



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

Unified Planning Work Program (UPWP)

Performance-Based Planning and Programming

FY 2024/25 – FY 2025/26
(July 1, 2024 - June 30, 2026)

Catalog of Federal Domestic Assistance (CFDA) Numbers:

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

Funding for this Planning Work Program Provided By:

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

Federal Aid Project Number: 0311-062-M

Financial Project Numbers: 439326-5-14-01 & 439326-5-14-02

FAC Number: Z450

Adopted on April 3, 2024


Chris Dzadoovsky, Chairman

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

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Florida Department of Transportation

RON DESANTIS
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JARED W. PERDUE, P.E.
SECRETARY

Cost Analysis Certification

St. Lucie TPO

Unified Planning Work Program - FY 25/26

Adopted 4/3/2024

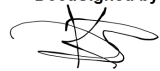
Revision Number: Initial Adoption

I hereby certify that the cost for each line item budget category has been evaluated and determined to be allowable, reasonable, and necessary, as required by [Section 216.3475, F.S.](#) Documentation is on file evidencing the methodology used and the conclusions reached.

Name: Kelly Budhu

Planning Specialist, District 4

Title and District

DocuSigned by:

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5/10/2024

Signature

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I. INTRODUCTION

Definition of the Unified Planning Work Program (UPWP)

In accordance with Federal Regulations 23 CFR 450 and Florida Statute 339.175(9), the UPWP for the St. Lucie Transportation Planning Organization (TPO) identifies the planning priorities to be carried out, the activities to be undertaken in the Metropolitan Planning Area (MPA), and the transportation planning budget for these activities in fiscal years 2024/25 and 2025/26. The UPWP is developed based upon State and Federal regulations, Chapter 3 of the Florida Department of Transportation (FDOT) Metropolitan Planning Organization (MPO) Program Management Handbook, local needs, public input, and those activities required to ensure that a continuing, cooperative and comprehensive (3-C) approach to transportation planning is conducted.

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

An Acronym List is provided in Appendix A.

Prior Efforts

A sampling of the activities conducted, the efforts performed, and the end products accomplished by the St. Lucie TPO during FY 2022/23 – FY 2023/24 includes the following:

Program Management

Legislative Priorities for 2023 and 2024
2023 and 2024 Annual Joint Certification Reviews

Travel Demand Modeling

TCRPM 2045 TAZ and Model Updates
TCRPM6 Development and Support

GIS and Data Management

Community Profile Updates

Traffic Count Management Program

Traffic Counts and Level of Service Reports for 2023 and 2024

Performance Measurement and Target Setting

Performance Targets Setting for 2023 and 2024

Long Range Transportation Plan (LRTP)

SmartMoves 2045 LRTP implementation
SmartMoves 2045 LRTP Performance Reports for 2023 and 2024
Airport Connector Corridor Alignment Study

Transit (Bus and Rail Operations) Planning

Fort Pierce Passenger Rail Station Planning
Transit Development Plan Major Update
Technical Assistance to Transit Agencies

Transportation Improvement Program (TIP)

Transportation Alternatives Program (TAP) Administration
Interactive TIPs for FY 2023/24 – FY 2027/28 and FY 2024/25 – FY 2028/29
List of Priority Projects (LOPP) for 2022/23 and 2023/24
FDOT Work Program Review for FY 2023/24 – FY 2027/28 and FY 2024/25 – FY 2028/29
Annual Publications of Obligated Federal Projects

Congestion Management Process (CMP)

2022 and 2023 CMP Annual Reports
CMP Major Update
Special Events Congestion Management and Parking Plan (SECMAPP)

Bicycle-Pedestrian/Complete Streets Planning

St. Lucie Walk-Bike Network Update
East Coast Greenway/Florida SUN Trail Implementation
SUN Trail Network Port of Fort Pierce Overpass Connector Feasibility Study

Freight Planning

St. Lucie Freight Network Update
Advanced Air Mobility Study Phase II

Safety and Security Planning

Spot Speed Studies
Midway Road Safety Study
Treasure Coast Community Traffic Safety Team Support
Coordinated Rail Safety Improvement Plan (CRSIP)
Continuity of Operations Plan (COOP) Management

Transportation Disadvantaged (TD) Program

Transportation Disadvantaged Service Plan (TDSP)
TDSP Annual Update
Community Transportation Coordinator (CTC) Redesignation and Evaluation
Local Coordinating Board for the Transportation Disadvantaged (LCB) Support

Environmental Planning

Carbon Reduction Strategy
Transportation Asset/Service Vulnerability Assessment Update

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

Electric Vehicle Charging Station Plan Update
Sustainable Transportation Plan

Regional Planning and Coordination

2045 Treasure Coast Regional LRTP (RLRTP)
Treasure Coast Transportation Council Support
Transportation Regional Incentive Program (TRIP) Administration

Intergovernmental Planning and Coordination

Treasure Coast Scenic Highway Committee Support (TCSHC)

Public Involvement, Education & Outreach

Title VI Plan Major Update
Regional Bus Survey
Annual Evaluations and Updates of the Public Participation Plan

Additional activities conducted during FY 2022/23 – FY 2023/24 are summarized within the individual works tasks in Section III.

Carryover Activities

No activities are carried over from the FY 2022/23 – FY 2023/24 UPWP.

Planning Priorities

The planning priorities to be addressed in FY 2024/25 and FY 2025/26 include:

- **Project Advancement:** Support the local agencies in advancing the implementation of projects in the LRTP, RL RTP, and TIP
- **Previous Planning Efforts:** Build upon and/or implement the results of previous UPWP planning efforts
- **Safety and Security:** Provide for the consideration and implementation of projects, strategies, and services that increase the safety and security of the transportation system
- **Performance-Based Multimodal Planning and Programming:** Continue to perform performance-based multimodal planning which increases mobility options and ensures the most efficient investment of Federal transportation funds by linking investment priorities to the achievement of adopted targets
- **Alternative Transportation Facilities:** Support the development and implementation of alternative transportation facilities including sidewalks, bike paths/lanes, and transit, port, airport and ACES infrastructure
- **Regional Efforts:** Build upon previous efforts and identify new opportunities for regional coordination and collaboration
- **Public Involvement and Education:** Continue to enhance public involvement and education
- **Livability and Sustainability:** Enhance the livability and sustainability of the local communities
- **Transportation Demand Management:** Support efficient travel behaviors

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

Consolidated Planning Grant (CPG)

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

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

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

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

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

<u>Year</u>	<u>PL (CPG) Match</u>	<u>SU (STBG) Match</u>
FY 2024/25	\$204,714	\$88,222
FY 2025/26	\$179,220	\$88,222

Agency Involvement in the Development of the UPWP

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

Public Involvement in the Development of the UPWP

The TPO uses the principles of environmental justice in the preparation of the UPWP and is responsive to Title VI of the Civil Rights Act of 1964 as well as other Federal requirements including the Infrastructure Investment and Jobs Act, commonly known as the Bipartisan Infrastructure Law (BIL). The draft UPWP is made readily available for public review through the TPO website; the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle-Pedestrian Advisory Committee (BPAC), and the St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB); an open public comment period; social media; public events; and public noticing. The Public Comment Notice is provided in Appendix B.

The TAC, CAC, BPAC, and LCB responded to a Call for UPWP projects at their respective meetings in November 2023, and the TPO Board responded to the Call for UPWP projects at its meetings in December 2023. The TAC, CAC, and BPAC reviewed the draft UPWP at their meetings in March 2024, and the TPO Board reviewed it at its meeting in April 2024. Recommendations regarding UPWP projects, activities, and priorities from the TAC, CAC, BPAC, LCB, and the general public are provided to the TPO Board. The broad range of input is reflected in the UPWP and other planning documents to be developed through the UPWP. A summary of the comments received and their incorporation into the UPWP is provided in Appendix C.

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

Consistency with Other Plans

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

Planning Factors and Task Matrix

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

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

The inclusion of the Federal planning factors in the UPWP and in the metropolitan planning process is demonstrated using the following matrix with an "x" in the box denoting that the UPWP task addresses the above-numbered planning factor:

Work Element Tasks	Federal Planning Factors									
	1	2	3	4	5	6	7	8	9	10
1.1 Program Management	X	X	X	X	X	X	X	X	X	X
1.2 UPWP Development	X	X	X	X	X	X	X	X	X	X
2.1 Travel Demand Modeling		X	X	X	X		X		X	
2.2 GIS and Data Management		X	X	X	X		X		X	
2.3 Traffic Count Program Management	X	X		X	X		X		X	
2.4 Performance Measurement and Target Setting	X	X	X	X	X	X	X	X	X	X
3.1 Long Range Transportation Planning	X	X	X	X	X	X	X	X	X	X
3.2 Transit Planning	X	X	X	X	X	X	X	X	X	X
3.3 Transportation Improvement Program (TIP)	X	X	X	X	X	X	X	X	X	X
3.4 Congestion Management Process (CMP)	X	X	X	X	X		X	X	X	X
3.5 Bicycle-Pedestrian/Complete Streets Planning	X	X		X	X	X	X	X	X	X
3.6 Freight Planning	X	X	X	X	X	X	X	X	X	

Work Element Tasks	Federal Planning Factors									
	1	2	3	4	5	6	7	8	9	10
3.7 Safety and Security Planning		X	X						X	X
3.8 Transportation Disadvantaged (TD) Program	X	X		X	X	X	X		X	X
3.9 Environmental Planning	X	X	X	X	X	X	X	X	X	X
3.10 Automated/Connected/Electric/Shared-Use (ACES) Vehicles Planning	X	X	X	X	X	X	X	X	X	X
4.1 Models of Regional Planning Cooperation	X	X	X	X	X	X	X	X	X	X
4.2 Intergovernmental Planning and Coordination	X	X	X	X	X	X	X	X	X	X
5.1 Public Participation, Education & Outreach	X	X	X	X	X	X	X	X	X	X

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

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

Past FDOT Statewide Planning Emphasis Areas, which address the goals of the Florida Transportation Plan (FTP), have also been incorporated into the TPO’s UPWP such as Safety, Equity, Resilience, and Emerging Mobility. While all of the UPWP tasks advance these emphasis areas in one form or another, UPWP Tasks 3.7, 3.9, 3.10, and 5.1 are dedicated to Safety Planning, Environmental Planning (Resilience), ACES Vehicles Planning (Emerging Mobility), and Public Participation (Equity), respectively. Similarly, the FDOT District 4 Planning Activities are incorporated into the TPO’s UPWP, as appropriate.

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

II. ORGANIZATION AND MANAGEMENT

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

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

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



Technical Advisory Committee (TAC)

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

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

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

Citizens Advisory Committee (CAC)

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

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

Bicycle-Pedestrian Advisory Committee (BPAC)

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

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

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

Treasure Coast Scenic Highway Committee (TCSHC)

The Treasure Coast Scenic Highway Committee (TCSHC) was established in 2004. The function of the TCSHC is to explore available opportunities for enhancing the Treasure Coast corridor of the Florida Scenic Highway. The 12 members of the TCSHC include citizen representatives as well as representatives from the local jurisdictions, State and local agencies.

Local Coordinating Board for the Transportation Disadvantaged (LCB)

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

Treasure Coast Transportation Council (TCTC)

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

Metropolitan Planning Organization Advisory Council (MPOAC)

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

TPO Staff

St. Lucie TPO staff is the designated professional staff of the St. Lucie TPO and performs the work effort required to support the administration and management of a continuing, cooperative, and comprehensive transportation planning process that results in the development of plans and programs which comply with Federal and State requirements. The TPO is an autonomous legal entity. Federal assistance and coordination are provided primarily through FHWA and FTA. State assistance and coordination are provided through FDOT District 4 and the Florida Commission for the Transportation Disadvantaged.

