting the St. Lucie TPO area as the freight gateway to South Florida while enhancing the initiatives of agency partners in support of the important freight facilities of regional and Statewide significance located within the St. Lucie TPO area.		
Previous Work:		
<p>The TPO implemented the Treasure Coast Regional Freight Plan that was developed as part of the 2040 RL RTP development with the Martin and Indian River MPOs.</p> <p>The TPO continued to work with FDOT to acquire data and enhance the regional freight model to specifically evaluate transportation investments and their benefits with regard to freight mobility.</p> <p>The TPO continued to participate in the MPOAC Freight Advisory Committee.</p> <p>The TPO supported the update of the Port of Fort Pierce Master to develop the Port of Fort Piece Consolidated Master Plan.</p> <p>The TPO continued to implement the St. Lucie Freight Network and identify and analyze operational improvements to the freight network through the implementation of the St. Lucie ATMS.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Develop a Drone Port Study to identify appropriate locations for drone ports-an Advanced Air Mobility (AAM) Study Phase I to provide a high-level overview of the current state of the AAM industry, including examples of use cases that may support the current warehousing and distribution development that is occurring in the TPO area, and recommended next steps for the TPO. • Implement the Treasure Coast Regional Freight Plan and other regional plans • Implement the Port of Fort Piece Consolidated Master Plan and other local plans • Maintain liaison with various agency staff • Monitor and update the St. Lucie Freight Network • Support continued implementation of the St. Lucie Freight Logistics Zone • Attend various freight coordination meetings 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Drone Port Study Advanced Air Mobility Study Phase I (consultant services to be used)	April 2022 June 2022	



Task 3.6 Freight Planning Estimated Budget Detail for FY 2020/2021								
Budget Category	Budget Category Description	FHWA (PL) ¹	FCTD	STBG	FTA	FTA STATE MATCH	FTA LOCAL MATCH	Total
A. Personnel Services:								
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
	Subtotal:	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000
B. Contract/Consultant Services:								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C. Travel:								
	Travel Expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total:	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000

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

Task 3.6 Freight Planning Estimated Budget Detail for FY 2021/2022								
Budget Category	Budget Category Description	FHWA (PL) ¹	FCTD	STBG	FTA	FTA STATE MATCH	FTA LOCAL MATCH	Total
A. Personnel Services:								
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$0	\$0 \$2,200	\$0	\$0	\$0	\$10,000 \$12,200
	Subtotal:	\$10,000	\$0	\$0 \$2,200	\$0	\$0	\$0	\$10,000 \$12,200
B. Contract/Consultant Services:								
		\$0	\$0	\$0 \$17,800	\$0	\$0	\$0	\$0 \$17,800
	Subtotal:	\$0	\$0	\$0 \$17,800	\$0	\$0	\$0	\$0 \$17,800
C. Travel:								
	Travel Expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total:	\$10,000	\$0	\$0 \$20,000	\$0	\$0	\$0	\$10,000 \$30,000

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

Task 4.1 Models of Regional Planning Cooperation		
Purpose:		
To continue as a model of regional planning cooperation and to coordinate with Federal, State, and other public agencies which are not considered to be local agencies or governments (such as the other MPOs, FDOT, and the TCRPC) on projects and activities that are not identified within specific tasks in the other elements of the UPWP.		
Previous Work:		
TPO staff continued to maintain liaison with the FDOT, TCRPC, Martin and Indian River MPO staffs and coordinated with various non-local governmental and public agencies on transportation projects and activities affecting the MPA. To accomplish this task, TPO staff attended meetings; reviewed plans, reports, and other documents; provided data, information, comments, and recommendations; and facilitated presentations to the TPO Board and advisory committees on behalf of the agencies, as appropriate.		
The TPO shared resources to implement regional public outreach, data collection, and other common tasks.		
The 2040 Treasure Coast RL RTP continued to be implemented and provided regional projects for Transportation Regional Incentive Program (TRIP) funding through the Treasure Coast Transportation Council (TCTC). In addition, the TPO continued to participate in other miscellaneous regional planning and coordination meetings.		
The TPO staff provided meeting schedules, agendas, minutes, packets, notices, and other staff support, as necessary, for meetings of the Treasure Coast Transportation Council (TCTC) and the Treasure Coast Technical Advisory Committee (TCTAC).		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Complete and implement local and regional plans including the 2040 RL RTP • 2040 RL RTP amendments • Maintain liaison with various agency staff • Coordinate with rural governmental entities outside of the current MPA boundaries that are impacted by transportation movements between regions • Support and participate in TCTAC and TCTC and other regional meetings • Prepare regional meeting agendas, minutes, packets, etc. 		
End Product:	Completion Date:	
Develop the 2045 Treasure Coast RL RTP through a Memorandum of Understanding with the Martin and Indian River MPOs with the Martin MPO serving as the project lead and each of the MPOs contributing up to \$20,000 as a One-Time Cost Sharing (funds to Martin MPO) for Regional Planning Activities (consultant services to be used)	June 2022	Performed by: St. Lucie TPO Martin MPO Indian River MPO

Task 4.1 Models of Regional Planning Cooperation Estimated Budget Detail for FY 2020/2021								
Budget Category	Budget Category Description	FHWA (PL) ¹	FCTD	STBG	FTA	FTA STATE MATCH	FTA LOCAL MATCH	Total
A. Personnel Services:								
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
C. Travel:								
	Travel Expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$0	\$0	\$20,000

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

Task 4.1 Models of Regional Planning Cooperation Estimated Budget Detail for FY 2021/2022								
Budget Category	Budget Category Description	FHWA (PL) ¹	FCTD	STBG ¹	FTA	FTA STATE MATCH	FTA LOCAL MATCH	Total
A. Personnel Services:								
	TPO Staff Salaries, fringe benefits, and other deductions	\$10,000	\$0	\$20,000	\$0	\$0	\$0	\$30,000
	Subtotal:	\$10,000	\$0	\$20,000	\$0	\$0	\$0	\$30,000
B. Contract/Consultant Services:								
	One-Time Cost Sharing for Treasure Coast Memorandum of Understanding (MOU) (funds to Martin MPO) for Regional Planning Activities (Consultant Services)**	\$0	\$0	\$20,000 \$0	\$0	\$0	\$0	\$20,000 \$0
	Subtotal:	\$0	\$0	\$20,000 \$0	\$0	\$0	\$0	\$20,000 \$0
C. Travel:								
	Travel Expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:								
		\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0	\$0	\$0
	Total:	\$10,000	\$0	\$40,000 \$20,000	\$0	\$0	\$0	\$50,000 \$30,000

TABLE 1 Work Task Summary

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

Element	Task	End Products	Target Dates	FY 2020/21 Budget	FY 2021/22 Budget
1. Program Administration	1.1 Program Management	2021 Legislative Priorities (uses local funds only)	December 2020	\$395,459	\$372,229
		2022 Legislative Priorities (use local funds only)	October 2021		
		2021 Annual Joint Certification Review	May 2021		
		2022 Annual Joint Certification Review	May 2022		
		Local MPOAC Institute Workshop	June 2022		
		Federal Certification Review	April 2021		
	1.2 UPWP Development	FY 2022/23 – FY 2023/24 UPWP Kickoff Meeting	January 2022	\$2,500	\$15,000
		Review by Advisory Committees & Board	March/April 2022		
		Transmittal to FDOT	March 2022		
		Public Comment Period	March/April 2022		
Adoption by Board		April 2022			
2. Modeling, GIS, Data Management, and Performance Measurement	2.1 Travel Demand Modeling	2045 LRTP Modeling Activities	February 2021	\$5,000	\$5,000
		2045 RL RTP Modeling Activities	June 2022		
	2.2 GIS And Data Management	Presentation of 3D Animation Showing Proposed Multi-Modal Transportation Connectivity	June 2021	\$15,000	\$10,000
	2.3 Traffic Count Program Management	2020 Traffic Count and LOS Report	January 2021	\$45,000	\$55,000
		2021 Traffic Count and LOS Report	January 2022		
	2.4 Performance Measurement and Target Setting	Set 2021 Performance Targets and Report to FDOT	February 2021	\$10,000	\$10,000
Set 2022 Performance Targets and Report to FDOT		February 2022			
3. Recurring and Systems and Project Planning	3.1 Long Range Transportation Planning	2045 LRTP with TIP/LRTP Performance Report	February 2021	\$195,000	\$10,000
	3.2 Transit Planning	TDP Annual Progress Report	September 2020	\$163,868	\$158,868
		TDP Annual Progress Report	September 2021		
		Transit Route Optimization Study	June 2021		
		Micro-Mobility Study	June 2022		
	3.3 Transportation Improvement Program (TIP)	Submittal of 2020/21 LOPP to FDOT	August 2020	\$42,500	\$43,000
		Review/Endorsement of FDOT's Five-Year Work Program	December 2020		
		FY 2021/22 – FY 2025/26 TIP Adoption & Interactive TIP Update	June 2021		
		Annual Publication of Obligated Federal Projects	June 2021		
		Submittal of 2021/22 LOPP to FDOT	August 2021		
		Review/Endorsement of FDOT's Five-Year Work Program	October 2021		
		FY 2022/23 – FY 2026/27 TIP Adoption & Interactive TIP Update	June 2022		
	3.4 Congestion Management Process (CMP)	2020 CMP Update/Annual Report	February 2021	\$5,000	\$5,000
2021 CMP Update/Annual Report		February 2022			

Element	Task	End Products	Target Dates	FY 2020/21 Budget	FY 2021/22 Budget
3. Recurring and Systems and Project Planning (continued)	3.5 Bicycle-Pedestrian/Complete Streets Planning	St. Lucie Walk-Bike Network Update	June 2021	\$35,000	\$90,000
		St. Lucie Walk-Bike Network Facility Enhancements which includes the purchase of active/nonmotorized transportation infrastructure	June 2022		
	3.6 Freight Planning	Drone Port Study	April 2022	\$10,000	\$10,000 \$30,000
	3.7 Safety and Security Planning	COOP Update and Exercise	October 2020	\$10,000	\$80,000
		Crosswalk Markings Visibility Study	June 2021		
		COOP Exercise and Update, if needed	October 2021		
		Speed Kills Analysis	December 2021		
		LPI Traffic Signal Study Phase 2	February 2022		
		Crosswalk Markings Study Implementation Plan	June 2022		
	3.8 Transportation Disadvantaged (TD) Program	SR-A1A South Causeway Bridge Bicycle Lane Pilot Project	June 2022	\$25,000	\$25,000
		TDSP Annual Update	June 2021		
		TDSP Annual Update	June 2022		
		2021 CTC Evaluation	June 2021		
	3.9 Environmental Planning	2022 CTC Evaluation	June 2022	\$10,000	\$10,000
		Transportation Asset/Service Vulnerability Assessment	June 2021		
3.10 ACES Vehicles Planning	Update and maintain the Base Map of Environmentally-Sensitive Areas	April 2022	\$15,000	\$15,000	
	Electric Vehicle Charging Station Plan	October 2021			
	ACES Vehicles for Transit Study Update	April 2022			
4. Regional and Intergovernmental Planning and Coordination	4.1 Models of Regional Planning Cooperation	Develop the 2045 Treasure Coast RL RTP	June 2022	\$20,000	\$50,000 \$30,000
		2021 TCSHP Annual Work Plan	November 2020	\$20,000	\$20,000
	4.2 Intergovernmental Planning and Coordination	2020 TCSHP Annual Report	February 2021		
		2022 TCSHP Annual Work Plan	November 2021		
2021 TCSHP Annual Report		February 2022			
5. Public Participation, Education & Outreach	5.1 Public Participation, Education & Outreach	Title VI Implementation Plan Major Update	October 2020	\$25,000	\$25,000
		Annual PPP Evaluation of Effectiveness and Update	February 2021		
		Annual PPP Evaluation of Effectiveness and Update	February 2022		
				\$1,049,327	\$1,009,097

