



REGULAR BOARD MEETING

Wednesday, August 7, 2024
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/4991576522376501599>. 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 August 7, 2024.

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
 - *June 5, 2024 Regular Board Meeting*
8. Consent Agenda
 - 8a. Amendments to the Transportation Improvement Program (TIP): Notifications of administrative amendments to the FY 2023/24 – FY 2027/28 TIP for the SR-70/Okeechobee Road Resurfacing Project and to the FY 2024/25 – FY 2028/29 TIP to incorporate the 2024 Roll Forward Report.
Action: Accept or do not accept.
 - 8b. Unified Planning Work Program (UPWP) Tasks and Budget and Grants End-of-Term Reviews: End-of-term reviews of the UPWP tasks and budget and the grants administered by the TPO.
Action: Accept or do not accept.

9. Action Items

- 9a. **Executive Director's Performance Review:** Review of the Executive Director's performance for FY 2023/24 and the TPO Executive Committee recommendations including refinements to the review process.

Action: Approve the Executive Director's Performance Review and Executive Committee recommendations, approve with conditions, or do not approve.

- 9b. Project Development and Environment Study (PD&E) for Widening Florida's Turnpike from State Route 70 (Okeechobee Road) to State Route 60 (Yeehaw Junction): An update by Florida's Turnpike on the PD&E for the widening of the Turnpike from State Route 70 to State Route 60.

Action: Endorse the PD&E alternatives, endorse with conditions, or do not endorse.

- 9c. Congestion Management Process (CMP) Major Update: Adoption of the CMP Major Update.

Action: Adopt the CMP Major Update, adopt with conditions, or do not adopt.

10. Discussion Items

- 10a. Transportation Asset/Service Vulnerability Assessment Update: A presentation on the development of the St. Lucie County Community Resilience Plan.

Action: Discuss and provide comments.

11. FDOT Comments

12. Recommendations/Comments by Members

13. TPO Staff Comments

14. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, October 2, 2024.

15. Adjourn

NOTICES

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

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

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, June 5, 2024

TIME: 2:00 pm

MEETING SUMMARY

1. Call to Order

Chairman Dzadovsky called the meeting to order at 2:00 pm.

2. Pledge of Allegiance

Chairman Dzadovsky led the Pledge of Allegiance.

3. Roll Call

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

Members Present

Commissioner Chris Dzadovsky, Chair
 Commissioner Curtis Johnson, Jr., Vice Chair
 Robert Driscoll
 Commissioner Jamie Fowler
 Commissioner Jeremiah Johnson
 Jack Kelly
 Commissioner Larry Leet
 Councilwoman Stephanie Morgan
 Councilman David Pickett
 Commissioner Cathy Townsend

Representing

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

Others Present

Kyle Bowman
Peter Buchwald
Yi Ding
Marceia Lathou
Stephanie Torres
Rachel Harrison
James Brown
Kelly Budhu

Adolfo Covelli
Patrick Dayan
Ciara Forbes
Selena Griffett
Chris Lestrangle

Cesar Martinez (via web)
Tom O'Donnell
Victoria Peters
Asela Silva
Ricardo Vazquez (via web)

Jeff Weidner

Representing

St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
Recording Specialist
Florida's Turnpike
Florida Department of
Transportation (FDOT)
St. Lucie County Transit
St. Lucie County
TPO/County Attorney
City of Fort Pierce
St. Lucie County Public
Works
FDOT
Kimley-Horn
FDOT
Benesch
Martin Metropolitan
Planning Organization
Marlin Engineering

- 4. Comments from the Public – None.
- 5. Comments from Advisory Committee Members (TAC/CAC/BPAC) – None.
- 6. Approval of Agenda
 - * MOTION by Councilwoman Morgan to approve the agenda.
 - ** SECONDED by Commissioner J. Johnson Carried UNANIMOUSLY
- 7. Approval of Meeting Summary
 - April 3, 2024 Regular Board Meeting
 - * MOTION by Commissioner Fowler to approve the Meeting Summary.
 - ** SECONDED by Councilwoman Morgan Carried UNANIMOUSLY

8. Consent Agenda

8a. Resolution 24-02 for Transportation Disadvantaged (TD) Planning Grant Application: Adoption of Resolution 24-02 authorizing the execution of the TD Planning Grant Application for FY 2024/25.

* MOTION by Commissioner J. Johnson to adopt the Consent Agenda.

** SECONDED by Commissioner Fowler Carried UNANIMOUSLY

9. Action Items

9a. Draft FY 2024/25 – FY 2028/29 Transportation Improvement Program (TIP): Adoption of the draft FY 2024/25 – FY 2028/29 TIP.

Mr. Buchwald explained that the TPO was required to develop a TIP annually to identify projects within the TPO area that had been prioritized and were to receive Federal or State funding within the next five years. He then invited Mr. Ding to continue. Mr. Ding outlined the year-long process necessary to develop the TIP, noted several agencies involved in its production, and highlighted a number of multimodal projects included in the draft under consideration. He presented the total amount of funding in the TIP and concluded with an overview of the performance management metrics to be used in the TIP's evaluation.

Chairman Dzadoovsky inquired about the possibility of advancing the Treasure Coast International (TCI) Airport projects in the TIP by using County funds that could later be reimbursed by FDOT. Mr. Buchwald explained that FDOT allowed local agency reimbursement for advancing roadway projects in its Work Program, indicating that he would investigate whether such arrangements could also be made for airport projects. Chairman Dzadoovsky then provided an update on efforts to expand the airport, including the construction of a new control tower thanks to the recent receipt of Federal Aviation Administration (FAA) funding, the ongoing Part 139 certification process, and the extension of the runway to better accommodate cargo. He asserted the need to maintain the airport's momentum, citing the economic importance of the facility both regionally and locally.

In answer to Mr. Kelly's question, Mr. Buchwald explained that the first line item on the 2023/24 List of Priority Projects (LOPP) allocated

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\$400,000 of the TPO's Surface Transportation Block Grant (STBG) funding toward planning and administration efforts. Mr. Buchwald then clarified that the draft 2024/25 LOPP would include a similar line item for \$600,000 of the STBG funding to account for inflation and growth in the TPO area.

Discussion returned to the TCI Airport, with Councilwoman Morgan inquiring about the plans for the runway. Chairman Dzadozsky indicated that it would soon be extended from approximately 6,500 to 8,000 feet using a grant facilitated by Congressman Mast. He provided additional details regarding the funding for the extension, reported on several other recent and upcoming improvements to the airport facility, and then expounded on the challenges surrounding the Part 139 certification process. Mr. Kelly later recounted the history of TCI's development, noting that the facility had significantly more land than other Florida airports.

In response to Councilwoman Morgan's questions, Mr. Buchwald explained that FDOT was in the process of assuming jurisdiction over Midway Road, with the County to receive in exchange another corridor on the State system. Mr. Dayan provided additional details regarding the transfer, describing the considerations leading to the selection of a suitable trade as well as the complexities surrounding the drafting of easements. He then identified the contractor for the widening of Midway Road between Jenkins and Selvitz Roads as Hally Engineering Contractors. Councilwoman Morgan noted how impressed she was with the widening project, commending both the contractor and County staff for their efforts. Upon her inquiry, Mr. Dayan confirmed that a traffic light would be installed at the intersection with Milner Drive and would be incorporated into the agreement with FDOT.

* MOTION by Commissioner Townsend to adopt the draft TIP.

** SECONDED by Councilwoman Morgan Carried UNANIMOUSLY

9b. City of Fort Pierce Passenger Rail Station/Mobility Hub Concepts Plan: A presentation of the planning and concepts for the City of Fort Pierce Passenger Rail Station/Mobility Hub.

Mr. Buchwald invited Ms. Lathou to introduce the agenda item, and she explained the functions and features of a mobility hub before describing how downtown Fort Pierce had been identified as a suitable location for a passenger rail station/mobility hub. She introduced Mr. Weidner, who presented various statistics in support of a downtown Fort Pierce location and explained the evaluation process used to select the site for

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the station. Mr. Weidner then detailed the proposed design of the station/hub, concluding with an overview of the next steps in the development process.

In response to Commissioner Townsend's comment, Mr. Buchwald clarified that the only action before the Board was accepting the Report, not to indicate support for a particular site but to demonstrate the feasibility of a passenger rail station for potential service providers. Mr. Buchwald indicated that the Report contained a comprehensive summary of the benefits and challenges of each site, and Chairman Dzadoovsky reminded the members that it was a living document like all the TPO's plans and studies.

Commissioner J. Johnson expressed appreciation for the TPO's support on behalf of the Fort Pierce City Commission, emphasizing how the rail station/mobility hub would advance the connectivity goals outlined in the Downtown Fort Pierce Master Plan. He commented on the development opportunities in downtown Fort Pierce, particularly with respect to both the Boston Avenue site identified in the presentation and the Peacock Arts District across U.S. Highway 1 and noted that the recent increase in media attention for the area would likely add to the momentum for development. Chairman Dzadoovsky remarked on the underutilization of the Federal courthouse in the past and the possibility of that changing now that its capabilities had been highlighted. Discussion ensued regarding the long-term vision of expanding the downtown to the west, with Commissioner J. Johnson explaining how past development decisions had been aimed toward that prospect.

Mr. Kelly commended Mr. Weidner on the concept renderings and asked if the Boston Avenue site had been included in the proposal made to Brightline several months before. Commissioner J. Johnson explained that the City of Fort Pierce proposal only incorporated land under its control, noting that the Boston Avenue site was owned by Florida East Coast Railway and had not been submitted as a contender for the Treasure Coast Brightline station. Commissioner Townsend then clarified which entities had made presentations to Brightline.

* MOTION by Commissioner J. Johnson to accept the Concepts Plan.

** SECONDED by Vice Chairman Johnson Carried UNANIMOUSLY

9c. Transit Development Plan (TDP) Major Update: Review of the draft TDP Major Update for the St. Lucie TPO area.

Mr. Buchwald introduced Ms. Lathou, and she described the scope and purpose of the Transit Development Plan before highlighting the interagency coordination efforts involved in the completion of the Update. Mr. Silva continued the presentation with an overview of the current bus service, ridership statistics, and population metrics for St. Lucie County. He detailed the public outreach activities conducted in connection with the Update and then reported on the findings, subsequently outlining the 10-year Transit Needs Plan. Mr. Silva described how the Needs Plan had been analyzed before presenting the proposed projects and improvements included in the Reimagine Transit Plan. He explained the proposed timeline for the improvements along with the projected operating costs and revenues and concluded with the next steps in the process.

Commissioner Townsend thanked Mr. Silva for his presentation and thanked Mr. Covelli for addressing the concerns of stakeholders during the development of the Plan. In answer to her questions, Mr. Covelli provided an update on the funding and construction timeline for the Port St. Lucie intermodal station and the planned Transit Operations and Maintenance facility. Mr. Covelli described the design of the intermodal station at Mr. Buchwald's request and then recounted the history of both the County's microtransit service and the Freebee service operating in Fort Pierce, with Commissioner Townsend elaborating on the importance of the Freebee-facilitated connection between South Hutchinson Island and the mainland. Explaining that both services were being expanded to provide more geographic coverage of Fort Pierce, and, eventually, the entire County. Mr. Covelli identified as another future improvement the establishment of an express route between Fort Pierce and Tradition.

Councilwoman Morgan questioned the possibility of implementing bus service every 30 minutes for more routes than just Route 1, citing feedback from transit users traveling primarily to the Indian River State College (IRSC) campus on Prima Vista Boulevard regarding the inconvenience of missing the bus when pickups only occurred every hour. Mr. Covelli explained the significant costs associated with improvements to fixed-route service, especially compared to those of microtransit, and indicated their implementation would depend on funding. He noted that a bus stop had been added in front of that campus and reported on discussions with IRSC regarding the establishment of a campus circular route.

Commissioner J. Johnson commented on the recent increase in developer interest for properties along Selvitz Road, suggesting that a traffic light be considered for the intersection with Energy Lane if the County still intended to pursue the Selvitz Road location for the Transit Operations and Maintenance facility. Mr. Covelli described the site selection process conducted the previous year and explained that the Selvitz Road location had been confirmed despite the issues arising from the presence of wetlands on the property. He provided an update regarding the funding considerations for the project and indicated that the design process had been initiated. In response to Commissioner J. Johnson's inquiry, Mr. Covelli indicated that the TPO office would not be relocated to the new transit facility due to site constraints.

Mr. Buchwald commended Mr. Silva on his report and praised Mr. Covelli for his cooperation and communication with local jurisdictions. Chairman Dzadoovsky likewise praised Mr. Covelli for his knowledgeable and energetic approach to enhancing the County's connectivity while also fostering local economic development. Vice Chairman Johnson expressed his appreciation for Mr. Covelli's commitment to finding solutions for the community's transportation concerns, especially with respect to employment opportunities for Fort Pierce residents. Mr. Covelli then provided an update on the efforts to establish a vanpool program within the County, which he described as being particularly beneficial for employees of 24-hour businesses.

Chairman Dzadoovsky expressed his satisfaction regarding the developments presented as part of the meeting's agenda, noting that they had come to fruition thanks to the long-term visioning of elected officials, both past and present, and the steady efforts of the TPO, County, and City staffs. He commented on the frequency of the communication among the various staffs and remarked on the need for elected officials to informally come together more often so they might better stay abreast of progress.

Chairman Dzadoovsky suggested the TDP Major Update be shared with the consultants engaged to conduct the U.S. Highway 1 Corridor Congestion Study, explaining that it might be possible to implement a series of park-and-ride lots along the route to encourage drivers to instead use transit, especially if buses were equipped with the traffic light preemption technology already being used by local emergency response vehicles.

In response to Mr. Kelly's request, Mr. Silva described the differences between the fixed-route system and microtransit. Mr. Buchwald explained that microtransit was more efficient and less expensive than

alternatives, while Mr. Covelli noted that St. Lucie County had a more robust microtransit program than many of its peers.

Discussion ensued regarding the cost of transit, with Mr. Kelly relaying comments he had heard from residents who were disinclined to pay for others to get to work. Mr. Driscoll explained that transit programs were usually government-funded, as fares were not enough to cover operational costs. Mr. Covelli further explained that the expense of fare collection was typically more than the proceeds, with Federal funding being based on ridership, and added that St. Lucie County Transit aspired to provide transportation for all. Chairman Dzadoovsky noted that the County had been transitioning to more of a manufacturing economy, which meant there were more large companies contributing to the Municipal Services Taxing Unit (MSTU). Mr. Kelly emphasized his support for transit and for the vanpool program in particular.

* MOTION by Mr. Driscoll to endorse the draft TDP Major Update.

** SECONDED by Mr. Kelly Carried UNANIMOUSLY

9d. Advanced Air Mobility (AAM) Study Phase 2: A presentation of Phase 2 of the AAM Study.

At Mr. Buchwald’s invitation, Mr. Ding introduced the agenda item as well as Mr. O’Donnell. Mr. O’Donnell began the presentation by defining Advanced Air Mobility (AAM) and identifying the industry’s key stakeholders. He explained the Study’s methodology and then described how two preliminary vertiport locations had been identified based on a number of analytical parameters. Mr. O’Donnell provided an overview of vertiports and various issues related to their siting before presenting schematics of each site. He outlined several future considerations, displayed maps of existing airports, heliports and airport infrastructure, provided a demonstration of the preliminary AAM corridor model, and concluded with the final recommended vertiport locations.

Expressing surprise at there being no restricted airspace over the St. Lucie Nuclear Power Plant, Chairman Dzadoovsky questioned whether a vertiport location had been considered on South Hutchinson Island, especially given the north-south jet traffic routed above it. Mr. O’Donnell explained that the Southern Grove area had been deemed a more viable location for a vertiport by the Study’s Technical Advisory Committee despite the identification of many points of interest on the island.

Councilman Pickett remarked on the decreasing amount of available land in the Southern Grove area and asked about the necessary footprint

for a vertiport. Mr. O'Donnell explained that vertiports required a similar amount of space as heliports but noted that the exact amount would depend upon whether the site plan included terminals and parking. Chairman Dzadoovsky reminded the members that AAM implementation was still many years away, and discussion ensued regarding the future of general aviation and AAM on the Treasure Coast.

In response to Commissioner Leet's question, Mr. O'Donnell indicated that most electric vertical takeoff and landing aircraft (eVTOL) manufacturers were predicating their engineering of the aircraft on an electric power source, although an eVTOL had not yet been authorized for passenger service.

Chairman Dzadoovsky noted that the TCI Airport would soon have two aircraft rescue and firefighting vehicles thanks to newly awarded grant funding. He then updated the members on several other developments regarding the airport.

* MOTION by Commissioner Leet to accept Phase 2 of the AAM Study.

** SECONDED by Mr. Driscoll Carried UNANIMOUSLY

9e. 2024/25 List of Priority Projects (LOPP): Review of the draft LOPP for 2024/25 for the St. Lucie TPO.

Mr. Buchwald described how the LOPP was produced each year as part of the annual TIP development cycle before detailing the differences between the previous year's LOPP and the draft under consideration. In doing so, he reported on revisions to the Master List, the Congestion Management Process (CMP) List, the Transportation Alternatives (TA) List, and the Transit List. He also reported on the deletion of the Local Projects for Carbon Reduction Program (CRP) and Transportation Alternatives Additional (TAA) Funding List, explaining that all the projects from those lists had been programmed and the funding had been allocated until the next reauthorization of the Federal Surface Transportation Program.

* MOTION by Mr. Kelly to adopt the draft 2024/25 LOPP.

** SECONDED by Vice Chairman Johnson Carried UNANIMOUSLY

10. FDOT Comments – At Mr. Buchwald's invitation, Ms. Peters introduced herself as the new Planning Manager for FDOT District 4 and provided

an overview of her professional background. Chairman Dzadoovsky welcomed her to the area.

- 11. Recommendations/Comments by Members – None.
- 12. TPO Staff Comments – Mr. Buchwald announced that the Treasure Coast Transportation Council (TCTC) had been successful in positioning the St. Lucie West Boulevard widening project as a candidate for Transportation Regional Incentive Program (TRIP) funding. He expressed his appreciation for Mr. Kelly’s efforts on the TCTC and on the TPO Board during his decades-long career in public service and indicated that he would be missed by the TCTC after his retirement. Chairman Dzadoovsky concurred, emphasizing Mr. Kelly’s vast amount of experience, and noted that the entire TCTC had wished him well.

Mr. Buchwald provided a preview of the next meeting’s agenda.

- 13. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, August 7, 2024.
- 14. Adjourn – The meeting was adjourned at 4:10 pm.

Respectfully submitted:

Approved by:

 Rachel Harrison
 Recording Specialist

 Commissioner Chris Dzadoovsky
 Chairman



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	August 7, 2024
Item Number:	8a
Item Title:	Amendments to the Transportation Improvement Program (TIP)
Item Origination:	Florida Department of Transportation (FDOT) District 4 Work Program
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Accept or do not accept the notifications of amendments to the FY 2023/24 – FY 2027/28 TIP for the SR-70/Okeechobee Road Resurfacing Project and to the FY 2024/25 – FY 2028/29 TIP to incorporate the 2024 Roll Forward Report.
Staff Recommendation:	Based on the TIP amendments being developed and approved in compliance with applicable policies and procedures, it is recommended that the notifications be accepted.

Attachments

- TIP Amendment Request Letter for the SR-70/Okeechobee Road Resurfacing Project
- FY 2023/24 – FY 2027/28 TIP Amendment #9 Approval Certification Form
- New TIP Project Page for the SR-70/Okeechobee Road Resurfacing Project
- FY 2024/25 – FY 2028/29 TIP Amendment #1 Approval Certification Form
- 2024 Roll-Forward Report



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

July 19, 2024

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

RE: Administrative Amendment to the St. Lucie Transportation Planning Organization's (TPO) Fiscal Years' 2023/24 through 2027/28 Transportation Improvement Program (TIP) for 447653-1 SR-70 from Ideal Holding Rd. to W. of Kings Hwy.

Dear Mr. Buchwald:

The purpose of this letter is to request that you approve an administrative amendment to the St. Lucie TPO's Transportation Improvement Program (TIP) for FY 2023/24 through 2027/28 TIP to reconcile differences between the TIP and the Department's Adopted Five-Year Work Program related to project 447653-1 SR-70 from Ideal Holding Rd. to W. of Kings Hwy. As you are aware, the FY 2024/25 through 2028/29 TIP will not become recognized as effective for federal purposes until October 1, 2024. Until then, the FY 2023/24 through 2027/28 TIP will be used by FHWA and FTA for authorization of funds. The differences between the two documents need to be reconciled so that your current TIP includes the most accurate and up-to-date information.

This request follows the process outlined in Federal Aid Technical Bulletin 04-01, dated June 10, 2004. The project information contained in this request is what appears in the FY 2024/25 through 2028/29 TIP that was approved by your Board on June 5, 2024. Your approval of this request will eliminate the differences between the two documents for federally funded projects that will require federal authorization before October 1, 2024, as well as confirm their consistency with the St. Lucie TPO's current Long-Range Transportation Plan (LRTP). This process will not replace the usual committee review and Board approval that is followed for regular TIP amendments that are required at other times of the year. This action will simply reconcile the documents for the period between the beginning of the State and Federal fiscal years.

The projects submitted for your approval are listed in the attached Table I.

Mr. Gregory Stuart, Executive Director
July 19, 2024
Page 2 of 2

Please provide updated FY 2023/24 through 2027/28 TIP page for the STIP tool for this project. The Department appreciates your expeditious handling of this request. If you have any questions, please feel free to contact me at (954) 777-4365.

Sincerely,

Kelly Budhu
MPO Liaison
FDOT – District 4 PLEMO

Approved by: _____ Date _____
Peter Buchwald
Executive Director
St. Lucie TPO

Table I

STATUS	FPN	PROJECT NAME	PROJECT DESCRIPTION	PROJECT LENGTH	PHASE	FUND	FY 2025	FY 2026	TOTAL
EXISTING	447653-1	SR-70 FROM IDEAL HOLDING RD TO SOUTH ROCK RD	ELIGIBLE FOR SM FUNDS - USE SM FOR INCREASES (IF AVAILABLE)	7.858	CST	ACNR	\$1,060,337		\$1,060,337
					CST	DDR	\$14,163,227	\$848,399	\$15,011,626
					CST	DIH	\$66,950	\$72,264	\$139,214
					TOTAL		15,290,514	920,663	16,211,177
STATUS	FPN	PROJECT NAME	PROJECT DESCRIPTION	PROJECT LENGTH	PHASE	FUND	FY 2025	FY 2026	TOTAL
PROPOSED	447653-1	SR-70 FROM IDEAL HOLDING RD TO W OF KINGS HWY	ELIGIBLE FOR SM FUNDS - USE SM FOR INCREASES (IF AVAILABLE)	7.984	CST	DDR	\$17,971,822	\$801,698	\$18,773,520
					CST	DIH	\$65,115	\$68,286	\$133,401
					CST	DS	\$3,351,995		\$3,351,995
					CST	SA	\$2,968,488		\$2,968,488
					TOTAL		\$24,357,420	\$869,984	\$25,227,404

**Transportation Improvement Program (TIP) Amendment
FY 2023/24 - FY 2027/28**



TIP Amendment Number: 9
 Current TIP Page Number: C 1-26
 New TIP Page Number (if applicable): C 1-26

Is a STIP amendment needed for this TIP Amendment? (check if yes)

STIP Page Number (if applicable): _____

On July 18, 2024, the St. Lucie Transportation Planning Organization (St. Lucie TPO) Executive Director administratively amended the St. Lucie TPO TIP that was developed and adopted in compliance with U.S.C. Title 23 and Title 49 in a continuing, cooperative, and comprehensive transportation planning process, as a condition to the receipt of federal assistance, and to approve the associated STIP amendments.

This TIP Amendment is consistent with the SmartMoves 2045 Long Range Transportation Plan (LRTP) and does not change financial constraints.

2045 LRTP Page Number (if applicable): 6-10

TIP Amendment Criteria:

- A The change adds new individual projects to the current TIP
- B The change adversely impacts financial constraint
- C The change results in major scope changes
- D The change removes or deletes an individually listed project from the TIP
- E The change results in a cost increase that is greater than 20 percent and greater than \$2 million.

----- **PROJECT INFORMATION** -----

Project Name: (SR-70) OKEECHOBEE RD FROM IDEAL HOLDING ROAD TO SOUTH ROCK ROAD

TIP Amendment Criteria: E

Reason for Change/Notes: The project cost has increased by more than 20% and greater than \$2 million and needs to be reflected in the TIP.

Status	FPN	Limits	Description	Phase	Fund	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28
Current	447653-1	Ideal Holding Road to South Rock Road	Resurfacing	CST	ACNR		\$1,060,337			
				CST	DDR		\$14,163,227	\$848,399		
				CST	DIH		\$66,950	\$72,264		
Proposed	447653-1	Ideal Holding Road to W of Kings Highway	Resurfacing	CST	DDR		\$17,971,822	\$801,698		
				CST	DIH		\$65,115	\$68,286		
				CST	DS		\$3,351,995			
				CST	SA		\$2,968,488			
Net Change						\$0	\$9,066,906	-\$50,679		

This TIP Amendment has been prepared in accordance with Federal requirements.

Authorized Signature:



 St. Lucie TPO Chairperson or Executive Director

**OKEECHOBEE RD FROM IDEAL HOLDING RD TO W OF KINGS HWY
4476531 SIS**



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 7.984
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION
From: IDEAL HOLDING RD
To: SOUTH ROCK RD

Phase	Fund Code	2024	2025	2026	2027	2028	Total
CST	DDR	0	17,971,822	801,698	0	0	18,773,520
CST	DIH	0	65,115	68,286	0	0	133,401
CST	DS	0	3,351,995	0	0	0	3,351,995
CST	SA	0	2,968,488	0	0	0	2,968,488
			24,357,420	869,984			25,227,404

Prior Year Cost: 1,360,557
Future Year Cost: 0
Total Project Cost: 25,227,403
LRTP: Page 3-9

Notes



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

TIP Amendment Number 1

FY 2024/25 – FY 2028/29 TRANSPORTATION IMPROVEMENT PROGRAM
 ADMINISTRATIVE AMENDMENT APPROVAL CERTIFICATION FORM

2024 Roll-Forward Report

The St. Lucie Transportation Planning Organization (St. Lucie TPO), through administrative delegation to its Executive Director, approved incorporation of the attached report into the FY 2024/25 – FY 2028/29 Transportation Improvement Program (TIP) adopted on June 5, 2024.

The 2024 Roll Forward Report contains the projects in the FY 2023/24 – FY 2027/28 TIP that were not authorized by June 30, 2024.

This amendment will be recognized by the Federal Highway Administration after the TIP becomes effective with regard to the start of the Federal fiscal year on October 1, 2024.

I attest that this TIP administrative amendment was developed and approved in compliance with applicable policies and procedures.