Agreements

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

Interlocal Agreement for Creation of the Metropolitan Planning Organization

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

Interlocal Agreement for Administrative Support Services

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

MPO Agreement

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

Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement

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

Public Transportation Joint Participation Agreement

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

Interlocal Agreement Creating the Treasure Coast Transportation Council

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

Operational Procedures & Bylaws

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

Statements, Certifications and Assurances

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

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

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

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

III. WORK PROGRAM ELEMENTS AND TASKS

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

ELEMENT 1: PROGRAM ADMINISTRATION

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

ELEMENT 3: RECURRING AND SYSTEMS PLANNING

ELEMENT 4: REGIONAL AND INTERGOVERNMENTAL PLANNING AND COORDINATION

ELEMENT 5: PUBLIC INVOLVEMENT, EDUCATION & OUTREACH

ELEMENT 1: PROGRAM ADMINISTRATION

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

Task 1.1 Program Management

Task 1.2 UPWP Development

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

End Product:	Completion Date:	Performed by: St. Lucie TPO
2025 Legislative Priorities (uses local funds only)	December 2024	
2025 Annual Joint Certification Review	May 2025	
Quadrennial Federal Certification Review	September 2025	
2026 Legislative Priorities (uses local funds only)	October 2025	
2026 Annual Joint Certification Review	May 2026	

Task 1.1 Program Management Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG)³	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$200,341	\$0	\$0	\$2,000	\$202,341
	Subtotal:	\$200,341	\$0	\$0	\$2,000	\$202,341
B. Contract/Consultant Services:						
	Contract/Consultant Services ¹	\$40,000	\$0	\$0	\$0	\$40,000
	Subtotal:	\$40,000	\$0	\$0	\$0	\$40,000
C. Travel:						
	Travel Expenses	\$5,000	\$0	\$0	\$0	\$5,000
	Subtotal:	\$5,000	\$0	\$0	\$0	\$5,000
D. Other Direct Expenses:						
	Advertising	\$650	\$0	\$0	\$0	\$650
	Building Rental	\$106,895	\$0	\$0	\$0	\$106,895
	Books & Subscriptions	\$200	\$0	\$0	\$0	\$200
	Communications	\$900	\$0	\$0	\$0	\$900
	Equipment < \$5000	\$1,000	\$0	\$0	\$0	\$1,000
	Equipment Rental	\$1,900	\$0	\$0	\$0	\$1,900
	General & Admin Charges ²	\$58,500	\$0	\$0	\$0	\$58,500
	Office Supplies	\$4,000	\$0	\$0	\$0	\$4,000
	Operating Supplies	\$5,000	\$0	\$0	\$0	\$5,000
	Postage & Freight	\$85	\$0	\$0	\$0	\$85
	Supplies-Computer	\$1,000	\$0	\$0	\$0	\$1,000
	Training & Seminars	\$2,200	\$0	\$0	\$0	\$2,200
	Utilities	\$4,500	\$0	\$0	\$0	\$4,500
	Subtotal:	\$186,830	\$0	\$0	\$0	\$186,830
	Total:	\$432,171	\$0	\$0	\$2,000	\$434,171

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

Task 1.1 Program Management Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG)³	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$22,544	\$0	\$0	\$2,000	\$24,544
Subtotal:		\$22,544	\$0	\$0	\$2,000	\$24,544
B. Contract/Consultant Services:						
Contract/Consultant Services ¹		\$40,000	\$0	\$0	\$0	\$40,000
Subtotal:		\$40,000	\$0	\$0	\$0	\$40,000
C. Travel and Seminar Registration:						
Travel Expenses		\$5,000	\$0	\$0	\$0	\$5,000
Subtotal:		\$5,000	\$0	\$0	\$0	\$5,000
D. Other Direct Expenses:						
Advertising		\$650	\$0	\$0	\$0	\$650
Building Rental		\$110,102	\$0	\$0	\$0	\$110,102
Books & Subscriptions		\$200	\$0	\$0	\$0	\$200
Communications		\$900	\$0	\$0	\$0	\$900
Equipment < \$5000		\$1,000	\$0	\$0	\$0	\$1,000
Equipment Rental		\$1,900	\$0	\$0	\$0	\$1,900
General & Administrative Charges ²		\$58,500	\$0	\$0	\$0	\$58,500
Office Supplies		\$4,000	\$0	\$0	\$0	\$4,000
Operating Supplies		\$5,000	\$0	\$0	\$0	\$5,000
Postage & Freight		\$85	\$0	\$0	\$0	\$85
Supplies-Computer		\$1,000	\$0	\$0	\$0	\$1,000
Training and Seminars		\$2,200	\$0	\$0	\$0	\$2,200
Utilities		\$4,500	\$0	\$0	\$0	\$4,500
Subtotal:		\$190,037	\$0	\$0	\$0	\$190,037
Total:		\$257,581	\$0	\$0	\$2,000	\$259,581

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

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

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

Task 1.2 UPWP Development		
Purpose:		
To implement the FY 2024/25 – FY 2025/26 UPWP and develop the FY 2026/27 – FY 2027/28 UPWP consistent with Federal and State requirements.		
Previous Work Completed:		
Implementation of the FY 2022/2023 – FY 2023/2024 UPWP and all required budget revisions and amendments. Coordination with Martin and Indian River MPOs on the regional planning activities.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Implement the FY 2024/25 – FY 2025/26 UPWP • Develop the FY 2026/27 – FY 2027/28 UPWP • Process amendments to the adopted UPWP as necessary • Process budget revisions to the adopted UPWP as necessary • Coordinate with Martin and Indian River MPOs 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
FY 2026/27 – FY 2027/28 UPWP Call for Projects	December 2025	
Review by Advisory Committees & Board	March/April 2026	
Transmittal to FDOT	March 2026	
Public Comment Period	March/April 2026	
Adoption by Board	April 2026	
Transmittal to FHWA & FTA	May 2026	
UPWP Amendments	As needed	

Task 1.2 UPWP Development Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$5,000	\$0	\$0	\$0	\$5,000
Subtotal:		\$5,000	\$0	\$0	\$0	\$5,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$5,000	\$0	\$0	\$0	\$5,000

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

Task 1.2 UPWP Development Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$25,000	\$0	\$0	\$0	\$25,000
Subtotal:		\$25,000	\$0	\$0	\$0	\$25,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$25,000	\$0	\$0	\$0	\$25,000

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

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

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

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

Task 2.1 Travel Demand Modeling		
Purpose:		
To ensure the highest quality of travel demand modeling used by the continuing, cooperative and comprehensive transportation planning processes upon which decision making is based.		
Previous Work:		
<p>The Treasure Regional Planning Model (TCRPM) was employed for transportation planning by the TPO and Indian River and Martin MPOs.</p> <p>The TCRPM Version 5 TAZ data was updated to reflect the rapid growth occurring in the TPO area.</p> <p>Development of the TCRPM Version 6 was initiated, and upon completion, it will be utilized to support several tasks including development of the 2050 LRTP and RL RTP. As part of the development of the TCRPM 6, TPO staff delineated the 2020 Census Traffic Analysis Zones (TAZs) and Traffic Analysis Districts (TADs) for the MPA.</p> <p>The TCRPM is based on the activity-based modeling approach, and the TPO regularly hosted the model development meetings for the TCRPM 6. In addition, TPO staff participated on the Statewide Modeling Task Force (MTF) and the Florida Standard Urban Transportation Model Structure (FSUTMS) Users Group.</p> <p>Staff also provided guidance on regional modeling projects.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Coordinate operation of TCRPM with FDOT, Indian River and Martin MPOs • Participate in regional modeling activities that include model improvements; travel and other data collection, compilation and development; model estimation, calibration, validation and sensitivity tests; and associated model support services. • Utilize the TCRPM to support, when applicable, UPWP tasks such as regional and intergovernmental planning and coordination. • Participate in MTF and regional modeling activities 		
End Product:	Completion Date:	Performed by:
2050 LRTP Update Modeling Activities	February 2026	
<p>St. Lucie TPO</p>		

Task 2.1 Travel Demand Modeling Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$10,000	\$0	\$0	\$0	\$10,000
Subtotal:		\$10,000	\$0	\$0	\$0	\$10,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$10,000	\$0	\$0	\$0	\$10,000

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

Task 2.1 Travel Demand Modeling Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$10,000	\$0	\$0	\$0	\$10,000
Subtotal:		\$10,000	\$0	\$0	\$0	\$10,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$10,000	\$0	\$0	\$0	\$10,000

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

Task 2.2 GIS and Data Management		
Purpose:		
To ensure the highest quality of data used by the continuing, cooperative, and comprehensive transportation planning processes to support decision-making.		
Previous Work:		
<p>The TPO continued to coordinate activities related to land use and socioeconomic data collection and analysis and assisted in the maintenance of GIS layers. In addition, the TPO participated in the identification of demographic changes that impact traffic operations and projections and travel demand. These efforts continued to be coordinated with the Martin and Indian River MPOs.</p> <p>The Community Profiles were updated based on the Census 2020 Data and most current American Community Survey (ACS).</p> <p>The TPO continued to coordinate data collection and monitoring activities in support of Intelligent Transportation System (ITS) infrastructure, such as the St. Lucie Advanced Transportation Management System (ATMS).</p> <p>To ensure the accuracy and relevance of geo-spatial data used for impact analysis, mapping, and decision making, TPO staff continued to monitor Federal, State, and local GIS geo-spatial databases.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • GIS and data monitoring, updates, maintenance, and coordination • Collection and coordination of transit data and analysis • ITS/St. Lucie ATMS implementation • Procurement of data, such as travel speeds, times, and reliability and vehicle volumes, from mobile device sources 		
End Product:	Completion Date:	Performed by:
Mobility Data from 2050 LRTP Update	February 2026	St. Lucie TPO

Task 2.2 GIS and Data Management Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$40,000	\$0	\$0	\$0	\$40,000
	Subtotal:	\$40,000	\$0	\$0	\$0	\$40,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$40,000	\$0	\$0	\$0	\$40,000

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

Task 2.2 GIS and Data Management Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$30,000	\$0	\$0	\$0	\$30,000
	Subtotal:	\$30,000	\$0	\$0	\$0	\$30,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$30,000	\$0	\$0	\$0	\$30,000

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

Task 2.3 Traffic Count Program Management		
Purpose:		
To collect, monitor, and manage the highest quality of current traffic data on the public roadway network within the MPA.		
Previous Work:		
The TPO continued to collect and manage the Traffic Count Program through the Traffic Count Data Management System (TCDMS) and acted as a clearinghouse for the collection and management of all traffic counts performed in the MPA by the cities, County, and FDOT. The 2023 and 2024 Traffic Counts were collected and uploaded into the TCDMS, and the resulting reports were published online. The reports were also provided to FDOT, local governments, private consulting firms, and the public upon request.		
The Level of Service Analysis System (LOSAS) continued to be updated to reflect FDOT's updates to its methodology for performing roadway level-of-service analyses.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Manage and fund the Traffic Count Program. At the present time, none of the local jurisdictions maintains a formal traffic count program and continuation of the Traffic Count Program is necessary to monitor the performance of road segments for transportation planning purposes. • Collect and manage the Traffic Counts Program through the TCDMS and act as a clearinghouse for the collection and management of all traffic counts performed in the MPA by the Cities, County, and FDOT. • Maintain the LOSAS to evaluate the congestion and operating condition of the roadway network and produce an Annual Level of Service Report. • Manage consultant services for traffic counts, LOSAS and TCDMS. 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
2025 Traffic Counts and LOS Report/US-1 Corridor Congestion (Consultant services summarized below)	June 2025/April 2025	
2026 Traffic Count and LOS Report (Consultant services summarized below)	June 2026	

2025 Traffic Counts Scope of Services

- Collect traffic counts at locations in accordance with the TPO Traffic Counts Collection Methodology.
- At each location, the machine count data will be collected for a period of 48 hours during a "typical" weekday (Tuesday, Wednesday, and Thursday).
- Special care will be taken to ensure the counts are not performed during periods of non-typical vehicular patterns (i.e. when school is out, holidays, etc.).
- Count locations may need to be adjusted/revised during the data collection process which will be documented for reference and future use.
- The counts will be uploaded into the TCDMS web application will be processed, reviewed, and Q/Ced
- A review of the TCDMS for completeness and a check of calculations will be performed.
- A level-of-service report will be developed for posting on the TPO's web site.
- Additional traffic counts will be collected on U.S. 1 from Prima Vista Boulevard to the Martin County line and nearby parallel corridors for an in-depth analysis of the reported traffic congestion.
- Strategies will be developed to reduce the traffic congestion on the segment of U.S. 1 based on the analysis for project development and programming. (**continued on next page**)

Task 2.3 Traffic Count Program Management Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG)	SU (STBG) ¹	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$0	\$10,000	\$0	\$0	\$10,000
Subtotal:		\$0	\$10,000	\$0	\$0	\$10,000
B. Contract/Consultant Services:						
2025 Traffic Count and LOS Report		\$0	\$65,000	\$0	\$0	\$65,000
Subtotal:		\$0	\$65,000	\$0	\$0	\$65,000
Total:		\$0	\$75,000	\$0	\$0	\$75,000

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

Task 2.3 Traffic Count Program Management Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG)	SU (STBG) ¹	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$0	\$5,000	\$0	\$0	\$5,000
Subtotal:		\$0	\$5,000	\$0	\$0	\$5,000
B. Contract/Consultant Services:						
2026 Traffic Count and LOS Report		\$0	\$45,000	\$0	\$0	\$45,000
Subtotal:		\$0	\$45,000	\$0	\$0	\$45,000
Total:		\$0	\$50,000	\$0	\$0	\$50,000

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

2026 Traffic Counts Scope of Services

- Collect traffic counts at locations in accordance with the TPO Traffic Counts Collection Methodology.
- At each location, the machine count data will be collected for a period of 48 hours during a “typical” weekday (Tuesday, Wednesday, and Thursday).
- Special care will be taken to ensure the counts are not performed during periods of non-typical vehicular patterns (i.e. when school is out, holidays, etc.).
- Count locations may need to be adjusted/revised during the data collection process which will be documented for reference and future use.
- The counts will be uploaded into the TCDMS web application will be processed, reviewed, and Q/Ced
- A review of the TCDMS for completeness and a check of calculations will be performed.
- A level-of-service report will be developed for posting on the TPO’s web site.

