



BI CYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Regular Meeting

Thursday, November 20, 2025
3:00 pm

Public Participation/Accessibility

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

Participation by Webconference (not intended for Committee Members): Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/1659899070269036123>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to TPOAdmin@stlucieco.org; by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 2:30 pm on November 20, 2025.

AGENDA

1. Call to Order
2. Roll Call
3. Comments from the Public
4. Approval of Agenda
5. Approval of Meeting Summary
 - *July 24, 2025 Regular Meeting*
6. Action Items
 - 6a. 2026 Meeting Dates: Approval of the proposed 2026 meeting dates for the St. Lucie TPO BPAC.

Action: Approve the proposed 2026 meeting dates, approve with conditions, or do not approve.

7. Discussion Items

- 7a. Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development: Review of the initial draft Cost Feasible Plan of the Reimagine Mobility 2050 LRTP.

Action: Discuss and provide comments.

- 7b. FY 2026/27 – 2027/28 Unified Planning Work Program (UPWP) Call for Planning Projects: Initial discussion of the development of the FY 2026/27 – 2027/28 UPWP for the St. Lucie TPO.

Action: Discuss and propose planning priorities and/or projects for potential inclusion in the FY 2026/27 – 2027/29 UPWP.

8. Recommendations/Comments by Members

9. Staff Comments

10. Next Meeting: Subject to the approval of Agenda Item 6a, the next St. Lucie TPO BPAC meeting is a regular meeting scheduled for 3:00 pm on Thursday, January 22, 2026.

11. Adjourn

NOTICES

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

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

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

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



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Port St. Lucie, Florida 34953
772-462-1593 www.stlucietpo.org

BI CYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC) REGULAR MEETING

DATE: Thursday, July 24, 2025

TIME: 3:00 pm

MEETING SUMMARY

1. Call to Order

The meeting was called to order at 3:13 pm.

2. Roll Call

The roll was conducted via sign-in sheet. A quorum was confirmed with the following members present:

Members Present

Jennifer McGee, Chairperson

Calvin King Jr.
Anna Santacroce
Joyania Hawthorne

Mark Zrallack
Theodore Agnew

Others Present

Kyle Bowman
Peter Buchwald
Yi Ding
Marceia Lathou
Stephanie Torres
Teresa Lane
Thomas Lanahan

Representing

St. Lucie County Environmental
Resources Department (ERD)
Port St. Lucie Parks and Recreation
Disability Representative
St. Lucie County Parks and
Recreation
Fort Pierce Public Works
Resident Pedestrian

Representing

St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
St. Lucie TPO
Recording Specialist
Treasure Coast Regional Planning
Council (TCRPC)

Kristina Morrow

Florida Department of
Transportation (FDOT)
The Corradino Group

Srin Varanasi

Others Present Online

Siyu Zhang
Faizur Himel
Yue Liu

Representing

The Corradino Group
The Corradino Group
Kimley-Horn

3. Comments from the Public – None.

4. Approval of Agenda

* MOTION by Ms. Hawthorne to approve the agenda.

* * SECONDED by Ms. Santacroce Carried UNANIMOUSLY

5. Approval of Meeting Summary

- May 22, 2025 Regular Meeting

* MOTION by Ms. Hawthorne to approve the meeting summary.

* * SECONDED by Mr. King Carried UNANIMOUSLY

6. Action Items

6a. U.S. Highway 27 Freight Rail Bypass Project: Presentation by the Treasure Coast Regional Planning Council on the proposed U.S. Highway 27 Freight Rail Bypass Project.

Mr. Buchwald explained that for several years, the TCRPC has supported the implementation of a new freight rail route connecting South Florida to Central Florida along U.S. Highway 27 between Miami and greater Orlando. He introduced Mr. Lanahan of the TCRPC to explain the proposed project.

Mr. Lanahan outlined the 21-year history of the proposed project, which aims to divert freight traffic from congested east coast roads and railways to Central Florida, where the population disruption would be less severe. He explained the only new section of road or railway that would be built is between Miami and South Bay at the southern tip of

Lake Okeechobee. From there, shippers could use existing railroads to continue north toward Tampa and Orlando or east toward Fort Pierce. He pointed out an area along Glades Cut-Off Road that could benefit from the additional railroad route because it already serves several industrial users but is lacking in rail connections. He reported that the MPOs of Miami-Dade, Broward and Palm Beach Counties endorsed the project and added it to their 2050 Long Range Transportation Plans and requested that St. Lucie County do the same.

Mr. Zrallack remarked that more traffic could be routed through Fort Pierce with the additional route, but Mr. Lanahan theorized that some freight shipments would be diverted west of Lake Okeechobee with the new tracks. Mr. Lanahan remarked that rail traffic through downtown Fort Pierce will continue to grow even without diversion and noted an FDOT study will identify the ultimate impacts. When Chairperson McGee asked who will own the new railroad, Mr. Lanahan reported that the State would likely build and own the new 72-mile segment of rail and lease it to a railroad to operate. He added there could be a public-private partnership established to operate the railway, noting the land is owned by the State. Chairperson McGee asked whether the southern counties who benefit from the rail will pay for it, and while Mr. Lanahan reported it has not been decided, he believes all Florida counties should contribute.

* MOTION by Ms. Santacroce to endorse further study on the proposed Freight Rail Bypass.

* * SECONDED by Ms. Hawthorne Carried UNANIMOUSLY

6b. Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development: Review of the various draft elements from the development of the Reimagine Mobility 2050 LRTP.

Mr. Buchwald introduced Mr. Ding, who stated that the 2050 LRTP Needs Plan had been prepared which identifies roadways and multimodal infrastructure projected to be deficient by the year 2050. Mr. Ding introduced Mr. Varanasi of the Corradino Group to present the plan, which serves as a blueprint for how the transportation system should evolve to support population growth, economic development and quality of life over the next 25 years.

Mr. Varanasi provided a brief overview of the progress completed to date on the LRTP and outlined a series of road and multimodal needs projected over the next 25 years. Of the hundreds of needs identified,

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97 were designated for roadways, 95 for pedestrians, 125 for bicycling and micromobility, 29 for transit and 26 for safety purposes. He noted the next steps will be to rank the needs based on performance measures and rank the Cost Feasible Projects based on scoring and revenue forecasts for 2050.

Ms. Santacroce questioned which areas will experience the highest population growth, while Chairperson McGee inquired why the Ten-Mile Creek Preserve is listed as a high-growth area. Mr. Varanasi outlined the high-growth zones and noted the preserve is included in a Traffic Analysis Zone (TAZ) with a new project called Provinces, which will include 2,000 homes. He explained TAZs are divided by large roads or natural water boundaries and sometimes encompass preserve areas.

Chairperson McGee asked how the timing of another large project, Oak Ridge Estates, compares to the planned widening of Glades Cut-Off Road and Rangeline Road noting the roads are in poor condition to accept another 4,000 new homes. Mr. Buchwald reported there is a limit to how many homes can be built before the developer secures a new railroad crossing. Mr. Varanasi indicated the County is conducting a Project Development and Environmental (PD&E) Study of Glades Cut-Off Road, but a construction date has not been identified.

Mr. Buchwald indicated there are about 370 needs listed in the proposed plan, about double the number of the needs in the 2045 LRTP. He asked members to make sure all their bicycle and pedestrian needs are reflected in the document before the difficult process of ranking projects for funding begins. He stated only a fraction of the projects will be funded and noted Staff needs to ensure consistent terms refer to bicycle and pedestrian projects. Chairperson McGee requested that the North Fork Greenway be included in the population map and Mr. Buchwald invited her and other members to send any proposed revisions to Mr. Ding, noting the list will return for final approval in October. No vote is required today he added.

- 6c. St. Lucie Advanced Transportation Management System (ATMS) Master Plan Update Scope of Services: Review of the draft Scope of Services for the St. Lucie ATMS Master Plan Update.

Mr. Buchwald provided a brief overview of the ATMS Master Plan Update which will serve as a roadmap for connecting all of the traffic signals across various signal-maintaining agencies in St. Lucie County. The project envisions using Cloud-Based Arterial Management (CBAM), which employs the latest technology and infrastructure to connect the traffic signals to increase system efficiency and mobility and improve

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safety. The proposed update will include an inventory of the existing traffic control systems, update of the system requirements for the technology, identification of funding options, and preparation of a 10-year implementation plan. The Master Plan Update will be completed by June 2026 at a proposed cost of \$89,990. He concluded by indicating that the traffic engineers in each of the three government jurisdictions would be able to alter traffic signals in real time based on current conditions and could see the changes made by other agencies.

Mr. Zrallack observed that a 10-year implementation schedule seems very ambitious and asked if it was financially feasible, noting he is currently updating signals from 1990. Mr. Buchwald advised him not to upgrade the equipment before the program is launched because FDOT supports the update, and recent legislation allows State funding to be used off of the State Highway System.

Mr. Buchwald opined that the ATMS may be the most efficient way to manage traffic congestion without widening roads, prompting Mr. Zrallack to state that he supports the project but questions the aggressive nature of the timeline.

- * MOTION by Mr. Zrallack recommended approval of the draft Scope of Services.
- ** SECONDED by Ms. Hawthorne Carried UNANIMOUSLY

7. Discussion Items

7a. Regional Bus Services Update: A presentation on the operation of the I-95/Port St. Lucie Express Bus Service and Jobs Express Terminal over the past year.

Mr. Buchwald introduced Ms. Lathou to provide an update on the regional bus service that debuted between Port St. Lucie and downtown West Palm Beach in 2024. Ms. Lathou noted the Gatlin/Jobs Express Park and Ride on Gatlin Boulevard near I-95 includes bus shelters and bus loading areas, 162 spaces for carpoolers and bus riders, six electric vehicle charging stations and a bicycle rack. An average of 60 passengers use the Port St. Lucie Express bus to and from West Palm Beach each weekday, she noted, with most commuting to work but others traveling to airports and railway services in South Florida or using it for entertainment and shopping. The Gatlin/Jobs Express Park and Ride also serves as a hub for bus service from FlixBus, Greyhound and

St. Lucie County Transit – ART, Ms. Lathou reported while showing numerous pictures of the complex.

Ms. Hawthorne asked if there is a parking fee or security at the lot, prompting Ms. Lathou to report there is not. Because the lot is well lit and busy, there has been no need for security Ms. Lathou further responded. When asked if people can park in the lot overnight, Ms. Lathou noted they can, and Mr. Buchwald noted that commuter vans in the vanpool program often park in the lot overnight. Chairperson McGee mentioned that a nearby sidewalk on Brescia Street is being built and will further assist cyclists and pedestrians in reaching the lot. In response to a question from Mr. Zrallack, Ms. Lathou reported that the use of the express bus has increased since the service was launched last summer.

8. Recommendations/Comments by Members – None.
9. Staff Comments – Mr. Buchwald thanked the members for their input.
10. Next Meeting: The next St. Lucie TPO BPAC meeting is a joint meeting with the Technical Advisory Committee and the Citizens Advisory Committee scheduled for 1:30 pm on Tuesday, October 21, 2025.
11. Adjourn – The meeting was adjourned at 4:33 pm.