TABLE 5 Agency Participation (FY 2021/22)

Task	Federal			State			Local		Total	Amount to Consultant
	FHWA	FTA	STBG	FDOT		FCTD	St. Lucie County	TPO		
				Cash Match	Soft Match ¹					
1.1 Program Management	\$302,333	\$54,318	\$0	\$6,789	\$66,681	\$0	\$6,789	\$2,000	\$438,910	\$20,000
1.2 UPWP Development	\$15,000	\$0	\$0	\$0	\$3,308	\$0	\$0	\$0	\$18,308	\$0
2.1 Travel Demand Modeling	\$5,000	\$0	\$0	\$0	\$1,103	\$0	\$0	\$0	\$6,103	\$0
2.2 GIS and Data Management	\$10,000	\$0	\$0	\$0	\$2,206	\$0	\$0	\$0	\$12,206	\$0
2.3 Traffic Count Program Management	\$0	\$0	\$55,000	\$0	\$12,131	\$0	\$0	\$0	\$67,131	\$40,000
2.4 Performance Measurement and Target Setting	\$10,000	\$0	\$0	\$0	\$2,206	\$0	\$0	\$0	\$12,206	\$0
3.1 Long Range Transportation Planning	\$10,000	\$0	\$0	\$0	\$2,206	\$0	\$0	\$0	\$12,206	\$0
3.2 Transit Planning	\$10,000	\$55,094	\$80,000	\$6,887	\$19,850	\$0	\$6,887	\$0	\$178,718	\$30,000
3.3 Transportation Improvement Program (TIP)	\$43,000	\$0	\$0	\$0	\$9,484	\$0	\$0	\$0	\$52,484	\$8,000
3.4 Congestion Management Process (CMP)	\$5,000	\$0	\$0	\$0	\$1,103	\$0	\$0	\$0	\$6,103	\$0
3.5 Bike Complete Streets Planning	\$35,000	\$0	\$55,000	\$0	\$19,850	\$0	\$0	\$0	\$109,850	\$35,000
3.6 Freight Planning	\$10,000	\$0	\$0 \$20,000	\$0	\$2,206	\$0	\$0	\$0	\$12,206 \$32,206	\$0 \$17,800
3.7 Safety and Security Planning	\$10,000	\$0	\$70,000	\$0	\$17,645	\$0	\$0	\$0	\$97,645	\$50,000
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$2,000
3.9 Environmental Planning	\$10,000	\$0	\$0	\$0	\$2,206	\$0	\$0	\$0	\$12,206	\$0
3.10 ACES Vehicles Planning	\$15,000	\$0	\$0	\$0	\$3,308	\$0	\$0	\$0	\$18,308	\$0
4.1 Models of Regional Planning Cooperation ²	\$10,000	\$0	\$40,000 \$20,000	\$0	\$11,028	\$0	\$0	\$0	\$61,028 \$41,028	\$20,000 \$0
4.2 Intergovernmental Planning and Coordination	\$20,000	\$0	\$0	\$0	\$4,411	\$0	\$0	\$0	\$24,411	\$3,000
5.1 Public Participation, Education & Outreach	\$25,000	\$0	\$0	\$0	\$5,514	\$0	\$0	\$0	\$30,514	\$10,000
Total	\$545,333	\$109,412	\$300,000	\$13,676	\$186,446	\$25,000	\$13,676	\$2,000	\$1,195,543	\$218,000 \$215,800

¹FDOT non-cash match explained on page 3

²Task 4.1 Includes One-Time Cost Sharing for Treasure Coast Memorandum of Understanding (MOU) (funds to Martin MPO) for Regional Planning Activities (Consultant Services)

TABLE 7 Funding Sources (FY 2021/22)

Task	PL		FTA Section 5305(d)			FCTD	STBG	TPO Local	Total (minus soft match)	Amount to Consultant
	Federal	State ¹	Federal	State ²	Local					
1.1 Program Management	\$302,333	\$66,681	\$54,318	\$6,789	\$6,789	\$0	\$0	\$2,000	\$372,229	\$20,000
1.2 UPWP Development	\$15,000	\$3,308	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0
2.1 Travel Demand Modeling	\$5,000	\$1,103	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0
2.2 GIS and Data Management	\$10,000	\$2,206	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0
2.3 Traffic Count Program Management	\$0	\$12,131	\$0	\$0	\$0	\$0	\$55,000	\$0	\$55,000	\$40,000
2.4 Performance Measurement and Target Setting	\$10,000	\$2,206	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0
3.1 Long Range Transportation Planning	\$10,000	\$2,206	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0
3.2 Transit Planning	\$10,000	\$19,850	\$55,094	\$6,887	\$6,887	\$0	\$80,000	\$0	\$158,868	\$30,000
3.3 Transportation Improvement Program (TIP)	\$43,000	\$9,484	\$0	\$0	\$0	\$0	\$0	\$0	\$43,000	\$8,000
3.4 Congestion Management Process (CMP)	\$5,000	\$1,103	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000	\$0
3.5 Bike Complete Streets Planning	\$35,000	\$19,850	\$0	\$0	\$0	\$0	\$55,000	\$0	\$90,000	\$35,000
3.6 Freight Planning	\$10,000	\$2,206	\$0	\$0	\$0	\$0	\$0 \$20,000	\$0	\$10,000 \$30,000	\$0 \$17,800
3.7 Safety and Security Planning	\$10,000	\$17,645	\$0	\$0	\$0	\$0	\$70,000	\$0	\$80,000	\$50,000
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$0	\$0	\$25,000	\$0	\$0	\$25,000	\$2,000
3.9 Environmental Planning	\$10,000	\$2,206	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000	\$0
3.10 ACES Vehicles Planning	\$15,000	\$3,308	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000	\$0
4.1 Models of Regional Planning Cooperation ³	\$10,000	\$11,028	\$0	\$0	\$0	\$0	\$40,000 \$20,000	\$0	\$50,000 \$30,000	\$20,000 \$0
4.2 Intergovernmental Planning and Coordination	\$20,000	\$4,411	\$0	\$0	\$0	\$0	\$0	\$0	\$20,000	\$3,000
5.1 Public Participation, Education & Outreach	\$25,000	\$5,514	\$0	\$0	\$0	\$0	\$0	\$0	\$25,000	\$10,000
Total	\$545,333	\$186,446	\$109,412	\$13,676	\$13,676	\$25,000	\$300,000	\$2,000	\$1,009,097	\$218,000 \$215,800

¹Soft match which is the FDOT non-cash match explained on page 3

²State match is typically FDOT D Funds

³Task 4.1 Includes One-Time Cost Sharing for Treasure Coast Memorandum of Understanding (MOU) (funds to Martin MPO) for Regional Planning Activities (Consultant Services)



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 6, 2022
Item Number:	8e
Item Title:	FY 2022/23 – 2023/24 Unified Planning Work Program (UPWP) and Budget
Item Origination:	Federal and State requirements and FY 2020/21–FY 2021/22 UPWP
UPWP Reference:	Task 1.2 – UPWP Development
Requested Action:	Adopt the FY 2022/23 – FY 2023/24 UPWP and budget, adopt with conditions, or do not adopt.
Staff Recommendation:	Based on the comments from the Call for UPWP Projects being incorporated into the draft UPWP, the recommendations of the TPO Advisory Committees, and that the proposed budget fiscally supports the draft UPWP, it is recommended that the draft FY 2022/23 – FY 2023/24 UPWP and the proposed budget be adopted.

Attachments

- Staff Report
- Draft FY 2022/23 – FY 2023/24 UPWP
- Florida Shared-Use Nonmotorized (SUN) Trail Grant Agreement
- Proposed FY 2022/23 - FY 2023/24 Budget, Historical Budgets, and Actual Expenses



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

MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
 Executive Director

Marceia Lathou
 Transit Program Manager

DATE: March 30, 2022

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

BACKGROUND

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

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

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

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

ANALYSIS

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

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

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

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

The following projects from the current UPWP were deferred to the draft FY 2022/23 – FY 2023/24 UPWP:

- Local Metropolitan Planning Organization Advisory Council (MPOAC) Institute Workshop: The MPOAC Weekend Institutes for 2022 announced at the TPO Board Meeting in February were suspended because of the identification of “several significant internal control concerns” by the FDOT Office of Inspector General. Therefore, the MPOAC Weekend Institute staff are unable to prepare a Local MPOAC Institute Workshop for the TPO for this fiscal year. Consequently, the Local MPOAC Institute Workshop for the TPO was deferred to FY 2022/23 in the draft UPWP.
- 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP): Due to administrative delays, the development of the 2045 Treasure Coast RLRTP could not be completed by the end of FY 2021/22. Therefore, it was deferred to FY 2022/23 in the draft UPWP.

The draft UPWP was submitted to the FDOT, FHWA, and FTA for their review and comment, and a public comment period was initiated. The draft UPWP was reviewed and recommended for adoption by the TPO Advisory Committees at their meetings during the week of March 21st.

The attached proposed FY 2022/23 - FY 2023/24 Budget was prepared to fiscally support the draft UPWP. The attachment also includes the budgeted and actual expenses for the past two fiscal years of the current UPWP for reference. Significant changes in the proposed budget from the current budget are summarized as follows:

Staff Salaries: These expenses are increased to include overall salary increases ranging from three to seven percent across the two fiscal years subject to TPO Board approval.

Staff Benefits These expenses are increased for overall benefit cost increases in each of the fiscal years.

