



## ST. LUCIE LOCAL COORDINATING BOARD FOR THE TRANSPORTATION DISADVANTAGED (LCB)

### Regular Meeting

**Date and Time:** Wednesday, February 25, 2026, 2:00 pm

**Location:** St. Lucie TPO  
 Coco Vista Centre  
 466 SW Port St. Lucie Boulevard, Suite 111  
 Port St. Lucie, Florida

### 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) should contact the St. Lucie TPO at 772-462-1593 at least five days prior to the meeting. Hearing or speech impaired persons may use the Florida Relay System by dialing 711.

**Participation by Webconference:** Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/8012521015629140824>. 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](mailto:TPOAdmin@stlucieco.org); by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 1:00 pm on February 25, 2026.

### AGENDA

1. Call to Order
2. Pledge of Allegiance
3. Roll Call/Self-Introductions
4. Comments from the Public
5. Approval of Agenda
6. Approval of Meeting Summary
  - *November 5, 2025 Regular Meeting*

## 7. Action Items

- 7a. Transportation Disadvantaged Service Plan (TDSP) Annual Update:** Review of the draft Annual TDSP Update, which addresses the transportation needs of transportation disadvantaged persons.

*Action: Approve by roll call vote the TDSP, approve with conditions, or do not approve.*

- 7b. St. Lucie County Transit Development Plan (TDP) 2026 Annual Update:** A presentation of the St. Lucie County TDP Major Update by a representative from Area Regional Transit (ART).

*Action: Recommend the Annual TDP Update for endorsement by the TPO Board, recommend endorsement with conditions, or do not recommend endorsement.*

- 7c. Selection of Community Transportation Coordinator (CTC) Evaluation Committees:** Selection of ridership and telephone survey committees as part of the CTC Evaluation.

*Action: Select CTC Evaluation committees.*

## 8. Discussion Item

- 8a. Community Participation Plan (CPP) Annual Evaluation:** A review of performance measures and targets for public involvement in transportation decisions.

*Action: Discuss and provide comments.*

## 9. Comments from the Public

## 10. Recommendations/Comments by Members

## 11. Staff Comments

- 12. Next Meeting:** The next St. Lucie LCB meeting is a regular meeting scheduled for 2:00 pm on May 6, 2026.

## 13. Adjourn

### NOTICES

Persons who require special accommodations under the Americans with Disabilities Act (ADA) should contact Marceia Lathou at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711. 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 LCB 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.



## ST. LUCIE LOCAL COORDINATING BOARD FOR THE TRANSPORTATION DISADVANTAGED (LCB)

### Regular Meeting

**DATE:** Wednesday, November 5, 2025

**TIME:** 2:00 pm

**LOCATION:** St. Lucie TPO  
Coco Vista Centre  
466 SW Port St. Lucie Boulevard, Suite 111  
Port St. Lucie, Florida

### MEETING SUMMARY

#### 1. Call to Order

The meeting was called to order at 2:00 pm.

#### 2. Pledge of Allegiance

Chairman Pickett led the Pledge of Allegiance.

#### 3. Roll Call

Roll was conducted via sign-in sheet. Members introduced themselves, and a quorum was confirmed with the following members present:

#### Members Present

David Pickett, Chair  
Robert Dadiomoff, Vice Chair  
Roje Gonzalez

#### Representing

Elected Official  
Veterans Community  
Local Private For-Profit  
Transportation Industry

Stacy Malinowski	Economically Disadvantaged Community
Gregory McDonald	CareerSource Research Coast
Stacy Pierre	Local Medical Community
Nelson Merchan-Cely	Citizen Advocate
Kelly Santos	Children At Risk
Milory Senat	Agency for Persons with Disabilities
Robert McPartlan	Florida Department of Children and Family Services
Tatiana Gillyard	Florida Department of Transportation District 4
Anna Santacroce	Citizen Advocate – Transit User
Dalia Dillon	Florida Department of Elder Affairs

**Others Present**

Peter Buchwald  
 Kyle Bowman  
 Yi Ding  
 Marceia Lathou  
 Stephanie Torres  
 Michelle Crews  
 Adolfo Covelli  
 Tracy Jahn  
 Cathi Petagno  
 Rick Knick  
 Lakeshia Brown  
 Anthony Johnson  
 Lateria Payne  
 Diego Guillen  
 Melody Hearn

**Representing**

St. Lucie TPO  
 Recording Specialist  
 St. Lucie County Transit  
 St. Lucie County Transit  
 St. Lucie County Transit  
 MV Transportation  
 MV Transportation  
 MV Transportation  
 MV Transportation  
 MV Transportation  
 Family Care Council

4. **Comments from the Public** – Ms. Hearn questioned a proposed bill before the Florida Senate that would allow pregnant mothers to use handicapped parking spaces, saying such a change would reduce the number of spaces available for disabled people. She also praised the Committee’s support of Transportation Disadvantaged programs and noted some families still are unaware of the free transportation service. Finally, Ms. Hearn encouraged transportation officials to continue seeking ways to make driving safer near Southbend Boulevard in Port St. Lucie.

**DRAFT**

## 5. **Approval of Agenda**

\* **MOTION** by Ms. Dillon to approve the agenda.

\*\* **SECONDED** by Mr. Merchan-Cely Carried **UNANIMOUSLY**

## 6. **Approval of Meeting Summary**

- August 13, 2025 Regular Meeting

\* **MOTION** by Mr. McPartlan to approve the Meeting Summary.

\*\* **SECONDED** by Mr. McDonald Carried **UNANIMOUSLY**

## 7. **Action Items**

**7a. Election of Vice Chairperson:** The Vice Chairperson for 2026 will be elected.

Mr. Buchwald noted there was one correction to the Staff report on this topic. Current Vice Chairman Dadiomoff will be able to attend future meetings, contrary to what the report stated, and has indicated a desire to continue as Vice Chairperson, Mr. Buchwald reported. Chairman Pickett stated he is happy to hear that and invited Ms. Crews to conduct an election.

\* **MOTION** by Ms. Dillon to nominate Mr. Dadiomoff as the Vice Chairman.

\*\* **SECONDED** by Ms. Santos Carried **UNANIMOUSLY**

**7b. 2026 Meeting Schedule:** The dates and times of LCB meetings for 2026 will be determined.

Ms. Lathou noted that the LCB is required to meet quarterly and have an annual public hearing. She presented a list of proposed meeting dates for 2026.

\* **MOTION** by Mr. Gonzalez to approve the Meeting Schedule.

\*\* **SECONDED** by Ms. Dillon Carried **UNANIMOUSLY**

**7c. Annual Operating Report (AOR):** The results of the 2025 Annual Operating Report (AOR), which summarizes trip-related statistics for the coordinated system, will be reviewed.

Ms. Petagno presented the AOR and noted there are positive trends in the report this year, with overall ridership increasing while the use of paratransit has decreased. That decrease is due to the availability of microtransit providers, she stated. Although the number of contracted providers has dropped from six to two, Ms. Petagno reported, those remaining exceed the minimum requirements for insurance. She presented charts showing the number of transit trips by type of service, trip purpose and provider type.

\* **MOTION** by Vice Chairman Dadiomoff to approve the AOR.

\*\* **SECONDED** by Mr. McDonald Carried **UNANIMOUSLY**

**7d. Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development:** The Transit Needs Assessment and Alternative projects of the LRTP will be reviewed.

Ms. Lathou introduced Mr. Varanasi to present the public transit portion of the LRTP. He explained that the plan describes how the County's multimodal transportation system will evolve over the next 25 years. Mr. Varanasi stated his presentation will focus on the transit and alternative projects in the LRTP, noting that population growth anticipated through 2050 weighs heavily on the recommended projects. He reported that 328,000 new residents are expected to settle in St. Lucie County in the next 25 years, with 133,000 new jobs being added.

Such rapid growth strains multiple parts of the transportation network, he remarked, with additional transit and multimodal trips needed as well as vehicle trips. Modifications to existing transit services that are included in the County's Transit Development Plan were carried over to the LRTP, Mr. Varanasi stated, including two projects suggested in public comments. Other new services proposed include additional on-demand rides like Uber or Lyft and new routes linking high-traffic areas such as employment centers, densely populated areas, hospitals and other congested zones, he added. Mr. Varanasi described the needs projects as a calculated wish list and noted that finding money to fund them will be the next step.

Chairman Pickett remarked that he frequently sees workers in the Tradition jobs corridor being dropped off by on-demand, microtransit vans. When he asked several workers where they live, most reported Fort Pierce, he added. Chairman Pickett asked if a bus like the PSL Express Bus could be used to bring Fort Pierce workers to the jobs corridor as a group instead of in individual vans. Mr. Buchwald stated regional transit hubs are envisioned in the LRTP along I-95 to provide connections between high-traffic destinations. He introduced Mr. Covelli to explain more about County Transit's 10-year expansion plans in the TDP.

Mr. Covelli noted that planners interviewed 25 stakeholders to develop the TDP and focused on microtransit zones because they cost substantially less than a fixed-route bus. If a microtransit zone becomes successful, he added, the Transit Department may add a fixed route within that zone. A fixed-route bus costs \$750,000, Mr. Covelli reported, and since two are needed for a single route, it would cost \$1.5 million upfront and another \$800,000 a year to operate. The TDP does envision combining routes five and eight, he explained, and while that would shuttle people more directly between Fort Pierce and Tradition, it would not reach the Tradition jobs corridor.

Mr. Pickett questioned why the bus couldn't travel four miles further to reach the jobs corridor, prompting Mr. Covelli to state it would lengthen the route time to more than the desired one hour. He reminded members that the County has a vanpool program to shuttle employees to large workplaces in a six- to 15-passenger van. Mr. Buchwald stated if members deem the jobs corridor route a priority, it could be added to the LRTP and eventually the TDP to qualify for local, state and federal funding. Mr. Covelli remarked there are dozens of transit projects on the County's wish list, and they must be ranked to compete for the limited money available.

Chairman Pickett remarked that he's concerned about the 5,000 new jobs being created at employers like Amazon, Costco, FedEx, Cheney Brothers and others in Tradition, and would like to shift some drivers of single vehicles onto buses to reduce congestion and conflicts with trucks around the large warehouses. He then asked if there will be a mobility hub at the newly approved Walton & One soccer stadium in Port St. Lucie to allow adequate transit stops as well as on-demand ride services like Uber and Lyft. Mr. Covelli stated he was contacted by the City's engineering consultant and asked to locate new bus stops in the complex once the interior streets are built. The intersection has an existing bus stop in front of the Mid Florida Event Center, he explained.

- \* **MOTION** by Mr. McPartlan to recommend approval of the Transit Needs Assessment and Alternative projects of the LRTP, with the Board's recommended changes.
- \*\* **SECONDED** by Vice Chairman Dadiomoff      Carried **UNANIMOUSLY**

## 8. Discussion Items

- 8a. **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.

Ms. Lathou explained the UPWP is a two-year business plan that describes in detail the TPO's tasks and programs. Because the current plan ends in July 2026, she stated, Staff are planning for the next UPWP and inviting committee members to suggest projects and programs they would like to see studied or implemented over the next two years. Ms. Lathou reported on numerous project ideas already being considered, including an Autonomous Vehicle Study Update and Transportation Hub Study to project where mobility hubs containing park and ride lots and bus transfer stations should be located. Staff would also like to encourage travel outside of rush hour and create interactive apps for bicyclists and pedestrians, she reported.

Ms. Dillon asked for additional information on the peak travel study and noted that rush hour seems to be continuous on St. Lucie West Boulevard. Ms. Lathou explained it would include a study of motorists' major origins and destinations and initiatives to encourage off-peak travel, especially for flexible trips. Ms. Santos added that a wide range of school start and dismissal times in the mornings and afternoons add to peak gridlock and will continue to worsen as more schools are built. Ms. Lathou explained the draft plan will come before the committee for further comments in February, and she encouraged members to think about any traffic issues they'd like to see studied.

9. **Recommendations/Comments by Members** – Ms. Senat asked Staff if they knew of a meeting space where her employer, the Agency for Persons with Disabilities, could host quarterly meetings with about 300 providers free of charge. Mr. Buchwald asked her to contact Ms. Lathou to see if the TPO can help to find a location.

- 10. **Staff Comments** – Ms. Lathou alerted members to an upcoming Fall Festival for the special needs community sponsored by St. Lucie County on November 14.

Ms. Lathou reported that local transportation officials celebrated the first-year anniversary of the express bus from Port St. Lucie to West Palm Beach with food and giveaways at the Gatlin Express Park and Ride Lot recently. Ms. Dillon attended the event and stated she was surprised by how many riders exited the evening buses in Port St. Lucie during the event. She mentioned there was a doctor from West Palm Beach who rode the bus north with plans to hail an Uber to travel to his final work destination in Fort Pierce but was informed of a more direct route. Chairman Pickett noted that people are making the reverse commute from Palm Beach County into St. Lucie County due to the increased job opportunities here.

- 11. **Comments from the Public** – None.

- 12. **Next Meeting:** The next St. Lucie LCB Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, February 25, 2025.

- 13. **Adjourn** – The meeting was adjourned at 3:05 pm.

Respectfully submitted:

Approved by:

\_\_\_\_\_  
 Teresa Lane  
 Recording Specialist

\_\_\_\_\_  
 David Pickett  
 Chairman



**St. Lucie** Transportation  
Planning  
Organization

Coco Vista Centre  
466 SW Port St. Lucie Blvd, Suite 111  
Port St. Lucie, Florida 34953  
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**AGENDA ITEM SUMMARY**

- Board/Committee:** St. Lucie LCB
- Meeting Date:** February 25, 2026
- Item Number:** 7a
- Item Title:** St. Lucie County Transportation Disadvantaged Service Plan (TDSP) Annual Update
- Item Origination:** Florida Commission for the Transportation Disadvantaged (FCTD)
- UPWP Reference:** Task 3.8 – Transportation Disadvantaged (TD)Program
- Requested Action:** Approve by roll call vote the TDSP Annual Update, approve with conditions, or do not approve.
- Staff Recommendation:** Because the TDSP Annual Update ensures transportation services remain effective, funded, and compliant with state regulations each year, it is recommended that the draft 2025 TDSP Annual Update be approved.

**Attachments**

- TPO Staff Report
- Draft 2025 TDSP Annual Update



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

## MEMORANDUM

**TO:** St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB)

**THROUGH:** Peter Buchwald  
Executive Director

**FROM:** Marceia Lathou  
Transit Program Manager

**DATE:** February 10, 2026

**SUBJECT:** **Transportation Disadvantaged Service Plan (TDSP)  
Annual Update**

### BACKGROUND

Florida's Transportation Disadvantaged (TD) Program was created to ensure the delivery of efficient, cost-effective and quality transportation services for TD persons. TD persons are those who cannot obtain transportation on their own, either because of a physical or mental disability, income limitations, or age.

Locally, the TD planning program is administered by the St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB) with support from the St. Lucie Transportation Planning Organization (TPO). Transportation is provided by St. Lucie County, the Community Transportation Coordinator (CTC), through the County's contracted public transportation provider, MV Transportation.

The Florida Commission for the Transportation Disadvantaged (FCTD) requires that the TPO designate or re-designate a CTC every five years. The St. Lucie Board of County Commissioners (BOCC), the CTC for St. Lucie County since 1990, was re-designated by the FCTD effective July 1, 2023. This redesignation required the development of a Transportation Disadvantaged Service Plan (TDSP) to address the public transportation needs of the TD population. The St. Lucie County TDSP is jointly developed by the TPO, CTC, and MV Transportation.

A TDSP covers a five-year period with annual updates required for the interim years. Both a TDSP and annual updates require approval by a roll call vote of the LCB.

## **ANALYSIS**

The original TDSP was approved by the LCB at its November 29, 2023 meeting. The document being considered by the LCB at its February 25, 2026 meeting is an update to the 2023 TDSP.

Notable changes to the current TDSP in comparison to the 2023 TDSP include the following:

### Demographic Changes

The U.S. Census Bureau provides annual estimates of population and other demographics at the local level. Based on the 2024 Census estimate, the St. Lucie County population is approximately 390,700, which represents a five percent increase from the 2023 Census of 373,600. The percentage of persons 65 years and older was 25 percent, which is higher than the statewide percentage of 22 percent. The median household income for St. Lucie County was approximately \$69,000 compared to approximately \$75,000 statewide. Persons living below the poverty level comprised 12 percent of the population of St. Lucie County comparable to the 12 percent statewide poverty rate.

### Service Changes

The Service Component of the TDSP contains the operational details of how transportation services are delivered to riders. Notable changes in the past year include the following:

- Updated Annual Operating Report (AOR) information
- Changes to coordinated contractors
- Change to No Show policy
- Updates to On-Time performance standard
- Updates to miles between road calls standard
- Appendix C Paratransit Riders Guide updates
- Appendix E Vehicle Inventory includes newly added vehicles and mileage updates
- Appendix F System Safety Program Plan certification updated
- Appendix H change in TD rates

The CTC will provide additional details on the service changes during the presentation of this item at the LCB meeting.

**RECOMMENDATION**

Because the TDSP Annual Update ensures transportation services remain effective, funded, and compliant with state regulations each year, it is recommended that the draft 2025 TDSP Annual Update be approved.



# St. Lucie County Transportation Disadvantaged Service Plan (TDSP)

**A Coordinated Public Transit-Human Services Transportation Plan**

Prepared by:  
St. Lucie Transportation Planning Organization (TPO)  
St. Lucie County Transit Department

DRAFT

February 25, 2026

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Appendix B: Area Regional Transit Rider’s Guide
Appendix C: TD Eligibility Application
Appendix D: TD Eligibility Criteria
Appendix E: Vehicle Inventory
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Appendix I: Glossary of Terms and Abbreviations
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Appendix L: St. Lucie County LCB Membership Certification

## INTRODUCTION

The Florida Transportation Disadvantaged Program is a statewide program administered by the Florida Department of Transportation through the Florida Commission for the Transportation Disadvantaged (FCTD). The program provides shared-ride transportation to eligible residents who are unable to provide their own due to age, disability, or income status. This coordinated system operates in all 67 Florida counties to provide necessary transportation to medical appointments, employment, educational, and other life-sustaining services.

Development of a Transportation Disadvantaged Service Plan (TDSP) is required by the FCTD. St. Lucie County's TDSP addresses the public transportation needs of at-risk children, seniors, disabled and low-income residents in St. Lucie County. TDSP elements include a development plan, service plan, and quality assurance component.

A TDSP covers a five-year period with annual updates required for years two through five. The TDSP is due within 120 calendar days after the execution of a Memorandum of Agreement (MOA) between the Florida Commission for the Transportation Disadvantaged (FCTD) and the Community Transportation Coordinator (CTC). The current MOA became effective on July 1, 2023.

This TDSP was jointly developed by staff from the St. Lucie Transportation Planning Organization (TPO) and the St. Lucie County CTC. The Local Coordinating Board for the Transportation Disadvantaged (LCB) approves the TDSP, and it is submitted to the Florida Commission for the Transportation Disadvantaged for final action. The TDSP is used by the CTC and the LCB to maintain and improve transportation services for the transportation disadvantaged and to serve as a framework for performance evaluation.

This TDSP was developed in accordance with the requirements outlined in the FCTD *Instruction Manual for the Memorandum of Agreement and the Transportation Disadvantaged Service Plan 2010/2011*.

**DEVELOPMENT PLAN**

**A. Introduction to Service Area**

*1. Background of the TD Program*

Chapter 427 of the Florida Statutes establishes the Florida Commission for the Transportation Disadvantaged (FCTD). The FCTD is an independent agency tasked with carrying out the mission of ensuring the availability of efficient, cost-effective, and quality transportation services for transportation-disadvantaged persons. The FCTD appoints an Executive Director who serves under its direction and supervision. This position employs and oversees personnel who carry out the daily functions of the FCTD. The staff office is located in Tallahassee. The Florida Department of Transportation (FDOT) provides administrative and fiscal services to the FCTD.

At the local level, the FCTD accomplishes its mission through qualified Community Transportation Coordinators (CTCs) and designated planning agencies. Each county within Florida has a CTC whose primary responsibility is the arrangement or provision of transportation services to transportation-disadvantaged persons within the service area. A planning agency may serve one or more CTCs. The planning agency provides an avenue to ensure that TD planning is accomplished within the service area and provides staff support and resources to enable the LCB to fulfill its responsibilities. In St. Lucie County, the St. Lucie County Board of County Commissioners (BOCC) is the CTC and the St. Lucie TPO is the planning agency.

*2. CTC Designation Date/History*

The St. Lucie BOCC has been the designated CTC since 1990. The County, through its Transit Department, contracts service providers to deliver the public transportation trips and transportation disadvantaged services.

In 2023, the FCTD approved the continuation of the County as the St. Lucie County CTC and subsequently entered into a new five-year Memorandum of Agreement with the County.

*3. Organization Chart*

Figure 1 provides an organization chart of the St. Lucie County CTC and FCTD process.