Task 2.4 Performance Measurement and Target Setting		
Purpose:		
To ensure the most efficient investment of Federal transportation funds by linking investment priorities to the achievement of adopted targets		
Previous Work:		
<p>The TPO continued to incorporate performance management as a strategic approach that includes performance measurement and target setting to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress in meeting goals. Performance measure targets are the benchmarks against which collected data is gauged.</p> <p>The TPO and the transit provider cooperatively established targets for the State of Good Repair, Transit Asset Management Plan (TAMP), and Public Transportation Agency Safety Plan (PTASP) performance measures. FDOT established targets for the safety, bridge and pavement, and system performance measures, and the TPO chose to adopt the same targets as FDOT. The strategies and investments used to meet the targets were identified and reported by FDOT through its Highway Safety Improvement Program, and the TPO reported its targets to FDOT.</p> <p>All of the targets were incorporated into the Long Range Transportation Plan and the Transportation Improvement Program through the System Performance Report.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Obtain local data or data from FDOT for performance measurement. • Support FDOT targets or establish own performance targets for safety, system performance, bridge and pavement performance measures. • Track progress toward meeting targets based on the data obtained and report to FDOT. • Continue coordination among the TPO, St. Lucie County Transit Management, and FDOT on PTASP and TAMP performance measures and adjust targets, as necessary. • Continue demonstrating efforts to integrate progress towards achieving the performance targets through the System Performance Report in the TIP and LRTP to the maximum extent possible. 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Set 2025 safety performance targets and report to FDOT	February 2025	
Set 2026 safety performance targets and report to FDOT	February 2026	

Task 2.4 Performance Measurement and Target Setting Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

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

Task 2.4 Performance Measurement and Target Setting Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

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

ELEMENT 3: RECURRING AND SYSTEMS AND PROJECT PLANNING

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

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

Task 3.1 Long Range Transportation Planning		
Purpose:		
To develop a 2050 Long Range Transportation Plan (LRTP) while continuing to implement the SmartMoves 2045 LRTP and the 2045 Treasure Coast Regional LRTP (RLRTP) which provide for the development, management, and operation of multimodal transportation systems and consider and/or integrate facilities that serve national, statewide, or regional transportation functions.		
Previous Work:		
The SmartMoves 2045 LRTP was adopted in February 2021 which incorporated livability initiatives to improve mobility and quality of life through improvements that support multiple transportation modes. The Plan also incorporated Safety, Security, and Congestion Elements that inform other tasks of the UPWP.		
Performance measures developed for the SmartMoves 2045 LRTP were monitored and reviewed on an annual basis. Federal performance measures were reviewed, and Federal requirements with the corresponding rules promulgated were analyzed.		
Coordination occurred with state, regional, and local agencies to identify and prioritize projects which increase mobility options as part of the RLRTP.		
The TPO participated with FDOT in the major update process for the Strategic Intermodal System (SIS) Cost Feasible Plan.		
The TPO partnered with St. Lucie County in the completion of the Airport Connector Corridor Alignment Study.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • SmartMoves 2045 LRTP amendment and implementation • Participation in FTP and SIS Plan implementation and updates 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
TIP/LRTP Performance Report 2025	June 2025	
2050 LRTP with Mobility Data (Consultant services summarized below)	February 2026	

2050 LRTP with Mobility Data Scope of Services with Interim Milestones

- A Public Involvement Plan (PIP) will be developed consistent with the TPO’s Public Participation Plan.
- Specific strategies will be developed to execute the PIP that promotes broad dialogue and continuing involvement of the citizens and stakeholders in the LRTP process.
- A website will be created for the distribution of LRTP information.
- A socioeconomic data set based on the approved population forecasts and the preferred land use scenario will be developed based on the Traffic Analysis Zone (TAZ) structure of the Treasure Coast Regional Planning Model (TCRPM) activity-based model
- Adopted local, regional, state long range transportation plans and comprehensive plans, other local and regional transportation studies, Federal and State Long Range Transportation Plan guidelines will be reviewed. **(continued on next page)**

Task 3.1 Long Range Transportation Planning Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG) ¹	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$35,000	\$30,000	\$0	\$0	\$65,000
Subtotal:		\$35,000	\$30,000	\$0	\$0	\$65,000
B. Contract/Consultant Services:						
2050 LRTP with Mobility Data		\$0	\$150,000	\$0	\$0	\$150,000
Subtotal:		\$0	\$150,000	\$0	\$0	\$150,000
Total:		\$35,000	\$180,000	\$0	\$0	\$215,000

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

Task 3.1 Long Range Transportation Planning Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG) ¹	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$35,000	\$50,000	\$0	\$0	\$85,000
Subtotal:		\$35,000	\$50,000	\$0	\$0	\$85,000
B. Contract/Consultant Services:						
2050 LRTP with Mobility Data		\$0	\$150,000	\$0	\$0	\$150,000
Subtotal:		\$0	\$150,000	\$0	\$0	\$150,000
Total:		\$35,000	\$200,000	\$0	\$0	\$235,000

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

2050 LRTP with Mobility Data Scope of Services with Interim Milestones (continued from previous page)

- Relevant data including mobility data, such as travel speeds, times, and reliability and vehicle volumes, from mobile device sources, will be collected, reviewed, and analyzed to identify major issues, trends, needs, and opportunities associated with the TPO transportation system.
- Visualizations, such as dashboards, of the collected mobility data will be created.
- A multimodal needs plan will be developed with the use of the TCRPM and Existing Plus Committed Network.
- Goals, Objectives, Policies, and Performance Measures will be developed.
- A Financial Resources Analysis will be completed. Transportation alternatives will be developed and tested using the TCRPM and that includes evaluation of the environmental, sociocultural, and financial impacts of the alternatives.
- A 2050 Cost Feasible Plan will be developed.
- A 2050 LRTP Report will be prepared.

Task 3.2 Transit Planning

Purpose:

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

Previous Work:

Intermodal planning and coordination was supported through transit planning activities in cooperation with neighboring MPOs and South Florida Commuter Services (SFCS). St. Lucie County’s Transit Development Plan (TDP) Major Update was completed with consultant assistance funded by the TPO. TPO Staff assisted St. Lucie County in preparing its TDP Annual Progress Report.

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

Other transit planning activities that were continued included providing technical and planning assistance to St. Lucie County in order to maintain the County’s eligibility for the continued receipt of federal and state transit grant funds. The performance of the transit system was monitored. Coordination of services continued through regional transit meetings.

The TPO funded consultant assistance and provided staff resources in support of evaluating potential locations for a passenger rail station in downtown Fort Pierce.

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

- Provision of technical assistance to the transit providers including support for the implementation of the TDP Major Update.
- Continue support for the regional bus route connecting St. Lucie County and West Palm Beach.
- Provision of technical support for the establishment of a Transportation Management Association (TMA).
- Support of intermodal planning, travel demand management, and transit planning coordination including implementation of the SFCS Workplan.
- Park and ride lot program planning.
- Passenger rail service program planning.
- Continue coordination among the TPO, St. Lucie County Transit Management, and FDOT on PTASP and TAMP performance measures and adjust targets, as necessary.

End Product:	Completion Date:	Performed by: St. Lucie TPO
TDP Annual Progress Report	September 2024	
Regional Bus Route Update	August 2025	
TDP Annual Progress Report	September 2025	

Task 3.2 Transit Planning Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG) ¹	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$70,000	\$45,000	\$0	\$0	\$115,000
	Subtotal:	\$70,000	\$45,000	\$0	\$0	\$115,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$70,000	\$45,000	\$0	\$0	\$115,000

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

Task 3.2 Transit Planning Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG) ¹	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$80,000	\$25,000	\$0	\$0	\$105,000
	Subtotal:	\$80,000	\$25,000	\$0	\$0	\$105,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$80,000	\$25,000	\$0	\$0	\$105,000

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

Task 3.3 Transportation Improvement Program (TIP)

Purpose:

To annually coordinate, update, and maintain the five-year TIP which reflects Federal, State, and local funding and identifies all Federal, State, and locally funded transportation improvements within the TPO area.

Previous Work:

The TIP continued to be developed annually based on the LRTP, TDP, CMP, bicycle/pedestrian plans, airport and port plans, the Transportation Alternatives (TA) Project Prioritization Methodology, and other planning activities as necessary. The development of the TIP included the preparation of the List of Priority Projects (LOPP) which prioritizes roadway, transit, CMP, and TA projects. The LOPP was prepared based on input from local agencies, transit, FDOT, and the public.

The Draft Tentative Work Program was reviewed to ensure consistency with the LOPP and the LRTP and was considered by the TPO Advisory Committees and Board for endorsement. FDOT’s Final Tentative Work Program and the Annual Publication of Obligated Federal Projects was incorporated into the TIP. The TIP was adopted by the Board after a public comment period and review of the draft TIP by the Advisory Committees, and subsequently, the Interactive TIP was launched. The Interactive TIP was maintained, and the TPO coordinated with FDOT to amend the TIP and process STIP amendments as needed. A consultant was utilized for maintenance of the Interactive TIP.

The TPO continued to administer the TA grant program. Participation by the TPO in the development of projects from the TIP and LRTP continued. The TPO continued to play significant roles in the completion of the designs for Port St. Lucie Boulevard, Midway Road, and other projects derived from the TIP and LRTP.

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

- Development of the LOPP
- Development of the TIP with TIP/LRTP Performance Report and TIP/STIP amendments
- Maintenance of the Interactive TIP
- Participation in the phases of projects derived from the LRTP

End Product:	Completion Date:	Performed by: St. Lucie TPO
Review/Endorsement of FDOT’s Five-Year Work Program	December 2024	
FY 2025/26 – FY 2029/30 TIP Adoption & Interactive TIP Update (Independent contractor to be used.)	June 2025	
Annual Publication of Obligated Federal Projects	June 2025	
Submittal of 2025/26 LOPP to FDOT	June 2025	
Review/Endorsement of FDOT’s Five-Year Work Program	October 2025	
FY 2026/27 – FY 2030/31 TIP Adoption & Interactive TIP Update (Independent contractor to be used.)	June 2026	
Annual Publication of Obligated Federal Projects	June 2026	
Submittal of 2026/27 LOPP to FDOT	June 2026	

Task 3.3 Transportation Improvement Program (TIP) Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$35,000	\$0	\$0	\$0	\$35,000
	Subtotal:	\$35,000	\$0	\$0	\$0	\$35,000
B. Contract/Consultant Services:						
	FY 2025/26 – FY 2029/30 Interactive TIP Update (Independent Contractor)	\$12,000	\$0	\$0	\$0	\$12,000
	Subtotal:	\$12,000	\$0	\$0	\$0	\$12,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$47,000	\$0	\$0	\$0	\$47,000

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

Task 3.3 Transportation Improvement Program (TIP) Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$35,000	\$0	\$0	\$0	\$35,000
	Subtotal:	\$35,000	\$0	\$0	\$0	\$35,000
B. Contract/Consultant Services:						
	FY 2026/27 – FY 2030/31 Interactive TIP Update (Independent Contractor)	\$13,000	\$0	\$0	\$0	\$13,000
	Subtotal:	\$13,000	\$0	\$0	\$0	\$13,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$48,000	\$0	\$0	\$0	\$48,000