Professional Services/Consultants: These expenses include retaining contracted professional services or consultants for the preparation of meeting summaries, website and social media management, public engagement support, traffic data collection, Interactive Transportation Improvement Program preparation, development of the 2045 Treasure Coast Regional LRTP, and completion of the previously-identified new projects in the draft UPWP.

Training/Seminars: These expenses are increased in FY 2022/23 for the one-day Local MPOAC Institute Workshop to be conducted at the St. Lucie TPO that was deferred from the current UPWP.

Building Rent: These expenses include estimated rent increases anticipated from the execution of a new lease to commence on October 1st.

The revenues projected for both fiscal years of the UPWP are detailed in Tables 2 and 3 in the UPWP. The budgeted expenses for both fiscal years are less than or equal to the projected revenues for those fiscal years.

RECOMMENDATION

Based on the comments from the Call for UPWP Projects being incorporated into the draft UPWP, the recommendations of the TPO Advisory Committees, and that the proposed budget fiscally supports the draft UPWP, it is recommended that the draft FY 2022/23 – FY 2023/24 UPWP and the proposed budget be adopted.



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

Unified Planning Work Program (UPWP)

Performance-Based Planning and Programming

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

Catalog of Federal Domestic Assistance (CFDA) Numbers:
20.205 - Highway Planning and Construction
20.505 - Federal Transit Technical Studies Grant (Metropolitan Planning)

Funding for this Planning Work Program Provided By:
Federal Highway Administration
Federal Transit Administration
Florida Department of Transportation
Florida Commission for the Transportation Disadvantaged

Federal Aid Project Number: 0311-060-M
Financial Project Numbers: 439326-4-14-01 & 439326-4-14-02
FAC Number: Z450

Adopted on April 6, 2022

Stephanie Morgan, Chairwoman

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

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

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

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



TABLE OF CONTENTS

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

APPENDICES

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

I. INTRODUCTION

Definition of the Unified Planning Work Program (UPWP)

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

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

An Acronym List is provided in Appendix A.

Prior Efforts

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

Program Management

Legislative Priorities for 2021 and 2022
 Federal Certification Review

GIS and Data Management

Local enumeration efforts for the 2020 Census

Traffic Count Management Program

Traffic Counts for 2021 and 2022

Long Range Transportation Plan (LRTP)

SmartMoves 2045 LRTP Development

Transit (Bus Operations) Planning

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

Transportation Improvement Program (TIP)

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

Congestion Management Process (CMP)
 2020 and 2021 CMP Annual Report

Bicycle-Pedestrian/Complete Streets Planning
 St. Lucie Walk-Bike Network Update
 East Coast Greenway/Florida SUN Trail Implementation

Safety and Security Planning
 Crosswalk Markings Study
 Crosswalk Markings Study Implementation Plan
 Speed Kills Analysis
 Security and Safety Issue Identification
 Treasure Coast Community Traffic Safety Team Support
 Continuity of Operations Plan (COOP) Activation and Management

Transportation Disadvantaged (TD) Program
 Transportation Disadvantaged Service Plan (TDSP) Annual Updates
 Local Coordinating Board for the Transportation Disadvantaged (LCB) Support

Freight Planning
 Advanced Air Mobility Study Phase I

Environmental Planning
 Transportation Asset/Service Vulnerability Assessment Update

Automated/Connected/Electric/Shared-Use (ACES) Vehicles Planning
 Electric Vehicle Charging Station Plan
 ACES Vehicles for Transit Study Update

Regional Planning and Coordination
 Treasure Coast Transportation Council Support
 Transportation Regional Incentive Program (TRIP) Administration

Intergovernmental Planning and Coordination
 Treasure Coast International Airport Master Plan Update Support
 Treasure Coast International Airport Connector Study Support

Public Involvement, Education & Outreach
 Public Participation Plan (PPP) Evaluations of Effectiveness and Updates

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

Planning Priorities

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

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

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

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

Consolidated Planning Grant (CPG)

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

Planning Tasks to be Funded with FTA Funding

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

- Task 1.1 Program Management
- Task 3.2 Transit Planning

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

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

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

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

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

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

Agency Involvement in the Development of the UPWP

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

Public Involvement in the Development of the UPWP

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

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

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

Consistency with Other Plans

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

Planning Factors and Task Matrix

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

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

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

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

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

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

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

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

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

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

II. ORGANIZATION AND MANAGEMENT

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

- Four (4) St. Lucie County Board of County Commissioners*
- Four (4) City of Port St. Lucie Councilmembers
- Two (2) City of Fort Pierce Commissioners
- One (1) St. Lucie Public Schools Board member
- One (1) transit representative

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



Technical Advisory Committee (TAC)

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

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

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

Citizens Advisory Committee (CAC)

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

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

Bicycle-Pedestrian Advisory Committee (BPAC)

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

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

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

Treasure Coast Corridor Management Entity (TCCME)

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

Local Coordinating Board for the Transportation Disadvantaged (LCB)

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

Treasure Coast Transportation Council (TCTC)

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

Metropolitan Planning Organization Advisory Council (MPOAC)

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

TPO Staff

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

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

Agreements

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

Interlocal Agreement for Creation of the Metropolitan Planning Organization

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

Interlocal Agreement for Administrative Support Services

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

MPO Agreement

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

Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement

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

Public Transportation Joint Participation Agreement

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

Interlocal Agreement Creating the Treasure Coast Transportation Council

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

Operational Procedures & Bylaws

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

Statements, Certifications and Assurances

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

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

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

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

III. WORK PROGRAM ELEMENTS AND TASKS

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

- ELEMENT 1: PROGRAM ADMINISTRATION
- ELEMENT 2: MODELING, GIS, DATA MANAGEMENT, MONITORING, AND PERFORMANCE MEASUREMENT
- ELEMENT 3: RECURRING AND SYSTEMS PLANNING
- ELEMENT 4: REGIONAL AND INTERGOVERNMENTAL PLANNING AND COORDINATION
- ELEMENT 5: PUBLIC INVOLVEMENT, EDUCATION & OUTREACH



ELEMENT 1: PROGRAM ADMINISTRATION

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

Task 1.1 Program Management

Task 1.2 UPWP Development



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



DRAFT

Unified Planning Work Program
FY 2022/23 – FY 2023/24

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

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

^{1,2,3,4}See the next page for an explanation of these expenses/grants.

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Task 2.4 Performance Measurement and Target Setting

Purpose:

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

Previous Work:

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

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

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

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

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

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

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

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

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

ELEMENT 3: RECURRING AND SYSTEMS AND PROJECT PLANNING

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

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

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

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

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

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

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



Task 3.2 Transit Planning

Purpose:

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

Previous Work:

Intermodal planning and coordination was supported through transit planning activities in cooperation with Martin and Indian River MPOs and South Florida Commuter Services (SFCS). The St. Lucie County Origin and Destination Big Data Analysis was completed, a key step to identify areas for transit infrastructure development and improvements. The TPO Board adopted the PTASP Performance Targets for the St. Lucie TPO. The TPO Board accepted the Transit Route Optimization Study Draft Choices Report which is the first phase of a study to optimize the bus route network. TPO Staff assisted St. Lucie County in preparing its Transit Development Plan (TDP) Annual Progress Reports. The Micro-Mobility Study was conducted.

The TPO coordinated and facilitated a Park & Ride Lot Program by building upon the results of previous planning efforts. Construction of the Jobs Express Terminal was completed. Coordination with Palm Tran and FDOT resulted in commitments from those agencies to respectively operate and fund express bus service from St. Lucie County to Palm Beach County via the Jobs Express Terminal.

Other transit planning activities that were continued included providing technical and planning assistance to St. Lucie County in order to maintain the County’s eligibility for the continued receipt of federal and state transit grant funds. The performance of the transit system was monitored. Potential impacts caused by the extension of passenger rail service were monitored. The coordination of specialized transportation services continued through transit meetings.

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

- Provision of technical assistance to the transit providers
- Continue coordination with FDOT, St. Lucie County Transit, and Palm Tran on the express bus service from the Jobs Express Terminal to the West Palm Beach Intermodal Center
- Transit Development Plan (TDP) Major Update
- TDP Annual Progress Reports
- Transit Center Visioning Workshop
- Support of intermodal planning, travel demand management, and transit planning coordination including implementation of the SFCS Workplan
- Park and ride lot program planning
- Passenger rail service program planning

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

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

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

Task 3.2 Transit Planning Estimated Budget Detail for FY 2023/24						
Budget Category	Budget Category Description	FHWA (CPG) ¹	STBG ¹	FCTD	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$20,000	\$85,000	\$0	\$0	\$105,000
Subtotal:		\$20,000	\$85,000	\$0	\$0	\$105,000
B. Contract/Consultant Services:						
TDP Major Update		\$0	\$150,000	\$0	\$0	\$150,000
Subtotal:		\$0	\$150,000	\$0	\$0	\$150,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$20,000	\$235,000	\$0	\$0	\$255,000

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



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

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

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

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

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

Task 3.4 Congestion Management Process (CMP)		
Purpose:		
To maintain and monitor the CMP and identify and prioritize CMP projects for the FDOT Work Program and the TPO LOPP and TIP.		
Previous Work:		
<p>The CMP Implementation Plan prioritizes projects which address identified congestion and safety issues using one or more “quick-fix” strategies. An Annual CMP Report was completed to update congestion and safety issues and explore strategies to address areas of concern. In coordination with FDOT Traffic Operations, the CMP and its Implementation Plan were utilized to allocate the TPO’s CMP box funds of \$300,000-\$400,000 annually. The CMP was also used for the annual development of the LOPP, TIP, and Work Program, and for ongoing project prioritization as needed in coordination with FDOT Traffic Operations.</p> <p>The SmartMoves2045 LRTP contains a CMP element, the Cost Feasible Plan allocates funding to the CMP, and congestion management is incorporated into the Goals, Objectives, and Performance Measures of the SmartMoves2045 LRTP.</p> <p>The TPO participated significantly in the development of the FDOT Treasure Coast Transportation Systems Management & Operations (TSM&O) Master Plan.</p> <p>The St. Lucie Advanced Transportation Master Plan (ATMS) Master Plan continued to be implemented.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • CMP Project coordination and prioritization • CMP Annual Report which evaluates the performance of the CMP • ATMS Master Plan Implementation through participation, including attending project progress meetings with FDOT and FDOT’s consultant in the implementation of the ATMS Master Plan; coordination with local agencies; and the development and prioritization of subsequent phases in the TPO’s LOPP • Support the implementation of the Treasure Coast TSM&O Master Plan where it is consistent with the ATMS Master Plan. 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Special Events Congestion Management and Parking Plan (SECMAPP) (Consultant scope of services in Appendix F.)	February 2023	
CMP Update/Annual Report	June 2023	
CMP Major Update (Consultant scope of services in Appendix F.)	June 2024	



DRAFT

Unified Planning Work Program
FY 2022/23 – FY 2023/24

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

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

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

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



Task 3.5 Bicycle-Pedestrian/Complete Streets Planning

Purpose:

To review, update, and implement the St. Lucie Walk-Bike Network, build upon previous complete streets planning efforts, and continue the ongoing planning and coordinating efforts which support the provision of bicycle, pedestrian, and greenway facilities.