Peter Buchwald

 Executive Director
 St. Lucie TPO

7/31/2024

 Date

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

HIGHWAYS
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ITEM NUMBER:230256 9 PROJECT DESCRIPTION:SR-713/KING'S HWY FR 800' S OF SR-70 TO NORTH OF PICOS RD *NON-SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:RELOCATE UTILITY SYSTEMS
EX DESC:FGT RELOCATION PREPARATION PROJECT FOR FM 230256-6 KINGS HWY RECONSTRUCTION

ROADWAY ID:94003000 PROJECT LENGTH: 1.890MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	277,443	0	0	0	0	0	0	277,443
PKYI	4,879	0	0	0	0	0	0	4,879
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	3,922,691	0	0	0	0	0	0	3,922,691
DS	1,197	0	0	0	0	0	0	1,197
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	492	499	0	0	0	0	0	991
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	2,802	0	0	0	0	0	0	2,802
TOTAL 230256 9	4,209,504	499	0	0	0	0	0	4,210,003

ITEM NUMBER:438379 1 PROJECT DESCRIPTION:SR-713/KINGS HWY FR N OF SR-9/I-95 OVERPASS TO N OF COMMERCIAL CIR *NON-SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:ADD LANES & RECONSTRUCT
EX DESC:2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES PD&E UNDER 230256-5

ROADWAY ID:94003000 PROJECT LENGTH: 1.400MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,419,945	0	0	0	0	0	0	1,419,945
DIH	136,002	0	0	0	0	0	0	136,002
DS	2,046,636	0	0	0	0	0	0	2,046,636
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSA	45,281	63,610	0	0	0	0	0	108,891
ACSU	143,319	0	0	0	0	0	0	143,319
DDR	5,713,652	1,004,269	2,812,937	0	0	0	0	9,530,858
DIH	155,675	0	0	0	0	0	0	155,675
DS	827	0	0	0	0	0	0	827
SA	452,200	6,872	458,529	0	0	0	0	917,601
SN	0	91,599	0	0	0	0	0	91,599
SU	1,952,021	2,223,393	0	0	0	0	0	4,175,414
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	5,396	0	0	0	0	0	0	5,396
SU	47,848	0	0	0	0	0	0	47,848
TOTAL 438379 1	12,118,802	3,389,743	3,271,466	0	0	0	0	18,780,011
TOTAL PROJECT:	16,328,306	3,390,242	3,271,466	0	0	0	0	22,990,014

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

ST. LUCIE TPO

HIGHWAYS
=====

ITEM NUMBER:230256 8 PROJECT DESCRIPTION:SR-713/KINGS HWY FR SOUTH OF SR-70 TO NORTH OF PICOS RD *NON-SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:LANDSCAPING
EX DESC:STANDALONE DEPENDENT PROJECT FOR 230256-6 G/W 438041.1

ROADWAY ID:94003000 PROJECT LENGTH: 1.397MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	157,749	0	0	0	0	0	0	157,749
DIH	3,609	52,187	0	0	0	0	0	55,796
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	518,553	0	0	0	0	0	0	518,553
DIH	0	29,805	0	0	0	0	0	29,805
TOTAL 230256 8	679,911	81,992	0	0	0	0	0	761,903

ITEM NUMBER:438041 1 PROJECT DESCRIPTION:SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF SR-9/I-95 OVERPASS *NON-SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:LANDSCAPING
EX DESC:STANDALONE DEPENDENT PROJECT FOR 230256-7 G/W 230256-8 (LEAD)

ROADWAY ID:94003000 PROJECT LENGTH: 1.576MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	3,470	1,530	0	0	0	0	0	5,000
DS	152,674	0	0	0	0	0	0	152,674
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	735,696	0	0	0	0	0	0	735,696
DIH	0	36,745	0	0	0	0	0	36,745
TOTAL 438041 1	891,840	38,275	0	0	0	0	0	930,115
TOTAL PROJECT:	1,571,751	120,267	0	0	0	0	0	1,692,018

ITEM NUMBER:231440 5 PROJECT DESCRIPTION:W MIDWAY/CR-712/FROM JUST WEST OF JENKINS RD TO SELVITZ RD *NON-SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:ADD LANES & RECONSTRUCT
EX DESC:2022 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-02: UWHCA WITH CITY OF PORT ST. LUCIE 66-01: UWHCA CEI FOR UTILITIES PROJECT ADVANCEMENT TO FY 24 PER AGREEMENT W' ST LUCIE COUNTY

ROADWAY ID:94530000 PROJECT LENGTH: .785MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	708,073	120,035	0	0	0	0	0	828,108
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
CIGP	1,433,035	267,459	0	0	0	0	0	1,700,494
LF	8,826,637	1,989,635	0	0	0	0	0	10,816,272
LFR	15,729,403	3,640,990	0	0	0	0	0	19,370,393
SU	38,129	43,173	0	0	0	0	0	81,302
PHASE: LOCAL ADVANCE REIMBURSE / RESPONSIBLE AGENCY: MANAGED BY FDOT								
CIGP	0	0	7,094,463	0	0	0	0	7,094,463
SA	0	0	3,643,102	0	0	0	0	3,643,102
SU	0	0	3,917,247	0	0	0	0	3,917,247
TRIP	0	0	3,276,644	0	0	0	0	3,276,644

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

ST. LUCIE TPO

HIGHWAYS
=====

TRWR	0	0	1,438,937	0	0	0	0	1,438,937
TOTAL 231440 5	26,735,277	6,061,292	19,370,393	0	0	0	0	52,166,962
TOTAL PROJECT:	26,735,277	6,061,292	19,370,393	0	0	0	0	52,166,962

ITEM NUMBER:424143 1 PROJECT DESCRIPTION:SR-713 @ SR-614 *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:ADD TURN LANE(S)
 EX DESC:INTERSECTION IMPROVEMENT; CIGP/TRIP FOR R/W; 2013 TPO #4 REPROGRAM AS DOT PROJECT TO ACQUIRE R/W**DO NOT FEDERALIZE
 ** DOT AND COUNTY TO SPLIT ROW; COUNTY TO PAY FOR CONSTRUCTION REC CHECK FROM ST.LUCIE CO. FOR \$3,817,948 ON 07/09/
 09 REC CHECK FROM ST.LUCIE CO. FOR \$2,709,534 ON 06/13/13 **VERIFY LF EXPENDITURES W/COMPTROLLER PRIOR TO UPDATING*
 ROADWAY ID:94004500 PROJECT LENGTH: 1.084MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	51,056	0	0	0	0	0	0	51,056
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
CIGP	1,134,219	0	0	0	0	0	0	1,134,219
CIGR	76,390	0	0	0	0	0	0	76,390
LF	1,177,191	0	0	0	0	0	0	1,177,191
LFP	3,135,461	2,349,651	0	0	0	0	0	5,485,112
TRIP	2,063,600	0	0	0	0	0	0	2,063,600
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	24,384	0	0	0	0	0	0	24,384
LFP	121,747	0	0	0	0	0	0	121,747
TOTAL 424143 1	7,784,048	2,349,651	0	0	0	0	0	10,133,699
TOTAL PROJECT:	7,784,048	2,349,651	0	0	0	0	0	10,133,699

ITEM NUMBER:429936 2 PROJECT DESCRIPTION:SR-A1A NORTH BRIDGE OVER ICWW BRIDGE #940045 *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:BRIDGE REPLACEMENT
 EX DESC:RISK WORKSHOP 32-02

ROADWAY ID:94060000 PROJECT LENGTH: 1.205MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	126,821	0	0	0	0	0	0	126,821
DS	93,316	0	0	0	0	0	0	93,316
EB	1,145,138	0	0	0	0	0	0	1,145,138
SA	110,220	0	0	0	0	0	0	110,220
SABR	1,021,952	0	0	0	0	0	0	1,021,952
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	307,900	0	0	0	0	0	0	307,900
DS	714,648	0	0	0	0	0	0	714,648
NHBR	6,142,062	0	0	0	0	0	0	6,142,062
SA	284,771	0	0	0	0	0	0	284,771
SABR	456,515	0	0	0	0	0	0	456,515
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBR	0	16,378	0	0	0	0	0	16,378
ACSA	10,000	0	0	0	0	0	0	10,000
BNBR	1,282,034	0	0	0	0	0	0	1,282,034
BRP	494,882	0	0	0	0	0	0	494,882
DIH	119,628	0	0	0	0	0	0	119,628
DS	1,482,395	0	0	0	0	0	0	1,482,395
GFBR	274,036	8,676,339	0	0	0	0	0	8,950,375
GFSA	6,000	0	0	0	0	0	0	6,000
NHBR	10,627,186	350,656	0	0	0	0	0	10,977,842

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

ST. LUCIE TPO

HIGHWAYS
=====

SA	87,345	656	0	0	0	0	0	88,001
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBR	222,434	0	0	0	0	0	0	222,434
BNBR	737,298	0	0	0	0	0	0	737,298
DS	28,821	0	0	0	0	0	0	28,821
NHBR	4,761,349	0	0	0	0	0	0	4,761,349
SA	847,830	0	0	0	0	0	0	847,830
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBR	3,035,451	1,029,000	0	0	0	0	0	4,064,451
ACSA	1,407,969	0	0	0	0	0	0	1,407,969
BNBR	108,833,381	0	0	0	0	0	0	108,833,381
BRP	1,011,149	0	0	0	0	0	0	1,011,149
DDR	54,294	0	0	0	0	0	0	54,294
DIH	157,229	0	0	0	0	0	0	157,229
DS	211,555	0	0	0	0	0	0	211,555
NHBR	7,469,336	0	0	0	0	0	0	7,469,336
SA	113,822	7,183	0	0	0	0	0	121,005
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACBR	6,740	0	0	0	0	0	0	6,740
BRRP	6,666	0	0	0	0	0	0	6,666
DS	8,000	0	0	0	0	0	0	8,000
NHBR	96,868	0	0	0	0	0	0	96,868
TOTAL 429936 2	153,797,041	10,080,212	0	0	0	0	0	163,877,253
TOTAL PROJECT:	153,797,041	10,080,212	0	0	0	0	0	163,877,253

ITEM NUMBER:431752 3 PROJECT DESCRIPTION:PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE *NON-SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:ADD LANES & RECONSTRUCT
EX DESC:2022 TPO PRIORITY #3. WIDENING FROM 2 TO 4 LANES.

ROADWAY ID:94000120 PROJECT LENGTH: 1.119MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	453,282	0	0	0	0	0	0	453,282
GFSU	4,000	0	0	0	0	0	0	4,000
SA	17,401	425	0	0	0	0	0	17,826
SU	1,715,286	4,275	0	0	0	0	0	1,719,561
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	312,003	509,757	272,744	14,984	0	0	0	1,109,488
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	0	0	0	100,000	0	0	0	100,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LFR	0	0	18,594,737	0	0	0	0	18,594,737
SU	0	0	1,315,912	0	0	0	0	1,315,912
TRIP	0	0	1,158,318	0	0	0	0	1,158,318
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	32,747	20,000	0	0	0	0	0	52,747
PHASE: LOCAL ADVANCE REIMBURSE / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACPR	0	0	0	0	2,317,855	0	0	2,317,855
CARU	0	0	0	0	78,214	0	0	78,214
CM	0	0	0	0	718,692	0	0	718,692
SA	0	0	0	0	7,178,276	0	0	7,178,276
SU	0	0	0	0	4,431,700	0	0	4,431,700
TRIP	0	0	0	0	1,403,873	0	0	1,403,873
TRWR	0	0	0	0	2,466,127	0	0	2,466,127
TOTAL 431752 3	2,534,719	534,457	21,341,711	114,984	18,594,737	0	0	43,120,608

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

ST. LUCIE TPO

ITEM NUMBER:431752 5 PROJECT DESCRIPTION:PORT ST.LUCIE BLVD FR SOUTH OF PAAR DR TO SOUTH OF ALCANTARRA BLVD *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:ADD LANES & RECONSTRUCT
 EX DESC:2020 TPO PRIORITY #2; WIDENING FROM 2 TO 4 LANES. DESIGN AND RIGHT OF WAY ON 431752-2 DENING FROM 2 TO 4 LANES LFA
 WITH CITY OF PORT ST. LUCIE. 56-01 LF UWHCA 62-03 LF FOR CEI FOR UWHCA CITY OF PORT ST. LUCIE --NEW SEQUENCE 52-02
 WAS CREATED TO PULL FROM APPROPRIATE BUDGET CATEGORY (NON-PROGRAM 87)
 ROADWAY ID:94000120 PROJECT LENGTH: 1.076MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
LF	0	1,807,473	0	0	0	0	0	1,807,473
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	0	960,459	0	0	0	0	0	960,459
CD23	0	2,000,000	0	0	0	0	0	2,000,000
CIGP	0	5,548,619	0	0	0	0	0	5,548,619
LF	0	32,887	0	0	0	0	0	32,887
LFP	0	3,548,619	0	0	0	0	0	3,548,619
SU	0	3,260,440	0	0	0	0	0	3,260,440
TRIP	0	2,214,712	0	0	0	0	0	2,214,712
TRWR	0	1,475,727	0	0	0	0	0	1,475,727
TOTAL 431752 5	0	20,848,936	0	0	0	0	0	20,848,936
TOTAL PROJECT:	2,534,719	21,383,393	21,341,711	114,984	18,594,737	0	0	63,969,544

ITEM NUMBER:438379 2 PROJECT DESCRIPTION:SR-713/KINGS HWY FROM N OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:ADD LANES & RECONSTRUCT
 EX DESC:2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5 G/W 438379-5

ROADWAY ID:94003000 PROJECT LENGTH: 1.210MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 2

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	497,674	0	0	0	0	0	0	497,674
DIH	101,593	0	0	0	0	0	0	101,593
DS	1,178,824	0	0	0	0	0	0	1,178,824
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	186,237	21,957	0	0	0	0	0	208,194
CM	0	0	380,000	0	0	0	0	380,000
DDR	75,567	0	4,432,414	0	0	0	0	4,507,981
SA	0	2,805,455	0	0	0	0	0	2,805,455
SU	1,254,860	1,544,615	0	0	0	0	0	2,799,475
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSU	57,766	0	0	0	0	0	0	57,766
DDR	27,030	0	0	0	0	0	0	27,030
DS	4,491	0	0	0	0	0	0	4,491
SU	34,298	0	0	0	0	0	0	34,298
TOTAL 438379 2	3,418,340	4,372,027	4,812,414	0	0	0	0	12,602,781
TOTAL PROJECT:	3,418,340	4,372,027	4,812,414	0	0	0	0	12,602,781

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

ST. LUCIE TPO

ITEM NUMBER:443224 1 PROJECT DESCRIPTION:HURRICANE IRMA PERMANENT RESTORATION: CR-611B/EDWARDS RD. SINKHOLE *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:EMERGENCY OPERATIONS
 EX DESC:GOVERNOR EXECUTIVE ORDER #17-235, DTD 09/04/2017 PERMANENT REPAIR PH:58 DDIR#IR-94-003 SIGNED BY M.CLASGENS 01/02/2
 018 LIMITS: W. OLEANDER AVE TO SR-5/US-1 TIME EXTENSION IS APPROVED UNTIL SEPTEMBER 30, 2020

ROADWAY ID:94631002 PROJECT LENGTH: .493MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ER17	12,283	0	0	0	0	0	0	12,283
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
D	10,426	0	0	0	0	0	0	10,426
ER17	86,016	5,294	0	0	0	0	0	91,310
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ST LUCIE COUNTY BOARD OF COUNTY								
ACER	0	142	0	0	0	0	0	142
ER17	2,661,026	0	0	0	0	0	0	2,661,026
LF	3,717,487	0	0	0	0	0	0	3,717,487
TOTAL 443224 1	6,487,238	5,436	0	0	0	0	0	6,492,674
TOTAL PROJECT:	6,487,238	5,436	0	0	0	0	0	6,492,674

ITEM NUMBER:443506 1 PROJECT DESCRIPTION:SR-A1A FROM FT PIERCE INLET STATE PARK TO SLC/INDIAN RIVER COUNTY LINE *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:BIKE PATH/TRAIL
 EX DESC:SUNTRAIL: ST. LUCIE COUNTY NORTH A1A INDIAN RIVER LAGOON TRAIL IMPROVEMENT

ROADWAY ID:94060000 PROJECT LENGTH: 5.193MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	81	0	0	0	0	0	0	81
TLWR	230,188	0	0	0	0	0	0	230,188
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	6,460	26,736	0	0	0	0	0	33,196
TLWR	950,000	0	0	0	0	0	0	950,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TLWR	0	0	0	0	7,523,726	0	0	7,523,726
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TLWR	0	442,540	0	0	0	0	0	442,540
TOTAL 443506 1	1,186,729	469,276	0	0	7,523,726	0	0	9,179,731
TOTAL PROJECT:	1,186,729	469,276	0	0	7,523,726	0	0	9,179,731

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
=====

ST. LUCIE TPO

HIGHWAYS
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ITEM NUMBER:443595 2 PROJECT DESCRIPTION:SR-716/PORT ST LUCIE BLVD OVER LONG CREEK & N FORK ST LUCIE RIVER BRDG *NON-SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:BRIDGE-REPAIR/REHABILITATION
EX DESC:BRIDGE 940139, 940144, 940140, 940145 SCOUR COUNTERMEASURES PROJECT RE-LET FROM 443595.1 CEI AND POST DESIGN ON 443
595.1

ROADWAY ID:94120000 PROJECT LENGTH: .227MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	50,615	0	0	0	0	0	0	50,615
DIH	0	1,000	0	0	0	0	0	1,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
BRRP	0	3,210,276	0	0	0	0	0	3,210,276
DIH	0	12,605	0	0	0	0	0	12,605
TOTAL 443595 2	50,615	3,223,881	0	0	0	0	0	3,274,496
TOTAL PROJECT:	50,615	3,223,881	0	0	0	0	0	3,274,496

ITEM NUMBER:444707 1 PROJECT DESCRIPTION:GATLIN BLVD FROM SW VILLAGE PARKWAY TO SAVONA BLVD *NON-SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:TRAFFIC CONTROL DEVICES/SYSTEM
EX DESC:2021 TPO CMP PRIORITY #1 AND #2 LAP WITH PORT ST LUCIE INSTALL TRAFFIC CAMERAS AT SIGNALIZED INTERSECTIONS; OPTIMIZ
E GREEN TIME, ADD ADAPTIVE TRAFFIC SIGNAL CONTROL

ROADWAY ID:94120000 PROJECT LENGTH: 2.672MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
SU	5,683	0	0	0	0	0	0	5,683
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PORT ST LUCIE								
GFSU	247,894	0	0	0	0	0	0	247,894
LF	112,567	0	0	0	0	0	0	112,567
SU	238,622	0	0	0	0	0	0	238,622
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
GFSU	717	4,022	0	0	0	0	0	4,739
SU	8,893	5,000	0	0	0	0	0	13,893
TOTAL 444707 1	614,376	9,022	0	0	0	0	0	623,398
TOTAL PROJECT:	614,376	9,022	0	0	0	0	0	623,398

ITEM NUMBER:446109 1 PROJECT DESCRIPTION:SR-5/US-1 FROM NORTH OF SR-70/VIRGINIA AVE TO SUNNY LANE *SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:RESURFACING
ROADWAY ID:94010000 PROJECT LENGTH: 2.917MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	1,018,166	0	0	0	0	0	0	1,018,166
DIH	18,042	40,040	0	0	0	0	0	58,082
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	61,994	0	0	0	0	0	0	61,994
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACNR	6,064,856	134,065	0	0	0	0	0	6,198,921
ACSA	6,351	3,676	0	0	0	0	0	10,027

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

ST. LUCIE TPO

ITEM NUMBER:447003 1 PROJECT DESCRIPTION:INTERSECTION LIGHTING RETROFIT IMPROVEMENT TYPE OF WORK:LIGHTING *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE
 EX DESC:INTERSECTION LIGHTING RETROFIT IMPROVEMENT SR-615 AT OKEECHOBEE RD/DELAWARE AVE; SR-A1A SEAWAY DR. AT BINNEY DR. G/
 W 447001.1(LEAD) AND 447002.1

ROADWAY ID:94005000 PROJECT LENGTH: 1.976MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	19,010	3,717	0	0	0	0	0	22,727
HSP	136,981	0	0	0	0	0	0	136,981
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	16,510	0	0	0	0	0	0	16,510
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	81,839	23,657	0	0	0	0	0	105,496
DS	585	0	0	0	0	0	0	585
TOTAL 447003 1	254,925	27,374	0	0	0	0	0	282,299
TOTAL PROJECT:	254,925	27,374	0	0	0	0	0	282,299

ITEM NUMBER:448308 1 PROJECT DESCRIPTION:WALTON ROAD FROM 800 FEET EAST OF LENNARD ROAD TO GREEN RIVER PARKWAY TYPE OF WORK:SIDEWALK *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE
 EX DESC:2022 TPO TAP PRIORITY #1 CONSTRUCTION OF SIDEWALK LAP WITH ST LUCIE COUNTY

ROADWAY ID:94000047 PROJECT LENGTH: .946MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	3,510	0	0	0	0	0	0	3,510
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TALT	0	5,000	0	0	0	0	0	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY ST LUCIE COUNTY BOARD OF COUNTY								
LF	191,761	0	0	0	0	0	0	191,761
TALT	439,371	0	0	0	0	0	0	439,371
TALU	1,279,076	0	0	0	0	0	0	1,279,076
TOTAL 448308 1	1,913,718	5,000	0	0	0	0	0	1,918,718
TOTAL PROJECT:	1,913,718	5,000	0	0	0	0	0	1,918,718

ITEM NUMBER:449281 1 PROJECT DESCRIPTION:NB SR-9/I-95 EXIT RAMP TO WB SR-68/ORANGE AVENUE TYPE OF WORK:SKID HAZARD OVERLAY *SIS*
 DISTRICT:04 COUNTY:ST. LUCIE
 EX DESC:SYSTEMATIC LOOP RAMPS SAFETY ASSESSMENT- NPV=1,508,527; B/C=3.5; WIDEN THE OUTSIDE PAVED SHOULDER ALONG THE RAMP MI
 LL AND RESURFACE THE RAMP WITH HIGH FRICTION SURFACE ENHANCE EXISTING LIGHTING ALONG THE RAMP (BY RE-LAMPING WITH L
 ED LIGHTS) SHSP EMPHASIS AREA- LANE DEPARTURE CRASHES

ROADWAY ID:94001019 PROJECT LENGTH: .583MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
ACSS	146,890	0	0	0	0	0	0	146,890
SA	9,155	47,719	0	0	0	0	0	56,874

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

ST. LUCIE TPO

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
FUND CODE	ACSS	SA	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
	0	0	661,343	0	0	0	0	0	661,343
	0	0	29,045	0	0	0	0	0	29,045
TOTAL 449281 1			156,045	47,719	690,388	0	0	0	894,152
TOTAL PROJECT:			156,045	47,719	690,388	0	0	0	894,152

ITEM NUMBER:449811 1 PROJECT DESCRIPTION:SR-9(I-95) AT SR-70 INTERCHANGE (OKEECHOBEE ROAD) *SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:LANDSCAPING
 EX DESC:STANDALONE LANDSCAPE PROJECT

ROADWAY ID:94001000 PROJECT LENGTH: .828MI LANES EXIST/IMPROVED/ADDED: 5/ 5/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	158,404	0	0	0	0	0	0	158,404	
DIH	18,536	59	0	0	0	0	0	18,595	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
DDR	1,422,532	0	0	0	0	0	0	1,422,532	
DIH	0	46,735	0	0	0	0	0	46,735	
TOTAL 449811 1	1,599,472	46,794	0	0	0	0	0	1,646,266	
TOTAL PROJECT:	1,599,472	46,794	0	0	0	0	0	1,646,266	

ITEM NUMBER:451081 1 PROJECT DESCRIPTION:SR-713/TURNPIKE FEEDER ROAD FROM INDRIO ROAD TO US-1 *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:LIGHTING

EX DESC:B/C RATIO= 2.5 NPV \$2,646,838 SHSP EMPHASIS AREA(S): INTERSECTION & VULNERABLE ROAD USER CRASHES SEGMENT 1 (FROM INDRIO ROAD TO STA 136+80, 540 FT NORTH OF INDRIO ROAD):PROPOSED LIGHTING CONSISTS OF LED LIGHT FIXTURES ON THE WEST SIDE AND EAST SIDE OF SR 713 SEGMENT 2 (FROM STA 136+80 TO S OF PALOMAR PKWY):PROPOSED...SEE WP45

ROADWAY ID:94003000 PROJECT LENGTH: 2.741MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSS	269,682	0	0	0	0	0	0	269,682	
SA	0	13,785	0	0	0	0	0	13,785	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
ACSS	0	0	0	2,238,159	0	0	0	2,238,159	
CARB	0	0	0	2,186,000	0	0	0	2,186,000	
SA	0	0	0	70,902	0	0	0	70,902	
TOTAL 451081 1	269,682	13,785	0	4,495,061	0	0	0	4,778,528	
TOTAL PROJECT:	269,682	13,785	0	4,495,061	0	0	0	4,778,528	

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
HIGHWAYS
 =====

ST. LUCIE TPO

ITEM NUMBER:453496 1 PROJECT DESCRIPTION: MIDWAY ROAD FROM SELVITZ ROAD TO US-1 *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:ATMS - ARTERIAL TRAFFIC MGMT
 EX DESC:2024 TPO PRIORITY 1 CARBON REDUCTION PROGRAM LAP WITH ST. LUCIE COUNTY. INSTALL FIBER OPTIC CABLE ALONG MIDWAY ROAD
 & TRAFFIC CAMERAS/VIDEO DETECTORS & ADAPTIVE SIGNAL CONTROL AT THE SIGNALIZED INTERSECTION. INSTALL 2.5 MILES OF F
 IBER OPTIC CABLE ALONG MIDWAY RD FROM SELVITZ RD TO SR-5/US 1, INTERCONNECT FIVE (5) SIGNALIZED INTERSECTIONS, & UP
 ROADWAY ID:94530000 PROJECT LENGTH: 2.524MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
CARU	0	5,000	0	0	0	0	0	5,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY SAINT LUCIE COUNTY								
CARU	0	0	349,978	269,448	0	0	0	619,426
LF	0	0	143,190	0	0	0	0	143,190
TOTAL 453496 1	0	5,000	493,168	269,448	0	0	0	767,616
TOTAL PROJECT:	0	5,000	493,168	269,448	0	0	0	767,616
TOTAL DIST: 04	252,215,576	54,286,694	50,590,592	4,979,493	26,118,463	0	0	388,190,818
TOTAL HIGHWAYS	252,215,576	54,286,694	50,590,592	4,979,493	26,118,463	0	0	388,190,818

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
TURNPIKE
 =====

ST. LUCIE TPO

ITEM NUMBER:444402 1		PROJECT DESCRIPTION:RESURFACE TPK MAINLINE IN ST LUCIE COUNTY, MP 169.3 - 173						*SIS*	
DISTRICT:04		COUNTY:ST. LUCIE						TYPE OF WORK:RESURFACING	
ROADWAY ID:94470000		PROJECT LENGTH: 3.700MI						LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0	
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	158,267	0	0	0	0	0	0	158,267	
PKYR	799,382	271	0	0	0	0	0	799,653	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	98,694	0	0	0	0	0	0	98,694	
PKYR	9,960,482	70,197	0	0	0	0	0	10,030,679	
TOTAL 444402 1	11,016,825	70,468	0	0	0	0	0	11,087,293	
TOTAL PROJECT:	11,016,825	70,468	0	0	0	0	0	11,087,293	

ITEM NUMBER:446334 1		PROJECT DESCRIPTION:WIDEN TPK(SR91) FROM MARTIN C/L TO BECKER RD (MP138.08-138.5) (4T08)						*SIS*	
DISTRICT:04		COUNTY:ST. LUCIE						TYPE OF WORK:ADD LANES & RECONSTRUCT	
ROADWAY ID:94470000		PROJECT LENGTH: .404MI						LANES EXIST/IMPROVED/ADDED: 4/ 4/ 4	
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	3,905,865	2,502,586	0	0	0	0	0	6,408,451	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	0	1,500	0	0	0	0	6,865,939	6,867,439	
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	2,645	0	0	0	0	0	76,819,559	76,822,204	
TOTAL 446334 1	3,908,510	2,504,086	0	0	0	0	83,685,498	90,098,094	
TOTAL PROJECT:	3,908,510	2,504,086	0	0	0	0	83,685,498	90,098,094	

ITEM NUMBER:446583 1		PROJECT DESCRIPTION:WIDEN TPK(SR91) FROM CROSTOWN PKWY TO SR70 (MP144.58-153.19)						*SIS*	
DISTRICT:04		COUNTY:ST. LUCIE						TYPE OF WORK:ADD LANES & RECONSTRUCT	
ROADWAY ID:94470000		PROJECT LENGTH: 8.412MI						LANES EXIST/IMPROVED/ADDED: 4/ 4/ 1	
FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS	
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	861,549	1,400	18,660,293	0	0	0	0	19,523,242	
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT									
PKYI	0	1,500	0	0	0	0	0	1,500	
TOTAL 446583 1	861,549	2,900	18,660,293	0	0	0	0	19,524,742	
TOTAL PROJECT:	861,549	2,900	18,660,293	0	0	0	0	19,524,742	

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
TURNPIKE
 =====

ST. LUCIE TPO

ITEM NUMBER:452415 1 PROJECT DESCRIPTION:WIDEN TPK (SR91) 4 TO 6 LANES (MP 153.19-158) *SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:94470000 PROJECT LENGTH: 6.040MI LANES EXIST/IMPROVED/ADDED: 3/ 3/ 1

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 452415 1	0	1,500	0	0	0	0	0	1,500
TOTAL PROJECT:	0	1,500	0	0	0	0	0	1,500

ITEM NUMBER:452416 1 PROJECT DESCRIPTION:WIDEN TPK (SR91) 4 TO 6 LANES (MP 158-165) *SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:94470000 PROJECT LENGTH: 6.970MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 452416 1	0	1,500	0	0	0	0	0	1,500
TOTAL PROJECT:	0	1,500	0	0	0	0	0	1,500

ITEM NUMBER:452417 1 PROJECT DESCRIPTION:WIDEN TPK (SR91) 4 TO 6 LANES (MP 165-173.1) *SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:ADD LANES & RECONSTRUCT
 ROADWAY ID:94470000 PROJECT LENGTH: 8.105MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 452417 1	0	1,500	0	0	0	0	0	1,500
TOTAL PROJECT:	0	1,500	0	0	0	0	0	1,500

ITEM NUMBER:453803 5 PROJECT DESCRIPTION:FT PIERCE SERVICE PLAZA CIRCULATION STUDY *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:REST AREA
 ROADWAY ID:94470000 PROJECT LENGTH: .353MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
PKYI	0	1,500	0	0	0	0	0	1,500
TOTAL 453803 5	0	1,500	0	0	0	0	0	1,500
TOTAL PROJECT:	0	1,500	0	0	0	0	0	1,500
TOTAL DIST: 04	18,733,595	8,409,477	27,340,092	17,301,911	0	0	83,685,498	155,470,573
TOTAL TURNPIKE	18,733,595	8,409,477	27,340,092	17,301,911	0	0	83,685,498	155,470,573

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
MPO ROLLFORWARD REPORT
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DATE RUN: 07/01/2024
TIME RUN: 15.41.12
MBRMPOTP

ST. LUCIE TPO

TRANSIT
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ITEM NUMBER:413494 1 PROJECT DESCRIPTION:PSL UZA - ST. LUCIE COUNTY SECTION 5307 FORMULA FUNDS *NON-SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:FY11 - GRANT FL-90-X727 EXECUTED PER K.SCOTT-ST.LUCIE CO EMAIL FROM J. MELI 10/13/10. GRANT FL90-X765 EXECUTED 10/2
0/11 \$1,407,322 EMAIL FROM K. SCOTT/SLC 1-11-12 TO J. MELI. ST.LUCIE COUNTY SEC 5307 OPERATING ASSISTANCE NON-BUDGE
T REVENUE
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: OPERATIONS / RESPONSIBLE AGENCY: MANAGED BY ST. LUCIE COA								
FTA	0	18,640,000	810,000	810,000	810,000	810,000	0	21,880,000
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ST. LUCIE COA								
FTA	8,968,195	13,426,078	1,610,000	1,610,000	1,610,000	1,610,000	0	28,834,273
TOTAL 413494 1	8,968,195	32,066,078	2,420,000	2,420,000	2,420,000	2,420,000	0	50,714,273
TOTAL PROJECT:	8,968,195	32,066,078	2,420,000	2,420,000	2,420,000	2,420,000	0	50,714,273

ITEM NUMBER:434548 1 PROJECT DESCRIPTION:PSL UZA - ST. LUCIE COUNTY SECT 5339 CAPITAL FOR BUS & BUS FACILITIES *NON-SIS*
DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:CAPITAL FOR FIXED ROUTE
EX DESC:ST.LUCIE CNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES PROGRAM 16. CAPITAL FOR FIXED ROUTE NON-BUDGET REVENUE

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: CAPITAL / RESPONSIBLE AGENCY: MANAGED BY ST. LUCIE COUNTY								
FTA	0	2,679,114	275,000	275,000	275,000	275,000	0	3,779,114
TOTAL 434548 1	0	2,679,114	275,000	275,000	275,000	275,000	0	3,779,114
TOTAL PROJECT:	0	2,679,114	275,000	275,000	275,000	275,000	0	3,779,114
TOTAL DIST: 04	8,968,195	34,745,192	2,695,000	2,695,000	2,695,000	2,695,000	0	54,493,387
TOTAL TRANSIT	8,968,195	34,745,192	2,695,000	2,695,000	2,695,000	2,695,000	0	54,493,387

FLORIDA DEPARTMENT OF TRANSPORTATION
 OFFICE OF WORK PROGRAM
 MPO ROLLFORWARD REPORT
 =====
MISCELLANEOUS
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ST. LUCIE TPO

ITEM NUMBER:439999 3 PROJECT DESCRIPTION:SAVANNAS PRESERVE STATE PARK FR LENNARD RD TO SAVANNAS RECREATION AREA *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:BIKE PATH/TRAIL
 EX DESC:SUNTRAIL FY2017 PD&E PHASE 2; DESIGN ON 439999-1

ROADWAY ID:94931003 PROJECT LENGTH: 4.219MI LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	6,178	0	0	0	0	0	0	6,178
DIH	13,965	3,602	0	0	0	0	0	17,567
DS	12,045	0	0	0	0	0	0	12,045
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	693	104,624	0	0	0	0	0	105,317
TLWR	6,359,451	0	0	0	0	0	0	6,359,451
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DS	9,995	0	0	0	0	0	0	9,995
TLWR	0	110,000	0	0	0	0	0	110,000
TOTAL 439999 3	6,402,327	218,226	0	0	0	0	0	6,620,553
TOTAL PROJECT:	6,402,327	218,226	0	0	0	0	0	6,620,553

ITEM NUMBER:440032 1 PROJECT DESCRIPTION:FEC OVERPASS FROM SAVANNAS RECREATION AREA TO SOUTH OF SAVANNAH RD *NON-SIS*
 DISTRICT:04 COUNTY:ST. LUCIE TYPE OF WORK:BIKE PATH/TRAIL
 EX DESC:SUNTRAIL

ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

FUND CODE	LESS THAN 2025	2025	2026	2027	2028	2029	GREATER THAN 2029	ALL YEARS
PHASE: P D & E / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	25,558	0	0	0	0	0	0	25,558
TLWR	80,662	0	0	0	0	0	0	80,662
PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	13,193	1,949	0	0	0	0	0	15,142
DS	89,969	0	0	0	0	0	0	89,969
TLWR	427,344	0	0	0	0	0	0	427,344
PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DDR	0	19,000	0	0	0	0	0	19,000
DIH	602	3,647	0	0	0	0	0	4,249
DS	0	15,181	28,036	0	0	0	0	43,217
PHASE: RAILROAD & UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TLWR	20,000	60,000	0	0	0	0	0	80,000
PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT								
DIH	0	0	0	104,312	0	0	0	104,312
TLWR	0	0	0	4,833,108	0	0	0	4,833,108
PHASE: ENVIRONMENTAL / RESPONSIBLE AGENCY: MANAGED BY FDOT								
TLWR	5,495	125,000	0	0	0	0	0	130,495
TOTAL 440032 1	662,823	224,777	28,036	4,937,420	0	0	0	5,853,056
TOTAL PROJECT:	662,823	224,777	28,036	4,937,420	0	0	0	5,853,056
TOTAL DIST: 04	7,065,150	443,003	28,036	4,937,420	0	0	0	12,473,609
TOTAL MISCELLANEOUS	7,065,150	443,003	28,036	4,937,420	0	0	0	12,473,609

GRAND TOTAL 286,999,441 97,886,441 80,653,720 29,913,824 28,813,463 2,695,000 83,685,498 610,647,387



AGENDA ITEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: August 7, 2024

Item Number: 8b

Item Title: Unified Planning Work Program (UPWP) Tasks and Budget and Grants End-of-Term Reviews

Item Origination: UPWP

UPWP Reference: Task 1.1: Program Management

Requested Action: Accept or do not accept

Staff Recommendation: Based on the recommendation of the TPO Executive Committee, it is recommended that the End-of-Term Reviews be accepted.