Respectfully submitted:

Approved by:

Teresa Lane
Recording Specialist

Jennifer McGee
Chairperson



AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	November 20, 2025
Item Number:	6a
Item Title:	2026 Meeting Dates
Item Origination:	Annual administrative business
UPWP Reference:	Task 1.1 - Program Management
Requested Action:	Approve the proposed 2026 meeting dates, approve with conditions, or do not approve.
Staff Recommendation:	It is recommended that the proposed 2026 meeting dates be approved.

Attachments

- Proposed 2026 BPAC Meeting Dates



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Bicycle-Pedestrian Advisory Committee (BPAC) **PROPOSED**

2026 Meeting Dates

(Approved: _____)

Thursday, January 22, 2026, 3:00 pm

Thursday, March 19, 2026, 3:00 pm

Thursday, May 21, 2026, 3:00 pm

Thursday, July 23, 2026, 3:00 pm

Thursday, September 24, 2026, 3:00 pm

Tuesday, November 17, 2026, 1:30 pm
(Joint Meeting with the Citizens Advisory Committee
and the Technical Advisory Committee)

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AGENDA ITEM SUMMARY

Board/Committee: Bicycle-Pedestrian Advisory Committee (BPAC)

Meeting Date: November 29, 2025

Item Number: 7a

Item Title: Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development

Item Origination: 2050 LRTP Development Process

UPWP Reference: Task 3.1 – Long Range Transportation Planning

Requested Action: Discuss and provide comments

Staff Recommendation: It is recommended that the alternatives for the initial draft Cost Feasible Plan of the Reimagine Mobility 2050 LRTP be discussed and comments be provided.

Attachments

- Staff Report
- Initial Draft Cost Feasible Plan
- Project Prioritization Summary



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MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Transportation Systems Manager

DATE: November 14, 2025

SUBJECT: Reimagine Mobility 2050 Long Range Transportation Plan (LRTP)

BACKGROUND

At the joint meeting in October, the Advisory Committees reviewed and recommended the adoption of the Needs Assessment for the Reimagine Mobility 2050 LRTP which was subsequently adopted by the TPO Board at its October meeting. Since then, the draft Cost Feasible Plan of the Reimagine Mobility 2050 LRTP has been developed for review and comments.

ANALYSIS

The Needs Assessment identifies the transportation infrastructure necessary to accommodate future travel demand, enhance safety, and meet community needs over the next 25 years. As a fiscally unconstrained analysis, the total cost of the identified needs exceeds the revenues available to the St. Lucie TPO. Projects included in the Needs Assessment were evaluated and scored using the project prioritization criteria, developed to ensure alignment with the LRTP's Goals, Objectives, and Performance Measures.

Based on the project scores, revenue projections, and public input received to date, three alternatives have been developed to address the identified needs through the following approaches:

1. **Advancing the List of Priority Projects (LOPP):** This alternative focuses on the projects programed in the 2025/26 List of Priority Projects adopted June 4, 2025. The Jenkins Road segments, California Boulevard and St. Lucie West Boulevard are considered as cost feasible.
2. **Glades Cut Off Linkage:** This strategy focuses on creating a north-south connection via Jenkins Road between Orange Avenue to Glades Cutoff Road and by funding the segment of Glades Cut Off Road between Jenkins and Midway Road, and the east-west connection of California Boulevard between Crosstown Parkway and East Del Rio Boulevard.
3. **Range Line Connection:** This alternative tests the north-south connection along Jenkins road, Edwards Road, Glades Cut Off Road Segment A, and Range Line Road, providing an alternative to travel from the heart of the county to the south county line.

The attached draft Cost Feasible Plan report includes both a tabular listing of projects and detailed maps illustrating the three alternatives. These alternatives form the basis for developing the Cost Feasible Plan, which will represent a fiscally constrained program roadway improvements designed to best address transportation needs within the St. Lucie TPO area.

To maximize the flexibility for project implementation by the local governments, the funding for the transit, transportation alternatives, and congestion management/safety (CMP) projects will be placed into boxes in the Cost Feasible Plan and administered through other programs as follows:

Project Type	2050 LRTP Revenue Source	Program/Project Source
Transit	Transit Formula	1st 10 years: St. Lucie County Transit Development Plan 2nd 10 years: 2050 LRTP Transit Needs
Transportation Alternatives (Bicycle/Pedestrian)	Transportation Alternatives (TALU)	TPO Transportation Alternatives Program/2050 LRTP Bicycle-Pedestrian Needs
Congestion Management/Safety	\$400K Annually of STBG (SU)	TPO CMP Program/2050 LRTP Safety Needs

RECOMMENDATION

It is recommended that the alternatives for the initial draft Cost Feasible Plan of the Reimagine Mobility 2050 LRTP be discussed and comments be provided.



ST. LUCIE TPO
2050 LONG RANGE TRANSPORTATION
PLAN

INITIAL DRAFT COST FEASIBLE PLAN

THE CORRADINO GROUP



St. Lucie Transportation
Planning
Organization

Introduction

The St. Lucie TPO's 2050 LRTP Cost Feasible Plan (CFP) is the fiscally constrained roadmap that spans 25-year planning horizon and translates the TPO's transportation vision into an implementable program. It aligns the local needs and aspirational projects with realistic and documented revenue forecasts so the region can prioritize transportation investments that will be delivered on or before 2050.

This document is developed in accordance with federal and state regulations, including 23 CFR 450.324 and Florida Statutes Chapter 339, which require MPOs to prepare a financially constrained plan as part of the LRTP update. CFP incorporates input from the TPO, public and the partner agencies- St. Lucie County, City of Fort Pierce, City of Port St. Lucie, and the Florida Department of Transportation (FDOT),

Each of the cost feasible projects is assigned to a specific time band: 2026–2030, 2031–2035, 2036-2040, or 2041–2050. Roadway projects that cannot be funded within the projected revenues are documented separately as Illustrative Projects. The multimodal (Transportation Alternatives), transit, and safety projects were allocated separately with dedicated funds (boxed funds) to add flexibility for the TPO to prioritize them with additional local coordination.

The CFP supports the implementation of the TPO's goals by guiding strategic investment in roadways/bridges, transit, transportation alternatives (bicycle & pedestrian), and congestion management/safety improvements. It serves not only as a fiscally responsible roadmap but also as a transparent commitment to deliver a multimodal transportation system that meets the region's evolving needs.

This document presents the financial forecasts developed using the 2050 Revenue Forecasting Handbook and the FDOT/ Turnpike Draft Work Programs. The adopted needs plan projects have been ranked based on their technical scores. Due to the shortage of funds, only the top-ranked projects were considered in the cost-feasible plan development. The cost feasible plan allocated budgets of Strategic Intermodal system (SIS) and the State Highway system (SHS) from the respective SIS cost-feasible plan and/or the draft work programs of turnpike and FDOT. In addition, in coordination with the local agencies, potential developer-funded projects were identified. The SIS, SHS and Developer funded projects were grouped together as these projects have less variability and are controlled by other agencies. They are, however, included in the TPO's cost feasible plan as they are regionally significant projects. The main emphasis of the cost-feasible plan is on other roads category (non-SIS, non-SHS). The cost estimates for each of the top-ranked needs projects were developed. Finally, several options of the cost feasible plan were developed for the partnering agencies and public review. The transit, transportation

alternatives (TALU), congestion management/safety (CMP) projects have been allocated with their respective boxed funds and are not discussed in this document.

1.0 Revenue Projections

The projection of transportation revenues between 2026 and 2050 is critical to the development of the 2050 Cost Feasible Plan (CFP), which is a fundamental federal requirement associated with the LRTP update. This section describes the process used to forecast state/federal distributed revenues and reports on the revenue forecasts, including the state/federal revenue forecasts provided by the Florida Department of Transportation (FDOT).

Forecasting Process and Assumptions

All revenue estimates are presented in five-year time bands starting in fiscal year 2026 and are expressed in **Year of Expenditure (YOE) dollars** to reflect the yearly rates of inflation estimated and provided by FDOT.

The revenues for the short-range period (2026–2030) are primarily reserved for Engineering and Construction (E+C) phases of projects already programmed in the adopted FDOT Work Program and the St. Lucie TPO's Transportation Improvement Program (TIP). The long-range revenues forecasted from 2031 to 2050 represent the principal resources used to fund and constrain the prioritized needs projects detailed within this LRTP. This ensures that the St. Lucie TPO's immediate financial commitments are met while reserving long-term capacity for its most critical future transportation improvements.

This memorandum is organized by State/Federal revenue sources and includes a description of the source and its applicability, an explanation of the forecasting process and assumptions, and a table summarizing the estimated future revenues.

Strategic Intermodal System (SIS) Project Commitments

The Strategic Intermodal System (SIS) funding in the revenue forecast is not an estimated fund source; rather, it represents the cost of mandatory, committed capacity improvements within the St. Lucie TPO metropolitan planning area. These committed costs must be included in the LRTP to satisfy fiscal constraint and advance the projects within the FDOT Work Program.

The total SIS cost commitment for the St. Lucie TPO region is \$129.83 million for the 25-year planning period (FY 2026–2050).

Table 1 summarizes the total committed costs for the entire 25-year planning period (FY 2026–2050), indicating the specific plan phase that each project is currently funded or planned within.

Table 1: SIS funds by project

Project Name	Project Type/Scope	Funding Source	Timeframe of Funding	Total Committed Cost (Millions of \$)
I-95 (Martin/St. Lucie Line to SR-70)	PD&E	SIS CFP	2026–2050	\$39.36
TPK (SR91) S. of Crosstown Pkwy to S. of Midway Rd	Widen TPK (Add 2 to Build 6 Lanes)	SIS 2nd 5-Year Plan	2026–2035	\$43.10
TPK (SR91) Midway Rd Southern Interchange	Modify Interchange (Construction)	SIS 1st 5-Year Plan	2026–2027	\$33.50
WIDEN TPK (SR91), S OF MIDWAY RD TO N OF SR 70	Widen TPK (Add 2 to Build 6 Lanes)	SIS 1st 5-Year Plan	2026-2028	\$5.03
SR 68/ORANGE AVE Interchange	Modify Interchange (Construction)	SIS 1st 5-Year Plan	2026–2029	\$7.19
WIDEN TPK (SR91), SW BECKER RD TO CROSSTOWN PKWY	Add 4 to Build 8 Lanes	SIS 1st 5-Year Plan	2026	\$1.60
PD&E FOR WIDEN TPK (SR70-SR60)	Project Development & Environment	SIS 1st 5-Year Plan	2026	\$0.04
TOTAL SIS COMMITTED COST (FY 2026-2050)	\$129.83			

St. Lucie TPO 2050 State/Federal Revenue Forecast

The federal and state revenue forecasts, exclusive of state-distributed fuel taxes, were prepared and provided by FDOT and are summarized in the **2050 Revenue Forecast Handbook** published in June 2023. Table 3 summarizes the estimated State and Federal revenues (MPO-Specific) and additional transit funding anticipated by the St. Lucie TPO.

TMA Fund Suballocation

The St. Lucie TPO formally allocates 71 percent (71%) of the total federal TMA funds projected for the shared urban area. This policy ensures the St. Lucie TPO's plan is fiscally constrained to

only those federal funds reasonably expected to be programmed for projects within its boundary, preventing the double-counting of federal resources.