Previous Work:

The TPO maintained and updated the inventory of bicycle and pedestrian facilities, known as the St. Lucie Walk-Bike Network, and performed activities as needed in support of its implementation. Through the St. Lucie Walk-Bike Network, TPO staff continued to coordinate with the local governments, the St. Lucie School District, FDOT, Florida Department of Environmental Protection Office of Greenways and Trails, and the East Coast Greenway Alliance regarding bicycle/pedestrian/greenway issues and the planning, prioritizing, funding, and implementation of bicycle/pedestrian/greenway facilities. Coordination of complete streets planning activities also occurred through the BPAC, TAC, and CAC. Potential bicycle/pedestrian/greenway and complete streets projects were identified for funding and considered for prioritization in the TPO’s LOPP.

Programmed projects reviewed through the Electronic Review Comments (ERC) system were evaluated by the TPO based on bicycle and pedestrian-friendliness.

The St. Lucie Walk-Bike Network was updated.

The TPO continued to develop plans and implement projects to address specific gaps or obstacles impeding the extension of the East Coast Greenway and the Florida SUN Trail through the St. Lucie TPO area.

The construction of the I-95 Jobs Express Terminal was completed, and BPAC members identified the need for the installation of bicycle lockers at the facility. Previous work conducted by the TPO such as the Bicycle Rack Plan identified the need for the installation of other active/nonmotorized transportation infrastructure such as bicycle racks. The St. Lucie Walk-Bike Network Facility Enhancements were purchased by the TPO for installation by the local agencies.

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

- Local coordination/support and project review and prioritization including assisting agencies with sidewalk inventories, gap studies, etc. to support their compliance with ADA requirements
- East Coast Greenway (ECG)/Florida SUN Trail coordination and implementation

End Product:	Completion Date:	Performed by:
SUN Trail Network Port of Ft Pierce Overpass Connector Feasibility Study	June 2023	St. Lucie TPO

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

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

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

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

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

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

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

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

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

Task 3.7 Safety and Security Planning

Purpose:

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

Previous Work:

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

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

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

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

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

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

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

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

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

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

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

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



Task 3.8 Transportation Disadvantaged (TD) Program		
Purpose:		
To provide coordination and planning services for the St. Lucie County TD Program in accordance with Chapter 427 FS, Rule 41-2 FAC, and the Americans with Disabilities Act (ADA) which includes the identification of unmet TD needs.		
Previous Work:		
<p>TPO Staff assisted the CTC in its role of providing safe, coordinated TD services to elderly persons, persons with disabilities, veterans, at-risk children, and economically disadvantaged citizens. TPO staff assisted the CTC in the development of Transportation Disadvantaged Service Plan/Coordinated Plan Annual Updates. Staff assisted in finding alternatives to accommodate unmet local needs.</p> <p>TPO staff provided administrative services to the LCB. This included preparation of meeting summaries, agendas, grant applications, progress reports, and other products. Staff also assessed legislatively mandated changes to the state TD program and undertook TD-related activities as necessary to comply with state legislation. The TD program is coordinated with other public transit planning and services, including veteran services, through the LCB and associated work products. TPO staff coordinated with FDOT, the County, and the transit operator and provided technical assistance for the transitioning of non-life sustaining trips from the current demand response program services to fixed or deviated route services.</p> <p>The TD Program continued to incorporate Environmental Justice into its mission by identifying and addressing, as appropriate, the effects of programs, policies, and activities on minority and low-income populations. The TPO continued to strive to involve the potentially affected public and to develop partnerships with and enhance the participation by traditionally underserved communities.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • LCB Meeting Support • LCB Planning Support • CTC Technical Assistance • TD Grant Applications • TD Invoice and Progress Reports 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
TDSP Annual Update	May 2023	
CTC Designation/Re-Designation	July 2023	
TDSP Major Update	December 2023	
2023 CTC Evaluation	June 2023	
2024 CTC Evaluation	June 2024	
LCB Meeting Summaries (Independent contractor services to be used)	After the LCB Meetings	

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

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

Task 3.8 Transportation Disadvantaged (TD) Program Estimated Budget Detail for FY 2023/2024						
Budget Category	Budget Category Description	FHWA (CPG) ¹	STBG	FCTD	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$0	\$0	\$20,942	\$0	\$20,942
Subtotal:		\$0	\$0	\$20,942	\$0	\$20,942
B. Contract/Consultant Services:						
LCB Meeting Summaries		\$0	\$0	\$2,000	\$0	\$2,000
Subtotal:		\$0	\$0	\$2,000	\$0	\$2,000
C. Travel:						
Travel Expenses		\$0	\$0	\$800	\$0	\$800
Subtotal:		\$0	\$0	\$800	\$0	\$800
D. Direct Expenses:						
Advertising		\$0	\$0	\$1,260	\$0	\$1,260
General & Administrative Charges		\$0	\$0	\$1,340	\$0	\$1,340
Training & Seminar		\$0	\$0	\$300	\$0	\$300
Postage		\$0	\$0	\$15	\$0	\$15
Subtotal:		\$0	\$0	\$2,915	\$0	\$2,915
Total:		\$0	\$0	\$26,657	\$0	\$26,657

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



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

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

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

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

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

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

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

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

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

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

ELEMENT 4: REGIONAL AND INTERGOVERNMENTAL PLANNING AND COORDINATION

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

Task 4.1 Models of Regional Planning Cooperation

Task 4.2 Intergovernmental Planning and Coordination

Task 4.1 Models of Regional Planning Cooperation

Purpose:

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

Previous Work:

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

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

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

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

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

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

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

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

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

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

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

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



Task 4.2 Intergovernmental Planning and Coordination

Purpose:

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

Previous Work:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

ELEMENT 5: PUBLIC PARTICIPATION, EDUCATION & OUTREACH

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

Task 5.1 Public Participation, Education & Outreach



Task 5.1 Public Participation, Education & Outreach

Purpose:

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

Previous Work:

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

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

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

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

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

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

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

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

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

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

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

IV. SUMMARY BUDGET TABLES



TABLE 1 Work Task Summary

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

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



DRAFT

Unified Planning Work Program
FY 2022/23 – FY 2023/24

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

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

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

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

TABLE 2 Revenues (FY 2022/23)

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

Notes

* The Close-Out Balance applies to PL Funds only, will be determined after FY 2022/23, and will not be available until FY 2023/24.

** The Local Match for PL & STBG Funds is included in the State Match for PL & STBG Funds which is identified on page 3 and is detailed by Task in Tables 4-7.

TABLE 3 Revenues (FY 2023/24)

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

Notes

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

TABLE 4 Agency Participation (FY 2022/23)

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

¹FDOT non-cash match explained on page 3

TABLE 5 Agency Participation (FY 2023/24)

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

¹FDOT non-cash match explained on page 3

TABLE 6 Funding Sources (FY 2022/23)

Task	CPG		FTA 5305D	STBG	FCTD	SUN Trail	Private Party	TPO Local	Total (minus soft match)	Amount to Consultant
	Federal	State ¹								
Contract Number:			G1477 G2170							
1.1 Program Management	\$313,601	\$69,167	\$45,541	\$0	\$0			\$2,000	\$361,142	\$30,000
1.2 UPWP Development	\$3,000	\$662	\$0	\$0	\$0			\$0	\$3,000	\$0
2.1 Travel Demand Modeling	\$10,000	\$15,439	\$0	\$60,000	\$0			\$0	\$70,000	\$50,000
2.2 GIS and Data Management	\$15,000	\$3,308	\$0	\$0	\$0			\$0	\$15,000	\$0
2.3 Traffic Count Program Management	\$0	\$17,644	\$0	\$80,000	\$0			\$0	\$80,000	\$45,000
2.4 Performance Measurement and Target Setting	\$10,000	\$2,206	\$0	\$0	\$0			\$0	\$10,000	\$0
3.1 Long Range Transportation Planning	\$10,000	\$2,206	\$0	\$0	\$0	\$0	\$560,000	\$0	\$570,000	\$500,000
3.2 Transit Planning	\$10,000	\$23,158	\$70,541	\$95,000	\$0			\$0	\$175,547	\$60,000
3.3 Transportation Improvement Program (TIP)	\$30,000	\$6,617	\$0	\$0	\$0			\$0	\$30,000	\$10,000
3.4 Congestion Management Process (CMP)	\$60,000	\$13,233	\$0	\$0	\$0			\$0	\$60,000	\$50,000
3.5 Bike Complete Streets Planning	\$20,000	\$4,411	\$0	\$0	\$0	\$300,000	\$0	\$0	\$320,000	\$264,000
3.6 Freight Planning	\$10,000	\$2,206	\$0	\$0	\$0			\$0	\$10,000	\$0
3.7 Safety and Security Planning	\$20,000	\$25,364	\$0	\$95,000	\$0			\$0	\$115,000	\$80,000
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$0	26,657			\$0	\$26,657	\$2,000
3.9 Environmental Planning	\$77,000	\$16,983	\$0	\$0	\$0			\$0	\$77,000	\$67,000
3.10 ACES Vehicles Planning	\$20,000	\$17,644	\$0	\$70,000	\$0			\$0	\$80,000	\$40,000
4.1 Models of Regional Planning Cooperation	\$30,000	\$6,617	\$0	\$0	\$0			\$0	\$30,000	\$20,000
4.2 Intergovernmental Planning and Coordination	\$20,000	\$4,411	\$0	\$0	\$0			\$0	\$20,000	\$10,000
5.1 Public Participation, Education & Outreach	\$65,000	\$14,336	\$0	\$0	\$0			\$0	\$65,000	\$50,000
Total	\$713,601	\$245,611	\$116,082	\$400,000	\$26,657	\$300,000	\$560,000	\$2,000	\$2,118,340	\$1,278,000

¹Soft match which is the FDOT non-cash match explained on page 3

TABLE 7 Funding Sources (FY 2023/24)

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

¹Soft match which is the FDOT non-cash match explained on page 3

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

Financial Project No: <u>447339-1-18-01</u>	Contract No. _____	Vendor No.: <u>VF596000835091</u>	CSFA No. and Title: <u>55.038</u> Florida Shared-Use Nonmotorized (SUN) Trail Network Program
--	---------------------------	---	--

THIS FLORIDA SHARED-USE NONMOTORIZED TRAIL GRANT AGREEMENT (“Agreement”) is entered into this ____ day of ____ 20____, by and between the State of Florida Department of Transportation, (“Department”), and St Lucie TPO, 466 SW Port St Lucie Blvd, Suite 111, Port St Lucie, FL 34953, (“Recipient”). The Department and the Recipient are sometimes referred to in this Agreement as a “Party” and collectively as the “Parties”.