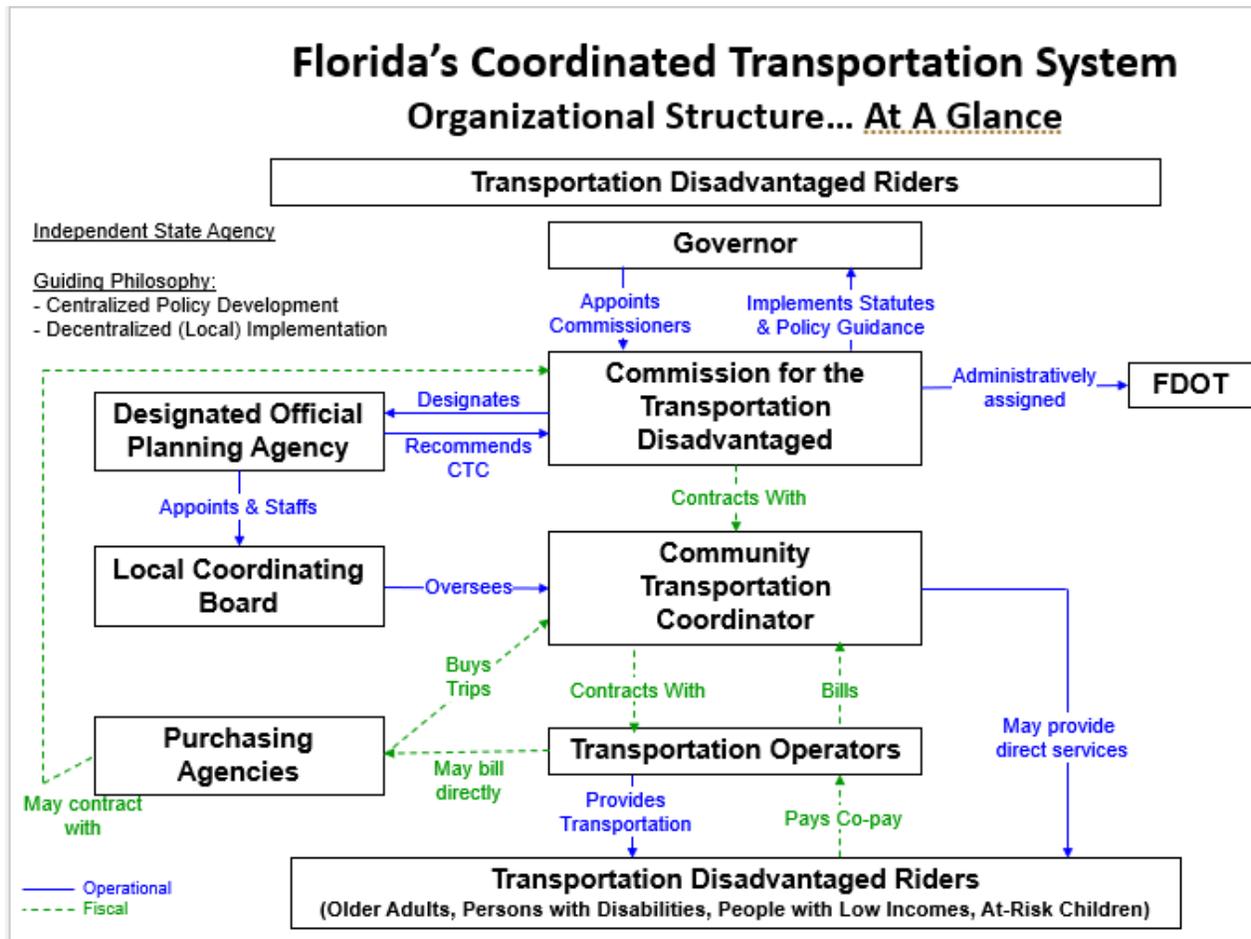


Figure 1: TD Services Organization Chart

#### 4. Consistency Review of Other Plans

##### **B. Local Comprehensive Plans**

The purpose of a comprehensive plan is to provide a long-term vision for a community's future, and to guide decisions about development and preservation. The plan covers a wide range of topics, including land use, mobility, and public services, with the goal of improving quality of life.

The mobility element of a local comprehensive plan is a chapter that outlines a community's long-term transportation network, including plans for pedestrians, bicyclists, roads, highways, transit, rail, and aviation. The mobility element focuses on providing a multimodal transportation system that emphasizes public transportation systems, where feasible.

The TDSP is consistent, to the maximum extent feasible, with the comprehensive plans of the City of Port St. Lucie, the City of Fort Pierce, and St. Lucie County.

##### **Local, Regional, and State Transportation Plans**

A transportation plan outlines a state, region, or community's vision for its mobility future. The plan includes a comprehensive consideration of possible strategies; an evaluation process that encompasses diverse viewpoints; the collaborative participation of relevant transportation-related agencies and organizations; and open, timely, and meaningful public involvement.

The TDSP is consistent, to the maximum extent feasible, with applicable local, regional, and state transportation plans.

##### *1. Public Participation*

The development of the TDSP represents a coordinated and collaborative effort among transportation providers, passengers, advocates, social service agencies, and other community groups. The public involvement process has been mainly accomplished through the LCB, the County's ongoing outreach strategies through social media, travel training, and project-specific stakeholder engagement. The LCB consists of elected officials, social services representatives, and citizen advocates who guide and assist the CTC in the coordination of TD services.

The TDSP was prepared with input from the general public, which was gathered through meetings with the above-mentioned partners and at a regular meeting of the LCB on February 25, 2026. A Summary of Comments on the TDSP is included in Appendix J. Public notice was provided for the February 25, 2026 LCB meeting in the local newspaper of the largest general circulation.

**C. Service Area Profile/Demographics**

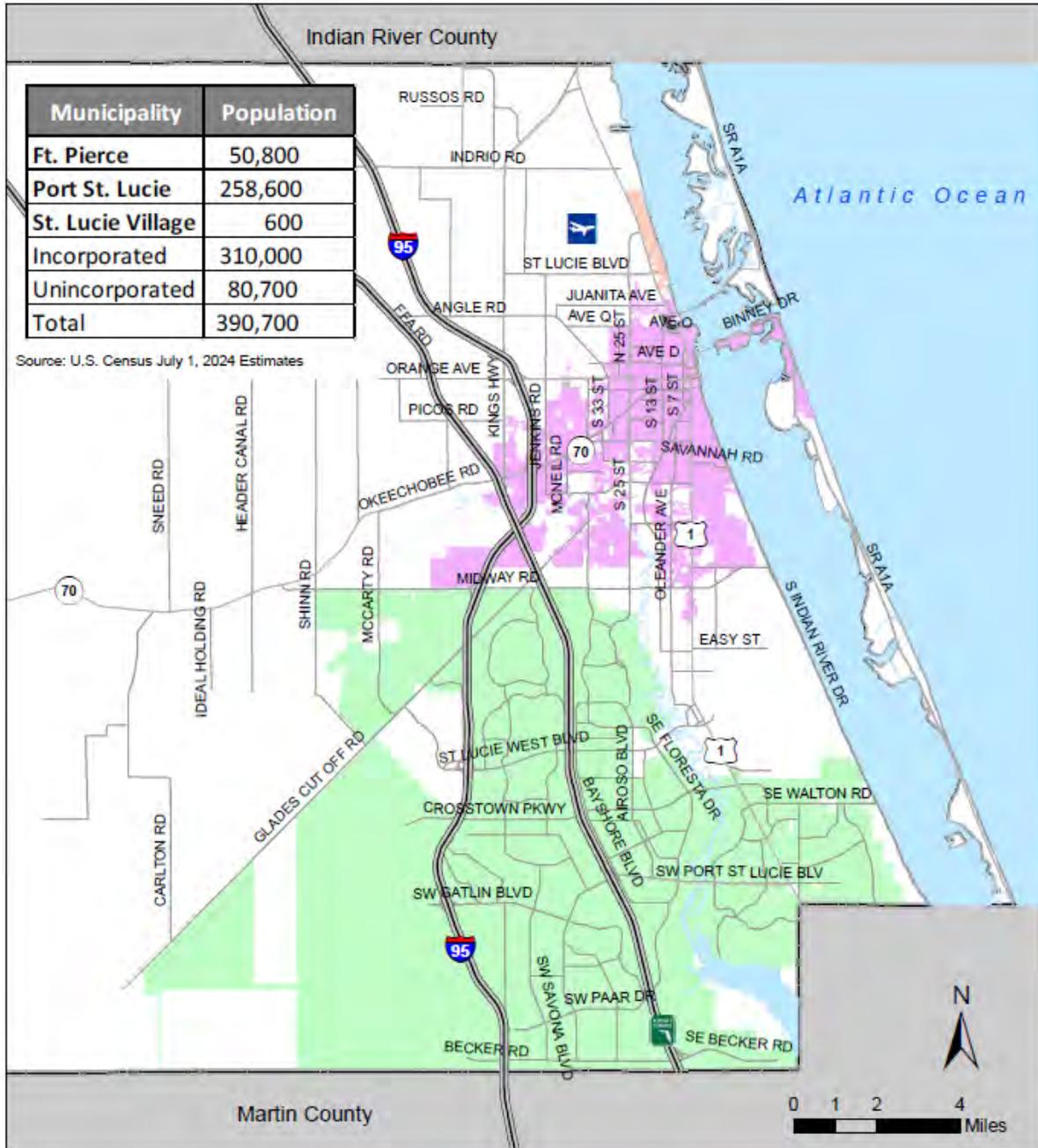
*1. Service Area Description*

As shown in Figure 2, St. Lucie County is in the southeastern portion of Florida. The County is bordered to the north by Indian River County, to the west by Okeechobee County, to the south by Martin County, and to the east by the Atlantic Ocean. St. Lucie County consists of 572 square miles of land area. Incorporated areas include Fort Pierce, Port St. Lucie, and St. Lucie Village. The TDSP study area is shown in Figure 3.



**Figure 2: St. Lucie County Location**

Figure 3: TDSP Study Area



<b>Legend</b>	<b>Municipal</b>		
	Fort Pierce	Interstate	Study Area Boundary
	Port St. Lucie	Major Road	SLC_Airport
	St. Lucie Village		<b>Study Area</b>

## 2. *Demographics*

### a) Land Use

Of the three municipalities in the County, Port St. Lucie is the most populated. Port St. Lucie is comprised largely of residential uses, accommodated mostly within low-density, single-use areas. Major commercial roadways include US 1, Port St. Lucie Boulevard, Gatlin Boulevard/Tradition Parkway, and Prima Vista Boulevard/St. Lucie West Boulevard. Various gated communities are located in the St. Lucie West and Tradition Parkway areas.

The City of Fort Pierce is characterized by low-density single-family residences, but the housing stock generally is older than in Port St. Lucie. US 1, Okeechobee Road, Virginia Avenue, and Orange Avenue are the major commercial streets in Fort Pierce. Downtown Fort Pierce consists mostly of low-density commercial development on the waterfront.

St. Lucie Village is the third incorporated area in St. Lucie County. St. Lucie Village is an enclave of residences located along Old Dixie Highway.

Unincorporated St. Lucie County includes various pockets of low-density residential land uses in the northern and central parts of the County, and agricultural land uses in the western area of the County. A north/south barrier island known as Hutchinson Island generally separates the County from the Atlantic Ocean. Hutchinson Island is characterized by higher density development than that found on the mainland.

The large geographic size of St. Lucie County combined with the dominance of low-density residential land uses presents a challenge to providing demand response service.

### b) Population/Composition

The St. Lucie County population has shown consistent growth, with the metropolitan area being among the fastest growing in the nation. The US Census Bureau provides annual estimates of population and other demographics at the local level. Based on the 2024 Census estimate, the St. Lucie County population is approximately 390,700, which represents a five percent increase from the 2023 Census of 373,600. The percentage of persons 65 years and older was 25 percent, which is higher than the statewide percentage of 22 percent. In St. Lucie County, the highest densities of older adult populations are primarily in Port St. Lucie west of I-95 and east of US 1, and on Hutchinson Island. The median household income for St. Lucie County was approximately \$70,000 compared to approximately \$75,000 statewide. Persons living below the poverty level comprised 12 percent of the population of St. Lucie County versus 12 percent statewide.

Based on a land area of 572 square miles and a 2024 Census estimated population of approximately 390,700, St. Lucie County has a population density of approximately 680 persons per square mile. While this number would seem to indicate density on each square mile of land area, the density within the county varies dramatically because much of the population lives in the eastern part of the County. Therefore, density is only a raw gauge to measure a population's distribution across a land area.

### c) Socio-Demographic Characteristics and Trends

St. Lucie County's distinct areas include the cities of Fort Pierce and Port St. Lucie, the sparsely populated western areas, and the populated barrier islands. Fort Pierce is densely populated with households living below the poverty level. Port St. Lucie has a mix of block groups with both low and high concentrations of households living below the poverty level in the eastern areas. Unincorporated St. Lucie County also has many areas with higher concentrations of households living below the poverty level, although less concentrated than in the cities. The barrier islands and the rapidly developing western areas tend to have higher incomes.

According to the most recent American Community Survey (ACS) 5-Year Estimates (2019-2023), the percentage of St. Lucie County's population with a disability is approximately 17%. For comparison, the most recent data shows the statewide average for Florida is approximately 14%.

Households with one or more individuals with a disability are geographically spread out in St. Lucie County. The central part has a considerable percentage of individuals with a disability, although the population is not as dense as the core areas of Fort Pierce and Port St. Lucie, which have a mix of areas with high and low percentages of individuals with a disability.

Owning a vehicle can be a significant cost, particularly for households already near or below the poverty line. Households without a vehicle, either because of unaffordability or choice, are considered "zero-vehicle households" and are more likely to use transit for work, education, and recreational trips. Most households in St. Lucie County have access to at least one vehicle and transit users are more likely to live in zero or one-car households compared to all households. Most high-density areas of zero-vehicle households are in Fort Pierce.

Demographic characteristics are shown in the following maps and are sourced from the current Transit Development Plan, branded *Reimagine Transit*.