Application of Inflation Factors

To achieve fiscal constraint and comply with federal regulations (23 CFR 450.324(11)), the St. Lucie TPO applied the required inflation factors to the MPO-Specific funds. This process ensures both available funds and project costs are expressed in Year of Expenditure (YOE) dollars. The methodology involved selecting the **2024/2025 Present Day Cost (PDC)** base for the MPO-Specific fund allocations and multiplying that base by the corresponding inflation factors by time bands provided in FDOT Revenue Forecast Handbook. The inflation factors are shown in Table 2.

Table 2: Inflation Factors By Time Bands

Time Bands for Planned Project or Project Phase	Multipliers to Convert Project Cost Estimates to YOE (Year of Expenditure) Dollars		
	Project Cost in2022/23 PDC \$	Project Cost in2023/24 PDC\$	Project Cost in2024/25 PDC \$
2023/24-2024/25	1.04	1.03	NA
2025/26-2029/30	1.16	1.13	1.10
2030/31-2034/35	1.37	1.33	1.29
2035/36-2039/40	1.61	1.61	1.56
2040/41-2049/50	2.06	2.00	1.94

Table 3 shown below summarizes the total available revenue and mandatory cost commitment for the St. Lucie TPO's constrained Cost Feasible Plan (CFP) horizon (FY 2026–2050). All figures are in Millions of Year of Expenditure (YOE) Dollars.

Table 3: St. Lucie State/Federal Revenues

Revenue Source		2026-30	2031-35	2036-40	2041-50	25-Year Total
<i>Inflation factor:</i>		<i>1.10</i>	<i>1.29</i>	<i>1.56</i>	<i>1.94</i>	-
SIS (not inflated)		\$56.79	\$38.49	\$0.00	\$34.55	\$129.83
TMA MPO-Specific Funds in millions \$	STBG (SU)	\$22.49	\$25.79	\$31.19	\$77.57	\$157.04
	Transportation Alternatives (TALU)	\$4.02	\$4.71	\$5.70	\$14.17	\$28.59
	State Highway System (SHS) non-SIS	\$34.97	\$15.61	\$19.62	\$49.66	\$119.87
	Other Roads, Non-SHS, Non-SIS	\$10.82	\$9.08	\$11.43	\$28.93	\$60.26
	Transit Formula	\$4.93	\$6.25	\$7.90	\$20.04	\$39.12
	SUB-TOTAL MPO-Specific	\$77.23	\$61.44	\$75.83	\$190.37	\$404.87
TOTAL STATE/FEDERAL		\$134.02	\$99.93	\$75.83	\$224.92	\$534.70

2.0 Baseline Projects (First Five Years)

The first five years of the long-range transportation plan outlined in the Transportation Improvement Program (TIP) forms the basis for the Reimagine Mobility 2050 plan. The TIP lists prioritized projects—such as roads, sidewalks, transit, and other improvements—planned for FY 2025/26 to 2029/30. These projects are assumed to be completed and will serve as the foundation for addressing future needs. Project details are provided in Table 4.

Table 4: TIP FY 2025/26 to 2029/30

Project Number	Project Name	Project Limits From	Project Limits To	Description
4491791	A1a Big Mud Creek and Blind Creek Bridges	Big Mud Creek Bridge	Blind Creek Bridge	Bridge Replacement
4533261	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Add Lanes & Reconstruct
4400321	FEC Overpass	Savannas Recreation Area	South Of Savannah Rd	Bike Path/Trail
4534931	Green River Parkway Trail	Walton Road	Martin County Line	Bike Path/Trail

Project Number	Project Name	Project Limits From	Project Limits To	Description
4383792	Kings Highway	North Of Commercial Circle	St Lucie Boulevard	Add Lanes & Reconstruct
4383791	Kings Highway	Sr-9/1-95 Overpass	North Of Commercial Circle	Add Lanes & Reconstruct
4383794	Kings Highway	N Of 1-95 Overpass	South Of Angle Rd	Add Lanes & Reconstruct
4383793	Kings Highway	St Lucie Boulevard	South Of Indrio Rd	Add Lanes & Reconstruct
4383795	Kings Highway	S Of Angle Road	North Of Commercial Circle	Add Lanes & Reconstruct
4529961	Marshfield Ct	Dreyfuss Boulevard	Hayworth Ave	Sidewalk
2314404	Midway Rd	Jenkins Rd	Glades Cut Off Rd	Add Lanes & Reconstruct
2314405	Midway Rd	Jenkins Rd	Selvitz Rd	Add Lanes & Reconstruct
4534921	Nebraska Ave	Lawnwood Cir	13th Street	Sidewalk
4435061	North Sr-A1a Suntrail	Ft Pierce Inlet State Park	SLC/Indian River County Line	Bike Path/Trail
4461681	Orange Ave	Kings Hwy	East Of 1-95 Sb Ramp	Interchange Add Lanes
4496961	Orange Ave	Kings Hwy	US Highway 1	ATMS Arterial Traffic MGMT
4473991	Port Of Fort Pierce Connector	Dixie Hwy	2nd St at Fishermans Wharf	Bike Path/Trail
4317523	Port St. Lucie Boulevard	Becker Rd	Paar Dr	Add Lanes & Reconstruct
4531101	Sr-A1a Peter J. Cobb Memorial Bridge	Sr-A1a	Indian River Icww	Bridge-Repair/Rehabilitation
4534911	St. James Dr	Lazy River Pkwy	Royce Ave	Sidewalk
4548801	Sunrise Boulevard	Bell Ave	Nslwcd Canal 15	Sidewalk
4518581	Turnpike At Midway Rd	Southern Ramps Interchange	Southern Ramps Interchange	New Interchange Ramp
4497121	Turnpike Port St. Lucie Service Plaza	Service Plaza	Service Plaza	Parking Improvements
4465831	Turnpike Widening	Crosstown Pkwy	Okeechobee Rd	Add Lanes & Reconstruct
4463341	Turnpike Widening	Martin C/L	Becker Rd	Add Lanes & Reconstruct
4465801	Turnpike At Sr-70	Interchange	Interchange	Interchange Improvement

Project Number	Project Name	Project Limits From	Project Limits To	Description
4463351	Turnpike Widening	Becker Rd	Crosstown Pkwy	Add Lanes & Reconstruct
4508611	Volucia Dr	East Torino Pkwy	West Blanton Boulevard	Sidewalk
4491791	A1a Big Mud Creek and Blind Creek Bridges	Big Mud Creek Bridge	Blind Creek Bridge	Bridge Replacement

Table 5 and Figure 1 present the existing-plus-committed roadway projects including the developer funded roads.

Table 5: Existing and Committed Roadway Projects Including Developer Roads

Project ID	Project Name	Project Limits From	Project Limits To	Description
123	Arterial A / Wylder Parkway	Midway Road	0.5 Mile North	New 4 Lanes
109	Becker Road	Range Line Road	N-S Road B	New 2 Lanes
163	Becker Road	N-S Road B	Community Boulevard	New 4 Lanes
163	Becker Road	Community Boulevard	Village Parkway	Widen 2L to 4L
161	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Widen 2L to 4L
6007	Community Boulevard	Marshall Pkwy	Hegener Drive	New 2 Lanes
6003	Discovery Way	Riverland Boulevard (N/S B)	Sundance Vista Boulevard (N/S A)	New 2 Lanes
6004	Discovery Way	Sundance Vista Boulevard (N/S A)	Range Line Road	New 2 Lanes
21201	Glades Cut Off Road	Range Line Road	Soli Boulevard	Widen 2L to 4L
8008	Glades Cut Off Road	Wylder Parkway (LTC Parkway or Arterial A)	I-95 Overpass	Widen 2L to 4L
127	Hegener Drive (Paar Drive West)	Range Line Road	Just west of Village Parkway	New 2 Lanes
8000	Kings Highway	Orange Avenue	Angle Road	Widen 2L to 4L
8005	Koblegard Road	Indrio Road	1/4 mile south of Indrio Road	New 4 Lanes
126	Marshall Parkway	N-S Road A	Village Parkway	New 2 Lanes
143	Midway Road	Glades Cut Off Road	Selvitz Road	Widen 2L to 4L

Project ID	Project Name	Project Limits From	Project Limits To	Description
1025	Midway Road	Wylder Parkway	I-95 West Ramp	Widen 2L to 4L
21104	Port St. Lucie Boulevard	Darwin Boulevard	Becker Road	Widen 2L to 4L
128	Range Line Road	Glades Cut Off Road	Soli Boulevard	New 2 Lanes
21108	Range Line Road	Glades Cut Off Road	Crosstown Parkway	Widen 2L to 4L
8006	Selvitz road	Edwards Road	Ralls Rd	Widen 2L to 4L
8006	Selvitz road	Ralls Rd	Glades Cut Off Road	New 4 lanes
6006	Sundance Vista Boulevard (N/S A)	Discovery Way	North of Marshall Pkwy	New 2 Lanes
6005	Sundance Vista Boulevard (N/S A)	Becker Road	Catalina Palms Avenue	New 2 Lanes
121	Tradition Parkway	Range Line Road	SW Stony Creek Way	New 2 Lanes
9001	Turnpike at Midway Road			New Interchange
131	Williams Extension	McCarty Road	Glades Cut-Off Road	New 2 Lanes
108	Wylder Parkway (Arterial A)	Williams Extension	Midway Road	New 2 Lanes