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

Task 3.4 Congestion Management Process (CMP)		
Purpose:		
To maintain and monitor the CMP and identify and prioritize CMP projects for the FDOT Work Program and the TPO's LOPP and TIP.		
Previous Work:		
<p>The CMP Implementation Plan prioritizes projects which address identified congestion and safety issues using one or more “quick-fix” strategies. An Annual CMP Report was completed to update congestion and safety issues and explore strategies to address areas of concern. In coordination with FDOT Traffic Operations, the CMP and its Implementation Plan were utilized to allocate the TPO’s CMP box funds of \$300,000-\$400,000 annually. The CMP was also used for the annual development of the LOPP, TIP, and Work Program, and for ongoing project prioritization as needed in coordination with FDOT Traffic Operations.</p> <p>The SmartMoves 2045 LRTP contains a CMP element, the Cost Feasible Plan allocates funding to the CMP, and congestion management is incorporated into the Goals, Objectives, and Performance Measures of the SmartMoves 2045 LRTP.</p> <p>The CMP Major Update was completed to update the CMP procedures document and performance measures, update the toolbox of strategies for consideration, address congestion and safety issues, provide mobility options, and prioritize and recommend CMP projects for TPO plans and programs.</p> <p>The TPO completed a Special Events Congestion Management and Parking Plan (SECMAPP) which provides detailed findings and recommends improvements to address the congestion, parking, and safety issues of special event locations in the TPO area.</p> <p>The TPO supported the implementation of the FDOT Treasure Coast Transportation Systems Management & Operations (TSM&O) Master Plan.</p> <p>The St. Lucie Advanced Transportation Master Plan (ATMS) Master Plan continued to be implemented.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • CMP project coordination and prioritization • ATMS Master Plan Implementation through participation, including attending project progress meetings with FDOT and FDOT’s consultant, in the implementation of the ATMS Master Plan; coordination with local agencies; and the development and prioritization of subsequent phases in the TPO’s LOPP • Continue to support the implementation of the Treasure Coast TSM&O Master Plan where it is consistent with the ATMS Master Plan. 		
End Product:	Completion Date:	Performed by:
2025 CMP Annual Report	April 2026	
St. Lucie TPO		

Task 3.4 Congestion Management Process (CMP) Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$10,000	\$0	\$0	\$0	\$10,000
Subtotal:		\$10,000	\$0	\$0	\$0	\$10,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$10,000	\$0	\$0	\$0	\$10,000

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

Task 3.4 Congestion Management Process (CMP) Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$10,000	\$0	\$0	\$0	\$10,000
Subtotal:		\$10,000	\$0	\$0	\$0	\$10,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$10,000	\$0	\$0	\$0	\$10,000

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

Task 3.5 Bicycle-Pedestrian/Complete Streets Planning		
Purpose:		
To review, update, and implement the St. Lucie Walk-Bike Network, build upon previous complete streets planning efforts, and continue the ongoing planning and coordinating efforts which support the provision of bicycle, pedestrian, and greenway facilities.		
Previous Work:		
<p>The TPO maintained and updated the inventory of bicycle and pedestrian facilities, known as the St. Lucie Walk-Bike Network, and performed activities as needed in support of its implementation. Through the St. Lucie Walk-Bike Network, TPO staff continued to coordinate with the local governments, the St. Lucie School District, FDOT, Florida Department of Environmental Protection Office of Greenways and Trails, and the East Coast Greenway Alliance regarding bicycle/pedestrian/greenway issues and the planning, prioritizing, funding, and implementation of bicycle/pedestrian/greenway facilities. Coordination of complete streets planning activities also occurred through the BPAC, TAC, and CAC. Potential bicycle/pedestrian/greenway and complete streets projects were identified for funding and considered for prioritization in the TPO’s LOPP.</p> <p>Programmed projects reviewed through the Electronic Review Comments (ERC) system were evaluated by the TPO based on bicycle and pedestrian-friendliness.</p> <p>The St. Lucie Walk-Bike Network was updated and maintained.</p> <p>The TPO continued to develop plans and implement projects to address specific gaps or obstacles impeding the extension of the East Coast Greenway and the Florida SUN Trail through the St. Lucie TPO area.</p> <p>The SUN Trail Network Port of Fort Pierce Overpass Connector Feasibility Study was completed</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Local coordination/support and project review and prioritization including assisting agencies with sidewalk inventories, gap studies, etc. to support their compliance with ADA requirements • Updates and maintenance of the St. Lucie Walk-Bike Network. • East Coast Greenway (ECG)/Florida SUN Trail coordination and implementation 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Electric Bicycle Study	February 2025	
Oxbow Eco-Center Pedestrian Link Feasibility Study (Consultant services summarized below)	April 2026	

Oxbow Eco-Center Pedestrian Link Feasibility Study Scope of Services

A Feasibility study for the development of a pedestrian link between the Oxbow Eco-Center and the Citrus Hammock Preserve on the eastern side of the St. Lucie River will be conducted that includes the following:

- Engagement/coordination meetings conducted with stakeholders.
- Analyses of the existing conditions.
- Development of a typical section.
- Analyses of alignment alternatives for advantages and disadvantages including environmental and sociocultural impacts, right-of-way considerations, and cost.
- Outreach to the public that includes an in-person public workshop.
- Preparation and presentation of a Feasibility Study Report that documents the activities and analyses completed and recommends a preferred alignment alternative.

Task 3.5 Bicycle-Pedestrian/Complete Streets Planning Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG) ¹	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$30,000 ²	\$50,000	\$0	\$0	\$80,000
	Subtotal:	\$30,000	\$50,000	\$0	\$0	\$80,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$30,000	\$50,000	\$0	\$0	\$80,000

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

²Funding significantly exceeds the Bipartisan Infrastructure Law requirement to set aside 2.5 percent (\$20,076) of the total PL (CPG) allocation for FY 2024/25 (\$803,048).

Task 3.5 Bicycle-Pedestrian/Complete Streets Planning Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$40,000 ³	\$45,000	\$0	\$0	\$85,000
	Subtotal:	\$40,000	\$45,000	\$0	\$0	\$85,000
B. Contract/Consultant Services:						
	Oxbow Eco-Center Pedestrian Link Feasibility Study	\$40,000	\$0	\$0	\$0	\$40,000
	Subtotal:	\$40,000	\$0	\$0	\$0	\$40,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$80,000	\$45,000	\$0	\$0	\$125,000

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

³Funding significantly exceeds the Bipartisan Infrastructure Law requirement to set aside 2.5 percent (\$20,315) of the total PL (CPG) allocation for FY 2025/26 (\$812,581).

Task 3.6 Freight Planning		
Purpose:		
To continue promoting the St. Lucie TPO area as the freight gateway to South Florida while enhancing the initiatives of agency partners in support of the increasing number of important freight facilities of regional and Statewide significance located within the St. Lucie TPO area.		
Previous Work:		
The TPO continued to implement the Treasure Coast Regional Freight Plan that was developed with the Martin and Indian River MPOs.		
The TPO continued to work with FDOT to acquire data and enhance the regional freight model to specifically evaluate transportation investments and their benefits with regard to freight mobility.		
The TPO worked with FDOT on the Freight Activity Areas Identification and Freight Network Segments Study.		
The TPO completed Phase II of the Drone Port/Advanced Air Mobility (AAM) Study to identify suitable destination locations within the TPO area for vertiports/drone ports. Further evaluation was performed on the Treasure Coast International Airport property to identify potential origin locations for vertiport and related development.		
The TPO updated the St. Lucie Freight Network and continued to implement it and identify and analyze operational improvements to the freight network including through the implementation of the St. Lucie ATMS.		
The TPO continued to support agency partners in initiatives for the increasing number of important freight facilities of regional and Statewide significance located within the St. Lucie TPO area including the Port of Fort Pierce, Treasure Coast International Airport, the St. Lucie Freight Logistics Zone, and new warehousing and distribution facilities.		
The TPO continued to participate in the MPOAC Freight Advisory Committee and develop the statewide Freight Priorities Program.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Implement the Treasure Coast Regional Freight Plan and other regional plans • Implement the Port of Fort Pierce Master Plan and other local plans • Maintain liaison with various agency staff • Monitor and update the St. Lucie Freight Network • Support continued implementation of the St. Lucie Freight Logistics Zone • Attend various freight coordination meetings including meetings of the MPOAC Freight Advisory Committee 		
End Product:	Completion Date:	Performed by:
St. Lucie Freight Network Update	December 2025	St. Lucie TPO

Task 3.6 Freight Planning Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

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

Task 3.6 Freight Planning Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

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

Task 3.7 Safety and Security Planning

Purpose:

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

Previous Work:

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

Spot Speed Studies were completed to improve roadway safety through speed management at the local high crash locations identified by the Speed Kills Analysis.

The Midway Road Safety Study was completed to evaluate the Midway corridor with regard to safety and traffic operations and identify potential improvements to reduce the severity, frequency, and risk for crashes; to manage speeds; and to enhance traffic operations.

The TPO continued to participate in the FDOT Treasure Coast Community Traffic Safety Team (CTST) to further identify security and safety issues.

The developed the Coordinated Rail Safety Improvement Plan (CRSIP) to improve rail crossing safety in the TPO area.

The TPO continued to maintain the safety graphics displays at its office.

The TPO continued to perform a COOP exercise annually. The COOP was updated annually to incorporate improvements as a result of lessons learned from the exercises.

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

- Analysis of the use of automated enforcement of speeding violations.
- Identification of low-cost, short-term bicycle/pedestrian safety improvements that might include distribution of reflective items.
- Rail Crossing Safety Infrastructure and Technology Reviews for the CRSIP
- COOP activations, as needed
- CTST Meetings (quarterly)
- Signal 4 Analytics Crash Database Utilization
- Provision of technical support for local speed management efforts

End Product:	Completion Date:	Performed by: St. Lucie TPO
Update of Safety Graphics Displays (Independent contractor to be used.)	February 2025	
COOP Exercise and Update	June 2025	
COOP Exercise and Update	June 2026	

Task 3.7 Safety and Security Planning Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$25,000	\$0	\$0	\$0	\$25,000
	Subtotal:	\$25,000	\$0	\$0	\$0	\$25,000
B. Contract/Consultant Services:						
	Update of Safety Graphics Displays (Independent Contractor)	\$9,000	\$0	\$0	\$0	\$9,000
	Subtotal:	\$9,000	\$0	\$0	\$0	\$9,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$34,000	\$0	\$0	\$0	\$34,000

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

Task 3.7 Safety and Security Planning Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

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

Task 3.8 Transportation Disadvantaged (TD) Program		
Purpose:		
To provide coordination and planning services for the St. Lucie County TD Program in accordance with Chapter 427 FS, Rule 41-2 FAC, and the Americans with Disabilities Act (ADA) which includes the identification of unmet TD needs.		
Previous Work:		
<p>TPO Staff assisted the Community Transportation Coordinator (CTC) in its role of providing safe, coordinated TD services to elderly persons, persons with disabilities, veterans, at-risk children, and economically disadvantaged citizens. TPO staff assisted the redesignation of St. Lucie County as CTC and in the development of the Transportation Disadvantaged Service Plan/Coordinated Plan and Annual Update. Staff assisted in finding alternatives to accommodate unmet local needs.</p> <p>TPO staff provided administrative services to the LCB. This included preparation of meeting summaries, agendas, grant applications, progress reports, and other products. Staff also assessed legislatively mandated changes to the State TD program and undertook TD-related activities as necessary to comply with State legislation.</p> <p>The TD program is coordinated with other public transit planning and services, including veteran services, through the LCB and associated work products. TPO staff coordinated with FDOT, the County, and the transit operator and provided technical assistance for the transitioning of non-life sustaining trips from the current demand response program services to fixed or deviated route services.</p> <p>The TD Program continued to incorporate Environmental Justice into its mission by identifying and addressing, as appropriate, the effects of programs, policies, and activities on minority and low-income populations. The TPO continued to strive to involve the potentially affected public and to develop partnerships with and enhance the participation by traditionally underserved communities.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • LCB Meeting Support • LCB Planning Support • CTC Technical Assistance • TD Grant Applications • TD Invoice and Progress Reports 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
TDSP 2024 Annual Update	December 2024	
TDSP 2025 Annual Update	December 2025	
CTC 2025 Evaluation	June 2025	
CTC 2026 Evaluation	June 2026	
LCB Meeting Summaries (Independent contractor services to be used)	After the LCB Meetings	

Task 3.8 Transportation Disadvantaged (TD) Program Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG)	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$0	\$0	\$23,038	\$0	\$23,038
Subtotal:		\$0	\$0	\$23,038	\$0	\$23,038
B. Contract/Consultant Services:						
LCB Meeting Summaries		\$0	\$0	\$2,000	\$0	\$2,000
Subtotal:		\$0	\$0	\$2,000	\$0	\$2,000
C. Travel:						
Travel Expenses		\$0	\$0	\$800	\$0	\$800
Subtotal:		\$0	\$0	\$800	\$0	\$800
D. Direct Expenses:						
Advertising		\$0	\$0	\$550	\$0	\$550
General & Administrative Charges		\$0	\$0	\$1,500	\$0	\$1,500
Training & Seminar		\$0	\$0	\$300	\$0	\$300
Postage		\$0	\$0	\$15	\$0	\$15
Subtotal:		\$0	\$0	\$2,365	\$0	\$2,365
Total:		\$0	\$0	\$28,203	\$0	\$28,203