RECITALS

- A. The Department is authorized under Section 339.81, Florida Statutes, to enter into this Agreement.
- B. The Florida Shared-Use Nonmotorized Trail Network is included in the Department’s work program for the purposes of funding and maintaining projects within the network.
- C. The purpose of this Agreement is to provide for the Department’s participation in the SUN Trail network Port of Ft Pierce Overpass Connector, as further described in **Exhibit “A”, Scope of Services** (“Project”), state the terms and conditions upon which Department funds will be provided, and to set forth the manner in which the Project will be undertaken and completed. The Project is or shall be a component of the Florida Shared-Use Nonmotorized Trail Network and it would be more practical, expeditious, and economical for the Recipient to perform the Project.
- D. The Recipient by Resolution No. 19-R19 adopted on May 6, 2019, a copy of which is attached hereto and made a part hereof as **Exhibit “E”, Recipient Resolution**, authorizes the proper officials to enter into this Agreement.

NOW, THEREFORE, in consideration of the mutual benefits to be derived from joint participation on the Project, the Parties agree to the following:

- 1. **Incorporation of Recitals:** The recitals set forth above are true and correct and are incorporated into this Agreement.
- 2. **Term of Agreement:** This Agreement shall commence upon full execution by both Parties (“Effective Date”) and continue through December 31, 2025. If the Recipient does not complete the Project within this time period, this Agreement will expire on the last day of the scheduled completion as provided in this paragraph unless an extension of the time period is requested by the Recipient and granted in writing by the Department prior to the expiration of this Agreement. Expiration of this Agreement will be considered termination of the Project. The cost of any work performed prior to the Effective Date or after the expiration date of this Agreement will not be reimbursed by the Department. Unless terminated earlier, work on the Project shall commence no later than: the _____ day of

[Type here]

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

_____ N/A _____, 20____ or within _____ days of the issuance of the Notice to Proceed for the construction phase of the Project (if the Project involves construction), whichever date is earlier. The Department shall have the option to immediately terminate this Agreement should the Agency fail to meet the above-required dates.

3. **Amendments, Extensions and Assignment:** This Agreement may be amended or extended upon mutual written agreement of the Parties. This Agreement shall not be renewed. This Agreement shall not be assigned, transferred or otherwise encumbered by the Recipient under any circumstances without the prior written consent of the Department.
4. **Termination or Suspension of Project:** The Department may, by written notice to the Recipient, suspend any or all of the Recipient's obligations under this Agreement for the Recipient's failure to comply with applicable law or the terms of this Agreement until such time as the event or condition resulting in such suspension has ceased or been corrected. The Department may also terminate this Agreement in whole or in part at any time the interest of the Department requires such termination.
 - a. If the Department terminates the Agreement, the Department shall notify the Recipient of such termination in writing within thirty (30) days of the termination of the Agreement, with instructions to the effective date of termination or specify the stage of work at which the Agreement is to be terminated.
 - b. The Parties to this Agreement may terminate this Agreement when its continuation would not produce beneficial results commensurate with the further expenditure of funds. In this event, the Parties shall agree upon the termination conditions.
 - c. If the Agreement is terminated before performance is completed, the Recipient shall be paid only for that work satisfactorily performed for which costs can be substantiated. Such payment, however, may not exceed an amount which is the same percentage of the contract price as the amount of work satisfactorily completed is a percentage of the total work called for by this Agreement. All work in progress on the Department right-of-way will become the property of the Department and will be turned over promptly by the Recipient.
 - d. In the event the Recipient fails to perform or honor the requirements and provisions of this Agreement, the Recipient shall promptly refund in full to the Department within thirty (30) days of the termination of the Agreement any funds that were determined by the Department to have been expended in violation of the Agreement.
5. **Project Cost:**
 - a. The estimated total cost of the Project is \$300,000. This amount is based upon the schedule of funding in **Exhibit "B", Method of Compensation**. The schedule of funding may be modified by mutual agreement of the Parties.
 - b. The Department agrees to participate in the Project cost up to the maximum amount of \$300,000 and as more fully described in **Exhibit "B", Method of Compensation**. The Parties agree that the Department's participation may be increased or reduced upon a determination of the actual bid amounts of the Project by the execution of a supplemental agreement. The Recipient agrees to bear all expenses in excess of the amount of the Department's participation and any cost overruns or deficits involved.
6. **Compensation and Payment:**
 - a. The Department shall reimburse the Recipient for costs incurred to perform services described in the Scope of Services in **Exhibit "A"**, and as set forth in the Method of Compensation in **Exhibit "B"**.

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

- b. The Recipient shall provide quantifiable, measurable, and verifiable units of deliverables. Each deliverable must specify the required minimum level of service to be performed and the criteria for evaluating successful completion. The Project, identified as Financial Project Number 440033-2-34-01, and the quantifiable, measurable, and verifiable units of deliverables are described more fully in **Exhibit "A"**, Scope of Services. Any changes to the deliverables shall require written approval in advance by the Department.
- c. Invoices shall be submitted no more often than monthly by the Recipient in detail sufficient for a proper pre-audit and post-audit, based on the quantifiable, measurable and verifiable deliverables as established in **Exhibit "A"**. Deliverables must be received and accepted in writing by the Department's Project Manager prior to reimbursements. The Department will identify the Department's Project Manager to the Recipient in writing.
- d. Supporting documentation must establish that the deliverables were received and accepted in writing by the Recipient and must also establish that the required minimum level of service to be performed based on the criteria for evaluating successful completion as specified in **Exhibit "A"** has been met.
- e. Travel expenses are not compensable under this Agreement.
- f. Payment shall be made only after receipt and approval of goods and services unless advance payments are authorized by the Chief Financial Officer of the State of Florida under Chapters 215 and 216, Florida Statutes or the Department's Comptroller under s. 334.044 (29), Florida Statutes. If the Department determines that the performance of the Recipient is unsatisfactory, the Department shall notify the Recipient of the deficiency to be corrected, which correction shall be made within a time-frame to be specified by the Department. The Recipient shall, within five days after notice from the Department, provide the Department with a corrective action plan describing how the Recipient will address all issues of contract non-performance, unacceptable performance, failure to meet the minimum performance levels, deliverable deficiencies, or contract non-compliance. If the corrective action plan is unacceptable to the Department, the Recipient shall be assessed a non-performance retainage equivalent to 10% of the total invoice amount. The retainage shall be applied to the invoice for the then-current billing period. The retainage shall be withheld until the Recipient resolves the deficiency. If the deficiency is subsequently resolved, the Recipient may bill the Department for the retained amount during the next billing period. If the Recipient is unable to resolve the deficiency, the funds retained must be forfeited at the end of the Agreement's term.
- g. Recipients providing goods and services to the Department should be aware of the following time frames. Inspection and approval of goods or services shall take no longer than 20 days from the Department's receipt of the invoice. The Department has 20 days to deliver a request for payment (voucher) to the Department of Financial Services. The 20 days are measured from the latter of the date the invoice is received or the goods or services are received, inspected, and approved.

If a payment is not available within 40 days, a separate interest penalty at a rate as established pursuant to **Section 55.03(1), F.S.**, will be due and payable, in addition to the invoice amount, to the Recipient. Interest penalties of less than one (1) dollar will not be enforced unless the Recipient requests payment. Invoices that have to be returned to a Recipient because of Recipient preparation errors will result in a delay in the payment. The invoice payment requirements do not start until a properly completed invoice is provided to the Department.

A Vendor Ombudsman has been established within the Department of Financial Services. The duties of this individual include acting as an advocate for Agencies who may be experiencing problems in obtaining timely payment(s) from a state agency. The Vendor Ombudsman may be contacted at (850) 413-5516.

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

- h. Records of costs incurred under the terms of this Agreement shall be maintained and made available upon request to the Department at all times during the period of this Agreement and for five years after final payment is made. Copies of these documents and records shall be furnished to the Department upon request. Records of costs incurred include the Recipient's general accounting records and the project records, together with supporting documents and records, of the contractor and all subcontractors performing work on the project, and all other records of the Contractor and subcontractors considered necessary by the Department for a proper audit of costs.
- i. Upon request, the Recipient agrees to provide progress reports to the Department in the standard format used by the Department and at intervals established by the Department. The Department will be entitled at all times to be advised, at its request, as to the status of the Project and of details thereof.
- j. If, after Project completion, any claim is made by the Department resulting from an audit or for work or services performed pursuant to this Agreement, the Department may offset such amount from payments due for work or services done under any agreement which it has with the Recipient owing such amount if, upon demand, payment of the amount is not made within 60 days to the Department. Offsetting any amount pursuant to this paragraph shall not be considered a breach of contract by the Department.
- k. The Recipient must submit the final invoice on the Project to the Department within 120 days after the completion of the Project. Invoices submitted after the 120-day time period may not be paid.
- l. The Department's performance and obligation to pay under this Agreement is contingent upon an annual appropriation by the Legislature. If the Department's funding for this Project is in multiple fiscal years, a notice of availability of funds from the Department's project manager must be received prior to costs being incurred by the Recipient. See **Exhibit "B"** for funding levels by fiscal year. Project costs utilizing these fiscal year funds are not eligible for reimbursement if incurred prior to funds approval being received. The Department will notify the Recipient, in writing, when funds are available.
- m. In the event this Agreement is in excess of \$25,000 and has a term for a period of more than one year, the provisions of Section 339.135(6)(a), Florida Statutes, are hereby incorporated:

"The Department, during any fiscal year, shall not expend money, incur any liability, or enter into any contract which, by its terms, involves the expenditure of money in excess of the amounts budgeted as available for expenditure during such fiscal year. Any contract, verbal or written, made in violation of this subsection is null and void, and no money may be paid on such contract. The Department shall require a statement from the comptroller of the Department that funds are available prior to entering into any such contract or other binding commitment of funds. Nothing herein contained shall prevent the making of contracts for periods exceeding 1 year, but any contract so made shall be executory only for the value of the services to be rendered or agreed to be paid for in succeeding fiscal years, and this paragraph shall be incorporated verbatim in all contracts of the Department which are for an amount in excess of \$25,000 and which have a term for a period of more than 1 year."
- n. Any Project funds made available by the Department pursuant to this Agreement which are determined by the Department to have been expended by the Recipient in violation of this Agreement or any other applicable law or regulation shall be promptly refunded in full to the Department. Acceptance by the Department of any documentation or certifications, mandatory or otherwise permitted, that the Recipient files shall not constitute a waiver of the Department's rights as the funding agency to verify all information at a later date by audit or investigation.