Attachments

- Staff Report
- FY 2022/23 – FY 2023/24 UPWP Task Summary
- FY 2022/23 - FY 2023/24 Budget and Expenses
- Summary of Costs Incurred by UPWP Task for each of the TPO's Grants



MEMORANDUM

TO: St. Lucie TPO Executive Committee

FROM: Peter Buchwald
Executive Director

DATE: July 31, 2024

SUBJECT: Unified Planning Work Program (UPWP) Tasks and Budget and Grants End-of-Term Reviews

BACKGROUND

As the second fiscal year of the FY 2022/23 – FY 2023/24 UPWP and Budget has ended, end-of-term reviews may be conducted of the UPWP tasks completed to date, the expenses incurred over the past two fiscal years, and the grants that are administered by the TPO.

ANALYSIS

The attached FY 2022/23 – FY 2023/24 UPWP Task Summary identifies the status of each of the activities and end products programmed in the UPWP. The Summary confirms that the activities and end products programmed for the past two fiscal years have been completed or are scheduled for presentation at the August or October TPO Board Meetings.

The attached FY 2022/23 - FY 2023/24 Budget and Expenses summarizes the two-year budget of the UPWP and the expenses incurred by the TPO during the past two fiscal years. The attached Summary of Costs Incurred by UPWP Task for each of the TPO's grants summarizes the costs incurred for the five grants administered by the TPO in the past two fiscal years. The following findings are provided based on the summaries:

- 1) The expenses incurred by the TPO in the past two fiscal years did not exceed the adopted budgets in any of the budget categories except for the Staff Benefits Category which was exceeded by \$22,025 (9.15 percent) due to increased health care costs.

- 2) The total expenses incurred by the TPO over the past two fiscal years are less than the adopted total budget for these years.
- 3) None of the expenses incurred by the TPO over the past two fiscal years exceeded any of the budgets for the grants administered by the TPO during these years.

At its meeting on July 31, 2024, the TPO Advisory Committee completed end-of-term reviews of the UPWP tasks and budget and grants and recommended the reviews be placed on the Consent Agenda for acceptance by the TPO Board at the August 7th meeting.

RECOMMENDATION

Based on the recommendation of the TPO Executive Committee, it is recommended that the End-of-Term Reviews be accepted.



FY 2022/23 - FY 2023/24 Unified Planning Work Program
Work Task Summary

Element	Task	End Products	Completion Dates	Status
1. Program Administration	1.1 Program Management	2023 Legislative Priorities (uses local funds only)	December 2022	Completed
		2024 Legislative Priorities (use local funds only)	October 2023	Completed
		2023 Annual Joint Certification Review	May 2023	Completed
		2024 Annual Joint Certification Review	May 2024	Completed
	1.2 UPWP Development	FY 2024/25 – FY 2025/26 UPWP Kickoff Meeting	January 2024	Completed
		Review by Advisory Committees & Board	March/April 2024	Completed
		Transmittal to FDOT	March 2024	Completed
		Public Comment Period	March/April 2024	Completed
		Adoption by Board	April 2024	Completed
		Transmittal to FHWA & FTA	May 2024	Completed
UPWP Amendments	As needed	Completed		
2. Modeling, GIS, Data Management, and Performance Measurement	2.1 Travel Demand Modeling	TCRPM 2045 TAZ and Model Updates	June 2023	Completed
		TCRPM5 Application and Support	Ongoing	Completed
		TCRPM6 Development and Support	TBD	In Process
		Participation in MTF and regional modeling activities	Ongoing	Completed
	2.2 GIS And Data Management	Community Profile Updates	December 2023	Completed
	2.3 Traffic Count Program Management	2023 Traffic Count and LOS Report	June 2023	Completed
		2024 Traffic Count and LOS Report	June 2024	Completed
	2.4 Performance Measurement and Target Setting	Set 2023 Performance Targets and Report to FDOT	February 2023	Completed
Set 2024 Performance Targets and Report to FDOT		February 2024	Completed	
3. Recurring and Systems and Project Planning	3.1 Long Range Transportation Planning	TIP/LRTP Performance Report 2023	June 2023	Completed
		TIP/LRTP Performance Report 2024	June 2024	Completed
		Airport Connector Corridor Alignment Study	June 2024	TPO portion completed
	3.2 Transit Planning	Fort Pierce Passenger Rail Station Planning	June 2024	Completed
		TDP Annual Progress Report	September 2022	Completed
		TDP Annual Progress Report	September 2023	Completed
		TDP Major Update	June 2024	Completed
	3.3 Transportation Improvement Program (TIP)	Submittal of 2022/23 LOPP to FDOT	August 2022	Completed
		Review/Endorsement of FDOT's Five-Year Work Program	December 2022	Completed
		FY 2023/24 – FY 2027/28 TIP Adoption & Interactive TIP Update	June 2023	Completed
		Annual Publication of Obligated Federal Projects	June 2023	Completed
		Submittal of 2023/24 LOPP to FDOT	June 2023	Completed
		Review/Endorsement of FDOT's Five-Year Work Program	October 2023	Completed
		FY 2024/25 – FY 2028/29 TIP Adoption & Interactive TIP Update	June 2024	Completed
	Annual Publication of Obligated Federal Projects	June 2024	Completed	
	3.4 Congestion Management Process (CMP)	Special Events Congestion Management and Parking Plan (SECMAPP)	February 2023	Completed
CMP Update/Annual Report		June 2023	Completed	
CMP Major Update		June 2024	To be presented at August Board Meeting	



FY 2022/23 - FY 2023/24 Unified Planning Work Program
Work Task Summary (continued)

Element	Task	End Products	Completion Dates	Status
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 2024	To be presented at October Board Meeting
	3.6 Freight Planning	Update St. Lucie Freight Network	June 2023	Completed
		Advanced Air Mobility Study, Phase II	June 2024	Completed
	3.7 Safety and Security Planning	Spot Speed Studies	March 2023	Completed
		Automated Speed Enforcement Study	March 2024	Completed
		Midway Road Safety Study	June 2023	Completed
	3.8 Transportation Disadvantaged (TD) Program	TDSP Annual Update	May 2023	Completed
		CTC Designation/Re-Designation	July 2023	Completed
		TDSP Major Update	December 2023	Completed
		2023 CTC Evaluation	June 2023	Completed
2024 CTC Evaluation		June 2024	Completed	
3.9 Environmental Planning	LCB Meeting Summaries	After the LCB Meetings	Completed	
	Carbon Reduction Strategy	February 2023	Completed	
	Transportation Asset/Service Vulnerability Assessment Update	June 2024	To be presented at August Board Meeting	
3.10 ACES Vehicles Planning	Electric Vehicle Charging Station Plan Update	December 2022	Completed	
	Sustainable Transportation Plan	June 2023	Completed	
4. Regional and Intergovernmental Planning and Coordination	4.1 Models of Regional Planning Cooperation	Develop the 2045 Treasure Coast RL RTP	June 2023	Completed
	4.2 Intergovernmental Planning and Coordination	2022 TCSHP Annual Report	February 2023	Completed
		2023 TCSHP Annual Report	February 2024	Completed
5. Public Participation, Education & Outreach	5.1 Public Participation, Education & Outreach	Annual PPP Evaluation of Effectiveness and Update	February 2023	Completed
		Title VI Plan Major Update	October 2023	Completed
		Annual PPP Evaluation of Effectiveness and Update	February 2024	Completed
		CAC/BPAC Meeting Summaries	After the CAC/BPAC Meetings	Completed



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	FY 2022/23 Budget	FY 2022/23 Actual 6/30/2023	FY 2023/24 Budget	FY 2023/24 Budget with Carryover	FY 2023/24 Actual 6/30/2024
Staff Salaries	\$389,471	\$339,714	\$419,294	\$469,051	\$369,871	\$446,468	\$382,458	\$465,981	\$529,991	\$494,245
Staff Benefits	\$183,823	\$180,081	\$152,250	\$155,992	\$155,025	\$200,000	\$169,800	\$210,000	\$240,200	\$262,225
Professional Services/Consultants ¹	\$272,500	\$254,608	\$215,000	\$232,892	\$222,894	\$1,228,000	\$382,160	\$477,000	\$1,322,840	\$1,033,948
Travel	\$7,000	\$587	\$10,000	\$16,413	\$1,643	\$5,800	\$2,343	\$5,800	\$9,257	\$3,225
Postage	\$150	\$17	\$150	\$283	\$75	\$100	\$0	\$100	\$200	\$183
Equipment Rental	\$2,500	\$2,240	\$2,500	\$2,760	\$2,105	\$2,000	\$1,802	\$2,000	\$2,198	\$1,836
Advertising	\$5,000	\$2,993	\$5,000	\$7,007	\$2,350	\$1,890	\$1,103	\$1,890	\$2,677	\$646
General/Administrative Charges	\$50,000	\$37,622	\$50,000	\$62,378	\$37,891	\$55,000	\$36,234	\$55,000	\$73,766	\$52,841
Office Supplies	\$3,500	\$991	\$3,500	\$6,009	\$487	\$4,000	\$1,810	\$4,000	\$6,190	\$3,415
Equipment < 5000	\$1,000	\$0	\$1,000	\$2,000	\$0	\$1,000	\$972	\$1,000	\$1,028	\$744
Supplies-Computer	\$500	\$236	\$500	\$764	\$54	\$1,000	\$0	\$1,000	\$2,000	\$42
Operating Supplies	\$2,000	\$1,126	\$2,000	\$2,874	\$978	\$5,000	\$934	\$5,000	\$9,066	\$2,852
Books & Subscriptions	\$225	\$207	\$225	\$243	\$99	\$250	\$84	\$250	\$416	\$119
Training/Seminars	\$2,000	\$125	\$15,000	\$16,875	\$0	\$20,300	\$0	\$2,300	\$22,600	\$0
Communications	\$1,000	\$815	\$1,000	\$1,185	\$861	\$1,000	\$717	\$1,000	\$1,283	\$853
Utilities	\$5,000	\$3,499	\$5,000	\$6,501	\$3,838	\$5,000	\$3,125	\$5,000	\$6,875	\$4,140
Building Rent	\$96,306	\$96,175	\$99,326	\$99,457	\$99,056	\$115,000	\$101,155	\$121,000	\$134,845	\$103,781
Total	\$1,021,975	\$921,037	\$981,745	\$1,082,683	\$897,226	\$2,091,808	\$1,084,697	\$1,358,321	\$2,365,432	\$1,965,094

NOTES

¹ Includes HVAC, Janitorial, and Security Services

SUMMARY OF COSTS INCURRED BY UPWP TASK
 FY 2023/24-4th Quarter (Invoice #8)
 April 1, 2024 - June 30, 2024



FM No. 439326-4-14-01
 Contract #G2931
 F.A. Program No. PL-0311(060)

UPWP Task No.	UPWP Task Description	Fiscal Year 2022/23 Budget by Task	Fiscal Year 2023/24 Budget by Task	Staff Hours per Task This Quarter	Salaries Paid this Quarter	Benefitis Paid this Quarter	Expenses Paid This Quarter	Total Reimbursable Costs Incurred This Quarter	Total Reimbursable Costs Previously Billed	Total Reimbursable Costs Incurred To Date	Year-2 Percentage of Budget Expended to Date	Remaining Balance
Element 1 Program Administration												
1.1	Program Management	\$337,069	\$374,664	514.0	\$20,816.91	\$13,042.51	\$53,026.63	\$86,886.05	\$592,079.11	\$678,965.16	95%	\$32,767.84
1.2	UPWP Development	\$3,000	\$20,000	74.5	\$3,766.50	\$2,401.98	\$0.00	\$6,168.49	\$15,468.69	\$21,637.18	94%	\$1,362.82
Element 2 Modeling, GIS, Data Management, and Performance Measurement												
2.1	Travel Demand Modeling	\$10,000	\$30,000	68.5	\$3,844.76	\$2,350.83	\$0.00	\$6,195.59	\$18,209.37	\$24,404.96	61%	\$15,595.04
2.2	GIS and Data Management	\$15,000	\$20,000	22.0	\$911.93	\$644.18	\$0.00	\$1,556.11	\$31,604.08	\$33,160.19	95%	\$1,839.81
2.4	Performance Management & Target Setting	\$10,000	\$15,000	41.0	\$1,632.60	\$887.18	\$0.00	\$2,519.78	\$13,599.53	\$16,119.31	64%	\$8,880.69
Element 3 Recurring and Systems and Project Planning												
3.1	Long Range Transportation Planning	\$10,000	\$20,000	44.5	\$2,080.36	\$1,784.39	\$0.00	\$3,864.75	\$16,969.41	\$20,834.16	69%	\$9,165.84
3.2	Transit Planning	\$10,000	\$25,000	54.5	\$2,423.08	\$1,466.90	\$0.00	\$3,889.98	\$25,708.34	\$29,598.32	85%	\$5,401.68
3.3	Transportation Improvement Program (TIP)	\$30,000	\$45,000	140.5	\$7,205.50	\$4,328.77	\$9,999.60	\$21,533.87	\$47,432.82	\$68,966.69	92%	\$6,033.31
3.4	Congestion Management Process (CMP)	\$60,000	\$35,000	73.5	\$4,161.52	\$2,675.33	\$0.00	\$6,836.85	\$68,517.59	\$75,354.44	79%	\$19,645.56
3.5	Bicycle-Pedestrian/Complete Streets Planning	\$20,000	\$30,000	139.0	\$5,223.40	\$3,608.82	\$0.00	\$8,832.21	\$41,153.24	\$49,985.45	100%	\$14.55
3.6	Freight Planning	\$10,000	\$130,000	71.0	\$3,803.23	\$2,803.54	\$30,482.60	\$37,089.37	\$88,599.80	\$125,689.17	90%	\$14,310.83
3.7	Safety and Security Planning	\$20,000	\$20,000	104.5	\$4,313.29	\$2,751.14	\$0.00	\$7,064.43	\$32,912.60	\$39,977.03	100%	\$22.97
3.9	Environmental Planning	\$77,000	\$15,000	27.5	\$1,234.73	\$1,103.39	\$0.00	\$2,338.12	\$79,136.76	\$81,474.88	89%	\$10,525.12
3.10	ACES Vehicles Planning	\$10,000	\$20,000	33.0	\$2,055.50	\$1,106.97	\$0.00	\$3,162.47	\$10,990.97	\$14,153.44	47%	\$15,846.56
Element 4 Regional & Intergovernmental Planning & Coordination												
4.1	Models of Regional Planning Cooperation	\$30,000	\$20,000	19.5	\$1,164.15	\$812.30	\$0.00	\$1,976.45	\$45,040.69	\$47,017.14	94%	\$2,982.86
4.2	Intergovernmental Planning & Coordination	\$20,000	\$30,000	28.0	\$1,265.82	\$1,093.47	\$3,540.00	\$5,899.28	\$43,914.32	\$49,813.60	100%	\$186.40
Element 5 Public Involvement, Education & Outreach												
5.1	Public Involvement, Education & Outreach	\$65,000	\$80,000	195.5	\$7,736.40	\$5,717.66	\$14,640.00	\$28,094.06	\$103,636.99	\$131,731.05	91%	\$13,268.95
TOTALS		\$737,069.00	\$929,664.00	1,651.0	\$73,639.69	\$48,579.35	\$111,688.83	\$233,907.87	\$1,274,974.31	\$1,508,882.18	91%	\$157,850.82

SUMMARY OF COSTS INCURRED BY UPWP TASK
 FY 2023/24-4th Quarter (Invoice #8)
 April 1, 2024 - June 30, 2024



FM No. 439326-4-14-02
 Contract #G2931
 F.A. Program No. SU-0311(060)

UPWP Task No.	UPWP Task Description	Fiscal Year 2022/23 Budget by Task	Fiscal Year 2023/24 Budget by Task	Staff Hours per Task This Quarter	Salaries Paid this Quarter	Benefitis Paid this Quarter	Expenses Paid This Quarter	Total Reimbursable Costs Incurred This Quarter	Total Reimbursable Costs Previously Billed	Total Reimbursable Costs Incurred To Date	Year-2 Percentage of Budget Expended to Date	Remaining Balance
Element 2 Modeling, GIS, Data Management, and Performance Measurement												
2.1	Travel Demand Modeling	\$60,000	\$0	-	\$0.00	\$0.00	\$0.00	\$0.00	\$59,999.33	\$59,999.33	100%	\$0.67
2.3	Traffic Count Program Management	\$80,000	\$55,000	43.5	\$2,201.24	\$1,510.56	\$26,649.55	\$30,361.35	\$104,616.54	\$134,977.89	100%	\$22.11
Element 3 Recurring and Systems Planning												
3.1	Long Range Transportation Planning	\$60,000	\$25,000	283.5	\$15,767.51	\$9,223.27	\$60,000.00	\$84,990.78	\$0.00	\$84,990.78	100%	\$9.22
3.2	Transit Planning	\$35,000	\$235,000	295.5	\$17,602.28	\$7,202.58	\$20,418.43	\$45,223.29	\$224,770.27	\$269,993.56	100%	\$6.44
3.4	Congestion Management Process (CMP)	\$0	\$85,000	27.5	\$1,808.54	\$996.55	\$36,955.00	\$39,760.09	\$45,233.01	\$84,993.10	100%	\$6.90
3.7	Safety and Security Planning	\$95,000	\$0	-	\$0.00	\$0.00	\$0.00	\$0.00	\$94,990.33	\$94,990.33	100%	\$9.67
3.10	ACES Vehicles Planning	\$70,000	\$0	-	\$0.00	\$0.00	\$0.00	\$0.00	\$69,997.75	\$69,997.75	100%	\$2.25
TOTALS		\$400,000.00	\$400,000.00	650.0	\$37,379.57	\$18,932.96	\$144,022.98	\$200,335.51	\$599,607.23	\$799,942.74	100%	\$57.26



SUMMARY OF COSTS INCURRED BY UPWP TASK
 FY 2023/24-4th Quarter
 April 1, 2024 - June 30, 2024

FM No. 439326-4-14-03
 Contract # G2931
 CFDA 20.205
 County Grant No. 001659

UPWP Task No.	UPWP Task Description	Fiscal Year 2023/24 Budget by Task	Staff Hours per Task This Quarter	Salaries Paid this Quarter	Benefitis Paid this Quarter	Expenses Paid This Quarter	Total Reimbursable Costs This Quarter	Reimbursable Costs Previously Incurred	Total Reimbursable Costs To Date	Percentage of Budget Expended to Date	Remaining Balance
Element - Recurring and Systems and Project Planning											
Task 3.2	Transit Planning	\$356,183.00	169.5	\$8,560.92	\$3,834.84	\$45,632.70	\$58,028.46	\$298,118.99	\$356,147.45	100%	\$35.55
	TOTALS	\$356,183.00	169.5	\$8,560.92	\$3,834.84	\$45,632.70	\$58,028.46	\$298,118.99	\$356,147.45	100%	\$35.55



SUMMARY OF COSTS INCURRED BY UPWP TASK
 FY 2023/24-4th Quarter
 April 1, 2024 - June 30, 2024

FM No. 447339-1-14-01
 Contract #G2840
 CSFA 55.038
 County Grant No. 001497

UPWP Task No.	UPWP Task Description	Fiscal Year 2022/23 and 2023/24 Budget by Task	Staff Hours per Task This Quarter	Salaries Paid this Quarter	Benefitis Paid this Quarter	Expenses Paid This Quarter	Total Reimbursable Costs This Quarter	Reimbursable Costs Previously Incurred	Total Reimbursable Costs To Date	Percentage of Budget Expended to Date	Remaining Balance
Element Recurring and Systems and Project Planning											
Task 3.5	Bike Complete Streets Planning	\$250,000.00	226.5	\$9,130.20	\$6,452.27	\$28,800.00	\$44,382.47	\$181,992.08	\$226,374.55	91%	\$23,625.45
	TOTALS	\$250,000.00	226.5	\$9,130.20	\$6,452.27	\$28,800.00	\$44,382.47	\$181,992.08	\$226,374.55	91%	\$23,625.45



SUMMARY OF COSTS INCURRED BY UPWP TASK
 FY 2023/24-4th Quarter
 April 1, 2024 - June 30, 2024

FM No. 43202911401
 Contract #G2J18
 CSFA 55.002

UPWP Task No.	UPWP Task Description	Fiscal Year 2023/24 Budget by Task	Staff Hours per Task This Quarter	Salaries Paid this Quarter	Benefitis Paid this Quarter	Expenses Paid This Quarter	Total Reimbursable Costs This Quarter	Reimbursable Costs Previously Incurred	Total Reimbursable Costs To Date	Percentage of Budget Expended to Date	Remaining Balance
Element Recurring and Systems Planning											
Task 3.8	Transportation Disadvantaged Program	\$28,203.00	49.5	\$2,195.55	\$933.68	\$1,145.43	\$4,274.66	\$20,466.01	\$24,740.67	88%	\$3,462.33
	TOTALS	\$28,203.00	49.5	\$2,195.55	\$933.68	\$1,145.43	\$4,274.66	\$20,466.01	\$24,740.67	88%	\$3,462.33



AGENDA ITEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: August 7, 2023

Item Number: 9a

Item Title: Executive Director’s Performance Review

Item Origination: Executive Director Employment Agreement and TPO Executive Committee

UPWP Reference: Task 1.1 - Program Management

Requested Action: Approve the Executive Director’s Performance Review and Executive Committee recommendations, approve with conditions, or do not approve

Recommendation: It is recommended that the TPO Board consider the recommendations of the TPO Executive Committee.

Attachments

- Staff Report
- 2024 Executive Director Performance Review Form



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: July 31, 2024

SUBJECT: Executive Director's Performance Review

BACKGROUND

The St. Lucie TPO typically reviews the performance of its Executive Director after the conclusion of each fiscal year according to the following scale for each of the skills and abilities that are desired of the Executive Director:

Score

- 2 EXCEEDS JOB EXPECTATIONS: Consistently exemplary performance, including in demanding situations or circumstances.
- 1 MEETS JOB EXPECTATIONS: Competent performance in most situations and circumstances.
- 0 PARTIALLY MEETS JOB EXPECTATIONS -- Shows capability, but in a variable manner. Improvement needed in key areas.
- X DOES NOT MEET JOB EXPECTATIONS -- Major or ongoing problems that negatively impact organizational objectives.

As FY 2023/24 has concluded, a review of the Executive Director's performance for FY 2023/24 is being conducted. The review was initiated by the TPO Executive Committee at its meeting on July 31, 2024, and the Executive Committee formed several recommendations for the TPO Board to consider.

ANALYSIS

At the July 31st meeting, the TPO Executive Committee completed end-of-term reviews of the UPWP tasks and budget and grants. The reviews

indicated that all of the UPWP activities and end products were substantially completed in accordance with the UPWP. In addition, the total expenses incurred by the TPO over the past two fiscal years were less than the adopted total budget for those years, and none of the expenses incurred by the TPO over the past two fiscal years exceeded any of the budgets for the grants administered by the TPO during those years.

After the completion of the end-of-term reviews, the TPO Executive Committee requested the TPO Attorney to follow the historical process for the review of the Executive Director's performance for FY 2023/24 and distribute the attached Performance Review Form to the TPO Board Members for completion. The Executive Committee also requested that the TPO Attorney receive the completed forms and tabulate and report the results of the reviews at the TPO Board Meeting on August 7th.

Subsequently, the TPO Executive Committee discussed refinements to the process for the Executive Director's Performance Review and initiated a review of the Executive Director's performance for FY 2023/24 based on the information obtained from the end-of-term reviews. The Executive Committee also discussed the negotiation of a new Employment Agreement between the Executive Director and the TPO and planning for the future succession of the Executive Director. Based on these discussions, the following recommendations were formed by the Executive Committee for the TPO Board to consider:

- The Executive Director's Performance for FY 2023/24 exceeded job expectations.
- Based on the performance, the TPO Executive Committee is recommending a five percent salary increase for FY 2024/25 effective July 1, 2024.
- The process for future reviews of the Executive Director's Performance should be refined to consist of the following:
 1. Distribution of the Performance Review Form after each fiscal year to the TPO Board Members for their completion.
 2. Review of the completed forms by the Executive Committee at a meeting each year in July.
 3. Completion of the review of the Executive Director's performance during the previous fiscal year by the Executive Committee and formation of recommendations of salary and benefit adjustments based on the review.
 4. Consideration of the recommendations of the Executive Committee at the next TPO Board Meeting.

- Negotiation of a new Employment Agreement between the Executive Director and the TPO should be initiated by the Executive Committee no later than three months before the expiration of the current Employment Agreement which expires on June 30, 2025.
- As part of the negotiations, mentoring of the existing TPO staff and planning for the succession of the Executive Director should be formalized.

After the Executive Committee Meeting, the Performance Review Form was distributed by the TPO Attorney to TPO Board Members for completion. It may be appropriate to consider using the UPWP Task and Budget End-of-Term Reviews, which are included in the Consent Agenda for the August 7th Board Meeting, as a basis for the Executive Director's performance review for FY 2023/24. The completed review forms will be tabulated by the TPO Attorney who will present the results at the August 7th Board Meeting.

RECOMMENDATION

It is recommended that the TPO Board consider the recommendations of the TPO Executive Committee.



Executive Director Performance Review

EMPLOYEE INFORMATION

Name: Peter Buchwald

Review Date:

REVIEW INFORMATION

Reviewer Name:

Review Period:

FY 2023/24

Complete this review using the following scale:

- 2 = EXCEEDS JOB EXPECTATIONS: Consistently exemplary performance, including in demanding situations or circumstances.
- 1 = MEETS JOB EXPECTATIONS: Competent performance in most situations and circumstances.
- 0 = PARTIALLY MEETS JOB EXPECTATIONS -- Shows capability, but in a variable manner. Improvement needed in key areas.
- X = DOES NOT MEET JOB EXPECTATIONS -- Major or ongoing problems that negatively impact organizational objectives.

(Outstanding)	(Good)	(Needs Work)	(Poor)
2	1	0	X

EVALUATION

2 1 0 X

Maintains effective communications with and availability for the Board

Represents the TPO well, understands **role, and implements the Board's vision**

Understands and maintains compliance with Federal and State TPO requirements

Understands current trends and issues impacting the TPO and informs the Board as to their implications

Hires and develops qualified staff appropriate for day-to-day operations and guides staff to achieve objectives

Maintains public image of the TPO representing service, vitality and professionalism while enhancing the visibility and identity of the TPO

Encourages the creation of partnerships with other organizations that contribute to **the TPO's mission and vision**

Develops sound budgets for current and future revenues and expenses necessary to maintain daily and overall operations

Maintains appropriate benefits and insurance coverage for staff and personnel and procurement policies in compliance with regulatory requirements

Manages assets including technology, equipment, budget, and office space

Encourages public involvement and maintains transparency for the Board, the public, and staff

Meets challenges head on

Additional Comments:

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AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	August 7, 2024
Item Number:	9b
Item Title:	Project Development and Environment Study (PD&E) for Widening Florida's Turnpike from State Route 70 (Okeechobee Road) to State Route 60 (Yeehaw Junction)
Item Origination:	Florida's Turnpike Enterprise (FTE)
UPWP Reference:	Task 3.1 - Long Range Transportation Planning
Requested Action:	Endorse the PD&E alternatives, endorse with conditions, or do not endorse.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and the proposed PD&E alternatives being consistent with the SmartMoves 2045 Long Range Transportation Plan, it is recommended that the PD&E alternatives be endorsed.