Task 3.8 Transportation Disadvantaged (TD) Program Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG)	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$0	\$0	\$23,038	\$0	\$23,038
Subtotal:		\$0	\$0	\$23,038	\$0	\$23,038
B. Contract/Consultant Services:						
LCB Meeting Summaries		\$0	\$0	\$2,000	\$0	\$2,000
Subtotal:		\$0	\$0	\$2,000	\$0	\$2,000
C. Travel:						
Travel Expenses		\$0	\$0	\$800	\$0	\$800
Subtotal:		\$0	\$0	\$800	\$0	\$800
D. Direct Expenses:						
Advertising		\$0	\$0	\$550	\$0	\$550
General & Administrative Charges		\$0	\$0	\$1,500	\$0	\$1,500
Training & Seminar		\$0	\$0	\$300	\$0	\$300
Postage		\$0	\$0	\$15	\$0	\$15
Subtotal:		\$0	\$0	\$2,365	\$0	\$2,365
Total:		\$0	\$0	\$28,203	\$0	\$28,203

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

Task 3.9 Environmental Planning		
Purpose:		
To continue the integration of environmental considerations into the TPO’s metropolitan planning program and development of planning and environment linkages.		
Previous Work:		
<p>The SmartMoves 2045 LRTP incorporates environmental mitigation strategies from a system-wide perspective and considers environmental mitigation strategies in consultation with State, Tribal, and local agencies. The TPO continued to link planning with the National Environmental Policy Act (NEPA). A base map of environmentally sensitive areas was updated in the SmartMoves 2045 LRTP which identifies environmental features such as major hydrology, environmental lands, and Special Emphasis Areas identified by local stakeholders such as the St. Lucie Conservation Alliance and the St. Lucie County Environmental Management Department.</p> <p>As a member of the St. Lucie County Resilience Planning Steering Committee, the TPO has been working collaboratively with the County Environmental Resources Department staff during the development of the St. Lucie County Vulnerability Assessment Report and the Regional Resilience Plan.</p> <p>As a member of the Environmental Technical Advisory Team (ETAT), the TPO participated in the FDOT Efficient Transportation Decision Making (ETDM) process to further integrate consideration of potential project effects on the cultural, socio-cultural, and natural environments into transportation decision-making and continue early coordination with resource agencies in addressing mitigation activities. The TPO participated in the phases for its Priority Projects where the environmental mitigation activities were further refined.</p> <p>The TPO completed a Carbon Reduction Strategy to evaluate strategies that reduce carbon emissions and expand transportation options for TPO area.</p> <p>The TPO supported the establishment of the Florida Ecological Greenways Network (FEGN) which prioritizes a functionally connected statewide network of public and private conservation lands to conserve and maintain ecological greenway connectivity and protect, connect, and conserve Florida’s native wildlife and natural systems.</p> <p>As extreme weather and changes in environmental conditions continue to present significant and growing risks to the nation’s vital transportation systems, the TPO performed a Transportation Asset/Service Vulnerability Assessment Update to integrate the environmental considerations into the TPO’s metropolitan planning program.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Participate as ETAT member in ETDM Planning and Programming Screens • Coordinate with State and local agencies to address climate change and to improve the climate adaptation/resiliency and reduce natural disaster risk • Coordinate with State and local agencies responsible for natural resources, environmental protection, conservation, and historic preservation • Integrate FEGN, CCB, and State Wildlife Action Plan into transportation plans 		
End Product:	Completion Date:	Performed by:
Transportation Asset/Service Vulnerability Assessment Update	June 2026	St. Lucie TPO

Task 3.9 Environmental Planning Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Indirect Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

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

Task 3.9 Environmental Planning Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Indirect Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

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

Task 3.10 Automated/Connected/Electric/Shared-Use (ACES) Vehicles Planning		
Purpose:		
To plan and support innovative technologies and business practices with regard to ACES vehicles and determine how best to address the challenges and opportunities presented by ACES vehicles.		
Previous Work:		
Technological advancements in transportation have the potential to transform the urban landscape. Automated vehicles, once thought to be futuristic, are being tested on public roadways. Shared mobility providers, the transit industry, and the freight industry have become early adopters of advanced technologies. Adopting and supporting innovative technologies and business practices supports the Florida Transportation Plan and the federal planning factors and goals found in the Federal requirements and legislation.		
The Electric Vehicle Charging Station Plan Update was completed which developed criteria for siting electric vehicle charging stations and selected appropriate locations based on the criteria.		
The Sustainable Transportation Plan was developed which built upon previous ACES, micro-mobility studies and land use and infrastructure planning for sustainable mobility. Special emphasis in the Sustainable Transportation Plan was given to EV charging infrastructure in alignment with current federal funding opportunities.		
The Advanced Air Mobility (AAM) Study Phase 2 was conducted to continue the review of the AAM industry and recommend potential opportunities to integrate AAM into the TPO's planning activities for future AAM project development and prioritization.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Participate in training activities regarding advanced transportation technologies • Attend/host local stakeholder meetings related to ACES • Implementation of AAM Phase 2 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Autonomous Vehicle Study Update	October 2024	
Vehicle Sharing Study (Consultant services summarized below)	June 2026	

Vehicle Sharing Study Scope of Services

An analysis of methods to determine how to provide residents and visitors with short-term access to automobiles will be conducted that includes the following:

- Review and inventory of existing vehicle sharing plans and infrastructure.
- Evaluation of vehicle sharing needs especially in Title VI/EJ Communities in TPO area.
- Identification and analysis of gaps in and opportunities for vehicle sharing infrastructure.
- Development of strategies and projects to address needs, gaps, and opportunities.
- Consideration of funding sources for the implementation of strategies and projects.
- Outreach to the public and stakeholders for input on needs, gaps, opportunities, strategies, and projects.
- Identification of the potential impact of vehicle sharing activities on the transit and roadway networks.
- Preparation of a report that documents the activities and evaluations/analyses completed and recommends strategies/projects for funding/implementation.

Task 3.10 ACES Vehicles Planning Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

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

Task 3.10 ACES Vehicles Planning Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG) ¹	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$50,000	\$0	\$0	\$70,000
	Subtotal:	\$20,000	\$50,000	\$0	\$0	\$70,000
B. Contract/Consultant Services:						
	Vehicle Sharing Study	\$0	\$30,000	\$0	\$0	\$30,000
	Subtotal:	\$0	\$30,000	\$0	\$0	\$30,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$80,000	\$0	\$0	\$100,000

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

ELEMENT 4: REGIONAL AND INTERGOVERNMENTAL PLANNING AND COORDINATION

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

Task 4.1 Models of Regional Planning Cooperation

Task 4.2 Intergovernmental Planning and Coordination

Task 4.1 Models of Regional Planning Cooperation

Purpose:

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

Previous Work:

TPO staff continued to coordinate with the FDOT, TCRPC, and Martin and Indian River MPO staffs and coordinated with various non-local governmental and public agencies on regional transportation projects and activities including the implementation of the Treasure Coast Transportation Systems Management and Operations (TSM&O) Master Plan and participation in the Treasure Coast Traffic Management Coalition. To accomplish this task, TPO staff attended meetings; reviewed plans, reports, and other documents; provided data, information, comments, and recommendations; and facilitated presentations to the TPO Board and advisory committees on behalf of the agencies, as appropriate.

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

The 2045 Treasure Coast RL RTP was developed which included extensive regional coordination. In addition, the TPO continued to participate in other miscellaneous regional planning and coordination meetings.

The TPO continued to administer the Transportation Regional Incentive Program (TRIP) by assisting in the preparation of applications for local projects and guiding the applications through the grant process.

The TPO staff provided meeting schedules, agendas, minutes, packets, notices, and other staff support, as necessary, for meetings of the TCTC and the TCTAC.

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

- Complete and implement local and regional plans including the 2045 RL RTP and the Treasure Coast Freight Plan
- 2045 RL RTP amendments
- Maintain liaison with various regional agency staff
- Coordinate with rural governmental entities outside of the current MPA boundaries that are impacted by transportation movements between regions
- Support local agency applications for TRIP grant funding
- Support and participate in TCTAC and TCTC and other regional meetings
- Prepare regional meeting agendas, minutes, packets, etc.

End Product:	Completion Date:	Performed by: St. Lucie TPO
Submittal of 2025 TRIP Grant Application(s)	March 2025	
Submittal of 2026 TRIP Grant Application(s)	March 2026	

Task 4.1 Models of Regional Planning Cooperation Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

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

Task 4.1 Models of Regional Planning Cooperation Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$20,000	\$0	\$0	\$0	\$20,000
	Subtotal:	\$20,000	\$0	\$0	\$0	\$20,000
B. Contract/Consultant Services:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
	Subtotal:	\$0	\$0	\$0	\$0	\$0
	Total:	\$20,000	\$0	\$0	\$0	\$20,000

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

Task 4.2 Intergovernmental Planning and Coordination

Purpose:

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

Previous Work:

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

TPO staff reviewed and commented on various land use amendments and development plans for local governments in the MPA. The TCRPM continued to be utilized to assist in the analysis of transportation issues. TPO staff also provided technical support to the local agencies and governments in the completion of transportation improvement grant applications.

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

The TPO conducted reviews of local projects from a traffic and transportation perspective to evaluate consistency with regional and long range plans and initiated the development of the Transportation Impact Tracker to assist with and coordinate the reviews with the local agencies. The TPO also reviewed relevant plans regarding airport and port planning activities in relation to TPO planning and programming activities.

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

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

- Treasure Coast Scenic Highway (TCSHP) program implementation and support
- TCSHP Website/social media management (**independent contractor to be used**)
- Attend/host intergovernmental meetings
- Review plans, reports, and other documents.
- Provide data, information, comments, and recommendations.
- Prepare meeting agendas, minutes, packets, etc.
- Provide transportation grant support including for Transportation Alternatives Program (TAP) grants.
- Serve as a resource of information and technical assistance for local government compliance with ADA and for railroad quiet zone implementation.
- Development and maintenance of the Transportation Impact Tracker.

End Product:	Completion Date:	Performed by: St. Lucie TPO
TCSH 2025 Annual Work Plan	December 2024	
TCSH 2024 Annual Report	February 2025	
Submittal of 2025 TAP Grant Application(s)	March 2025	
TCSH 2026 Annual Work Plan	December 2025	
TCSH 2025 Annual Report	February 2026	
Submittal of 2026 TAP Grant Application(s)	March 2026	

Task 4.2 Intergovernmental Planning and Coordination Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$25,000	\$0	\$0	\$0	\$25,000
Subtotal:		\$25,000	\$0	\$0	\$0	\$25,000
B. Contract/Consultant Services:						
TCSHP Website/social media management (Independent Contractor)		\$10,000	\$0	\$0	\$0	\$10,000
Subtotal:		\$10,000	\$0	\$0	\$0	\$10,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$35,000	\$0	\$0	\$0	\$35,000

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

Task 4.2 Intergovernmental Planning and Coordination Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG) ¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		\$25,000	\$0	\$0	\$0	\$25,000
Subtotal:		\$25,000	\$0	\$0	\$0	\$25,000
B. Contract/Consultant Services:						
TCSHP Website/social media management (Independent Contractor)		\$12,000	\$0	\$0	\$0	\$12,000
Subtotal:		\$12,000	\$0	\$0	\$0	\$12,000
C. Travel:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
D. Other Direct Expenses:						
		\$0	\$0	\$0	\$0	\$0
Subtotal:		\$0	\$0	\$0	\$0	\$0
Total:		\$37,000	\$0	\$0	\$0	\$37,000

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

ELEMENT 5: PUBLIC PARTICIPATION, EDUCATION & OUTREACH

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

Task 5.1 Public Participation, Education & Outreach

Task 5.1 Public Participation, Education & Outreach

Purpose:

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

Previous Work:

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

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

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

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

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

- Implementation of the PPP
- CAC/BPAC meetings and support
- Website/social media management (**independent contractor to be used**)
- Title VI and environmental justice compliance

End Product:	Completion Date:	Performed by: St. Lucie TPO
PPP Major Update (consultant services summarized below)	December 2024	
Annual PPP Evaluation of Effectiveness and Update	February 2026	

PPP Major Update Scope of Services

To support the completion of a PPP Major Update by TPO staff, consultant services will be utilized that includes the following:

- identification and testing of the latest electronic methods and visualization techniques to provide information to and receive input from the public. (**continued on next page**)

Task 5.1 Public Participation, Education & Outreach Estimated Budget Detail for FY 2024/25						
Budget Category	Budget Category Description	PL (CPG)¹	SU (STBG)¹	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$30,000	\$30,000	\$0	\$0	\$60,000
	Subtotal:	\$30,000	\$30,000	\$0	\$0	\$60,000
B. Contract/Consultant Services:						
	Website/social media management	\$50,000	\$0	\$0	\$0	\$50,000
	PPP Major Update	\$0	\$20,000	\$0	\$0	\$20,000
	Subtotal:	\$50,000	\$20,000	\$0	\$0	\$70,000
	Total:	\$80,000	\$50,000	\$0	\$0	\$130,000

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

Task 5.1 Public Participation, Education & Outreach Estimated Budget Detail for FY 2025/26						
Budget Category	Budget Category Description	PL (CPG)¹	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
	TPO Staff Salaries, fringe benefits, and other deductions	\$30,000	\$0	\$0	\$0	\$30,000
	Subtotal:	\$30,000	\$0	\$0	\$0	\$30,000
B. Contract/Consultant Services:						
	Website/social media management	\$50,000	\$0	\$0	\$0	\$50,000
	Subtotal:	\$50,000	\$0	\$0	\$0	\$50,000
	Total:	\$80,000	\$0	\$0	\$0	\$80,000

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

PPP Major Update Scope of Services (continued from previous page)

- Exploration and testing of the latest outreach and media techniques including community media; electronic and social media; and neighborhood, school, and community services outreach.
- Incorporation of the framework for public participation developed by the International Association of Public Participation (IAP2) which describes a spectrum of public involvement ranging from informing the public to empowering the public.
- Incorporation of the U.S. DOT Equity Action Plan which highlights four focus areas: wealth creation, power of community, interventions, and expanding access.
- Incorporation of the results of the TPO's Community Profiles.
- Development and visualization of performance measures to evaluate the effectiveness of the TPO's PPP.