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

- o. In determining the amount of the payment, the Department will exclude all Project costs incurred by the Recipient prior to the execution of this Agreement, costs incurred after the expiration of the Agreement, costs which are not provided for in the latest approved schedule of funding in **Exhibit "B"** for the Project, costs agreed to be borne by the Recipient or its contractors and subcontractors for not meeting the Project commencement and final invoice time lines, and costs attributable to goods or services received under a contract or other arrangements which have not been approved in writing by the Department.

7. General Requirements:

The Recipient shall complete the Project with all practical dispatch in a sound, economical, and efficient manner, and in accordance with the provisions in this Agreement and all applicable laws.

- a. In the event the Recipient proceeds with any phase of the Project utilizing its own forces, the Recipient will only be reimbursed for direct costs (this excludes general overhead).
- b. The Recipient shall certify to Department that the Recipient's design consultant and/or construction contractor has secured the necessary permits. If the Recipient fails to provide such certification to Department by November 1, 2019, the Department may, at its discretion, terminate this Agreement.
- c. The Recipient shall provide to the Department certification and a copy of appropriate documentation substantiating that all required right-of-way necessary for the Project has been obtained.
- d. In the event the cost of the Project is greater than \$250,000.00 and the Project involves construction on the Department's right-of-way, the Recipient shall provide the Department with written notification of either its intent to:
 - i. Award the construction of the Project to a Department prequalified contractor which is the lowest and best bidder in accordance with applicable state and federal statutes, rules, and regulations. The Recipient shall then submit a copy of the bid tally sheet(s) and awarded bid contract, or
 - ii. Construct the Project utilizing existing Recipient employees, if the Recipient can complete said Project within the time frame set forth in this Agreement.
- e. The Recipient shall be responsible for assuring that the Project complies with all applicable Federal, State and Local laws, rules, regulations, guidelines and standards.
- f. The Recipient shall have the sole responsibility for resolving claims and requests for additional work for the Project. The Recipient will make best efforts to obtain the Department's input in its decisions.
- g. If this box is selected, then the following provision is incorporated into this Agreement:

A portion of the Project will be located on the Department's right-of-way and the Recipient shall be responsible for ensuring that the construction work under this Agreement is performed in accordance with the approved construction documents, and that it will meet all applicable Department standards and that the work is performed in accord with **Exhibit "F", Terms and Conditions of Construction**, attached to and incorporated into this Agreement.

8. Contracts of the Recipient

- a. Except as otherwise authorized in writing by the Department, the Recipient shall not execute any contract or obligate itself in any manner requiring the disbursement of Department funds,

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

including consultant or construction contracts or amendments thereto, with any third party with respect to the Project without the written approval of the Department. Failure to obtain such approval shall be sufficient cause for nonpayment by the Department. The Department specifically reserves the right to review the qualifications of any consultant or contractor and to approve or disapprove the employment of such consultant or contractor.

- b. It is understood and agreed by the parties to this Agreement that participation by the Department in a project with the Recipient, where said project involves a consultant contract for engineering, architecture or surveying services, is contingent on the Recipient's complying in full with provisions of Section 287.055, Florida Statutes, Consultants' Competitive Negotiation Act. In all cases, the Recipient shall certify to the Department that selection has been accomplished in compliance with the Consultants' Competitive Negotiation Act.

9. Design and Construction Standards and Required Approvals: In the event the Project includes construction the following provisions are incorporated into this Agreement:

- a. The Recipient shall hire a qualified contractor using the Recipient's normal bid procedures to perform the construction work for the Project. The Recipient must certify that the installation of the Project is completed by a Contractor prequalified by the Department as required by Section 2 of the Standard Specifications for Road and Bridge Construction (2016), as amended, unless otherwise approved by the Department in writing or exhibit past project experience in the last five years that are comparable in scale, composition, and overall quality of the site identified within the scope of services of this Project.
- b. Construction Engineering Inspection (CEI) services will be provided by the Recipient by hiring a Department prequalified consultant firm including one individual that has completed the Advanced Maintenance of Traffic Level Training, unless otherwise approved by the Department in writing. The CEI staff shall be present on the Project at all times that the contractor is working. Administration of the CEI staff shall be under the responsible charge of a State of Florida Licensed Professional Engineer who shall provide the certification that all design and construction for the Project meets the minimum construction standards established by Department. The Department shall approve all CEI personnel. The CEI firm shall not be the same firm as that of the Engineer of Record for the Project. The Department shall have the right, but not the obligation, to perform independent assurance testing during the course of construction of the Project.
- c. The Recipient understands that it is responsible for the preparation of all design plans for the Project. The Recipient shall hire a qualified consultant for the design phase of the Project using the Recipient's normal procurement procedures to perform the design services for the Project.
- d. Execution of this Agreement by both Parties shall be deemed a Notice to Proceed to the Recipient for the design phase or other non-construction phases of the Project. If the Project involves a construction phase, the Recipient shall not begin the construction phase of the Project until the Department issues a Notice to Proceed for the construction phase. Prior to commencing the construction work described in this Agreement, the Recipient shall request a Notice to Proceed from the Department's Construction Project Manager, _____ N/A _____, at (____) ____-____ or from an appointed designee. Any work performed prior to the execution of this Agreement is not subject to reimbursement.
- e. The Recipient will provide one (1) copy of the final design plans and specifications and final bid documents to the Department's Construction Project Manager prior to commencing construction of the Project.
- f. The Recipient shall require the Recipient's contractor to post a payment and performance bond in accordance with Section 337.18(1), Florida Statutes.

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

- g. The Recipient shall be responsible to ensure that the construction work under this Agreement is performed in accordance with the approved construction documents, and that it will meet all applicable Recipient and Department standards.
 - h. Upon completion of the work authorized by this Agreement, the Recipient shall notify the Department in writing of the completion of construction of the Project; and for all design work that originally required certification by a Professional Engineer, this notification shall contain an Engineers Certification of Compliance, signed and sealed by a Professional Engineer, the form of which is attached hereto and incorporated herein as **Exhibit "C", Engineers Certification of Completion**. The certification shall state that work has been completed in compliance with the Project construction plans and specifications. If any deviations are found from the approved plans, the certification shall include a list of all deviations along with an explanation that justifies the reason to accept each deviation.
- 10. Maintenance Obligations:** In the event the Project includes construction then the following provisions are incorporated into this Agreement:
- a. The Recipient has agreed by resolution to execute a Maintenance Memorandum of Agreement ("MMOA") in which Recipient agrees to maintain the entire Project as depicted in the construction plans and specifications for the useful life of the Project, and such resolution is attached and incorporated into this Agreement as **Exhibit "E"**. The Recipient shall execute the MMOA concurrently with execution of this Agreement. The MMOA is attached and incorporated into this Agreement as **Exhibit "G"**. The terms of the MMOA, **Exhibit "G"**, shall survive the termination of this Agreement. The Parties acknowledge and agree that the design plans for the Project may not yet be finalized and are subject to review by the Department. Upon completion of the Project, the Parties shall amend the MMOA to attach the latest version of the construction plans for the Project to the MMOA in order to show the extent of the Project to be maintained.
- 11. State Single Audit:** The administration of resources awarded through the Department to the Recipient by this Agreement may be subject to audits and/or monitoring by the Department. The following requirements do not limit the authority of the Department to conduct or arrange for the conduct of additional audits or evaluations of state financial assistance or limit the authority of any state agency inspector general, the Auditor General, or any other state official. The Recipient shall comply with all audit and audit reporting requirements as specified below.
- a. In addition to reviews of audits conducted in accordance with Section 215.97, Florida Statutes, monitoring procedures to monitor the Recipient's use of state financial assistance may include but not be limited to on-site visits by Department staff and/or other procedures including, reviewing any required performance and financial reports, following up, ensuring corrective action, and issuing management decisions on weaknesses found through audits when those findings pertain to state financial assistance awarded through the Department by this Agreement. By entering into this Agreement, the Recipient agrees to comply and cooperate fully with any monitoring procedures/processes deemed appropriate by the Department. The Recipient further agrees to comply and cooperate with any inspections, reviews, investigations, or audits deemed necessary by the Department, the Department of Financial Services (DFS) or the Auditor General.
 - b. The Recipient, a nonstate entity as defined by Section 215.97(2)(n), Florida Statutes, as a recipient of state financial assistance awarded by the Department through this Agreement is subject to the following requirements:
 - i. In the event the Recipient meets the audit threshold requirements established by Section 215.97, Florida Statutes, the Recipient must have a State single or project-specific audit conducted for such fiscal year in accordance with Section 215.97, Florida Statutes; applicable rules of the Department of Financial Services; and

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General. **Exhibit “D”** to this Agreement indicates state financial assistance awarded through the Department by this Agreement needed by the Recipient to further comply with the requirements of Section 215.97, Florida Statutes. In determining the state financial assistance expended in a fiscal year, the Recipient shall consider all sources of state financial assistance, including state financial assistance received from the Department by this Agreement, other state agencies and other nonstate entities. State financial assistance does not include Federal direct or pass-through awards and resources received by a nonstate entity for Federal program matching requirements.

- ii. In connection with the audit requirements, the Recipient shall ensure that the audit complies with the requirements of Section 215.97(8), Florida Statutes. This includes submission of a financial reporting package as defined by Section 215.97(2)(e), Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General.
- iii. In the event the Recipient does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, the Recipient is exempt for such fiscal year from the state single audit requirements of Section 215.97, Florida Statutes. However, the Recipient must provide a single audit exemption statement to the Department at FDOTSingleAudit@dot.state.fl.us no later than nine months after the end of the Recipient’s audit period for each applicable audit year. In the event the Recipient does not meet the audit threshold requirements established by Section 215.97, Florida Statutes, in a fiscal year and elects to have an audit conducted in accordance with the provisions of Section 215.97, Florida Statutes, the cost of the audit must be paid from the Recipient’s resources (i.e., the cost of such an audit must be paid from the Recipient’s resources obtained from other than State entities).
- iv. In accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, copies of financial reporting packages required by this Agreement shall be submitted to:

Florida Department of Transportation
Office of Comptroller, MS 24
605 Suwannee Street
Tallahassee, FL 32399-0405
Email: FDOTSingleAudit@dot.state.fl.us

And

State of Florida Auditor General
Local Government Audits/342
111 West Madison Street, Room 401
Tallahassee, FL 32399-1450
Email: flaudgen_localgovt@aud.state.fl.us

- v. Any copies of financial reporting packages, reports or other information required to be submitted to the Department shall be submitted timely in accordance with Section 215.97, Florida Statutes, and Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, as applicable.
- vi. The Recipient, when submitting financial reporting packages to the Department for audits done in accordance with Chapters 10.550 (local governmental entities) or 10.650 (nonprofit and for-profit organizations), Rules of the Auditor General, should

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

indicate the date the reporting package was delivered to the Recipient in correspondence accompanying the reporting package.

