



REGULAR BOARD MEETING

Wednesday, February 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/6082802226519872351>. 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 February 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
 - *December 6, 2023 Regular Board Meeting*
8. Consent Agenda
 - 8a. Appointments to the Bicycle-Pedestrian Advisory Committee (BPAC) and Local Coordinating Board for the Transportation Disadvantaged (LCB): Appointments to the BPAC and LCB.

Action: Appoint or do not appoint.

9. Action Items

- 9a. Federal Highway Administration (FHWA) Adjusted Urban Area Boundary (UAB): Review of the draft FHWA Adjusted UAB for the TPO area based on the 2020 Census.

Action: Concur with the draft FHWA Adjusted UAB for the TPO area, concur with conditions, or do not concur.

- 9b. Amendment #8 to the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP): Adoption of TIP Amendment #8 to install advanced traffic management equipment on Midway Road from Selvitz Road to U.S. Highway 1.

Action: Adopt TIP Amendment #8, adopt with conditions, or do not adopt.

- 9c. 2024 Safety Performance Targets: Adoption of the 2024 Safety Performance Targets and Interim Benchmarks for the TPO.

Action: Adopt the proposed 2024 Safety Performance Targets and Interim Benchmarks, adopt with conditions, or do not adopt.

- 9d. Public Participation Plan (PPP) 2023 Annual Evaluation: Review of the PPP 2023 Annual Evaluation.

Action: Accept the PPP 2023 Annual Evaluation, accept with conditions, or do not accept.

- 9e. Transportation Regional Incentive Program (TRIP) 2024 Grant Application and Amendment to the 2023/24 List of Priority Projects (LOPP): Review of a TRIP grant application for the 2024 cycle and an amendment to the 2023/24 LOPP for the grant application.

Action: Endorse the TRIP grant application and adopt the amendment to the LOPP, endorse and/or adopt with conditions, or do not endorse or adopt.

10. Information Items

- 10a. Florida Department of Transportation (FDOT) Policy Positions and Proposed State Legislation: Information will be provided on FDOT policy positions and proposed State legislation potentially affecting the Florida Metropolitan Planning Organizations.

Action: Provide comments, if any, to Staff.

11. Correspondence

11a. Council on Aging of St. Lucie, Inc./Community Transit Correspondence dated February 1, 2024: Notice of withdrawal of membership on the St. Lucie TPO Board pursuant to the TPO request.

Action: None.

12. FDOT Comments

13. Recommendations/Comments by Members

14. TPO Staff Comments

15. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, April 3, 2024.

16. 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, December 6, 2023
 TIME: 2:00 pm
 LOCATION: St. Lucie TPO
 Coco Vista Centre
 466 SW Port St. Lucie Boulevard, Suite 111
 Port St. Lucie, Florida

MEETING SUMMARY

1. Call to Order

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

2. Pledge of Allegiance

Chairwoman Morgan invited Mr. Kelly to lead the Pledge of Allegiance.

3. Roll Call

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

Members Present

Councilwoman Stephanie Morgan, Chair
 Commissioner Chris Dzadoovsky, Vice Chair
 Vice Mayor Jolien Caraballo
 Robert Driscoll
 Commissioner Jamie Fowler
 Mayor Linda Hudson
 Jack Kelly
 Commissioner Larry Leet

Representing

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

Mayor Shannon Martin
Commissioner Cathy Townsend

City of Port St. Lucie
St. Lucie County

Others Present

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

Adolfo Covelli
Patrick Dayan
Christine Fasiska
Kris Kehres
Frank Knott
Emily Seitter
Travis Thompson
Ricardo Vazquez (via web)

Representing

St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
Recording Specialist
TPO/County Attorney
Florida's Turnpike
Florida Department of
Transportation (FDOT)
St. Lucie County
St. Lucie County
FDOT
FDOT
City of Port St. Lucie
City of Port St. Lucie
General Public
Martin Metropolitan
Planning Organization

- 4. Comments from the Public – None.
- 5. Comments from Advisory Committee Members (TAC/CAC/BPAC) – None.
- 6. Approval of Agenda
 - * MOTION by Vice Mayor Caraballo to approve the agenda.
 - ** SECONDED by Commissioner Townsend Carried UNANIMOUSLY
- 7. Approval of Meeting Summary
 - October 25, 2023 Regular Board Meeting
 - * MOTION by Mayor Martin to approve the Meeting Summary.
 - ** SECONDED by Vice Chairman Dzadovsky Carried UNANIMOUSLY

8. Consent Agenda

8a. 2024 Meeting Dates: Approval of the proposed 2024 meeting dates for the St. Lucie TPO Board.

* MOTION by Mayor Martin to approve the Consent Agenda.

** SECONDED by Mr. Kelly Carried UNANIMOUSLY

9. Action Items

9a. Annual Officer Elections and Appointments: Elections of a Chairperson and a Vice Chairperson for the St. Lucie TPO Board and appointments of Board Members to various committees.

Chairwoman Morgan referenced correspondence that had been provided to the Board members on the dais from the Council on Aging of St. Lucie, Inc./Community Transit (COASL) expressing its position on the withdrawal of its Board membership that was requested by the Board. Upon the members' affirmation that they reviewed it, Chairwoman Morgan invited Mr. Buchwald to continue. Mr. Buchwald explained that officer positions had historically been rotated among the local jurisdictions except for recent years when the rotation had been interrupted. Mr. Buchwald described how the officer positions would appear for 2024 if the Board decided to resume the regular pattern and then invited the Board Secretary to conduct the elections.

* MOTION by Vice Mayor Caraballo to nominate Commissioner Dzadovsky to serve as Chairman of the Board for 2024.

** SECONDED by Commissioner Townsend

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

** MOTION to elect Commissioner Dzadovsky to serve as Chairman of the Board for 2024. Carried UNANIMOUSLY

Chairman Dzadovsky opened the nominations for the position of Vice Chairperson.

* MOTION by Vice Mayor Caraballo to nominate Commissioner Curtis Johnson, Jr. to serve as Vice Chairman of the TPO Board for 2024.

** SECONDED by Mayor Hudson

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

- * * MOTION to elect Commissioner Curtis Johnson, Jr. to serve as Vice Chairman of the TPO Board for 2024. Carried UNANIMOUSLY

Mr. Buchwald explained that the 2024 TPO Executive Committee would comprise Chairman Dzadoovsky representing St. Lucie County and Vice Chairman Johnson representing the City of Fort Pierce along with Mr. Drummond representing Transit and Mr. Kelly representing the St. Lucie County School Board. Since Councilwoman Morgan would also be appointed to the Executive Committee by virtue of being the past chairperson, he continued, the City of Port St. Lucie would automatically be represented.

The Board then moved on to consideration of the appointments to the Florida Metropolitan Planning Organization Advisory Council (MPOAC). Mr. Buchwald noted the 2023 membership and indicated a need to appoint a member and two alternates for 2024.

- * MOTION by Commissioner Townsend to reappoint Chairwoman Morgan as the MPOAC member.

- * * SECONDED by Mr. Driscoll Carried UNANIMOUSLY

Vice Mayor Caraballo questioned the inclusion of a Transit representative on the Executive Committee given the Board's previous vote to eliminate the Transit position from the membership roster during the Decennial Apportionment Review. Mr. Buchwald explained the process required to change the Board's membership and referred to the previously-referenced correspondence from the COASL. Mr. Buchwald described how the Reapportionment Plan could be executed in the absence of COASL's withdrawal and indicated that the Executive Committee could have only four members provided that the membership was represented.

Discussion ensued regarding the rationale for the Board's previous reapportionment vote, with several members summarizing what they deemed to be the most salient points of the conversation leading to it. Councilwoman Morgan and Chairman Dzadoovsky both referenced the summary of the Board meeting in question, with the latter reading excerpts aloud to clarify the particulars of the motion that was approved. Chairman Dzadoovsky and Mr. Buchwald emphasized that COASL would still be able to provide input via other TPO committee appointments, including on the Technical Advisory Committee and the Local Coordinating Board for the Transportation Disadvantaged (LCB).

Mr. Driscoll clarified that the COASL was not intending to obstruct the execution of the Reapportionment Plan and, in response to Mr. Buchwald's question, indicated that the organization was looking for a confirmation of the TPO Board's request for the withdrawal. Chairman Dzadovsky asked if the Board needed to approve another motion to facilitate the process, and Mr. Buchwald replied in the negative.

* MOTION by Commissioner Townsend to appoint Commissioner Fowler as the MPOAC alternate member.

* * SECONDED by Commissioner Leet Carried UNANIMOUSLY

* MOTION by Commissioner Townsend to appoint Vice Mayor Caraballo as the second MPOAC alternate member.

* * SECONDED by Mayor Martin Carried UNANIMOUSLY

Mr. Buchwald noted the 2023 appointments to the Treasure Coast Transportation Council and indicated a need to appoint two members and an alternate for 2024.

* MOTION by Commissioner Townsend to nominate Mr. Kelly and Chairman Dzadovsky as the TCTC members for 2024, with Commissioner Leet serving as the alternate member.

* * SECONDED by Mayor Hudson Carried UNANIMOUSLY

Councilwoman Morgan referenced a previous meeting during which the Board discussed partnering with Heartland Regional TPO (HRTPO) to pursue Transportation Regional Incentive Program (TRIP) funds rather than with Martin MPO and Indian River County MPO through the TCTC. Mr. Buchwald described the history of and reasons for the TCTC's formation as well as the TPO's disagreement with the other two member agencies that led to the discussion regarding the TCTC's potential dissolution. He explained that the issue had been addressed via a new type of tiered project scoring methodology, upon which Chairman Dzadovsky then elaborated.

Mr. Buchwald informed the Board of the need to appoint an elected official to serve as the 2024 Chairperson of the St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB). He noted that Commissioner Townsend had been nominated by the St. Lucie County Board of County Commissioners to continue in that role.

* MOTION by Councilwoman Morgan to confirm Commissioner Townsend as the Chairperson of the LCB for 2024.

** SECONDED by Mayor Martin Carried UNANIMOUSLY

9b. Amendments to the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP): Adoption of TIP Amendments #2-#7.

Mr. Buchwald introduced the agenda item along with Mr. Ding. Mr. Ding explained that FDOT District 4 had added three new carbon reduction projects to its Work Program and made changes to two existing projects subsequent to the TPO's adoption of the TIP and was requesting that the TPO amend the TIP accordingly. Mr. Ding recounted the cost increases necessitating the changes to the two existing projects and then described the parameters of the three new projects. He further explained that the City of Port St. Lucie had received a planning grant to design complete street improvements to the top-priority Village Green Drive corridor, a grant that could only be executed if the project were first added to the TPO's TIP. Mr. Ding noted that new funding would be added to the TIP to equal the cost of the project changes and additions so that the TIP's fiscal constraint would not be impacted, indicating that the Advisory Committees had all recommended that the amendments be adopted.

* MOTION by Mayor Martin to adopt the TIP Amendments.

** SECONDED by Commissioner Fowler Carried UNANIMOUSLY

9c. St. Lucie Freight Network (SLFN) Update: Adoption of an update to the SLFN.

Mr. Buchwald explained the purpose of the St. Lucie Freight Network (SLFN) and invited Mr. Ding to continue the presentation. Mr. Ding indicated that the SLFN had been designated in 2015 and was being updated to include the addition of the Crosstown Parkway Bridge, the FDOT Strategic Intermodal System (SIS) for highways, railways and waterways, the National Highway Freight Network, truck parking lot locations, and a refreshed map design. He concluded by noting that the Advisory Committees had all recommended the adoption of the Update with conditions that had already been incorporated into the map.

* MOTION by Commissioner Townsend to adopt the SLFN Update.

** SECONDED by Commissioner Fowler Carried UNANIMOUSLY

DRAFT

- 9d. Fort Pierce Passenger Rail Station Planning Update: An update on the Fort Pierce Passenger Rail Station Planning Project by the TPO and the City of Fort Pierce to locate a future passenger rail station in Downtown Fort Pierce and adoption of Resolution 23-5 in support of a Brightline Station.

Mr. Buchwald recounted the TPO's history of support for passenger rail service and safety through St. Lucie County and for Brightline in particular, efforts which included the allocation of funding to the City of Fort Pierce for Passenger Rail Station Planning. He explained that Brightline had recently issued a Request for Proposals for the construction of a passenger rail station on the Treasure Coast and that the City intended to submit a proposal incorporating the initial site plan and conceptual design that will be prepared as part of the planning project. Mr. Buchwald noted that the City was requesting letters of support from local governments and other stakeholders to strengthen its proposal, indicating that TPO Resolution No. 23-5 had been drafted to reaffirm the TPO's support for the siting of the Brightline station in downtown Fort Pierce and to confirm the TPO to be an active partner in the City's proposal.

Commissioner Townsend noted that she had sent a letter in support of the City's proposal and had encouraged neighboring jurisdictions to do likewise. She then reported that the Treasure Coast Regional Planning Council (TCRPC) had engaged a consultant to lobby for a Stuart location for the Treasure Coast Brightline station, an action she deemed to be a conflict of interest for the TCRPC.

Several members concurred, expressing their disapproval of the action of the TCRPC and expressing their support for the City of Fort Pierce. Councilwoman Morgan questioned whether the TPO should send a letter of objection to the TCRPC. Mr. Buchwald indicated that it may not be appropriate for the Board to do so given that the TPO was not a member of the organization but noted that dues-paying members were within their rights to object. Several members indicated their intent to pursue the matter further via phone or letter, with Mayor Martin suggesting that the Port St. Lucie City Council discuss how to address the issue the following week. Mayor Hudson thanked the members for their support and indicated that she had already contacted local mayors regarding the issue. Chairman Dzadoovsky requested that Ms. Forbes investigate the TCRPC's membership agreement to ascertain whether there was a conflict of interest, and Mayor Martin indicated that the City's attorney would also look into it.

Commissioner Townsend initiated a discussion regarding the efforts to establish a railway quiet zone through St. Lucie County, commenting on the Town Hall meeting to be held on the subject the following month and requesting that a representative from the City of Fort Pierce be in attendance.

* MOTION by Mayor Hudson to adopt Resolution 23-5.

** SECONDED by Mr. Kelly Carried UNANIMOUSLY

10. Discussion Items

10a. FY 2024/25 – 2025/26 Unified Planning Work Program (UPWP) Call for Planning Projects: Initial discussion of the development of the FY 2024/25 – 2025/26 UPWP for the St. Lucie TPO.

Mr. Buchwald explained that the current Unified Planning Work Program (UPWP) would end June 30, 2024, necessitating the development of the next two-year UPWP. He invited Ms. Lathou to continue, and Ms. Lathou described the scope and purpose of the UPWP before listing the current UPWP planning priorities that are proposed to be continued during the next two-year cycle. She then enumerated several projects already proposed for inclusion in the draft UPWP, summarized the remaining steps in the UPWP development process, and invited the members to suggest additional projects for inclusion. Ms. Lathou cited several examples of past UPWP suggestions that had led to completed projects and programs and concluded with project suggestions already made by the Advisory Committees and the LCB.

Chairman Dzadovsky reminded the members that the TPO's plans and programs were all living documents that could be updated as needed to reflect new priorities. He suggested that the members consult with their Technical Advisory Committee representatives to submit project ideas and then commented on how technological advances would impact the TPO's planning in coming years.