Attachments

- Staff Report
- FTE PD&E Presentation



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: July 31, 2024

SUBJECT: Project Development and Environment Study (PD&E) for Widening Florida's Turnpike from State Route 70 (Okeechobee Road) to State Route 60 (Yeehaw Junction)

BACKGROUND

In August 2021, the TPO Board reviewed the PD&E for the widening of the Turnpike from the Indiantown Road interchange in Jupiter to the State Route 70 (Okeechobee Road) interchange in Fort Pierce. Subsequently, the Florida's Turnpike Enterprise (FTE) started the PD&E for the widening of the Turnpike from the State Route 70 (Okeechobee Road) interchange to the State Route 60 (Yeehaw Junction) interchange.

FTE identified the need to widen this portion of the Turnpike to add capacity to accommodate future traffic volumes of freight and passenger vehicles linked to the projected growth in population and industry for the year 2045. The Turnpike is also a major evacuation route for Southeast Florida.

The completion of a PD&E is a significant phase in the transportation project development process. The PD&E serves as the bridge between the planning and design phases and guides decision-making by evaluating the potential impacts of the transportation project. During the PD&E phase, FTE collects data, develops and evaluates alternatives, conducts studies, prepares reports and gathers input from the general public, applicable agencies, and interested parties to develop the solution to meet the transportation needs that offers the greatest benefit with the least impact. FTE will present an update (attached) on the PD&E that includes the conceptual design and the project alternatives being considered for comments and endorsement.

ANALYSIS

To meet existing and future travel demands and address roadway deficiencies, the proposed project consists of the widening of the Turnpike from four to six lanes for 41 miles by adding one outside lane in each direction, the widening or reconstruction of numerous existing bridge structures, improvements to the existing State Route 60 (Yeehaw Junction) interchange, and a potential new interchange for the Northern Connector. The PD&E is developing the alternatives for the proposed capacity and interchange improvements and evaluating the potential impacts of the alternatives.

The St. Lucie TPO staff has participated in the PD&E since its start to ensure that the proposed improvements eventually recommended by the PD&E are consistent with the TPO's plans and programs which include the new Turnpike interchange for the Northern Connector. The Northern Connector would connect the new Turnpike interchange to a new I-95 interchange which would connect to the Airport Connector which would connect to St. Lucie Boulevard and the Treasure Coast International Airport as depicted below in the map from the TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP):



Based on the potential addition of a new Turnpike interchange for the Northern Connector, the proposed PD&E alternatives appear to be consistent with the SmartMoves 2045 LRTP.

At their meetings during the week of July 22nd, the TPO Advisory Committees recommended the endorsement of the PD&E alternatives.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and the proposed PD&E alternatives being consistent with the SmartMoves 2045 LRTP, it is recommended that the PD&E alternatives be endorsed.

St. Lucie TPO
Board and Committee Meetings
July and August 2024

PD&E Study to Widen Turnpike from N. of SR 70 to N. of SR 60 (MP 152-193)



Agenda

- »» Study Limits
- »» Existing Mainline Typical Section
- »» Purpose and Need
- »» Proposed Mainline Typical Section
- »» SR 60 / Yeehaw Junction Interchange Alternatives
- »» Northern Connector
 - ✓ Potential Location
 - ✓ Background
 - ✓ Conceptual Designs and Cost Estimates
 - ✓ Interchange Access Request
 - ✓ Conclusions and Recommendations
- »» Questions

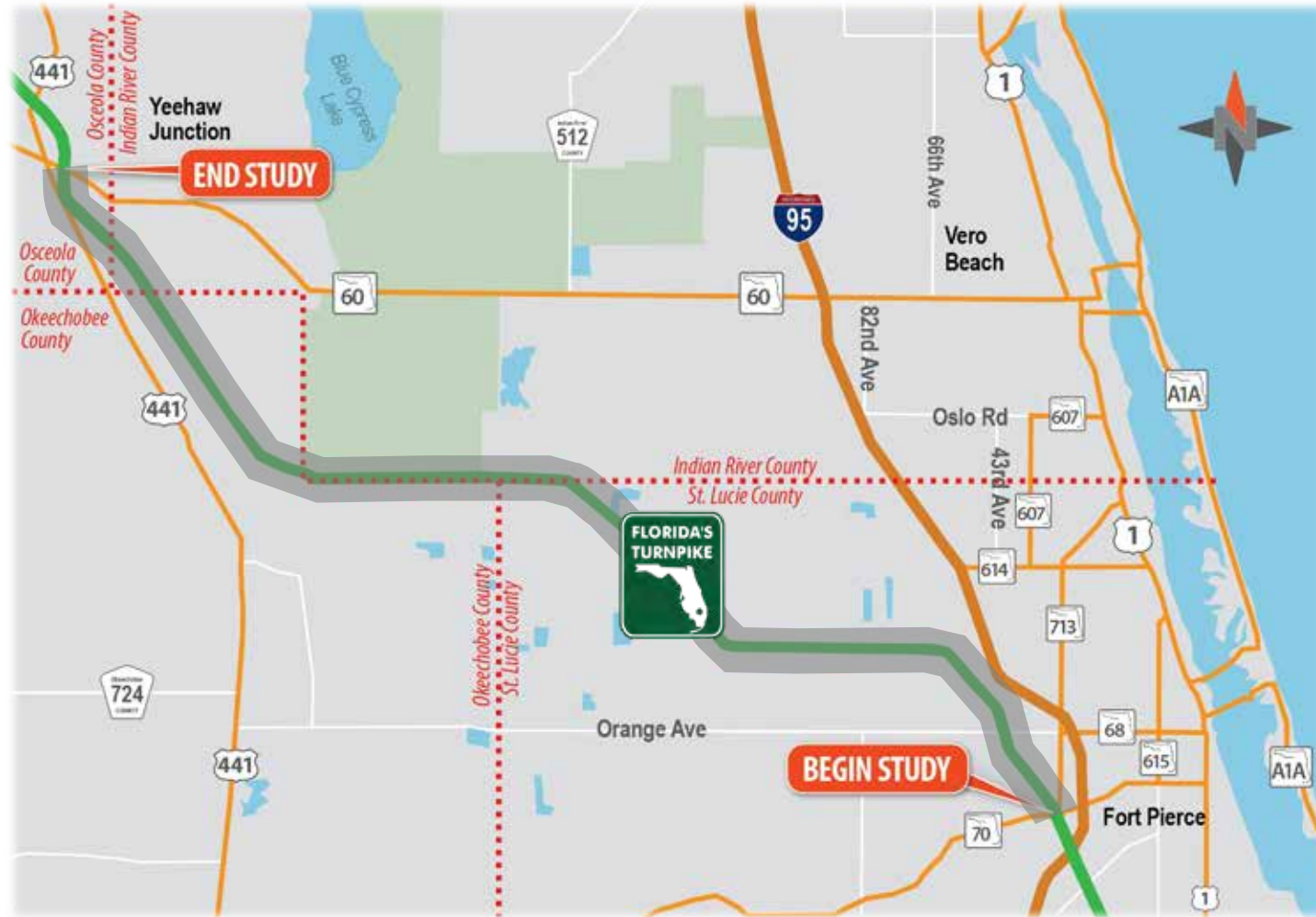


Study Limits

» St Lucie, Indian River, Okeechobee and Osceola Counties

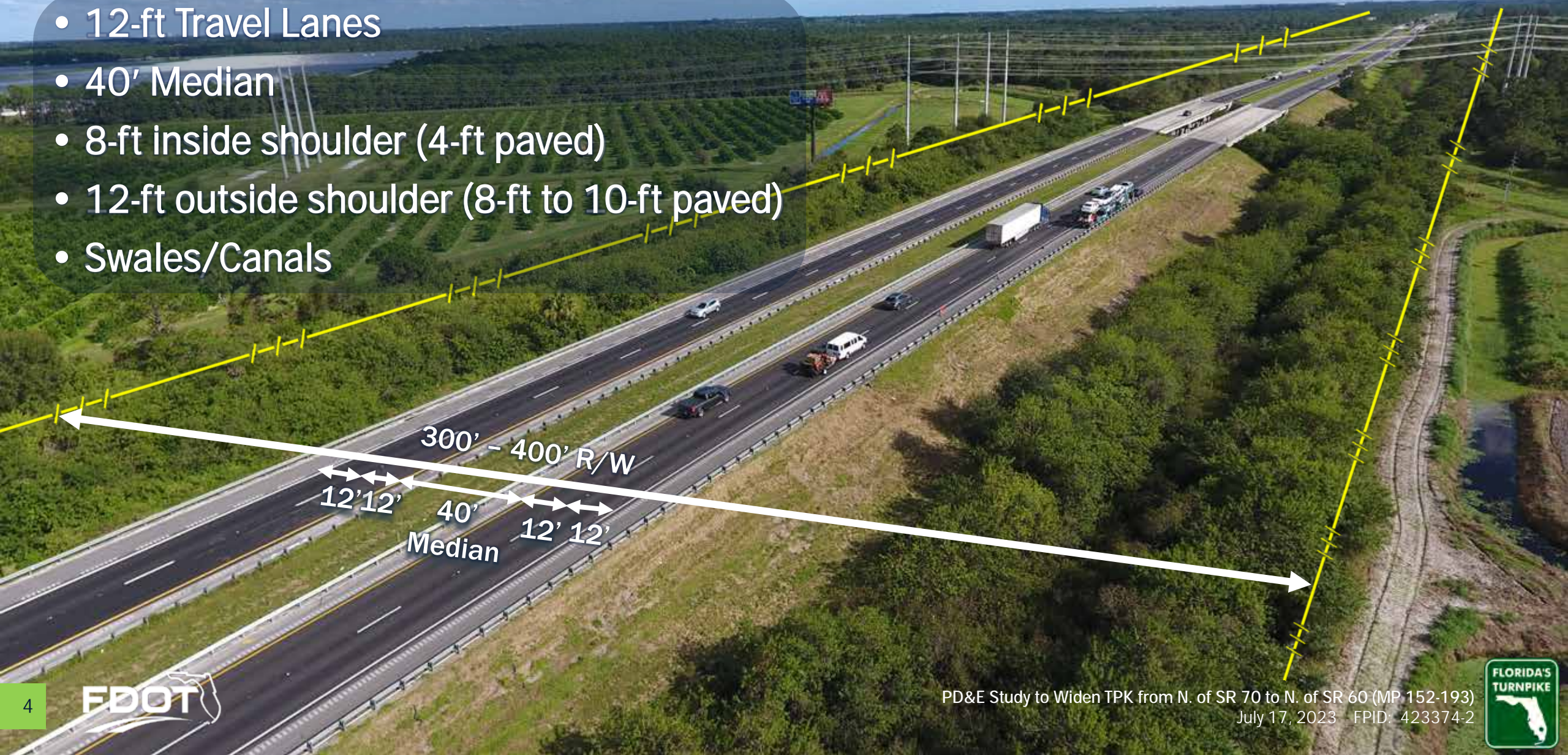
» North of SR 70 to North of SR 60

- Mile post 152 to 193 (Approx. 41 miles)



Existing Mainline Typical Section

- 12-ft Travel Lanes
- 40' Median
- 8-ft inside shoulder (4-ft paved)
- 12-ft outside shoulder (8-ft to 10-ft paved)
- Swales/Canals



Purpose and Need

- » Accommodate future travel demand
 - ✓ Widen from 4 to 6 lanes – Needed by 2036
 - ✓ Future Traffic 2050
 - ✓ 8-lane section would be needed beyond 2075
- » Improve traffic operations
- » Improve safety
- » Enhance emergency response times and evacuation



Proposed Mainline Typical Section

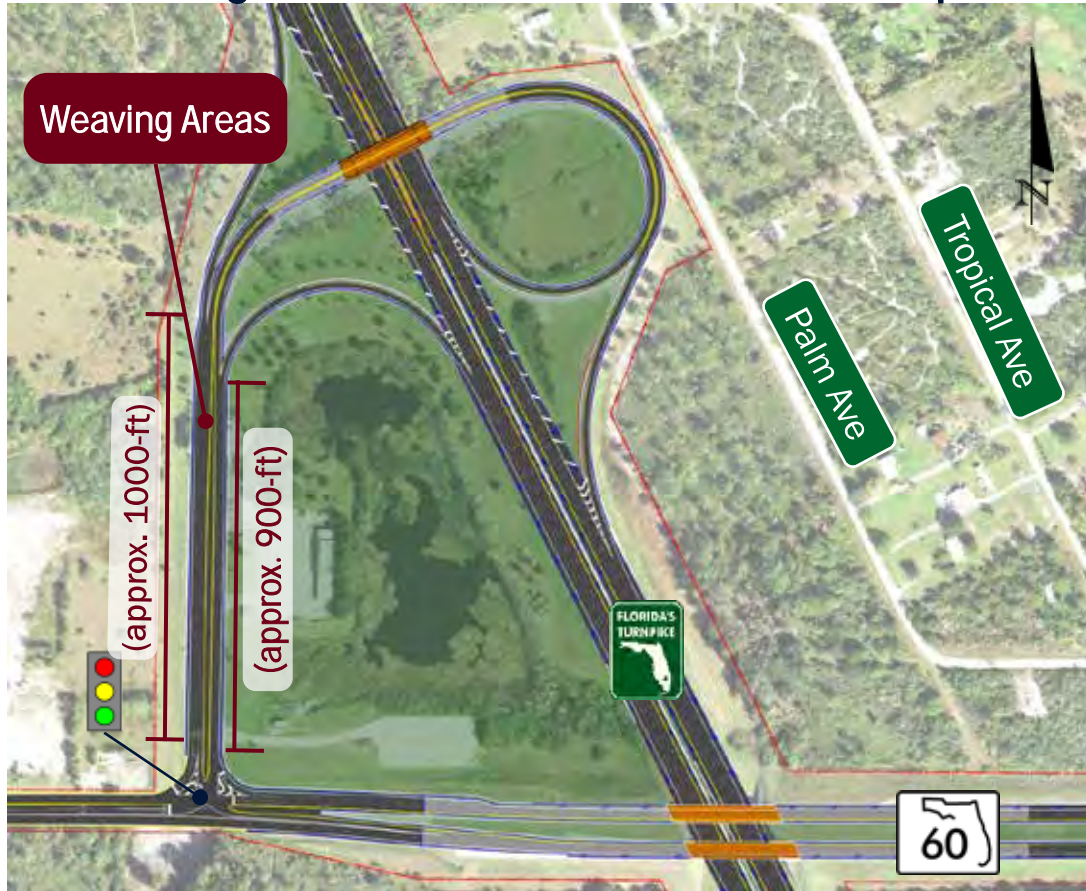


40-ft Median Widening with Guardrail

~\$1.27B Construction Cost
(\$30.85M cost per mile)

SR 60 / Yeehaw Junction Interchange Alternatives

Interchange Alternative A - Modified Trumpet

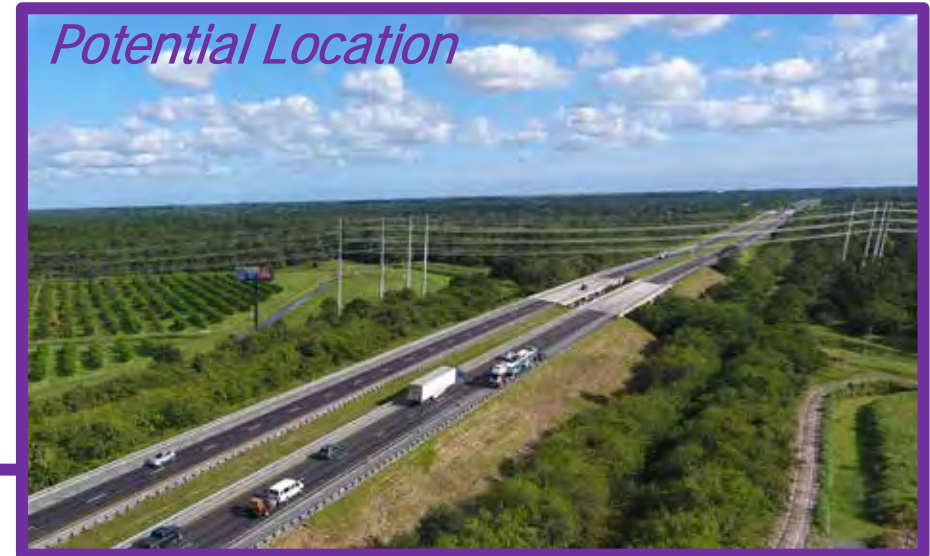


Interchange Alternative B – Partial Cloverleaf



Alternative Development

Interchange Feasibility – Northern Connector Interchange

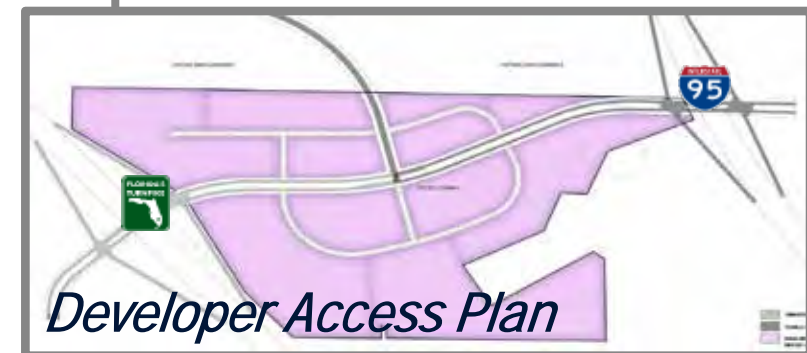


Alternative Development

Interchange Feasibility – Northern Connector Interchange

»» Background

- ✓ Northern Connector identified in St. Lucie TPO LRTP Needs Plan
- ✓ Ongoing coordination with St. Lucie County and Developer
- ✓ Coordination with the developer included the roadway alignment and traffic analysis
- ✓ Funding for the Northern Connector roadway components is uncertain
- ✓ Anticipated to be **developer funded**



Alternative Development

Northern Connector Interchange

»» Roadway Designs & Construction Cost

Diamond Concept



~\$38.7M Construction Cost

Bowtie Concept



~\$40.6M Construction Cost

Alternative Development

Northern Connector Interchange

» Interchange Access Request

- Methodology Letter of Understanding approved on November 14, 2022.
- Projected traffic volumes lower than typical
- Re-evaluation of the Interchange Justification Report will likely be required

Location	Turnpike Profile	2050 AADT				
		No Build	Build	Impacts		
193 - Yeehaw Junction (SR 60)		65,600	65,600	0	0%	0%
		8,600	7,800	-800	-9%	-4%
		10,200	10,200	0	0%	
		67,200	68,000	800	1%	1%
158 Northern Connector			3,600	3,600		
			400	400		
152 - Fort Pierce (SR 70)		67,200	64,800	-2,400	-4%	-4%
		6,800	4,600	-2,200	-32%	-8%
		22,800	22,600	-200	-1%	
		83,200	82,800	-400	0%	0%

Legend
 Toll Gantry

Alternative Development

Northern Connector Interchange

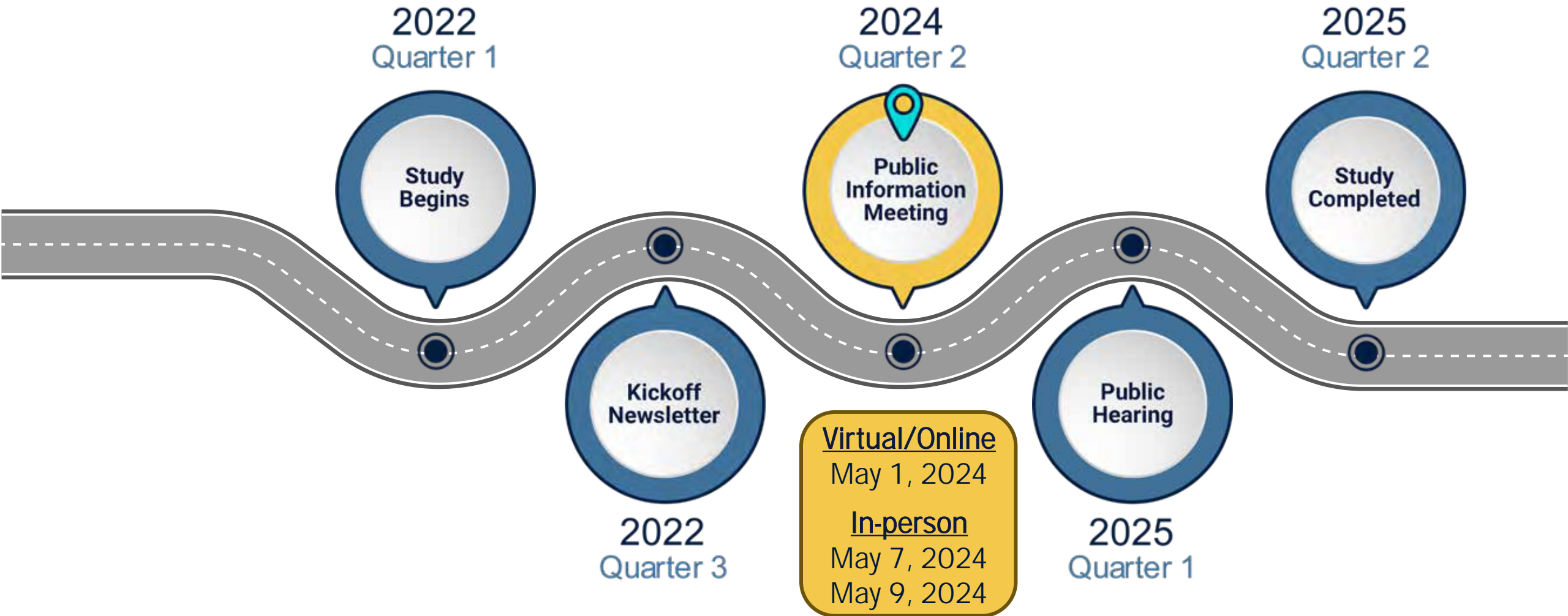
»» Conclusions

- ✓ Northern Connector roadway has no funding for next phase of project development
- ✓ Interchange is feasible from design and construction perspective and expected to be developer driven
- ✓ Mainline widening does not preclude interchange from being constructed in future

»» Recommendation

- ✓ Complete Turnpike IJR
- ✓ Begin interchange PD&E when the Northern Connector roadway advances in project development

Project Schedule



Project Manager Contact Information

Michael Leo, P.E.

Consultant to Florida's Turnpike Enterprise

P.O. Box 613069

Ocoee, FL 34761-3069

Michael.Leo@dot.state.fl.us

(407) 264-3414



Project Website:

www.TurnpikeSR70toSR60.com

Questions?





AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	August 7, 2024
Item Number:	9c
Item Title:	Congestion Management Process (CMP) Major Update
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.4 – CMP
Requested Action:	Adopt the draft CMP Major Update, adopt with conditions, or do not adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and the draft CMP Major Update addressing the congestion and safety issues identified in the TPO area, it is recommended that the draft CMP Major Update be adopted.

Attachments

- Staff Report
- Draft CMP Major Update



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MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: July 31, 2024

SUBJECT: Congestion Management Process (CMP) Major Update

BACKGROUND

The Congestion Management Process (CMP) is described by the Federal Highway Administration (FHWA) as a systematic and regionally-accepted approach for addressing congestion and safety issues. It provides accurate, up-to-date information on transportation system performance and assesses alternative strategies for congestion and safety issue management that meet State and local needs. Federal regulations require Metropolitan Planning Organizations (MPOs) with a population over 200,000 to establish a CMP.

The St. Lucie TPO's CMP has been utilized to allocate the TPO's CMP box funds of \$300,000- \$400,000 annually towards CMP projects in the TPO's List of Priority Projects (LOPP). The last major update of the CMP was completed in June 2018 and the need to prepare a major update of the CMP was established in the FY 2022/23 – FY 2023/24 Unified Planning Work Program (UPWP) in Task 3.4, *Congestion Management Process (CMP)*.

ANALYSIS

The attached CMP Major Update was prepared by Benesch, one of the TPO's General Planning Consultants.

In the CMP Major Update, CMP goals and objectives were identified, and performance measures were developed to meet the goals and objectives. Then,

the CMP network was evaluated in two phases. Phase 1 consisted of a systemwide evaluation of available traffic count and crash data to evaluate the CMP network on a larger scale. The performance measures were used to evaluate Phase 1 road segments to identify candidates for an in-depth analysis of roadway conditions in Phase 2. In addition, two stakeholder meetings were conducted among the TPO, the consultant, and local agencies to obtain input on the potential CMP projects.

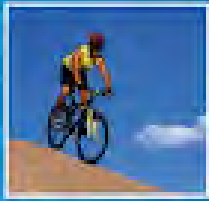
In Phase 2, 11 CMP projects were evaluated and prioritized based on a deeper investigation and analysis. Based on the deeper investigation and analysis, seven of these projects were selected for implementation. Finally, a new CMP Implementation Plan containing these projects was developed to be utilized to inform the TPO's LOPP and allocate the TPO's CMP Box Funds for five years beginning with FY2025/26.

At their meetings during the week of July 22nd, the TPO Advisory Committees recommended the adoption of the draft CMP Major Update.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and the draft CMP Major Update addressing the congestion and safety issues identified in the TPO area, it is recommended that the draft CMP Major Update be adopted.

CONGESTION MANAGEMENT PROCESS



St. Lucie

**Transportation
Planning
Organization**

2024 Major Update



TABLE OF CONTENTS

- 1. Introduction 4
 - 1.1 Federal Highway Administration CMP Guidebook..... 4
 - 1.2 What is a CMP? 4
 - 1.3 CMP Benefits..... 5
 - 1.4 Goals and Objectives 6
 - 1.5 CMP Network 8
- 2. Prioritization Criteria and Performance Measures 10
 - 2.1 Performance Measures 10
 - 2.2 Phase 1 Prioritization Criteria 10
- 3. Phase 1 Evaluation 11
 - 3.1 Volume to Capacity (V/C) – Screening..... 11
 - 3.2 Safety Screening..... 15
 - 3.3 Key Stakeholder Input 18
 - 3.4 Final Identification of Phase 2 Locations 20
- 4. CMP Toolbox 22
- 5. Phase 2 Evaluation 23
 - 5.1 Analysis and Recommended Improvements 23
 - 5.1.1 Oleander Avenue, from Bell Avenue to Farmers Market Road..... 23
 - 5.1.2 Oleander Boulevard, from Wisteria Avenue to Gardenia Avenue..... 24
 - 5.1.3 Port St Lucie Boulevard at Bayshore Boulevard 25
 - 5.1.4 Selvitz Road, from Glades Cut-off Road to Edwards Road 26
 - 5.1.5 California Boulevard, from Del Rio Boulevard to Crosstown Parkway..... 27
 - 5.1.6 Gilson Road, from Martin County Line to Becker Road..... 28
 - 5.1.7 Bayshore Boulevard, from Crosstown Parkway to Prima Vista Boulevard 29
 - 5.1.8 Bayshore Boulevard, from Selvitz Road to St James Drive 29
 - 5.1.9 Edwards Road, from Selvitz Road to 25th Street 30
 - 5.1.10 Becker Road, from Southbend Boulevard to Gilson Road..... 31
 - 5.1.11 29th Street, from Orange Avenue to Avenue M 32
- 6. Conclusions & Implementation..... 33

List of Figures

Figure 1.1 CMP Guidebook..... 4

Figure 1.2 CMP Flow Chart 5

Figure 1.3 St. Lucie Traffic Data Management System Website..... 8

Figure 1.4 CMP Roadway Study Network 9

Figure 3.1 AM Peak Hour V/C Ratios 13

Figure 3.2 PM Peak Hour V/C Ratios..... 14

Figure 3.3 Severe Injury and Fatal Crash Locations..... 16

Figure 3.4 Severe Injury and Fatal Crash Locations on CMP Network..... 17

Figure 5.1 Oleander Ave between Bell Avenue and Farmers Market Rd..... 24

Figure 5.2 Severe Injury Crash..... 24

Figure 5.3 Port St Lucie Blvd at Bayshore Blvd..... 26

Figure 5.4 Glades Cut-off / Selvitz Rd Realignment 26

Figure 5.5 California Blvd, from Del Rio Blvd to Crosstown Pkwy..... 27

Figure 5.6 Gilson Rd, from Martin County Line to Becker Rd 29

Figure 5.7 Severe Injury & Fatal Crashes..... 29

Figure 5.8 Bayshore Blvd / Airoso Blvd, from Selvitz Rd to St James Dr 30

Figure 5.9 Edwards Rd, from Selvitz Rd to 25th St 30

Figure 5.10 Becker Rd Analysis Segments..... 31

Figure 5.11 29th St Traffic Calming 32

List of Tables

Table 1.1 SmartMoves 2045 Goals, Objectives, and Performance Measures..... 6 - 8

Table 2.1 Prioritization Criteria and Point System..... 11

Table 3.1 2023 AM and PM Congested Roadway Segment Scoring..... 12

Table 3.2 2023 AM and PM Congested Roadway Segment and Severe Injury and Fatal Crash Scoring 18

Table 3.3 2023 Phase One CMP Scoring 19

Table 3.4 2023 Phase One Top 30 CMP Scoring – Some Segments Combined..... 20

Table 3.5 Prioritization Criteria and Point System..... 21

Table 6.1 2024 St Lucie TPO CMP List of Priority Projects..... 34

Appendices..... 35

1. INTRODUCTION

This document outlines the St. Lucie Transportation Planning Organization's (TPO) Congestion Management Process (CMP). The CMP relies on data analysis of current transportation conditions to make informed decisions about congestion management strategies for the St. Lucie TPO planning area. The CMP is designed to support the key goals of the SmartMoves 2045 Long Range Transportation Plan (LRTP), focused on improving the regional transportation system.

The 2024 major update will be used to identify and prioritize projects for potential inclusion in the Florida Department of Transportation (FDOT) Five-Year Work Program, the TPO's List of Priority Projects (LOPP) and the TPO's Transportation Improvement Program (TIP). It is estimated that \$300,000 - \$400,000 of federal funds will be allocated to CMP projects each year.