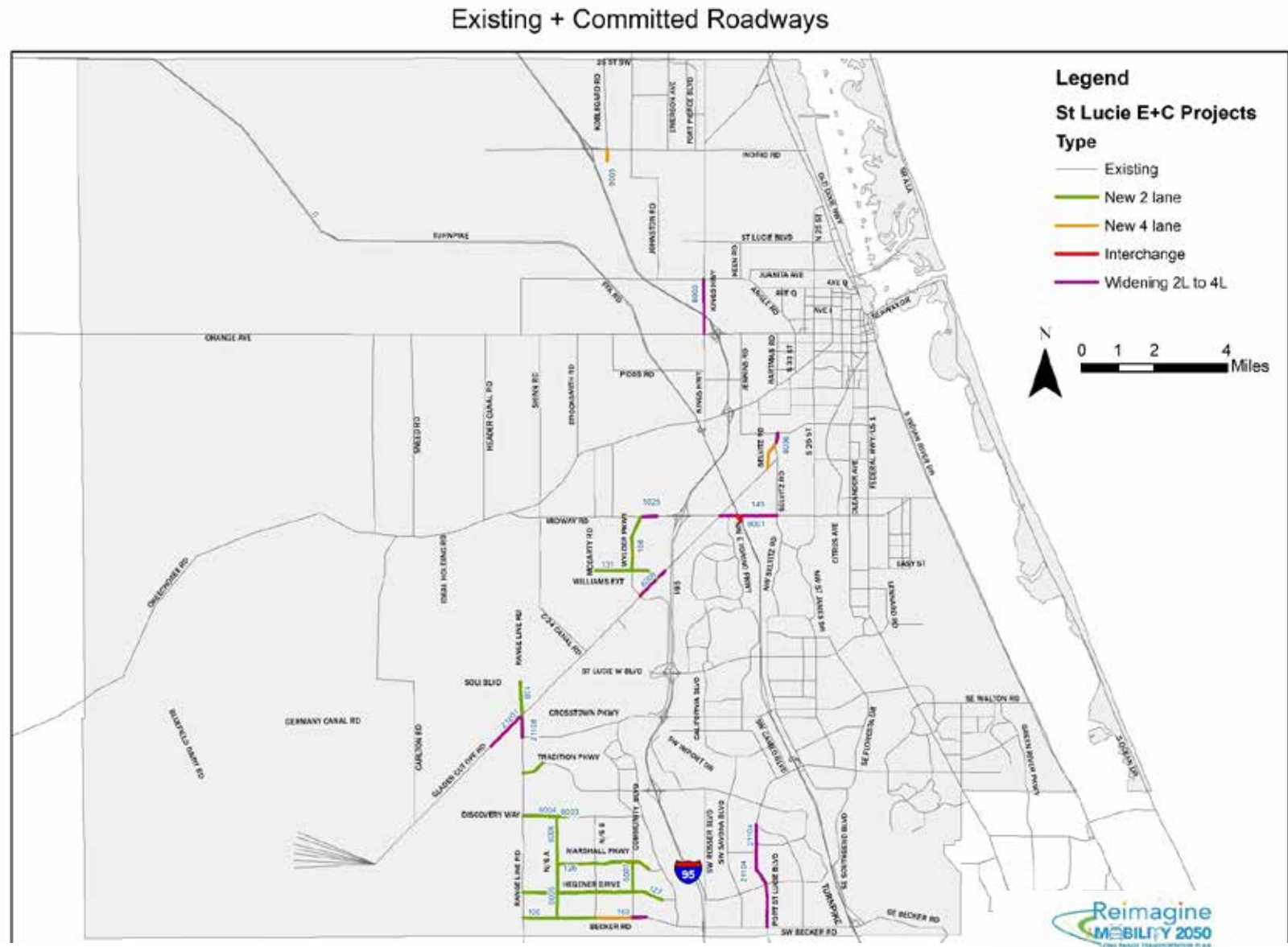


Figure 1 St Lucie County Existing and Committed (E+C) Projects

3.0 State Highway System (SHS), Strategic Intermodal System (SIS) and Potential Developer Funded Projects

Table 6 presents the State Highway System (SHS), non-SIS revenue.

Table 6: 2031-2050 Useable Revenue for State Highway System (SHS) (\$ million)

	2031-35	2036-40	2041-50	Total 2031-2050
SHS, non-SIS	\$15.61	\$19.62	\$49.66	\$84.89

Table 7 lists the needs projects on State Highway System (SHS) facilities, which are eligible to be funded using the dedicated SHS revenue.

Table 7: 2050 LRTP Roadway Cost Feasible Projects ---- SHS Projects

Project ID	Street	From	To	Type	Length (miles)	Total cost in millions	TIP funded 2026-2030	Cost Feasible Tier 2031-35	Cost Feasible Tier 2036-40	Cost Feasible Tier 2041-50
1106	Kings Highway	W Angle Road	Commercial Circle	Widen 2L to 4L	0.160	\$55.7	✓ \$ 55.7M*			
1106	Kings Highway	Commercial Circle	St. Lucie Boulevard		0.860	\$50.9 **				✓ \$ 50.9M
1050	Kings Highway	St. Lucie Boulevard	Indrio Road	Widen 2L to 4L	2.401	\$137.8 **				Partially funded
1049	Kings Highway (Turnpike Feeder Road)	Indrio Road	US-1	Widen 2L to 4L	2.848	\$163.4 ***	-			Partially funded
1120	Indrio Road	Emerson Road	Seminole Road	Widen 2L to 4L	0.5	\$18.8	-		✓ \$ 18.8M	

*Funded in the FDOT draft Tentative Work Program. (Cost increased from \$33M in TIP to \$55.7M in Work Program)

**Funded in the FDOT draft Tentative Work Program. (Total cost increased to \$193M in Work Program). The cost is proportionally distributed between the two segments. For the segment between St. Lucie Blvd. to Indrio Road, ROW was funded in the TIP. This amount was subtracted from the total cost of this segment.

***Partially funded through the LRTP. The cost estimate for this segment is proportionally estimated based on FDOT's estimate of the Commercial Circle to Indrio Road segment.

Table 8 presents the cost feasible SIS projects for St. Lucie LRTP.

Table 8: Construction Funded SIS Projects

Project Name	Project Type/Scope	Funding Phase	Funding Source	Timeframe of Funding	Total Committed Cost (Millions of \$)
TPK (SR91) Midway Rd Southern Interchange	Modify Interchange	Construction	SIS 1st 5-Year Plan	2026–2027	\$33.50
SR 68/ORANGE AVE Interchange	Modify Interchange	Construction	SIS 1st 5-Year Plan	2026–2029	\$7.19

Figure 2 illustrates the E+C projects, potential cost feasible developer-funded projects, SHS projects, and SIS projects.

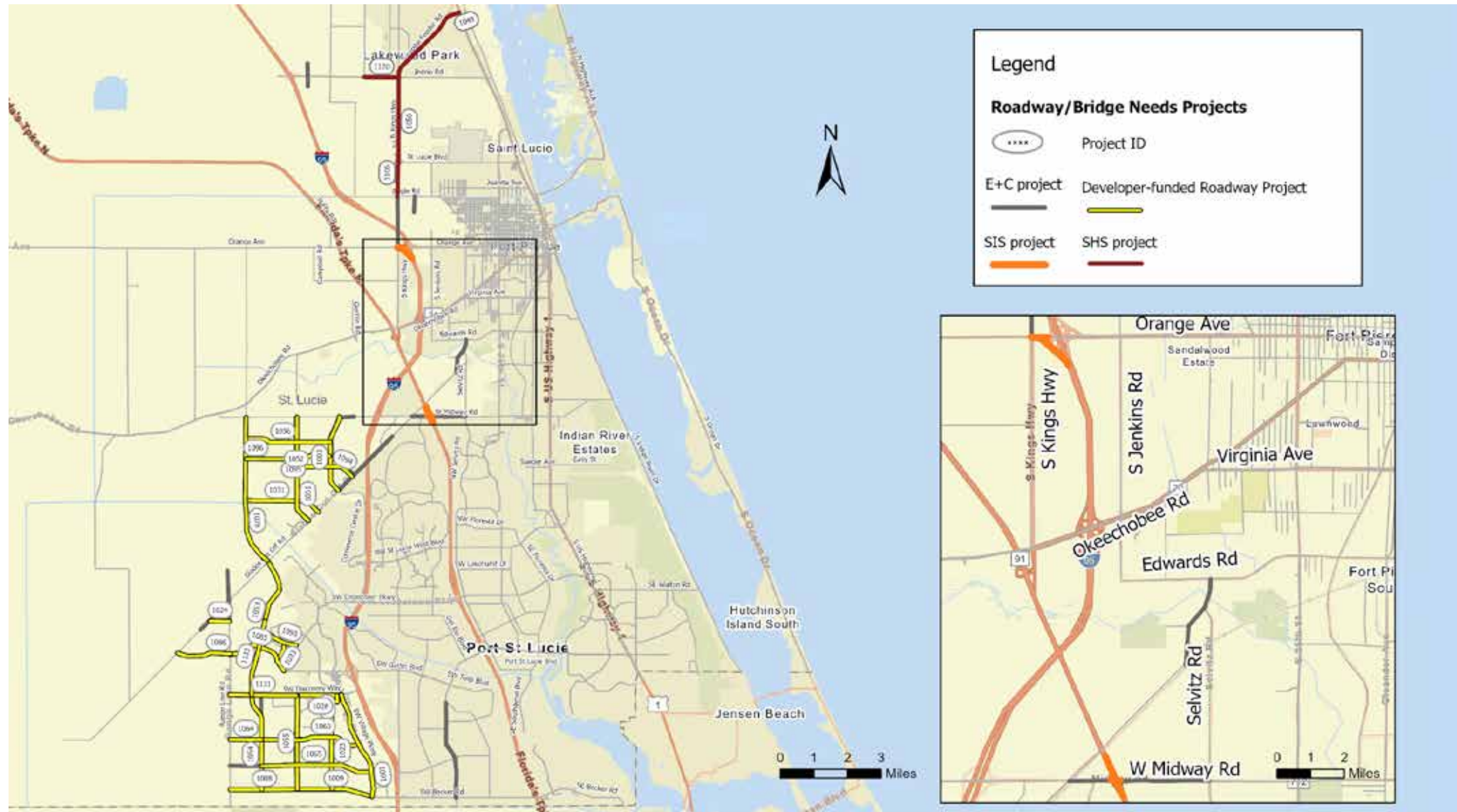


Figure 2 E+C Projects, Developer-funded Projects, SHS projects, and SIS Projects

4.0 Other Roads – non-SHS, non-SIS

Table 9 details the usable revenue for local, off-system roadway projects between 2031 and 2050. These funds represent the combination of Other Roads -- Non-SHS & Non-SIS revenue and the flexible STBG (SU) revenue. The resulting budget for these projects is constrained by first setting aside the annual deduction of \$400,000 for CMP projects and \$600,000 for the TPO’s Unified Planning Work Program (UPWP).

Table 9: 2031-2050 Useable Revenue for Other Roads (\$ million)

	2031-35	2036-40	2041-50	Total 2031-2050
Non-SHS, non-SIS	\$9.08	\$11.43	\$28.93	\$49.44
STBG All project types	\$25.79	\$31.19	\$77.57	\$157.04
STBG dedicated to Roadway Capacity Projects	\$23.12	\$28.52	\$74.90	\$126.55
Combination revenue for Roadway/Bridge projects	\$32.20	\$39.95	\$103.83	\$175.99

Cost Feasible Alternatives for Other Roads

The St. Lucie TPO developed three distinct alternatives to determine the optimal investment strategy for the county's long-range transportation needs, primarily focusing on improving north-south and east-west connectivity and regional access:

1. **Advancing LOPP:** This alternative focuses on the projects programed in the 2025/26 List of Priority Projects adopted June 4, 2025. The Jenkins Road segments, California Boulevard and St. Lucie West Boulevard are considered as cost feasible.
2. **Glades Cut Off Linkage:** This strategy focuses on creating a north-south connection via Jenkins Road between Orange Avenue to Glades Cutoff Road and by funding the segment of Glades Cut Off Road between Jenkins and Midway Road, and the east-west connection of California Boulevard between Crosstown Parkway and East Del Rio Boulevard.
3. **Range Line Connection:** This alternative tests the north-south connection along Jenkins road, Edwards Road, Glades Cut Off Road Segment A, and Range Line Road, providing an alternative to travel from the heart of the county to the south county line.

The purpose of these alternatives is to evaluate how different prioritization choices impact the number of projects that can be realistically funded within the specific local road budget of \$175.99 million (FY 2031-2050).