Mr. Kelly commented on the need for a parallel corridor to U.S. Highway 1 between Crosstown Parkway and northern Stuart, citing a gas leak incident several years prior that resulted in hours of traffic delays as well as increasing daily traffic congestion. He noted that Martin County would have to be heavily involved in a potential solution given the southern extent of the U.S. Highway 1 segment under discussion and emphasized the need for a direct alternate route rather than a

corridor like Green River Parkway, which gradually moved farther away from U.S. Highway 1 as it went north. Mr. Buchwald described past discussions regarding the U.S. Highway 1 congestion in that area, noting that there was presently only anecdotal evidence to support the need for congestion relief. He explained that a corridor study would document the issues on U.S. Highway 1 and then propose potential solutions that might subsequently be prioritized and programmed.

Vice Mayor Caraballo concurred with Mr. Kelly's assessment of the congestion on U.S. Highway 1, emphasizing that the segment needing to be studied was between Crosstown Parkway and the northern terminus of the Roosevelt Bridge. She noted the challenge of identifying strategies to mitigate the congestion given the limited space for roadway widening and recommended that vehicle sharing be considered along with separate multi-use paths dedicated to motorized and nonmotorized mobility devices. Mr. Kelly emphasized the issue as being one of health and safety, noting that municipalities elsewhere in the country had restricted peak-hour travel on problematic corridors to essential workers with specialized license plates. Mayor Martin indicated that FDOT or the City of Port St. Lucie might already have traffic count data that could be used for the study.

Commissioner Townsend suggested that the Lennard Road extension project be prioritized. Chairman Dzadoovsky cautioned the members that doing so would invite political challenges from the Savanna Club.

10b. Transit Development Plan (TDP) Major Update Status Report: Presentation of a status report on the TDP Major Update.

Mr. Buchwald introduced Ms. Lathou, who explained the purpose of the Transit Development Plan (TDP) along with its components and parameters before outlining the activities comprising the Public Involvement Plan of the TDP. She described the *Reimagine Transit* branding of the TDP, summarized the results of the baseline data analysis and review of existing services, and provided a progress report on the various public outreach efforts. Ms. Lathou presented the preliminary findings from the public input activities and concluded with an overview of the next steps in the process.

Mr. Covelli provided an update on transit operations, reporting on the expansion of the microtransit service, funding developments, bus shelter improvements, and the upcoming express bus service to West Palm Beach. Mr. Covelli also announced that St. Lucie County had won the Community Transportation Coordinator (CTC) of the Year award

from the Florida Commission for the Transportation Disadvantaged. Several members congratulated Mr. Covelli and his team.

11. FDOT Comments – None.

12. Recommendations/Comments by Members – Vice Mayor Caraballo wished those in attendance a happy holiday season.

Councilwoman Morgan thanked the members for their support in allowing her to serve as Chairwoman for two years. Chairman Dzadovsky thanked her for her service in return.

Councilwoman Morgan remarked on the need to pursue the Marshall Parkway I-95 interchange project for the sake of economic vitality, noting that Port St. Lucie would soon be the fifth-largest city in Florida. Mr. Kelly likewise remarked on the importance of securing a Brightline Station in Fort Pierce, and several members echoed their support for Fort Pierce.

13. TPO Staff Comments – Mr. Buchwald introduced Ms. Torres as the TPO’s new Bicycle Pedestrian Program Manager. He reviewed the Board’s accomplishments during 2023 and then wished the members a happy holiday season.

14. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, February 7, 2024.

15. Adjourn – The meeting was adjourned at 3:25 pm.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Commissioner Chris Dzadovsky
Chairman




AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	February 7, 2024
Item Number:	8a
Item Title:	Appointments to the Bicycle-Pedestrian Advisory Committee (BPAC) and Local Coordinating Board for the Transportation Disadvantaged (LCB)
Item Origination:	St. Lucie TPO and LCB By-Laws, Rules, and Procedures
UPWP Reference:	Task 5.1: Public Involvement
Requested Action:	Appoint or do not appoint
Staff Recommendation:	It is recommended that Lisa Beert be appointed as a Resident Bicycling Representative to the BPAC and that the Council on Aging of St. Lucie, Inc./Community Transit be appointed as the local private non-profit representative to the LCB to fill vacancies.

Attachments

- Applications



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

APPLICATION FOR SERVING ON COMMITTEES/BOARD

1. Name Lisa Beert
 2. Home or Mobile Phone [REDACTED]
 3. Email Address LBeert@yahoo.com
 4. Home Address 4648 SW Leeward St PSL FL 34953
 5. How long have you lived at this location? 10 years
 6. Business Address (optional) _____
 7. Business Phone (optional) _____
 8. Are you employed by a government agency? Yes _____ No
 9. Do you now serve on a government committee or board? Yes _____ No
 10. If Yes, which one(s)? _____
 11. Brief summary of your education Bachelors degree Business Management / Finance
 12. Brief summary of your experience Sales, Project Management Public Safety
 13. Please select each St. Lucie Transportation Planning Organization (TPO) Board or Committee you are interested in serving on (more than one may be selected):
Transportation Disadvantaged Local Coordinating Board (LCB) _____
Citizens Advisory Committee (CAC) _____
Bicycle-Pedestrian Advisory Committee (BPAC)
 14. May your application be submitted to the TPO Board whenever vacancies occur on the selected Board/Committee(s) until you are appointed? Yes No _____
 15. Will you be able to attend quarterly LCB meetings, CAC meetings every other month, or BPAC meetings every other month? Yes No _____
- SIGNATURE [Signature] Date 1-22-2024

Submit completed application by mail, fax, or email to:
 MAIL: St. Lucie Transportation Planning Organization
 466 SW Port St. Lucie Boulevard, Suite 111
 Port St. Lucie, FL 34953
 FAX: 772-785-5839
 EMAIL: TPOAdmin@stlucieco.org

Note: Application is effective for two years from the date of completion

TITLE VI STATEMENT: The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcomed 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.

Crèole: Si ou ta rinmin recevoua information sa en crèole si l bous plait rèlè 772-462-1777.
 Español: Si usted desea recibir esta informaciòn en español, por favor llame al 772-462-1777.

Transportation Planning for Fort Pierce, Port St. Lucie, St. Lucie Village and St. Lucie County



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

AGENCY/BUSINESS APPLICATION FOR SERVING ON COMMITTEES AND BOARDS

- 1. Agency/Business Name: Council on Aging of St. Lucie, Inc./Community Transit
- 2. Agency/Business Address: 2501 SW Bayshore Blvd, Port St. Lucie, FL 34984
- 3. How long has the Agency/Business existed at this location? 22 years
- 4. Agency/Business Phone Number: 772-336-8608 5. Website: www.coasl.com

6. Primary Contact Information

- a. Name: Darrell J. Drummond b. Title: President/CEO
- c. Phone Number: 772-336-8608 d. Email Address: ddrummond@coasl.com

7. Alternate Contact Information

- a. Name: Robert Driscoll b. Title: Transit Director
- c. Phone Number: 772-345-8213 d. Email Address: rdriscoll@coasl.com

8. Please select each St. Lucie TPO Board or Committee the Agency/Business is interested in serving on (more than one may be selected):

- Local Coordinating Board for the Transportation Disadvantaged (LCB)**
- Technical Advisory Committee (TAC)**
- Treasure Coast Scenic Highway Committee (TCSHC)**

9. May this application be submitted to the TPO Board whenever vacancies occur on the selected Board/Committee(s) until the Agency/Business is appointed? Yes: No:

10. Will the Agency/Business be able to attend LCB meetings or TCSHC meetings quarterly or TAC meetings every other month? Yes: No:

Signature: [Signature] Date: September 27, 2021

Please submit the completed application by mail or email to:

Mail: St. Lucie Transportation Planning Organization
 466 SW Port St. Lucie Boulevard, Suite 111
 Port St. Lucie, FL 34953

Email: TPOAdmin@stlucieco.org

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

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

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



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www.stlucietpo.org

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	February 7, 2024
Item Number:	9a
Item Title:	Federal Highway Administration (FHWA) Adjusted Urban Area Boundary (UAB)
Item Origination:	Florida Department of Transportation (FDOT)
UPWP Reference:	Task 2.2 – GIS and Data Management
Requested Action:	Concur with the draft 2020 FHWA Adjusted UAB for the TPO area, concur with conditions, or do not concur.
Staff Recommendation:	Based on the recommendation of the Technical Advisory Committee and because the draft 2020 FHWA Adjusted UAB incorporates TPO and local agency staff comments, it is recommended that the TPO Board concur with the draft 2020 FHWA Adjusted UAB for the TPO area.

Attachments

- Staff Report
- Project Information Summary
- Draft 2020 FHWA Adjusted UAB Map



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

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: January 31, 2024

SUBJECT: Federal Highway Administration (FHWA) Adjusted Urban Area Boundary (UAB)

BACKGROUND

Urban Areas represent developed areas based on population density which the U.S. Census Bureau revise every 10 years based on population counts from the Decennial Census. Following every Census, the Florida Department of Transportation (FDOT), in coordination with FHWA and Metropolitan Planning Organizations (MPOs), is required to update the Urban Area Boundary (UAB) and the Functional Classifications for roadways in the State of Florida. As identified in the attached Project Information Summary, the UAB and Federal Functional Classifications determine funding eligibility under Federal-Aid Highway and Transit programs and establish the expectations for roadway design, speed, and capacity and the relationship to existing and future land use development.

The UAB first determines the rural versus urban classification for the roadways. The Functional Classification, such as whether the roadway is an arterial, collector, or local roadway, is then assigned to a rural or urban roadway based on the character of service that the roadway provides in relation to the overall roadway network. Arterial roadways represent the most-used routes and provide a high level of through-traffic movement, local roadways represent the least-used routes and provide predominantly direct property access, while collector roadways connect between the arterial roadways and local roadways. Since the 2020 Census has been completed,

the process for updating the Urban Area Boundary (UAB) and Functional Classification has been initiated.

ANALYSIS

In December 2022, the U.S. Census Bureau issued the designation of the 2020 Census Urban Areas composed of areas with population equal to or greater than 5,000 people. On December 20, 2023, the local agency and TPO staffs met with FDOT to review proposed adjustments to the Census Urban Area in St. Lucie County to create the Draft 2020 FHWA Adjusted UAB Map for the TPO area. Also known as smoothing the UAB, these adjustments to the UAB were intended to accomplish the following:

- Eliminate irregularities,
- Maintain administrative continuity of peripheral roadway routes,
- Encompass fringe areas having residential, commercial, industrial, and/or national defense significance,
- Incorporate transportation terminals serving the Urban Area such as airports and seaports if located within the Urban Area or within a reasonable distance of the Urban Area,
- Consider the locations of logical control points for transportation linkages such as interchanges, major crossroads, etc., where the inclusion of such locations will not overly distort the Urban Area.

The draft 2020 FHWA Adjusted UAB for the TPO area depicted on the attached map incorporates the comments received from the local agency and TPO staffs.

At its meeting on January 23rd, the TPO Technical Advisory Committee recommended concurrence with the FHWA Adjusted UAB for the TPO area.

RECOMMENDATION

Based on the recommendation of the Technical Advisory Committee and because the draft 2020 FHWA Adjusted UAB incorporates TPO and local agency staff comments, it is recommended that the TPO Board concur with the draft 2020 FHWA Adjusted UAB for the TPO area.

PROJECT INFORMATION SUMMARY



Purposes & Objectives

- Determine funding eligibility under Federal-Aid highway & transit programs.
- Set expectation about roadway design, speed, capacity and relationship to existing & future land use development.

Contact Information

Raj Shanmugam, P.E., System Analytics Supervisor
FDOT-D4, Planning & Environmental Management
Tel: 954-777-4655

E-mail: Raj.Shanmugam@dot.state.fl.us

Jeannelia Liu, P.E., Senior Project Manager
CALTRAN Engineering Group
Tel: 786-456-7700

E-mail: JLiu@caltransgroup.com

2020 Smoothed & Adjusted Urban Area Boundaries (UAB)²⁰ & Federal Functional Classification

Background

In December 2022, the US Census Bureau issued the designation of the 2020 Census urban areas, which is composed of Urban Areas with population greater or equal to 5,000 people. After each decennial census, the FDOT in coordination with the Metropolitan Planning Organizations (MPOs) and FHWA are required to review and adjust the census urban boundaries for transportation planning purposes. In general, the smoothing process:

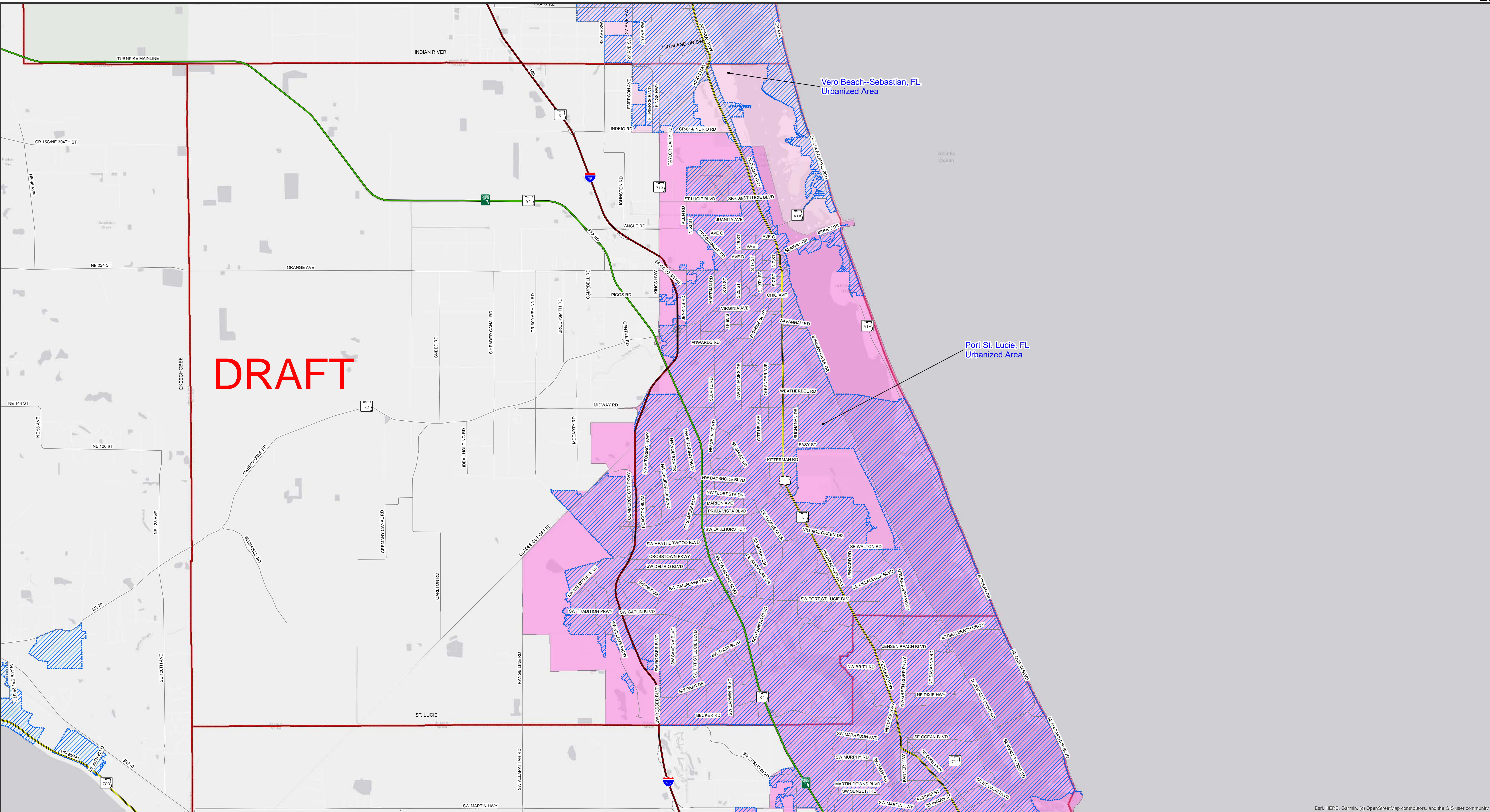
- Eliminates irregularities,
- Maintains administrative continuity of peripheral routes,
- Encompasses fringe areas having residential, commercial, industrial, and/or national defense significance.
- Incorporates transportation terminals serving the area such as airports and seaports and should also be included within the smoothed area if they lie within a reasonable distance of the UAB.
- Consideration given to the selection of locations that will include logical control points for transportation linkages such as interchanges, major cross-roads, etc., where the inclusion of such areas will not overly distort the urban area.