1.1 Federal Highway Administration CMP Guidebook

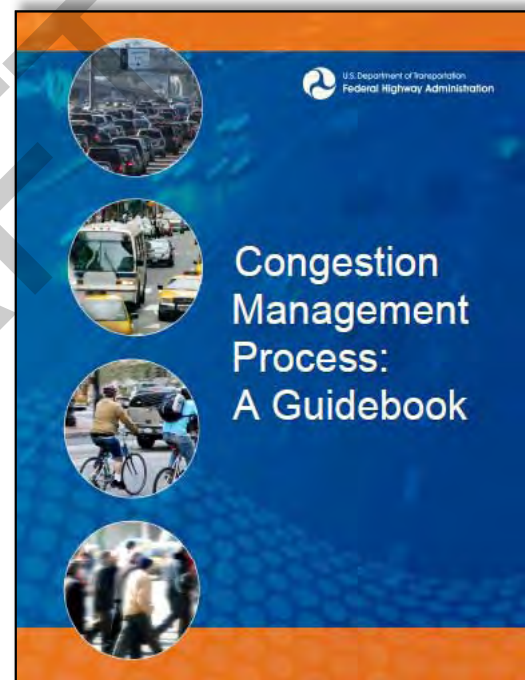
The FHWA's 'Congestion Management Process: A Guidebook' from April 2011, seen in **Figure 1.1**, was used as a reference guide for the development of the 2024 CMP Major Update. Other documents reviewed and used for the major update include the FHWA Highway Capacity Manual (HCM), the Traffic Monitoring Guide (TMG), the St. Lucie TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP) and the current Transportation Improvement Program (TIP).

1.2 What is a CMP?

The CMP is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation system performance and assessed alternative strategies for congestion management that meet state and local needs. The CMP provides effective management and operation of the existing transportation system and is used to identify areas where improvements are most needed to best meet the vision of the TPO. The CMP analyzes data and provides tools to evaluate performance measures and make decisions regarding funding projects.

The CMP addresses the evolving needs, vision, and goals of the region. By using performance metrics, the CMP allows the TPO to assess current conditions of the area's transportation system and use performance measures to make decisions about congestion reducing projects. The CMP provides guidance that streamlines projects into funding and implementation stages. A flow chart of the CMP process is illustrated in Error! Reference source not found.2 on the next page.

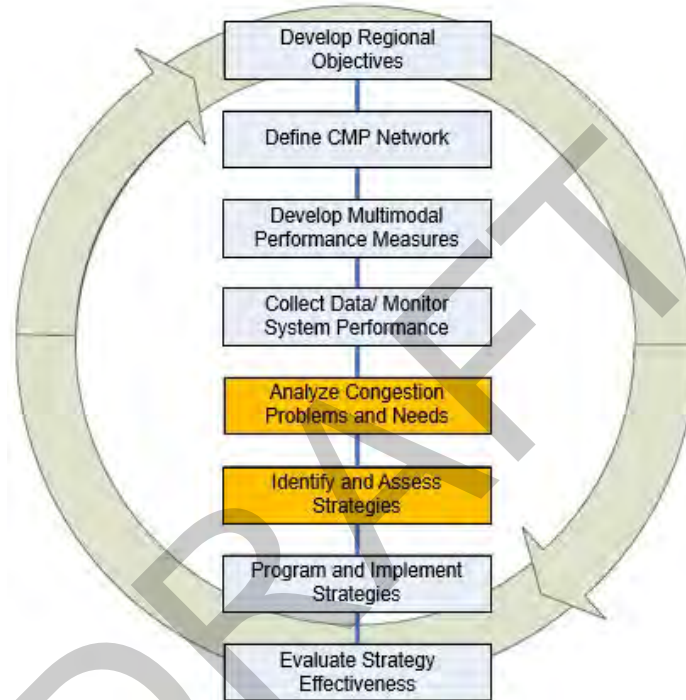
Figure 1.1 CMP Guidebook



This 2024 CMP major update is structured in two phases. Phase 1 is a system-wide evaluation of traffic count data and crash data across the region's transportation system. The analysis is used to identify roadway segments and intersections with significant congestion and safety concerns.

These performance measures will be used to prioritize projects for additional evaluation in Phase 2. Phase 2 of the CMP requires an in-depth analysis of the prioritized projects and is used to develop congestion mitigation strategies and safety enhancements within the regional network.

Figure 1.2 CMP Flow Chart



1.3 CMP Benefits

The CMP benefits regional transportation systems by addressing congestion concerns linked to growth, land use changes, changes in travel patterns, mode shifts, and infrastructure changes. The CMP process provides a framework for the TPO to respond to congestion and operational issues in an ever-changing environment. The Federal Highway Administration (FHWA) identifies the following benefits of a successful CMP:

- A structure to analyze congestion issues.
- Increased collaboration and coordination
- Effective resource allocation
- Providing objective-driven and performance-based approach
- Links to project development and environmental review
- Improved safety

The TPO will identify projects that will provide the most benefit to the multi-modal transportation network. The funds will be allocated to projects that reduce congestion, enhance safety, decrease travel time delays, support environmental initiatives by combating emissions from idling vehicles and reduce fuel costs for motorists.

1.4 Goals and Objectives

The Federal Highway Administration (FHWA) states the CMP is an objective-driven, performance-based tool used for congestion management. The goals and objectives provide a framework to guide transportation improvements through a continuous CMP process. Performance measures are established to measure progress towards the defined objectives that address the region’s congestion needs. Table 1.1 depicts the relationship between the goals, objectives and performance measures that are supportive of the St. Lucie TPO SmartMoves 2045 Long Range Transportation Plan (LRTP). The highlighted goals and objectives in Table 1.1 taken directly from the LRTP are consistent with the TPO’s CMP illustrating the consistency of the TPO’s major planning products.

This CMP Major Update directly incorporates the following goals from SmartMoves 2045 emphasizing support for the LRTP **Goal 1: Support Economic Activities, Goal 2: Provide Travel Choices, and Goal 5 Improve Safety and Security.** With clear guidance and performance measures, CMP projects will directly enable the efficient movement of people and goods and optimize the management and operations of the transportation system, promote safe travel choices, and ensure the safety and security of the entire transportation network.

The CMP major update will identify, evaluate, and prioritize CMP projects using performance measures developed and maintained through existing, regularly updated data sources. The highest prioritized projects will be candidates for potential inclusion in the FDOT Work Program, the TPO’s List of Priority Projects (LOPP), and the Transportation Improvement Program (TIP). The TPO allocates approximately \$300,000 to \$400,000 annually in CMP Box Funds for these projects.

Objectives of the CMP major update include collecting data to calculate and evaluate congestion performance measures, improving modal choice through improvements to bike/ pedestrian and public transportation networks, improving efficiency of existing transportation services through intelligent traffic systems (ITS), ensuring community participation is representative and prioritizing congestion projects.

Table 1.1 SmartMoves 2045 Goals, Objectives, and Performance Measures

SmartMoves 2045 St. Lucie TPO LRTP	
Goal 1: Support Economic Activities	
Objectives	Performance Measures
Enable the efficient movement of people and goods on the roadway network	<ul style="list-style-type: none"> • Percent of person-miles traveled on the Interstate are reliable. • Percent of person-miles traveled on the non-Interstate NHS that are reliable. • The truck travel time reliability (TTTR) index that is the average of the maximum TTR calculated for each reporting segment on the Interstate

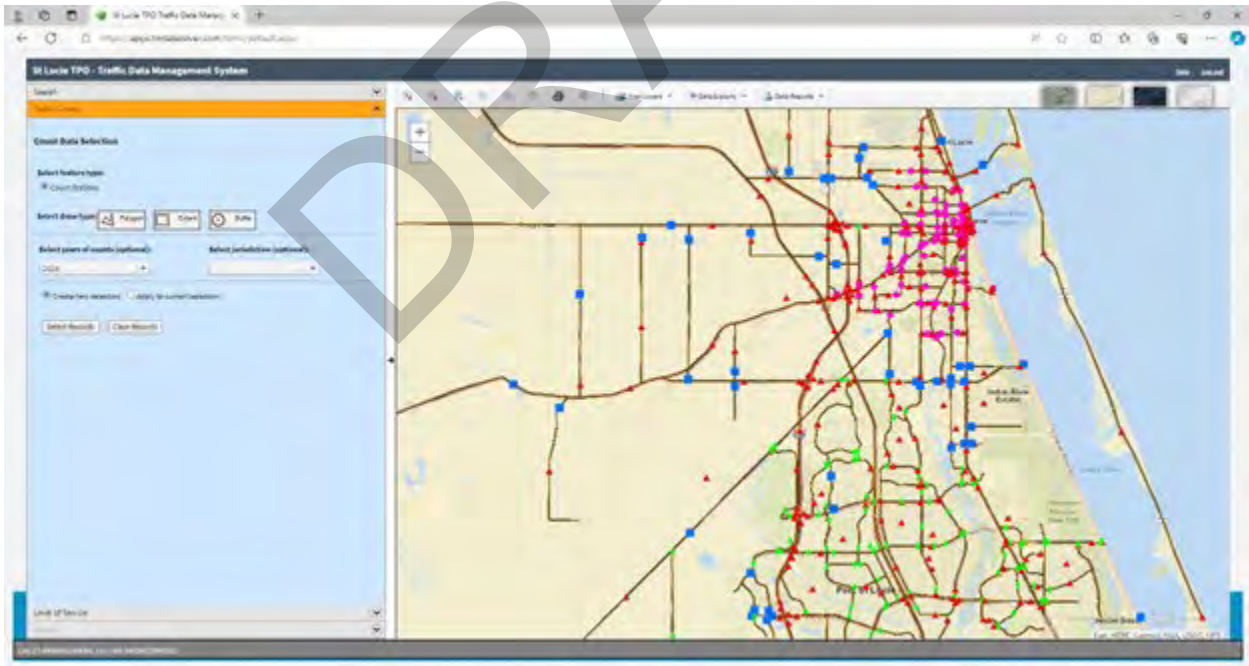
Optimize the management and operations of the transportation system	<ul style="list-style-type: none"> TSM&O Strategic Network Development
Maximize the efficiency and effectiveness of the current transit system and improve access to destinations that support economic growth	<ul style="list-style-type: none"> Percent of population within 1/4 mile of Major Activity Centers (MACs) Transit routes providing access to MACs
Goal 2: Provide Travel Choices	
Objectives	Performance Measures
Encourage walking, cycling and other micromobility options	<ul style="list-style-type: none"> Percent of roadways with sidewalks and bike lanes
Improve transit accessibility	<ul style="list-style-type: none"> Percent of transit stops with sidewalk access. Miles of fixed route transit service
Goal 3: Maintain the Transportation System	
Objectives	Performance Measures
Maintain the condition of the existing roadway transportation assets	<ul style="list-style-type: none"> Percent of pavements of the Interstate System in Good/Poor condition Percent of pavements of the non-interstate NHS is Good/Poor condition. Percent of NHS bridges classified as Good/Poor condition
Maintain condition of existing transit assets	<ul style="list-style-type: none"> Equipment- Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark. Rolling Stock- Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark. Percent of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale
Goal 4: Provide Equitable, Affordable, and Sustainable Urban Mobility	
Objectives	Performance Measures
Support healthy living strategies, programs, and improvements to create more livable communities	<ul style="list-style-type: none"> Walking modal share Bicycle modal share Transit modal share
Ensure community participation is representative	<ul style="list-style-type: none"> Opportunities for engagement in traditionally underserved areas
Provide for transportation needs of transportation disadvantaged	<ul style="list-style-type: none"> % of low-income, older adults, persons with disabilities within 1/4 mile of transit route
Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation	<ul style="list-style-type: none"> Number of additional roadway lane miles of impacting environmentally sensitive areas
Improve transportation system's stability/resiliency in event of climate change emergencies, or disasters	
Goal 5: Improve Safety and Security	
Objectives	Performance Measures
Improve safety and security in the Highway System	<ul style="list-style-type: none"> Number of fatalities Rate of fatalities per 100mil VMT Number of serious injuries Rate of serious injuries per 100 VMT
Improve safety and security in the Transit System	<ul style="list-style-type: none"> Total number of reportable fatalities

	<ul style="list-style-type: none"> • Rate of reportable fatalities per total vehicle revenue miles by mode • Total number of reportable injuries • Rate of reportable injuries per total vehicle revenue miles by mode • Total number of reportable safety events • Rate of reportable safety events per total VMT by mode • Mean distance between major mechanical failures by mode
<p>Improve safety and security in the Non-Motorized System</p>	<ul style="list-style-type: none"> • Number of non-motorized fatalities and serious injuries combined

1.5 CMP Network

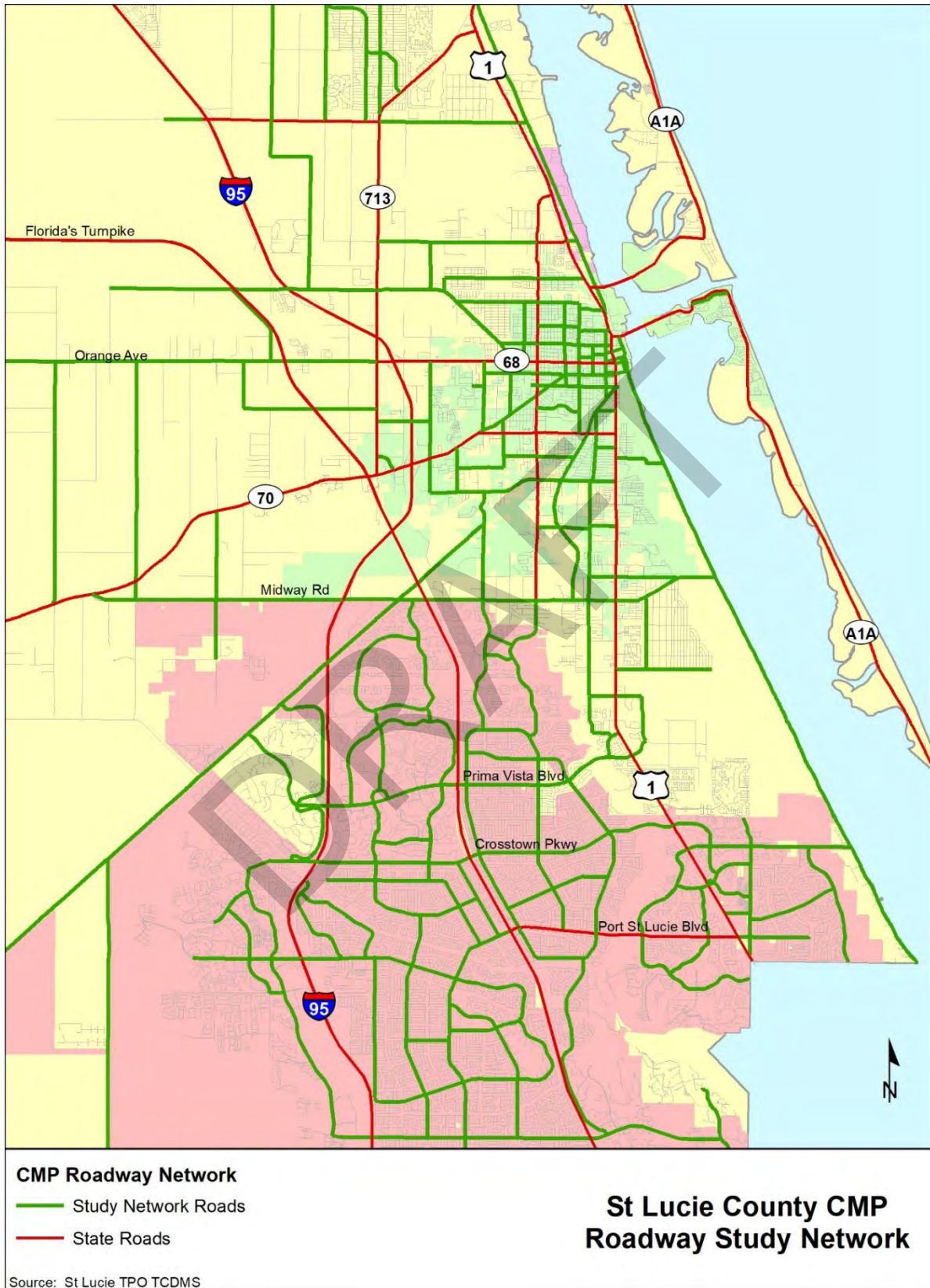
The CMP network is comprised of all major roadways in St. Lucie County that are included in the St. Lucie TPO’s Traffic Data Management System (TDMS). The TDMS is available to the public, online via the St. Lucie TPO’s website. This data management system collects annual daily counts from the State and TPO’s annual collection programs and calculates peak hour traffic conditions data, which are used to develop performance measure values. This network is county-wide and includes the City of Fort Pierce, the City of Port St. Lucie, the Town of St. Lucie Village, and Unincorporated St. Lucie County. The web page of the St. Lucie TPO Traffic Data Management System website is shown in Figure 1.3.

Figure 1.3 St. Lucie Traffic Data Management System Website



For the purpose of this CMP update, the TDMS based study network was refined to include non-state road segments for which traffic data has been collected and installed in the TDMS. The study network is shown in Figure 1.4 on the next page.

Figure 1.4 CMP Roadway Study Network



2. PRIORITIZATION CRITERIA AND PERFORMANCE MEASURES

2.1 Performance Measures

The CMP focuses on providing specific, measurable, and agreed upon performance measures that can be tracked and analyzed by the TPO. Monitoring system performance can guarantee informed decisions are being made about the funding and implementation of congestion management strategies within the region. Per the Federal Highway Administration, a CMP must develop performance measures to support congestion management objectives and adequately assess system performance to clearly communicate problem areas. For the major update, performance measures are considered regional objectives, and utilize available data to identify needs and determine project prioritization.

The transportation network was evaluated in two phases. Phase 1 consisted of a system-wide evaluation of available traffic count and crash data to evaluate the CMP network on a larger scale. The performance measures were used to evaluate Phase 1 road segments to determine which roads move to Phase 2 for an in-depth analysis of roadway conditions. In Phase 2, the intersections and roadway segments were considered for congestion management project applications and strategies. The performance measures listed below outline the criteria for Phase 1 of the process.

The Phase 1 performance measures were:

- Volume to Capacity (V/C) Ratio screening
- Safety (fatality and serious injury crashes on the segment, including intersections)
- Key Stakeholder Input (local agency staff knowledge and concerns)

2.2 Phase 1 Prioritization Criteria

Three performance measures were used to evaluate and rank segments in the Phase 1 evaluation. These focused on evaluating the CMP network at a larger macroscopic level and included congestion, safety, and stakeholder input.

Congestion was measured using volume to capacity (V/C) ratios for the AM and PM peak periods. These ratios assisted in determining the level of service of a roadway or intersection. This measure allows for an understanding of the intensity and relative severity of the congestion that affects travel.

Crash data was analyzed for the years 2021 and 2022 using Signal 4 analytics to identify severe injury and fatal crashes. The goal was to identify the most dangerous network locations as the safety performance measure.

Lastly, key stakeholders identified roadway segments and intersections based upon their institutional knowledge. Points were awarded to these locations as the final performance measure for prioritization. The prioritization criteria and point system for each performance measure can be seen in Table 2.1 below. Crash segments and intersections identified by key stakeholder input were both given a maximum score of five points to highlight their specialized knowledge of the CMP roadway network.

Table 2.1 Prioritization Criteria and Point System

V/C Ratio	Rank Score	Crash	Score	Agency	Score
<= 0.80	1				
0.80 – 0.94	2				
0.94 – 1.00	3	Fatal or Severe Injury Crash	5	Stakeholder Concern Segment	5
1.00 – 1.10	4				
1.10 – 10	5				

3. PHASE 1 EVALUATION

3.1 Volume to Capacity (V/C) Screening

Step One of the V/C components of the Phase 1 evaluation included an initial screening of V/C ratios for study network segments for both the AM and PM Peak Periods. Step One identified 28 segments that had either an AM or PM V/C ratio of 1.00 or higher. Segments received the following scores, up to 5 points, for each peak-period, based on the V/C ratio ranges:

V/C Ratio	Rank Score
<0.80	1
0.80 - <0.95	2
0.95 - <1.00	3
1.00 - <1.10	4
>=1.10	5

Step Two was a review of the initial screening scoring for planned roadway improvements or changes to the TDMS segmentation that would impact scoring. Step Two identified six of the top ranked segments that could be re-scored due to planned roadway improvements or changes to TDMS segmentation. Four segments were identified as being scheduled for capacity improvements in the Transportation Improvement Plan (TIP), and two segments were identified as proposed candidates for segmentation changes in the TDMS that would lower the assigned V/C due to count station location. Table 3.1 on the next page, shows the top ranked segments after the initial V/C screening, with segments to be rescored identified. V/C ratio maps for the AM and PM peak periods and the full scoring tables are provided in the Appendix.

Step Three of the V/C component included a projection to 2028 using historical traffic count data in the TDMS with the planned TIP roadway capacity improvements accounted for in the V/C ratio calculation. The V/C ratio screening concluded with a rescoring of the study network segments using the revised scores for the six adjusted segments. The 2028 projected traffic conditions scoring table is provided in the Appendix.

Table 3.1 – 2023 AM and PM Congested Roadway Segment Scoring

SEGMENT ID	YEAR	ON STREET	FROM STREET	TO STREET	SEGMENT AM V/C	SEGMENT PM V/C	MAX PH V/C	AM Score	PM Score	Combined Score
2160	2023	CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	1.37	1.21	1.367	5	5	10
2120	2023	CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	1.45	1.21	1.448	5	5	10
2130.2	2023	CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	1.15	1.15	1.149	5	5	10
2130.1	2023	CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	1.15	1.15	1.149	5	5	10
2210	2023	CASHMERE BLVD	ST LUCIE WEST BLVD	PEACOCK BLVD	1.20	1.29	1.293	5	5	10
11300	2023	CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	1.22	1.13	1.217	5	5	10
22920	2023	EAST TORINO PKWY	TORINO PKWY	MIDWAY RD	1.16	1.12	1.155	5	5	10
3610	2023	GILSON RD	BECKER RD	LAKERIDGE DR	1.71	1.77	1.772	5	5	10
3600	2023	GILSON RD	MARTIN C.L.	BECKER RD	1.30	1.35	1.348	5	5	10
23580	2023	MIDWAY RD	MILNER DR	W OF SELVITZ RD	1.58	1.64	1.643	5	5	10
23575	2023	MIDWAY RD	EAST TORINO PKWY	MILNER DR	1.42	1.48	1.475	5	5	10
6802	2023	PORT ST LUCIE BLVD	PAAR DR	TULIP BLVD	1.11	1.11	1.106	5	5	10
23392	2023	SAVONA BLVD	PAAR DR	GATLIN BLVD	1.31	1.18	1.312	5	5	10
23391	2023	SAVONA BLVD	BECKER RD	PAAR DR	1.25	1.12	1.246	5	5	10
3090	2023	SOUTHBEND BLVD	BECKER RD	FLORESTA DR	1.34	1.18	1.343	5	5	10
1860	2023	BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	1.12	1.05	1.119	5	4	9
1840	2023	BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	1.19	1.04	1.191	5	4	9
2400	2023	DARWIN BLVD	BECKER RD	PAAR DR	1.13	1.04	1.125	5	4	9
6530	2023	OLEANDER AVE	BELL AVE	FARMER'S MARKET RD	1.14	1.08	1.135	5	4	9
1850	2023	BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	1.06	1.00	1.062	4	4	8
1940	2023	BECKER RD	SOUTHBEND BLVD	GILSON RD	1.02	1.09	1.091	4	4	8
1900.3	2023	BECKER RD	I-95	SAVONA BLVD	1.02	0.97	1.016	4	3	7
9140	2023	COMMERCE CENTER DR	ST LUCIE WEST BLVD	GLADES CUT-OFF RD	1.04	0.99	1.043	4	3	7
3110.1	2023	FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	1.09	0.97	1.091	4	3	7
3110.2	2023	FLORESTA DR	PORT ST LUCIE BLVD	THORNHILL DR	1.09	0.97	1.091	4	3	7
6550.11	2023	OLEANDER AVE	WISTERIA AVE	GARDENIA AVE	1.11	0.93	1.113	5	2	7
7890	2023	ST LUCIE WEST BLVD	COMMERCE CENTER DR	W OF I-95	0.98	1.03	1.033	3	4	7
3100	2023	FLORESTA DR	OAKLYN ST	PORT ST LUCIE BLVD	1.06	0.89	1.060	4	2	6

Note: Segments with green highlight show higher V/C ratios than actual due to segmentation limits of the roadways.
 Note: Segments with grey highlights have projects in the TIP that will improve V/C and remove them from priority ranking.

Figure 3.1 on the following page visualizes congestion levels on various roadway segments in St. Lucie County during the AM peak hours. The V/C ratio is used to evaluate congestion, with different colors representing levels of congestion. The Traffic Data Management System does not provide V/C values for intersections so only segments were evaluated in the analysis. Additionally, the Florida Turnpike was excluded from the V/C calculations.

Figure 3.1 AM Peak Hour V/C Ratios

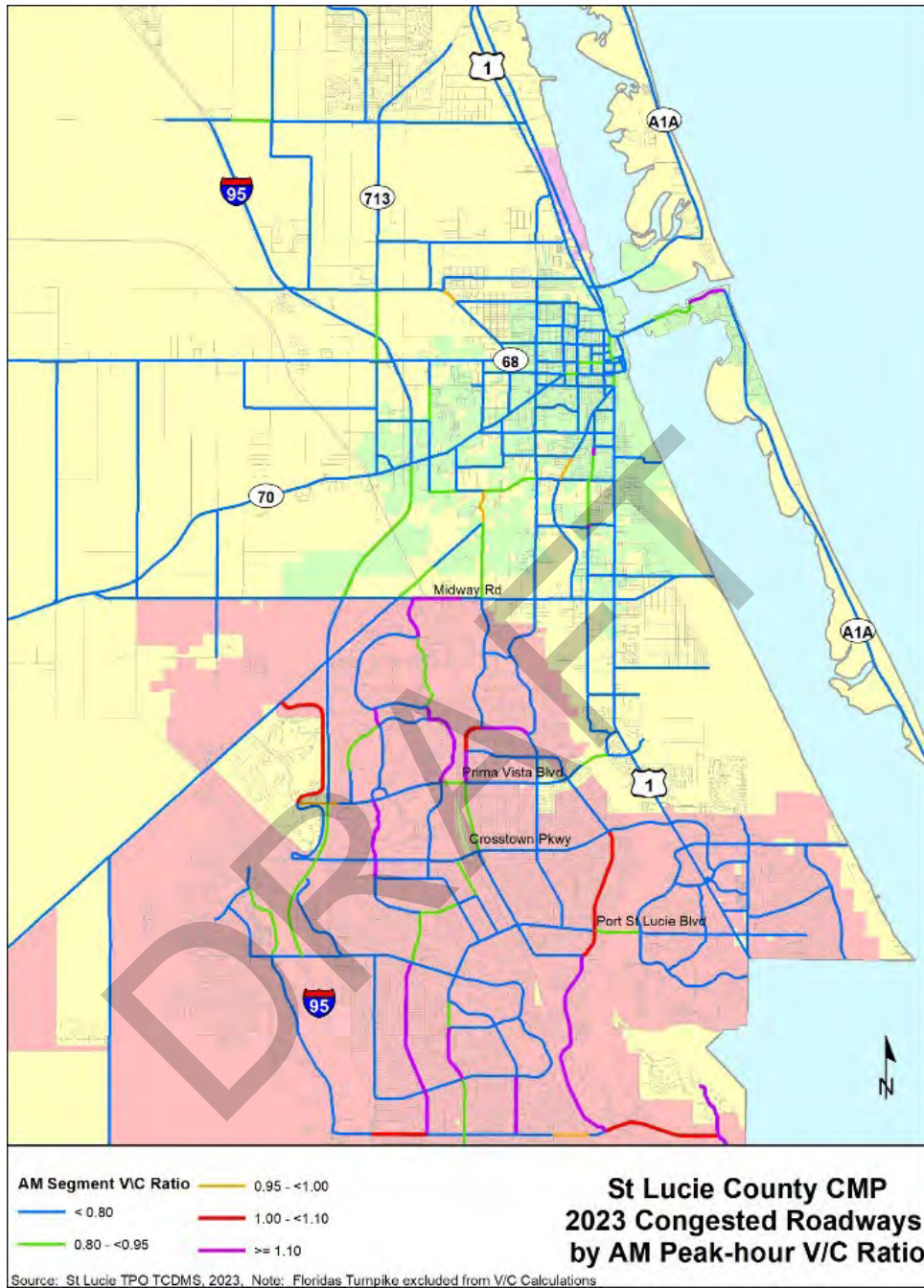
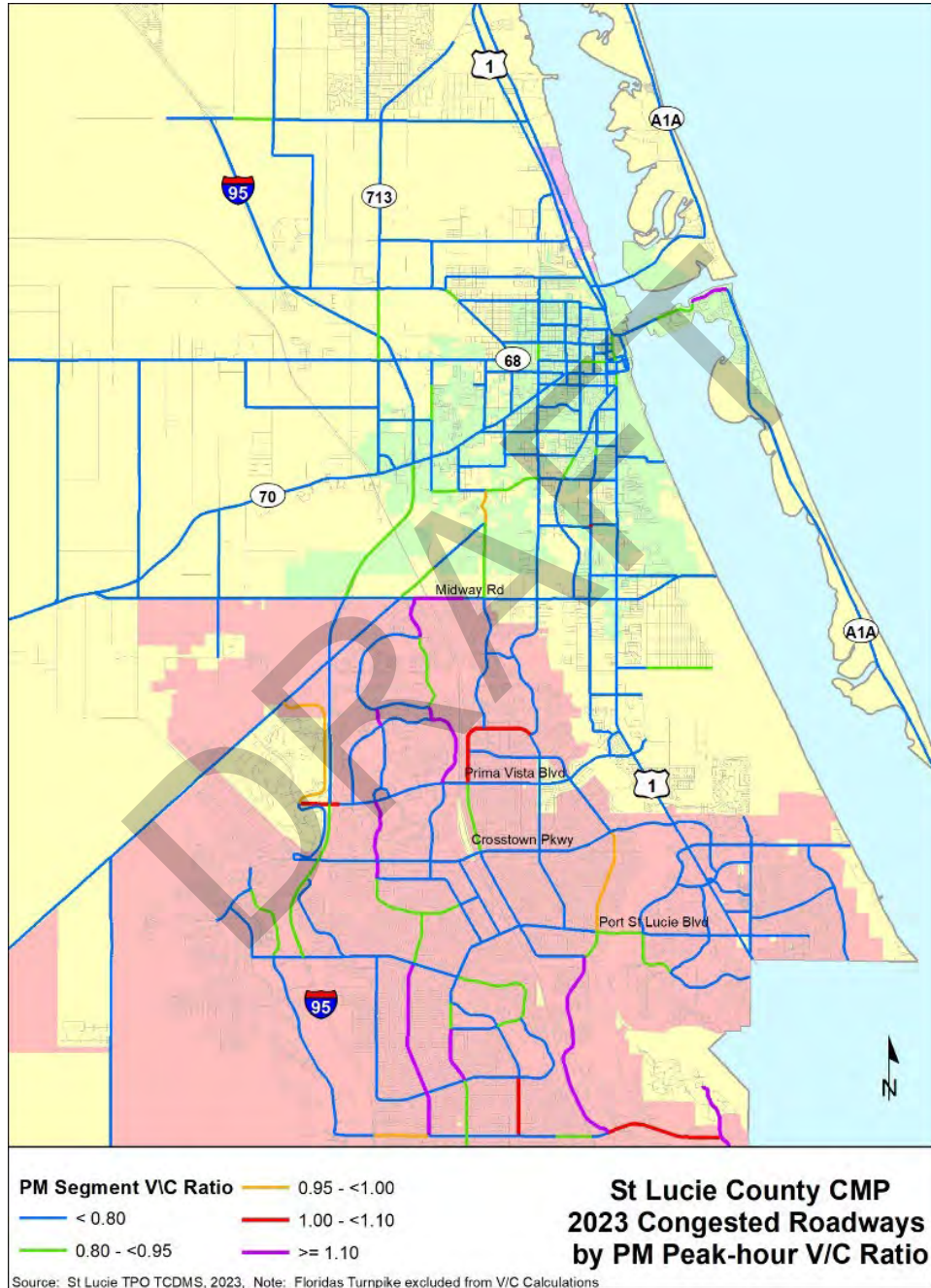


Figure 3.2 visualizes congestion levels on various roadway segments in St. Lucie County during the PM peak hours. The V/C ratio is used to evaluate congestion, with different colors representing levels of congestion. The Traffic Data Management System does not provide V/C values for intersections so only segments were evaluated in the analysis.