Figure 4: Population Density Map | 2025

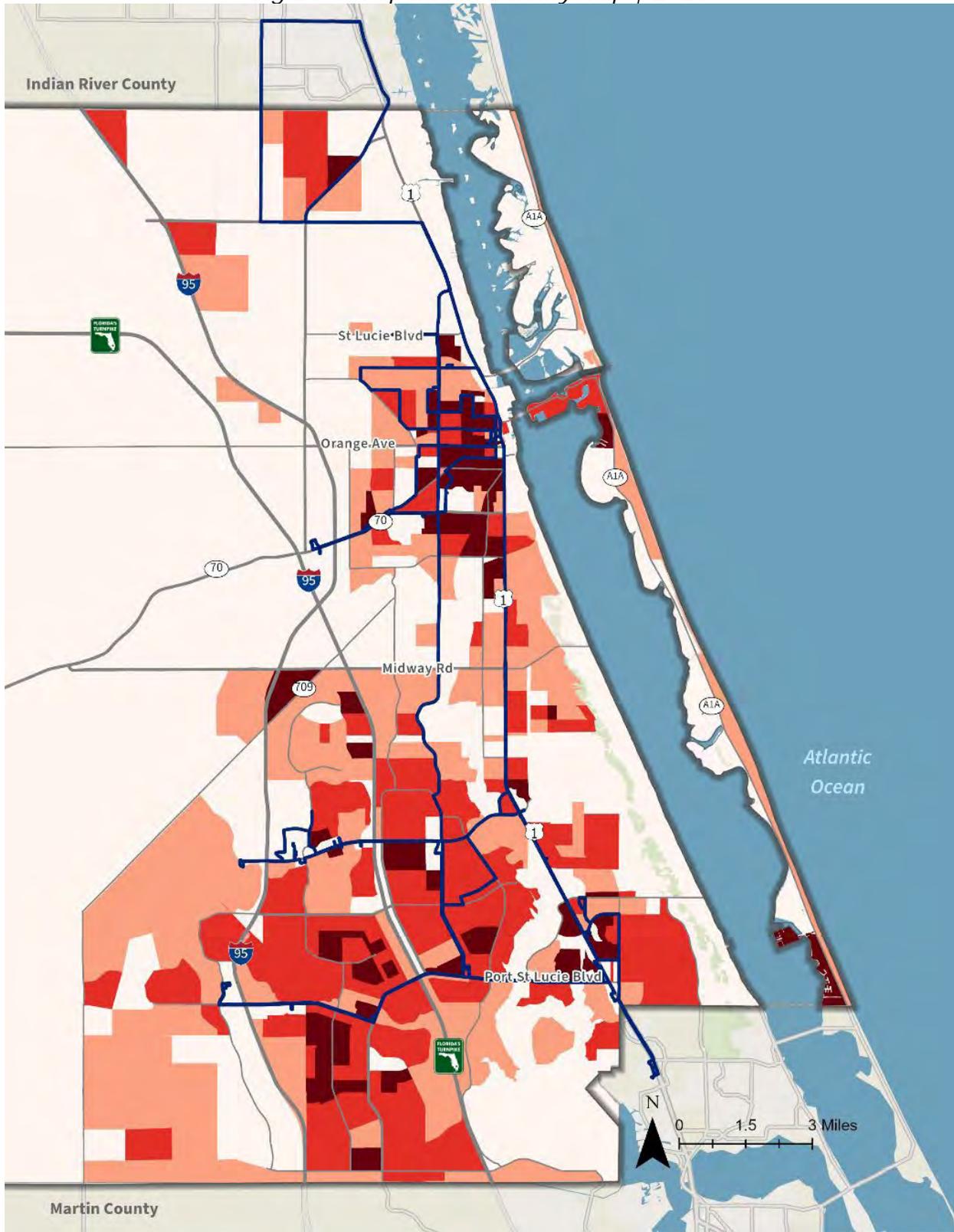


Figure 5: Employment Density Map | 2025

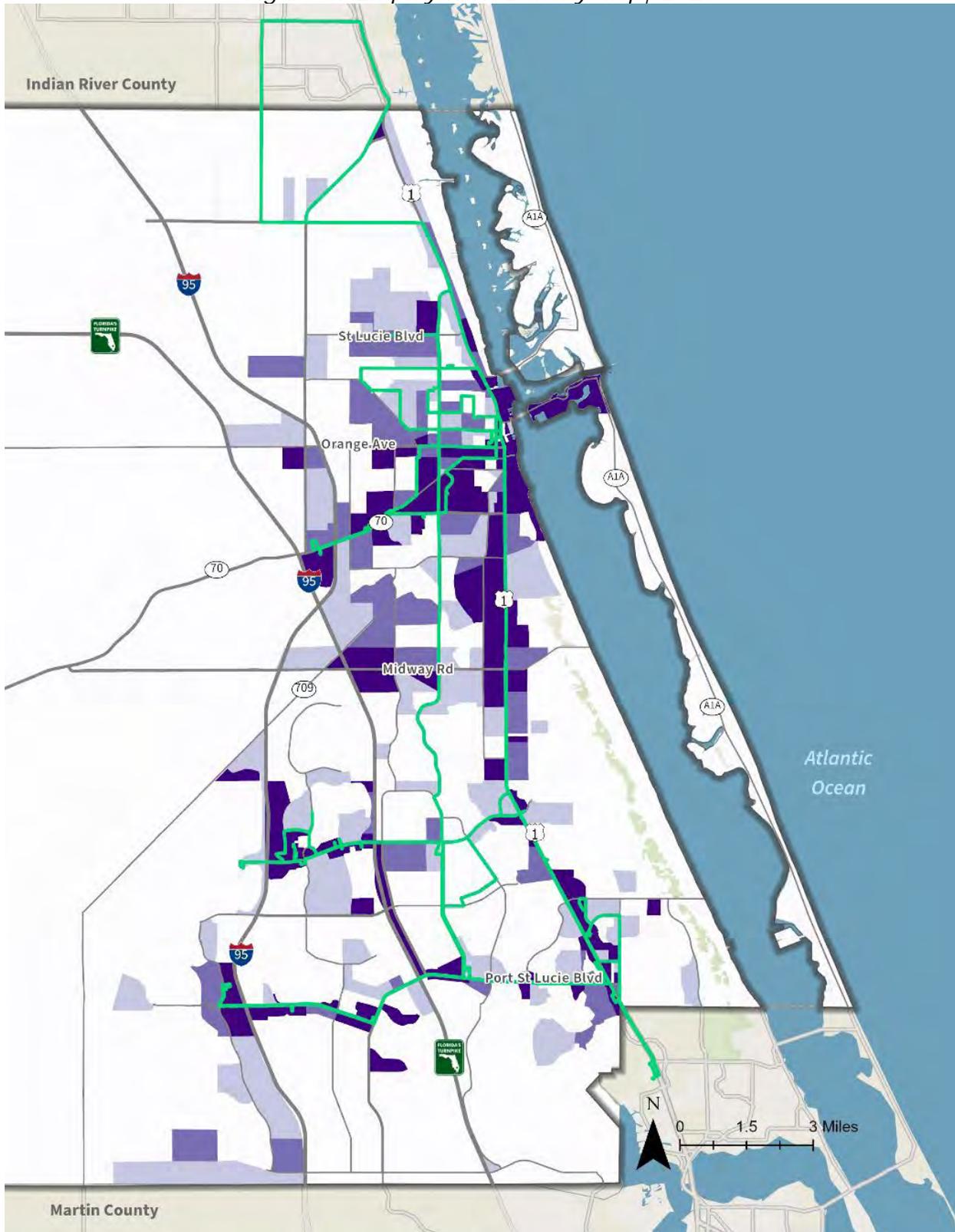


Figure 6: Household Density Map | 2025

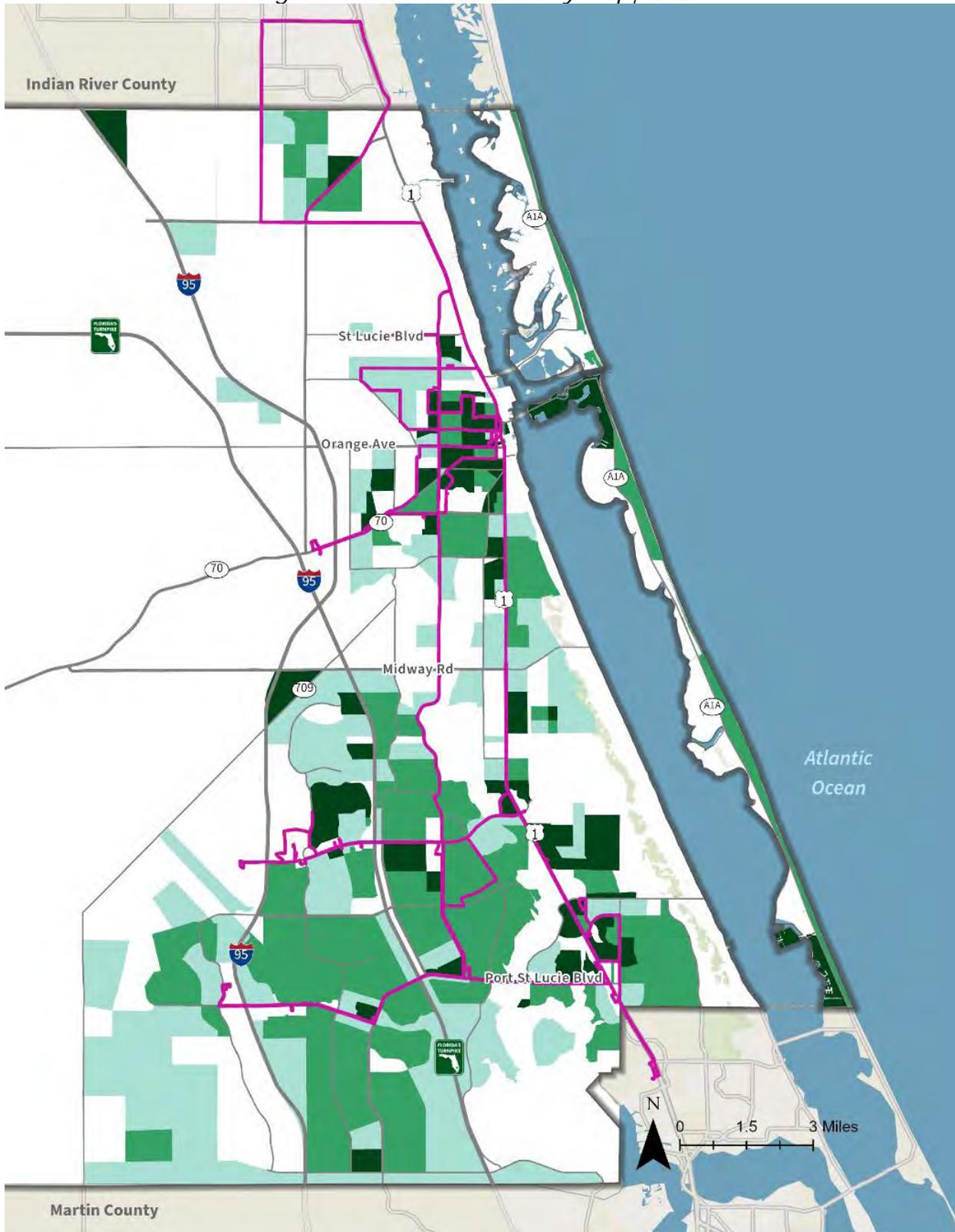


Figure 7: Poverty Map

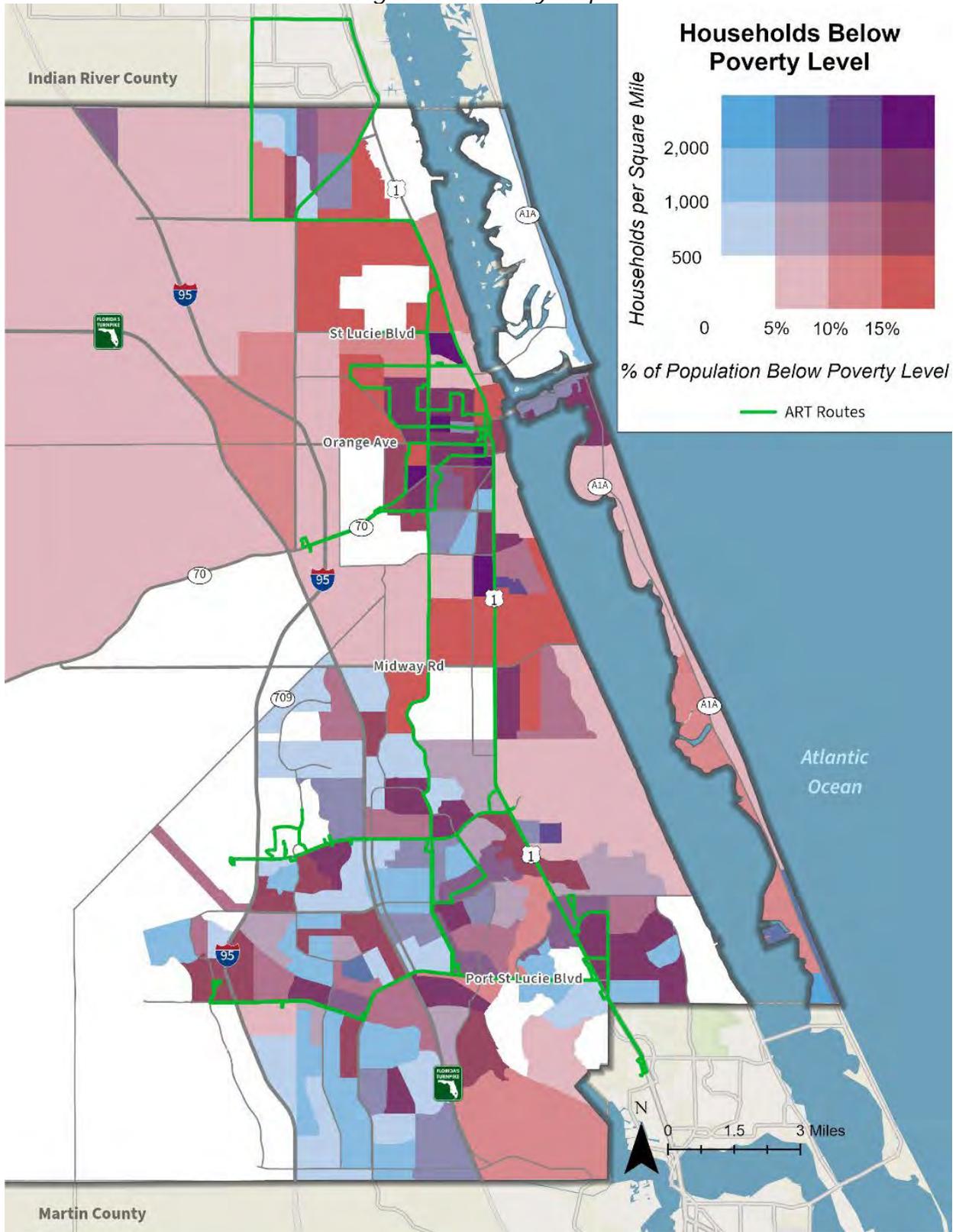


Figure 8: Households with Disabilities Map

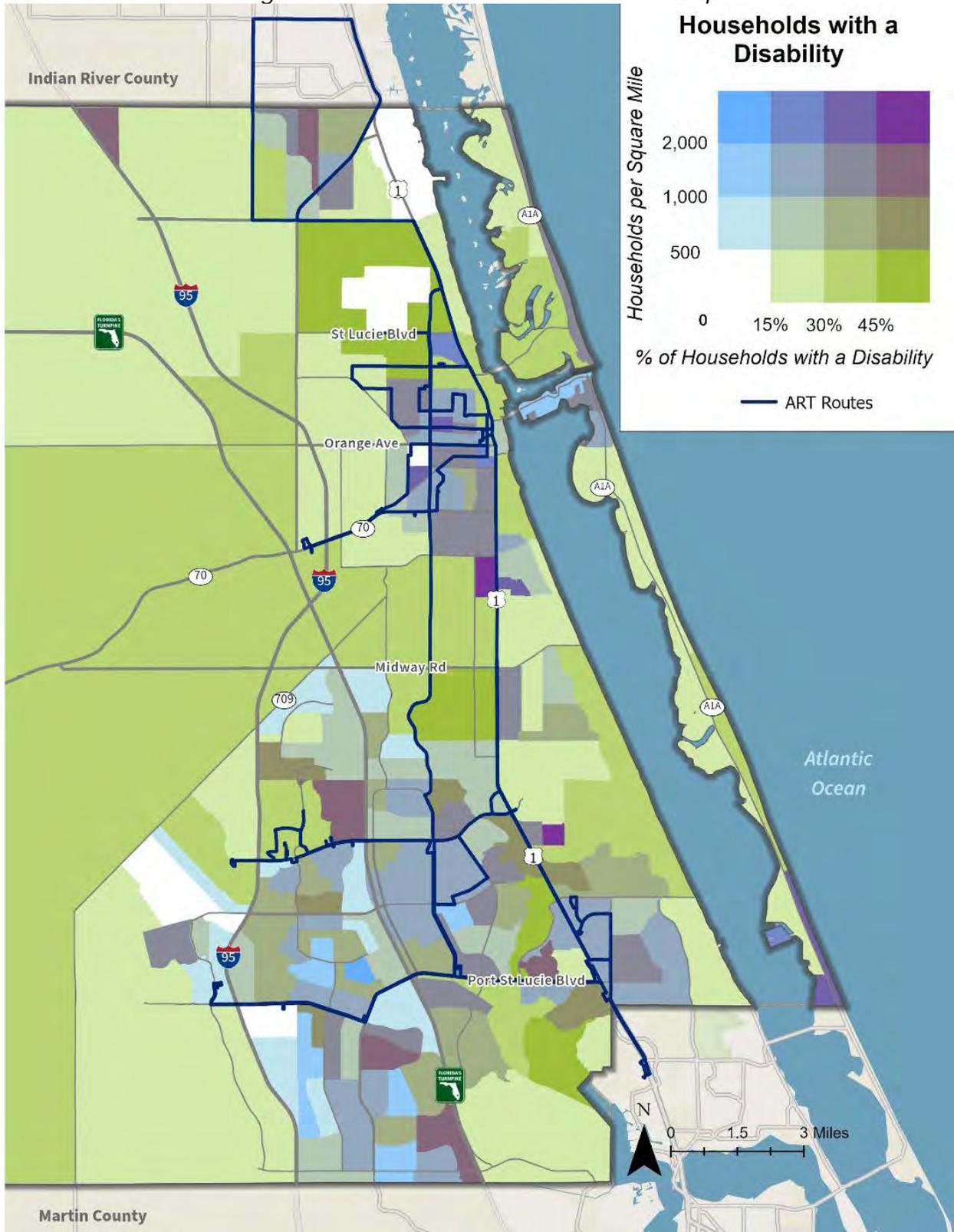
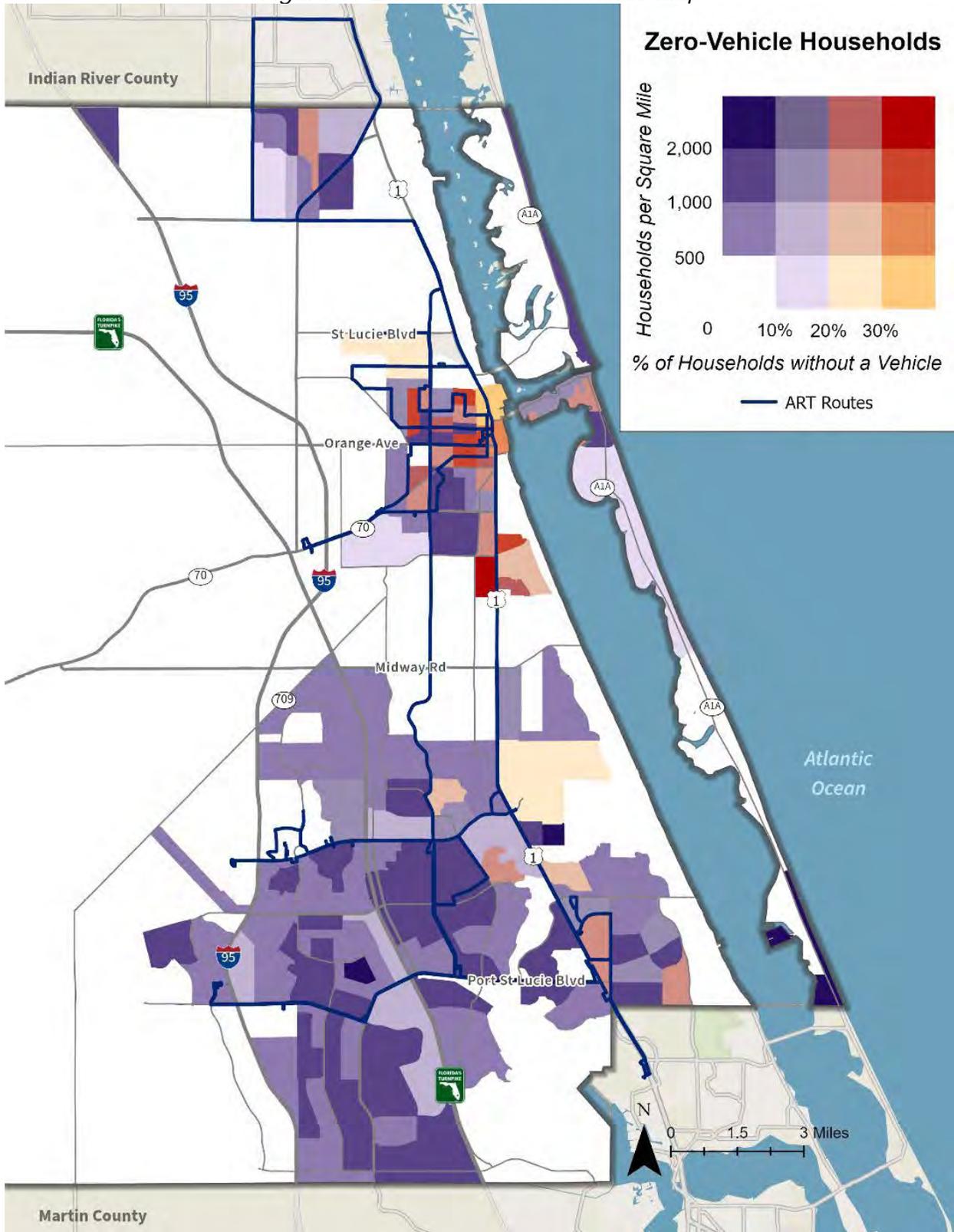


Figure 9: Zero Vehicle Households Map



d) Major Employers

A key set of trip generators in an area is its major employers. Besides education, the top industry is healthcare, followed by local government. Some of the listed employers have multiple locations with employees distributed throughout the county, rather than in one location.

**Table 1: Top 10 Major Employers**

Employer	Type	# of Employees
St. Lucie Public Schools	Education	5,253
HCA Florida Lawnwood Hospital	Healthcare	1,896
Cleveland Clinic Martin Health	Healthcare	1,544
City of Port St Lucie	Government	1,363
Walmart Center	Distribution	1,273
HCA Florida St. Lucie Hospital	Healthcare	937
St. Lucie County	Government	791
Indian River State College	Education	734
Pursuit Boats	Manufacture	684

Source: Updates provided by employers to Economic Development Council of St. Lucie County, 2022-2023



Source: Benesch

e) Major Trip Generators/Attractors

Major trip generators/attractors in St. Lucie County include Healthcare Facilities, Shopping/Leisure, and Schools/Government Centers. Because St. Lucie County does not have a regional mall, residents in the southern part of the County generally shop at the Treasure Coast Square Mall located in Martin County, and residents in northern St. Lucie County shop in Indian River County. A list of Common Transportation Disadvantaged Trip Destinations is shown in Table 2.

**Table 2: Common Transportation Disadvantaged Trip Destinations**

Healthcare Facilities	
HCA Florida St. Lucie Hospital	HANDS of St. Lucie County
Martin Health at St. Lucie West	Florida Community Health Centers, Inc.
HCA Florida Lawnwood Hospital	New Horizons of the Treasure Coast, Inc.
St. Lucie County Health Department	Lake Whitney Medical & Professional Campus
Cleveland Clinic Tradition Hospital	Dialysis Centers
Shopping/Leisure	
St. Lucie West	Fort Pierce (commercial centers)
Port St. Lucie Community Center	Port St. Lucie (commercial centers)
Mid-Florida Credit Union Event Center	Treasure Coast Square Mall
Libraries-All Branches	
Schools/Government Centers	
Port St. Lucie City Hall	St. Lucie County Administration Building
Fort Pierce City Hall	St. Lucie County Community Services Department
Indian River State College Main Campus	Social Security Administration
Indian River State College, St. Lucie West	Florida Department of Children & Family Services
St Lucie County Walton Road Annex	St. Lucie County Tradition Annex
Other Destinations	
United Against Poverty	Council on Aging of St. Lucie, Inc Port St. Lucie
Treasure Coast Food Bank	Mustard Seed Ministries

f) Inventory of Available Transportation Services

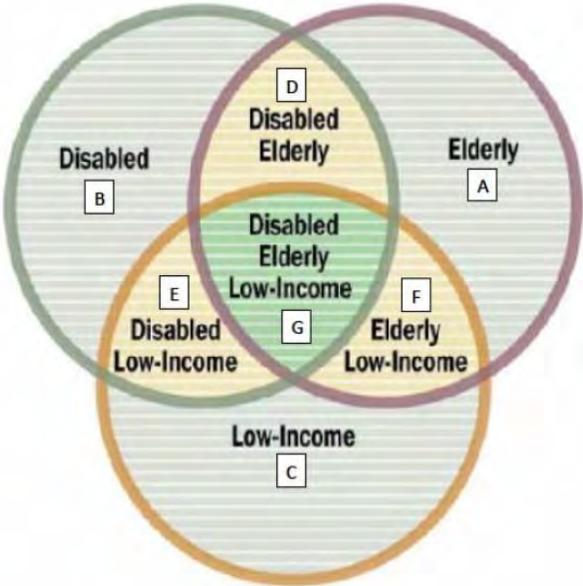
An inventory of transportation options in St. Lucie County and statewide is available at the Find a Ride Florida website <https://findarideflorida.org/>. This resource is developed and maintained by the University of Florida and the Florida Department of Transportation.

**D. Service Analysis**

*1. Estimates and Forecasts of Transportation Disadvantaged Population*

One of the required elements of the service analysis section of the TDSP is the forecast of the TD population for the service area.

TD population groups include all disabled, elderly, and low-income persons and children who are “high-risk” or “at-risk.” Disability refers to physical or mental limitations that may affect a person’s ability to access transportation. Income refers to the financial ability of a person to purchase transportation. As Figure 10 shows, there are overlaps among the disabled, elderly, and low-income populations.



**Figure 10: The TD Population**

To serve as an aid in the development of TD population and travel demand estimates, the University of South Florida Center for Urban Transportation Research (CUTR) developed a spreadsheet tool that enables users to input the most current US Census Bureau socio-economic data. Once the user input is complete, a series of formulas are used to project TD population estimates and future travel demand.

The General TD population includes estimates of all disabled, elderly, and low-income persons and children who are “high-risk” or “at-risk.” As shown in Table 3, the General TD population in St. Lucie County is estimated, using the CUTR tool, to be 150,000 persons, or approximately 39 percent of the total population.

<b>General TD Population</b>		<b>% of Total</b>
Non-Duplicated General TD Population Estimate	<b>150,000</b>	39%

**Table 3: General TD Population**

The Critical Need TD population includes persons who, due to severe physical limitations or low incomes, are unable to transport themselves or purchase transportation and thus are dependent upon others to obtain access to health care, employment, education, shopping, social activities, or other life-sustaining activities. The Critical Need-Severely Disabled TD population in St. Lucie County is estimated to be approximately 14,169, as shown in Table 4.

<b>Critical Need -Severely Disabled TD Population</b>			
	<i>Not Low Income</i>	<i>Low Income</i>	<i>Totals</i>
<i>Non-Elderly</i>	1,804	722	2,526
<i>Elderly</i>	10,281	1,362	11,643
<b>TOTAL</b>	<b>12,085</b>	<b>2,084</b>	<b>14,169</b>

**Table 4: Critical Need-Severely Disabled Population**

Daily trip rates are applied to the Critical Need-Severely Disabled TD population to calculate daily and annual travel demand. This methodology uses trip rates for persons who live in households without any vehicles available from the 2009 National Household Travel Survey (NHTS). As shown in Table 5, the Critical Need-Severely Disabled TD population daily trip demand is estimated to be 8,134 trips.