The Smoothed and Adjusted 2020 Census Urban Boundary is used throughout FHWA in programs such as the Highway Performance Monitoring System (HPMS), which is the source for performance measures.

The subsequent/concurrent process for updating the federal functional classification of roadways is impacted by the rural versus urban classification. The functional classification of roadways determines the Federal-Aid eligibility (roadways, bridges, and transit projects) and are assigned according to the character of service they provide in relation to the total roadway network, e.g., principal arterials, minor collectors, etc. Functional classifications relate to travel desires, with arterial roads representing the most-used routes and local roads representing the least-used routes. An arterial system provides a high level of through-traffic movement, a local system provides predominantly direct property access, and collector system functions lie between the two.

For more information on these processes, please refer to the guidance provided by the FDOT at <https://www.fdot.gov/statistics/hwysys/UBFC-update-process.shtm>.





DRAFT

Vero Beach-Sebastian, FL Urbanized Area

Port St. Lucie, FL Urbanized Area

ST. LUCIE COUNTY

Recommended By:

Approved By:

Florida Department of Transportation

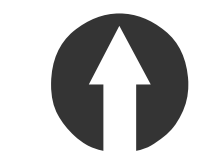
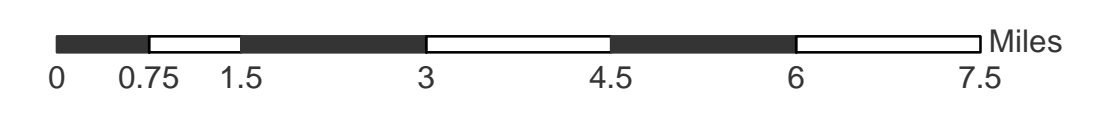
Federal Highway Administration

Chairman

Date

Date

Date



Prepared By:

FLORIDA DEPARTMENT OF TRANSPORTATION
in cooperation with the
US DEPARTMENT OF TRANSPORTATION

File Created:
01/30/2024



- Census Urban Boundary (2020)
- Port St. Lucie, Urban Boundary (2020)
- Vero Beach-Sebastian, Urban Boundary (2020)
- Interstates
- US Highways (USROUTE)
- Toll Roads (TOLLROAD)

Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	February 7, 2024
Item Number:	9b
Item Title:	Amendment #8 to the FY 2023/24 – FY 2027/28 Transportation Improvement Program (TIP)
Item Origination:	Florida Department of Transportation (FDOT) District 4
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Adopt TIP Amendment #8, adopt with conditions, or do not adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because the proposed TIP amendment is consistent with the SmartMoves 2045 Long Range Transportation Plan and does not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendment be adopted.

Attachments

- Staff Report
- TIP Amendment Request Letter
- New TIP Project Page



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

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: January 30, 2024

SUBJECT: Amendment #8 to the FY 2023/24 – FY 2027/28
 Transportation Improvement Program (TIP)

BACKGROUND

The FY 2023/24 – FY 2027/28 TIP was adopted by the TPO Board on June 7, 2023. As a result of the TPO project prioritization process, the Florida Department of Transportation (FDOT) District 4 recently added a new project to its Work Program subsequent to the TPO's adoption of the TIP and requests an amendment to reflect this change in the TPO's TIP.

ANALYSIS

As summarized in the attached request from FDOT District 4, the proposed TIP amendment will add the preliminary engineering phase of the installation of various advanced traffic management equipment on Midway Road from Selvitz Road to U.S. Highway 1 including fiber optic cable, traffic cameras and video detectors, and adaptive signal control.

The phase will cost \$5,000 to be funded by a Carbon Reduction for Urban Area (CARU) source. The TIP page to be added for the new project is attached.

Because new funding will be added to the TIP that equals the costs of the new project, the project will not impact the fiscal constraint of the TIP. The project is consistent with the TPO's SmartMoves 2045 Long Range Transportation Plan

(LRTP). Therefore, the TIP amendment is consistent with the SmartMoves 2045 LRTP.

At the meetings during the weeks of January 15th and 22nd, the TPO Advisory Committees recommended the adoption of the same targets as FDOT's 2024 Safety Performance Targets and the proposed 2024 Interim Safety Performance Benchmarks for the TPO.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because the proposed TIP amendment is consistent with the SmartMoves 2045 LRTP and does not impact the fiscal constraint of the TIP, it is recommended that the proposed TIP amendment be adopted.



Florida Department of Transportation

RON DESANTIS GOVERNOR

3400 West Commercial Boulevard Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E. SECRETARY

November 30, 2023

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

SUBJECT: St. Lucie Transportation Planning Organization TIP Amendment Request FY 2023/24 – 2027/28 MIDWAY ROAD FROM SELVITZ ROAD TO US-1

Dear Mr. Buchwald:

Pursuant to Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2023/24 – 2027/28 Transportation Improvement Program.

This amendment is required because a new project has been added to the work program and needs to be reflected in the TIP.

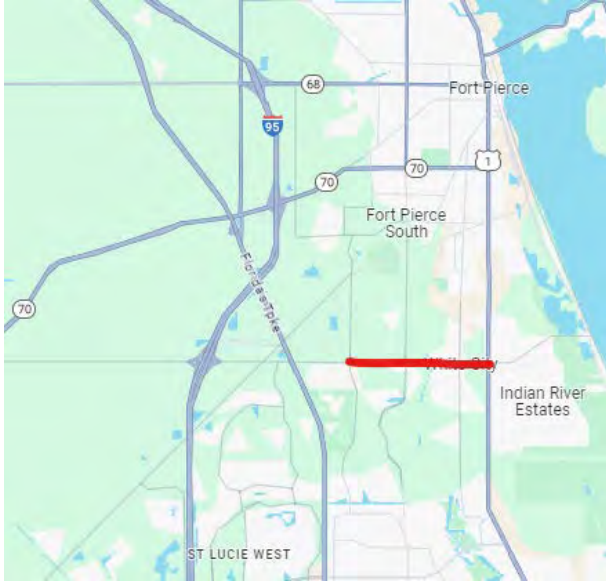
This project is consistent with the goals of the St. Lucie Transportation Planning Organization’s Long-Range Transportation Plan. The TIP remains financially constrained. A State Transportation Improvement Program (STIP) Amendment is required. The TIP amendment is as follows:

Table with 4 columns: FM#, Project Name, Project Description, and a summary row for Phase, Fund, and FY 2024. Includes a vertical 'PROPOSED' label on the left.

If you have any questions or need additional information, please contact me on (954) 777-4365.

Sincerely, Signed by: Kelly Budhu MPO Liaison FDOT – District 4

**MIDWAY RD FROM SELVITZ RD TO US-1
453496-1 Non-SIS**



Project Description: ATMS

Extra Description: 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 FIBER OPTIC CABLE ALONG MIDWAY RD FROM SELVITZ RD TO SR-5/US 1, INTERCONNECT FIVE (5) SIGNALIZED INTERSECTIONS, & UPGRADE HARDWARE & SOFTWARE COMPONENTS OF EXISTING SIGNAL SYSTEM TO ADAPTIVE SIGNAL CONTROL. INCLUDES FIBER SPLICING & TERMINATION AT EACH CONTROL CABINET, FURNISHING & INSTALLING SWITCHING DEVICES, & ETHERNET ACCESS POINT.

Lead Agency: MANAGED BY FDOT

From: SELVITZ RD

County: ST. LUCIE

To: US-1

Length: 2.5

Phase Group: PRELIMINARY ENGINEERING

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 5,000
LRTP: Page 8-2

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

Notes



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	February 7, 2024
Item Number:	9c
Item Title:	2024 Safety Performance Targets
Item Origination:	Unified Planning Work Program (UPWP), Federal Requirements, and the Florida Department of Transportation (FDOT)
UPWP Reference:	Task 2.4 - Performance Management
Requested Action:	Adopt the proposed 2024 Safety Performance Targets and Interim Benchmarks, adopt with conditions, or do not adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and on sharing the understanding with FDOT that the death or injury of any person is unacceptable, it is recommended that the same targets as FDOT's 2024 Safety Performance Targets and the 2024 Safety Performance Interim Benchmarks be adopted.

Attachments

- Staff Report
- Excerpt from FDOT's FY 2024-2026 Highway Safety Plan



Coco Vista Centre
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 772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: January 31, 2024

SUBJECT: 2024 Safety Performance Targets

BACKGROUND

Federal Transportation Performance Management (TPM) requirements ensure that State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) choose the most efficient investments for Federal transportation funds. To comply with the requirement, State DOTs are required to establish statewide targets annually for the safety performance measures, and MPOs have the option to support the statewide targets or adopt their own quantifiable targets for the MPO's planning area. The St. Lucie TPO (TPO) incorporated TPM into its planning process by dedicating a task to it in the FY 2022/23-FY 2023/24 Unified Planning Work Program.

Since 2017, the Florida Department of Transportation (FDOT) has adopted "0" annually for all five required safety performance measures to reflect its goal of zero deaths and injuries, and the TPO Board has adopted the same target as the FDOT's Safety Targets every year. For calendar year 2024, FDOT continues with its Vision Zero targets for all five safety performance measures. Consequently, to comply with the Federal requirements, the TPO must support the FDOT Safety Performance Targets or establish its own targets by February 27, 2024.

ANALYSIS

As meeting the target of zero deaths and injuries is a tremendous challenge, FDOT publishes every year a safety performance forecast that is statistically probable as they strive to drive down fatalities and serious injuries with an ultimate vision of zero. The TPO has been setting interim benchmarks to monitor the progress toward meeting the final “0” targets. The safety performance results for both FDOT and the TPO, which include the newly released 2022 results, compared to the 2022 FDOT forecasts and TPO interim benchmarks are provided as follows:

2022 Safety Performance Results												
	Fatality	%D	VMT (100 million)	%D	Fatality Rate*	%D	Serious Injury	%D	Serious Injury Rate*	%D	Non-Motorized Fatality and Serious Injuries	%D
Statewide												
2014 5-Year Rolling Average	2,433		1,944.41		1,243		20,519		10.48		3,109.6	
2015 5-Year Rolling Average	2,531	4.0%	1,966.34	1.1%	1,277	2.7%	20,505	-0.1%	10.36	-1.2%	3,207.6	3.2%
2016 5-Year Rolling Average	2,684	6.0%	2,011.91	2.3%	1,329	4.1%	20,833	1.6%	10.35	-0.1%	3,289.0	2.5%
2017 5-Year Rolling Average	2,825	5.3%	2,067.86	2.8%	1,361	2.4%	20,917	0.4%	10.13	-2.2%	3,286.0	-0.1%
2018 5-Year Rolling Average	2,972	5.2%	2,126.09	2.8%	1,398	2.7%	20,727	-0.9%	9.77	-3.5%	3,308.8	0.7%
2019 5-Year Rolling Average	3,110	4.7%	2,175.46	2.3%	1,420	1.6%	20,170	-2.7%	9.22	-5.6%	3,287.4	-0.6%
2020 5-Year Rolling Average	3,192	2.6%	2,177.22	0.1%	1,450	2.1%	18,992	-5.8%	8.64	-6.3%	3,192.0	-2.9%
2021 5-Year Rolling Average	3,306	3.6%	2,183.07	0.3%	1,517	4.6%	18,634	-1.9%	8.25	-4.5%	3,190.4	-0.1%
2022 5-Year Rolling Average	3,387	2.5%	2,198.05	0.7%	1,541	1.6%	17,146	-8.0%	7.79	-5.6%	3,154.0	-1.1%
2022 Forecast	3,233				1.57		16,724		7.95		3,077	
St. Lucie TPO												
2014 5-Year Rolling Average	29.8		30.56		0.97		174.0		5.69		28.4	
2015 5-Year Rolling Average	31.0	4.0%	30.84	0.9%	1.00	3.0%	166.6	-4.3%	5.40	-5.0%	27.2	-4.2%
2016 5-Year Rolling Average	33.6	8.4%	31.53	2.2%	1.07	6.3%	165.0	-1.0%	5.21	-3.5%	24.4	-10.3%
2017 5-Year Rolling Average	36.2	7.7%	32.23	2.2%	1.12	5.5%	164.2	-0.5%	5.10	-2.1%	26.8	9.8%
2018 5-Year Rolling Average	38.0	5.0%	33.29	3.3%	1.14	1.6%	162.2	-1.2%	4.91	-3.7%	29.2	9.0%
2019 5-Year Rolling Average	38.2	0.5%	34.35	3.2%	1.11	-2.6%	146.2	-9.9%	4.29	-12.8%	26.2	-10.3%
2020 5-Year Rolling Average	40.8	6.8%	34.64	0.8%	1.18	6.1%	145.2	-0.7%	4.21	-1.7%	27.8	6.1%
2021 5-Year Rolling Average	43.8	7.4%	35.10	1.3%	1.25	6.0%	148.0	1.9%	4.23	0.5%	32.2	15.8%
2022 5-Year Rolling Average	44.2	0.9%	37.24	6.1%	1.24	-0.9%	146.8	-0.8%	4.12	-2.6%	31.2	-3.1%
2022 Interim Safety Performance Benchmarks	38				1.09		148		4.04		26	

Data Source: FDOT Forecasting & Trends Office
 *Rate per 100 million Vehicle Miles Traveled (VMT)

The data above indicates that for the fourth straight year, the Statewide vehicle fatalities and fatality rate trended upward while vehicle serious injury and serious injury rate and non-motorized fatalities and serious injuries trended downward. It also indicates that in the TPO area, vehicle fatality rate, vehicle serious injury, serious injury rate, and non-motorized fatalities and serious injuries trended downward while vehicle fatalities remained nearly flat in 2022 meeting the interim benchmarks for serious injuries while missing the other four benchmarks.

Although the TPO’s 2022 safety performance results do not meet all of the 2022 interim performance benchmarks, the table below indicates that the TPO continues to outperform all of the MPOs/TPOs with populations between 250,000 and 400,000 in all of the safety performance results except for fatality rate which ranks a close second from the top. This top performance is despite the TPO area experiencing the largest increase in population compared to all of the MPOs/TPOs with populations between 250,000 and 400,000 with a 36 percent greater increase in population compared to the MPO/TPO with the next largest increase in population.