IV. SUMMARY BUDGET TABLES

TABLE 1 Work Task Summary

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

Element	Task	End Products	Completion Dates	FY 2024/25 Budget	FY 2025/26 Budget
1. Program Administration	1.1 Program Management	2025 Legislative Priorities (uses local funds only)	December 2024	\$434,171	\$259,581
		2025 Annual Joint Certification Review	May 2025		
		Quadrennial Federal Certification Review	September 2025		
		2026 Legislative Priorities (uses local funds only)	October 2025		
		2026 Annual Joint Certification Review	May 2026		
	1.2 UPWP Development	FY 2026/27 – FY 2027/28 UPWP Call for Projects	December 2025	\$5,000	\$25,000
		Review by Advisory Committees & Board	March/April 2026		
		Transmittal to FDOT	March 2026		
		Public Comment Period	March/April 2026		
		Adoption by Board	April 2026		
Transmittal to FHWA & FTA		May 2026			
UPWP Amendments	As needed				
2. Modeling, GIS, Data Management, and Performance Measurement	2.1 Travel Demand Modeling	2050 LRTP Update Modeling Activities	February 2026	\$10,000	\$10,000
	2.2 GIS And Data Management	Mobility Data from 2050 LRTP Update	February 2026	\$40,000	\$30,000
	2.3 Traffic Count Program Management	2025 Traffic Count and LOS Report/US-1 Corridor Congestion	June/April 2025	\$75,000	\$50,000
		2026 Traffic Count and LOS Report	June 2026		
	2.4 Performance Measurement and Target Setting	Set 2025 Safety Performance Targets and Report to FDOT	February 2025	\$20,000	\$20,000
		Set 2026 Safety Performance Targets and Report to FDOT	February 2026		
3. Recurring and Systems and Project Planning	3.1 Long Range Transportation Planning	TIP/LRTP Performance Report 2025	June 2025	\$215,000	\$235,000
		2050 LRTP Update with Mobility Data	February 2026		
	3.2 Transit Planning	TDP Annual Progress Report	September 2024	\$115,000	\$105,000
		Regional Bus Route Update	August 2025		
		TDP Annual Progress Report	September 2025		
	3.3 Transportation Improvement Program (TIP)	Review/Endorsement of FDOT’s Five-Year Work Program	December 2024	\$47,000	\$48,000
		FY 2025/26 – FY 2029/30 TIP Adoption & Interactive TIP Update	June 2025		
		Annual Publication of Obligated Federal Projects	June 2025		
		Submittal of 2025/26 LOPP to FDOT	June 2025		
		Review/Endorsement of FDOT’s Five-Year Work Program	October 2025		
		FY 2026/27 – FY 2030/31 TIP Adoption & Interactive TIP Update	June 2026		
		Annual Publication of Obligated Federal Projects	June 2026		
	Submittal of 2026/27 LOPP to FDOT	June 2026			
3.4 Congestion Management Process (CMP)	2025 CMP Annual Report	April 2026	\$10,000	\$10,000	

Element	Task	End Products	Completion Dates	FY 2024/25 Budget	FY 2025/26 Budget
3. Recurring and Systems and Project Planning (continued)	3.5 Bicycle-Pedestrian/Complete Streets Planning	Electric Bicycle Study	February 2025	\$80,000	\$125,000
		Oxbow Eco-Center Pedestrian Link Feasibility Study	April 2026		
	3.6 Freight Planning	St. Lucie Freight Network Update	December 2025	\$20,000	\$20,000
	3.7 Safety and Security Planning	Update of Safety Graphics Displays	February 2025	\$34,000	\$20,000
		COOP Exercise and Update	June 2025		
		COOP Exercise and Update	June 2026		
	3.8 Transportation Disadvantaged (TD) Program	TDSP 2024 Annual Update	December 2024	\$28,203	\$28,203
		TDSP 2025 Annual Update	December 2025		
		CTC 2025 Evaluation	June 2025		
		CTC 2026 Evaluation	June 2026		
	LCB Meeting Summaries	After the LCB Meetings			
3.9 Environmental Planning	Transportation Asset/Service Vulnerability Assessment Update	June 2026	\$20,000	\$20,000	
3.10 ACES Vehicles Planning	Autonomous Vehicle Study Update	October 2024	\$20,000	\$100,000	
	Vehicle Sharing Study	June 2026			
4. Regional and Intergovernmental Planning and Coordination	4.1 Models of Regional Planning Cooperation	Submittal of 2025 TRIP Grant Application(s)	March 2025	\$20,000	\$20,000
		Submittal of 2026 TRIP Grant Application(s)	March 2026		
	4.2 Intergovernmental Planning and Coordination	TCSH 2025 Annual Work Plan	December 2024	\$35,000	\$37,000
		TCSH 2024 Annual Report	February 2025		
		Submittal of 2025 TAP Grant Application(s)	March 2025		
		TCSH 2026 Annual Work Plan	December 2025		
TCSH 2025 Annual Report	February 2026				
Submittal of 2026 TAP Grant Application(s)	March 2026				
5. Public Participation, Education & Outreach	5.1 Public Participation, Education & Outreach	PPP Major Update	December 2024	\$130,000	\$80,000
		Annual PPP Evaluation of Effectiveness and Update	February 2026		
				\$1,358,374	\$1,242,784

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

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

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

TABLE 2 Revenues (FY 2024/25)

SOURCE OF FUNDS	PL (CPG)	SU (STBG)	FCTD (TD)	TPO Local	Totals
Carry-Forward (without FY 2022/23 -FY 2023/24 Close-Out Balance) *	\$125,123	\$0	\$0	\$2,000	\$127,123
FY 2022/23- FY 2023/24 Close-Out Balance	*	\$0	\$0	\$0	\$0
FY 2024/25 Allocation	\$803,048	\$400,000	\$28,203	\$0	\$1,231,251
State Match (FDOT D Funds)	**	**	N/A	\$0	\$0
Local Match (St. Lucie County)	**	**	N/A	\$0	\$0
Total FY 2024/25 Available	\$928,171	\$400,000	\$28,203	\$2,000	\$1,358,374
FY 2024/25 UPWP Expenses	\$928,171	\$400,000	\$28,203	\$2,000	\$1,358,374

Notes

* The Close-Out Balance applies to PL Funds only, will be determined after FY 2024/25, and will not be available until FY 2025/26.

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

TABLE 3 Revenues (FY 2025/26)

SOURCE OF FUNDS	PL (CPG)	SU (STBG)	FCTD (TD)	TPO Local	Totals
Carry-Forward (without FY 2022/23 -FY 2023/24 Close-Out Balance) *	\$0	\$0	\$0	\$2,000	\$2,000
FY 2023/24 De-Obligation	\$0	\$0	\$0	\$0	\$0
FY 2022/23- FY 2023/24 Close-Out Balance	*	\$0	\$0	\$0	\$0
FY 2025/26 Allocation	\$812,581	\$400,000	\$28,203	\$0	\$1,240,784
State Match (FDOT D Funds)	**	**	N/A	\$0	\$0
Local Match (St. Lucie County)	**	**	N/A	\$0	\$0
Total FY 2025/26 Available	\$812,581	\$400,000	\$28,203	\$2,000	\$1,242,784
FY 2025/26 UPWP Expenses	\$812,581	\$400,000	\$28,203	\$2,000	\$1,242,784

Notes

- * The Close-Out Balance is estimated applies to PL Funds only, will be determined after FY 2024/25, and will not be available until FY 2025/26.
- ** The Local Match for PL & SU Funds is included in the State Match for PL & SU Funds which is identified on page 3 and is detailed by Task in Tables 4-7.

TABLE 4 Agency Participation (FY 2024/25)

Task	Federal		State		Local	Total	Amount to Consultant
	PL (CPG)	SU (STBG)	FDOT Soft Match ¹	FCTD (TD)	TPO		
Contract Number:	G2Y12						
1.1 Program Management	\$432,171	\$0	\$95,318	\$0	\$2,000	\$529,489	\$40,000
1.2 UPWP Development	\$5,000	\$0	\$1,103	\$0	\$0	\$6,103	\$0
2.1 Travel Demand Modeling	\$10,000	\$0	\$2,206	\$0	\$0	\$12,206	\$0
2.2 GIS and Data Management	\$40,000	\$0	\$8,822	\$0	\$0	\$48,822	\$0
2.3 Traffic Count Program Management	\$0	\$75,000	\$16,542	\$0	\$0	\$91,542	\$65,000
2.4 Performance Measurement and Target Setting	\$20,000	\$0	\$4,411	\$0	\$0	\$24,411	\$0
3.1 Long Range Transportation Planning	\$35,000	\$180,000	\$47,419	\$0	\$0	\$262,419	\$150,000
3.2 Transit Planning	\$70,000	\$45,000	\$25,364	\$0	\$0	\$140,364	\$0
3.3 Transportation Improvement Program (TIP)	\$47,000	\$0	\$10,366	\$0	\$0	\$57,366	\$12,000
3.4 Congestion Management Process (CMP)	\$10,000	\$0	\$2,206	\$0	\$0	\$12,206	\$0
3.5 Bike Complete Streets Planning	\$30,000	\$50,000	\$17,644	\$0	\$0	\$97,644	\$0
3.6 Freight Planning	\$20,000	\$0	\$4,411	\$0	\$0	\$24,411	\$0
3.7 Safety and Security Planning	\$34,000	\$0	\$7,499	\$0	\$0	\$41,499	\$9,000
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$28,203	\$0	\$28,203	\$2,000
3.9 Environmental Planning	\$20,000	\$0	\$4,411	\$0	\$0	\$24,411	\$0
3.10 ACES Vehicles Planning	\$20,000	\$0	\$4,411	\$0	\$0	\$24,411	\$0
4.1 Models of Regional Planning Cooperation ²	\$20,000	\$0	\$4,411	\$0	\$0	\$24,411	\$0
4.2 Intergovernmental Planning and Coordination	\$35,000	\$0	\$7,719	\$0	\$0	\$42,719	\$10,000
5.1 Public Participation, Education & Outreach	\$80,000	\$50,000	\$28,672	\$0	\$0	\$158,672	\$70,000
Total	\$928,171	\$400,000	\$292,936	\$28,203	\$2,000	\$1,651,310	\$358,000

¹FDOT non-cash match explained on page 3

TABLE 5 Agency Participation (FY 2025/26)

Task	Federal		State		Local	Total	Amount to Consultant
	PL (CPG)	SU (STBG)	FDOT Soft Match ¹	FCTD (TD)	TPO		
Contract Number:	G2Y12						
1.1 Program Management	\$257,581	\$0	\$56,811	\$0	\$2,000	\$316,392	\$40,000
1.2 UPWP Development	\$25,000	\$0	\$5,514	\$0	\$0	\$30,514	\$0
2.1 Travel Demand Modeling	\$10,000	\$0	\$2,206	\$0	\$0	\$12,206	\$0
2.2 GIS and Data Management	\$30,000	\$0	\$6,617	\$0	\$0	\$36,617	\$0
2.3 Traffic Count Program Management	\$0	\$50,000	\$11,028	\$0	\$0	\$61,028	\$45,000
2.4 Performance Measurement and Target Setting	\$20,000	\$0	\$4,411	\$0	\$0	\$24,411	\$0
3.1 Long Range Transportation Planning	\$35,000	\$200,000	\$51,831	\$0	\$0	\$286,831	\$150,000
3.2 Transit Planning	\$80,000	\$25,000	\$23,158	\$0	\$0	\$128,158	\$0
3.3 Transportation Improvement Program (TIP)	\$48,000	\$0	\$10,587	\$0	\$0	\$58,587	\$13,000
3.4 Congestion Management Process (CMP)	\$10,000	\$0	\$2,206	\$0	\$0	\$12,206	\$0
3.5 Bike Complete Streets Planning	\$80,000	\$45,000	\$27,569	\$0	\$0	\$152,569	\$40,000
3.6 Freight Planning	\$20,000	\$0	\$4,411	\$0	\$0	\$24,411	\$0
3.7 Safety and Security Planning	\$20,000	\$0	\$4,411	\$0	\$0	\$24,411	\$0
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$28,203	\$0	\$28,203	\$2,000
3.9 Environmental Planning	\$20,000	\$0	\$4,411	\$0	\$0	\$24,411	\$0
3.10 ACES Vehicles Planning	\$20,000	\$80,000	\$22,056	\$0	\$0	\$122,056	\$30,000
4.1 Models of Regional Planning Cooperation ²	\$20,000	\$0	\$4,411	\$0	\$0	\$24,411	\$0
4.2 Intergovernmental Planning and Coordination	\$37,000	\$0	\$8,161	\$0	\$0	\$45,161	\$12,000
5.1 Public Participation, Education & Outreach	\$80,000	\$0	\$17,644	\$0	\$0	\$97,644	\$50,000
Total	\$812,581	\$400,000	\$267,442	\$28,203	\$2,000	\$1,510,226	\$382,000