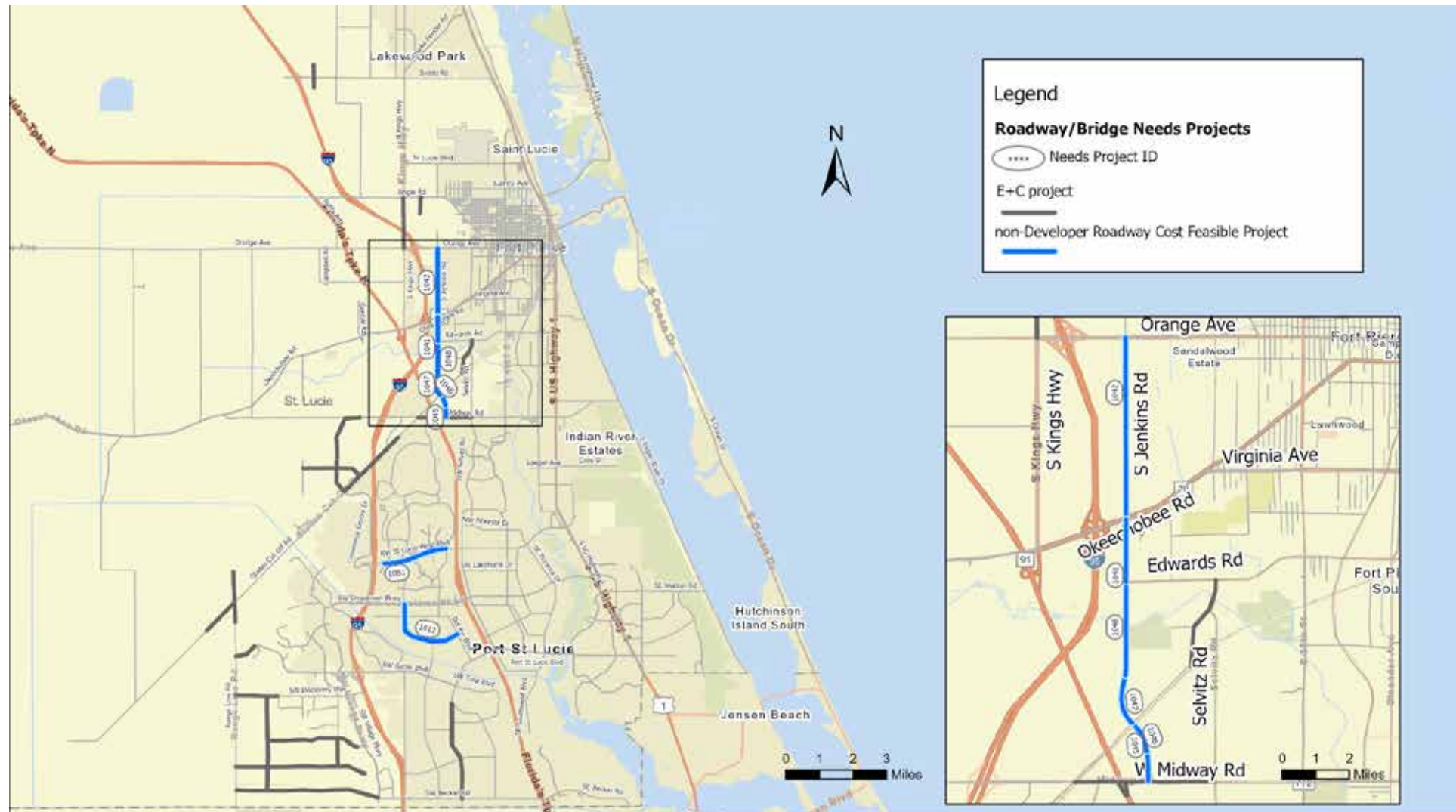
The specific roadway projects and their associated costs for each alternative are itemized in Tables 10-12. The selected projects for each alternative are highlighted in blue color in Figures 3 through 5 on the maps.

Table 20: Cost Feasible Alternative 1 ---- Advancing LOPP

Project ID	Street	From	To	Type	Length (miles)	Total Cost in Millions*	Cost Feasible Tier 2031-35 (\$32.2M)**	Cost Feasible Tier 2036-40 (\$39.95M)**	Cost Feasible Tier 2041-50 (\$103.83M)**
1081	St. Lucie West Boulevard	E of I-95	Cashmere Boulevard	Widen 4L to 6L & Complete Street	1.917	\$22.0	✓		
1042	Jenkins Road	Orange Avenue	Okeechobee Road	Widen 2L to 4L	2.058	\$33.9		✓	
1041	Jenkins Road	Okeechobee Road	Edwards Road	Widen 2L to 4L	0.716	\$11.8		✓	
1048	Jenkins Road	Edwards Road	Walmart Distribution Center	New 4 Lanes	1.055	\$20.2			✓
1047	Jenkins Road	Walmart Distribution Center	Glades Cut-Off Road	Widen 2L to 4L	0.581	\$9.6			✓
1046	Jenkins Road	Glades Cut-Off Road	Post Office Road	New 4 Lanes	0.366	\$6.0			✓
1045	Jenkins Road	Post Office Road	Midway Road	Widen 2L to 4L	0.342	\$5.7			✓
1012	California Boulevard	Crosstown Parkway	Del Rio Boulevard	Widen 2L to 4L	2.474	\$ 45.4			✓
Total Cost						\$154.7			

* Cost estimates obtained from PD&E studies/FDOT Work Program/St. Lucie TPO TIP.

**Dedicated revenue by time band.



Roadway / Bridge Cost Feasible Alternative



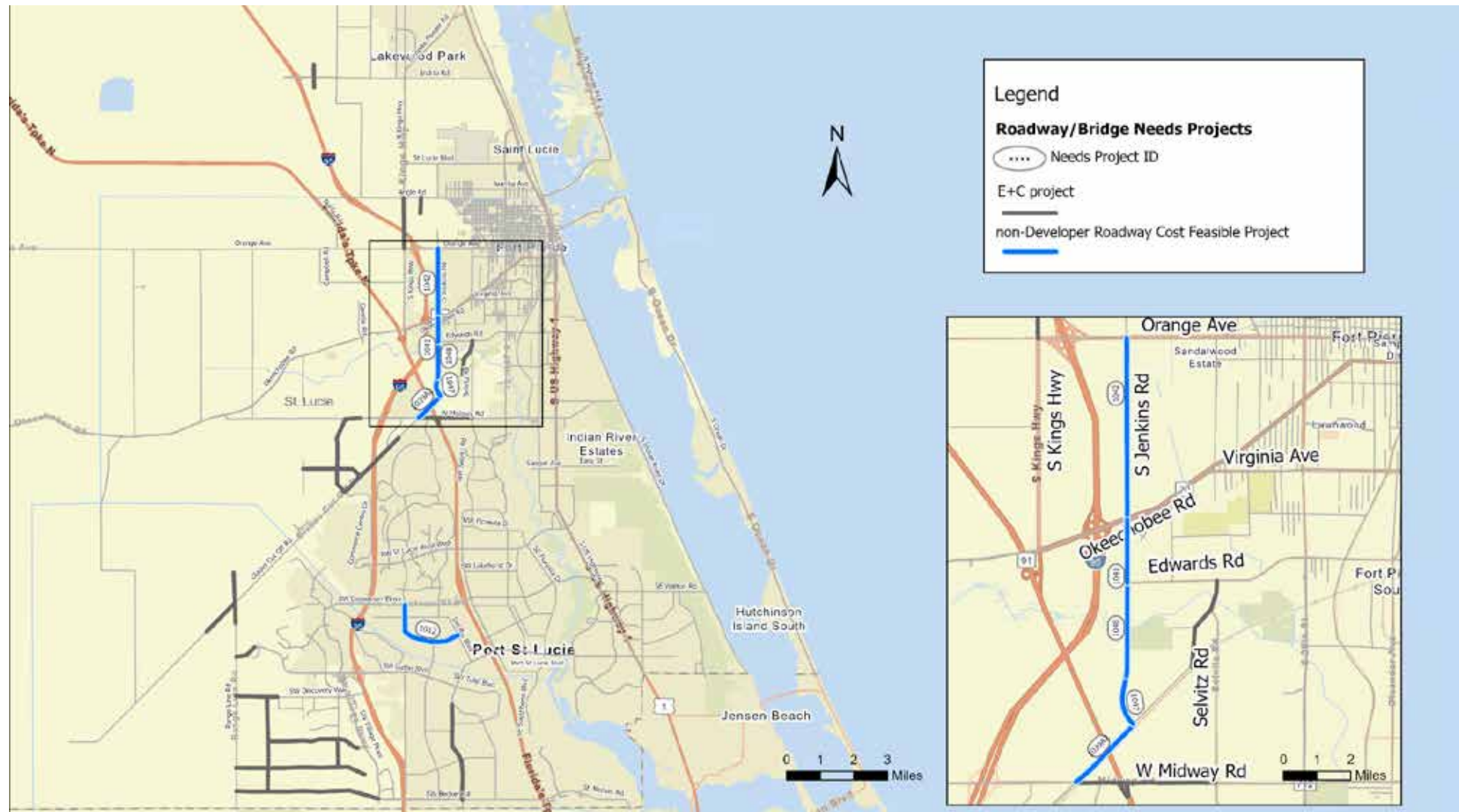
Figure 3 Cost Feasible Alternative 1 ---- Advancing LOPP

Table 3: Cost Feasible Alternative 2 ---- Glades Cut Off Linkage

Project ID	Street	From	To	Type	Length (miles)	Total Cost in Millions*	Cost Feasible Tier 2031-35 (\$32.2M)**	Cost Feasible Tier 2036-40 (\$39.95M)**	Cost Feasible Tier 2041-50 (\$103.83M)**
1042	Jenkins Road	Orange Avenue	Okeechobee Road	Widen 2L to 4L	2.058	\$33.9		✓	
1041	Jenkins Road	Okeechobee Road	Edwards Road	Widen 2L to 4L	0.716	\$11.8		✓	
1048	Jenkins Road	Edwards Road	Walmart Distribution Center	New 4 Lanes	1.055	\$20.2		✓	
1047	Jenkins Road	Walmart Distribution Center	Glades Cut-Off Road	Widen 2L to 4L	0.581	\$9.6			✓
1046	Jenkins Road	Glades Cut-Off Road	Post Office Road	New 4 Lanes	0.366	\$6.0			✓
1045	Jenkins Road	Post Office Road	Midway Road	Widen 2L to 4L	0.342	\$5.7			✓
1012	California Boulevard	Crosstown Parkway	Del Rio Boulevard	Widen 2L to 4L	2.474	\$45.4			✓
1039A2	Glades Cut Off Road	Jenkins Road	Midway Road	Widen 2L to 4L	0.929	\$34.9			✓
Total Cost						\$167.6			

* Cost estimates obtained from PD&E studies/FDOT Work Program/St. Lucie TPO TIP.

**Dedicated revenue by time band.



Roadway / Bridge Cost Feasible Alternative



Figure 4 Cost Feasible Alternative 2 ---- Glades Cut Off Linkage

Table 42: Cost Feasible Alternative 3 ---- Range Line Connection

Project ID	Street	From	To	Type	Length (miles)	Total Cost in Millions*	Cost Feasible Tier 2031-35 (\$32.2M)**	Cost Feasible Tier 2036-40 (\$39.95M)**	Cost Feasible Tier 2041-50 (\$103.83M)**
1039A2	Glades Cut Off Road	Jenkins Road	Midway Road	Widen 2L to 4L	0.929	\$26.8	✓		
1042	Jenkins Road	Orange Avenue	Okeechobee Road	Widen 2L to 4L	2.058	\$33.9		✓	
1041	Jenkins Road	Okeechobee Road	Edwards Road	Widen 2L to 4L	0.716	\$11.8			✓
1118A	Edwards Road	Selvitz Road	Jenkins Road	Widen 2L to 4L	0.984	\$15.0			✓
1100	Range Line Road	Crosstown Parkway Extension	Martin County Line	Widen 2L to 4L	5.576	\$47.0			✓
1039A1	Glades Cut Off Road	Selvitz Road	Jenkins Road	Widen 2L to 4L	1.339	\$38.7			✓
Total Cost						\$173.3			

* Cost estimates obtained from PD&E studies/FDOT Work Program/St. Lucie TPO TIP.