2022 Safety Performance Results						
MPO/TPO	Fatalities	Fatality Rates	Serious Injuries	Serious Injury Rates	Non-motorized Fatality and Serious Injuries	Population
Heartland Regional TPO	94.2	2.9	357.8	11.2	36.4	253,100
St Lucie TPO	44.2	1.2	146.8	4.1	31.2	340,100
Hernando/Citrus MPO	67.8	1.8	528.2	13.9	49.2	352,100
Ocala/Marion County TPO	96.8	2.1	415.0	9.0	55.8	381,200
Capital Region TPA	60.0	1.3	233.8	5.2	41.4	388,600
Collier County MPO	45.0	1.2	226.4	5.9	43.6	382,700
Data Source: FDOT Forecasting & Trends Office						
*Rate per 100 million Vehicle Miles Traveled (VMT)						

FDOT adopted “0” for all five safety targets for 2024. The attached excerpt from FDOT’s FY 2024-2026 Highway Safety Plan contains the Statewide safety performance measure forecasts for the upcoming years.

Because four of the five TPO’s safety performance measures missed the benchmarks in 2022 but almost remain flat or are trending downward, it appears to be appropriate to keep the safety performance interim benchmarks the same as 2023 for 2024 as identified in the following table:

2024 Safety Performance Targets, St. Lucie TPO					
	Fatality	Fatality Rate*	Serious Injury	Serious Injury Rate*	Non-Motorized Fatality and Serious Injuries
2018 Interim Safety Performance Benchmarks	38	1.10	159	4.64	25
2019 Interim Safety Performance Benchmarks	35	1.04	154	4.24	24
2020 Interim Safety Performance Benchmarks	35	1.04	154	4.24	24
2021 Interim Safety Performance Benchmarks	35	1.04	151	4.05	24
2022 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
2023 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
2024 Interim Safety Performance Benchmarks	38	1.09	148	4.04	26
Final Performance Targets	0	0	0	0	0
*Rate per 100 million Vehicle Miles Traveled (VMT)					

According to the National Highway Traffic Safety Administration (NHTSA), one of the top reasons for traffic accidents and fatalities is speeding. To improve roadway safety through speed management, the TPO staff conducted a Speed Kills Analysis in 2021 to examine the link between vehicle speed and crash severity and to identify high crash locations within the TPO area. Consequently, Spot Speed Studies were conducted last year to evaluate speed limits and travel speeds on three high crash locations on arterial roadways.

In addition, the TPO adopted automated speed enforcement as a Legislative Priority for the 2023 Florida Legislative Session. Subsequently, a law was enacted as a result of the 2023 Session permitting local governments to implement automated speed enforcement in school zones. St. Lucie County then adopted a resolution to initiate the implementation of automated speed enforcement in school zones, and the TPO will support the County in its implementation and the local governments in reducing speed limits.

Understanding that meeting the "0" targets is a comprehensive effort among the TPO, local governments, and law enforcement, it is expected that the speed management efforts will ultimately reduce the number of traffic fatalities and injuries while the complete streets and bicycle-pedestrian projects prioritized by the TPO for funding will ultimately reduce the number of non-motorized fatalities and serious injuries.

It appears to be appropriate for the TPO to continue to share FDOT's approach to safety that the death or injury of any person is unacceptable and to partner with FDOT in meeting the safety targets to optimize the use of Federal funds. Therefore, it appears to be appropriate for the TPO to adopt the same targets as FDOT's 2024 Safety Performance Targets of "0" and for the TPO to adopt the 2024 Safety Performance Interim Benchmarks to monitor the TPO's progress in meeting the "0" targets.

At the meetings during the weeks of January 15th and 22nd, the TPO Advisory Committees recommended the adoption of the same targets as FDOT's 2024 Safety Performance Targets and the proposed 2024 Interim Safety Performance Benchmarks for the TPO.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and on sharing the understanding with FDOT that the death or injury of any person is unacceptable, it is recommended that the same targets as FDOT's 2024 Safety Performance Targets and the 2024 Safety Performance Interim Benchmarks be adopted.

PERFORMANCE PLAN

DATA FORECASTS

Realizing that zero fatalities likely will not be reached within Florida's 3HSP, Florida uses data models to forecast the fatalities that are statistically probable as we diligently strive to drive down fatalities and serious injuries with an ultimate vision of zero.

Florida's data forecasts have been established using an autoregressive integrated moving average (ARIMA) Hybrid Regression Model (0, 1,1)(2,0,0)(12) with VMT. Nine independent variables were tested to assess correlations between fatalities against possible influencing factors, including VMT, gas consumption, vehicle registration, temperature, precipitation, gross domestic product (GDP), and tourists. Only VMT and gas consumption have relatively high correlations with fatalities and serious injuries; and, of these two variables, only VMT was useful in predicting future fatalities and serious injuries.

The first three performance measures (number of fatalities, number of serious injuries, and fatality rate per 100M VMT) have been forecast based on five-year rolling averages; and the remaining performance measures will be forecasted annually. The forecasts for 2023 to 2026 are based on monthly data from 2007 through 2022 using statistical forecasting methodologies. Each year, the data forecasts are recalculated with the most recent data to create the updated forecasts. Forecasts for 2023 to 2026 were calculated by using the established trend percentage for VMT to normalize the 2020 data due to any COVID-19 anomalies.



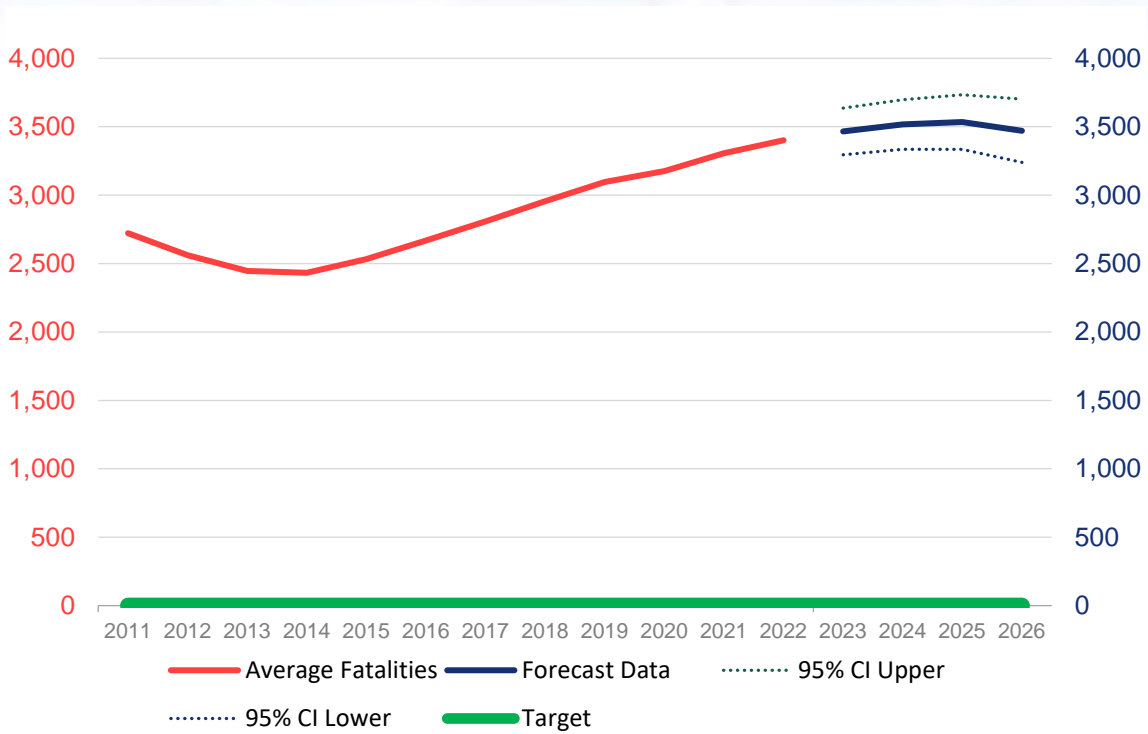
C1—Number of Traffic Fatalities

- **Target:** Florida’s target for fatalities is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatalities on Florida’s roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

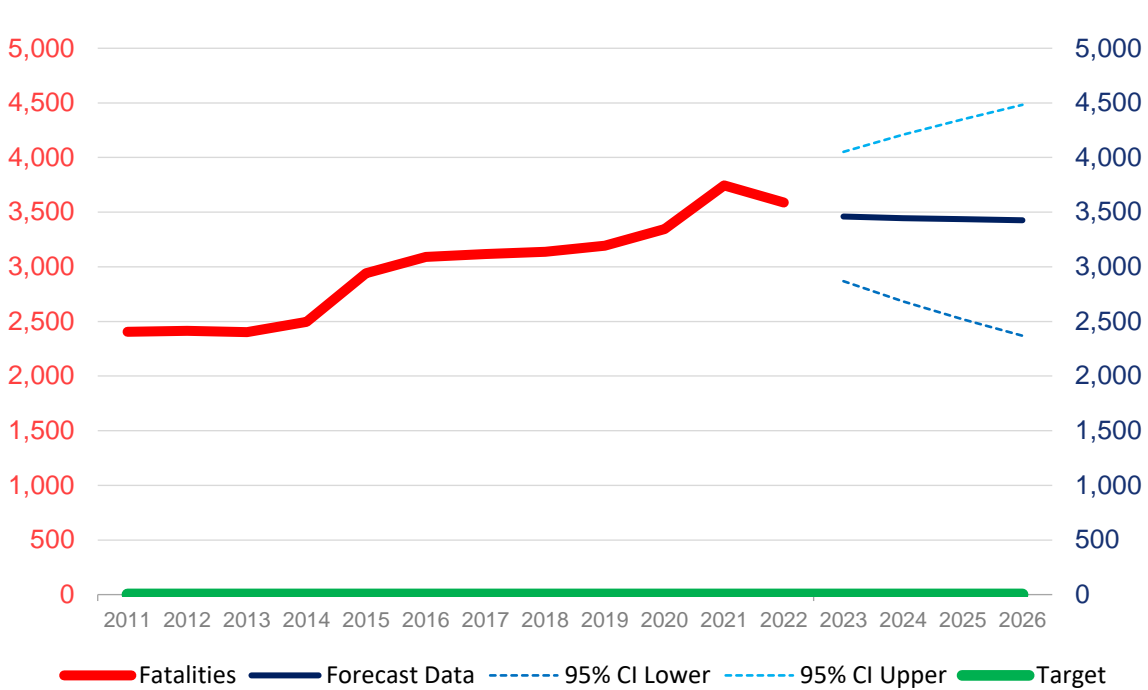
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-1	Number of fatalities	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	4,052	4,208	4,350	4,482
			Lower	2,868	2,683	2,520	2,369

- **Strategy:** The data forecast indicates Florida’s five-year rolling average for fatalities could slowly trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s five-year rolling average for fatalities could slowly trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of fatalities.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration and Florida GDP—with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables—the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: The chart below reflects the five-year rolling average of traffic fatalities for each year and the data forecasts for 2023 through 2026.



Actual Annual Fatalities Graph: The chart below reflects the annual fatalities for each year and the data forecasts for 2023 through 2026.



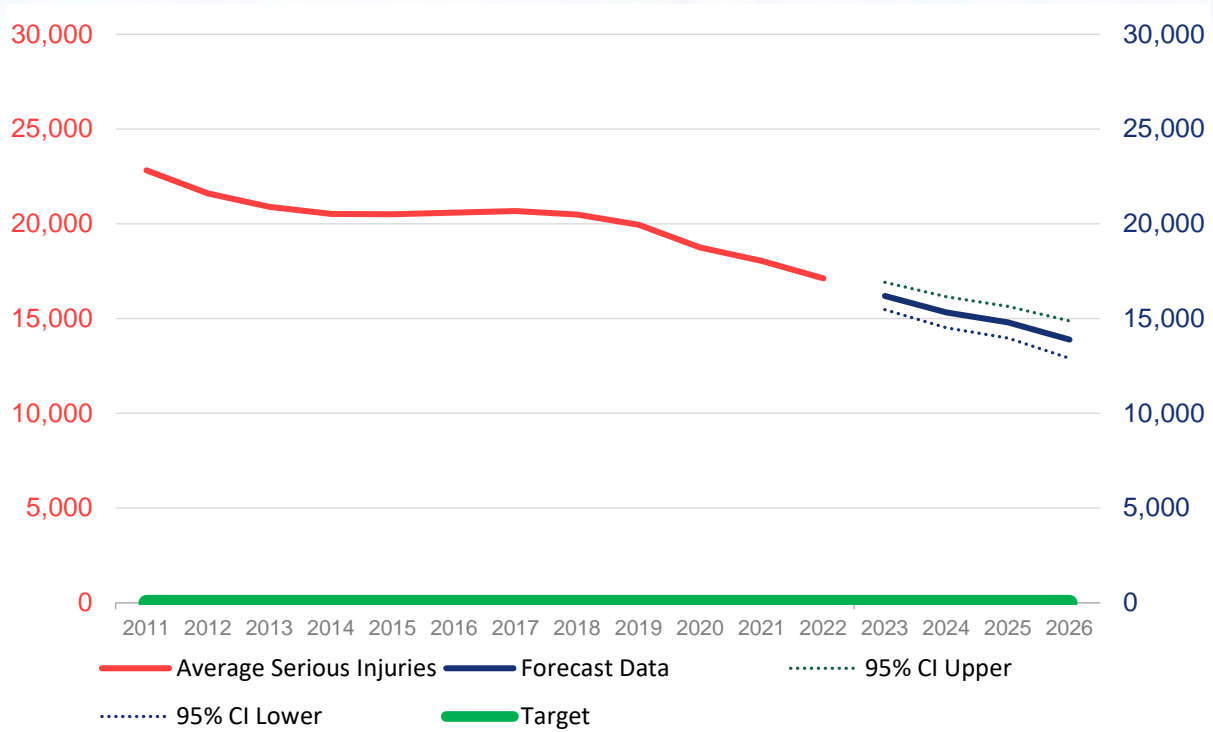
C2—Number of Serious Injuries

- **Target:** Florida’s target for serious injuries is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total serious injuries on Florida’s roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

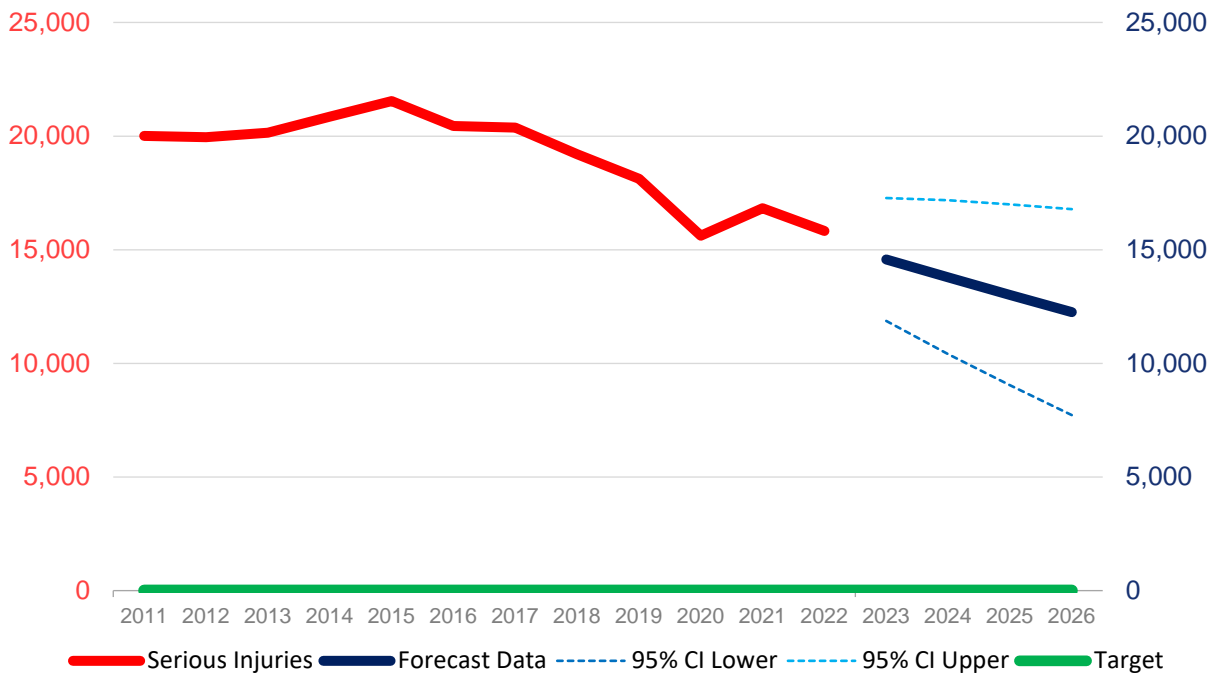
Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-2	Number of serious injuries	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	17,274	17,177	16,988	16,785
			Lower	11,866	10,404	9,039	7,722

- **Strategy:** The data forecast indicates Florida’s five-year rolling average for serious injuries will continue to trend downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of serious injuries to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the number of serious injuries.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.