<b><u>Low Income &amp; Not Disabled</u></b>	<b>48,010</b>		
<b>without auto access</b>	<b>13,059</b>		
<b>without transit access</b>	<b>3,918</b>		
<b>Calculation of Daily Trips</b>			
		<b>Daily Trip Rates</b>	<b>Total</b>
<b>Total Actual Critical TD Population</b>		<b>Per Person</b>	<b>Daily Trips</b>
<i>Severely Disabled</i>	<b>14,169</b>	<b>0.049</b>	<b>694</b>
<i>Low Income ND</i>	<b>3,918</b>	<b>1.899</b>	<b>7,440</b>
<b>Totals</b>	<b>18,087</b>		<b>8,134</b>

**Table 5: Daily Trips for the Critical Need Population**

Within the CUTR tool, forecasts of the General TD population and the Critical Need-Severely Disabled TD population were developed based on US Census American Community Survey (ACS) data and projections by the Bureau of Economic and Business Research (BEBR).

The Critical Need-Severely Disabled TD population is projected to increase to 20,500 by 2030, with a demand for 9,000 daily trips or more than 2.75 million annual trips.

## *2. Special Needs Population*

The Census asks about six types of disability: hearing difficulty, vision difficulty, cognitive difficulty, ambulatory difficulty, self-care difficulty, and independent living difficulty. Respondents who report any one of the six disability types are considered to have a disability. It is important to note that many adults with disabilities can live productive lives in the community with minimal support from family, friends, and social services agencies, while other adults require a high degree of support. Therefore, the presence of a disability does not necessarily mean an individual needs specialized paratransit services, nor does it mean that the individual meets the paratransit eligibility criteria based on a transportation provider's policies.

The six disability types covered by the Census are:

- Hearing difficulty --deaf or having serious difficulty hearing.
- Vision difficulty --blind or having serious difficulty seeing, even when wearing glasses.
- Cognitive difficulty --because of a physical, mental or emotional problem, having difficulty remembering, concentrating, or making decisions.
- Ambulatory difficulty --having serious difficulty walking or climbing stairs.
- Self-care difficulty --having difficulty bathing or dressing.
- Independent living difficulty --because of a physical, mental or emotional problem, having difficulties doing errands alone such as visiting a doctor's office or shopping.

Public transportation is essential to being able to access employment, educational, health, and social opportunities to participate actively in the community. However, the demand for TD trips, as summarized in the needs assessments above, far outweighs the supply of trips. A result of this imbalance of supply/demand is that TD trips must be scheduled based on availability, with preference given to serving riders with life essential needs. This process, known as trip prioritization, can lead to economic disadvantage and social exclusion for TD persons who are unable to access public transportation due to lack of availability.

## *3. Transportation Disadvantaged State-Wide Service Analysis*

In December 2017, a Transportation Disadvantaged State-Wide Service Analysis was prepared by CUTR for the Agency for Persons with Disabilities (APD). The Analysis examines the design and provision of the state's TD services, identifies "gaps" in

service accessibility/connectivity and examines strategies of how to assist in addressing these gaps. The study also provides an examination of the state's transportation disadvantaged populations, with specific emphasis on individuals with intellectual and developmental disabilities (IDD). The APD, through its waiver transportation services, works with local communities and private providers to assist IDD individuals and their families.

Assisting in the development of the Analysis was a Transportation Task Force comprised of the following membership:

- a) The director of the Agency for Persons with Disabilities or his or her designee.
- b) The executive director of the Commission for the Transportation Disadvantaged or his or her designee.
- c) The community transportation coordinators for Alachua, Jackson, Miami-Dade, and Pinellas Counties.
- d) Two individuals who currently use transportation disadvantaged services, one appointed by the agency director and the other appointed by the executive director of the commission.
- e) A representative of the Florida Developmental Disabilities Council.
- f) A representative of Family Care Council Florida.

The Transportation Task Force presented background on their areas of expertise, provided input to CUTR staff, and reviewed and commented on progress reports and drafts of the final report. Several preliminary recommendations were prepared and presented to the Task Force for discussion, refinement, and prioritization. The following section describes the four (4) recommendations in order of priority approved by the Task Force:

1. Redesign of the APD Transportation Business Model
2. Develop and Implement Mobility Management Single Point Information Center (MIC) Pilot Projects
3. Establish an Innovative Service Development Discretionary Grant Program for Transportation Services for Persons with Intellectual and Developmental Disabilities
4. Establish a TD/IDD Transportation Sensitivity Training and Travel Training Resource Program

#### *4. Barriers to Coordination*

While there are no federal, state, or local government policies in place that prohibit, hinder or prevent the coordination of both inter-and intra-county coordination, several barriers currently exist that make coordination difficult at best. These include:

- Funding for transportation services has not kept up with the ever-increasing travel demand. The result is that CTCs are struggling to maintain their existing

service levels and do not have the financial resources to expand inter-county service.

- Local, nonprofit, and social services agencies are still being impacted by insufficient funding levels and continually face increased demand for their services, which resulted in increased demand for transportation-disadvantaged travel that cannot be met.
- Improved access to transit is needed along strategic corridors, which could be accomplished through the implementation of transit-supportive land use and complete street design.
- The implementation of new mobility options such as micro-transit and ridesharing requires collaboration among a wide range of public and private partnerships.
- Many St. Lucie County TD clients desire to travel outside the County's boundaries. The Area Regional Transit (ART) Route #1 provides service into Martin County, and Route #7 travels into Indian River County; both routes connect with either Martin or Indian River Counties' fixed-route transit system. In compliance with the Americans with Disabilities Act (ADA), TD service is provided service within  $\frac{3}{4}$  mile surrounding the fixed-route system.
- Often the lack of adequate pedestrian access to and from bus stops limits the ability of TD passengers to access the fixed-route transit services safely.

The elimination or reduction of the above barriers to enhanced integration of the paratransit and fixed-route systems is intended to be addressed through the TD program and other initiatives.

## **E. Mission Statement, Goals, Objectives, and Strategies**

The TDSP Mission Statement, Goals, Objectives, and Strategies are shown in Appendix A.

## **F. Implementation Plan**

The St. Lucie County TDSP Implementation Plan, as detailed in Tables 6 and 7, builds upon the County's program of providing services with modern, clean, and efficient vehicles and equipment by utilizing ongoing upgrades and replacements within available funding capacity. Specific capital projects and activities are listed in the implementation schedule.

Increasing system efficiency is a primary component of this Implementation Plan. If a paratransit trip has an origin and destination within the fixed route or corridor, or within a microtransit zone, it will be necessary for the passenger to use the fixed route, or microtransit service unless that patron is unable to utilize the fixed route system based on eligibility criteria. Diverting trips to the fixed route system or microtransit service will help increase capacity on the paratransit system and reduce trip costs within the coordinated system, resulting in a more efficient system.

Tables 6 and 7 provide an overview of ongoing system improvements and review steps, and a timeline for actions and strategies to meet the TDSP goals.

Implementation Date	Ongoing System Improvements and Review
Ongoing	<ul style="list-style-type: none"> <li>➤ Increase fixed-route utilization</li> <li>➤ Continue to monitor trip rates and adjust as needed</li> <li>➤ Maintain or increase the number of passengers per vehicle hour</li> <li>➤ Manage the cost per passenger trip</li> <li>➤ Manage the cost per vehicle hour</li> <li>➤ Pursue alternative funding sources to provide additional transportation services and capital equipment</li> <li>➤ Continue to coordinate with Martin County and Indian River County regarding the provision of Inter- County transportation services</li> <li>➤ Continue to educate passengers on the cancellation and no-show policies</li> <li>➤ Ensure that transportation services are provided following the FCTD and FDOT safety standards and recommendations</li> <li>➤ Ensure that all system drivers are adequately trained in system safety and security preparedness and response</li> <li>➤ Continually review current training, available training opportunities, mandatory annual training requirements, and safety/security best practices</li> <li>➤ Conduct annual safety reviews</li> <li>➤ Ensure the drug and alcohol testing requirements are being implemented</li> <li>➤ Continue to maintain existing and pursue additional transportation coordination agreements</li> <li>➤ Raise awareness of Transportation Disadvantaged population needs for accessibility</li> <li>➤ Identify needs and opportunities for the private sector, public sector, and non-governmental organizations to participate in funding the coordinated transportation system</li> <li>➤ Partner with agencies to maximize the electronic dissemination of marketing and educational materials</li> <li>➤ Coordinate with FDOT Mobility Managers and APD</li> </ul>

**Table 6: Ongoing System Improvements and Review**

<b>Action/Strategy</b>	<b>Responsible Agency</b>	<b>Timeframe</b>
Adopt the Transportation Disadvantaged Service Plan	LCB	Annually
Maintain/renew existing and pursue additional Transportation Coordination Agreements	CTC	Ongoing
Pursue alternative funding sources to provide additional transportation services and capital equipment	CTC / TPO / Transit Provider	Ongoing
Coordinate quarterly meetings of the Treasure Coast Transit Meeting (TCTM)	Transit Provider	Ongoing
Advocate for the inclusion of TD considerations in local site plan and development review processes	CTC / TPO / Transit Provider	Ongoing
Submit Trip/Equipment and Planning grant applications for funding	CTC / TPO	Annually
Complete Annual Operating Report and Annual Expenditure Report	CTC / TPO	Annually
Implement innovative pilot programs for after-hours transportation service	CTC	Ongoing
Conduct monitoring of Coordination Contractors	CTC	Annually
Train social service organization staff to conduct travel training exercises with riders	CTC / Transit Provider	Ongoing
Coordinate with South Florida Commuter Services (SFCS) on continuing development of vanpools, carpools, and other transportation demand management	CTC / TPO / Transit Provider	Ongoing
Identify park and ride lots within St. Lucie County	CTC / TPO / SFCS / Transit Provider	Ongoing
Pursue Section 5310 funding (transportation for elderly persons and persons with disabilities)	CTC	Ongoing
Select projects for 5310 funds using project selection committees	CTC / TPO	Ongoing
Install bus shelters	CTC / Transit Provider	Ongoing
Promote transit services through various media	CTC / TPO / Transit Provider	Ongoing
Maximize the efficiency of the transit system	CTC / Transit Provider	Ongoing
Ensure the safety and security of the transit system	CTC / Transit Provider	Ongoing

**Table 7: Implementation Actions and Strategies**

## SERVICE PLAN

### A. Operations

#### 1. Type, Hours, and Days of Service

The fixed route service is called Area Regional Transit (ART). Information on this service is provided below. Additional information on services is provided in the St. Lucie Alternative Transportation System *Rider's Guide* in Appendix B of this document and on the website [SLCART.org](http://SLCART.org).

There are currently eight (8) fixed routes providing public transportation service in St. Lucie County. One route runs along US 1, two (2) routes operate circulator service in Fort Pierce, three (3) routes serve the Port St. Lucie area, one route connects with Indian River County, and one route operates as an express route between the Intermodal in Fort Pierce and the Intermodal at the Port St. Lucie Community Center. Routes 1, 2, 3, 4, 5 and 6 operate from 6:00 a.m. to 8:00 p.m. Monday - Friday, Saturday from 8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 4:00 p.m. Route 7 operates from 7:00 a.m. to 6:00 p.m. Monday - Friday only. Route 8 operates from 7:00 a.m. to 11:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday - Friday. No service is provided on Sundays. All routes run at one-hour frequencies. Route 1 is scheduled to resume 30-minute frequencies later this year.

In addition to the eight fixed routes, ART is presently operating ART On Demand, which is a microtransit service in three different zones. Zone 1 is in the southwestern portion of Port St. Lucie. Zone 2 is in the northwestern part of Port St. Lucie. Zone 3 is in the south-central area of Fort Pierce. Zones 2 and 3 are expansions from the original zone. Zone 2 launched on September 26, 2023 and Zone 3 launched on July, 15, 2024. These expansion zones are currently funded through a Service Development grant from the Florida Department of Transportation (FDOT). The original ART On-Demand service operates in the South Port St Lucie/Gatlin/Tradition area (approximately a 10 square mile area). The Zone 2 covers the area to the north of Zone 1 through St. Lucie West and the Torino Area, all the way to Midway Road and connects to Route 8 on Midway Road and 25<sup>th</sup> Street. Zone 3 covers the area north of Midway Road to the Treasure Coast International Airport on St. Lucie Blvd. Riders can travel between Zones 1 and 2 through three connection points: the Port St. Lucie Intermodal Facility, the Bayshore Park and Ride, or the Jobs Express Terminal on Gatlin Blvd. Riders can travel between Zones 2 and 3 through two connections points at the entrance to White City Park on Midway Road or on Ralls Road. This service operates from 5:00 a.m. to 9:00 p.m. Monday - Friday and 7:00 a.m. to 4:45 p.m. on Saturdays. There is no service on Sundays.

The routes are described as follows:

#### **Route 1**

Route 1 operates along US 1 from the Fort Pierce Intermodal Center to the Treasure Coast Square Mall connecting with Martin County. This route connects with Routes

2, 3, 7, and 8 at the Fort Pierce Intermodal Center, Route 4 at US1 and SE Lyngate Dr., and Route 6 at Rio Mar and Prima Vista Crossings.

### **Route 2**

Route 2, known as the “North Fort Pierce Residential,” route provides service from Ave D to Juanita Avenue. This route connects with Routes 1, 3, 7, and 8 at the Fort Pierce Intermodal Center.

### **Route 3**

Route 3, known as the “South Fort Pierce Business” route, provides service along Orange Avenue and Okeechobee Road. This route connects with Routes 1, 2, 7, and 8 at the Fort Pierce Intermodal Center.

### **Route 4**

Route 4, known as the “Port St. Lucie Downtown” route provides service along Port St. Lucie Blvd to the eastern part of Port St. Lucie. This route connects with Route 1 at US1 and SE Lyngate Dr. and Routes 5, 6, and 8 at the Port St. Lucie Intermodal Center.

### **Route 5**

Route 5, known as the “Port St. Lucie/Gatlin Blvd” route, provides service along Port St. Lucie Blvd west to Gatlin Blvd to Tradition. This route connects with Routes 4, 6, and 8 at the Port St. Lucie Intermodal Center. This Route also stops at the Jobs Express Terminal.

### **Route 6**

Route 6, known as the “Prima Vista/St. Lucie West Blvd” route, provides service along Prima Vista Blvd east and west to St. Lucie West Blvd to I-95. This route connects with Routes 4, 5, and 8 at the Port St. Lucie Intermodal Center and Route 1 at the Rio Mar and Prima Vista Crossings stops.

### **Route 7**

Route 7, known as the “Lakewood Park” route, connects with Indian River County at the Intergenerational Center. This route also connects with Route 1, 2, 3, and 8 at the Fort Pierce Intermodal.

### **Route 8**

Route 8 is TCC’s newest route and is referred to as the “25<sup>th</sup> Street/St. James/Airosa” express route. Presently, this route provides service between the Fort Pierce Intermodal and the Port St. Lucie Intermodal on Deacon Ave. near the Port St. Lucie Community Center. It operates Monday through Friday from 7:00 a.m. to 11:00 a.m. and from 3:00 p.m. to 7:00 p.m. This route also connects with Route 1, 2, 3, and 7 at the Fort Pierce Intermodal. This route connects with Routes 4, 5, and 6 at the Port St. Lucie Intermodal Center.

### **ART On-Demand**

“ART On-Demand” is a program providing microtransit service in three zones. Zone 1 is in the South Port St. Lucie/Gatlin Blvd. / Tradition area. Zone 2 is in the St. Lucie

West, Torino area. Zone three is in Fort Pierce from Midway Rd. north to the Treasure Coast International Airport. This service provides door-to-door trips within two separate ten-mile areas and includes the Port St. Lucie Intermodal Facility where riders can connect with 4 different fixed routes. Riders can travel between zones 1 and 2 by booking a trip to one of three transfer points: the Port St. Lucie Intermodal Facility, The Bayshore Park and Ride, and the Jobs Express Terminal. Riders can also travel between zones 2 and 3 by booking a trip to the transfer point at the White City Park entrance or on Ralls Rd. Once a rider has reached one of these transfer points, they can then book a ride in the adjoining zone. Trips are scheduled and dispatched via an app, or they can be arranged via the phone. This service operates from 5:00 a.m. to 9:00 p.m. Monday - Friday, and 7:00 a.m. to 4:45 p.m. on Saturdays.

### **Paratransit**

The door-to-door service in St. Lucie County operates from 6:00 a.m. to 8:00 p.m. Monday - Friday and from 8:00 a.m. to 4:00 p.m. Saturday, except holidays.

### **Direct Connect**

Direct Connect is St. Lucie County's supplementary service program for the transportation disadvantaged. Beginning mid-2017, Direct Connect provides demand-response transportation for trips to and from work, job training, school, and non-emergency healthcare. The program's service hours align with the County's public transit system to fill service gaps when regular transit services are not in operation. With the addition of Direct Connect to the traditional portfolio of transit services, county transportation disadvantaged residents now have twenty-four hours per day, seven days per week essential mobility service.

Direct Connect service is provided through third-party qualified contract carriers offering wheelchair accessible vehicles and conventional taxi service, or Uber for Business. Program clients can reserve trips on their own or, if needed, book trip reservations through the County CTC office.

### **Advantage Ride**

In 2020, the County developed and achieved competitive grant funding to deploy a new transportation service, Advantage Ride Treasure Coast. In March 2021, Advantage Ride merged with a similar program operated through Senior Resource Association (SRA). The combined program is called the Treasure Coast Developmental Mobility Advantage Ride Program. This regional transportation program provides rides to qualified individuals with intellectual and developmental disabilities (IDD) within St. Lucie, Martin, Indian River, and Okeechobee counties. The program supports greater access and cross-county mobility through on-demand, door-to-door, scheduled trips and has a reciprocity component allowing Martin, Indian River, and Okeechobee qualified riders the same services. The grant funding for Advantage Ride was not renewed in July 2020, due to the repeal of the MCORES bill. The program was continued with funding from St. Lucie County BOCC and SRA's grant from the Florida Developmental Disabilities Council. In 2022, 2023, 2024, and 2025 SRA in partnership with St. Lucie County received an Innovation and Service Development grant from the Florida Commission for the Transportation

Disadvantaged (CTD) to continue the Advantage Ride program. This allowed St. Lucie County to serve all riders who were previously on the waiting list.

## 2. Accessing Services

The demand response service through County's Contracted Provider is a shared-ride, paratransit, origin-to-destination service. The service provides:

- ADA complementary service for eligible individuals who are not able to use the fixed route system because of a disability or other limitations
- Transportation Disadvantaged (TD) Service for senior, disabled, or low-income individuals who have no other means of transportation nor can afford to pay for private transportation. Because of limited funding and the number of individuals in St. Lucie County qualifying for this service, trips must be prioritized
- Rural Transportation for individuals who live outside the urbanized area in St. Lucie County

Once an individual receives approval to use demand response services, transportation can be scheduled by calling 772-462-1778. Riders will be asked to provide the date, time, and address of their destination and contact phone number.

The County's Contracted Provider requests riders to provide at least twenty-four hours (24-hour) notice for trip reservations. Reservations can be made up to two weeks in advance.

### a) Eligibility

To be considered for paratransit service, an individual is required to fill out an application (attached), verified by a physician, if disabled, regarding the nature of the disability and why the individual cannot use the fixed-route system. Self-declarations shall not be allowed. The application comes in two different formats, English, and Spanish. The individual seeking either ADA, TD, or rural transportation must complete the application in its entirety. The first page of the application is for general information, such as name, address, phone number, date of birth, Medicaid number if applicable and questions regarding TD eligibility. This page ascertains whether the person has transportation by their own means or means of others and if their annual income exceeds 200% of the Federal Poverty Guidelines for households or individuals. The second page of the application ascertains the person's type of disability, and what mobility aids are needed. Pages three through five of the application ask questions to determine if there are any limits the applicant may have in using the fixed route. The application also includes four separate medical verification forms to be completed by the applicant's medical provider. The forms are specific to the individual's type of disability.

The County's Eligibility Specialist will review the applications to determine which program, if any, the individual is qualified. All programs have a three (3) year

certification period. After three (3) years, individuals with permanent disabilities will be contacted by the County's Eligibility Specialist to update their information. If an individual is incapable of filling out the application himself or herself, the County's Eligibility Specialist will assist them in filling out the application. The eligibility determination process for the application takes approximately twenty-one (21) days to complete. If an individual is qualified for other services, the individual will be notified.

Should an individual be denied services, a notification will be provided explaining the reason for denial and advising the individual of the procedures to follow should they wish to appeal.

#### b) Transportation Disadvantaged (TD) Eligibility

The application process enables the reviewer to determine if the trip can be funded or performed by another agency or person or if the applicants can transport themselves. If this is, the case TD eligibility is denied. The reviewer can also determine the person's age, disability according to ADA, income, and if the person can use the fixed route system.

A person with one of the following conditions would qualify for services:

- If the person is 67 or over or;
- Cannot manipulate the fixed route due to disability or;
- Income is below 200% of the Federal Poverty Guidelines for households or individuals,
- All the above must also demonstrate that the trip cannot be funded or performed by themselves, sponsored by another agency or person, then the eligibility would be approved.

If the person has a disability according to ADA and cannot manipulate the fixed route, their income is below 200% of the Federal Poverty Guidelines for households or individuals and the trip cannot be funded or performed by themselves, another agency or person, then the eligibility would be approved.

If an individual has a problem paying the fare, St. Lucie County will evaluate the individual according to their ability to pay and, if they qualify, provide them with a pass to ride the system. Presently, this is not a factor due to the entire system being fare-free.

#### c) Prioritization

The County's Contract Providers manage trips that are funded by the Transportation Disadvantaged Trust Fund according to locally established prioritization policies. Medical trips have the highest priority for the trip schedule. Following medical trips, employment trips, and nutritional trips (including food-shopping trips) receive the

next highest priority. Recreational trips may be accommodated if there is trip availability.