**Dedicated revenue by time band.

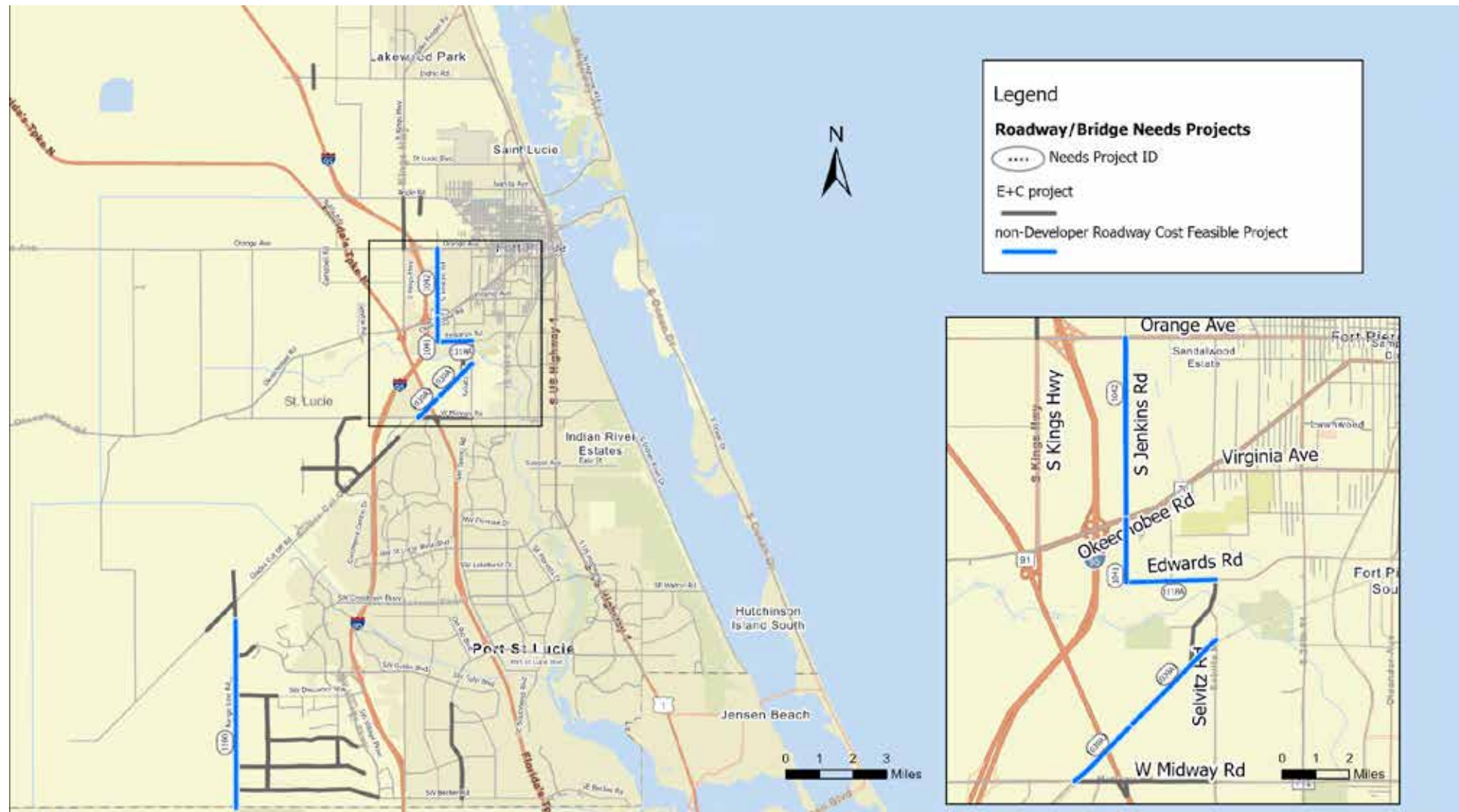


Figure 5 Cost Feasible Alternative 3 ---- Range Line Connection



ST. LUCIE TPO
2050 LONG RANGE TRANSPORTATION PLAN
--- NEEDS PROJECTS TECHNICAL MEMORANDUM
October 2025



St. Lucie Transportation
Planning
Organization



Roadway Needs Projects Scoring Memorandum

Introduction

This scoring memo for St Lucie 2050 Long Range Transportation Plan (LRTP) provides a framework for assessing roadway needs projects within St. Lucie County. The projects were scored on project ranking criteria based on the goals and objectives of the LRTP. Additional factors such as public needs, potential conflicts with railway right of way (ROW), etc., are also incorporated in the scoring process. The scores will be used to rank the projects to develop the cost feasible plan to ensure funding is allocated the highest priority projects first.

1 Scoring Needs Projects

The scoring framework integrates both quantitative model-based measures and qualitative planning criteria. Each project was evaluated based on how effectively it supported the LRTP’s overarching goals and objectives, as well as circumstances that reflect the project’s need and feasibility. The following table presents a complete documentation of the scoring process.

Table: Needs projects scoring methodology

Goals	Objectives	Project Ranking and Criteria	Scoring System			Buckets
			Condition 1	Condition 2	Condition 3	
GOAL 1: Support Economic Growth	1.1 Improve mobility of people on the transportation network	The idea is to reduce roadway congestion and improve movement reliability. It can be measured using the Volume-to-Capacity (V/C) ratio, which serves as a practical proxy for all listed reliability and congestion performance measures. A project's score is based on the severity of congestion it addresses on a facility operating at: <ul style="list-style-type: none"> • V/C > 1.20 (Severely Congested) • V/C 1.00 - 1.20 (Congested) • V/C 0.85 - 1.00 (Approaching Congestion) 	10	5	2	Roadway
	1.2 Improve mobility of goods on the transportation network	Is the project on the designated freight network? Yes	5	0	N/A	Roadway
		Does the project provide or improve direct access to a designated freight hub? Yes	5	0	N/A	
GOAL 2: Improve Safety and Security	2.1 Improve Safety and Security of Highway System	Improves road safety of all road users: The Project is located on an identified high-crash location or implements a road safety countermeasure to reduce crash burden A project's score is based on the priority tier of HIN it located on a facility with: <ul style="list-style-type: none"> • HIN High Priority Tier • HIN Medium Priority Tier • HIN Low Priority Tier 	10	8	6	Roadway, Safety
	2.2 Improve Safety and Security of Transit System	Improves Transit Safety & Security: Project includes specific safety enhancements at transit stops/stations or addresses asset condition to reduce mechanical failures. A Transit project's score is based on the priority tier of HIN it located on a facility with: <ul style="list-style-type: none"> • HIN High Priority Tier 	10	8	6	Transit

Goals	Objectives	Project Ranking and Criteria	Scoring System			Buckets
			Condition 1	Condition 2	Condition 3	
		<ul style="list-style-type: none"> • HIN Medium Priority Tier • HIN Low Priority Tier 				
	2.3 Improve Safety and Security of Non-Motorized System	<p>Does project address a non-motorized safety issue? Yes</p> <p>A TA project's score is based on the priority tier of HIN it located on a facility with:</p> <ul style="list-style-type: none"> • HIN High Priority Tier • HIN Medium Priority Tier • HIN Low Priority Tier 	10	8	6	TA
GOAL 3: Enhance Mobility Choices by Improving Connectivity/Accessibility	3.1 Improve multimodal access to public transit	Project adds or completes a sidewalk or bike lane segment that connects directly to a transit stop.	5	3	0	TA
	3.2 Improve bicycle and pedestrian infrastructure	Fills a missing gap in the Walk/Bike Infra Network: The Project constructs a missing link in the planned sidewalk, bike lane, or multi-use path network.	3	0	N/A	TA
	3.3 Improve directness of SIS connection	Improves Freight Access to SIS: Project provides a more direct connection for freight vehicles to the Strategic Intermodal System (SIS).	5	0	N/A	Roadway
	3.4 Improve roadway network connectivity	Strengthens the Roadway Grid: Project creates a new roadway connection that improves local or regional network connectivity and provides an alternate route.	10	0	N/A	Roadway
	3.5 Improve transit service	Expands Transit Service: Project directly supports the expansion of transit service into a new area or increases frequency/span on an existing route.	5	0	N/A	Transit
	3.6 Improve transit service in transportation underserved communities	The project is within the ¼ mile of a transit route and within the transportation-disadvantaged population or Environmental Justice area.	5	0	N/A	Transit

Goals	Objectives	Project Ranking and Criteria	Scoring System			Buckets
			Condition 1	Condition 2	Condition 3	
GOAL 4: Promote Environmental Sustainability and Disaster Resilience	4.1 Limit impacts to natural resources like parks and preservation areas	Project is in an environmentally sensitive area	-10	0	N/A	All
	4.2 Promote disaster resilience by improving roadway conditions	Is the project a vulnerable roadway due to sea level rise? % of feet subject to climate change impacts	2	0	N/A	Roadway
	4.3 Maintain mobility on evacuation routes	Will the project improve the mobility on evacuation routes.	5	0	N/A	Roadway, Safety
GOAL 5: Embrace Technology and Innovation	5.1 Increase the use of technological and/or operational strategies	Is the project on the TSM&O Strategic Network/ATMS Network? Yes	4	0	N/A	Safety, Roadway
GOAL 6: Maintain the Transportation System	6.1 Address transit assets	Does project replace aging fleet? Yes	10	0	N/A	Transit
Other Scoring Criteria	NA	Is the Project on a Railroad right of way (ROW)? Yes	-10	0	NA	All
		Does the project address a public concern? Yes	5	0	NA	All
		Is the project undergoing a PD&E Study? Yes	10	0	NA	All

2 Scoring Roadway or Bridge Needs Projects

Roadway projects were scored based on the overall scoring guidelines outlined previously. Primarily, there were 13 total scores that were assigned to roadway projects. The first of these scores were based on a project's probable contribution at reducing roadway congestion or enhancing operational efficiency which were evaluated using a tiered scoring system where 10 points were assigned to projects that could potentially lead to significant improvement, 5 points for moderate improvement, and 2 points for low impact.

The level of improvement was determined based on the projected Volume-to-Capacity (V/C) ratios for the year 2050 based on the TCRPM 6 Travel Demand Model. They are categorized as follows:

- High congestion: V/C ratio greater than 1.2
- Moderate congestion: V/C ratio between 1.0 and 1.2
- Low congestion: V/C ratio between 0.8 and 1.0

Projects with a V/C ratio below 0.8 were considered to have negligible congestion concerns and were not assigned scores.

Projects located on designated freight corridors or those that improve freight movement and economic access were awarded 5 points. Projects enhancing access to Strategic Intermodal System (SIS) facilities also received 5 points.

Roadway and bridge projects that enhance overall safety for all users were evaluated using a three-tier scoring system: 10, 8, or 6 points, depending on their status within the High Injury Network (HIN). While projects that improve or establish roadway network connectivity were awarded 10 points and included all new road projects.

To support environmental sustainability and disaster resilience, projects located in areas vulnerable to sea level rise received 2 points to promote resilience in future scenarios while projects along corridors designated as evacuation routes received 5 points. Conversely, projects situated in environmentally sensitive areas were penalized by 10 points. To promote goal 5: Embrace Technology and Innovation, projects on the Transportation Systems Management & Operations (TSM&O) Strategic Network received 4 points.