Five-Year Rolling Average Graph: The chart below reflects the five-year rolling average of serious injuries for each year and the data forecasts for 2023 through 2026.



Annual Serious Injuries Graph: The chart below reflects the total annual serious injuries for each year and the data forecasts for 2023 through 2026.



C3—Fatality Rate

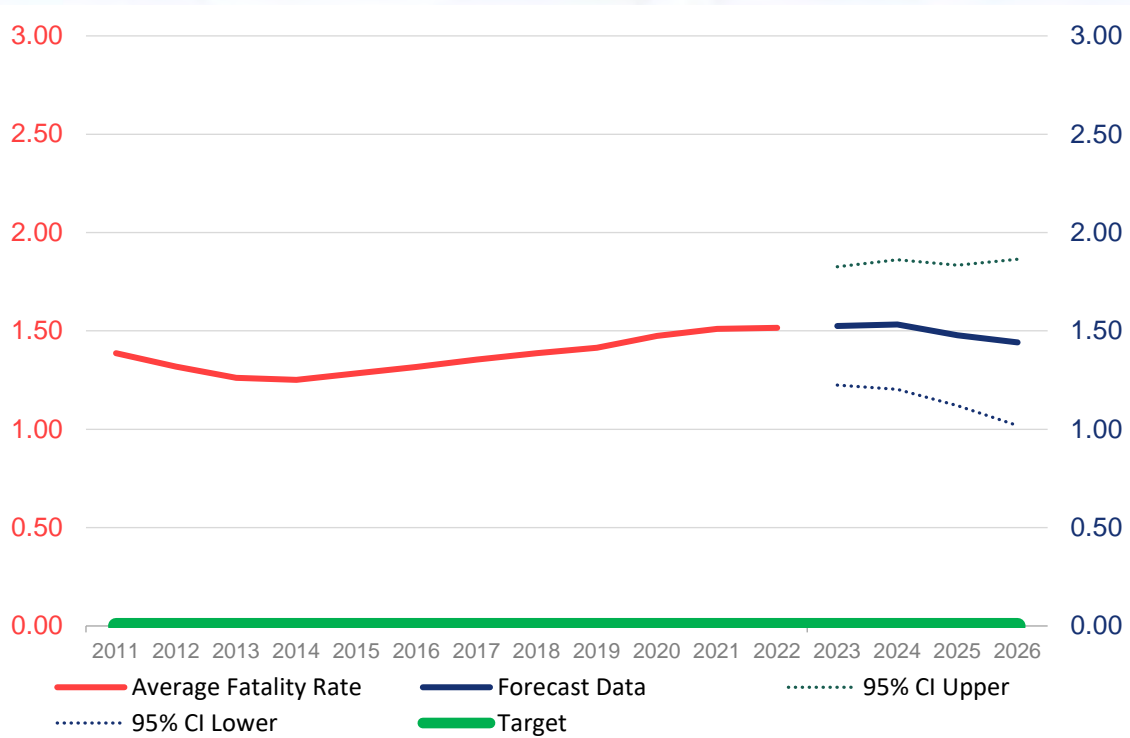
- **Target:** Florida’s target for fatality rate is zero in FY 2024–2026.
- **Annual Performance Forecast:** Based on statistical forecasting, the five-year rolling average for total fatality rate per 100M VMT on Florida’s roads is forecasted, as shown in the table below. This forecast was made with historical and current state data from 2007 to 2022 to predict probable outcomes for 2023 through 2026.

Core Outcome Measures		Measure Type		2023	2024	2025	2026
C-3	Fatality rate per 100 VMT	Actual	Target	0	0	0	0
		FDOT Forecast	Upper	1.75	1.85	1.93	2.00
			Lower	1.15	1.03	0.93	0.84

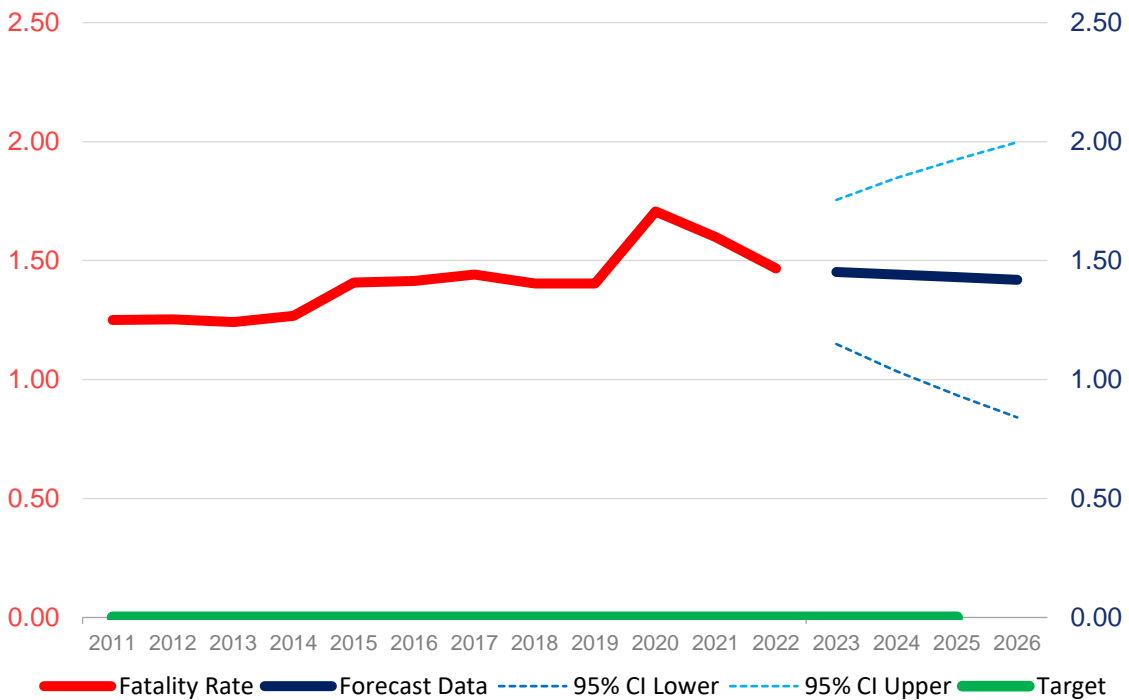
- **Strategy:** The data forecast indicates Florida’s five-year rolling average for fatality rate could trend slowly downward in 2023 through 2026. The FDOT State Safety Office intends to execute the subgrants identified in the FY2024 annual application in areas with high frequency of fatalities to increase preventative measures, such as enforcement of traffic laws, education of traffic laws and safety practices, provide and educate regarding alternate transportation methods, public traffic safety outreach and education, coordination of external safety partners to implement additional unified education methods, and other strategies consistent with traffic safety improvement planning. While the data forecast indicates Florida’s five-year rolling average for fatalities will trend downward in 2023 through 2026, the FDOT State Safety Office expects the projects chosen for funding and included in the FY2024 annual application will enhance the downward trend to ultimately reduce the fatality rate per 100M VMT.
- **Justification:** Forecasts were made using a three-step analytical approach consisting of exploratory analysis, development of pre-forecast to choose a preferred model for each measure, and development of the final forecast. The exploratory analysis tested multiple independent variables (in addition to the stratification of the dependent safety measure variable into two categories) to assess statistical association. The results showed that fatalities are statistically correlated with VMT, gas consumption, vehicle registration, and Florida GDP with weak to moderate explanatory power. While the exploratory analysis identified correlations with multiple independent variables, the pre-forecasting process indication that most of the independent variables were not useful in estimating future fatalities or serious injuries. An ARIMA model was ultimately chosen, which uses past values of the dependent variable as independent variables (e.g., fatalities) and year-to-year difference in the values to forecast future values.



Five-Year Rolling Average Graph: Fatality Rate—The chart below reflects the five-year rolling average for fatality rate per VMT for each year and the data forecasts for 2023 through 2026.



Actual Annual Graph: Fatality Rate—The chart below reflects the annual fatality rate per VMT for each year and the data forecasts for 2023 through 2026.





AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	February 7, 2024
Item Number:	9d
Item Title:	Public Participation Plan (PPP) 2023 Annual Evaluation
Item Origination:	Unified Planning Work Program (UPWP) and Federal and State requirements
UPWP Reference:	Task 5.1: Public Participation, Education & Outreach
Requested Action:	Accept the PPP 2023 Annual Evaluation, accept with conditions, or do not accept.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because the PPP 2023 Annual Evaluation analyzes the effectiveness of the PPP in improving public access to transportation planning decision making, it is recommended that the PPP 2023 Annual Evaluation be accepted by the TPO Board.

Attachments

- Staff Report
- Draft PPP 2023 Annual Evaluation



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

MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
 Executive Director

FROM: Marceia Lathou
 Transit/ACES Program Manager

DATE: January 25, 2024

SUBJECT: Public Participation Plan (PPP) 2023 Annual
 Evaluation

BACKGROUND

The TPO's Unified Planning Work Program (UPWP) includes substantial public involvement efforts within a continuous and ongoing task which includes compliance with all Title VI/Environmental Justice and nondiscrimination requirements. These efforts are advanced through the TPO's Public Participation Plan (PPP). Annual evaluations of the PPP quantify the effectiveness in meeting or implementing the PPP outreach strategies.

A major update to the PPP was adopted by the TPO Board in February 2020. A 2020 evaluation of the PPP was conducted which initially served as the base year for subsequent annual evaluations.

ANALYSIS

Major outreach efforts during 2023 were conducted during the development of the Sustainable Transportation Plan, Transit Development Plan Major Update, Port St. Lucie-West Palm Beach bus survey, and UPWP Call for Planning Projects. The attached PPP 2023 Evaluation demonstrates the effectiveness of outreach for these projects and other efforts.

The PPP 2023 Evaluation uses 2020, 2021, and 2022 data as baselines, where applicable. For instance, if in 2021, a baseline 2020 target was met then the

2021 data became the new baseline. If in 2021 or 2022, a baseline 2020 target was not met, then the 2020 data remained the baseline. Similarly, if in 2021 or 2022, baseline targets were met, then 2021 or 2022 became the new baselines.

It should be noted that the 2020 baseline data may be skewed by the major public participation efforts of the SmartMoves 2045 Long Range Transportation Plan. Nevertheless, public participation in 2023 exceeded previous years efforts in numerous categories. Highlights of the PPP 2023 Evaluation include:

- 383% increase, online survey engagements (5% target)
- 349% increase, social media engagements (5% target)
- 75% increase, interactions at in-person events hosted by other organizations (5% target)
- 15% increase, in-person interactions at TPO galleries/kiosks (5% target)
- 12% increase, eblast opens (5% target)
- 37% increase, online community engagement dashboard visitors (5% target)

At their meetings during the weeks of January 15th and January 22nd, the TPO Advisory Committees recommended the acceptance of the PPP 2023 Annual Evaluation.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because the PPP 2023 Annual Evaluation analyzes the effectiveness of the PPP in improving public access to transportation planning decision making, it is recommended that the PPP 2023 Annual Evaluation be accepted by the TPO Board.

Public Participation Plan
2023 Annual Evaluation

Environmental Justice/Title VI Participation

Participation Method	Tracking Method	Baseline Performance Measures*	2023 Targets	2023 Actual	2023 % Change
Online Activities	Electronic Tracking	161 engagements from targeted zip codes with significant EJ/Title VI populations****	5% increase	No tracking available	N/A
In-Person Activities	Manual Tracking	116/502 (23%) EJ/Title VI attendees***	5% increase	95/434 (22%)	4% decrease

Online Activities

Participation Method	Tracking Method	Baseline Performance Measures	2023 Targets	2023 Actual	2023 % Change
Community Engagement Dashboard	Electronic Tracking	51 visitors***	5% increase	70 visitors	37% increase
Eblasts	Electronic Tracking	261 subscribers; 33% opens; 7 eblasts****	5% increase	231 recipients; 37% opens; 4 eblasts	12% increase
Email	Electronic Tracking	26****	5% increase	12	53% decrease
Interactive Maps	Electronic Tracking	625 visitors; 136 comments**	5% increase	397 visitors, 95 total survey responses for EV Charge & Micro-Mobility surveys	37% decrease
Online Surveys	Electronic Tracking	153 engagements****	5% increase	95 Beep Survey, PSLX 503, TDP 136, UPWP 5 responses	383% increase

Participation Method	Tracking Method	Baseline Performance Measures	2023 Targets	2023 Actual	2023 % Change
Social Media	Facebook Twitter YouTube	7,483 Facebook reached, 468 engaged, 5 boosted posts, 15 Twitter likes ****	5% increase	33,581 reached, 838 engaged, 502 comments, 5 Twitter likes	349% increase
Virtual Workshop	Electronic Tracking	29 attendees**	5% increase	Not applicable	N/A
Website	Electronic Tracking	16,000 page views 13,332 unique page views.***	5% increase	Analytics no longer tracks unique page views, tracks new visitors. 15,346 page views, 4,380 new visitors	4% decrease

In-Person Activities

Participation Method	Tracking Method	Baseline Performance Measures	2023 Targets	2023 Actual	2023 % Change
Mail, Telephone, In-Person	Manual Tracking	206 inquiries***	5% increase	124	40% decrease
Events	Manual Tracking	416 interactions****	5% increase	728	75% increase
Surveys	Completed Surveys	297 completed surveys****	5% increase	197	34% decrease
Gallery & Kiosks	Attendance Records, Sign-in Sheets	104 public comments****	5% increase	120	15% increase

Participation Method	Tracking Method	Baseline Performance Measures	2023 Targets	2023 Actual	2023 % Change
Public events/ presentations	Attendance Records, Meeting Summaries, Sign-in Sheets	207 attendees***	Maintain	100	52% decrease
Public Meetings	Attendance Records, Meeting Summaries, Sign-in Sheets	482 attendees***	5% increase	434	10% decrease
Press Releases	Manual Tracking	1 press release**	Not applicable	2	Not applicable
Radio & Television	Manual Tracking	3 shows/interviews**	Not applicable	1	Not applicable
Workshops, Forums, Open Houses	Attendance Records, Meeting Summaries, Sign-in Sheets	140 attendees**	5% increase	54	61% decrease

*If in 2021 a target for a particular activity category was met, then 2021 became the new baseline year. If in 2021 a target for a particular activity category was not met, the performance metrics from 2020 remained the baseline for calculating the 2022 metrics.