The above prioritization could result in trip denials. According to the Annual Operating Report (AOR) for Fiscal Year, July 1, 2024 -June 30, 2025, there were no unmet trip requests, which was also the case in the previous fiscal year.

As required under federal law, ADA trips are not included in the prioritization process. ADA eligible trips are provided without prioritization and cannot be denied. In addition, trips that are provided with FTA Section 5311 funds may not be prioritized and must be made available to the "general public" that lives in a rural area.

#### d) Cancellations/No Shows

In any calendar month, any customer who has booked ten trips or more and has "no-showed" or "late canceled" at least 10% of those trips will receive a suspension notice. (A trip canceled in accordance with our policy, i.e. more than two hours before the start of the pick-up window, will not be counted in the total number of trips booked, nor will it receive penalty points.) Additionally, to ensure that only habitual offenders are suspended, a customer will have to accumulate three or more penalty points to receive a suspension. A customer will be subject to suspension only if both the minimum number of trips booked and the minimum number of penalty points are reached during the calendar month.

A "No-Show" occurs when a customer does not board the vehicle within five minutes of the vehicle's arrival within the 30-minute pick-up window. Each No-Show is counted as one penalty point.

A "Late Cancellation" occurs when a customer cancels a trip less than two hours before the start of the 30-minute pick-up window. Each Late Cancellation is counted as one-half (1/2) a penalty point.

All suspension periods will begin on Monday. The length of a customer's suspension will adhere to the following schedule:

- First violation: a customer receives a warning letter
- Second violation: Passenger will receive 7-day (1) week suspension of service
- Third violation: Passenger will receive a 14-day (2) week suspension of service
- Fourth violation: Passenger will receive a 21-day (3) week suspension of service
- Fifth and subsequent violations: Passenger will receive a 28-day (4) week suspension of service

### *3. Transportation Operators and Coordination Contractors*

St. Lucie County has an agreement with one transportation operator that provides public transportation services for the fixed route and demand response services.

Every three to five years, the County publishes a Request for Proposals to identify and select the public transportation provider.

St. Lucie County has established coordinated contractual service agreements with specialized transportation providers that offer transportation services to their individual clientele. Table 8 shows the Transportation Operator and Coordinated Contractors in St. Lucie County.

2025-2026		
Name	Contact Person	Service(s)
<i>Transportation Operator</i>		
MV Transportation	Smirlys Perez	A/W
<i>Coordinated Contractors</i>		
An Answer to Care	Grace Walter	A/W
Council of Aging of St Lucie, Inc	Lacinda Mouton	A/W
St. Lucie County Veterans	Jose Capellan	A/W
A = Ambulatory    W = Wheelchair    S = Stretcher		

**Table 8: Transportation Operator and Coordination Contractors**

*4. Public Transit Utilization*

Public transit utilization is an integral part of the overall CTC network. TD clients who can utilize the fixed route and whose origin and destination are within the fixed route service area are required to use the fixed route as their primary mode of transportation.

*5. School Bus Utilization*

The County School Board buses are utilized on a limited basis under the coordination system. Services provide trips for summer camp activities and disaster emergency evacuations.

*6. Vehicle Inventory*

Appendix E contains the fleet inventory.

*7. System Safety Program Plan Certification*

Appendix F contains the System Safety Program Plan certification of the County's Contract Provider.

### *8. Inter-County Services*

St. Lucie County shares an urbanized boundary with Martin County. Federal Transit Administration (FTA) funding allocations are shared between the counties. Fixed route services are offered by the County's Contract Provider on the US 1 corridor into Martin County, terminating services at the Treasure Coast Mall in Jensen Beach. St. Lucie County also connects with Indian River County in Vero Beach via Route 7.

The Port Saint Lucie Express began service on September 23, 2024. This service offers two non-stop trips in the morning and afternoon on Monday through Friday from the Jobs Express Terminal on Gatlin Blvd to the Intermodal Transit Center in West Palm Beach. The service is operated by Palm Tran and funded through the Florida Department of Transportation.

### *9. Emergency Preparedness and Response*

The CTC participates with the St. Lucie County Public Safety, Division of Emergency Management for natural disaster/emergency preparedness, response, and recovery. The county has also developed the "St. Lucie Medical Needs Shelter Plan" that specifically delineates the roles and responsibilities of various County departments in the evacuation and sheltering of special needs residents. The County's Contract Provider, working with the St. Lucie County Emergency Operations Center, assists in transporting special needs residents to shelter locations.

### *10. Educational Efforts/Marketing*

The St. Lucie County CTC attends both formal and informal meetings with sponsoring social service agencies, community associations, advocacy groups, and others to educate potential users and sponsoring agencies. There are brochures/rider guides describing the available transportation services. These materials are distributed to social service agencies, medical offices, and riders.

### *11. Acceptable Alternatives*

St. Lucie County continues to investigate and implement acceptable alternatives to address existing transportation barriers.

### *12. Service Standards*

In order to assess the quality assurance of the delivery of transportation services, it is necessary to have service standards and policies established. The FCTD has several requirements for its transportation providers. The requirements are the

basis for the following criteria and guidelines used in the annual review of the CTC by the FCTD and reviewed by the LCB.

### **Drug and Alcohol Testing**

The St. Lucie County CTC complies with applicable Federal Transit Administration requirements for all those in safety-sensitive positions. In addition, the CTC Maintains a Drug-Free Workplace policy.

### **Escorts and Children**

Children under age 12 or individuals requiring special assistance must have an escort/personal care attendant (PCA). The escort/PCA must be an adult and must be able to provide necessary assistance to the passenger.

### **Child Restraints**

All passengers under the age of five (5) or under 45 pounds must be secured in a child restraint device. If the assigned vehicle does not have a child restraint device, a device must be provided by the passenger's family or sponsoring agency.

### **Passenger Property**

Passengers are responsible for all personal property. Passengers traveling will be allowed to transport any personal property that can be placed in their lap or stowed under the seat in one boarding.

### **Transfer Points**

Vehicle transfer points will be located in a safe, secure place.

### **Local Toll-Free Phone Number/Consumer Comment**

The local number for compliments, comments, or complaints is 772-462-1778 ext#4. This number is posted on the bus with numbers three inches high. If complaints cannot be resolved locally, individuals do have the option to contact either the CTC office at 772-462-1778 or the statewide Transportation Disadvantaged Ombudsman Hotline at 1-800-983-2435.

### **Vehicle Cleanliness**

The interior of all vehicles shall be free from dirt, grime, oil, trash, torn upholstery, damaged or broken seats, protruding metal or other objects or materials that could soil items placed in the vehicle or provide discomfort for the passenger. All vehicles shall be cleaned (interior and exterior) on a regular schedule.

### **Billing**

All payments to transportation contractors will be made in a timely manner.

### **Passenger/Trip Data**

For demand response services, the CTC management entity will collect and store in a database the name, phone number, address, funding source, eligibility, and special requirements of each passenger.

**Seating**

Vehicle seating will not exceed the manufacturer's recommended capacity.

**Driver Identification**

Drivers are required to wear identification badges. Drivers are also required to wear uniforms. Drivers are required to announce and identify themselves by name and company in a manner that is conducive to communications with specific passengers, except in situations where the driver regularly transports the rider repeatedly.

**Passenger Loading Assistance**

For demand response services, drivers will assist passengers to and from the ground floor and door-to-door when requested. Drivers will assist all passengers needing assistance from the threshold of their homes to a securely seated position on the vehicle. Drivers will offer their assistance to any passenger who appears to need assistance or who requests assistance with boarding or alighting from the vehicle.

**Smoking, Drinking, and Eating**

Smoking, eating, or drinking on-board the vehicle is prohibited. Exceptions are permitted when required due to an existing medical condition.

**Passenger No-Shows**

In any calendar month, any customer who has booked ten trips or more and has "no-showed" or "late canceled" at least 10% of those trips will receive a suspension notice. (A trip canceled in accordance with our policy, i.e. more than two hours before the start of the pick-up window, will not be counted in the total number of trips booked, nor will it receive penalty points.) Additionally, to ensure that only habitual offenders are suspended, a customer will have to accumulate three or more penalty points to receive a suspension. A customer will be subject to suspension only if both the minimum number of trips booked and the minimum number of penalty points are reached during the calendar month.

A "No-Show" occurs when a customer does not board the vehicle within five minutes of the vehicle's arrival within the 30-minute pick-up window. Each No-Show is counted as one penalty point.

A "Late Cancellation" occurs when a customer cancels a trip less than two hours before the start of the 30-minute pick-up window. Each Late Cancellation is counted as one-half (1/2) a penalty point.

All suspension periods will begin on Monday. The length of a customer's suspension will adhere to the following schedule:

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- Fourth violation: Passenger will receive a 21-day (3) week suspension of service

- Fifth and subsequent violations: Passenger will receive a 28-day (4) week suspension of service

### **Communication Equipment**

All vehicles will be equipped with two-way communication devices.

### **Vehicle Air Conditioning and Heating Equipment**

All vehicles in the coordinated system must have working air conditioning and heating. Should a vehicle incur a problem, it will be repaired as soon as possible. If a vehicle's air conditioning or heating is not functioning properly and if there are no other vehicles available, the passengers will be transported, rather than canceling a trip. Passengers with health conditions affected by air conditioning or lack thereof will be notified if their vehicle's air conditioning is not working, and the passenger will be allowed to decide whether to take the trip.

### **First Aid Policy**

All Transit vehicles are equipped with a first aid kit. County Transit drivers are instructed to request 9-1-1 assistance through their dispatcher for any significant passenger incident.

### **Cardiopulmonary Resuscitation**

Drivers are instructed to request 9-1-1 assistance through their dispatcher for any significant passenger incident.

### **Pick-Up Window**

Please be ready at least ninety (90) minutes before your scheduled appointment. When you have booked your trip, the reservationist will give you a service window of 30 minutes after the bus is due to arrive during that time. For example, if your Service Window is 9:00 a.m. to 9:30 a.m., the earliest time your ride will come will be 9:00 a.m., and the latest is 9:30 a.m. The bus may arrive at any time in between, so you must be ready and waiting for the vehicle's arrival. Drivers operate on a schedule allowing a maximum of five (5) minutes to wait after arriving at the pick-up location.

### **On-Time Performance**

The locally developed standard for on-time performance is that 91% of all completed trips will be completed on time.

### **Advance Reservations**

There will be a minimum 24-hour notice requirement to schedule trips.

### **Public Transit Ridership**

As part of the CTC Evaluation, the LCB is required to establish an annual percentage goal increase for trips provided within the public transit system.

### **Complaints**

The complaint procedure is outlined in the Local Complaint and Grievance Procedures/Process section.

**Accidents**

The locally developed standard for accidents is no more than 1.5 accidents per 100,000 miles.

**Road calls**

The locally developed standard for road calls is there should be no less than 20,000 miles between each road call.

**Call-Hold**

The locally developed standard for answering telephone calls is that all calls should be answered within three rings.

**Driver Background Checks**

All drivers in the coordinated system must have a pre-employment background check through the Agency for Health Care Administration (AHCA). Only those drivers with an "Eligible for Employment" background check from AHCA ("Eligible for Employment" as defined by AHCA policies and procedures) are hired.

**Driver Training**

All operators, supervisors, and safety-sensitive positions shall receive drug and alcohol safety training. Additional training shall consist of driver safety, passenger relations, wheelchair securement, fire safety, and other topics, as deemed necessary. At a minimum, passenger relations and driver safety training shall be conducted annually.

**Oxygen Transport**

Passengers may travel with portable oxygen equipment providing it can be managed by the passenger, is self-administered, and is small enough that it can be safely stowed when the vehicle is in route.

**Service Animals**

Service animals are allowed on-board when accompanying individuals with disabilities.

*13. Local Complaint and Grievance Procedures/Process*

The locally developed standard for complaints is no more than one complaint per 1,000 trips. The LCB annually evaluates the CTC based upon the number of complaints.

The local number for compliments, comments, or complaints in 772-462-1778 extension #4. This number is posted inside all vehicles with numbers three inches high. If complaints cannot be resolved locally, individuals do have the option to contact either the CTC office at 772-462-1778 or the statewide Transportation Disadvantaged Ombudsman Hotline. The number for the Ombudsman is 1-800-983-2435 or email [CTDOmbudsman@dot.state.fl.us](mailto:CTDOmbudsman@dot.state.fl.us).

The St. Lucie County Local Coordinating Board has adopted a grievance procedure. A copy of the Grievance Procedures is provided in Appendix G. There has also been a formal grievance process developed by the Florida Commission for Transportation Disadvantaged. This grievance process may be used if all local options have been attempted without resolution. The Commission's grievance <http://www.dot.state.fl.us/ctd/>

#### *14. Community Transportation Coordinator Monitoring Procedures of Operators and Coordination Contractors*

The CTC completes annual coordination contractor onsite monitoring, including inspection of operations (vehicle maintenance, employee training, and personnel records) and insurance documentation to ensure compliance with the FCTD System Safety Program Plan and FDOT standards. The CTC notifies the contractors with recommendations or findings.

#### *15. Coordination Contract Evaluation Criteria*

The CTC requests annual operating reports from the coordination contractors to gauge performance throughout the year. If service levels are determined to be ineffective, the CTC may opt to exclude the provider from future contract renewal.

## **B. Cost / Revenue Allocation and Rate Structure Justification**

### *1. Cost Revenue Allocation*

A rate structure is developed to show fully allocated costs of providing transportation-disadvantaged trips. The rate structure is based on the type of trip in the service area.

Wheelchair trips are the costliest due to the amount of time to board and disembark wheelchair individuals.

Appendix H contains the proposed Cost Revenue Allocation and Fare Structure Justification worksheets. The current rates are:

- Ambulatory \$24.90
- Wheelchair \$42.68

### *2. Passenger Fare Structures*

The ongoing support of the St. Lucie County Board of County Commissioners has made it possible for the County's fixed route and paratransit buses to provide service at no cost to the riders.

**Appendix A**  
**Mission Statement, Goals, Objectives, and Strategies**

**TDSP Mission Statement, Goals, Objectives, and Strategies**

The mission of the St. Lucie Transportation Disadvantaged Program is:

**To provide a safe, efficient, and affordable coordinated transportation system that enhances mobility and accessibility for all users.**

The following goals, objectives and strategies have been adopted to achieve the mission above.

<b>GOAL 1: Maximize the coordination of transportation services for the transportation disadvantaged and social services organizations.</b>		
	Estimated Date of Completion	Responsible Agency
<b><i>Objective 1.1— Minimize the duplication of transportation disadvantaged services provided within and outside the County.</i></b>		
<b>Strategy 1.1.1—</b> Continue to work with CTCs and coordinated contractors in the region to facilitate inter-county trips.	Ongoing	CTC
<b><i>Objective 1.2— Bring the social service organizations that provide transportation into the coordinated system through purchase of services contracts, coordination contracts, and/or joint use agreements.</i></b>		
<b>Strategy 1.2.1—</b> Annually advise transportation providers about the nature and benefits of coordinated transportation services and request that the providers enter purchase of service contracts, coordination contracts, and/or joint use agreements.	Ongoing	CTC

	Estimated Date of Completion	Responsible Agency
<b><i>Objective 1.3— Identify and address actual or perceived barriers to coordination of transportation services.</i></b>		
<b>Strategy 1.3.1</b> — Participate in programs and activities conducted by FDOT, APD, and coordinated contractors.	Ongoing	CTC/TPO/Transit Providers
<b>Strategy 1.3.2</b> — Meet with the local medical community to advocate the prioritization of TD trips.	As needed	CTC
<b>Strategy 1.3.3</b> — Continue networking and expanding outreach to the local community through various organizations and agencies.	Ongoing	CTC

GOAL 2: Plan for the expansion of the coordinated transportation system as necessary to meet the demand and needs of the transportation disadvantaged.		
	Estimated Date of Completion	Responsible Agency
<b><i>Objective 2.1— Assure the provision of adequate vehicle capacity to meet the demand for transportation disadvantaged services.</i></b>		
<b>Strategy 2.1.1—</b> Continue to compare current capacity with needed capacity identified in transit capital acquisition/replacement plans.	Ongoing	Transit Providers/ Other Agencies
<b><i>Objective 2.2 Assure the provision of adequate operating capacity to meet the demand for transportation disadvantaged services.</i></b>		
<b>Strategy 2.2.1—</b> Continue to compare current personnel to needed personnel to provide for the overall efficiency of the system and conduct employee training that optimizes the use of resources.	Ongoing	Transit Providers/ Other Agencies

<b>GOAL 3: Provide for the most cost-effective provision of transportation disadvantaged services.</b>		
	Estimated Date of Completion	Responsible Agency
<b><i>Objective 3.1— Seek to minimize the costs required to operate and administer transportation disadvantaged services.</i></b>		
<b>Strategy 3.1.1—</b> Continue to transfer capable individuals to the fixed route system.	Ongoing	Transit Providers/ Other Agencies
<b>Strategy 3.1.2—</b> Continue to enforce the no-show policy for the demand response service.	Ongoing	Transit Providers
<b>Strategy 3.1.3—</b> Continue travel training outreach to the local community and mobility management training for agencies.	Ongoing	Transit Providers/ Other Agencies
<b>GOAL 4: Promote land use planning which encourages multi-modal transportation services and minimizes energy consumption.</b>		
	Estimated Date of Completion	Responsible Agency
<b><i>Objective 4.1— Continue to support procedures that require the consideration of multi-modal transportation system impacts and infrastructure.</i></b>		
<b>Strategy 4.1.1—</b> Continue involvement by transit agency staff in local development review processes and educate local agency staff on the needs of transit.	Ongoing	CTC
<b>Strategy 4.1.2 –</b> Raise awareness related to transit accessibility and the needs of the transportation disadvantaged population.	Ongoing	CTC/TPO/Transit Providers

<b>Objective 4.2 — Consider the potential for sponsored transportation services, especially for developments with significant elderly populations.</b>		
<b>Strategy 4.2.1</b> — In cooperation with local jurisdictions, include the consideration of the potential for sponsored transportation services in the goals, objectives and policies of the adopted comprehensive plans.	Ongoing	CTC
<b>GOAL 5: Stimulate the use of private funds and services in meeting the needs of the transportation disadvantaged.</b>		
<b>Objective 5.1 – Identify the needs and accommodate opportunities for private sector, public sector, and non-governmental organization participation in funding the coordinated transportation system.</b>		
<b>Strategy 5.1.1</b> –Encourage major employers or major transit attractors to provide a safe bus waiting area for employees/passengers.	Ongoing	CTC/Transit Providers
<b>Strategy 5.1.2</b> – Identify transit opportunities by advertising available funding matches for privately-sponsored transportation services and advise on the benefits of the coordinated system and the opportunities to join.	Ongoing	CTC/Transit Providers
<b>Strategy 5.1.3</b> – Develop feasible projects utilizing public/private partnerships to fill service gaps.	Ongoing	CTC/Transit Providers
<b>Strategy 5.1.4</b> – Promote the state Voluntary Dollar Program designed to encourage donations to the TD program when registering/renewing vehicle tags.	Ongoing	CTC/TPO/Transit Providers

**GOAL 6: Provide education and marketing of TD services to current riders, the general public, agency sponsored clients, visitors, and other potential customers.**

	Estimated Date of Completion	Responsible Agency
<b>Objective 6.1 – Maximize the accessibility of service information including alternative delivery formats such as auditory enhanced and alternative languages.</b>		
<b>Strategy 6.1.1</b> – Provide service information according to the Limited English Proficiency (LEP) Plan.	Ongoing	Transit Providers
<b>Objective 6.2 – Utilize the electronic dissemination of marketing and education materials, including, but not limited to the Internet, social media, e-mails, listservs, websites, etc.</b>		
<b>Strategy 6.2.1</b> – Partner with other agencies to maximize the electronic dissemination of marketing and educational materials.	Ongoing	CTC/TPO/Transit Providers
<b>Objective 6.3 –Ensure that all websites and other electronic media are compliant with Section 508 of the Rehabilitation Act, as amended in 1998. (Under Section 508 of the Rehabilitation Act, 29 U.S.C. 794(d), agencies must give persons with disabilities, employees and members of the public access to information that is comparable to the access available to others. This includes access to electronic and information technology applications.)</b>		
<b>Strategy 6.3.1</b> – Annually review websites and other media for compliance.	September 2025	CTC/TPO/Transit Providers

<b>GOAL 7: Operate a safe and secure transportation system.</b>		
<b><i>Objective 7.1 – Ensure that services are provided in a safe and secure manner in accordance with all FCTD, FDOT, and U.S. DOT standards and regulations.</i></b>		
	Estimated Date of Completion	Responsible Agency
<b>Strategy 7.1.1</b> – Continually review regulations and update operations plans and procedures on equipment, bus safety, drugs, and alcohol, wheelchair, maintenance manual, and System Safety Program Plan.	As needed	CTC/Transit Providers
<b>Strategy 7.1.2</b> – Develop, implement, maintain, and annually update a System Safety Program Plan and Security Program Plan.	As needed	CTC/Transit Providers
<b>Strategy 7.1.3</b> – Monitor coordinated contractors to ensure compliance with FCTD regulations.	Ongoing	CTC
<b><i>Objective 7.2 – Establish and maintain, as part of the bus system safety program, an accident/incident procedure that ensures sufficient review, evaluation, and continual improvement.</i></b>		
<b>Strategy 7.2.1</b> – Continue to review and evaluate accidents and provide the necessary equipment or training. Incorporate improved procedures in the System Safety Program Plan based on the reviews and evaluations.	Ongoing	CTC/Transit Providers
<b><i>Objective 7.3 – Continually review accident/incident data to identify trends that may need to be addressed through training or procedural changes.</i></b>		
<b>Strategy 7.3.1</b> – Continue to review accidents/incidents to identify trends and provide the necessary equipment or training based on the review.	Ongoing	CTC/Transit Providers



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie LCB
<b>Meeting Date:</b>	February 25, 2026
<b>Item Number:</b>	7b
<b>Item Title:</b>	St. Lucie County Transit Development Plan (TDP) 2026 Annual Update
<b>Item Origination:</b>	Florida Statutes and Area Regional Transit
<b>UPWP Reference:</b>	Task 3.2 – Transit Planning
<b>Requested Action:</b>	Discuss and provide comments to Staff.
<b>Staff Recommendation:</b>	Based on its documentation of progress made in meeting the public transportation needs of the community, it is recommended that the 2026 Annual TDP Update be recommended for endorsement by the TPO Board.