Beyond the goals and objectives, some additional considerations were also considered when scoring projects. For example, those potentially conflicting with railroad rights-of-way were penalized by 10 points due to the added complexity associated with such projects. Additionally, projects identified through public engagement efforts received 5 points while if a project is undergoing a current PD&E study, it was allocated 10 points. The sources for PD&E projects are the most recent Transportation Improvement Program (TIP) and the TPO's List of Priority Projects (LOPP).

Ranking	ProjectID	Street	From	To	TypeNew	Source	Length (miles)	Developer Road	VC (deficiency) Score	Freight Network Score	Frieght Activity Area Score	Freight Score Max	High Injury Network Score	SIS Score	New Road Score	Sealevel Rise Score	Evacuation Route Score	TSMO Score	Preservation Score	Public/ Agency Participation	Rail Crossing Score	PD&E Score	Total_Score
1	1081	St. Lucie West Boulevard	E of I-95	Cashmere Boulevard	Widen 4L to 6L & Complete Street	TCRPM 6 V/C & Public Comment	1.92	0	10	5	0	5	10	0	0	0	5	4	0	5	0	10	49
2	1041	Jenkins Road	Edwards Road	Okeechobee Road	Widen 2L to 4L	TCRPM 6 V/C	0.72	0	5	5	5	5	6	5	0	2	5	0	0	5	0	10	43
3	1042	Jenkins Road	Okeechobee Road	Orange Avenue	Widen 2L to 4L	TCRPM 6 V/C	2.06	0	5	5	5	5	6	5	0	0	5	0	0	5	0	10	41
4	1039	Glades Cut Off Road	Range Line Rd	Selvitz Road	Widen 2L to 4L	TCRPM 6 V/C & Digital Public Comments	10.00	0	10	5	5	5	0	5	0	0	5	0	0	5	0	10	40
5	1048	Jenkins Road	Walmart Distribution Center	Edward Road	New 4 Lanes	TCRPM 6 V/C & Public Comment	1.06	0	5	5	5	5	6	5	10	2	0	0	-10	5	0	10	38
6	1047	Jenkins Road	Glades Cut-Off Road	Walmart Distribution Center	Widen 2L to 4L	TCRPM 6 V/C	0.58	0	5	5	5	5	6	5	0	2	0	0	0	5	0	10	38
7	1002	Airport Connector	I-95	Johnston Road	New 4 Lanes	TCRPM 6 V/C	0.78	0	0	5	0	5	0	5	10	2	0	0	0	5	0	10	37
8	1001	Airport Connector	Johnston Road	Kings Highway	New 4 Lanes	TCRPM 6 V/C	1.42	0	0	5	5	5	0	5	10	2	0	0	0	5	0	10	37
9	1046	Jenkins Road	Post Office Road	Glades Cut-Off Road	New 4 Lanes	TCRPM 6 V/C	0.37	0	5	5	5	5	6	5	10	0	0	0	0	5	-10	10	36
10	1045	Jenkins Road	Midway Road	Post Office Road	Widen 2L to 4L	TCRPM 6 V/C	0.34	0	5	5	5	5	6	5	0	0	0	0	0	5	0	10	36
11	1070	Range Line Road	Glades Cut-Off Road	Midway Road	New 4 Lanes	TCRPM 6 V/C & Digital Public Comments	5.46	0	10	5	0	5	0	0	10	0	5	0	0	5	0	0	35
12	1011	California Boulevard	Crosstown Parkway	St Lucie West Boulevard	Widen 2L to 4L & Complete Street	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment	1.33	0	10	0	0	0	10	0	0	0	0	0	0	5	0	10	35
13	1132	SW Crosstown Parkway	Range Line Road	Commerce Centre Drive	Widen 4L to 6L	TCRPM 6 V/C & Public Comment	3.56	0	10	5	0	5	8	0	0	0	5	0	0	5	0	0	33
14	1118	Edwards Road	Jenkins Road	S 25th Street	Widen 2L to 4L	St Lucie County	2.08	0	5	5	5	5	8	0	0	2	5	4	0	0	0	0	29
15	1068	Port St Lucie Boulevard	C-23 Canal	Abraham Avenue	Widen 2L to 4L & Complete Street	City of Port St Lucie Mobility Plan - Phase 2	0.15	0	10	5	0	5	10	0	0	0	0	4	0	0	0	0	29
16	1058	North-Mid County Connector	Okeechobee Road	Orange Avenue	New 4 Lanes	TCRPM 6 V/C & Public Comment	2.93	0	0	5	0	5	0	5	10	2	0	0	0	5	0	0	27
17	1057	North-Mid County Connector	Orange Avenue	Florida's Turnpike	New 4 Lanes	TCRPM 6 V/C	1.88	0	0	5	0	5	0	5	10	2	0	0	0	5	0	0	27
18	1129	NW West Torino Pkwy	NW East Torino Parkway	St Lucie West Boulevard	Widen 2L to 4L	St Lucie County & Public Comment	4.89	0	10	0	5	5	6	0	0	0	0	0	0	5	0	0	26
19	1016	Cashmere Boulevard	Crosstown Parkway	St Lucie West Boulevard	Widen 2L to 4L & Complete Street	City of Port St Lucie Mobility Plan - Phase 2 & Public Comment	1.73		10	0	0	0	10	0	0	0	0	0	0	5	0	0	25
20	1130	SW Becker Road	SW Village Parkway	I-95	Widen 4L to 6L	TCRPM 6 V/C & Public Comment	4.80	0	5	5	5	5	0	5	0	0	5	0	0	5	0	0	25
21	1032	East Torino Parkway	NW Cashmere Boulevard	Midway Road	Widen 2L to 4L	City of Port St Lucie Mobility Plan - Phase 2	2.73	0	10	0	5	5	8	0	0	0	0	0	0	0	0	0	23
22	1012	California Boulevard	Savona Boulevard	Del Rio Boulevard	Widen 2L to 4L	City of Port St Lucie Mobility Plan - Phase 2	1.33	0	5	0	0	0	8	0	0	0	0	0	0	0	0	10	23
23	1007	Bayshore Boulevard	St. Lucie West Boulevard	Selvitz Road	Widen 2L to 4L	TCRPM 6 V/C	1.46	0	10	0	0	0	8	0	0	0	0	4	0	0	0	0	22
24	1079	Southbend Boulevard	Becker Road	Port St. Lucie Boulevard	Widen 2L to 4L	TCRPM 6 V/C	4.79	0	10	0	0	0	8	0	0	0	0	4	0	0	0	0	22
25	1044	Jenkins Road	Floyd Johnson Road	St. Lucie Boulevard	New 4 Lanes	SmartMoves 2045 LRTP	2.26	0	0	5	5	5	6	0	10	0	0	0	0	0	0	0	21
26	1100	Range Line Road	Crosstown Parkway Extension	Martin County Line	Widen 2L to 4L	TCRPM 6 V/C	5.58	0	10	5	0	5	0	0	0	0	5	0	0	0	0	0	20
27	1101	Marshall Parkway Extension	Tom Mackie Boulevard	I-95	New 2 Lanes	PSL 2045 Mobility Plan	0.70	0	0	0	5	5	0	5	10	0	0	0	0	0	0	0	20
28	1122	Midway Road	Okeechobee Road	Wylder Parkway	Widen 2L to 4L & Complete Street	St Lucie County	3.65	0	5	5	5	5	0	5	0	0	5	0	0	0	0	0	20
29	1076	Selvitz Road	Bayshore Drive	Midway Road	Widen 2L to 4L	City of Port St Lucie Mobility Plan - Phase 2	2.68	0	10	0	0	0	6	0	0	0	0	4	0	0	0	0	20
30	1061	NW Cashmere Boulevard	Swan Lake Circle	East Torino Parkway	Widen 2L to 4L	TCRPM 6 V/C	1.22	0	10	0	0	0	8	0	0	0	0	0	0	0	0	0	18
	1073	Savona Boulevard	Gatlin Boulevard	California Boulevard	Widen 2L to 4L	City of Port St Lucie Mobility Plan - Phase 2	1.08		10	0	0	0	8	0	0	0	0	0	0	0	0	0	18
	1059	North-Mid County Connector	Midway Road	Okeechobee Road	New 4 Lanes	TCRPM 6 V/C	2.37	0	0	5	0	5	0	5	10	2	0	0	-10	5	0	0	17