**2020 Baseline Measure

***2021 Baseline Measure

****2022 Baseline Measure



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	February 7, 2024
Item Number:	9e
Item Title:	Transportation Regional Incentive Program (TRIP) 2024 Grant Application and Amendment to the 2023/24 List of Priority Projects (LOPP)
Item Origination:	2024 TRIP Grant Cycle
UPWP Reference:	Task 5.1 – Models of Regional Planning Cooperation
Requested Action:	Endorse the TRIP grant application and adopt the amendment to the LOPP, endorse and/or adopt with conditions, or do not endorse or adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and that the project is a highly-ranked regional project and a cost-feasible TPO project that will be shovel ready for construction at the time of the greatest TRIP grant funding availability, it is recommended that the TRIP grant application for the St. Lucie West Boulevard Project be endorsed and the LOPP amendment for the project be adopted.

Attachments

- Staff Report
- St. Lucie West Boulevard TRIP Grant Application Excerpts
- 2045 Treasure Coast Regional Long Range Transportation Plan Prioritized Needs Projects Excerpt
- SmartMoves 2045 Long Range Transportation Plan Excerpt
- Draft Amended 2023/24 LOPP



MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: January 30, 2024

SUBJECT: Transportation Regional Incentive Program (TRIP)
2024 Grant Application and Amendment to the
2023/24 List of Priority Projects (LOPP)

BACKGROUND

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

TRIP will pay for up to 50 percent of the non-federal share of the project or phase costs of transit projects and up to 50 percent of the total project or phase costs of other types of projects. Projects considered for TRIP funding must be identified as Regional Needs in the 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP). The TCTC prioritizes and selects projects for TRIP funding that are submitted by the Treasure Coast MPOs.

The following is the reported timing and amounts of available TRIP funding for District 4:

Fiscal Year	Amount
2025/26	\$766,198
2026/27	\$877,033
2027/28	\$109,421
2028/29	\$9,119,992
2029/30	\$9,119,992

It is anticipated for the TCTC to prioritize the TRIP applications for the 2024 grant cycle at its meeting this spring. The TPO Board is requested to

consider the endorsement of the project to be submitted to the TCTC for the 2024 TRIP Grant cycle and to consider the adoption of an amendment to the 2023/24 LOPP for the project.

ANALYSIS

A TRIP application (excerpts attached) is proposed to be submitted for the 2024 TRIP grant cycle from the City of Port St. Lucie for the construction of the widening of St. Lucie West Boulevard from Peacock Boulevard to Cashmere Boulevard. The proposed project is the top-ranked, off-system project in the attached excerpt from the list of 2045 Treasure Coast RL RTP Prioritized Needs Projects. It is also a Cost-Feasible Project in the TPO's SmartMoves 2045 Long Range Transportation Plan (LRTP) as identified in the attached excerpt. The proposed project consists of the widening of the existing four-lane section to six lanes with the enhancement of multimodal paths.

With the design of the project to be started by the City of Port St. Lucie and no acquisition of right-of-way necessary for the project, the project will be "shovel-ready" for construction in FY 2028/29 at the time of the largest amount of TRIP grant funding availability for District 4. The estimated cost for the construction of the project is \$22 million with the City requesting \$11 million of TRIP grant funding.

A draft amendment to the 2023/24 LOPP is attached which proposes to add the project to the bottom of the Master List for the TRIP grant funding. The addition of the project to the 2023/24 LOPP is consistent with the TPO's SmartMoves 2045 LRTP because the project is prioritized as a Cost Feasible Project in the LRTP.

At their meetings during the weeks of January 15th and January 22nd, the TPO Advisory Committees recommended the endorsement of the TRIP grant application for the St. Lucie West Boulevard Project and the adoption of the LOPP amendment for the project.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and that the project is a highly-ranked regional project and a cost-feasible TPO project that will be shovel-ready for construction at the time of the greatest TRIP grant funding availability, it is recommended that the TRIP grant application for the St. Lucie West Boulevard Project be endorsed and the LOPP amendment for the project be adopted.



District IV & VI
Local Programs

2024 Transportation Regional Incentive Program Application

The purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally significant transportation facilities identified and prioritized by regional partners. See 2022 Florida Statutes Chapter 339 Section 2819 for more details.

The Florida Grant Application Process (GAP) system is the authorized platform for submission and receipt of applications for TRIP funding.

Implementing Local Agency

Local Agency: City of Port St. Lucie

Project Manager: Seitter, Emily Date: 1/8/2023
Last: First M.I.

Address: 121 SW Port St. Lucie Blvd. **Public Works**
Street Address Department

Port St. Lucie FL 34984
City State ZIP Code

Phone: 772-281-7411 Email eseitter@cityofpsl.com

Regional Transportation Area

Did you meet with your regional MPO? Yes

Which regional transportation area applies to this project? Select one below:

- South East Florida Transportation Council (SEFTC)
- Treasure Coast Transportation Council (TCTC)

Project Information

St. Lucie West Blvd. Corridor
Project Name : Improvements County Location: St. Lucie County

Facility: [Click here to enter text.](#)
Must be on the regional priority list of the regional transportation area

Provide documentation identifying the project in the Regional Transportation Area as part of an integrated, regionally significant transportation system (Attachment A).

Provide a regional location map displaying the project location (Attachment B).

Project Limits: SW Cashmere Blvd. to SW Peacock Blvd. Roadway ID: [Click here to enter ID](#)

2024 Transportation Regional Incentive Grant Program

Provide the scope of work, typical section and schedule to be performed or capital equipment to be purchased.

A detailed scope of work is a requirement of the application. Is it attached (Attachment C)?

YES YES [checked] NO []

A detailed typical section is a requirement of the application. Is it attached (Attachment D)? This is not applicable for capital purchases.*

YES YES [checked] NO []

A detailed project schedule is a requirement of the application. Is it attached (Attachment E)?

YES YES [checked] NO []

Priorities

Describe how the project will improve mobility within the regional transportation area of the regional transportation system: For example, describe how this project facilitates the intermodal or multimodal movement of people and/or goods. St. Lucie West Blvd. is a major corridor in St. Lucie County, with the volume of traffic increasing. The St. Lucie West Blvd. Project may include converting the current turn lanes into dedicated through lanes, improvements to 9 intersections, signaling, striping, and more. These improvements aim to address capacity and traffic congestion management issues.

Provide documentation that the project appears in the Capital Improvement Schedule of the Local Comprehensive Plan (Attachment F).

Identify the page numbers for each below:

- Long Range Transportation Plan Page # Click here to enter text.
Transit Development Plan Page # Click here to enter text.
Transportation Improvement Plan Page # Click here to enter text.
Local Comprehensive Plan (s) Page # Click here to enter text.

Projects funded with TRIP funds shall reflect the statutory guidelines 339.2819 F.S. Select below requirements that apply to the project:

- Serve national, statewide, or regional functions and function as part of an integrated regional transportation system.
Be identified in the capital improvements element of a comprehensive plan that has been determined to be in compliance with part II of chapter 163, after July 1, 2005. Further, the project shall be in compliance with local government comprehensive plan policies relative to corridor management.
Be consistent with the Strategic Intermodal System Plan developed under s. 339.64.
Have a commitment for local, regional, or private financial matching funds as a percentage of the overall project cost.

Per Florida Statutes 339.2819, select all that apply below and provide an explanation for each selection. The Department shall give priority to projects that:

- Provides connectivity to the Strategic Intermodal System (SIS) Click or tap here to enter text.
Support economic development and goods movement in rural areas of opportunity: Click or tap here to enter text.
Are subject to local ordinances that establish corridor management techniques: Click or tap here to enter text.

2024 Transportation Regional Incentive Grant Program

- Improve connectivity between military installations and the Strategic Highway Network (STRAHNET) or the Strategic Rail Corridor Network (STRACNET): *Click or tap here to enter text.*

Project Funding

Submit a project cost estimate for each phase requested (Attachment G). Construction estimates shall be separated by FDOT typical pay items to allow for verification of eligible project costs. Estimates are to be prepared and signed by a Professional Engineer. Each phase requested (i.e., design, right-of-way, construction, construction engineering and inspection (CEI)) requires a 50% local agency match funds.

Is a detailed cost estimate attached? YES NO

Describe the source of matching funds per phase requested and any restrictions on availability. Each phase requested (i.e., design, right-of-way, construction, CEI) requires at least a 50% local agency match. Each phase requested shall be separated by at least 2 fiscal years (the Department’s fiscal year (FY) runs from July 1 to June 30). *Click here to enter text.*

Select	Phases Requested	FY Requested	TRIP Funds Requested	Match Funds	Match Funding Source
<input type="checkbox"/>	Design	<i>Enter text</i>	\$ <i>Enter text</i>	\$ <i>Enter text</i>	<i>Enter text</i>
<input checked="" type="checkbox"/>	Construction	FY28/29	\$ 11,000,000	\$ 11,000,000	Secure Bond
<input type="checkbox"/>	CEI	<i>Enter text</i>	\$ <i>Enter text</i>	\$ <i>Enter text</i>	<i>Enter text</i>
<input type="checkbox"/>	Other /Enter Text	<i>Enter text</i>	\$ <i>Enter text</i>	\$ <i>Enter text</i>	<i>Enter text</i>

Note: If federal funding is associated with the project, federal requirements will be applicable.

Project Qualification Information

Provide a resolution of support for the project from the local government (Attachment H).

Describe the public involvement / public outreach for this project. Include detailed information on how community support was gathered and evaluated (Attachment I).

Describe the project's existing Right-of-Way ownerships. This description shall identify when the Right-of-Way was acquired and how ownership is documented. Provide applicable documentation: plats, deeds, prescriptions, certified surveys, or easements (Attachment J).

For applications proposing work on DOT Right of Way, a letter of concurrence from the owning entity will be required (Attachment K). Coordination with FDOT must occur at a minimum 6 weeks prior to application submittal. Applications that do not provide a concurrence letter will not be evaluated for award.

For applications proposing work outside of applicant’s right of way, a letter of support / approval from the owning entity will be required. Applications that do not provide concurrence letter will not be evaluated for award (Attachment L).

ST. LUCIE WEST BOULEVARD PROJECT MAP



*City of Port St. Lucie
Public Works Department*

Prioritized Needs Projects (Overall Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Martin	US-1 *	SE Seabranh Boulevard to SE Osprey Street	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.64	1	1	1	1	0.8	0.6	10.04	1
Martin/St. Lucie	US-1 *	Cove Road to St. Lucie County/Indian River County Line	Roadway	Operational Improvement	0.6	1	1	1	0.64	1	1	1	1	0.6	1	9.84	1
St. Lucie	St. Lucie West Boulevard	East of I-95 to SW Cashmere Boulevard	Roadway	Widen 4 to 6 Lanes	0.8	0.5	1	1	0.47	1	1	1	1	0.8	1	9.57	1
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Boulevard	I-95 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Martin/St. Lucie/Indian River	US-1 Transit Enhancement	Palm Beach County Line to Brevard County Line	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	1	8.9	1
St. Lucie	Kings Highway *	St. Lucie Boulevard to South of Indrio Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.58	1	1	1	0.5	0.8	0.6	8.88	1
St. Lucie	Jenkins Road	Altman Road to SR-68/Orange Avenue	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Post Office Road to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Midway Road to Post Office Road	Roadway	Widen 2 to 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Jenkins Road	Walmart Distribution Center to Glades Cut-Off Road	Roadway	New 4 Lanes	0.4	1	1	1	0.8	1	1	1	0.5	0	0.8	8.5	1
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.8	0.5	0.5	1	0.63	1	1	1	1	0.4	0.6	8.43	1
Martin	SW Martin Highway	SW Mapp Road to Kanner Highway	Roadway	Widen 4 to 6 Lanes	0	1	1	1	0.45	1	1	1	1	0.2	0.6	8.25	1
St. Lucie	SR-9 *	Martin/St. Lucie County Line to SR-70/Okeechobee Road	Roadway	Widen 6 to 8 Lanes	0.2	0	1	1	0.74	1	1	1	0.5	0.8	1	8.24	1
St. Lucie	Indian River Drive	Martin/St. Lucie County Line to Seaway Drive	Roadway	Neighborhood Traffic Management	0.6	0.5	0.5	0.5	0.34	1	1	1	1	0.8	0.8	8.04	1
Martin	SW Martin Downs Boulevard	SW Matheson Avenue to SW Palm City Road	Roadway	Widen 4 to 6 Lanes	0.2	1	1	1	0.3	1	0	1	1	0.6	0.8	7.9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
St. Lucie	SR-9/I-95 *	At Northern Connector	Roadway	New Interchange	0	1	0.5	1	0.63	1	1	1	0	0.6	1	7.73	1
St. Lucie	Glades Cut-Off Road	Arterial A to Selvitz Road	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	1	0.63	1	1	1	0.5	0.2	0.4	7.63	1
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
St. Lucie	Port St. Lucie Boulevard *	Gatlin Boulevard to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	1	1	1	0.2	1	7.6	1
Martin	SE Dixie Highway	Confusion Corner to SE Palm Beach Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.8	1	N/A	1	N/A	1	1	0	1	0.8	1	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
St. Lucie	Kings Highway *	South of Indrio Road to South of US-1	Roadway	Widen 2 to 4 Lanes	0.8	0.5	1	1	0.57	1	0	1	0.5	0.6	0.4	7.37	1
Martin/St. Lucie/Indian River	I-95 Express Bus Route *	Palm Beach County Line to Gatlin Boulevard/I-95	Transit	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	1	7.3	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Martin	CR-713/High Meadows Avenue	I-95 to CR-714/Martin Highway	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.34	1	1	1	0.5	0	0.4	7.24	1
St. Lucie	Port St. Lucie Boulevard	Becker Road to Paar Drive	Roadway	Widen 2 to 4 Lanes	1	1	1	0	0.33	1	1	1	0.5	0	0.4	7.23	1
Martin	SR-710 *	CR-714/ Martin Highway to SW Allapattah Road	Roadway	Widen 2 to 4 Lanes	0	0	1	1	0.35	1	1	1	1	0.2	0.6	7.15	1
Martin	SE Cove Road	SR-76/Kanner Highway to US-A1A	Roadway	Widen 2 to 4 Lanes	0.4	0.5	1	0.5	0.32	1	0	1	1	0.6	0.8	7.12	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Martin/St. Lucie	Turnpike Express Bus Route	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	1	7.01	1
Martin	SE Dixie Highway	SE Bridge Road to St. Lucie County Line	Non-Motorized	Shared Use Path	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin	SE Dixie Highway	SE Salerno Road to SE Cove Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.4	7	1
Martin/St. Lucie	Tri-Rail Extension	FEC Rail Road Corridor from Palm Beach County to Fort Pierce	Transit	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	1	7	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-9/I-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Martin	SR-A1A/S Ocean Drive *	Martin/St. Lucie County Line to NE Causeway Boulevard	Roadway	Widen 2 to 4 Lanes	1	0.5	1	1	0.24	1	0	1	0.5	0.6	0	6.84	1
Martin	SE Dixie Highway	Port Salerno CRA (North Boundary) to SE Salerno Road	Non-Motorized	Pedestrian Enhancement/Bicycle Facility	0.6	1	N/A	1	N/A	1	1	0	1	1	0.2	6.8	1
Martin	SW Martin Highway	Florida's Turnpike to SW Mapp Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Martin	SW Martin Highway	SW Mapp Road to SW Monterey Road	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	1	0.2	0.6	6.8	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
St. Lucie	Florida's Turnpike	At Midway Road	Roadway	New Interchange	0.8	1	0.5	1	0.62	0	1	1	0	0.4	0.4	6.72	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1