Figure 3.2 PM Peak Hour V/C Ratios



3.2 Safety Screening

Signal Four crash data was collected for the two most recent full years of data available (2021, 2022). Initial screening of the crash data identified fatality and serious injury crashes on roadways within St Lucie County. This data was reviewed in GIS and further refined to identify fatality and serious injury crashes on study network segments. Figure 3.3 shows the crashes by type on the study network roads.

Study network segments were scored five points based on crash severity. The scoring table was reranked based on the new scoring as shown in Table 3.2 on page 19. The full V/C and Crash scoring table is included in Appendix C.

Crash	Score
Fatal or Severe Injury Crash	5

Figure 3.3 on the next page visualizes the density and location of crash incidents throughout the County while **Figure 3.4** displays the location of high crash incidents overlayed with the CMP road network.

DRAFT

Figure 3.3 Severe Injury and Fatal Crash Locations

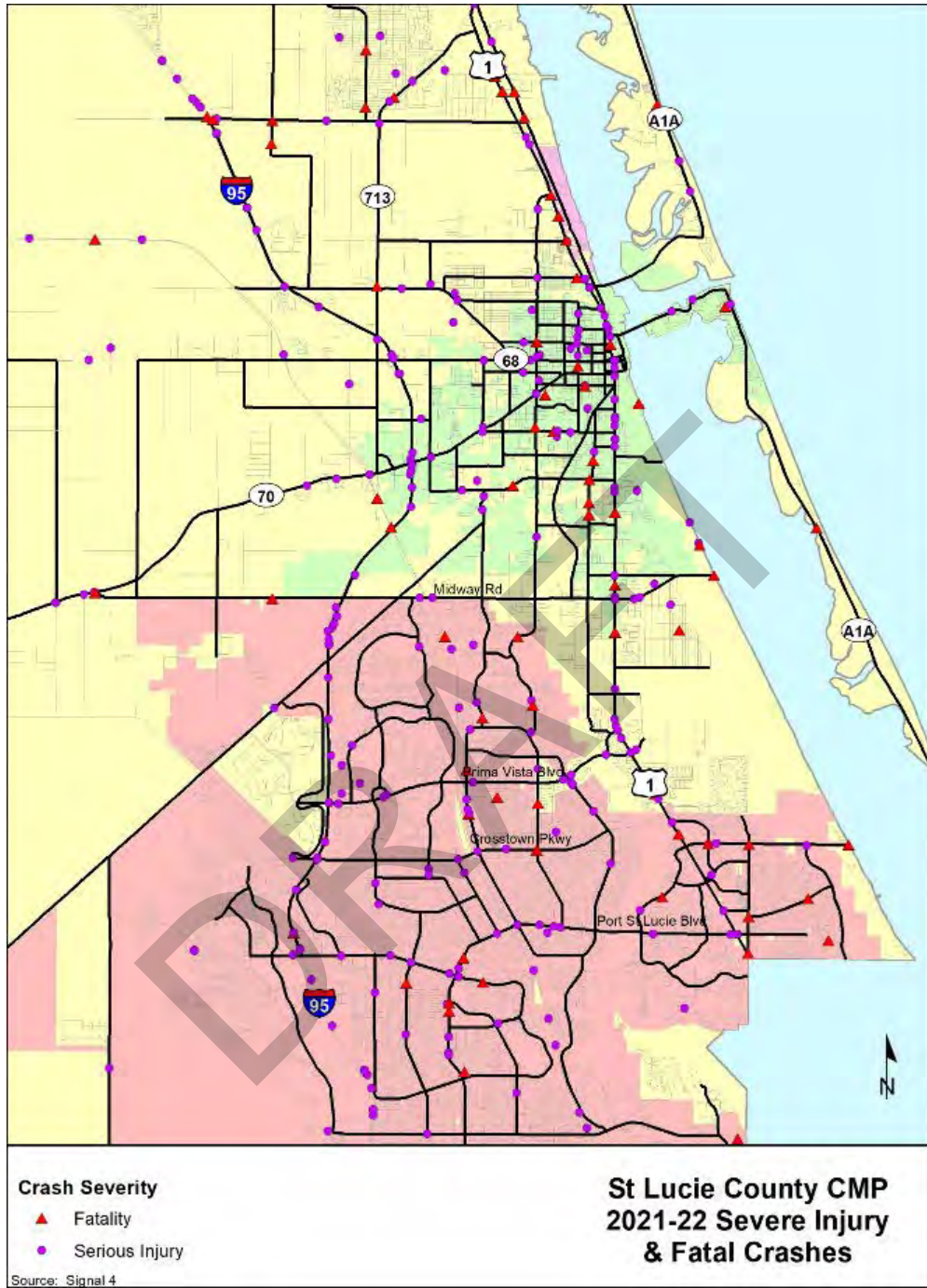


Figure 3.4 Severe Injury and Fatal Crash Locations on CMP Network

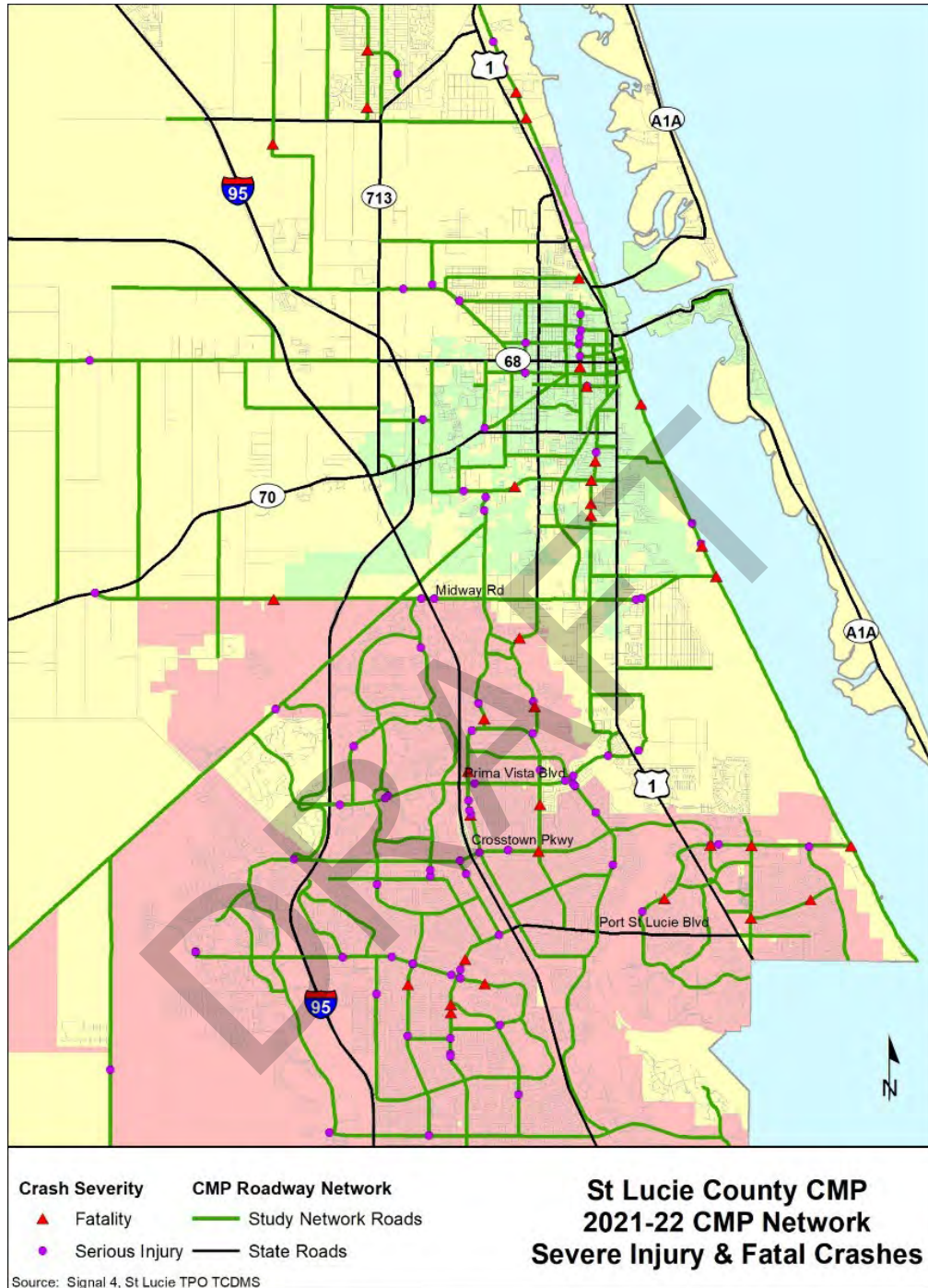


Table 3.2 – 2023 AM and PM Congested Roadway Segment and Severe Injury and Fatal Crash Scoring

SEGMENT ID	ON STREET	FROM STREET	TO STREET	SEGMENT AM V/C	SEGMENT PM V/C	MAX V/C	AM Score	PM Score	Combined V/C Score	Crash Score	Juris.	Total Score
23391	SAVONA BLVD	BECKER RD	PAAR DR	1.25	1.12	1.246	5	5	10	5	PSL	15
23392	SAVONA BLVD	PAAR DR	GATLIN BLVD	1.31	1.18	1.312	5	5	10	5	PSL	15
1840	BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	1.19	1.04	1.191	5	4	9	5	PSL	14
2400	DARWIN BLVD	BECKER RD	PAAR DR	1.13	1.04	1.125	5	4	9	5	PSL	14
1850	BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	1.06	1.00	1.062	4	4	8	5	PSL	13
3110.1	FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	1.09	0.97	1.091	4	3	7	5	PSL	12
6550.11	OLEANDER AVE	WISTERIA AVE	GARDENIA AVE	1.11	0.93	1.113	5	2	7	5	County	12
7520	SELVITZ RD	GLADES CUT-OFF RD	EDWARDS RD	0.97	0.96	0.967	3	3	6	5	County	11
2120	CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	1.45	1.21	1.448	5	5	10	0	PSL	10
2130.1	CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	1.15	1.15	1.149	5	5	10	0	PSL	10
2130.2	CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	1.15	1.15	1.149	5	5	10	0	PSL	10
2160	CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	1.37	1.21	1.367	5	5	10	0	PSL	10
2210	CASHMERE BLVD	ST LUCIE WEST BLVD	PEACOCK BLVD	1.20	1.29	1.293	5	5	10	0	PSL	10
11300	CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	1.22	1.13	1.217	5	5	10	0	PSL	10
22920	EAST TORINO PKWY	TORINO PKWY	MIDWAY RD	1.16	1.12	1.155	5	5	10	0	PSL	10
3600	GILSON RD	MARTIN C.L.	BECKER RD	1.30	1.35	1.348	5	5	10	0	County	10
3090	SOUTHBEND BLVD	BECKER RD	FLORESTA DR	1.34	1.18	1.343	5	5	10	0	PSL	10
1830	BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	0.90	0.89	0.897	2	2	4	5	PSL	9
1860	BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	1.12	1.05	1.119	5	4	9	0	PSL	9
22910.2	EAST TORINO PKWY	CASHMERE BLVD	TORINO PKWY	0.89	0.88	0.892	2	2	4	5	PSL	9
2810	EDWARDS RD	SELVITZ RD	25TH ST	0.87	0.89	0.889	2	2	4	5	County	9
6530	OLEANDER AVE	BELL AVE	FARMER'S MARKET RD	1.14	1.08	1.135	5	4	9	0	County	9
6803	PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	0.84	0.84	0.841	2	2	4	5	PSL	9

3.3 Key Stakeholder Input

The key stakeholders for the CMP Major Update were identified as members of the St. Lucie TPO's standing Technical Advisory Committee who represented the local jurisdictions. Most are traffic engineers with a strong grasp of the causes of traffic congestion and safety issues within their jurisdictions and the broader TPO area. The participating key stakeholders included representatives from the City of Fort Pierce, the City of Port St. Lucie, and St. Lucie County.

The key stakeholders were convened formally on two occasions during the development of the CMP in the form of Working Group Sessions. The first session was held on February 12, 2024, at the TPO office. Topics discussed included an overview of the CMP, the scope and goals of the update, the role of the key stakeholders, the CMP network, a review of the congestion and safety measures, and the initial ranking of congested corridors.

The second meeting of the key stakeholders occurred on April 22, 2024, in the form of a virtual meeting. During this meeting, a final list of prioritized congested corridors was presented and potential congestion mitigation and safety enhancements strategies at each of the highest ranked ten (10) locations was discussed. Copies of the PowerPoint presentation and other meeting materials are in Appendix F.

As mentioned previously, key stakeholders identified roadway segments and intersections based upon their institutional knowledge. Points were awarded to these locations as the final performance measure for prioritization. Congested and dangerous locations identified by key stakeholder input were given a maximum score of five points to highlight their specialized knowledge of the CMP roadway network. Segments identified by stakeholders were assigned five additional points for reranking and participants agreed to provide input within a period of time.

Discussion of identified segments and planned improvements occurred during the working session. During the screening process identifying many of the areas of concern, three additional segments were identified by stakeholders as areas of specific concern. One of these segments identified is on a state road and "off

Study Network” but was identified as having impact on adjacent local roads and upon full scoring, ranked as a priority segment. Table 3.3 shows the high ranked study network segments. The full Phase One scoring Table is included in Appendix D.

Table 3.3 – 2023 Phase One CMP Scoring

Segment ID	On Street	From Street	To Street	AM Segment V/C	PM Segment V/C	Max. PH V/C	AM Score	PM Score	AM/PM Combined Score	Crash Score	V/C & Crash Score	Stake Holder Score	Ph. 1 Total Score
22920	EAST TORINO PKWY	TORINO PKWY	MIDWAY RD	1.16	1.12	1.155	5	5	10		10	5	15
23391	SAVONA BLVD	BECKER RD	PAAR DR	1.25	1.12	1.246	5	5	10	5	15		15
23392	SAVONA BLVD	PAAR DR	GATLIN BLVD	1.31	1.18	1.312	5	5	10	5	15		15
1840	BAYSHORE BLVD	PRIMA VISTA BLVD	FLORESTA DR	1.19	1.04	1.191	5	4	9	5	14		14
2400	DARWIN BLVD	BECKER RD	PAAR DR	1.13	1.04	1.125	5	4	9	5	14		14
6530	OLEANDER AVE	BELL AVE	FARMER'S MARKET RD	1.14	1.08	1.135	5	4	9		9	5	14
1850	BAYSHORE BLVD	FLORESTA DR	SELVITZ RD	1.06	1.00	1.062	4	4	8	5	13		13
3110.1	FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	1.09	0.97	1.091	4	3	7	5	12		12
6550.11	OLEANDER AVE	WISTERIA AVE	GARDENIA AVE	1.11	0.93	1.113	5	2	7	5	12		12
6840	PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	0.75	0.75	0.754	1	1	2	5*	7	5*	12
7520	SELVITZ RD	GLADES CUT-OFF RD	EDWARDS RD	0.97	0.96	0.967	3	3	6	5	11		11
2120	CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	1.45	1.21	1.448	5	5	10		10		10
2130.1	CALIFORNIA BLVD	CROSSTOWN PKWY	HEATHERWOOD BLVD	1.15	1.15	1.149	5	5	10		10		10
2130.2	CALIFORNIA BLVD	HEATHERWOOD BLVD	ST LUCIE WEST BLVD	1.15	1.15	1.149	5	5	10		10		10
2160	CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	1.37	1.21	1.367	5	5	10		10		10
2210	CASHMERE BLVD	ST LUCIE WEST BLVD	PEACOCK BLVD	1.20	1.29	1.293	5	5	10		10		10
11300	CASHMERE BLVD	PEACOCK BLVD	TORINO PKWY	1.22	1.13	1.217	5	5	10		10		10
3600	GILSON RD	MARTIN C.L.	BECKER RD	1.30	1.35	1.348	5	5	10		10		10
3090	SOUTHBEND BLVD	BECKER RD	FLORESTA DR	1.34	1.18	1.343	5	5	10		10		10
1830	BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	0.90	0.89	0.897	2	2	4	5	9		9
1860	BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	1.12	1.05	1.119	5	4	9		9		9
22910.2	EAST TORINO PKWY	CASHMERE BLVD	TORINO PKWY	0.89	0.88	0.892	2	2	4	5	9		9
2810	EDWARDS RD	SELVITZ RD	25TH ST	0.87	0.89	0.889	2	2	4	5	9		9
6803	PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	0.84	0.84	0.841	2	2	4	5	9		9

*Indicates a State Road added at Stakeholder request

During a final review to determine the higher priority segments for the Phase 1 CMP selection, some segments were combined where it made sense to do so, i.e., where more than one segment connected major crossroads and had similar characteristics and scoring. Table 3.4 on the following page indicates the high priority CMP roadway segments for the Phase 1 evaluation and selection.

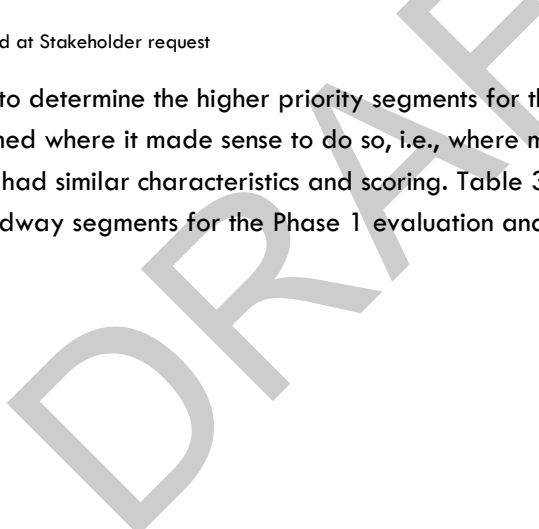


Table 3.4 – 2023 Phase One Top 30 CMP Scoring – Some Segments Combined

On Street	From Street	To Street	No. Segments	AM/PM Combined Score	Crash Score	Ph. 1 Total Score
EAST TORINO PKWY	TORINO PKWY	MIDWAY RD	1	10		15
SAVONA BLVD	BECKER RD	GATLIN BLVD	2	10	5	15
DARWIN BLVD	BECKER RD	PAAR DR	1	9	5	14
OLEANDER AVE	BELL AVE	FARMER'S MARKET RD	1	9		14
BAYSHORE BLVD	PRIMA VISTA BLVD	SELVITZ RD	2	9	5	13/14
FLORESTA DR	THORNHILL DR	CROSSTOWN PKWY	1	7	5	12
OLEANDER AVE	WISTERIA AVE	GARDENIA AVE	1	7	5	12
PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	1	2	5*	12*
SELVITZ RD	GLADES CUT-OFF RD	EDWARDS RD	1	6	5	11
CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PKWY	1	10		10
CALIFORNIA BLVD	CROSSTOWN PKWY	ST LUCIE WEST BLVD	2	10		10
CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	1	10		10
CASHMERE BLVD	ST LUCIE WEST BLVD	TORINO PKWY	2	10		10
GILSON RD	MARTIN C.L.	BECKER RD	1	10		10
SOUTHBEND BLVD	BECKER RD	FLORESTA DR	1	10		10
BAYSHORE BLVD	CROSSTOWN PKWY	PRIMA VISTA BLVD	1	4	5	9
BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	1	9		9
EAST TORINO PKWY	CASHMERE BLVD	TORINO PKWY	1	4	5	9
EDWARDS RD	SELVITZ RD	25TH ST	1	4	5	9
PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	1	4	5	9
BECKER RD	SOUTHBEND BLVD	GILSON RD	1	8		8
CALIFORNIA BLVD	SAVONA BLVD	DEL RIO BLVD	1	3	5	8
CAMEO BLVD	CALIFORNIA BLVD	CROSSTOWN PKWY	1	3	5	8
OLEANDER AVE	FARMER'S MARKET RD	WISTERIA AVE	2	3	5	8
PEACOCK BLVD	UNIVERSITY BLVD	CALIFORNIA BLVD	1	3	5	8
PRIMA VISTA BLVD	FLORESTA DR	NARANJA AVE	1	3	5	8
PRIMA VISTA BLVD	NARANJA AVE	RIO MAR DR	1	3	5	8
TULIP BLVD	PORT ST LUCIE BLVD	DARWIN BLVD	2	3	5	8

3.4 Final Identification of Phase 2 Locations

Upon completing the identification of congested and dangerous network locations two assessments were made. The first was to determine if the location has a programmed improvement already in place that would remove it from consideration in this current analysis. The impact of the currently programmed improvement will be measured and evaluated in subsequent CMPs. The second step included a review of the list with TPO staff and the key stakeholders to determine if any of the remaining high-ranking locations should be removed from consideration for one reason or another. Examples of reasons for removing locations from consideration could be previous studies that determined major capacity improvement were warranted (a large project solution only) or physical constraints.

This final step in the process of identifying which locations were to move forward to Phase 2 for further evaluation and identification of congestion management mitigation strategies and projects is illustrated in Table 3.5 on the next page.

Table 3.5 Prioritization Criteria and Point System

Segment ID	On Street	From Street	To Street	No. Segments	AM/PM Combined Score	Crash Type	Crash Score	Ph. 1 Total Score	In 2018 CMP?
22920	EAST TORINO PKWY	TORINO PKWY	MIDWAY RD	1	10			15	
23391	SAVONA BLVD	BECKER RD	GATLIN BLVD	2	10	S	5	15	
2400	DARWIN BLVD	BECKER RD	PAAR DR	1	9	S	5	14	
6530	OLEANDER AVE	BELL AVE	FARMER'S MARKET RD	1	9			14	
1840	BAYSHORE BLVD	PRIMA VISTA BLVD	SELVITZ RD	2	9	F	5	13/14	
3110.1	FLORESTA DR	THORNHILL DR	CROSTOWN PKWY	1	7	S	5	12	
6550.11	OLEANDER AVE	WISTERIA AVE	GARDENIA AVE	1	7	S	5	12	
6840	PORT ST LUCIE BLVD	FLORIDA'S TURNPIKE	BAYSHORE BLVD	1	2		5*	12*	
7520	SELVITZ RD	GLADES CUT-OFF RD	EDWARDS RD	1	6	S	5	11	
2120	CALIFORNIA BLVD	DEL RIO BLVD	CROSTOWN PKWY	1	10			10	
2130.1	CALIFORNIA BLVD	CROSTOWN PKWY	ST LUCIE WEST BLVD	2	10			10	Y
2160	CALIFORNIA BLVD	PEACOCK BLVD	TORINO PKWY	1	10			10	
2210	CASHMERE BLVD	ST LUCIE WEST BLVD	TORINO PKWY	2	10			10	Y
3600	GILSON RD	MARTIN C.L.	BECKER RD	1	10			10	
3090	SOUTHBEND BLVD	BECKER RD	FLORESTA DR	1	10			10	
1830	BAYSHORE BLVD	CROSTOWN PKWY	PRIMA VISTA BLVD	1	4	S,F	5	9	Y
1860	BAYSHORE BLVD	SELVITZ RD	ST JAMES DR	1	9			9	
22910.2	EAST TORINO PKWY	CASHMERE BLVD	TORINO PKWY	1	4	S	5	9	
2810	EDWARDS RD	SELVITZ RD	25TH ST	1	4	F	5	9	
6803	PORT ST LUCIE BLVD	TULIP BLVD	DARWIN BLVD	1	4	F	5	9	Y
1940	BECKER RD	SOUTHBEND BLVD	GILSON RD	1	8			8	Y
Note:	Blue highlighted segments indicate programmed improvements scheduled by City of Port St Lucie								
Note:	Yellow highlighted segments are selected for CMP								

The list of segments advanced for evaluation of projects and mitigation measures are shown below. It is understood that funds are limited with only \$300,000 to \$400,000 available every year for CMP projects. Therefore, only the top 10 locations were considered for recommended projects at this time. Each location was considered for applicable types of remediation projects identified in the CMP Toolbox.

	ON STREET	FROM STREET	TO STREET
1	Oleander Ave	Bell Ave	Farmer's Market Rd
2	Oleander Ave	Wisteria Ave	Gardenia Ave
3	Port St Lucie Blvd	Florida's Turnpike	Bayshore Blvd
4	Selvitz Rd	Glades Cut-Off Rd	Edwards Rd
5	California Blvd	Del Rio Blvd	Crosstown Pkwy
6	Gilson Rd	Martin C.L.	Becker Rd
7	Bayshore Blvd	Crosstown Pkwy	Prima Vista Blvd
8	Bayshore Blvd	Selvitz Rd	St James Dr
9	Edwards Rd	Selvitz Rd	25th St
10	Becker Rd	Southbend Blvd	Gilson Rd

4. CMP TOOLBOX

FHWA’s Congestion Management Process: A Guidebook identifies applicable CMP Toolbox measures to address congested and dangerous locations. Each of the toolbox measures was considered for the top locations identified and advanced for Phase 2.

Applicable CMP Toolbox Measures	
Multimodal Improvements	
Sidewalks	
Bikes	
Transit	
TSM&O	
ITS	
ATMS	
Demand Management	
Flex Time	
Van Pools	
Park-n-Ride	
Roadway Capacity Improvements	
Add Lanes	
ROW Constrained	
Turn Lanes	

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5. PHASE 2 EVALUATION

The highest priority locations without programmed improvements were advanced for further evaluation and screened for potential mitigation strategies from the CMP Toolbox. This section discusses each congested location in more detail and where applicable recommends congestion mitigation, operational, and safety projects.

Each of these locations was discussed with the Key Stakeholders during the second stakeholders' workshop to better understand causes of congestion and potential mitigation strategies. Some of the locations have been studied previously and some had projects completed in the recent past. In general, all the locations were well known to the Key Stakeholders and in keeping with CMP project funding levels, low-cost options were considered. In some instances, a readily identifiable mitigation project is not apparent and further study outside of the CMP is required.

5.1 Analysis and Recommended Improvements

5.1.1 Oleander Avenue, from Bell Avenue to Farmers Market Road

This segment of Oleander Avenue is currently congested in both the AM and PM peak hours of traffic. The segment is a 35 mph, two-lane undivided facility. There are currently no raised curbs, sidewalks, or designated bicycle facilities along the segment, although there are pre-construction phases of the St Lucie Walk-Bike Network identified in the CIP. Issues affecting congestion along this short segment include cut-through traffic making the jog on Oleander between Bell Avenue and Farmers Market Road, connecting 25th Street to the west with US 1 to the east. This cut-through traffic increases traffic volume on the segment, while impacting through traffic due to the turning vehicles onto and from Oleander Avenue from both Bell Avenue and Farmers Market Road. There is also notable trucking activity on the east side of Oleander Avenue at the Freshco Packaging Company which has a site driveway on Oleander, offset from the intersection with Bell Avenue.

It is recommended that intersection improvements be considered for the intersections of Oleander Avenue at Bell Avenue and Oleander Avenue at Farmers Market Road. The addition of left and right turn lanes on Oleander Avenue will accommodate traffic entering and exiting from the cross streets without impeding the flow of through traffic on the mainline. Oleander, Bell, and Farmers Market are all listed on the St Lucie Walk-Bike Network as either partially funded or unfunded needs, so this should be taken into consideration when planning the intersection improvements.

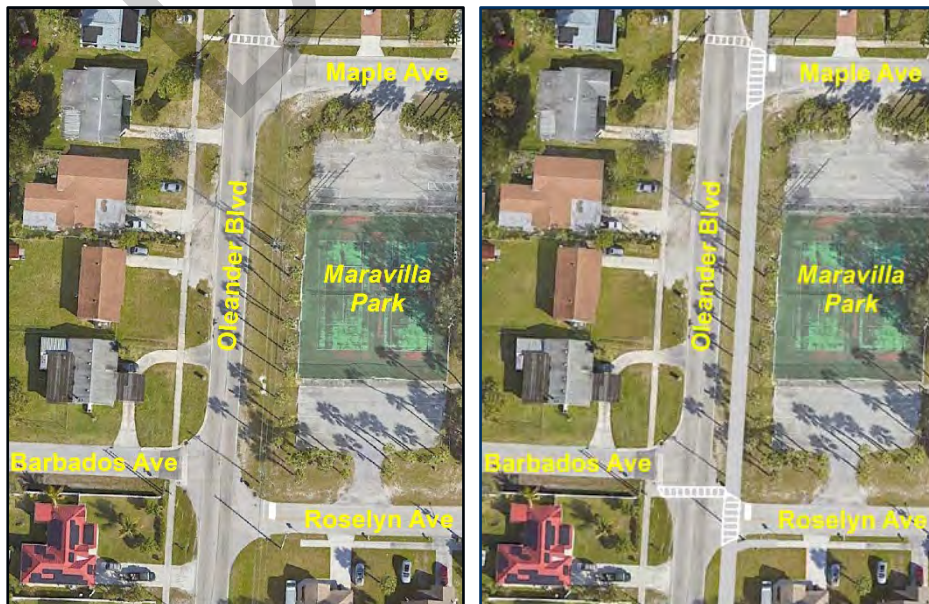
Figure 5.1 Oleander Avenue between Bell Avenue and Farmers Market Road



5.1.2 Oleander Boulevard, from Wisteria Avenue to Gardenia Avenue

This segment of Oleander Boulevard is currently congested in the AM peak-hour, and nearing congestion in the PM peak-hour of traffic. The segment is a 35 mph, two-lane undivided facility in a residential area. There are currently no raised curbs or designated bicycle facilities along this segment. A five-foot sidewalk exists along the west side of the street. Mid-segment, Maravilla Park exists providing several sports amenities

Figure 5.2 Pedestrian and Bicycle Improvements



to the neighborhood. However, there are no sidewalks or designated bike facilities adjacent to the park, providing direct access to the park. At the north end of this segment, Gardenia Avenue provides access to a signalized intersection at US 1.