¹FDOT non-cash match explained on page 3

TABLE 6 Funding Sources (FY 2024/25)

Task	PL (CPG)		SU (STBG)	FCTD (TD)	TPO Local	Total (minus soft match)	Amount to Consultant
	Federal	State ¹					
Contract Number:	G2Y12		G2Y12				
1.1 Program Management	\$432,171	\$95,318	\$0	\$0	\$2,000	\$434,171	\$40,000
1.2 UPWP Development	\$5,000	\$1,103	\$0	\$0	\$0	\$5,000	\$0
2.1 Travel Demand Modeling	\$10,000	\$2,206	\$0	\$0	\$0	\$10,000	\$0
2.2 GIS and Data Management	\$40,000	\$8,822	\$0	\$0	\$0	\$40,000	\$0
2.3 Traffic Count Program Management	\$0	\$16,542	\$75,000	\$0	\$0	\$75,000	\$65,000
2.4 Performance Measurement and Target Setting	\$20,000	\$4,411	\$0	\$0	\$0	\$20,000	\$0
3.1 Long Range Transportation Planning	\$35,000	\$47,419	\$180,000	\$0	\$0	\$215,000	\$150,000
3.2 Transit Planning	\$70,000	\$25,364	\$45,000	\$0	\$0	\$115,000	\$0
3.3 Transportation Improvement Program (TIP)	\$47,000	\$10,366	\$0	\$0	\$0	\$47,000	\$12,000
3.4 Congestion Management Process (CMP)	\$10,000	\$2,206	\$0	\$0	\$0	\$10,000	\$0
3.5 Bike Complete Streets Planning	\$30,000	\$17,644	\$50,000	\$0	\$0	\$80,000	\$0
3.6 Freight Planning	\$20,000	\$4,411	\$0	\$0	\$0	\$20,000	\$0
3.7 Safety and Security Planning	\$34,000	\$7,499	\$0	\$0	\$0	\$34,000	\$9,000
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$28,203	\$0	\$28,203	\$2,000
3.9 Environmental Planning	\$20,000	\$4,411	\$0	\$0	\$0	\$20,000	\$0
3.10 ACES Vehicles Planning	\$20,000	\$4,411	\$0	\$0	\$0	\$20,000	\$0
4.1 Models of Regional Planning Cooperation ³	\$20,000	\$4,411	\$0	\$0	\$0	\$20,000	\$0
4.2 Intergovernmental Planning and Coordination	\$35,000	\$7,719	\$0	\$0	\$0	\$35,000	\$10,000
5.1 Public Participation, Education & Outreach	\$80,000	\$28,672	\$50,000	\$0	\$0	\$130,000	\$70,000
Total	\$928,171	\$292,936	\$400,000	\$28,203	\$2,000	\$1,358,374	\$358,000

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

TABLE 7 Funding Sources (FY 2025/26)

Task	PL (CPG)		SU (STBG)	FCTD (TD)	TPO Local	Total (minus soft match)	Amount to Consultant
	Federal	State ¹					
Contract Number:	G2Y12		G2Y12				
1.1 Program Management	\$257,581	\$56,811	\$0	\$0	\$2,000	\$259,581	\$40,000
1.2 UPWP Development	\$25,000	\$5,514	\$0	\$0	\$0	\$25,000	\$0
2.1 Travel Demand Modeling	\$10,000	\$2,206	\$0	\$0	\$0	\$10,000	\$0
2.2 GIS and Data Management	\$30,000	\$6,617	\$0	\$0	\$0	\$30,000	\$0
2.3 Traffic Count Program Management	\$0	\$11,028	\$50,000	\$0	\$0	\$50,000	\$45,000
2.4 Performance Measurement and Target Setting	\$20,000	\$4,411	\$0	\$0	\$0	\$20,000	\$0
3.1 Long Range Transportation Planning	\$35,000	\$51,831	\$200,000	\$0	\$0	\$235,000	\$150,000
3.2 Transit Planning	\$80,000	\$23,158	\$25,000	\$0	\$0	\$105,000	\$0
3.3 Transportation Improvement Program (TIP)	\$48,000	\$10,587	\$0	\$0	\$0	\$48,000	\$13,000
3.4 Congestion Management Process (CMP)	\$10,000	\$2,206	\$0	\$0	\$0	\$10,000	\$0
3.5 Bike Complete Streets Planning	\$80,000	\$27,569	\$45,000	\$0	\$0	\$125,000	\$40,000
3.6 Freight Planning	\$20,000	\$4,411	\$0	\$0	\$0	\$20,000	\$0
3.7 Safety and Security Planning	\$20,000	\$4,411	\$0	\$0	\$0	\$20,000	\$0
3.8 Transportation Disadvantaged (TD) Program	\$0	\$0	\$0	\$28,203	\$0	\$28,203	\$2,000
3.9 Environmental Planning	\$20,000	\$4,411	\$0	\$0	\$0	\$20,000	\$0
3.10 ACES Vehicles Planning	\$20,000	\$22,056	\$80,000	\$0	\$0	\$100,000	\$30,000
4.1 Models of Regional Planning Cooperation ³	\$20,000	\$4,411	\$0	\$0	\$0	\$20,000	\$0
4.2 Intergovernmental Planning and Coordination	\$37,000	\$8,161	\$0	\$0	\$0	\$37,000	\$12,000
5.1 Public Participation, Education & Outreach	\$80,000	\$17,644	\$0	\$0	\$0	\$80,000	\$50,000
Total	\$812,581	\$267,442	\$400,000	\$28,203	\$2,000	\$1,242,784	\$382,000

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

APPENDIX A
ACRONYM LIST

ACRONYM LIST

<u>Acronym</u>	<u>Full Name</u>
ADA	Americans with Disabilities Act
ATMS	Advanced Transportation Management System
BIL	Bipartisan Infrastructure Law
BOCC	St. Lucie Board of County Commissioners
BPAC	Bicycle-Pedestrian Advisory Committee
CAC	Citizens Advisory Committee
CDMS	Crash Data Management System
CFDA	Catalog of Federal Domestic Assistance
CFR	Code of Federal Regulations
CPG	Consolidated Planning Grant
CMP	Congestion Management Process
CMS	Congestion Management System
CTC	Community Transportation Coordinator
CTST	Community Traffic Safety Team
ECG	East Coast Greenway
EJ	Environmental Justice
ERC	Electronic Review Comments
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
F.A.C.	Florida Administrative Code
FCTD	Florida Commission for the Transportation Disadvantaged
FDEP	Florida Department of Environmental Protection
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
F.S.	Florida Statute
FSUTMS	Florida Standard Urban Transportation Model Structure
FTA	Federal Transit Administration
FTP	Florida Transportation Plan
FY	Fiscal Year
GIS	Geographic Information System
GOP	Goal, Objective, and Policy
ITS	Intelligent Transportation System
LCB	Local Coordinating Board for the Transportation Disadvantaged
LEP	Limited English Proficiency
LOPP	List of Priority Projects
LOS	Level of Service
LOSAS	Level of Service Analysis System
L RTP	Long Range Transportation Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MPA	Metropolitan Planning Area
MPO	Metropolitan Planning Organization
MPOAC	Metropolitan Planning Organization Advisory Council
PD&E	Project Development & Environment
RFP	Request for Proposal

PPP	Public Participation Plan
P&R	Park & Ride
RLRTP	Regional Long Range Transportation Plan
SIS	Strategic Intermodal System
SR	State Road
STBG/SU	Surface Transportation Block Grant
STIP	State Transportation Improvement Program
TAC	Technical Advisory Committee
TAD	Traffic Analysis District
TAP	Transportation Alternatives Program
TAZ	Traffic Analysis Zone
TCCME	Treasure Coast Corridor Management Entity
TCDMS	Traffic Count Data Management System
TCRPC	Treasure Coast Regional Planning Council
TCRPM	Treasure Coast Regional Planning Model
TCSH	Treasure Coast Scenic Highway
TCTAC	Treasure Coast Technical Advisory Committee
TCTC	Treasure Coast Transportation Council
TCTM	Treasure Coast Transit Meeting
TD	Transportation Disadvantaged
TDM	Travel Demand Management
TDP	Transit Development Plan
TDSP	Transportation Disadvantaged Service Plan
TE	Transportation Enhancement
TIP	Transportation Improvement Program
Title VI	Civil Rights/nondiscrimination law
TMA	Transportation Management Area
TPO	Transportation Planning Organization
TRIP	Transportation Regional Incentive Program
UPWP	Unified Planning Work Program
USC	United States Code
US DOT	United States Department of Transportation
UZA	Urbanized Area

APPENDIX B
EXAMPLE PUBLIC COMMENT NOTICE

DRAFT UNIFIED PLANNING WORK PROGRAM (UPWP) PUBLIC REVIEW AND COMMENT OPPORTUNITIES

The St. Lucie Transportation Planning Organization (TPO) is developing its Unified Planning Work Program (UPWP) for Fiscal Year 2024/25 – Fiscal Year 2025/26. The UPWP is the two-year program of transportation planning activities supported by State and Federal funds undertaken by the TPO. The TPO encourages you to review the draft UPWP and to share feedback to ensure that the UPWP reflects the transportation planning needs of the public to the greatest extent possible.

The TPO has posted the draft UPWP for the public to review for at least 14 days and provide comments before it is reviewed for adoption by the TPO Board on April 3, 2024. As part of the approval process, the TPO will summarize all of the comments submitted during the comment period and the revisions made to the UPWP based on the comments that were received.

To Obtain the Draft UPWP for Review

- 1) Appear in person or write to the St. Lucie TPO at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953
- 2) Call 772-462-1593
- 3) Email TPOAdmin@stlucieco.org
- 4) Access the TPO website at www.stlucietpo.org

To Provide Comments on the Draft UPWP

- 1) Write to the St. Lucie TPO at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953
- 2) Call 772-462-1593
- 3) Email TPOAdmin@stlucieco.org
- 4) Appear in person at the following upcoming public St. Lucie TPO Board meeting:
April 3, 2024, 2:00 pm
St. Lucie TPO Office
466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida
- 5) Participate in the above-identified meeting online through the following weblink:
<https://attendee.gotowebinar.com/register/7629035534494644053>

For Special Assistance

Persons who require accommodations under the Americans with Disabilities Act (ADA) or who require translation services (free of charge) should contact Marceia Lathou, 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. Anyone with a disability requiring bus service to attend the above-referenced TPO Board meeting should contact Area Regional Transit (ART) at 772-462-1778 at least 48 hours prior to the meeting.

Title VI/Nondiscrimination 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, Title VI/ADA Coordinator, St. Lucie TPO, at 772-462-1593 or lathoum@stlucieco.org.

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.