ROADWAY PROJECTS (2036-2045)

Project ID	Rank	Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
149	9	St. Lucie West Boulevard	E of I-95	Cashmere Boulevard	Widen 4L to 6L	Federal (TMA) Funds	\$4.14 M		\$18.83 M	\$2.82 M		\$25.79 M	New project since it is not in the previous LRTP, Go2040 CFP.
105	40	Airport Connector	Johnston Road	Kings Highway	New 4 Lanes	State Other Roads, Construction & ROW	\$4.70 M	\$10.69 M	\$21.37 M	\$3.21 M		\$39.96 M	Assumes a jurisdictional transfer and a Revenue Source from State Other Roads, Construction & ROW funds. New project since it is not in the previous LRTP, Go2040 CFP.
106	40	Airport Connector	I-95	Johnston Road	New 4 Lanes	State Other Roads, Construction & ROW	\$2.58 M	\$5.87 M	\$11.74 M	\$1.76 M		\$21.95 M	Assumes a jurisdictional transfer and a Revenue Source from State Other Roads, Construction & ROW funds. New project since it is not in the previous LRTP, Go2040 CFP.
116	109	Jenkins Road	Post Office Road	Glades Cut-Off Road	New 4 Lanes	10% State OA		\$2.78 M	\$3.96 M			\$6.75 M	PE Phase is funded in 2031-2035. New project since it is not in the previous LRTP, Go2040 CFP.
116	109	Jenkins Road	Post Office Road	Glades Cut-Off Road	New 4 Lanes	Federal (TMA) Funds			\$1.61 M	\$0.84 M		\$2.44 M	PE Phase is funded in 2031-2035. New project since it is not in the previous LRTP, Go2040 CFP.

OTHER FEDERALLY-FUNDED INITIATIVES (2036-2045)

Project ID	Rank	Project	From	To	Type	Revenue Source	PE	ROW	CST	CEI	Unfunded	Total	Notes
		TPO Planning			Planning	Federal (TMA) Funds			\$4.0 M			\$4.0 M	
		St. Lucie St. Lucie Advanced Transportation Management System			Congestion Management Process	Federal (TMA) Funds			\$4.0 M			\$4.0 M	
153	48	Torino Parkway			Operational Improvement	State Other Roads, Construction & ROW	\$0.08 M		\$2.33 M			\$2.41 M	
152	28	Seaway Drive	Harbor Isle Marina	north of Blue Heron Boulevard	Operational Improvement	State Other Roads, Construction & ROW	\$2.0 M		\$9.07 M	\$1.36 M		\$12.43 M	
157	82	Okeechobee Road between Florida's Turnpike & I-95			ACES Network	State Other Roads, Construction & ROW	\$1.58 M	\$6.36 M	\$7.16 M	\$1.07 M		\$16.17 M	
156	109	I-95 at Midway Road			ACES Network	State Other Roads, Construction & ROW	\$1.58 M	\$6.36 M	\$7.16 M	\$1.07 M		\$16.17 M	



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

DRAFT
 2023/24 List of Priority Projects (LOPP)
 (Adopted June 7, 2023; Amended _____)

Master List

2023/24 Priority Ranking	Major Gateway Corridor? ¹	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP ² Cost Feasible Plan?	Estimated Cost	2022/23 Priority Ranking
			From	To					
1	N/A ³	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program		Yes	\$400,000	1
2	Yes	Midway Road	Glades Cut Off Road	Jenkins Road	Add 2 lanes, sidewalks, bicycle lanes	PE ⁴ underway, ROW ⁵ to start in FY 24/25	Yes	\$55,186,000 ⁶	2
3	Yes	Midway Road Turnpike Interchange Phase 2			New interchange with southbound off-ramp and northbound on-ramp		Yes	\$20,000,000 ⁷	4b
4	Yes	Kings Highway	Angle Road	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	PE underway, ROW to start in FY 23/24	Yes	\$142,162,000 ⁶	5
5	Yes	Northern/Airport Connector	Florida's Turnpike	Kings Highway	New multimodal corridor with interchanges at Florida's Turnpike and I-95		Yes	\$137,110,000 ⁸	6
6	Yes	Jenkins Road	Midway Road	Orange Avenue	Add 2 lanes to existing segments, construct 4 lanes for new segments, and add sidewalks and bicycle lanes	Initial PD&E ⁹ activities underway	Yes	\$51,890,000 ⁸	7
7	Yes	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Add 2 lanes and shared-use paths		Yes	\$4,760,000 ⁸	NR ¹⁰
<u>8¹¹</u>	<u>Yes</u>	<u>St. Lucie West Boulevard</u>	<u>Peacock Boulevard</u>	<u>Cashmere Boulevard</u>	<u>Add 2 lanes and multimodal paths</u>	<u>City to start design</u>	<u>Yes</u>	<u>\$22,000,000</u>	<u>NR</u>

¹Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy
²LRTP: *SmartMoves 2045 Long Range Transportation Plan*, February 2021
³N/A: Not Applicable
⁴PE: Preliminary Engineering
⁵ROW: Right-of-Way Acquisition
⁶Source of Estimated Cost: Florida Department of Transportation District 4, June 2023
⁷Source of Estimated Cost: Strategic Intermodal System Cost Feasible Plan, May 2023
⁸Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan*, February 2021
⁹PD&E: Project Development and Environment Study
¹⁰NR: Not Ranked
¹¹For Transportation Regional Incentive Program (TRIP) Grant Funding Only



AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	February 7, 2024
Item Number:	10a
Item Title:	Florida Department of Transportation (FDOT) Policy Positions and Proposed State Legislation
Item Origination:	FDOT and Florida State Legislature
UPWP Reference:	Task 1.1 – Program Management Task 3.9 - Environmental Planning
Requested Action:	Discuss and provide comments to Staff.
Staff Recommendation:	It is recommended that comments, if any, be provided regarding the FDOT policy positions and proposed State legislation.

Attachments

- Staff Report
- Local Projects for Carbon Reduction Program (CRP) Funding
- FDOT Correspondence dated November 13 and December 22, 2023
- Proposed Florida House of Representatives Bill 7049 Excerpts



MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: January 31, 2024

SUBJECT: Florida Department of Transportation (FDOT) Policy Positions and Proposed State Legislation

BACKGROUND

Correspondence was received from FDOT which identifies recent FDOT policy positions, which may affect the Florida Metropolitan Planning Organizations (MPOs), in response to Federal programs resulting from the Bipartisan Infrastructure Law (BIL)/Infrastructure Investment and Jobs Act (IIJA). In addition, legislation (HB 7049/SB 1032) has been proposed during the current Florida Legislative Session which, if passed, would affect the Florida MPOs. Information will be provided on the potential impacts to the Florida MPOs from the FDOT policy positions and proposed State legislation.

ANALYSIS

Carbon Reduction Program (CRP)

The BIL/IIJA includes a new program, known as the CRP, that provides \$6.4 billion in formula funding over five years for states and localities. Urbanized areas with population greater than 200,000, such as the TPO area, are included in the formula funding. The purpose of the program is to fund projects and strategies that reduce carbon emissions and expand transportation options. As part of the program, states are required to develop a carbon reduction strategy in consultation with MPOs while MPOs are encouraged to develop their own strategies.

The development of a Carbon Reduction Strategy (CRS) for the TPO area was included in Task 3.9, *Environmental Planning*, of the TPO's Unified

Planning Work Program (UPWP). The CRS was developed for the TPO area, and the TPO Board adopted it in June 2023. Subsequently, the CRS was used to develop and prioritize the local projects for CRP funding that are identified on the attached list. All of the TPO CRP projects were programmed for construction in the FDOT Draft Tentative Work Program (DTWP) that was endorsed by the Board in October 2023, and amendments to the TPO's Transportation Improvement Program were adopted in December 2023 and to be adopted in February 2024 by the TPO Board to start the implementation of the projects.

The TPO received the attached correspondence, dated November 13, 2023, from FDOT to the U.S. Department of Transportation (USDOT) in which FDOT notifies USDOT of its decision to not participate in the "continued efforts" of the CRP and will not submit a formal Statewide CRS as specified by the CRP. As FDOT maintains in the correspondence that "nothing within the IIJA explicitly allows for federally-induced mandates for states to track, or achieve a certain level, of reduced CO2 emissions" . . . "FDOT's time, money, and resources will be focused on building roads and bridges—not reducing carbon emissions". To date, the USDOT response to this policy position of FDOT and any resultant impacts are unknown. However, all of the CRP funding, including the TPO CRP projects, remains programmed in the FDOT DTWP.

Greenhouse Gas (GHG) Emissions Rule

The TPO also received the attached correspondence, dated December 22, 2023, from FDOT to the Florida MPOs in which FDOT takes exception with the final Greenhouse Gas (GHG) Rule issued by the Federal Highway Administration (FHWA) in November 2023. As identified in the correspondence, the rule "requires State DOTs and MPOs to establish declining carbon dioxide targets for reducing emissions and report biennially on progress toward achievements of those targets." FDOT also identifies that the rule acknowledges that the BIL/IIJA "does not explicitly authorize the agency to assess environmental performance." Therefore, "FDOT believes that FHWA has exhibited broad overreach in their implementation of the rule" and "has been left with no choice but to join 20 other states and file a complaint in Federal court requesting injunctive relief from this rule." It is understood at this time that FDOT will not be establishing GHG targets as specified by the rule.

On January 26, 2024, FHWA acknowledged the complaint and extended the deadline for setting initial GHG targets from February 1, 2024, to March 29, 2024. The MPOs are required to establish GHG targets no later than 180 days after the State Departments of Transportation establishes their targets. To date, the resultant impacts from this FDOT policy position are

unknown. However, unless directed otherwise by the TPO Board, the TPO Staff is prepared to develop GHG targets for consideration of adoption by the TPO Board within 180 days of FDOT's establishing initial GHG targets or within 180 days if March 29, 2024, if FDOT does not establish GHG targets.

Proposed State Legislation

During the current Florida Legislative Session, legislation (HB 7049/SB 1032) has been proposed which, if passed, would affect the Florida MPOs. The attached excerpts from HB 7049 propose for FDOT to review each MPO's Long Range Transportation Plan for "productive flow and connectivity for people and freight within the MPO's metropolitan area". If FDOT "finds an MPO's LRTP to be unsatisfactory or incongruent with the metropolitan area, FDOT will return the plan to the MPO for revision".

In addition, the legislation proposes that FDOT will "create quality performance metrics and a scoring mechanism by which to evaluate each MPO's service to its communities, taking into consideration traffic congestion, the utilization rate of multimodal transportation facilities, resident satisfaction, efficiency of the transportation system for people and freight, and other factors" FDOT deems necessary. FDOT will "establish a minimum acceptable quality performance score", and each MPO will report its score for each quality performance metric to the FDOT District Secretary and will publish the score and supporting data on its website. FDOT will "validate each MPO's score calculation and make adjustments", as necessary. Any MPO that does not achieve the minimum acceptable quality performance will be placed under the control of FDOT, and the FDOT District Secretary or appointee will assume the roles of Executive Director and Chairperson of the MPO for a year during which time recommendations will be made regarding:

1. Any leadership, process, and management changes needed to improve the MPO's quality performance score.
2. Whether the metropolitan area of the MPO would be better served by consolidation of the MPO with an MPO in a contiguous urbanized metropolitan area.

The legislation also proposes that beginning in 2026 and every 3 years thereafter, the single MPO with the highest quality performance score will receive \$5 million from the State Transportation Trust Fund for a project at the MPO's discretion in the MPO's "work program list".

Finally, the legislation proposed to eliminate the Florida MPO Advisory Council (MPOAC).

Several representatives of the MPOAC have met with the sponsors of the proposed legislation to address misinformation presented when the legislation was introduced and to discuss the implications of the legislation on the Florida MPOs. At its meeting on January 25th, the MPOAC moved to draft talking points for its members to discuss the proposed legislation with local State representatives and other organizations and task the MPOAC Executive Committee with monitoring updates on the proposed legislation and take actions on behalf of the MPOAC based on the updates.

RECOMMENDATION

It is recommended that comments, if any, be provided regarding the FDOT policy positions and proposed State legislation.

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

Funding Source	Facility/Segment or Intersection	Project Limits		Project Description	Estimated Cost	Project Source ¹	LAP-Certified Implementing Agency	Project Status/Notes
		From	To					
CRP	Midway Road	US-1	Selvitz Road	Install fiber optic cable along Midway Road and traffic cameras/video detectors and adaptive signal control at the signalized intersections	\$370,000	CMP ² LOPP ³	St. Lucie County	
CRP	Gatlin Boulevard at Savona Boulevard			Extend eastbound and westbound left-turn lanes on Gatlin Boulevard	\$750,000	CMP LOPP	City of Port St. Lucie	Right-of-way acquisition is not needed
TAA	Green River Parkway Trail	Martin County Line	Walton Road	Resurfacing of multi-use path: 2.5 miles	\$350,000	TA ⁴ LOPP	City of Port St. Lucie	
TAA	St. James Drive	NE Lazy River Parkway	NE Royce Avenue	Sidewalk, 6-8 feet in width, 0.25 mile in length	\$419,000	CSAP ⁵	St. Lucie County	
TAA	Nebraska Avenue	South Lawnwood Circle	South 13th Street	Sidewalks, 6 feet in width, 1 mile in length, on both sides of street	\$717,000	City of Fort Pierce	City of Fort Pierce	Project-specific LAP Certification is necessary

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

²CMP: Congestion Management Process

³LOPP: List of Priority Projects

⁴TA: Transportation Alternatives

⁵CSAP: Comprehensive Safety Action Plan



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE,
P.E. SECRETARY

November 13, 2023

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

Secretary Buttigieg,

As Secretary of the Florida Department of Transportation (FDOT), it is my responsibility to keep Florida's supply chain moving to ensure it can support over 22.5 million residents, 137 million visitors, and a top-15 global economy. Today, FDOT is managing the largest Transportation Work Program in state history totaling over \$68 billion, with only 25% coming from federal sources. Given these record investments, my fiduciary responsibility to Florida taxpayers is more important than ever and extends to the evaluation of federal programs—whether formula-based or competitive.

In consultation with my team and after careful review of the requirements for the U.S. Department of Transportation's (USDOT) formula-based 'Carbon Reduction' Program outlined in 23 USC 175, I write to formally notify you of FDOT's decision to not participate in the continued efforts of this program. In making this decision, it became clear that conflicts exist between the authority granted to USDOT by Congress and the broad interpretation that USDOT seeks to implement.