### Attachments

- TPO Staff Report
- St. Lucie County TDP 2026 Annual Update



**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

## MEMORANDUM

**TO:** St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB)

**THROUGH:** Peter Buchwald  
Executive Director

**FROM:** Marceia Lathou  
Transit Program Manager

**DATE:** February 10, 2026

**SUBJECT:** **St. Lucie County Transit Development Plan (TDP)  
2026 Annual Update**

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### BACKGROUND

A Transit Development Plan (TDP) is a strategic, 10-year blueprint required by the Florida Department of Transportation (FDOT) for any transit agency receiving State funds. The content of and process for a TDP is governed by the Florida TDP rule (Florida Administrative Code 14-73.001), the latest version of which became effective on July 9, 2024. A TDP Major Update is required every five years with an Annual TDP Update in the interim years. The Annual TDP Update is primarily a revised 10-Year Operating and Capital Program, removing the previous year and adding the new year.

The latest TDP Rule mandates enhanced coordination with MPOs. The Rule requires that all TDP Major Updates and Annual TDP Updates be presented to the local MPO governing board. The Annual TDP Update also must report on the progress made with the MPO coordination process that was outlined in the adopted TDP Major Update.

### ANALYSIS

St. Lucie County's TDP Major Update, branded Reimagine Transit, was accepted as compliant by FDOT District 4 on August 26, 2024. The TDP Major Update was funded by the TPO with the LCB and the TPO Advisory Committees reviewing it and recommending its endorsement in May 2024, and the TPO Board subsequently reviewing it and endorsing it in June 2024.

The first Annual TDP Update from the TDP Major Update is due for submittal to FDOT on March 1, 2026. Staff from Area Regional Transit will present highlights from the Annual TDP Update and request a recommendation for endorsement by the LCB.

### **RECOMMENDATION**

Based on its documentation of progress made in meeting the public transportation needs of the community, it is recommended that the 2026 Annual TDP Update be recommended for endorsement by the TPO Board.



*Transit Development Plan*

# Annual Transit Development Plan Update

*February 2026*



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## 1.0 INTRODUCTION

The Transit Development Plan (TDP) is a comprehensive ten-year plan required by the Florida Department of Transportation (FDOT) for transit agencies receiving state funds. It serves as a strategic blueprint to identify and define short-term public transit needs within the agency's service area. The process involves several key steps which are: Planning and Development, Coordination with MPOs, Required Components, Updates, Annual Updates, and Public Outreach.

The most recent major update of St. Lucie County's TDP covering fiscal years (FYs) 2025–2034, branded *Reimagine Transit*, was adopted by the St. Lucie Board of County Commissioners (BOCC) in July 2024. The TDP was also endorsed by the St. Lucie Transportation Planning Organization (TPO) Board in June 2024.

This document serves as St. Lucie County's annual progress report for the first year of the TDP Major Update (FY 2025) and covers years 2025 through 2035. This document meets the requirement for an annual TDP update in accordance with Rule Chapter 14-73, Florida Administrative Code (F.A.C.).

Table 1-1 lists the TDP requirements from Rule 14-73.001, F.A.C. for annual TDP progress reports and indicates where in this document the discussion of each can be found.

### 1.1 TDP Annual Progress Report Requirements

In 2024, FDOT issued an updated rule to amend 14-73.001 F.A.C, which governs the statutory requirements for the TDP annual update. The following report meets all these new requirements and also provides background information on the current ART system, and ridership. The guidance published earlier this year provides the following requirements for TDP annual updates:

(4) Annual TDP Updates. The Annual TDP Update shall be an update of the ten-year operating and capital program. This update shall include a formatted table presenting the ten-year schedule of projects, financial plan, and list of priority projects, and any updated modifications to the previous year's ten-year operating and capital program and extending this ten-year operating and capital program to a new tenth year. The Annual TDP Update shall include a brief narrative overview of the TDP process specifically addressing progress, and achievements of the Metropolitan Transportation Planning Process Coordination Program.

**Table 1: Requirements for TDP Annual Updates**

Item	Page number
Updated 10-year schedule of projects table	13, 16
Financial Plan with previous year removed and a new tenth year added	22, 23
List of Priority Projects	17
Any updated modifications to the previous year’s ten-year operating and capital program and extending this ten-year operating and capital program to a new tenth year	12-18
Brief narrative overview of the TDP process specifically addressing progress, and achievements of the Metropolitan Planning Process Coordination Program	19

### 1.2 Organization of Report

In addition to the present Introduction, this annual progress report includes the following sections:

**Section Two**, which describes the current Area Regional Transit Service and ridership over the past year.

**Section Three**, Implementation Program which updates and assesses the progress toward the goals and objectives from the 2025-2034 TDP Major Update based on the initiatives in 2024.

**Section Four**, Goals and Objectives – Performance Measures which provides a status update on each of the 2024 adopted TDP objectives.

**Section Five**, which provides an updated financial plan.



## 2.0 CURRENT TRANSIT SERVICE

As of July 1, 2020, MV Transportation is the public transit provider for St. Lucie County through a contract with the St. Lucie BOCC. St. Lucie County's Master contract with MV Transportation for Area Regional Transit (ART) services was set to expire in 2025. A Request for Proposals was issued in February 2025. Seven proposals were received for ART Transit services. In September 2025, MV Transportation was selected to continue as the operator for ART services which include fixed route, paratransit and microtransit.

### 2.1 Fixed Route Service

There are currently eight (8) fixed routes providing public transportation service in St. Lucie County. One route runs along US 1, two (2) routes operate circulator service in Fort Pierce, three (3) routes serve the Port St. Lucie area, one route connects with Indian River County, and one route operates as an express route between the Intermodal in Fort Pierce and the Intermodal at the Port St. Lucie Intermodal Center. Routes 1, 2, 3, 4, 5 and 6 operate from 6:00 a.m. to 8:00 p.m. Monday - Friday, Saturday from 8:00 a.m. to 12:00 p.m. and 1:00 p.m. to 4:00 p.m. Route 7 operates from 7:00 a.m. to 6:00 p.m. Monday - Friday only. Route 8 operates from 7:00 a.m. to 11:00 a.m. and 3:00 p.m. to 7:00 p.m. Monday - Friday. No service is provided on Sundays. All routes run at one-hour frequencies. Route 1 is scheduled to resume 30-minute frequencies in 2027.

The routes are described as follows:

#### **Route 1**

Route 1 operates along US 1 from the Fort Pierce Intermodal Center to the Treasure Coast Square Mall connecting with Martin County. This route connects with Routes 2, 3, 7, and 8 at the Fort Pierce Intermodal Center, Route 4 at US1 and SE Lyngate Dr., and Route 6 at Rio Mar and Prima Vista Crossings.

#### **Route 2**

Route 2, known as the "North Fort Pierce Residential," route provides service from Ave D to Juanita Avenue. This route connects with Routes 1, 3, 7, and 8 at the Fort Pierce Intermodal Center.

#### **Route 3**

Route 3, known as the "South Fort Pierce Business" route, provides service along Orange Avenue and Okeechobee Road. This route connects with Routes 1, 2, 7, and 8 at the Fort Pierce Intermodal Center.

#### **Route 4**

Route 4, provides service along Port St. Lucie Blvd to the eastern part of Port St. Lucie. This route connects with Route 1 at US1 and SE Lyngate Dr. and Routes 5, 6, and 8 at the Port St. Lucie Intermodal Center.

**Route 5**

Route 5, known as the “Port St. Lucie/Gatlin Blvd” route, provides service along Port St. Lucie Blvd west to Gatlin Blvd to Tradition. This route connects with Routes 4, 6, and 8 at the Port St. Lucie Intermodal Center. This route also stops at the Jobs Express Park and Ride.

**Route 6**

Route 6, known as the “Prima Vista/St. Lucie West Blvd” route, provides service along Prima Vista Blvd east and west to St. Lucie West Blvd to I-95. This route connects with Routes 4, 5, and 8 at the Port St. Lucie Intermodal Center and Route 1 at the Rio Mar and Prima Vista Crossings stops.

**Route 7**

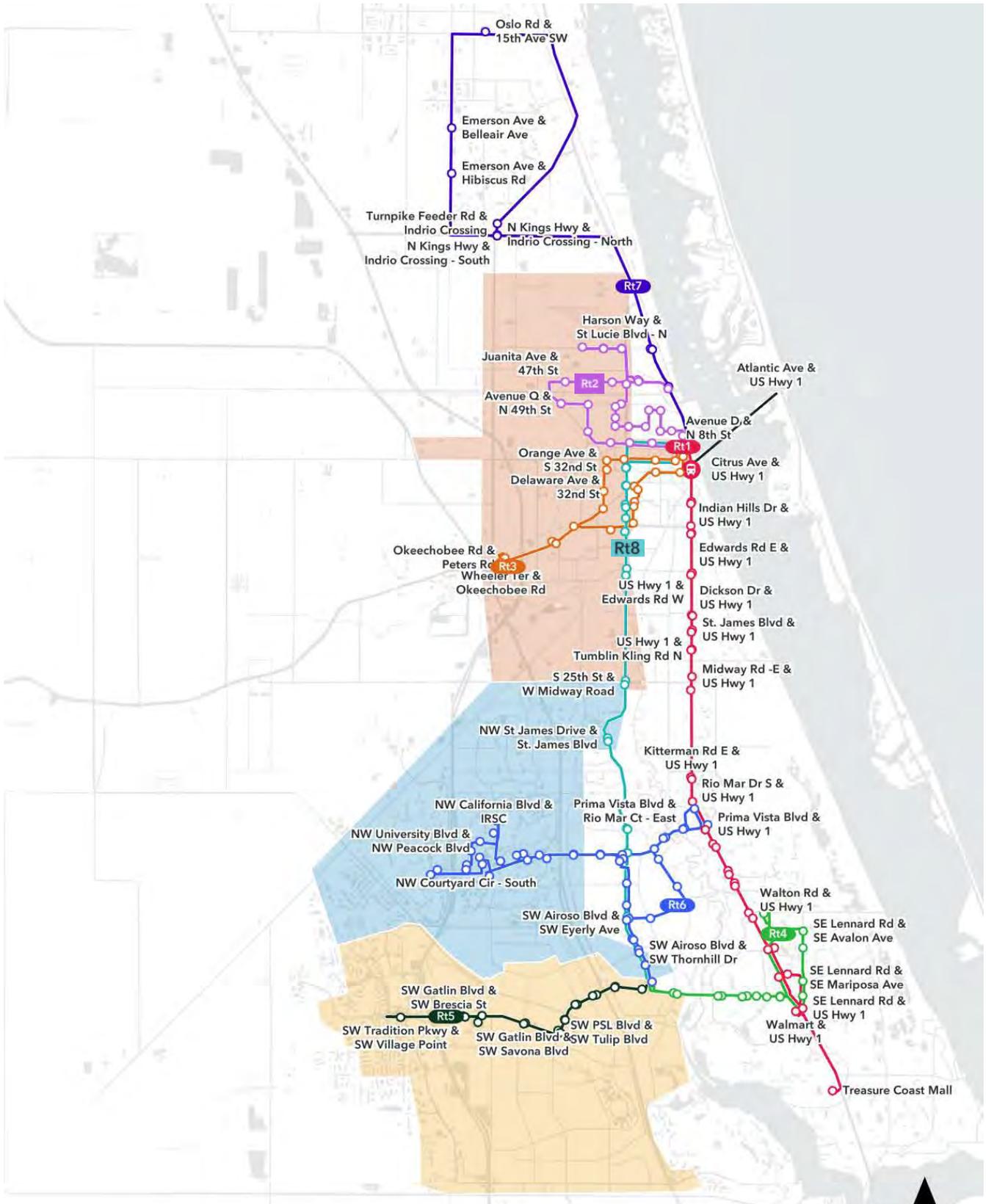
Route 7, known as the “Lakewood Park” route, connects with Indian River County at the Intergenerational Center. This route also connects with Route 1, 2, 3, and 8 at the Fort Pierce Intermodal.

**Route 8**

Route 8 is ART’s newest route and is referred to as the “25<sup>th</sup> Street/St. James/Airoso” express route. Presently, this route provides service between the Fort Pierce Intermodal and the Port St. Lucie Intermodal on Deacon Ave. near the Port St. Lucie Community Center. It operates Monday through Friday from 7:00 a.m. to 11:00 a.m. and from 3:00 p.m. to 7:00 p.m. This route also connects with Route 1, 2, 3, and 7 at the Fort Pierce Intermodal. This route connects with Routes 4, 5, and 6 at the Port St. Lucie Intermodal Center.

Figure 1 is a map of the current ART fixed route system and the microtransit zones.

Figure 1: Current Area Regional Transit System Map



## 2.2 Microtransit Service

“ART On-Demand” is a program providing microtransit service in three zones. Zone 1 is in the South Port St. Lucie/Gatlin Blvd. / Tradition area. Zone 2 is in the St. Lucie West, Torino area. Zone 3 is in Fort Pierce from Midway Rd. north to the Treasure Coast International Airport. This service provides door-to-door trips within three separate ten-mile areas and includes the Port St. Lucie Intermodal Facility where riders can connect with 4 different fixed routes. Riders can travel between zones 1 and 2 by booking a trip to one of three transfer points: the Port St. Lucie Intermodal Facility, The Bayshore Park and Ride, and the Jobs Express Park and Ride on SW Gatlin Blvd. Riders can also travel between zones 2 and 3 by booking a trip to the transfer point at the White City Park entrance or on Ralls Rd. Once a rider has reached one of these transfer points, they can then book a ride in the adjoining zone. Trips are scheduled and dispatched via an app, or they can be arranged via the phone. This service operates from 5:00 a.m. to 9:00 p.m. Monday - Friday, and 7:00 a.m. to 4:45 p.m. on Saturdays. Riders can easily schedule trips via the Rides on Demand app or through the ART dispatch center. Trips can be booked on demand or up to a day in advance. Figure 1 on the previous page shows the microtransit zones as highlighted areas on the map. Zone 1 is yellow, Zone 2 is blue and Zone 3 is orange.



## 2.3 Demand Response/Paratransit Service

Demand Response ADA paratransit and Transportation Disadvantaged (TD) service provide vital access to medical appointments, adult day care, nutrition sites, social, employment and recreational opportunities throughout St. Lucie County. This service operates from 6:00 a.m. to 8:00 p.m. Monday - Friday and from 8:00 a.m. to 4:00 p.m. Saturday, except holidays. The paratransit service is available to eligible TD and/or ADA paratransit eligible individuals in St. Lucie County. Riders must register with St. Lucie County for this service. Riders must complete an application for services and provide necessary eligibility documentation. This is a shared ride service that must be scheduled at least a day prior. Riders can schedule trips up to two weeks in advance. Area Regional Transit vehicles are all ADA accessible with either a ramp or a wheelchair lift.

## 2.4 Special Programs

### Direct Connect

The Direct Connect program began in 2017 to provide a supplementary service program for the transportation disadvantaged. Direct Connect provides demand-response transportation for trips to and from work, job training, school, and non-emergency healthcare. The program's service hours align with the County's public transit system to fill service gaps when regular transit services are not in operation. With the addition of Direct Connect to the traditional portfolio of transit services, county transportation disadvantaged residents now have twenty-four hours per day, seven days per week essential mobility service.

Direct Connect service is provided through third-party qualified contract carriers offering wheelchair accessible vehicles and conventional taxi service, or Uber for Business. Program clients can reserve trips on their own or, if needed, book trip reservations through the County CTC office.

### Advantage Ride

In 2020, the County developed and achieved competitive grant funding to deploy a new transportation service, Advantage Ride Treasure Coast. In March 2021, Advantage Ride merged with a similar program operated through Senior Resource Association (SRA) of Indian River County. In 2025 SRA in partnership with St. Lucie County received an Innovation and Service Development grant from the Florida Commission for the Transportation Disadvantaged (CTD) to continue the Advantage Ride program. The combined program is called the Treasure Coast Developmental Mobility Advantage Ride Program. The program is operated by SRA and St. Lucie County pays the match funds for the grant. This regional transportation program provides rides to qualified individuals with intellectual and developmental disabilities within St. Lucie, Martin, Indian River, and Okeechobee counties. The program supports greater access and cross-county mobility through on-demand, door-to-door, scheduled trips and has a reciprocity component allowing Martin, Indian River, and Okeechobee qualified riders the same services.

### Vanpool

This is St. Lucie County's newest service. The vanpool service offers alternative options for employees to get to work. Subsidies for the vanpools will be funded through St. Lucie County's grant from South Florida Commuter Services. St. Lucie County has contracted with Commute with Enterprise for this service. Commute with Enterprise and the Transit Department have been meeting with local employers to let them know about the availability of the service and we hope to have some vanpools up and running soon.

2.5 Analysis of Existing Service

Area Regional Transit ridership data is collected for the Federal Fiscal Year (FY) which coincides with the County Fiscal Year and begins on October 1st and ends on September 30th, each year. Table 2 shows the ridership for each of the fixed routes for FY24/25 as compared to FY23/24.

Table 2: Fixed Route Ridership for FY 2024/2025 (October 2024-September 2025)

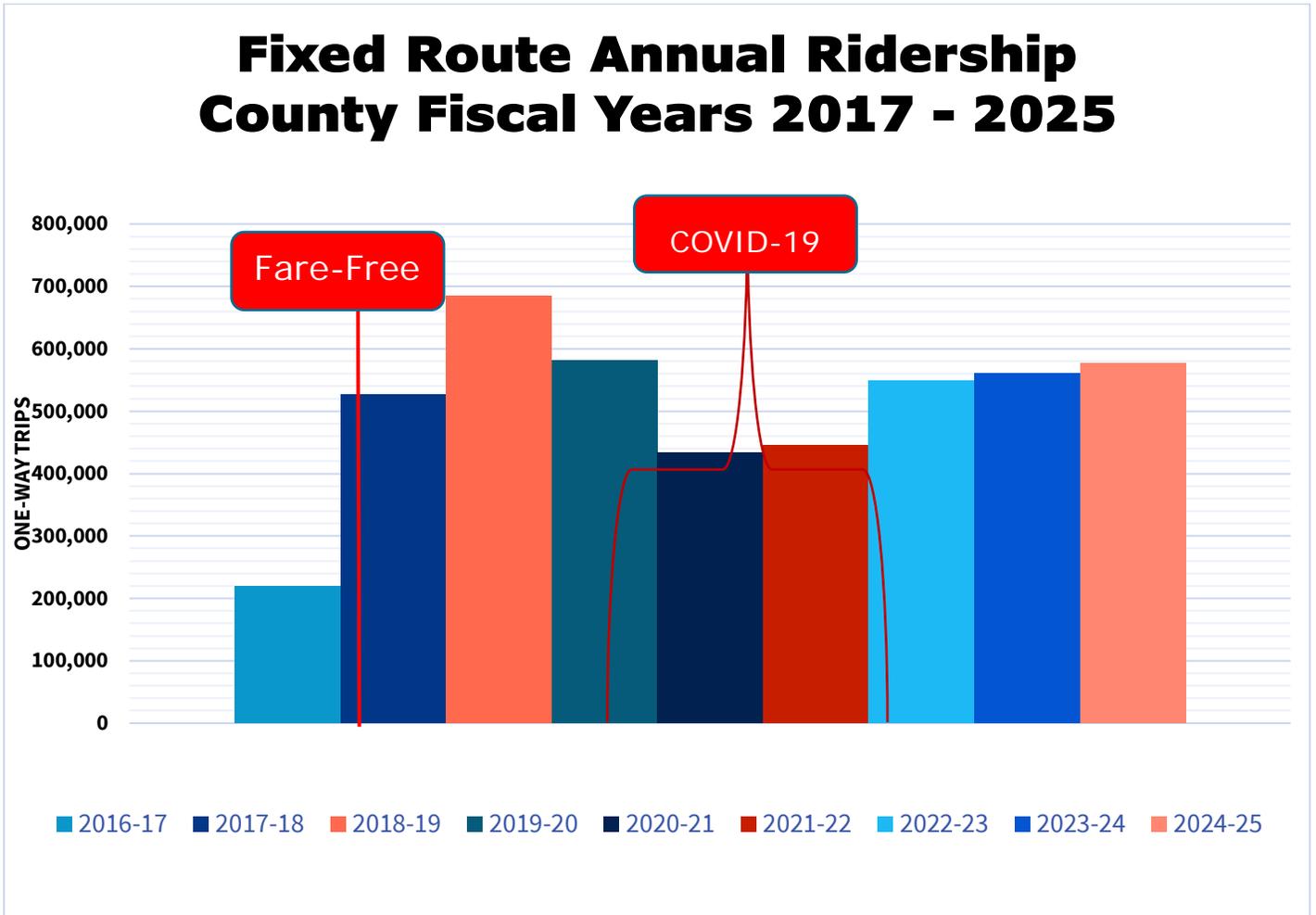
Route	FY24/25 Ridership	FY23/24 Ridership	Percent Change
1	185,334	186,088	-.4%
2	82,169	79,359	3.5%
3	114,774	112,771	1.8%
4	38,100	42,101	-9.5%
5	38,900	35,335	10.1%
6	63,710	61,018	4.4%
7	41,288	34,477	19.8%
8	12,028	8,086	49.8%
Total	576,303	559,235	3.1%

**Fixed Route Ridership**

Fixed route ridership has increased 3% since last fiscal year. The fixed route system has experienced an increase of 162% since the implementation of fare-free services. St. Lucie County has been operating fare-free service since September 2017. The grant from the FDOT which funded the fare-free system expired on August 31, 2020. Funding from the County was committed to continue fare-free service since September of 2020. Fare-free service continues to help increase ridership. This increased ridership factors into the formula funding received from the FTA and the FDOT. This increases the amount of grant funding thus offsetting the loss of revenue from fares. This also reduces administrative costs needed to collect fares, eliminates the need to purchase an electronic fare system, decreases the boarding time for all modes of service, and increases access for income constrained individuals.