Rosalyn Avenue runs along the south side of Maravilla Park, intersecting with Oleander Boulevard at an offset intersection with Barbados Avenue. In 2022, during the PM peak-hour of traffic, a severe injury crash occurred as a vehicle attempted a left-turn to enter the intersection. South of this intersection, at Azalea Avenue there was a fatal bicycle involved crash during the analysis period.

In order to better serve all modes of access to Maravilla Park and improve safety along the corridor, it is recommended that the following pedestrian and bicycle improvements be considered: Provide a multi-use path along the east side of the corridor, for providing direct access for pedestrians and cyclists to Maravilla Park and connecting to existing sidewalks along Wisteria, Rosalyn, Maple, and Gardenia Avenues. Provide well-marked crosswalks with flashing beacons on Oleander at Rosalyn Avenue, Antilles Avenue, and Azalea Avenue, with advance signage along Oleander to increase awareness and promote caution at these locations.

5.1.3 Port St Lucie Boulevard at Bayshore Boulevard

This intersection connects Port St Lucie Boulevard, which is a multi-lane divided state road, with Bayshore Boulevard, a City of Port St Lucie multi-lane divided roadway, and provides access to the Florida's Turnpike (Figure 6-3, below). The south leg of this intersection provides access to the Florida's Turnpike ramps and southern Bayshore Boulevard. While overall congestion along Port St Lucie Boulevard from the Turnpike to Bayshore Boulevard was not flagged during the Phase 1 congestion analysis, safety and stakeholder scoring has ranked this intersection in the priority list. Of primary concern is the eastbound to northbound left-turn lane, which tends to back up during peak periods, causing spill-back of left-turning traffic into the through-traffic lanes and failing to meet turning movement demand during each cycle of the traffic signal. Recent improvements to this intersection were made to address the westbound to southbound left-turn movement, and related issues with the following left-turn to access Bayshore Boulevard to the south. During the analysis period, several severe-injury crashes occurred at or near this intersection.

Increasing storage for the eastbound left turn, whether through extending the lane or adding a second left turn lane, may be problematic since the eastbound approach to this intersection is descending off the overpass bridge over the Turnpike, immediately to the west of the intersection. Additional right-of-way and structural requirements may be restrictive to adding an additional lane due to the overpass, and extending the left turn lane would require additional green time for the movement which could adversely impact the other intersection movements, including the recently improved westbound left-turn.

Operation of this intersection directly impacts roadways under the Florida Department of Transportation District operations, the Florida's Turnpike Enterprise, and the City or Port St Lucie. Complex considerations are at play to meet the demands of travelers and the needs of all stakeholders.

It is recommended that agency stakeholders meet to find a cooperative and collaborative solution to ongoing issues regarding the safe and efficient operation of this intersection, meeting the needs of all parties.

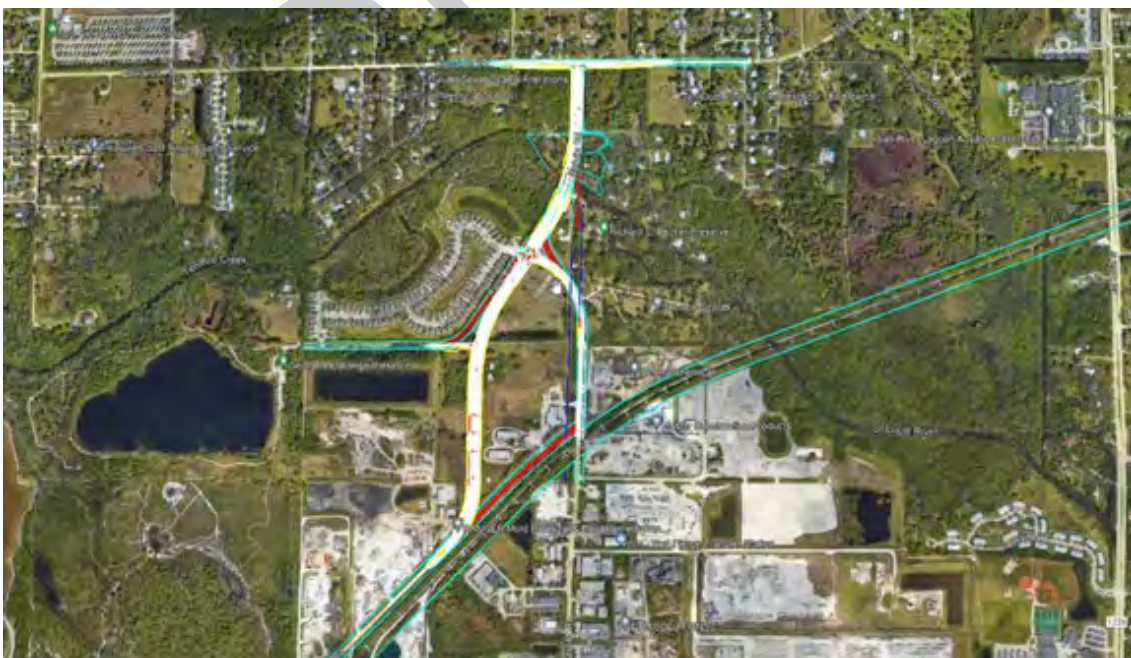
Figure 5.3 Port St Lucie Blvd at Bayshore Blvd



5.1.4 Selvitz Road, from Glades Cut-off Road to Edwards Road

This segment of Selvitz Road is currently very near congestion in both the AM and PM peak hours of traffic. The segment is a 35 mph, two-lane undivided facility. There are currently no raised curbs, sidewalks, or designated bicycle facilities along the segment, and there have been several severe-injury crashes along the segment during the analysis period. However, during coordination with stakeholders during the second

Figure 5.4 Glades Cut-off / Selvitz Road Realignment



Stakeholder Working Group session, plans were presented for planned improvements and realignment of Glades Cut-off Road and Selvitz Road in the vicinity of the study area. Therefore, no mitigation strategies are proposed for this segment at this time.

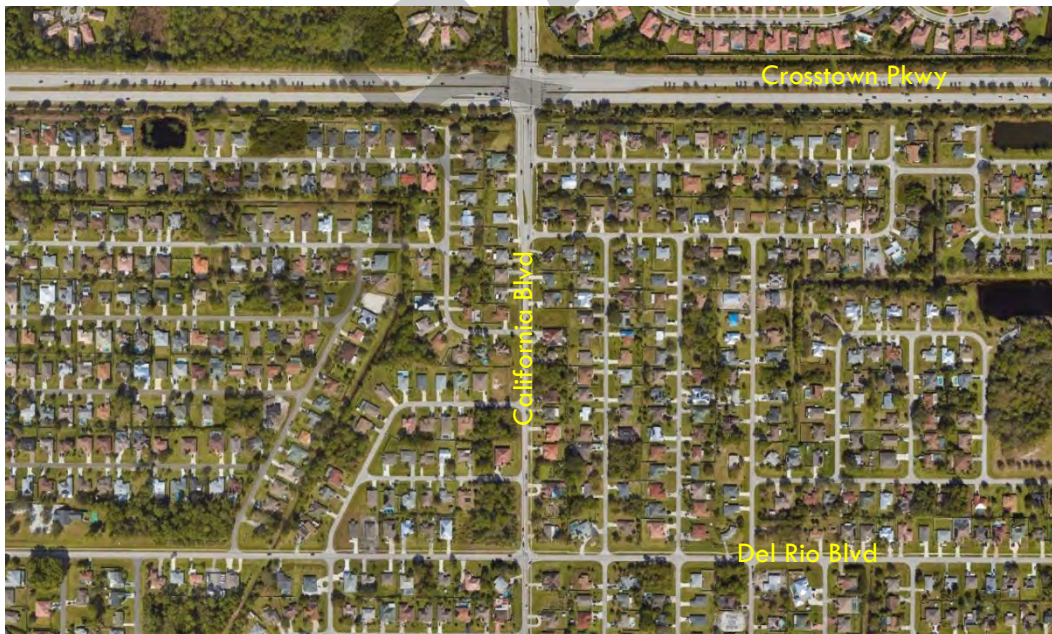
5.1.5 California Boulevard, from Del Rio Boulevard to Crosstown Parkway

This segment of California Boulevard is currently congested in both the AM and PM peak hours of traffic. The segment is a 40 mph, two-lane undivided residential collector. There is a sidewalk along the east side, with a partial sidewalk along the northern part of the west side. Approximately 65% of the daily traffic on this roadway segment continues along California Boulevard to the south, with approximately 35% of the traffic travelling from/to Del Rio Boulevard at the south end of the segment.

This section of California Boulevard is listed in the current LRTP for widening to four lanes in the 2026 to 2030 period.

Due to the residential nature of the study area, it is recommended that additional consideration be given to bicycle and pedestrian safety, such as a multi-use path along the segment from Del Rio Boulevard to Crosstown parkway, with mid-block crossings and enhanced crosswalks at the Del Rio intersection.. As shown in Figure 5-5, below, California Boulevard and Del Rio Boulevard are both residential in character, as is the surrounding area.

Figure 5.5 California Blvd, from Del Rio Blvd to Crosstown Pkwy



5.1.6 Gilson Road, from Martin County Line to Becker Road

This segment of Gilson Road is a two-lane County Road that is currently congested in both the AM and PM peak hours of traffic. There are very few driveways or intersections along the roadway segment, and no pedestrian or designated bicycle facilities. Traffic analysis indicates that morning peak traffic is traveling southbound to Martin County, returning northbound in the PM peak-hour. The intersection of Gilson Road with Becker Road was recently improved with a roundabout, including crosswalks connecting to the sidewalks along Becker Road and a section of sidewalk along the Gilson Road between the crosswalks on the east

Figure 5.6 Gilson Road, from Martin County Line to Becker Road



side of the roundabout. South of the county line, the roadway continues as Murphy Road, a two-lane facility, in Martin County.

Recently, the Murphy Road bridge, south of the Martin County line was replaced as a two-lane facility. Murphy Road is in the 2045 Martin County MPO Long Range Transportation Plan as being widened from two to four lanes during the 2036 to 2045 period.

Gilson Road, from Martin County Line to Becker Road, is recommended for further study to address congestion issues. Additionally, coordination with Martin County is recommended in order that improvements, when scheduled, are planned to benefit the entire roadway and its users on both sides of the county line.

5.1.7 Bayshore Boulevard, from Crosstown Parkway to Prima Vista Boulevard

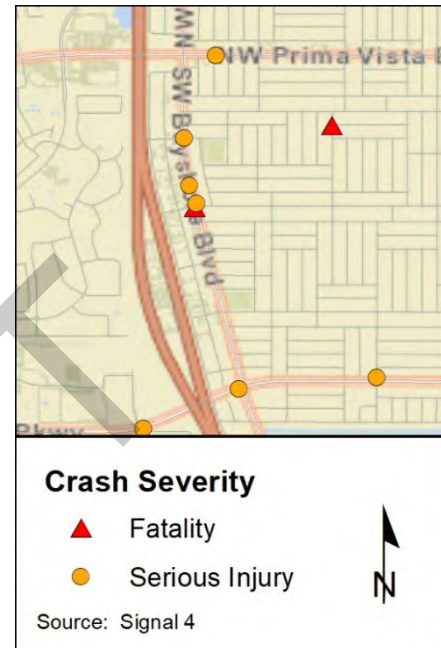
This segment of Bayshore Boulevard is a 40 mph, four-lane divided roadway that is currently approaching congestion in both the AM and PM peak-periods of traffic. There is a sidewalk along the west side of the segment and a multi-use path along the east side, providing access for pedestrians and cyclists. Bayshore Boulevard in this area serves as a collector road to a largely residential area and there are a large number of driveways along this segment.

During the analysis period, three severe-injury crashes and one fatal crash occurred along this segment. None of these crashes appear to have been influenced by peak-hour traffic conditions, and only one occurred at an intersection.

A traffic signal with full pedestrian phasing was recently installed at the intersection of Bayshore Boulevard and Lakehurst Drive.

It is unknown if the new signal at Lakehurst Drive will have an impact on traffic metering as the only signal between the termini of this segment, and if such metering will mitigate severe vehicular crashes. Continued monitoring of traffic congestion and crashes is recommended. TSM&O / ATMS solutions include possible future real-time monitoring and adaptive traffic control to provide mid-segment traffic metering.

Figure 5.7 Severe Injury & Fatal Crashes



5.1.8 Bayshore Boulevard, from Selvitz Road to St James Drive

This segment of Bayshore Boulevard is currently congested in both the AM and PM peak hours of traffic. The segment is a 40 mph, two-lane undivided facility. There are currently no raised curbs, or designated bicycle facilities along the segment. A sidewalk runs along the south side of the street and there are crosswalks at the roundabout at Selvitz Road and at the signalized intersection with St James Drive. The area is residential and there are many residential driveways along the segment. Bayshore Boulevard becomes Airoso Boulevard west of the intersection at St James Drive. Continued monitoring of traffic congestion and crashes is recommended.

Figure 5.8 Bayshore Blvd / Airoso Blvd, from Selvitz Rd to St James Dr

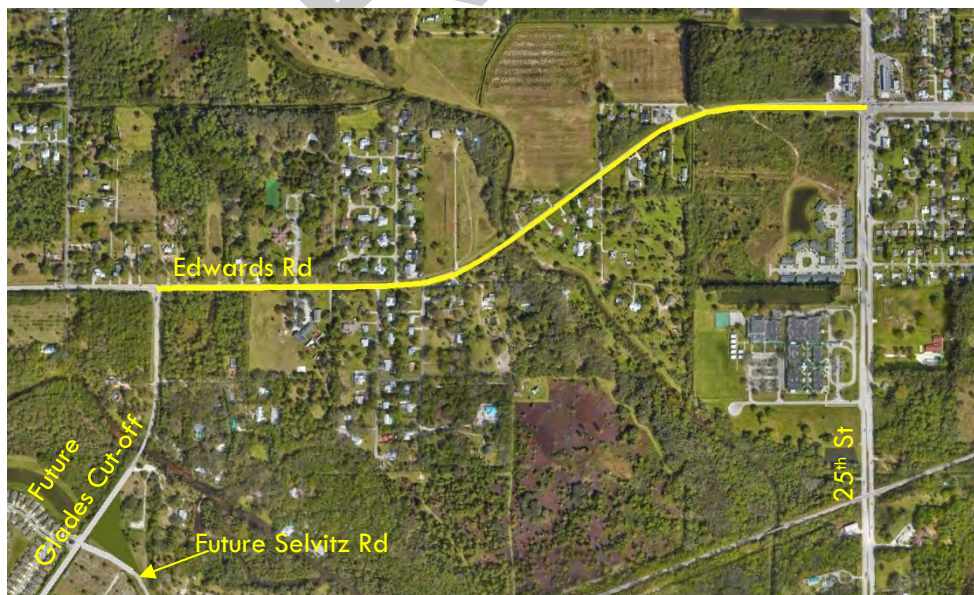


5.1.9 Edwards Road, from Selvitz Road to 25th Street

This segment of Edwards Road is currently approaching congestion in both the AM and PM peak periods of traffic. The segment is a 45 mph, two-lane undivided facility with five-foot paved shoulders. There are currently no raised curbs, or pedestrian facilities along the segment. During the analysis period, there was one fatal pedestrian crash along the segment during the AM peak hour of traffic.

At this time, it is not known what the impact of the major realignment of Glades Cut-off Road and Selvitz Road at the west end of this segment will have on traffic conditions of Edwards Road. Continued monitoring of traffic congestion and crashes along this segment is recommended.

Figure 5.9 Edwards Rd, from Selvitz Rd (Future Glades) to 25th St

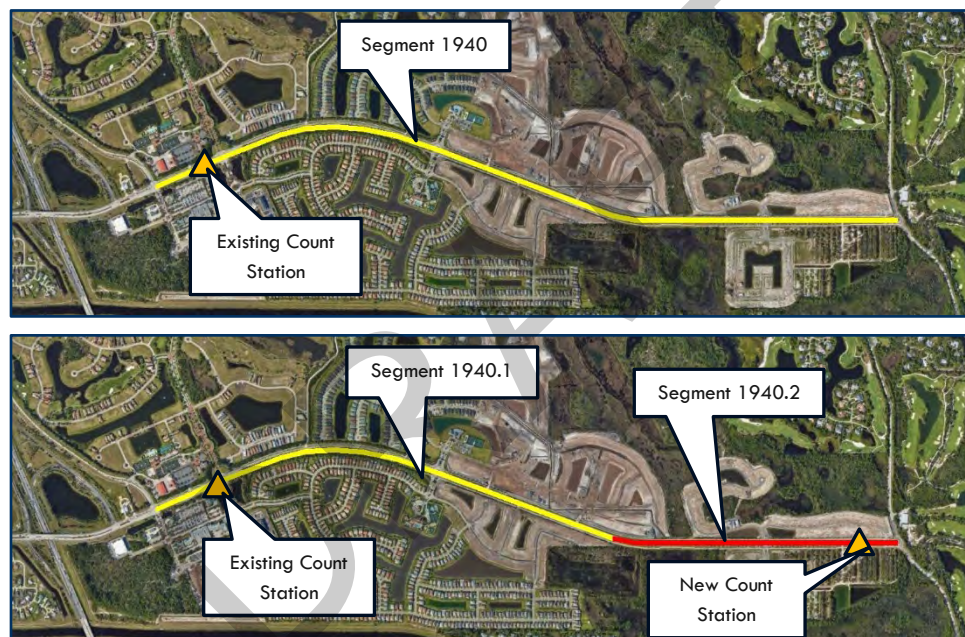


5.1.10 Becker Road, from Southbend Boulevard to Gilson Road

This segment of Becker Road includes sections of both four-lane and two-lane roads in an area of recent and ongoing development. The segment is currently congested in both AM and PM peak periods but is being analyzed as a two-lane facility and needs several updates for more accurate assessment and evaluation.

It is recommended that the analysis segment of Becker Road, from Southbend Boulevard to Gilson Road be split at the new point where the four-lane section becomes two-lane, east of Veranda Reserve Boulevard. Additionally, the eastern segment comprising the two-lane portion of Becker Road should be assigned a new traffic count station to be added to the St Lucie TPO annual traffic count program. Both new segments of Becker Road are recommended for further study to address remaining congestion issues under the proposed analysis recommendations.

Figure 5.10 Becker Road Analysis Segmentation



5.1.11 29th Street, from Orange Avenue to Avenue M

During the final stakeholder meeting, it was requested that 29th Street from Orange Avenue to Avenue M in Fort Pierce be added to the St Lucie TPO roadway analysis network for annual traffic monitoring, inclusion in the TPO Traffic Data Management System (TDMS), and consideration in the Congestion Management Process. Discussion was held regarding several traffic-related issues, including the absence of traffic counts, and speeding along this roadway.

A recommendation was made to include the segment in the TDMS and TPO roadway analysis network for traffic count monitoring. An additional recommendation was made for consideration of traffic calming strategies along the segment to reduce speeding, particularly in the vicinity of Pioneer Park on Avenue M.

**Figure 5.11 29th Street
Traffic Calming**



6. CONCLUSIONS & IMPLEMENTATION

The previously referenced *Congestion Management Process: A Guidebook* published by FHWA in 2011 defines congestion management as follows:

“Congestion management is the application of strategies to improve transportation system performance and reliability by reducing the adverse impacts of congestion on the movement of people and goods. A congestion management process (CMP) is a systematic and regionally accepted approach for managing congestion that provides accurate, up-to-date information on transportation systems performance and assesses alternative strategies for congestion management that meet state and local needs. The CMP is intended to move these congestion management strategies into the funding and implementation stages.”

This 2024 CMP Major Update by the St. Lucie TPO accomplishes all these objectives. Primarily, the TPO is dedicated to updating and maintaining on a regular basis data that is used to assess congestion consistently and on a regular basis. This allows for an accurate system and corridor-level evaluation of congestion within the TPO area. This CMP quantifies and ranks congestion on roadway segments which allows for the limited funding resources to be applied to locations where they will have the greatest impact. In application of the funds, this CMP considers all proven congestion mitigation approaches and safety enhancement that will be effective in serving the community.

This CMP goes to a deeper analytical level than most CMPs by analyzing and recommending specific project improvements. The process also engages local implementing agencies from the onset to ensure that everyone fully understands the value of the CMP and what can be accomplished through cooperation. The result is congestion management strategies that are ready to move into the funding and implementation stages.

Implementation of CMP strategies is a critical process and includes the following steps:

- Step 1 – Determine funding sources.
- Step 2 – Prioritizing strategies
- Step 3 – Programming projects in the Transportation Improvement Program (TIP)

The funding source that amounts annually to approximately \$300,000 per year will be available for the St. Lucie TPO for the implementation of CMP strategies (CMP box funds). Several ranked roadway segments and intersections are, or will be, subject to or influenced by ongoing or planned improvements. These segments have been recommended for continued monitoring to assess the impact of said improvements. The prioritization of identified CMP strategic projects is detailed in Section 5 of this report. Prior to programming projects in the TIP, estimated construction costs based on current generalized construction costs will need to be updated. The CMP Implementation Plan is provided below in the List of Priority Projects in Table 6-1.

Table 6.1 2024 St Lucie TPO CMP List of Priority Projects

Project #	Project Segment	Improvement Description	Estimated Cost	1	2	3	4	5
1	Oleander Ave from Bell Ave to Farmers Market Rd	Southbound left-turn lane and northbound right-turn lane at Farmers Market Rd.	\$300,000	\$300,000				
2	Oleander Blvd from Wisteria Ave to Gardenia Ave	Multi-use path along east side of ROW from Azalea Ave to Antilles/Windsor Ave. Flashing beacon crosswalk, sidewalk-path connections at Roselyn Ave, Antilles Ave, and Azalea Ave.	\$350,000		\$350,000			
3	Oleander Ave from Bell Ave to Farmers Market Rd	Southbound right-turn lane and northbound left-turn lane at Bell Ave.	\$330,000			\$330,000		
4	California Blvd from Del Rio Blvd to Crosstown Pkwy	Multi-use path along segment from Del Rio Blvd to Crosstown Pkwy. Mid-block flashing beacon crosswalks. Enhanced crosswalks at Del Rio intersection..	\$300,000				\$350,000	
5	Bayshore Blvd from Crosstown Pkwy to Prima Vista Blvd	TSM&O / ATMS real time monitoring and adaptive traffic control for mid-segment traffic metering.	\$300,000					\$300,000
6	29th Street from Orange Avenue to Avenue Q	Install two to three speed humps/tables between Avenue D and Avenue Q for traffic calming.	\$60,000					\$60,000
Estimated available revenue (from CMP box funds)				\$300,000 - \$400,000				
Revenue used for improvements				\$300,000	\$350,000	\$330,000	\$350,000	\$360,000

The St. Lucie TPO's CMP has been utilized to allocate the TPO's CMP box funds of \$300,000- \$400,000 annually towards CMP projects. CMP project costs above have been estimated at the lower end of the funding range to allow for contingencies and inflationary effect.

DRAFT



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	August 7, 2024
Item Number:	10a
Item Title:	Transportation Asset/Service Vulnerability Assessment Update
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.9 – Environmental Planning
Requested Action:	Discuss and provide comments
Staff Recommendation:	It is recommended that comments such as climate-related concerns and priorities be provided to be included in the Vulnerability Assessments and Regional Resilience Plan.

Attachments

- Staff Report
- Presentation



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: Stephanie M. Torres
 Bicycle Pedestrian Program Manager

DATE: July 31, 2024

SUBJECT: Transportation Asset/Service Vulnerability
 Assessment Update

BACKGROUND

As climate change continues to threaten both natural and built environments, the risk of impact to transportation infrastructure rises. Scientific studies predict that sea level rise will accelerate and, therefore, transportation infrastructure along the seacoast continues to be vulnerable to inundation in addition to other impacts from climate change such as seasonal flooding and storm surge.

The St. Lucie TPO completed the Sea Level Rise Mapping in 2019 to identify transportation infrastructure exposed to potential future flooding within the TPO area. To continue the integration of the consideration of impacts from climate change into the TPO's metropolitan planning program, the TPO's Unified Planning Work Program (UPWP) includes Transportation Asset/Service Vulnerability Assessment updates.

In 2020, St. Lucie County was awarded a Community Resilience Planning Grant through the Florida Department of Environmental Protection to perform Vulnerability Assessments within the County, which includes water resources, critical buildings and infrastructure, historic resources and vulnerable populations. Subsequently, the County secured a Community Development Block Grant for Mitigation through the Rebuild Florida General Planning Support Program. This grant supports a scope of work to develop a Regional Resilience Plan that includes unified hazard mitigation efforts to bolster social,

economic, and environmental resilience from acute and chronic stressors related to the impacts of natural disasters and regional climate changes.

The Vulnerability Assessments and Regional Resilience Plan are further supported by the Resilience Planning Steering Committee. The TPO is a key member of the Committee and have been working collaboratively with the St. Lucie County Environmental Resources Department (ERD) during the development of the Vulnerability Assessments and Regional Resilience Plan. The St. Lucie County ERD will present an update on the Vulnerability Assessments and Regional Resilience Plan.

ANALYSIS

The Vulnerability Assessments and Regional Resilience Plan together are a comprehensive initiative aimed at identifying and addressing St. Lucie County's most pressing climate-related risks. The initiative aims to provide a clear picture of the County's current vulnerabilities and develop strategies to mitigate potential impacts from climate change, such as sea level rise, flooding, and intensified storms. The initiative will also evaluate the resilience of critical County and local agency buildings and infrastructure to ensure they can withstand and recover from natural disasters. The initiative objectives revolve around the following key goals:

- 1) Develop a cohesive strategy for resilience;
- 2) Address climate hazards, complying with state legislation;
- 3) Guide resilience actions and community partnerships; and,
- 4) Increase eligibility for State and Federal grant funding.

The Resilience Planning Steering Committee is also comprised of representatives from local city governments, emergency management, community health, regional planning, and other key sectors. This collaborative effort aims to create a comprehensive plan that enhances the County's ability to withstand and recover from natural disasters and climate related stressors. The role of the Committee includes not only reviewing the deliverables from the consultants but also coordinating with respective agencies on technical review, policy development, and communication support.

Because local agencies will play a crucial role in the success of this initiative, the Committee members are encouraged to provide valuable data on past incidents and current preparedness levels helping to identify gaps and areas for improvement. Local agencies can provide insights into the needs of vulnerable populations ensuring the strategies developed are inclusive and equitable. The evaluation of the resilience of the transportation network will be included in the initiative, and enhancements to support evacuation and

recovery efforts will be proposed based on the results of the data provided by local partners. This collaborative approach not only strengthens the findings of the initiative but also fosters a sense of shared responsibility and commitment to building a more resilient St. Lucie County.

RECOMMENDATION

It is recommended that comments such as climate-related concerns and priorities be provided to be included in the Vulnerability Assessments and Regional Resilience Plan.



St. Lucie Community Resilience Planning

Presentation by:
Sandra Bogan, Resilience Navigator, St. Lucie County

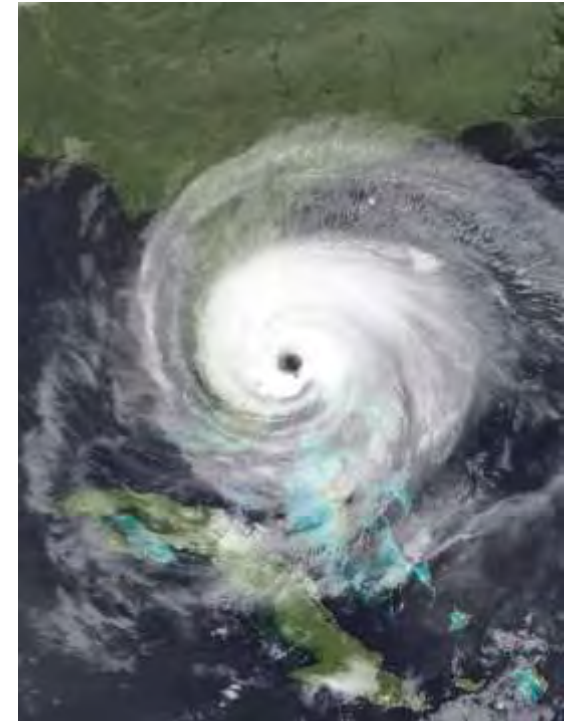
Presentation to:
St. Lucie Transportation Planning Organization

July/August 2024



COMMUNITY RESILIENCE

The capacity of governments, individuals, organizations and businesses to plan for, respond to, withstand, and bounce back from acute and chronic stressors related to natural hazards and shifting conditions locally, including sea level rise, flooding, intensified storms and extreme heat.