As I noted last year in comments¹ regarding USDOT's attempt to legislate through administrative action, nothing within the IIJA explicitly allows for federally-induced mandates for states to track, *or achieve a certain level*, of reduced CO2 emissions. Further, to-date USDOT has failed to publish or provide guidance it committed to in April 2022, "on the process under which the Secretary will certify state transportation emissions reductions."²

As highlighted in Florida's recent³ response to a similar proposal by the U.S. Environmental Protection Agency (EPA), Florida has the cleanest air on record, meeting or exceeding all EPA benchmarks, with emissions continuing to fall as fast as our state grows.

Rather than support the continued politicization of our roadways, FDOT's time, money, and resources will be focused on building roads and bridges—not reducing carbon emissions. Please consider this letter as FDOT's response to your department's November 15th deadline. My team

¹ [Florida Department of Transportation's Response](#) to Docket ID No. FHWA-2021-004

² [USDOT Carbon Reduction Program Implementation Guidance](#)

³ [Florida Department of Environmental Protection's](#) Response to Docket ID No. EPA-HQ-OAR-2023-0072

stands ready to discuss at your team's availability and will continue to review remaining programs in the IJA to determine our participation.

Regards,

A handwritten signature in black ink, appearing to read 'JWP', is centered below the 'Regards,' text.

Jared W. Perdue, P.E.
Secretary

cc: Shailen Bhatt, FHWA Administrator



Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

December 22, 2023

Dear Metropolitan Planning Organization Partners,

As a valued partner and in an effort to continue to collaborate and support Florida's Metropolitan Planning Organizations (MPO), the Florida Department of Transportation (FDOT) would like to provide information on recent news for clarity and transparency.

The Department deeply values the commitment and dedication each of your MPOs take to thoroughly develop, plan, and prioritize each region's transportation projects, including with your long-range transportation plans. With your input, Florida has the world's most diverse transportation portfolio. FDOT plans to continue to make responsible and strategic investments in every region of the state, including traffic congestion reduction, multimodal transportation (including bicycle and pedestrian facilities), truck parking, intelligent transportation systems, and energy-efficient alternatives.

After careful consideration, FDOT notified USDOT and the Federal Highway Administration (FHWA) of the decision to not submit a formal Carbon Reduction Strategy document. This document required states to submit strategies to reduce carbon emissions by tracking and reducing emissions from vehicles. FDOT did not receive answers to all of our concerns prior to USDOT's strategy document submittal deadline.

Within a few days after that document was due, USDOT issued a final Greenhouse Gas (GHG) Rule. The final rule requires State DOTs and MPOs to establish declining carbon dioxide targets for reducing emissions and report biennially on progress toward achievements of those targets. However, in the final rule, FHWA acknowledges that the Infrastructure Investment and Jobs Act (IIJA) does not explicitly authorize the agency to assess environmental performance. Performance, as used in the law, is intended to address physical issues with infrastructure, not CO₂ emissions.

FDOT believes that FHWA has exhibited broad overreach in their implementation of the rule. Congress used clear language to direct USDOT to establish performance measures to assess pavement condition, bridge condition, system performance, and serious injuries and fatalities. Notably absent is a reference to GHG. Last year, FDOT formally responded to the proposed FHWA GHG emissions rule. FHWA received approximately 40,000 comments on the proposed rule, but did not significantly alter the final rule, or take into consideration the unique characteristics of all 50 states.

With the uniqueness of Florida and this rule affecting beyond just our agency, the Department diligently considered impacts for our partners and the transportation industry as a whole. This was especially important due to the language in the rule that relates to MPOs, as Florida has the highest number of MPOs in the nation – 27 MPOs and 33 UZAs (urbanized areas with populations over 50,000). Through this rule, 25 of the 27 MPOs are required to create joint targets and comply with establishing targets. FDOT estimates a high level of effort and costs, in addition to imposed compliance costs, which far exceeds FHWA’s cost estimate.

While it should be very apparent after working so closely with us through the years, I want to reaffirm FDOT’s commitment to environmental preservation and resiliency. In fact, Florida has achieved the cleanest air on record and is the most populous state to meet or exceed the existing Environmental Protection Agency (EPA) benchmarks for air quality. It is unfortunate that the new GHG rule penalizes states for population, tourism, and economic growth.

With factors such as these, FDOT has been left with no choice but to join 20 other states and file a complaint in federal court requesting injunctive relief from this rule. This action was filed yesterday, December 21, 2023.

As always, we appreciate working together to best serve our communities. FDOT remains committed to being transparent and working with our MPOs to deliver a successful transportation system. Thank you for your continued partnership.

Regards,

A handwritten signature in black ink, appearing to read 'JWP', with a stylized flourish extending to the right.

Jared W. Perdue, P.E.
Secretary

26 indicated by the long-range transportation plan;
 27 requiring the department to review certain aspects of
 28 each M.P.O.'s long-range transportation plan and to
 29 return such plan to the M.P.O. for revision if deemed
 30 unsatisfactory; requiring the department to create a
 31 quality performance scoring mechanism to evaluate each
 32 M.P.O.'s service to its communities and to establish a
 33 minimum acceptable quality performance score;
 34 requiring each M.P.O. to report its quality
 35 performance score annually to the district secretary
 36 and to publish the score on its website; requiring the
 37 department to validate each M.P.O.'s score
 38 calculation; requiring an M.P.O. that does not achieve
 39 the minimum acceptable quality performance score
 40 within a certain timeframe to be placed under the
 41 control of the Secretary of Transportation; requiring
 42 the secretary to appoint the district secretary or
 43 another person to assume the role of executive
 44 director of such M.P.O.; providing responsibilities;
 45 providing an appropriation from the State
 46 Transportation Trust Fund for the M.P.O. with the
 47 highest quality performance score; providing
 48 requirements for the expenditure of such funds;
 49 requiring such M.P.O. to represent the state in any
 50 federal conference or membership organization;

HB 7049

2024

51 removing provisions relating to the Metropolitan
 52 Planning Organization Advisory Council; amending s.
 53 331.3051, F.S.; conforming provisions to changes made
 54 by the act; amending s. 331.310, F.S.; conforming a
 55 cross-reference; requiring a report to the Governor
 56 and Legislature; requiring the Department of Highway
 57 Safety and Motor Vehicles to begin implementation of a
 58 redesigned registration license plate by a specified
 59 date; providing redesign requirements; providing an
 60 effective date.

61

62 Be It Enacted by the Legislature of the State of Florida:

63

64 Section 1. Subsection (3) of section 334.065, Florida
 65 Statutes, is amended to read:

66 334.065 Center for Urban Transportation Research.—

67 (3) An advisory board shall be created to periodically and
 68 objectively review and advise the center concerning its research
 69 program. Except for projects mandated by law, state-funded base
 70 projects shall not be undertaken without approval of the
 71 advisory board. The membership of the board shall consist of
 72 nine experts in transportation-related areas, as follows:

73 (a) A member appointed by the President of the Senate.

74 (b) A member appointed by the Speaker of the House of
 75 Representatives.

HB 7049

2024

201 6. Promote efficient system management and operation.

202 7. Emphasize the preservation of the existing
203 transportation system.

204 8. Improve the resilience of transportation
205 infrastructure.

206 9. Reduce traffic and congestion.

207 (j)1. To more fully accomplish the purposes for which

208 M.P.O.'s have been mandated, the department shall, at least
209 annually, convene M.P.O.'s of similar size, based on the size of
210 population served, for the purpose of exchanging best practices.

211 M.P.O.'s may shall develop committees or working groups as
212 needed to accomplish such purpose. At the discretion of the
213 department, training for new M.P.O. governing board members
214 shall be provided by the department, by an entity pursuant to a
215 contract with the department, by the Florida Center for Urban
216 Transportation Research, or by the Implementing Solutions from
217 Transportation Research and Evaluating Emerging Technologies (I-
218 STREET) Living Lab ~~coordination mechanisms with one another to~~

219 ~~expand and improve transportation within the state. The~~
220 ~~appropriate method of coordination between M.P.O.'s shall vary~~
221 ~~depending upon the project involved and given local and regional~~
222 ~~needs. Consequently, it is appropriate to set forth a flexible~~
223 ~~methodology that can be used by M.P.O.'s to coordinate with~~
224 ~~other M.P.O.'s and appropriate political subdivisions as~~
225 ~~circumstances demand.~~

HB 7049

2024

326 transportation system including requirements for the operation,
 327 resurfacing, restoration, and rehabilitation of major roadways
 328 and requirements for the operation, maintenance, modernization,
 329 and rehabilitation of public transportation facilities; and

330 2. Make the most efficient use of existing transportation
 331 facilities to relieve vehicular congestion, improve safety, and
 332 maximize the mobility of people and goods. Such efforts must
 333 include, but are not limited to, consideration of infrastructure
 334 and technological improvements necessary to accommodate advances
 335 in vehicle technology, such as automated driving systems and
 336 other developments.

337 (d) Indicate, as appropriate, proposed transportation
 338 enhancement activities, including, but not limited to,
 339 pedestrian and bicycle facilities, trails or facilities that are
 340 regionally significant or critical linkages for the Florida
 341 Shared-Use Nonmotorized Trail Network, scenic easements,
 342 landscaping, integration of advanced air mobility, and
 343 integration of autonomous and electric vehicles, electric
 344 bicycles, and motorized scooters used for freight, commuter, or
 345 micromobility purposes ~~historic preservation, mitigation of~~
 346 ~~water pollution due to highway runoff, and control of outdoor~~
 347 ~~advertising.~~

348 (e) In addition to the requirements of paragraphs (a)-(d),
 349 in metropolitan areas that are classified as nonattainment areas
 350 for ozone or carbon monoxide, the M.P.O. must coordinate the

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351 development of the long-range transportation plan with the State
 352 Implementation Plan developed pursuant to the requirements of
 353 the federal Clean Air Act.

354
 355 In the development of its long-range transportation plan, each
 356 M.P.O. must provide the public, affected public agencies,
 357 representatives of transportation agency employees, freight
 358 shippers, providers of freight transportation services, private
 359 providers of transportation, representatives of users of public
 360 transit, and other interested parties with a reasonable
 361 opportunity to comment on the long-range transportation plan.

362 The long-range transportation plan must be approved by the
 363 M.P.O. and by the department as provided in subsection (10).

364 (10) ACCOUNTABILITY.—

365 (a) The department shall review each M.P.O.'s long-range
 366 transportation plan for productive flow and connectivity for
 367 people and freight within the M.P.O.'s metropolitan area. If the
 368 department finds an M.P.O.'s long-range transportation plan to
 369 be unsatisfactory or incongruent with the metropolitan area, the
 370 department shall return the plan to the M.P.O. for revision.

371 (b) The department shall create quality performance
 372 metrics and a scoring mechanism by which to evaluate each
 373 M.P.O.'s service to its communities, taking into consideration
 374 traffic congestion, the utilization rate of multimodal
 375 transportation facilities, resident satisfaction, efficiency of

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376 the transportation system for people and freight, and other
377 factors the department deems necessary. The department shall
378 establish a minimum acceptable quality performance score.

379 (c) Beginning in 2025 and each year thereafter, each
380 M.P.O. shall report its score for each quality performance
381 metric by December 1 to the district secretary and shall publish
382 the score and supporting data on its website. The department
383 must validate each M.P.O.'s score calculation and make
384 adjustments thereto if necessary.

385 (d) Beginning in December of 2026 and every 3 years
386 thereafter, an M.P.O. that does not achieve the minimum
387 acceptable quality performance score shall be placed under the
388 control of the Secretary of Transportation. The Secretary of
389 Transportation shall appoint the district secretary or another
390 person to assume the role of executive director of the M.P.O.
391 and chair of its governing board for a period not to exceed 1
392 year, during which time the district secretary or other person
393 shall make recommendations to the governing board regarding:

394 1. Any leadership, process, and management changes needed
395 to improve the M.P.O.'s quality performance score.

396 2. Whether the metropolitan area of the M.P.O. would be
397 better served by consolidation of the M.P.O. with an M.P.O. in a
398 contiguous urbanized metropolitan area.

399 (e) Subject to appropriation by the Legislature, beginning
400 in 2026 and every 3 years thereafter, the single M.P.O. with the

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401 highest quality performance score will receive \$5 million from
402 the State Transportation Trust Fund. Such funds shall be
403 expended at the M.P.O.'s discretion for a project approved in
404 its work program list. Such M.P.O. shall also represent the
405 state in any federal M.P.O. conference or membership
406 organization.

407 ~~(11) METROPOLITAN PLANNING ORGANIZATION ADVISORY COUNCIL.—~~

408 ~~(a) A Metropolitan Planning Organization Advisory Council~~
409 ~~is created to augment, and not supplant, the role of the~~
410 ~~individual M.P.O.'s in the cooperative transportation planning~~
411 ~~process described in this section.~~

412 ~~(b) The council shall consist of one representative from~~
413 ~~each M.P.O. and shall elect a chairperson annually from its~~
414 ~~number. Each M.P.O. shall also elect an alternate representative~~
415 ~~from each M.P.O. to vote in the absence of the representative.~~
416 ~~Members of the council do not receive any compensation for their~~
417 ~~services, but may be reimbursed from funds made available to~~
418 ~~council members for travel and per diem expenses incurred in the~~
419 ~~performance of their council duties as provided in s. 112.061.~~

420 ~~(c) The powers and duties of the Metropolitan Planning~~
421 ~~Organization Advisory Council are to:~~

422 ~~1. Establish bylaws by action of its governing board~~
423 ~~providing procedural rules to guide its proceedings and~~
424 ~~consideration of matters before the council, or, alternatively,~~
425 ~~adopt rules pursuant to ss. 120.536(1) and 120.54 to implement~~



AGENDA ITEM SUMMARY

Board/Committee: St. Lucie TPO Board

Meeting Date: February 7, 2024

Item Number: 11a

Item Title: Council on Aging of St. Lucie, Inc./Community Transit Correspondence dated February 1, 2024

Item Origination: Council on Aging of St. Lucie, Inc./Community Transit

UPWP Reference: Task 1.1 – Program Management

Requested Action: None

Staff Recommendation: Not applicable

Attachments

- Correspondence



COUNCIL ON AGING OF ST. LUCIE, INC.

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February 1, 2024

Mr. Chris Dzadovsky, Chairman
St. Lucie Transportation Planning Organization
466 S.W. Port St. Lucie Blvd., Suite 111
Port St. Lucie, FL 34953

**Re: Council on Aging of St. Lucie Inc./Community Transit Membership on
the St. Lucie Transportation Planning Organization Board**

Dear Mr. Dzadovsky:

Council on Aging of St. Lucie, Inc. has proudly served as a founding member of the St. Lucie TPO, actively participating in the development of transportation in St. Lucie County. As indicated in the TPO's letter dated September 29th, 2023, the Board has voted to redefine the composition of the TPO membership, and has requested that our Agency withdraw its membership. Our Board approved proceeding with our withdrawal from the TPO Board, as indicated in our December 4th, 2023 letter, and discussions at the December 6th, 2023 TPO Board meeting.

Therefore, while we believe that our membership on the TPO Board provides value to the organization and the County, especially to the senior citizens of St. Lucie County, this letter shall serve as our notice for the TPO Board to begin the process for Council on Aging of St. Lucie, Inc. to withdraw its membership from the St. Lucie Transportation Planning Organization.

Sincerely,

Darrell J. Drummond, President/CEO

cc: Peter Buchwald, St. Lucie TPO Executive Director, on behalf of Board
Steven Braun, FDOT District IV Secretary
Padrick Pinkney, Counsel for Council on Aging of St. Lucie, Inc.
Lacinda Mouton, COO/SVP
Robert Driscoll, Transit Director/VP