Continued outreach and the system re-branding has helped to increase awareness of transit options in the county. Transit staff have participated in 26 outreach events this year and provided transit information to over 5,400 residents.

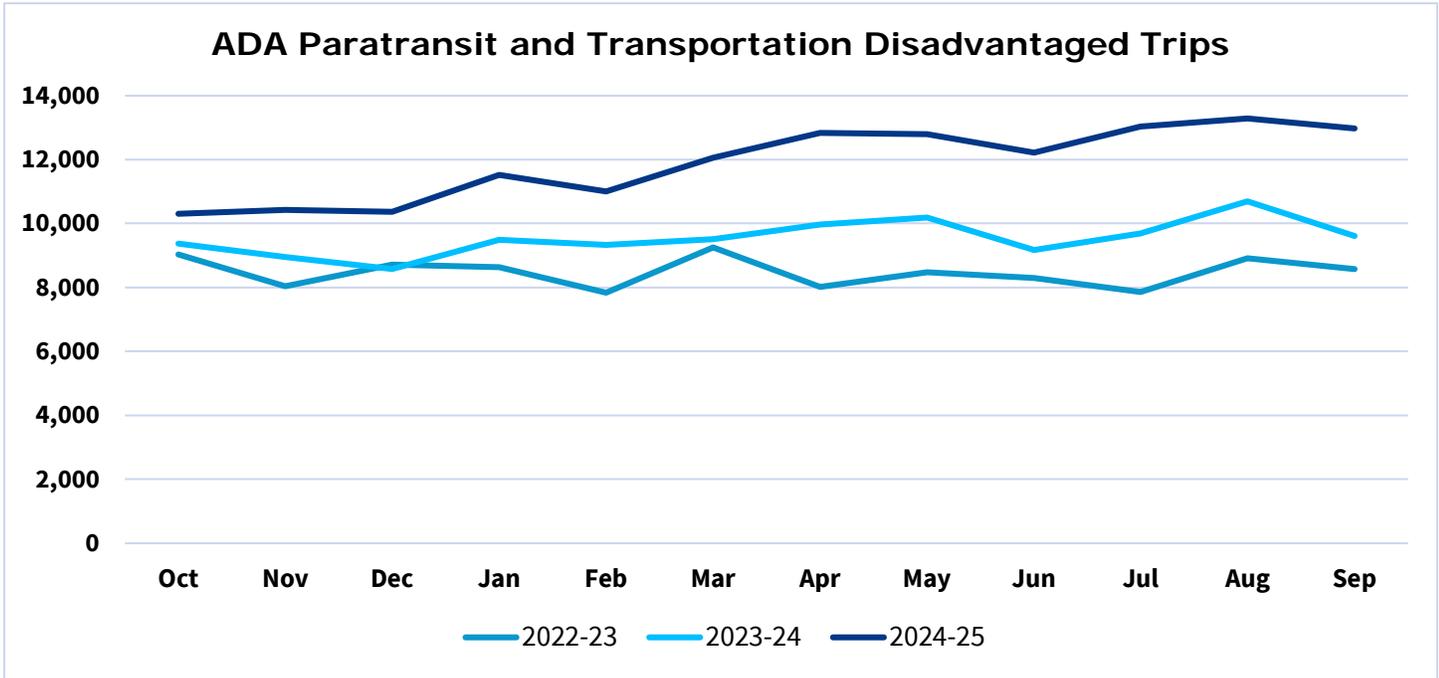
Figure 2: Fixed Route Ridership FY2017-FY2025



### Demand Response Ridership

The ADA paratransit and transportation disadvantaged services experienced a 25% year-over-year increase in unlinked passenger trips. The ADA paratransit services and transportation disadvantaged program provide door-to-door service for seniors and individuals with disabilities who are unable to use the fixed route service. This increase can be attributed to the continued population growth in the county. Availability of more cost-effective programs such as fixed route and microtransit will help manage the growth of these trips. Investments in upgraded software and combining all services under one software will help to make travel planning easier for riders to utilize the more cost-effective services.

Figure 3: Paratransit and TD Ridership FY2023-FY2025



**Microtransit Ridership**

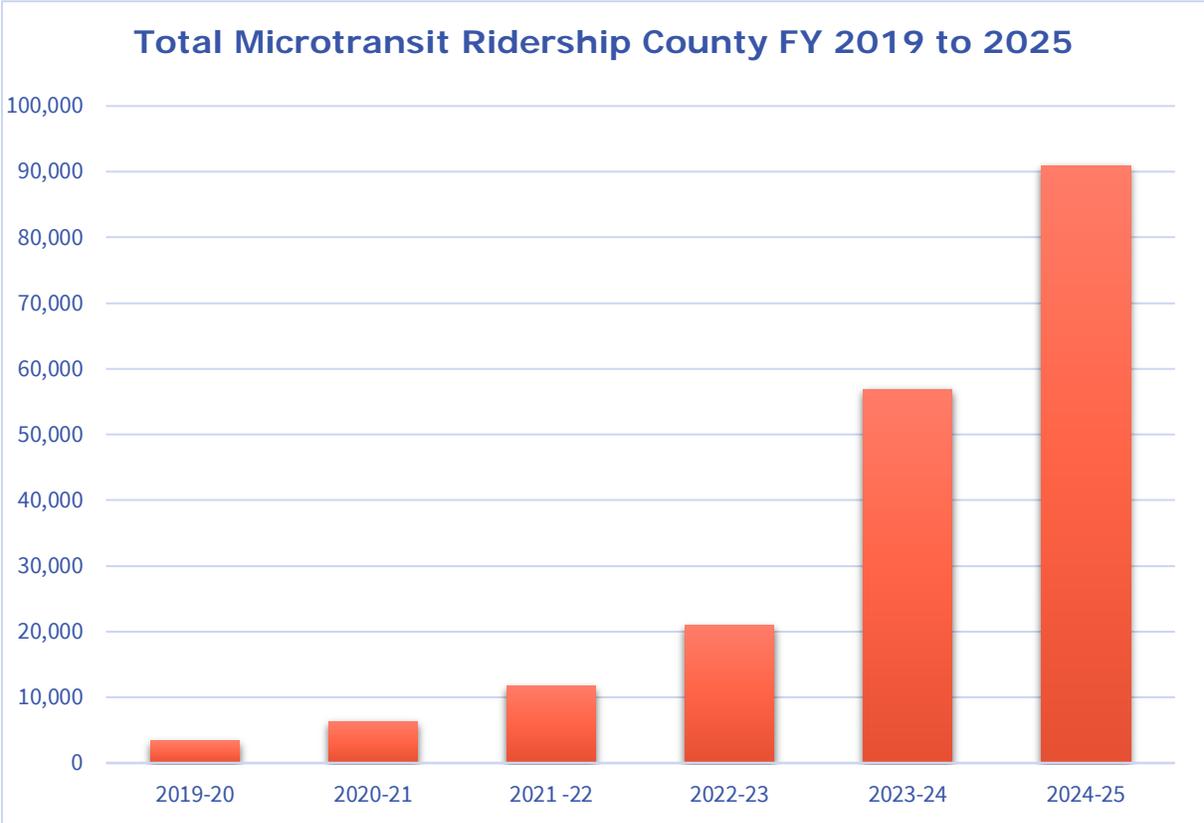
Ridership for this innovative service continues to increase. During fiscal year 24/25, the service generated a year-over-year increase of 60%. Currently the microtransit service provides over 7,500 trips monthly.

There are currently three zones of microtransit service in the western part of St. Lucie County. This shared ride service operates like other ride-hailing services, using a smartphone app, Rides on Demand, for scheduling and provides real-time updates. Service is available from 5AM to 9PM weekdays and Saturdays from 7AM to 4:45PM.

In September 2025, St. Lucie County transitioned to a new software for this program through TripSpark. The new app is called Rides on Demand. The same software through TripSpark is utilized for the paratransit service, allowing opportunities to co-mingle the services, utilizing resources more effectively to meet the growing demands without increasing the cost of the service.

St. Lucie County is planning to transition to new fixed route software through TripSpark which will allow use of one app for all modes of service. This will help riders to plan trips more easily and help direct riders to utilize microtransit to get to fixed routes for longer trips, making the system more efficient and cost-effective.

Figure 4: Microtransit Ridership FY2019-FY2025



**Direct Connect Trips**

The Direct Connect program saw an increase of 57% in ridership. The Direct Connect Program provides trips for after-hours work or secondary education, while the other trips are for critical medical appointments such as dialysis. St. Lucie County has seen a drastic increase in demand for transportation to early morning and later evening and weekend dialysis treatment with the influx of people moving to the county. This growing demand has caused an increase in cost for this program which is not sustainable without additional funding sources. Because of this St. Lucie County has applied for an Innovative Service Development Grant through the Florida Commission for the Transportation Disadvantaged to cover some of the costs for this ever-increasing need. The Direct Connect program provided over 29,000 rides in FY25.

**Advantage Ride Trips**

There was a slight decrease of about 6% in the amount of trips provided this past fiscal year due to SRA receiving a decreased amount of grant funding and the increased cost to provide trips. The Advantage Ride program provided over 37,000 trips during FY25.

## 3.0 IMPLEMENTATION PLAN

In the 2024 Reimagine Transit TDP major update, the recommended improvements were organized over the next ten years in the implementation plan (Tables 3 + 4). The Implementation Plan is utilized to inform the List of Priority Projects (LOPP) (Table 5), which guides resource allocations within the Transportation Improvement Program (TIP). Since the adoption of the 2024 Reimagine Transit TDP major update, three of the improvements have been implemented.

### 3.1 Service Improvements

#### **ART On Demand Zone 3**

The Central Fort Pierce ART on Demand, microtransit zone 3, was launched in July of 2024 ahead of schedule. This new zone stretches from the northern part of Port St. Lucie on Midway Road to the Treasure Coast International Airport, and Kings Highway east to 25<sup>th</sup> Street. This is an extension of the second microtransit zone in northern Port St. Lucie and is funded with an FDOT Service Development grant and local transit MSTU funds. This new zone offers connections to the previously existing ART on Demand zone, The Fort Pierce Intermodal, and the Fort Pierce Freebee Service.

#### **Port St. Lucie Express**

Express service from the Jobs Express Terminal Park and Ride on Gatlin Blvd to the West Palm Beach Intermodal began in September 2024. Palm Tran provides this commuter service on Monday through Friday with two runs in the morning and two in the evening. The service is funded with a grant from FDOT. The cost for the service is \$3 each way. Once riders reach West Palm Beach they can connect with other Palm Tran routes, Tri Rail or the Brightline. These coach style buses are wheelchair accessible and are equipped with Wifi, phone and laptop charging ports, reading lights, reclining seats and storage compartments for baggage.

Area Regional Transit has both fixed route and microtransit connections to the Jobs Express Terminal. Microtransit hours were expanded from 5AM to 9PM on weekdays to accommodate riders utilizing this service. Ridership for the Port St. Lucie Express has grown over the past year. Over the last three months the PSL Express averaged 66 boardings per day. This service has provided a total of 18,936 rides since it began.

On September 23, 2025, the PSL Express celebrated one year of service. Staff from the St. Lucie TPO, ART and SFCS organized a Birthday Bash to mark this momentous occasion. Even though the weather was rainy, approximately 60 members of the public and over ten partner agencies participated in this event, including Local Coordinating Board Member, Dalia Dillon. Staff were able to assist riders with their service questions. Thirty riders disembarked from the PSLX evening bus, showing the great need for this service.

## Vanpool

This is St. Lucie County's newest service. The vanpool service launched late in FY25. This program is funded through a grant from South Florida Commuter Services through the Florida Department of Transportation (FDOT). They worked with the Center for Urban Transportation Research (CUTR) to identify the benefits of the vanpool service and potential funding from Section 5307 formula funds from the Federal Transit Administration (FTA) to continue the program after the initial funding from FDOT expires. This service will be a great benefit for employees and local companies.

A Request for Proposals was issued in December 2024 to secure a vendor for the vanpool service. Commute with Enterprise was selected for the service and a contract was fully executed in July of 2025. Commute with Enterprise and the Transit Department have been meeting with local employers to let them know about the availability of the service.

Table 3: Implementation Plan Service Improvements

Project Status	Complete	In Progress	
Service Improvements	Funding status	Implementation year (FY)	TDP Goal/Objective
Central Fort Pierce ART On Demand	Funded	2025	1,2,5
Port St. Lucie Express	Funded	2025	1,2,3,5
30-minute Frequency on Route 1	Funded	2027	1,2,5
Streamline Route 7	Funded	2025	1,2,5
Extend Route 8	Funded	2025	1,2,5
Establish Vanpool	Funded	2025	1,2,5
South St. Lucie ART On Demand	Funded	2029	1,2,5
Add Sun. Service on Routes 1,2,3,and 4	Funded	2030	1,2,5
Indian River Estates ART On Demand	Funded	2031	1,2,5
Add Saturday Service on Route 8	Funded	2031	1,2,5
30-minute Frequency on Route 3	Funded	2033	1,2,5
North St. Lucie ART On Demand	Funded	2033	1,2,5
Extend Weekday Service Span to 10 PM	Funded	2034	1,2,5
Dual Enrollment Shuttle	Funded	2034	1,2,5
Downtown/Passenger Rail Station/Beach Shuttle	Funded	2034	1,2,5
Airport/College Express	Unfunded	Unfunded	1,2,5

## 3.2 Capital Improvements

### Equipment Replacement and Upgrades

St. Lucie County has also been working on Capital Improvements noted in the Implementation Plan. Since the adoption of the 2024 Reimagine Transit TDP, the Transit Department continues to retire vehicles that have met or exceeded their useful life and replace them with new vehicles. For this fiscal year, St. Lucie County received three new small buses for fixed route service and six new minivans for microtransit and paratransit service. St. Lucie County has four new large, fixed route buses and six smaller buses on order for delivery in 2026.

The Transit Department successfully upgraded the radio system for all transit vehicles in 2025. This will ensure that drivers and dispatch can communicate effectively.

On July 14, 2025 ART transitioned the paratransit software from RouteMatch to NovusDR from TripSpark. The new software has helped to automate scheduling and increase the efficiency of the paratransit service. The transition to the new software was seamless. In the future, this upgraded software will also allow riders to schedule trips and cancel trips through an online passenger portal.

On September 2, 2025, the microtransit software also transitioned from Via to NovusDR from TripSpark, with a new app called Rides on Demand. Having both microtransit and paratransit use the same software allows for comingling services in the future which can help to increase the efficiency of both services with no additional cost.

TripSpark also offers software for fixed route that can integrate with the paratransit and microtransit software. Once all three services are operated through TripSpark, riders will be able to utilize an intermodal trip planning app to plan trips and schedule services making it much easier to utilize all three modes of service. Additionally, this will direct riders to the more cost-effective fixed route service to help the ART system better accommodate all trips and increase the efficiency of both services with no additional cost.

### Port St. Lucie Intermodal/Passenger Area

The Port St. Lucie Intermodal Facility is located at 395 SE Deacon Avenue. This project will transform the current functional transit stop into a vibrant hub with covered seating, landscaping, and a small building with restrooms for riders and drivers. The final design for this facility has been completed, and construction should begin in 2026. The goal is to make the intermodal an enjoyable destination that will both serve existing riders and attract new ones.

Input was gathered from both the County and the City of Port St. Lucie prior to site plan submission. After approval, the next step will be to advertise a bid for construction. The county's transit department secured and allocated \$1.5 million for construction from FTA funds. St. Lucie County has also identified an additional \$1.5 million from FDOT for this project. The estimated total project cost is \$5.4 million. St. Lucie County is actively seeking additional funding opportunities to bring this project to completion.

## Operations and Maintenance Facility

As the region continues to experience a greater need for mobility options, the transit program must consolidate maintenance and administrative activities to a centralized location. Currently, transit services are spread across multiple facilities. Transit operations, administration, vehicle parking and privately operated fleet maintenance are all conducted at different sites. The new facility would consolidate all of these transit functions at one site.

St. Lucie County is currently in the final design phase for a new transit operations and maintenance center. Thirty percent of the design has been completed. Currently the project has secured an estimated \$7.9 million of funding. This funding does not include the value of the land. The total project cost is estimated at \$35 million. While St. Lucie County has not completely funded the project, we continue to pursue various funding opportunities that the project could qualify for. Opportunities include Federal FTA 5339 grants, and Federal appropriations.

The timing of the facility will depend on when the county can secure additional funding. At present, St. Lucie County has committed a local match of \$6.48 million, which includes \$230,000 from the St. Lucie County general fund, and \$6.25 million from county capital funds. There is also \$1.4 million set aside in Section 5307 Coronavirus Aid, Relief, and Economic Security (CARES) Act funding through the Federal Transit Administration. Together, there are currently \$7.9 million in secured funds, amounting to an estimated 19% of the total project cost.



**Expand Transit Marketing and Education Program**

The Transit Department has been consistently promoting transit at outreach events and working with the St. Lucie County Communications Department on projects to get the word out about Transit Options in St. Lucie County. This year Transit staff participated in 26 outreach events and provided information to more than 5,400 residents. The goal is to make sure that residents and visitors are aware of the quality of transportation services available to them. These efforts have helped to increase overall ridership by 10% this past year. The Communications Department has assisted with press releases about transit grants, which have also helped to showcase the transit services available throughout the county. In the coming year Transit has planned a targeted education campaign with the help of the Communications Department and South Florida Commuter Services to promote Routes 5 and 6 in Port St. Lucie. This campaign will include door-to-door visits to businesses, mailers to residents, Spotify ads and surveys.

**Bus Stop/Shelter Improvements**

St. Lucie County’s Transit Department is currently working with the City of Fort Pierce and the City of Port St. Lucie to install bus shelters at several different locations throughout the cities. A total of 17 shelters have been purchased and are ready for installation. Additionally, The Transit Department is working to purchase more shelters later this year.