- vii. Upon receipt, and within six months, the Department will review the Recipient's financial reporting package, including corrective action plans and management letters, to the extent necessary to determine whether timely and appropriate corrective action on all deficiencies has been taken pertaining to the state financial assistance provided through the Department by this Agreement. If the Recipient fails to have an audit conducted consistent with Section 215.97, Florida Statutes, the Department may take appropriate corrective action to enforce compliance.
- viii. As a condition of receiving state financial assistance, the Recipient shall permit the Department, or its designee, DFS or the Auditor General access to the Recipient's records including financial statements, the independent auditor's working papers and project records as necessary. Records related to unresolved audit findings, appeals or litigation shall be retained until the action is complete or the dispute is resolved.
- c. The Recipient shall retain sufficient records demonstrating its compliance with the terms of this Agreement for a period of five years from the date the audit report is issued and shall allow the Department, or its designee, DFS or the Auditor General access to such records upon request. The Recipient shall ensure that the audit working papers are made available to the Department, or its designee, DFS or the Auditor General upon request for a period of five years from the date the audit report is issued unless extended in writing by the Department.

12. Notices and Approvals:

- a. All notices (except invoices) pertaining to this Agreement are in effect upon receipt by either Party, shall be in writing, and shall be transmitted either by personal hand delivery; United States Post Office, return receipt requested; or, overnight express mail delivery. E-mail and facsimile may be used if the notice is also transmitted by one of the preceding forms of delivery. The addresses and the Agreement Administrators set forth below for the respective Parties shall be the places where notices shall be sent, unless prior written notice of change of address is given.

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

___ **WIBET HAY, OFFICE OF MODAL DEVELOPMENT** _____
 ___ **3400 W. COMMERCIAL BLVD., FORT LAUDERDALE, FL 33309** _____
 PHONE: ___ **954-777-4573** _____
 FAX: ___ **954-677-7892** _____
 EMAIL: ___ **WIBET.HAY@DOT.STATE.FL.US** _____

RECIPIENT:

___ **PETER BUCHWALD AICP** _____
 ___ **ST LUCIE TPO** _____
 ___ **566 SW PORT ST LUCIE BLVD, SUITE 111** _____
 ___ **PORT ST LUCIE, FL 34953** _____
 PHONE: ___ **772-462-1593** _____
 FAX: _____
 EMAIL: ___ buchwaldp@stlucieco.org _____

- b. All approvals referenced in this Agreement must be obtained in writing from the Parties' respective Administrators or their designees.

13. Restrictions, Prohibitions, Controls and Labor Provisions:

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

- a. A person or affiliate who has been placed on the convicted vendor list following a conviction for a public entity crime may not submit a bid on a contract to provide any goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity in excess of the threshold amount provided in Section 287.017, Florida Statutes, for CATEGORY TWO for a period of 36 months from the date of being placed on the convicted vendor list.
- b. In accordance with Section 287.134, Florida Statutes, an entity or affiliate who has been placed on the Discriminatory Vendor List, kept by the Florida Department of Management Services, may not submit a bid on a contract to provide goods or services to a public entity; may not submit a bid on a contract with a public entity for the construction or repair of a public building or public work; may not submit bids on leases of real property to a public entity; may not be awarded or perform work as a contractor, supplier, subcontractor or consultant under a contract with any public entity; and may not transact business with any public entity.
- c. An entity or affiliate who has had its Certificate of Qualification suspended, revoked, denied or have further been determined by the Department to be a non-responsible contractor may not submit a bid or perform work for the construction or repair of a public building or public work on a contract with the Recipient.
- d. No funds received pursuant to this Agreement may be expended for lobbying the Florida Legislature, judicial branch, or any state agency, in accordance with Section 216.347, Florida Statutes.
- e. The Department shall consider the employment by any contractor of unauthorized aliens a violation of Section 274A(e) of the Immigration and Nationality Act. If the contractor knowingly employs unauthorized aliens, such violation will be cause for unilateral cancellation of this Agreement.
- f. The Recipient shall comply and require its contractors and subcontractors to comply with all terms and conditions of this Agreement and all federal, state, and local laws and regulations applicable to this Project.

14. Indemnification and Insurance:

- a. It is specifically agreed between the Parties executing this Agreement that it is not intended by any of the provisions of any part of this Agreement to create in the public or any member thereof, a third party beneficiary under this Agreement, or to authorize anyone not a party to this Agreement to maintain a suit for personal injuries or property damage pursuant to the terms or provisions of this Agreement. The Recipient guaranties the payment of all just claims for materials, supplies, tools, or labor and other just claims against the Recipient or any subcontractor, in connection with this Agreement. Additionally, the Recipient agrees to include the following indemnification in all contracts with contractors/subcontractors and consultants/subconsultants who perform work in connection with this Agreement:

“To the fullest extent permitted by law, the Recipient’s contractor/consultant shall indemnify and hold harmless the Recipient and the State of Florida, Department of Transportation, including the Department’s officers and employees, from liabilities, damages, losses and costs, including, but not limited to, reasonable attorney’s fees, to the extent caused by the negligence, recklessness or intentional wrongful misconduct of the contractor/consultant

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

and persons employed or utilized by the contractor/consultant in the performance of this Agreement.

This indemnification shall survive the termination of this Agreement. Nothing contained in this paragraph is intended to nor shall it constitute a waiver of the State of Florida and the Recipient's sovereign immunity."

- b. The Recipient shall provide Workers' Compensation Insurance in accordance with Florida's Workers' Compensation law for all employees. If subletting any of the work, ensure that the subcontractor(s) and subconsultants have Workers' Compensation Insurance for their employees in accordance with Florida's Workers' Compensation law. If using "leased employees" or employees obtained through professional employer organizations ("PEO's"), ensure that such employees are covered by Workers' Compensation insurance through the PEO's or other leasing entities. Ensure that any equipment rental agreements that include operators or other personnel who are employees of independent Contractors, sole proprietorships or partners are covered by insurance required under Florida's Workers' Compensation law.
- c. If the Recipient is a state agency or subdivision of the State of Florida and elects to self-perform the Project, then the Recipient may self-insure. If the Recipient is not a state agency or subdivision of the State of Florida or if the Recipient is a state agency or subdivision of the State of Florida that elects to hire a contractor or consultant to perform the Project, then the Recipient shall, or cause its contractor or consultant to carry Commercial General Liability insurance providing continuous coverage for all work or operations performed under the Agreement. Such insurance shall be no more restrictive than that provided by the latest occurrence form edition of the standard Commercial General Liability Coverage Form (ISO Form CG 00 01) as filed for use in the State of Florida. Cause the Department to be made an Additional Insured as to such insurance. Such coverage shall be on an "occurrence" basis and shall include Products/Completed Operations coverage. The coverage afforded to the Department as an Additional Insured shall be primary as to any other available insurance and shall not be more restrictive than the coverage afforded to the Named Insured. The limits of coverage shall not be less than \$1,000,000 for each occurrence and not less than a \$5,000,000 annual general aggregate, inclusive of amounts provided by an umbrella or excess policy. The limits of coverage described herein shall apply fully to the work or operations performed under the Agreement, and may not be shared with or diminished by claims unrelated to the Agreement. The policy/ies and coverage described herein may be subject to a deductible. Pay all deductibles as required by the policy. No policy/ies or coverage described herein may contain or be subject to a Retention or a Self-Insured Retention unless the Recipient is a state agency or subdivision of the State of Florida that elects to self-perform the Project. Prior to the execution of the Agreement, and at all renewal periods which occur prior to final acceptance of the work, the Department shall be provided with an ACORD Certificate of Liability Insurance reflecting the coverage described herein. The Department shall be notified in writing within ten days of any cancellation, notice of cancellation, lapse, renewal, or proposed change to any policy or coverage described herein. The Department's approval or failure to disapprove any policy/ies, coverage, or ACORD Certificates shall not relieve or excuse any obligation to procure and maintain the insurance required herein, nor serve as a waiver of any rights or defenses the Department may have.
- d. When the Agreement includes the construction of a railroad grade crossing, railroad overpass or underpass structure, or any other work or operations within the limits of the railroad right-of-way, including any encroachments thereon from work or operations in the vicinity of the railroad right-of-way, you shall, in addition to the insurance coverage required pursuant to 7-13.2 above, procure and maintain Railroad Protective Liability Coverage (ISO Form CG 00 35) where the railroad is the Named Insured and where the limits are not less than \$2,000,000 combined single limit for bodily injury and/or property damage per occurrence, and with an annual aggregate limit of not less than \$6,000,000. The railroad shall also be added along with

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

the Department as an Additional Insured on the policy/ies procured pursuant to paragraph 15.C above. Prior to the execution of the Agreement, and at all renewal periods which occur prior to final acceptance of the work, both the Department and the railroad shall be provided with an ACORD Certificate of Liability Insurance reflecting the coverage described herein. The insurance described herein shall be maintained through final acceptance of the work. Both the Department and the railroad shall be notified in writing within ten days of any cancellation, notice of cancellation, renewal, or proposed change to any policy or coverage described herein. The Department's approval or failure to disapprove any policy/ies, coverage, or ACORD Certificates shall not relieve or excuse any obligation to procure and maintain the insurance required herein, nor serve as a waiver of any rights the Department may have. The Railroad Protective Liability Coverage described above is not required if the Recipient is a government entity that elects to self-perform the Project and utilizes self-insurance.

- e. When the Agreement involves work on or in the vicinity of utility-owned property or facilities, the utility shall be added along with the Department as an Additional Insured on the policy/ies procured pursuant to paragraph 11.c above. This provision does not apply if the Recipient is a government entity that elects to self-perform the Project and utilizes self-insurance.