Jeanne, 2006

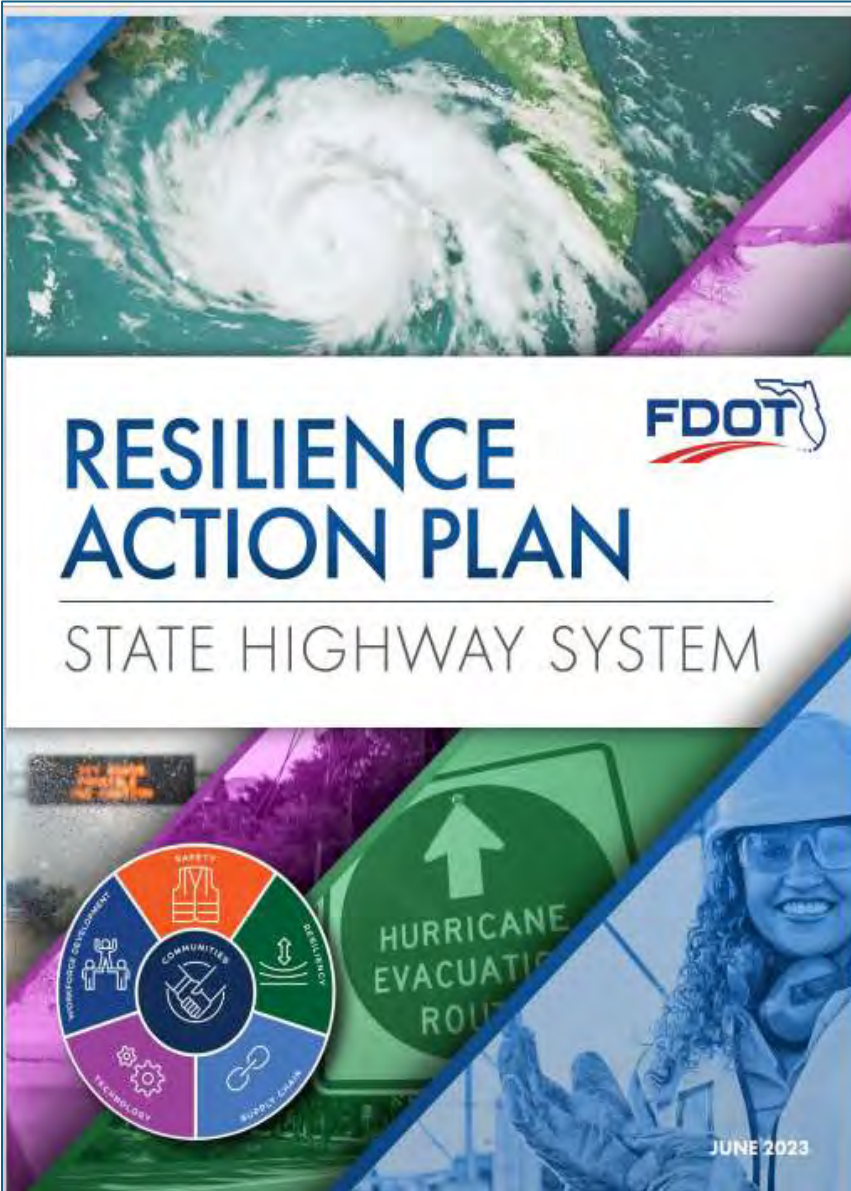
NASA - <https://worldview.earthdata.nasa.gov/>

Primary Climate Threats In South Florida

RESILIENCE PLANNING

... is a process that takes a systematic, data-driven approach to analyzing community vulnerabilities and developing actions that can be taken pre-emptively to reduce risks to our residents, businesses, environment and critical infrastructure.





**RESILIENCE
ACTION PLAN**

FDOT

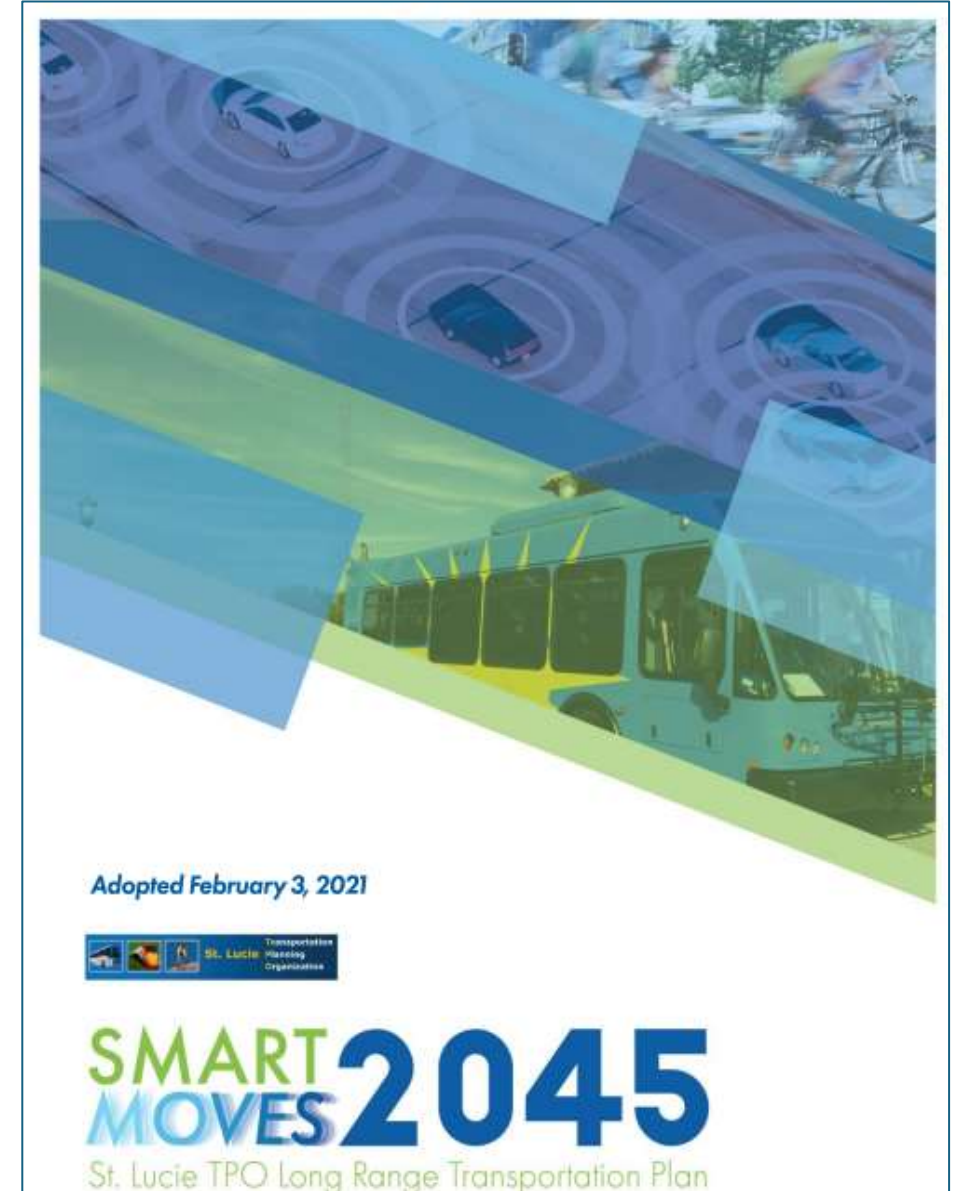
STATE HIGHWAY SYSTEM

JUNE 2023

“The reliability and functioning of the transportation network will increasingly need to consider and plan for climate change and extreme weather events.”

There are both direct and indirect pathways of disruption related to the vulnerability of the transportation system to climate change.”

-- SMART MOVES 2045 report



Adopted February 3, 2021

St. Lucie Transportation Planning Organization

**SMART
MOVES 2045**

St. Lucie TPO Long Range Transportation Plan

ST. LUCIE RESILIENCE STEERING COMMITTEE



- St. Lucie County (Public Works, Planning & Development, Utilities, Strategic Initiatives)
- Fort Pierce (Engineering, Planning & Development, Building Dept., Utilities)
- Port St. Lucie (Public Works, Planning & Development, Utilities, Strategic Initiatives)
- St. Lucie Village (Engineering)
- St. Lucie Health Department
- Emergency Operations
- Coastal Manager / Engineer
- St. Lucie School Board
- St. Lucie Transportation Planning Organization
- Treasure Coast Regional Planning Council
- St. Lucie Economic Development Council



Resilience Planning Objectives



1

Develop a cohesive strategy for resilience

2

Address climate hazards, complying with state legislation

3

Guide resilience actions and community partnerships

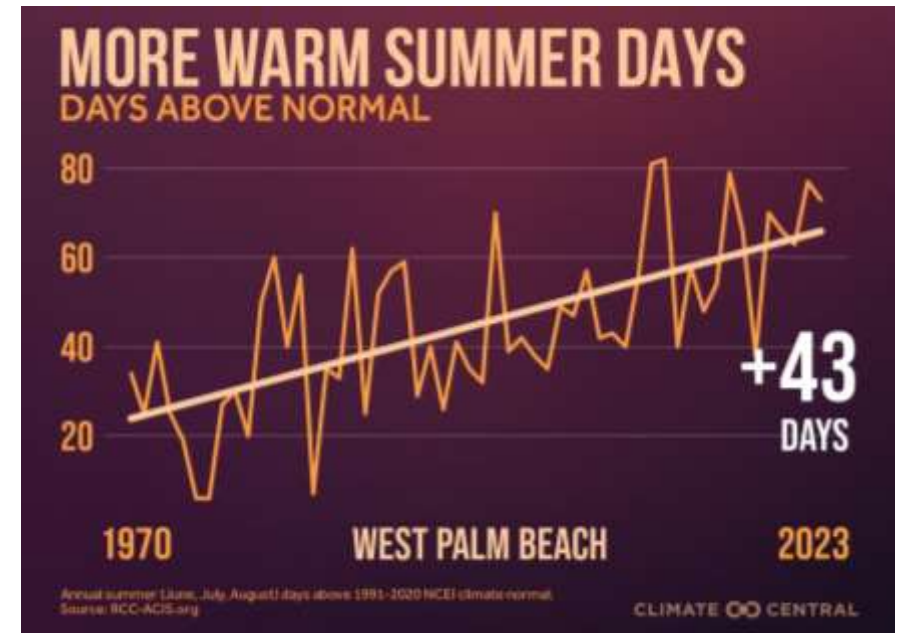
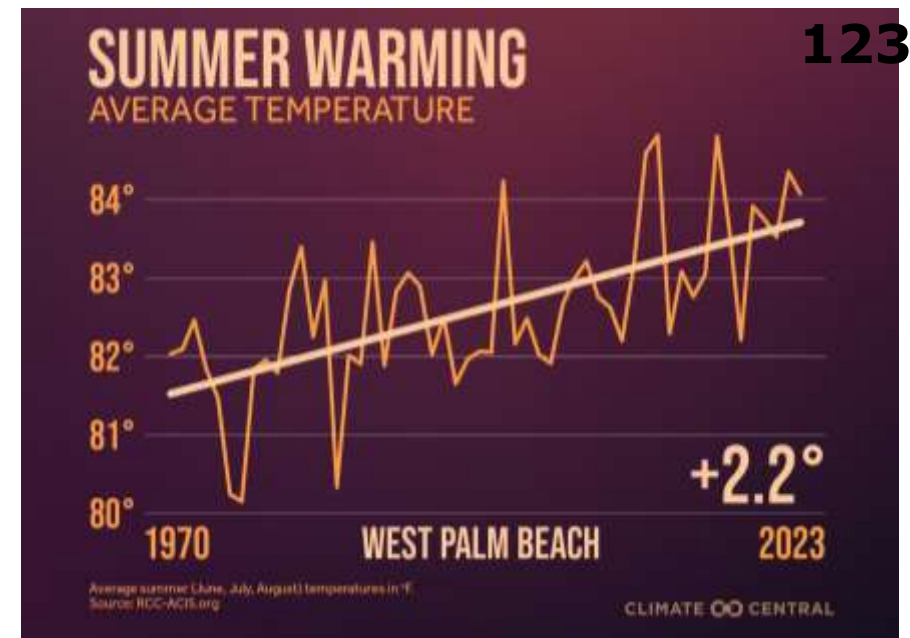
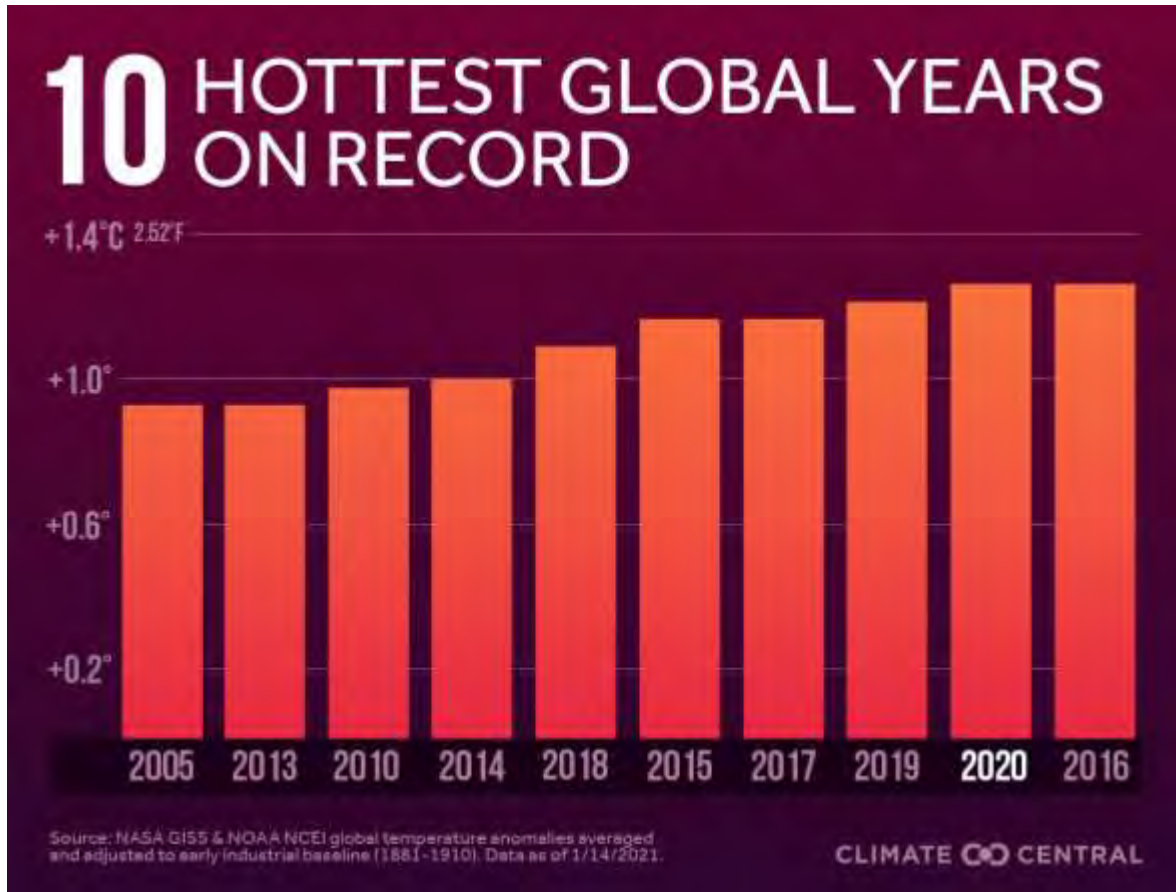
4

Increase eligibility for State and Federal grant funding

GRANTS AWARDED

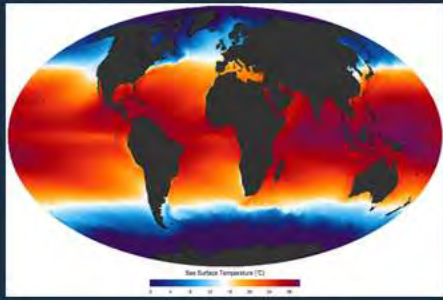
DEP Resilient Florida Program grants (2 awards totaling \$378,500 + \$30,000 match)
CDBG-Mitigation grant (1 award totaling \$600,000)

- **Vulnerability Assessments over 2040, 2070, 2100 Planning Horizons**
 - Using historical data and projections for sea-level rise, tides / king tides, storm surge, rainfall, and compound flooding
 - Heat Mapping (current conditions)
- **Community Stakeholder Engagement & Involvement**
 - Building capacity through education and communications, public-private partnerships and increased individual and collective actions
- **St. Lucie Regional Resilience Plan**
 - Including guiding principles, exposure and sensitivity analysis, adaptation & mitigation strategies, resilience policy recommendations



HURRICANES & CLIMATE CHANGE

What we know



Warmer water = more fuel

Heavier rain



Higher storm surge

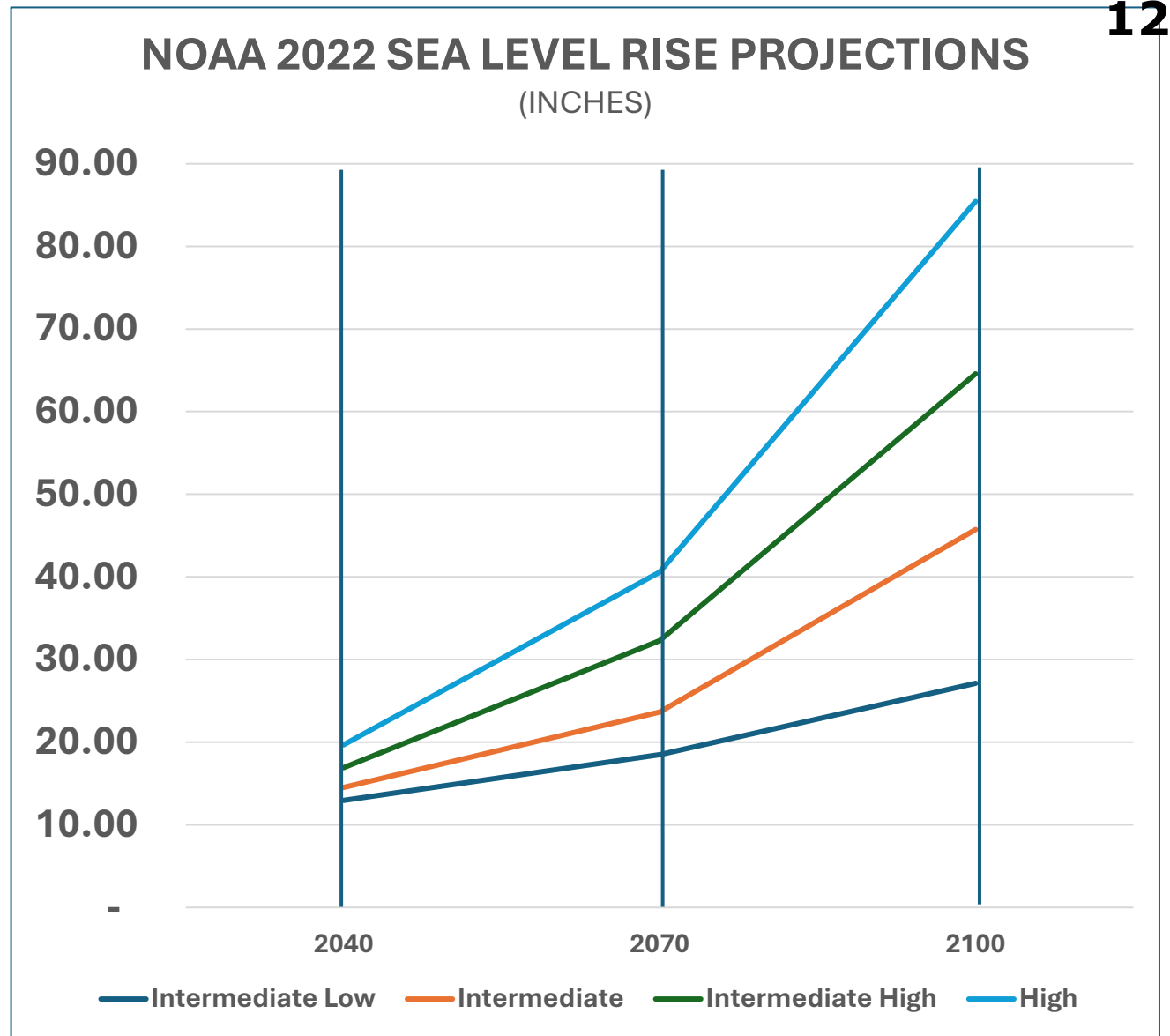


SEA LEVEL RISE PROJECTIONS

NOAA 2022 Projections (INCHES)			
	2040	2070	2100
Intermediate Low	12.96	18.48	27.12
Intermediate	14.52	23.64	45.72
Intermediate High	16.92	32.28	64.56
High	19.68	40.56	85.44

NOAA 2022 Sea Level Rise Report

Sea level along the U.S. coastline is projected to rise, on average, 10 to 12 inches in the next 30 years, which will be as much as the rise measured over the last 100 years.

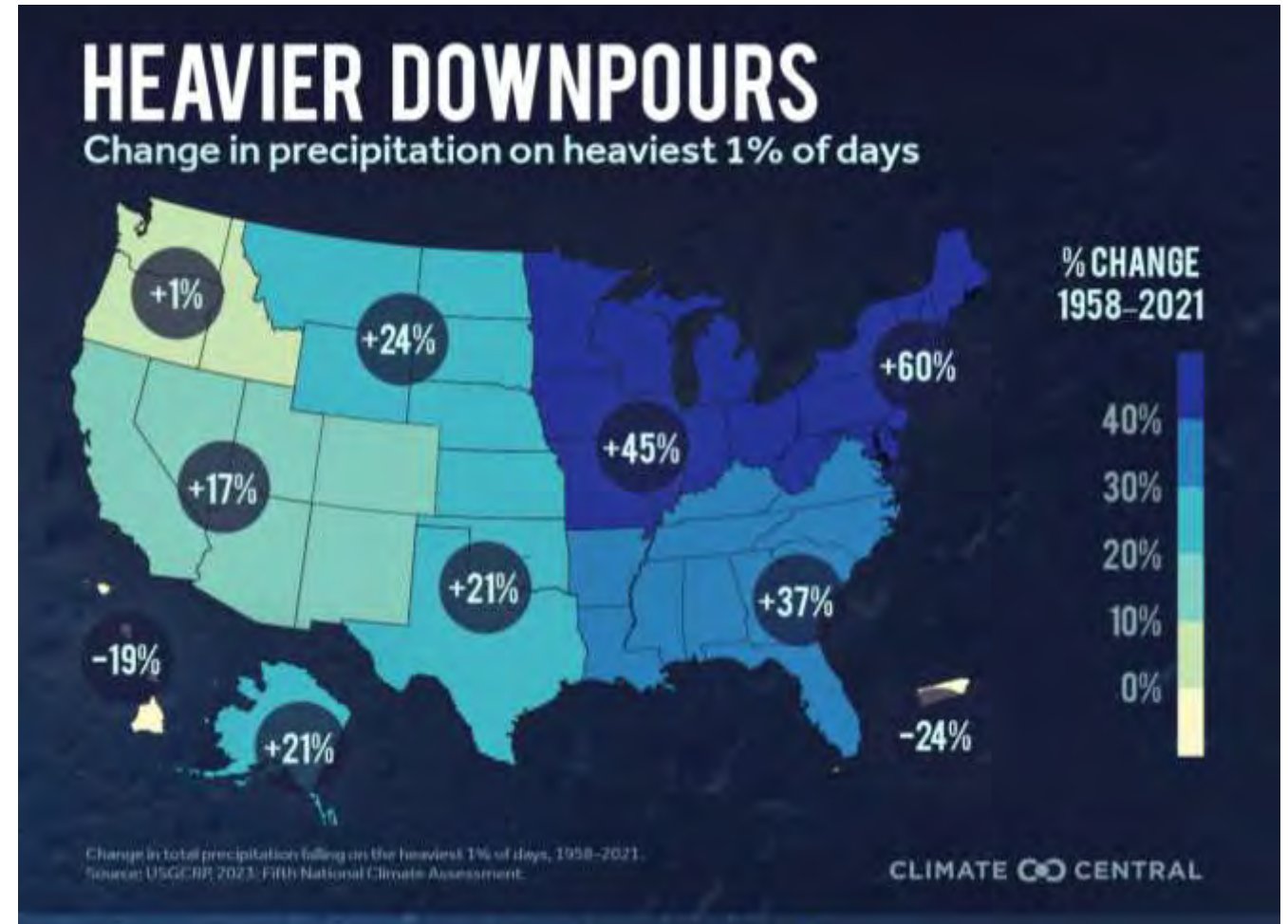


VULNERABILITY ASSESSMENTS

RAINFALL

By 2050, “moderate” (typically damaging) flooding is expected to occur on average more than 10 times as often as it does today and can be intensified by local factors.

NOAA 2022 Sea Level Rise Report



ADAPTATION STRATEGIES



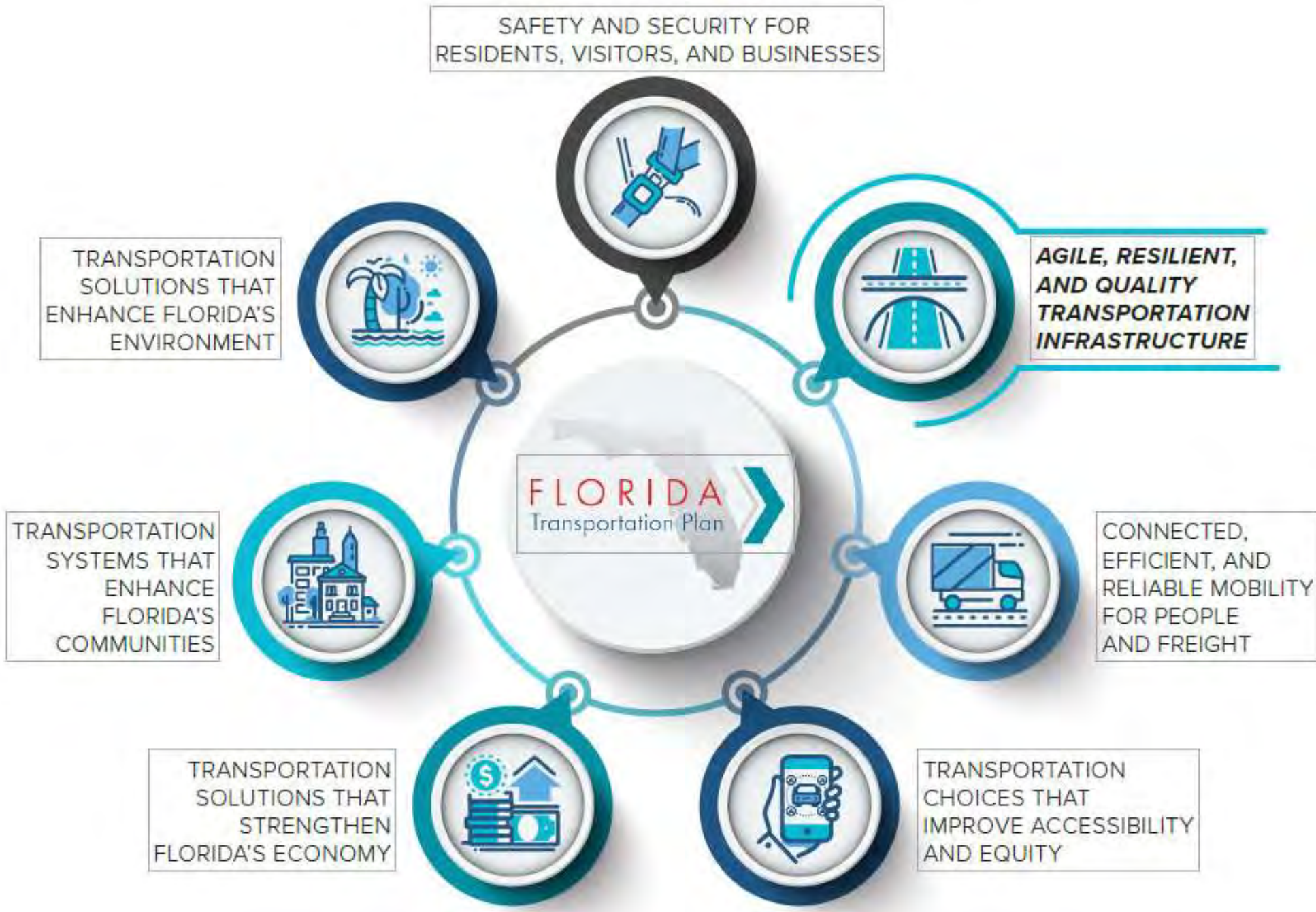
**Gray
Infrastructure**
(fortify, elevate,
relocate)



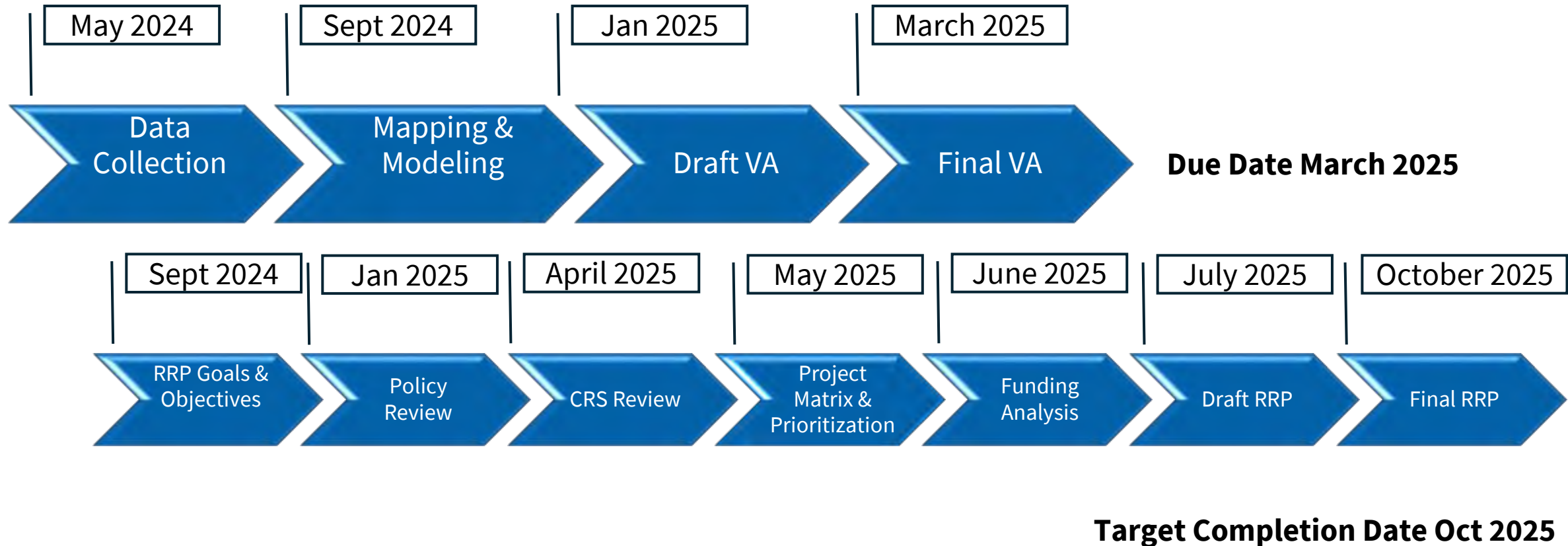
**Green
Infrastructure**
(protect, restore,
augment)



**Land Use and
Code
Guidelines**



Project Schedule





Thank You!

St. Lucie County Environmental Resources Department

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