Ranking	ProjectID	Street	From	To	TypeNew	Source	Length (miles)	Developer Road	VC (deficiency) Score	Freight Network Score	Frieght Activity Area Score	Freight Score Max	High Injury Network Score	SIS Score	New Road Score	Sealevel Rise Score	Evacuation Route Score	TSMO Score	Preservation Score	Public/ Agency Participation	Rail Crossing Score	PD&E Score	Total_Score
	1043	Jenkins Road	Orange Avenue	Floyd Johnson Road	Widen 2L to 4L	TCRPM 6 V/C	0.52	0	5	5	0	5	6	0	0	0	0	0	0	0	0	0	16
	1115	Angle Road	Johnston Road	Keen Road	Widen 2L to 4L	TCRPM 6 V/C	2.29	0	10	0	0	0	6	0	0	0	0	0	0	0	0	0	16
	1003	Arterial A	Glades Cut-Off Road	Midway Road	Widen 2L to 4L	TCRPM 6 V/C	2.34	1	10	5	0	5	0	0	0	0	0	0	0	0	0	0	15
	1008	Becker Road	Range Line Road	N-S Road B	Widen 2L to 4L	TCRPM 6 V/C	2.03	1	10	5	0	5	0	0	0	0	0	0	0	0	0	0	15
	1009	Becker Road	N-S Road B	Village Parkway	Widen 4L to 6L	TCRPM 6 V/C	2.26	1	10	5	5	5	0	0	0	0	0	0	0	0	0	0	15
	1113	Becker Road	Veranda Gardens Boulevard	Gilson Road	Widen 2L to 4L	City of Port St Lucie	1.35	0	5	5	0	5	0	0	0	0	5	0	0	0	0	0	15
	1028	Discovery Way	N-S Road B	Village Parkway	Widen 2L to 4L	TCRPM 6 V/C	1.31	1	10	0	5	5	0	0	0	0	0	0	0	0	0	0	15
	1063	Marshall Parkway	N-S Road A	Village Parkway	Widen 2L to 4L	TCRPM 6 V/C	2.97	1	10	0	5	5	0	0	0	0	0	0	0	0	0	0	15
	1102	NW Gilson Road	SE Becker Road	Martin County Line	Widen 2L to 4L	St Lucie County	0.29	0	10	5	0	5	0	0	0	0	0	0	0	0	0	0	15
	1125	Savona Boulevard	Gatlin Boulevard	Becker Road	Widen 2L to 4L	PSL 2045 Mobility Plan	3.72	0	5	0	0	0	8	0	0	0	0	0	0	0	0	0	13
	1116	Weatherbee Road and Midway Road			New Roundabout	CAC Board Member			0	0	0	0	8	0	0	0	5	0	0	0	0	0	13
	1078	Shinn Road	Glades Cut Off Road	Midway Road	New 4 Lanes	TCRPM 6 V/C	4.49	1	2	0	0	0	0	0	10	0	0	0	0	0	0	0	12
	1126	Avenue O Extention	US 1	Harbour Pointe Park	New 2 Lanes	Port of Fort Pierce	0.34	0	0	0	5	5	0	5	10	0	0	0	0	0	-10	0	10
	1015	Cascade Road Extension	Cascade Road	Rosser Boulevard	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2	0.08	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1023	Community Boulevard	Becker Road	Discovery Way	Widen 2L to 4L	TCRPM 6 V/C	2.80	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	1031	E-W Road 6	Shinn Road	Glades Cut-Off Road	New 4 Lanes	TCRPM 6 V/C	2.30	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1033	Fern Lake Drive	Tradition Parkway	Westcliff Lane	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2	0.44	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1038	Gig Place Extension	Port St Lucie Boulevard	Galibreath Avenue	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2	0.06	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1065	Hegener Drve	N-S Road A	Village Parkway	Widen 2L to 4L	TCRPM 6 V/C	3.30	1	5	0	5	5	0	0	0	0	0	0	0	0	0	0	10
	1064	Marshall Parkway	Range Line Road	N-S Road A	New 2 Lanes	TCRPM 6 V/C	0.95	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1051	McCarty Road	Glades Cut-Off Road	Williams Road	Widen 2L to 4L	TCRPM 6 V/C	1.98	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1056	Newell Road	Shinn Road	Arterial A	New 4 Lanes	TCRPM 6 V/C	2.54	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1133	N-S Road A	Discovery Way	Crosstown Parkway	New 4 Lanes	TCRPM 6 V/C	2.25	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1123	Russos Road	Koblegard Road	Emerson Avenue	New 2 Lanes	St Lucie County	1.75	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1072	Savage Boulevard Extension	Current Terminus	Del Rio Boulevard	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2	0.35	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1131	SW Discovery Way	Range Line	N-S Road B	Widen 2L to 4L	TCRPM 6 V/C	1.99	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	1084	Trade Center/Tom Mackie	Village Parkway	Discovery Way	New 2 Lanes	TCRPM 6 V/C	0.36	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1085	Tradition Parkway	Range Line Road	SW Stony Creek Way	Widen 2L to 4L	TCRPM 6 V/C	2.05	1	10	0	0	0	0	0	0	0	0	0	0	0	0	0	10
	1088	Tunis Avenue Extension	Port St Lucie Boulevard	Filmore Street	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2	0.06	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1093	Westcliffe Lane	N-S Road A	SW Tremonte Avenue	New 4 Lanes	TCRPM 6 V/C	1.15	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1095	Williams Road	McCarthy Road	Midway Bypass Greenway	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2	1.04	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1096	Williams Road	Shinn Road	McCarty Road	New 2 Lanes	TCRPM 6 V/C & Public Comment	1.52	1	0	0	0	0	0	0	10	0	0	0	0	0	0	0	10
	1124	Walton Road at Green River Parkway			New Roundabout	TPO Board Member			2	0	0	0	8	0	0	0	0	0	0	0	0	0	10
	1117	Angle Road at N 39th St/Avenue F			New Roundabout	TPO Board Member			0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
	1119	Fort Pierce Blvd at Winter Garden Parkway			New Roundabout	TPO Board Member			0	0	0	0	6	0	0	0	0	0	0	0	0	0	6
	1020	Commerce Center Drive	St Lucie West Boulevard	Glades Cut-Off Road	Widen 2L to 4L & Complete Street	City of Port St Lucie Mobility Plan - Phase 2	3.15	0	10	5	5	5	0	0	0	0	0	0	0	0	-10	0	5
	1022	Community Boulevard	Tradition Parkway	Discovery Way	Widen 2L to 4L & Complete Street	City of Port St Lucie Mobility Plan - Phase 2	0.88	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	1121	Johnston Road	Indrio Road	3/4 mile south of Indrio	Widen 2L to 4L	St Lucie County	0.76	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	5
	1055	N-S Road B	Becker Road	Discovery Way	Widen 2L to 4L	TCRPM 6 V/C	2.80	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	

Ranking	ProjectID	Street	From	To	TypeNew	Source	Length (miles)	Developer Road	VC (deficiency) Score	Freight Network Score	Frieght Activity Area Score	Freight Score Max	High Injury Network Score	SIS Score	New Road Score	Sealevel Rise Score	Evacuation Route Score	TSMO Score	Preservation Score	Public/ Agency Participation	Rail Crossing Score	PD&E Score	Total_Score
	1091	Village Parkway	Becker Road	Discovery Way	Widen 4L to 6L	TCRPM 6 V/C	3.26	1	0	5	5	5	0	0	0	0	0	0	0	0	0	0	5
	1024	Crosstown Parkway Extension	Glades Cut-Off Road	Range Line Road	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2	0.58	1	0	0	0	0	0	0	10	0	0	0	0	0	-10	0	0
	1053	N-S Road A	Crosstown Parkway Extension	Glades Cut Off Road	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2	1.99	1	0	0	0	0	0	0	10	0	0	0	0	0	-10	0	0
	1052	McCarty Road	Williams Road	Midway Road	New 4 Lanes	TCRPM 6 V/C	1.27	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1054	N-S Road A	Becker Road	Discovery Way	Widen 2L to 4L	TCRPM 6 V/C	2.91	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1094	Williams Extension	McCarty Road	Glades Cut-Off Road	Widen 2L to 4L	TCRPM 6 V/C	1.76	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1086	Tradition Parkway Extension	Glades Cut-Off Road	Range Line Road	New 2 Lanes	City of Port St Lucie Mobility Plan - Phase 2	1.60	1	0	0	0	0	0	0	10	0	0	0	-10	0	-10	0	-10

Column Name	Column Explanation
Serial	The rank of the score of the project
ProjectID	Project ID
Street	The name of the street that the project is on
From	The starting point of the project
To	The end point of the project
TypeNew	The type of improvement of the project
Source	The source of the project
Length (mile)	The total length of projects in mile
Developer Road	“1” means the project is a developer road, “0” means the project is not a developer road
VC (defecency)_Score	The score allocated to projects that overlaps with high V/C ratio roadway segments
Freight Network_Score	The score allocated to projects that are on Designated Freight Routes, National Highway Freight Network or Proposed Freight Network. This score will NOT be directly used in the Total_Socre.
Frieght Activity Area_Score	The score allocated to projects that intersect with the Freight Activity Area. This score will NOT be directly used in the Total_Socre.
Freight_Score Max	This score equals to the maximum of “Freight Network_Score” and “Frieght Activity Area_Score”. This score will be used to calculate the Total_Score.
High Injury Network_Score	The score allocated to projects that are on “High”, “Medium” or “Low” High Injury Network priority tiers
SIS_Score	The score allocated to projects that are connected to the Strategic Intermodal System
New Road_Score	The score allocated to projects whose type of improvement are new road
Sealevel Rise_Score	The score allocated to projects that intersect with the area affected by sea level rise according to St. Lucie 2060 NOAA High Mean Higher High Water Bathtub data
Evacuation Route_Score	The score allocated to projects that are on Evacuation Route
TSMO_Score	The score allocated to projects that are on D4 TSM&O Strategic Network
Preservation Score	The score allocated to projects that intersect with “Parks Preserves” and “Fort Pierce Reservation”
Public/Agency Participation	The score allocated to projects that address the issues pinned on public comments documents or address agency comments/issues
Rail Cross_Score	The score allocated to projects that are crossing the railway
PD&E_Score	The score allocated to projects that are under-going current PD&E study
Total_Score	The total scores of the project
SISflag	“1” means the project is on Strategic Intermodal System, “0” means the project is not on Strategic Intermodal System
SHSflag	“1” means the project is on State Highway System, “0” means the project is not on State Highway System



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

AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	November 20, 2025
Item Number:	7b
Item Title:	FY 2026/27 – 2027/28 Unified Planning Work Program (UPWP) Call for Planning Projects
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 1.2: UPWP Development
Requested Action:	Discuss and propose planning priorities and/or projects for potential inclusion in the FY 2026/27-2027/29 UPWP.
Staff Recommendation:	Because the draft UPWP is developed based on comments received from the TPO Advisory Committees, the TPO Board, and other community sources, it is recommended that the planning priorities are discussed, and planning projects are proposed.

Attachment

- Staff Report



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

MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit Program Manager

DATE: November 14, 2025

SUBJECT: FY 2026/27 – 2027/28 Unified Planning Work Program (UPWP) Call for Planning Projects

BACKGROUND

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

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

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

The current UPWP for FY 2024/25 – FY 2025/26 ends on June 30, 2026. Therefore, it is necessary to initiate the development of the UPWP for FY 2026/27 – FY 2027/28, which encompasses July 2026 through June 2028.

ANALYSIS

An initial discussion of the proposed FY 2026/27 – FY 2027/28 UPWP is requested. The discussion should consist of the identification and analysis of the planning priorities, tasks, projects, and activities that should comprise the proposed FY 2026/27 – FY 2027/28 UPWP. This Call for Planning Projects is being announced to the public through the TPO website/social media and discussions at meetings.

The Call for UPWP Projects has already resulted in several project ideas which are proposed to be included in the draft FY 2026/27 – FY 2027/28 UPWP. The projects and associated UPWP task numbers are described below.

- Autonomous Vehicle (AV) Study Update: A status report on self-driving vehicle trends and potential impacts. *Task 3.10: Automated/Connected/Electric/Shared-Use (ACES) Vehicles Planning*
- Transportation Hub Studies: Detailed analyses of locations in Fort Pierce near I-95 and near Walton & One in Port St. Lucie for park-and-ride/bus transfer stations. *Task 3.2: Transit Planning*
- Park and Stride Lots: A focus on the practical needs of the community in accessing healthy walk/bike/roll options by identifying automobile access points to major greenways and trails. *Task 3.5: Bicycle-Pedestrian/Complete Streets Planning*
- Regional Bus Route Annual Updates: Annual reports on the operations of the regional bus services at the Gatlin/Jobs Express Park and Ride. *Task 3.2: Transit Planning*
- Off-Peak Travel Study: Exploration of ways to encourage drivers to travel during non-rush hour periods to help reduce congestion. Potential strategies include off-peak travel incentives, real-time traffic information, and targeted media campaigns that promote the benefits of traveling at different times. The goal is to create a more balanced use of the roadway system throughout the day. *Task 3.4: Congestion Management Process (CMP)*
- Transit Development Plan (TDP) Major Update: Provide funding and project management assistance to St. Lucie County in the preparation of a plan that reflects the 10-year vision for the transit agency's growth and improvement. *Task 3.2: Transit Planning*

- Bicycle/Pedestrian Apps: Development of interactive applications to complement the existing Bicycle Facilities and Walk-Bike Network static maps. *Task 3.5: Bicycle-Pedestrian/Complete Streets Planning*
- Freight Rail Planning: Facilitate the relocation of the Florida East Coast Railroad (FECR) intermodal facility away from downtown Fort Pierce and explore the feasibility of realignment of the FECR K-Line rail corridor. *Task 3.6: Freight Planning*

Once all project ideas have been incorporated, the draft UPWP will be submitted to various Federal agencies for their review and comment, and a formal public comment period will be initiated. The TPO Board will review the draft UPWP for adoption at its April 2026 meeting.

RECOMMENDATION

Because the draft UPWP is developed based on comments received from the TPO Advisory Committees, the TPO Board, and other community sources, it is recommended that the planning priorities are discussed, and planning projects are proposed.