APPENDIX C
SUMMARY OF PUBLIC COMMENTS

Comment	Commenter	Method/Date Received	Incorporation into UPWP or Response
Establish railway quiet zones.	Citizens Advisory Committee (CAC) member	In-Person/ October 21, 2023 Joint Advisory Committee Meeting	Task 4.2, Intergovernmental Planning and Coordination: Includes serving as a resource of information and technical assistance for railroad quiet zone implementation.
Obtain user-friendly mobility data that could be analyzed without the need for consultant assistance.	CAC member	In-Person/ November 28, 2023 CAC Meeting	Task 3.1, Long Range Transportation Planning: The development of the 2050 Long Range Transportation Plan (LRTP) includes the collection and use of mobility data from mobile device sources.
Provide relief for traffic-stressed areas, such as the intersection of St. Lucie West and Peacock Boulevards.	CAC member	In-Person/ November 28, 2023 CAC Meeting	Task 3.4, Congestion Management Process (CMP): Includes CMP project coordination and prioritization of congested areas.
Study the impact on traffic congestion from eliminating or reducing the amount of single-family housing development.	CAC member	In-Person/ November 28, 2023 CAC Meeting	Task 3.1, Long Range Transportation Planning: The development of the 2050 LRTP includes the consideration of alternative land use scenarios.
The use of mobility data has the potential to supplement the TPO's traffic count data and to assist the County with traffic modeling.	Technical Advisory Committee (TAC) member	In-Person/ November 28, 2023 TAC Meeting	Task 3.1, Long Range Transportation Planning: The development of the 2050 LRTP includes the collection and use of mobility data from mobile device sources.
Conduct a Feasibility study on a pedestrian connection from the Oxbow Eco-Center to the east side of the St. Lucie River.	Bicycle-Pedestrian Advisory Committee (BPAC) member	In-Person/ November 30, 2023 BPAC Meeting	Task 3.5, Bicycle-Pedestrian/Complete Streets Planning: An Oxbow Eco-Center Pedestrian Link Feasibility Study is programmed.
Review the utility of trackless trams similar to systems used in China and Australia.	BPAC member	In-Person/ November 30, 2023 BPAC Meeting	Task 2.3, Traffic Count Program Management: The 2025 Traffic Counts Scope of Services includes the analysis of strategies to reduce traffic congestion on U.S. 1 such as the consideration of trackless trams.
Consider the value of carshare programs.	Local Coordinating Board for the Transportation Disadvantaged (LCB) member	In-Person/ November 29, 2023 LCB Meeting	Task 3.10, ACES Vehicles Planning: A Vehicle Sharing Study is programmed.
Discussion regarding Advanced Air Mobility (AAM) transportation.	LCB member	In-Person/ November 29, 2023 LCB Meeting	Task 4.2, Intergovernmental Planning and Coordination: Includes implementation of AAM Phase 2.

Bus service needs improvement.	Fort Pierce Resident	In-Person Survey/ January-February 2024	Task 3.2, Transit Planning: Includes implementation of the Transit Development Plan Major Update.
Roadway conditions need improvement.	Fort Pierce Resident	In-Person Survey/ January-February 2024	Task 4.2, Intergovernmental Planning and Coordination: Includes ongoing collaboration with local agencies regarding roadway conditions through the development and maintenance of the Transportation Impact Tracker.
More sidewalks are needed.	Port St. Lucie Resident	In-Person Survey/ January-February 2024	Task 3.5, Bicycle-Pedestrian/Complete Streets Planning: Includes updates and maintenance of the St. Lucie Walk-Bike Network.
Traffic congestion is an issue.	Port St. Lucie Resident	In-Person Survey/ January-February 2024	Task 3.4, Congestion Management Process (CMP): Includes CMP project coordination and prioritization of congested areas.

Summary Completion Date: May 2024

APPENDIX D
FDOT STATEWIDE PLANNING EMPHASIS AREAS
AND
FDOT DISTRICT 4 PLANNING ACTIVITIES

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.

Florida Planning Emphasis Areas 2021

The Florida Department of Transportation (FDOT) Office of Policy Planning develops *Planning Emphasis Areas* on a two-year cycle in coordination with the development of metropolitan planning organizations' (MPOs) respective Unified Planning Work Programs (UPWPs). Emphasis areas set planning priorities, support the Florida Transportation Plan, and give importance to topic areas which MPOs are encouraged to address as they develop their planning programs. Implementation of the seven (7) goals of the Florida Transportation Plan requires embracing innovation; extensive collaboration across jurisdictions, modes and disciplines; an emphasis on customer service; data and performance feedback; and strategic investments for the efficient and effective allocation of resources.

Florida MPOs should consider emphasizing the following four (4) planning topics when updating their UPWPs.

Safety

The Florida Transportation Plan and the State's Strategic Highway Safety Plan place top priority on safety, with a state target of zero traffic fatalities and serious injuries. In addition to adopting safety targets, the MPOs must show how their Long Range Transportation Plan (LRTP) and priority projects in their Transportation Improvement Program (TIP) support progress toward those targets. The UPWP should consider enhancements to data analyses and community involvement to better inform the identification and prioritization of safety projects.

Equity

Executive Order 14008, [*Tackling the Climate Crisis at Home and Abroad*](#), created the "Justice40 Initiative" that aims to deliver 40 percent of the overall benefits of relevant federal investments to disadvantaged communities. This initiative supports Executive Order 13985, [*Advancing Racial Equity and Support for Underserved Communities Through the Federal Government*](#), outlines federal policy and defines equity as the consistent and systematic fair, just, and impartial treatment of individuals. The Florida Transportation Plan seeks transportation choices that improve accessibility and equity by including a key strategy to enhance affordable transportation, service, and information access options for all ages and abilities and throughout underserved communities. The MPOs are key to identifying and implementing improvements based on data-driven project prioritization that considers not only impacts of transportation projects on a community, but also benefits of projects that can enhance opportunities for a community. The UPWP should address approaches to furthering transportation equity.

Resilience

With the passage of the FAST Act, resilience was introduced as a federal planning factor: "Improve the resilience and reliability of the transportation system and mitigate stormwater impacts of surface transportation." Resilience is defined as the ability to adapt to changing



conditions and prepare for, withstand, and recover from disruption. These conditions can encompass a wide variety of environmental, technological, economic, or social impacts.

MPOs can address resilience within their planning processes by leveraging tools such as the *FHWA Resilience and Transportation Planning Guide* and the *FDOT Quick Guide: Incorporating Resilience* in the MPO LRTP. It should be noted that while these documents focus primarily on the development of MPO LRTPs and TIPs, addressing resilience should be a consideration within every planning document prepared by an MPO. MPOs should place a particular emphasis on coordination with agency partners responsible for natural disaster risk reduction, or who may be developing local resilience planning initiatives. Additionally, MPOs should consider the additional costs associated with reducing vulnerability of the existing transportation infrastructure. Proactive resiliency planning will help the MPO develop planning documents that are ultimately more realistic and cost-effective.

Emerging Mobility

Advances in communication and automation technology result in new mobility options, ranging from automated and connected transport, electric vehicles, ridesharing, and micro-mobility, to flying cars and space travel. These changes may be disruptive and transformational, with impacts to safety, vehicle ownership, travel capacity, vehicle miles traveled, land-use, transportation design, future investment demands, supply chain logistics, economy, and the workforce. Implementation of all seven goals of the Florida Transportation Plan can be furthered through both the transformation of major corridors and hubs and the expansion of transportation infrastructure to embrace and support the adoption of emerging mobility.

The UPWP should recognize the important influence of emerging mobility on the multi-modal transportation system and include related planning studies, collaboration efforts, research, or other activities.

Contact Information:

Abra Horne, FDOT, Metropolitan Planning Administrator

850-414-4901

Abra.Horne@dot.state.fl.us

FDOT District Four Planning Activities FY 24-25 to FY 25-26

(For use in MPO/TPO/TPA UPWP Development)

Planning Activities are as follows:

1. Strategic Intermodal System (SIS) Planning
2. Interchange Reviews
3. State Highway System Corridor Studies
4. Systems Planning and Reviews
5. Freight Planning and Reviews
6. Travel Demand Model Development, Maintenance & Support
7. Federal Functional Classification (including Urban Boundary Updates)
8. Traffic Characteristic Inventory Program
9. Roadway Characteristics Inventory
10. GIS Application Development and System Maintenance
11. Promoting and Coordinating Safety for all Modes of Transportation, including Bicycle and Pedestrian
12. Transportation Alternatives Program Development
13. Complete Streets Studies
14. Modal Development and Technical Support
15. Commuter Services
16. ETDM/Community Impact Assessment
17. Growth Management Impact Reviews
18. Annual Traffic Count Program
19. Resiliency
20. Land use (Consistency throughout state, county, and local municipalities)
21. Transportation System Management and Operation (TSM&O)

FDOT District Four will undertake Planning Activities consistent with the following goals (in no particular order):

- The Seven goals of the [Florida Transportation Plan \(FTP\)](#), which include:
 - Safety & Security
 - Infrastructure
 - Mobility
 - Choices
 - Economy
 - Community
 - Environment
- The **2024 Florida Planning Emphasis Areas** (published by USDOT in the December 30, 2021 Letter) which include:
 - Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
 - Equity and Justice40 in Transportation Planning
 - Complete Streets
 - Public Involvement
 - Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
 - Federal Land Management Agency (FLMA) Coordination
 - Planning and Environment Linkages (PEL)
 - Data in Transportation Planning
- The FDOT Secretary’s list of the “vital few” agency emphasis areas, which include:
 - Safety
 - Workforce Development
 - Technology
 - Communities
 - Resiliency
 - Robust Supply Chain



APPENDIX E
STATEMENTS AND ASSURANCES



DEBARMENT AND SUSPENSION CERTIFICATION

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

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

A handwritten signature in blue ink that reads "Peter Buchwald". The signature is written in a cursive style and is positioned above a horizontal line.

Peter Buchwald
Executive Director
St. Lucie TPO

Date: April 3, 2024



DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

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

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

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

A handwritten signature in blue ink that reads "Peter Buchwald". The signature is written in a cursive style and is positioned above a horizontal line.

Peter Buchwald
Executive Director
St. Lucie TPO

Date: April 3, 2024



LOBBYING CERTIFICATION FOR GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

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

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

A handwritten signature in blue ink that reads 'Peter Buchwald'. The signature is written in a cursive style and is positioned above a horizontal line.

Peter Buchwald
Executive Director
St. Lucie TPO

Date: April 3, 2024



TITLE VI/NONDISCRIMINATION POLICY STATEMENT

Pursuant to Section 9 of USDOT Order 1050.2A, the St. Lucie Transportation Planning Organization (St. Lucie TPO) assures the Florida Department of Transportation (FDOT) that no person shall on the basis of race, color, national origin, sex, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, the Florida Civil Rights Act of 1992, and other nondiscrimination authorities, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity.

The St. Lucie TPO further assures FDOT that it will undertake the following with respect to its programs and activities:

- (1) Designate a Title VI Liaison that has a responsible position within the organization and access to the Recipient's Chief Executive Officer.
- (2) Issue a policy statement signed by the Chief Executive Officer, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in languages other than English.
- (3) Insert the clauses of *Appendices A and E* of this agreement in every contract subject to the Acts and the Regulations.
- (4) Develop a complaint process and attempt to resolve complaints of discrimination against sub-recipients. Complaints against the Recipient shall immediately be forwarded to the FDOT District Title VI Coordinator.
- (5) Participate in training offered on Title VI and other nondiscrimination requirements.
- (6) If reviewed by FDOT or USDOT, take affirmative action to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) calendar days.
- (7) Have a process to collect racial and ethnic data on persons impacted by your agency's programs.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the Recipient.

A handwritten signature in blue ink that reads "Peter Buchwald". The signature is written in a cursive style and is positioned above a horizontal line.

Peter Buchwald
Executive Director
St. Lucie TPO

Date: April 3, 2024

APPENDICES A AND E

During the performance of this contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor") agrees as follows:

- (1.) **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, "USDOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
- (2.) **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
- (3.) **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.
- (4.) **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *Florida Department of Transportation, the Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* as appropriate, and shall set forth what efforts it has made to obtain the information.
- (5.) **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, the *Florida Department of Transportation* shall impose such contract sanctions as it or the *Federal Highway Administration, Federal Transit Administration, Federal Aviation Administration, and/or the Federal Motor Carrier Safety Administration* may determine to be appropriate, including, but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.
- (6.) **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (7) in every subcontract, including procurements of

materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as the *Florida Department of Transportation*, the *Federal Highway Administration*, *Federal Transit Administration*, *Federal Aviation Administration*, and/or the *Federal Motor Carrier Safety Administration* may direct as a means of enforcing such provisions including sanctions for noncompliance. In the event a Contractor becomes involved in, or is threatened with, litigation with a sub-contractor or supplier as a result of such direction, the Contractor may request the *Florida Department of Transportation* to enter into such litigation to protect the interests of the *Florida Department of Transportation*, and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

- (7.) **Compliance with Nondiscrimination Statutes and Authorities:** Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21; The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, (42 U.S.C. § 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects); Federal-Aid Highway Act of 1973, (23 U.S.C. § 324 et seq.), (prohibits discrimination on the basis of sex); Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27; The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 et seq.), (prohibits discrimination on the basis of age); Airport and Airway Improvement Act of 1982, (49 USC § 471, Section 47123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex); The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities" to include all of the programs or activities of the Federal-aid recipients, sub-recipients and contractors, whether such programs or activities are Federally funded or not); Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131 -- 12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38; The Federal Aviation Administration's Non-discrimination statute (49 U.S.C. § 47123) (prohibits discrimination on the basis of race, color, national origin, and sex); Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations; Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100); Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).