15. Miscellaneous:

- a. The Recipient will be solely responsible for compliance with all applicable environmental regulations, for any liability arising from non-compliance with these regulations, and will reimburse the Department for any loss incurred in connection therewith. The Recipient will be responsible for securing any applicable permits. The Recipient shall include in all contracts and subcontracts for amounts in excess of \$150,000, a provision requiring compliance with all applicable standards, orders or regulations issued pursuant to the Clean Air Act (42 U.S.C. 7401-7671q) and the Federal Water Pollution Control Act as amended (33 U.S.C. 1251-1387).
- b. The Department shall not be obligated or liable hereunder to any individual or entity not a party to this Agreement.
- c. In no event shall the making by the Department of any payment to the Recipient constitute or be construed as a waiver by the Department of any breach of covenant or any default which may then exist on the part of the Recipient and the making of such payment by the Department, while any such breach or default shall exist, shall in no way impair or prejudice any right or remedy available to the Department with respect to such breach or default.
- d. If any provision of this Agreement is held invalid, the remainder of this Agreement shall not be affected. In such an instance, the remainder would then continue to conform to the terms and requirements of applicable law.
- e. The Recipient and the Department agree that the Recipient, its employees, contractors, subcontractors, consultants, and subconsultants are not agents of the Department as a result of this Agreement.
- f. By execution of the Agreement, the Recipient represents that it has not paid and, also agrees not to pay, any bonus or commission for the purpose of obtaining an approval of its application for the financing hereunder.
- g. Nothing in the Agreement shall require the Recipient to observe or enforce compliance with any provision or perform any act or do any other thing in contravention of any applicable state law. If any of the provisions of the Agreement violate any applicable state law, the Recipient will at once notify the Department in writing in order that appropriate changes and modifications may be made by the Department and the Recipient to the end that the Recipient may proceed as soon as possible with the Project.

FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

- h. This Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which shall constitute the same Agreement. A facsimile or electronic transmission of this Agreement with a signature on behalf of a party will be legal and binding on such party.
- i. If the Project is procured pursuant to Chapter 255 for construction services and at the time of the competitive solicitation for the Project 50 percent or more of the cost of the Project is to be paid from state-appropriated funds, then the Recipient must comply with the requirements of Section 255.0991, Florida Statutes.
- j. The Recipient shall:
 - i. Utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the Recipient during the term of the contract; and
 - ii. Expressly require any subcontractors performing work or providing services pursuant to the state contract to likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor during the contract term.
- k. The Department reserves the right to unilaterally cancel this Agreement for failure by the Recipient to comply with the provisions of Chapter 119, Florida Statutes.
- l. The Recipient agrees to comply with Section 20.055(5), F.S., and to incorporate in all subcontracts the obligation to comply with Section 20.055(5), F.S.
- m. This Agreement shall be governed by and construed in accordance with the laws of the State of Florida. In the event of a conflict between any portion of the contract and Florida law, the laws of Florida shall prevail. The Recipient agrees to waive forum and venue and that the Department shall determine the forum and venue in which any dispute under this Agreement is decided.

16. Exhibits.

- a. Exhibits A, B, C, D, and E are attached to and incorporated into this Agreement.
- b. A portion or all of the Project will utilize the Department's right-of-way and therefore Exhibit F, Terms and Conditions of Construction, is attached and incorporated into this Agreement.

c. Exhibit List

Exhibit A: Scope of Services
 Exhibit B: Method of Compensation
 Exhibit C: Engineer's Certification of Compliance
 Exhibit D: State Financial Assistance (Florida Single Audi Act)
 Exhibit E: Recipient Resolution
 *Exhibit F: Terms and Conditions of Construction
 Exhibit G: Maintenance Memorandum of Agreement

*Indicates that the Exhibit is only attached and incorporated if applicable box is selected.

The remainder of this page intentionally left blank.

STATE OF FLORIDA Department OF TRANSPORTATION
FLORIDA SHARED-USE NONMOTORIZED TRAIL NETWORK AGREEMENT

IN WITNESS WHEREOF, the Parties have executed this Agreement on the day and year written above.

RECIPIENT St Lucie TPO

STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION

By: _____

By: _____

Name: _____

Name: Steven C. Braun, P.E

Title: _____

Title: Director of Transportation Development

Title: FDOT Legal Review

Legal Review:



Proposed FY 2022/23 - FY 2023/24 Budget,
Historical Budgets, and Actual Expenses

Expense	FY 2020/21 Budget	FY 2020/21 Actual	FY 2021/22 Budget	FY 2021/22 Budget with Carryover	FY 2021/22 Actual as of 3/24/2022	FY 2022/23 Budget Proposed	FY 2023/24 Budget Proposed
Staff Salaries	\$389,471	\$339,714	\$419,294	\$469,051	\$260,321	\$430,000	\$460,000
Staff Benefits	\$183,823	\$180,081	\$152,250	\$155,992	\$111,404	\$200,000	\$210,000
Professional Services/Consultants ¹	\$272,500	\$254,608	\$215,000	\$232,892	\$54,843	\$1,271,000	\$460,000
Travel	\$7,000	\$587	\$10,000	\$16,413	\$972	\$5,800	\$5,800
Postage	\$150	\$17	\$150	\$283	\$42	\$100	\$100
Equipment Rental	\$2,500	\$2,240	\$2,500	\$2,760	\$1,646	\$2,000	\$2,000
Advertising	\$5,000	\$2,993	\$5,000	\$7,007	\$1,720	\$1,890	\$1,890
General/Administrative Charges	\$50,000	\$37,622	\$50,000	\$62,378	\$20,433	\$55,000	\$55,000
Office Supplies	\$3,500	\$991	\$3,500	\$6,009	\$174	\$4,000	\$4,000
Equipment <1000	\$1,000	\$0	\$1,000	\$2,000	\$0	\$1,000	\$1,000
Supplies-Computer	\$500	\$236	\$500	\$764	\$54	\$1,000	\$1,000
Operating Supplies	\$2,000	\$1,126	\$2,000	\$2,874	\$426	\$5,000	\$5,000
Books & Subscriptions	\$225	\$207	\$225	\$243	\$99	\$250	\$250
Training/Seminars	\$2,000	\$125	\$15,000	\$16,875	\$0	\$20,300	\$2,300
Equipment >1000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Communications	\$1,000	\$815	\$1,000	\$1,185	\$600	\$1,000	\$1,000
Utilities	\$5,000	\$3,499	\$5,000	\$6,501	\$2,672	\$5,000	\$5,000
Building Rent	\$96,306	\$96,175	\$99,326	\$99,457	\$74,049	\$115,000	\$121,000
Total	\$1,021,975	\$921,037	\$981,745	\$1,082,683	\$529,454	\$2,118,340	\$1,335,340

NOTES

¹ Includes HVAC, Janitorial, and Security Services



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 6, 2022
Item Number:	8f
Item Title:	St. Lucie Walk-Bike Network Facility Enhancements
Item Origination:	UPWP
UPWP Reference:	Task 3.5- Bicycle-Pedestrian/Complete Streets Planning
Requested Action:	Approve the potential St. Lucie WBN facility enhancements to be purchased by the St. Lucie TPO, approve with conditions, or do not approve.
Staff Recommendation:	Based on the input received from the TPO Advisory Committees and local agency staffs, it is recommended that the potential facility enhancements for the St. Lucie WBN be selected and approved for purchase by the TPO.

Attachments

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



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

MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
 Executive Director

Marceia Lathou
 Transit Program Manager

DATE: March 25, 2022

SUBJECT: St. Lucie Walk-Bike Network Facility Enhancements

BACKGROUND

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

ANALYSIS

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

At their meetings during the week of March 21st, the TPO Advisory Committees discussed various WBN Facility Enhancements and the following options were received for implementation by the local agencies:

- Ø Bike racks at bus shelters and as part of the Port St. Lucie Intermodal Facility Redesign project
- Ø Bike racks at parks
- Ø Covered bicycle parking, various locations
- Ø Bike maintenance stations, remote trail facilities such as Green River Parkway and SR A1A
- Ø Bike racks, local high schools and heavily used school bus stops

Subsequent to the Advisory Committee Meetings, specific product information and estimated costs for the various options were received from the local agency staffs. This information will be presented to the TPO Board to consider the selection and purchase of the potential facility enhancements for the local agencies to implement for the St. Lucie WBN.

RECOMMENDATION

Based on the input received from the TPO Advisory Committees and local agency staffs, it is recommended that the potential facility enhancements for the St. Lucie WBN be selected and approved for purchase by the TPO.

INDOOR BIKE PARKING

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



Stack Rack



Stretch Rack



Vertical Rack



Wall Mounted Bike Tracs

OUTDOOR BIKE PARKING

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



Bike Dock



Circle Dock



Modular Corral



Cargo Bike Dock

BIKE REPAIR & MAINTENANCE

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



Public Work Stand



Deluxe Public Work Stand



Public Bike Pump



Wheel Chock

MOBILITY INFRASTRUCTURE

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



eBike Charging Station



Bicycle Access Stair Ramp



Freestanding Wave Delineator



Anchored Wave Delineator



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	April 6, 2022
Item Number:	9a
Item Title:	Automated, Connected, Electric, and Shared-Use (ACES) Vehicles for Transit Study Update
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.2 – Transit Planning
Requested Action:	Discuss and provide comments to Staff.
Staff Recommendation:	It is recommended that the Study is discussed and comments are provided to Staff.

Attachments

- Staff Report
- Draft ACES Vehicles for Transit Study Update



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

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
 Executive Director

FROM: Marceia Lathou
 Transit Program Manager

DATE: March 25, 2022

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

BACKGROUND

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

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

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

ANALYSIS

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

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

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

Discussion at the TPO Advisory Committee meetings during the week of March 21st centered on the challenge of hiring ACES maintenance staff given existing labor shortages, the higher cost of electric vehicles compared to traditional vehicles, and the need to increase the availability of electric vehicle charging stations.

RECOMMENDATION

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



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

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

Draft



Contact: Marceia Lathou
St. Lucie Transportation Planning Organization
466 SW Port St. Lucie Boulevard, Suite 111
Port St. Lucie, Florida, 34953
Telephone: (772) 462-1593
Email: lathoum@stlucieco.org

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

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

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

ACES Vehicles for Transit Study Update

INTRODUCTION

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

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



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

WHAT IS AN ELECTRIC VEHICLE (EV)?

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

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

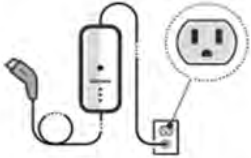
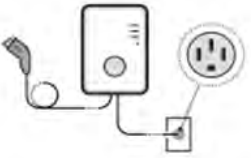
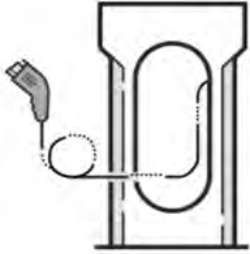
HEVs are powered by an internal combustion engine and an electric motor that uses energy stored in a battery. The battery pack and electric motor provide supplemental power. The vehicle is fueled with gasoline to operate the internal combustion engine, and the battery is charged through regenerative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

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



ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

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

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

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

Inductive Charging

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

In-Road Charging

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

EXISTING CONDITIONS – ST. LUCIE COUNTY

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

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

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

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

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

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



TRANSITIONING TO ELECTRIC VEHICLES

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

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

FEDERAL RESPONSE

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

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



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

STATE RESPONSE

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



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

STUDY CONSIDERATIONS

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

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