Table 4: Implementation Plan Capital Projects

Project Status	Complete	In Progress	
Capital Improvements	Funding status	Implementation year (FY)	TDP Goal/Objective
Bus Stop/Shelter Improvements	Funded	2025-2027	1,2,3,4,5
Port St. Lucie Intermodal	Partially Funded	2025-2027	1,2,3,4,5
Operations and Maint. Facility	Partially Funded	2025-2029	1,2,3,4,5
Fare Policy/Structure Evaluation Study	Funded	2027	1,2
Expand Transit Marketing/Education Program	Funded	2026	1,2,3,5
TSP	Funded	2026-2033	1,2,3,4,5
Queue Jumps	Funded	2026-2033	1,2,3,4,5
Wi-Fi on Buses	Funded	2027-2034	1,2,3,5

Table 5: 2025/26 LOPP Adopted 6/4/25

## Transit Projects

2025/26 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP <sup>1</sup> or TDP <sup>2</sup> ?	Estimated Cost <sup>3</sup>	2024/25 Priority Ranking
1	Port St. Lucie Intermodal Hub	Phase 1 completed in 2013 - Location is in need of an upgrade. Serves as connection point to four routes and Zones 1 and 2 Micro-Transit Service	Capital	Yes	\$5,000,000	1
2	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan <sup>4</sup>	Capital	Yes	\$650,000- \$2,200,000	2
3	Transit Operations Center	Centralized operations and maintenance facility to serve the transit system fleet	Capital	Yes	\$35,000,000	4
4	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	\$500,000	5
5	Van Pool Service	Provide Van Pool Service for St. Lucie County residents to St. Lucie County employers	Operating	Yes	\$250,000	6
6	Micro-Transit Zone 3	Continue the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to the Western Fort Pierce Area	Capital & Operating	Yes	\$325,000-\$450,000	3
7	Micro-Transit Zone 1	Sustain service levels in the Tradition/Gatlin Boulevard area beyond expiration of the previous FDOT Service Development Grant	Capital & Operating	Yes	\$325,000-\$450,000	7
8	Micro-Transit Zone 2	Sustain the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to the Torino Boulevard area to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years	Capital & Operating	Yes	\$325,000-\$450,000	9
9	Lakewood Park Regional Route 7	Continue Lakewood Park Regional Route 7 with connection to Indian River County	Operating	Yes	\$300,000	NR <sup>5</sup>
10	Expand Local Services	Improve frequency to 30 minutes on high performing routes	Operating	Yes	\$800,000	10
11	Express Route Bus Service	Continue to connect the Port St. Lucie and Fort Pierce Intermodal Hubs and connect the Jobs Express Terminal	Capital & Operating	Yes	\$400,000	11
12	Jobs Express Terminal Regional Service	Continue regional bus service to West Palm Beach with express commuter services	Operating	Yes	\$460,500	12
13	Micro-Transit Fort Pierce	Continue expansion of Freebee services in City of Fort Pierce and continue to provide transportation in transit deserts throughout the County	Capital & Operating	Yes	\$535,000	8

<sup>1</sup>LRTP: *SmartMoves 2045 Long Range Transportation Plan, February 2021*<sup>2</sup>TDP: *Reimagine Transit, St. Lucie County FY 2025-FY 2034 Transit Development Plan Major Update, September 2024* <sup>3</sup>Source of Estimated Cost: St. Lucie County Transit Staff, February 2025, unless otherwise noted<sup>4</sup>*Transit Asset Management Plan, November 2024*<sup>5</sup>NR: Not Ranked

### 3.3 Future Improvements

Additional Service improvements are proposed in later years of the TDP's 10-year program. Looking ahead to the future with eight current fixed routes, Transit is far from being able to cover all of St. Lucie County. The Transit Department continues to look for innovative solutions to provide service to the entire county in a cost-effective manner. Currently all ART fixed route buses operate with one-hour headways. As the service is gaining popularity and ridership is increasing, there is a need to increase the frequency of certain routes with high ridership. Since Route 1 has the highest ridership, this route will be the first route to increase frequency to every 30 minutes. A target start date for this is 2027.

Route 8 is currently an express route which runs between the Fort Pierce Intermodal Facility and the Port St. Lucie Intermodal Facility. The Transit Development Plan includes combining this route with Route 5 which covers Southwestern Port St. Lucie. This would make a direct route from Fort Pierce to Southwest Port St. Lucie and Tradition. The Transit Department will be exploring options for this combined route in the coming year.

Transportation for employees to get to work during early morning or late shift hours and on the weekends often comes up as a problem in our area. Currently ART fixed route buses operate between the hours of 6AM and 8PM on Monday through Friday and from 8AM to 4PM on Saturday. The three ART microtransit zones operate between the hours of 5AM and 9PM on Monday through Friday and on Saturday from 7AM to 4:45PM. There is currently no service on Sundays. To address this concern the extended hours for fixed routes are planned in the future when additional funding becomes available.

Microtransit has helped provide access to a larger area at a cost that is less than the traditional fixed route. The vehicles used for microtransit do not require a CDL which is a big help in recruiting drivers. Microtransit is very popular as many people do not want to walk to the bus stops in the Florida heat or rain. Microtransit gives them an opportunity to travel within the zone or connect to a fixed route. This also allows ART to provide coverage to more areas at a lower cost. Currently there are three microtransit zones in the western part of Port St. Lucie and central Fort Pierce. The goal is to add additional zones to areas that currently have no access to the fixed route. Additional zones will be added as funding becomes available. The next zone is tentatively planned for 2029.

The opportunities listed above are subject to funding availability, coordination with partners, and approval from the Board of County Commissioners.

### 3.4 Partnerships

Commuters who regularly carpool, vanpool, ride transit, walk, or bike to and from work/school instead of driving alone are eligible for SFCS's Guaranteed Ride benefits. This program provides commuters with a specified number of annual free and reliable rides home via Uber/Lyft or taxicab when unplanned issues arise that require the commuter to return

home immediately. South Florida Commuter Services has also been instrumental in helping ART to market new services such as microtransit and to increase awareness of existing services. The Transit Department will continue to work closely with SFCS on future marketing campaigns.

**3.5 Coordination with St. Lucie Transportation Planning Organization (TPO)**

Federal Law requires the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) to jointly certify the transportation planning processes of the St. Lucie TPO every four years. During its most recent review, the Federal Review Team commended the TPO and County Transit Department for their strong partnership. The coordination resulting from this partnership was described as embodying the intent of a continuing, cooperative, and comprehensive planning process, as evidenced by the TPO providing funding support and staff resources towards the development of the County's Transit Development Plan (TDP). The Federal Review Team further commended the TPO and transit agency for working together to establish multi-modal mobility strategies.

St. Lucie County has worked closely this past year with the TPO to update projects in the TIP, the LOPP and the UPWP. Transit staff have also coordinated with the TPO on the new Long Range Transportation Plan.

**4.0 Goals & Objectives for FY26**

An assessment of St. Lucie County's objectives that support the agency's goals pertaining to transit services, as outlined in the FY 2025-2034 TDP, was conducted as part of this progress report. The results are summarized in Table 5. No changes to the goals and objectives are recommended at this time.

Goal	Assessment
<b>Goal 1: Provide an effective, efficient, safe, and convenient public transit service that meets the mobility needs of the County.</b>	
<u>Objective 1.1:</u> Increase the number of one-way, fixed-route passenger trips by an average of five percent annually.	<ul style="list-style-type: none"> <li>• Passenger trips increased 3% from FY2024 to FY2025.</li> </ul>
<u>Objective 1.2:</u> Maintain service reliability and on-time performance.	<ul style="list-style-type: none"> <li>• Per 2025 National Transit Database data, there were more than 8,000 miles between mechanical failures - an improvement over last year's performance. The overall on time performance is at 81%</li> </ul>
<u>Objective 1.3:</u> Develop a system-wide performance monitoring program.	<ul style="list-style-type: none"> <li>• Regular transit performance reports to BOCC through the County's Clear Point Strategy.</li> <li>• Currently, transit staff transmit annual Mass Transit Municipal Service Taxing Unit (MSTU) reports to all stakeholders based on the performance during the County fiscal year.</li> </ul>
<u>Objective 1.4:</u> Form partnerships with public and private entities to develop	<ul style="list-style-type: none"> <li>• Implemented microtransit service with technology and community partners and contracted with a new software provider, TripSpark Technologies to</li> </ul>

Goal	Assessment
<p>innovative services and technology programs and pilot projects.</p>	<p>continue to enhance this program, as well as integrate with other services.</p> <ul style="list-style-type: none"> <li>Coordinated with South Florida Commuter Services for the vanpool service, marketing campaigns and the Guaranteed Ride Home program.</li> <li>Coordinated with Palm Tran regarding local transit support of Palm Tran’s PSL express bus service from the Jobs Express Terminal.</li> </ul>
<p><u>Objective 1.5:</u> Improve accessibility to transit services and facilities.</p>	<ul style="list-style-type: none"> <li>Implementing stop improvements with FTA funding with extensive stakeholder input.</li> </ul>
<p><b>Goal 2: A financially efficient and affordable transit service.</b></p>	
<p><u>Objective 2.1:</u> Maintain cost efficiencies and financial stability.</p>	<ul style="list-style-type: none"> <li>Obtained new software to increase efficiency of Demand Response and Microtransit service.</li> <li>Replacing vehicles past their useful life to reduce ongoing maintenance costs.</li> </ul>
<p><u>Objective 2.2:</u> Identify and evaluate additional opportunities to enhance revenue.</p>	<ul style="list-style-type: none"> <li>Submitted competitive grant applications for additional funding.</li> <li>Applied for the Bus &amp; Bus Facilities Competitive 5339 Grant for St. Lucie County’s future Transit O&amp;M Facility.</li> </ul>
<p><b>Goal 3: Enhance visibility of ART in the community through marketing and education efforts.</b></p>	
<p><u>Objective 3.1:</u> Achieve regional and local support of transit initiatives.</p>	<ul style="list-style-type: none"> <li>Working with Communications Department for new grants press release.</li> <li>Working with SFCS on marketing campaigns for microtransit zones and fixed route service.</li> <li>Meeting with local employers to increase awareness of ART services and new vanpool program.</li> </ul>
<p><u>Objective 3.2:</u> Implement a marketing plan.</p>	<ul style="list-style-type: none"> <li>Working with Communications Department on tasks/strategies to promote ART.</li> </ul>
<p><u>Objective 3.3:</u> Support and participate in local and regional economic development and transportation planning efforts.</p>	<ul style="list-style-type: none"> <li>Meeting with EDC and local businesses to promote transit and identify possible changes to improve the system for riders to get to work.</li> <li>Attend TPO meetings and participate in planning meetings with localities and TPO.</li> </ul>
<p><b>Goal 4: Transit supportive land use and policies.</b></p>	
<p><u>Objective 4.1:</u> Review/update local development codes to enhance the ability to fund and develop new transit options in growing areas.</p>	<ul style="list-style-type: none"> <li>Transit MSTU was raised in FY24 to provide additional dedicated Transit funding.</li> <li>Attend Development Review Committees to address the needs of transit for existing and future major projects will be prioritized in the future years.</li> </ul>

Goal	Assessment
<b>Goal 5: Maximize the efficiency of the public transit system.</b>	
<p><u>Objective 5.1:</u> Reduce ART's fuel costs</p>	<ul style="list-style-type: none"> <li>• Purchased smaller vehicles for fixed routes with low ridership.</li> </ul>
<p><u>Objective 5.2:</u> Evaluate bicycle storage at major transfer centers/park-and-ride facilities and ensure all bicycle racks on buses are able to carry the maximum capacity</p>	<ul style="list-style-type: none"> <li>• Discussed bike racks with bus manufacturer to ensure new buses have maximum capacity.</li> <li>• New covered bike shelter has been purchased for Port St. Lucie Intermodal to be installed when new facility is built.</li> </ul>

#### 4.1 Coordination with Other Plans

St. Lucie County will also continue to coordinate with relevant plans from regional transit agencies as well as State and Federal entities. Ensuring consistency with such Federal, State, and regional plans and priorities, in addition to local plans, should continue to be one of St. Lucie County's primary focuses in the upcoming year.

## 5.0 Updated Financial Plan

Table 5 presents the updated 10-Year Financial Plan for FYs 2026-2035.

Capital and operating costs and revenues for FY 2026 are consistent with the proposed FY 2026 budget, as provided by St. Lucie County staff.

Operating revenues for FY 2026 include \$4,919,164 in MSTU funding rollover from FY 2025 and \$4,908,122 for capital funds rolled over. From FY 2026 to FY 2035, Federal, State, and local Mass Transit Municipal Service Taxing Unit (MSTU) funds were assumed to be consistent with what is in the *Reimagine Transit 2025-2034 TDP Major Update*.

The total operating and capital costs for the 10-Year period are approximately \$328 million, while the total revenues for the 10-year period equal approximately \$307 million, yielding an approximately \$21 million deficit if all the new services outlined in the plan are added. In the initial years, the budget includes several types of funding in the rollover line item. These funding sources are due to varying differences in grant life cycles, as well as the differences in the fiscal years at the Federal/State/local levels. In later years, since some funding sources are not reasonably expected, there appear to be deficits and no surpluses for rollovers.

A number of strategies to reduce these deficits are under consideration, including additional funding contributions from different sources such as competitive grants, partnerships with other agencies, businesses and localities. Formula grant funding has been calculated with low increases due to the past few years of data. Previously formula grant funding was increasing at a higher rate. This could make up some of the deficit. St. Lucie County will also explore different options for increased funding.

Table 7: Ten Year Financial Plan

Cost/Revenue	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
<b>Operating</b>											
<b>Operating Costs</b>											
Existing Fixed-Route	\$3,192,283	\$3,354,913	\$3,522,659	\$3,698,792	\$3,883,732	\$4,077,918	\$4,281,814	\$4,495,905	\$4,720,700	\$4,956,735	\$40,185,451
Existing ART On-Demand (Zone 1 and 2)	\$1,854,526	\$2,279,217	\$2,388,932	\$2,512,381	\$2,644,363	\$2,803,025	\$2,971,206	\$3,149,479	\$3,338,447	\$3,538,754	\$27,480,330
Paratransit	\$5,847,484	\$6,132,907	\$6,720,268	\$7,402,092	\$8,159,045	\$8,974,950	\$9,872,444	\$10,859,689	\$11,945,658	\$13,140,224	\$89,054,760
Advantage Ride	\$150,000	\$153,000	\$156,060	\$159,181	\$162,365	\$165,612	\$168,924	\$172,303	\$175,749	\$179,264	\$1,642,458
Direct Connect	\$750,000	\$600,000	\$612,000	\$624,240	\$636,725	\$649,459	\$662,448	\$675,697	\$689,211	\$702,996	\$6,602,776
Purchased Transportation Staffing and Maintenance	\$2,886,212	\$3,035,983	\$3,057,212	\$3,163,193	\$3,288,446	\$3,478,880	\$3,680,602	\$3,894,287	\$4,120,651	\$4,360,450	\$34,965,916
Software	\$150,875	\$143,247	\$168,589	\$177,594	\$187,139	\$205,852	\$226,438	\$249,082	\$273,989	\$301,389	\$2,084,194
Other Operating Expenses	\$929,742	\$976,229	\$1,025,041	\$1,076,293	\$1,130,108	\$1,186,613	\$1,245,944	\$1,308,241	\$1,373,653	\$1,442,335	\$11,694,199
New Vanpool Program	\$50,000	\$55,000	\$60,500	\$66,550	\$73,205	\$80,526	\$88,578	\$97,436	\$107,179	\$117,897	\$796,871
New Art On-One Demand Microtransit	\$491,550	\$604,089	\$633,168	\$665,888	\$1,041,737	\$1,485,841	\$2,362,488	\$2,504,237	\$3,539,321	\$3,751,681	\$17,080,000
30-minute Frequency on Route 1	\$0	\$689,498	\$723,973	\$760,172	\$798,180	\$838,089	\$879,994	\$923,993	\$970,193	\$1,018,703	\$7,602,794
Extended Route 8	\$0	\$186,373	\$190,473	\$194,664	\$198,946	\$203,323	\$207,796	\$212,368	\$217,040	\$221,815	\$1,832,797
Sunday Service on Routes 1,2,3,&4	\$0	\$0	\$0	\$0	\$196,394	\$206,214	\$216,524	\$227,351	\$238,718	\$250,654	\$1,335,855
Add Saturday Service on Route 8	\$0	\$0	\$0	\$0	\$0	\$125,067	\$131,320	\$137,886	\$144,781	\$152,020	\$691,074
30-minute Frequency on Route 3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$620,152	\$651,160	\$683,718	\$1,955,029
Extend Weekday service to 10PM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$641,634	\$673,716	\$1,315,350
Dual Enrollment Shuttle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$641,634	\$673,716	\$1,315,350
Downtown/Rail Station/Beach Shuttle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$773,511	\$773,511
<b>Total Operating Costs</b>	<b>\$16,302,672</b>	<b>\$18,210,456</b>	<b>\$19,258,875</b>	<b>\$20,501,039</b>	<b>\$22,400,384</b>	<b>\$24,481,368</b>	<b>\$26,996,521</b>	<b>\$29,528,105</b>	<b>\$33,789,717</b>	<b>\$36,939,576</b>	<b>\$248,408,715</b>
<b>Capital Costs</b>											
New Vehicles	\$1,272,352	\$0	\$385,000	\$0	\$655,000	\$0	\$710,000	\$1,214,404	\$3,650,799	\$800,000	\$8,687,555
Replacement Vehicles	\$2,484,521	\$1,960,000	\$1,775,000	\$1,974,829	\$1,570,000	\$960,000	\$1,501,600	\$851,760	\$1,616,936	\$978,630	\$15,673,276
<b>Vehicles</b>	<b>\$3,756,873</b>	<b>\$1,960,000</b>	<b>\$2,160,000</b>	<b>\$1,974,829</b>	<b>\$2,225,000</b>	<b>\$960,000</b>	<b>\$2,211,600</b>	<b>\$2,066,164</b>	<b>\$5,267,735</b>	<b>\$1,778,630</b>	<b>\$24,360,831</b>
Planning Studies	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$450,000
Transit Fare & Financial Study	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
Technology Upgrades	\$825,000	\$22,000	\$24,200	\$26,620	\$29,282	\$32,210	\$35,431	\$38,974	\$42,872	\$47,159	\$1,123,748
New and existing Bus Stop/Shelter Improvements	\$275,000	\$302,500	\$332,750	\$366,025	\$402,628	\$442,890	\$487,179	\$535,897	\$589,487	\$648,436	\$4,382,792
O-M Facility	\$1,627,600	\$2,000,000	\$17,000,000	\$14,500,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$37,127,600
PSL Intermodal Facility	\$1,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000
Expand Transit Marketing /Education Program	\$208,919	\$213,527	\$218,236	\$223,049	\$227,968	\$232,996	\$476,269	\$486,773	\$995,018	\$1,014,918	\$4,297,673
TSP	\$104,460	\$106,763	\$0	\$0	\$0	\$0	\$59,534	\$60,847	\$0	\$0	\$331,604
Queue Jumps	\$626,757	\$640,580	\$0	\$0	\$0	\$0	\$357,202	\$365,080	\$0	\$0	\$1,989,619
Wi-Fi on Buses	\$0	\$0	\$100,000	\$27,279	\$28,496	\$29,125	\$29,767	\$30,423	\$31,094	\$31,778	\$307,962
<b>Other Capital and Policy</b>	<b>\$5,167,736</b>	<b>\$7,285,370</b>	<b>\$17,975,186</b>	<b>\$15,342,973</b>	<b>\$2,688,374</b>	<b>\$737,221</b>	<b>\$1,445,382</b>	<b>\$1,517,995</b>	<b>\$1,908,471</b>	<b>\$1,742,291</b>	<b>\$55,810,999</b>
<b>Total Capital Costs</b>	<b>\$8,924,609</b>	<b>\$9,245,370</b>	<b>\$20,135,186</b>	<b>\$17,317,802</b>	<b>\$4,913,374</b>	<b>\$1,697,221</b>	<b>\$3,656,982</b>	<b>\$3,584,159</b>	<b>\$7,176,206</b>	<b>\$3,520,921</b>	<b>\$80,171,830</b>
<b>Revenues</b>											
<b>Local Operating Funds</b>											\$0
MSTU	\$11,350,747	\$11,550,747	\$11,781,762	\$12,017,397	\$12,257,745	\$12,502,900	\$12,752,958	\$13,008,017	\$13,268,178	\$13,533,541	\$124,023,992
MSTU Reserves	\$4,919,164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,919,164
County General Fund	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
South Florida Commuter Services	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
<b>Federal Funds</b>											\$0
Supergrant - 5307	\$3,484,000	\$3,832,400	\$4,215,640	\$4,637,204	\$5,100,924	\$5,611,017	\$6,172,119	\$6,789,330	\$7,468,263	\$8,215,090	\$55,525,987
5310 Operating	\$0	\$400,383	\$408,391	\$416,558	\$424,890	\$433,387	\$442,055	\$450,896	\$459,914	\$469,112	\$3,905,587
5311	\$105,098	\$107,200	\$109,344	\$111,531	\$113,761	\$116,037	\$118,357	\$120,725	\$123,139	\$125,602	\$1,150,794
<b>State Funds</b>											\$0
FDOT Corridor Grant	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
FDOT Block Grant	\$1,035,623	\$1,056,335	\$1,077,462	\$1,099,011	\$1,120,992	\$1,143,411	\$1,166,280	\$1,189,605	\$1,213,397	\$1,237,665	\$11,339,783
FDOT Service Dev. - Micro-Transit Zone 2 &3	\$206,176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$206,176
FCTD Trip and Equipment	\$706,225	\$720,350	\$734,756	\$749,452	\$764,441	\$779,729	\$795,324	\$811,231	\$827,455	\$844,004	\$7,732,967
FCTD ISD Grant	\$202,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,500
FDOT Service Dev. - New Micro Zones	\$0	\$0	\$0	\$0	\$350,434	\$371,460	\$787,496	\$417,373	\$884,830	\$464,536	\$3,276,128
<b>Other Revenues</b>											\$0
Clear Channel Advertising	\$65,000	\$66,300	\$67,626	\$68,979	\$70,358	\$71,765	\$73,201	\$74,665	\$76,158	\$77,681	\$711,732
Interest on Investments	\$20,000	\$20,400	\$20,808	\$21,224	\$21,649	\$22,082	\$22,523	\$22,974	\$23,433	\$23,902	\$218,994
<b>Total Operating Revenues</b>	<b>\$22,644,533</b>	<b>\$17,754,115</b>	<b>\$18,415,789</b>	<b>\$19,121,356</b>	<b>\$20,225,194</b>	<b>\$21,051,789</b>	<b>\$22,330,513</b>	<b>\$22,884,815</b>	<b>\$24,344,768</b>	<b>\$24,991,133</b>	<b>\$213,763,805</b>
<b>Capital Revenues</b>											
General Fund 316	\$4,222,608	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,222,608
General Fund 316 Reserves	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
MSTU - Buildings	\$53,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,250
FTA Super Grant (5307 & 5339)	\$2,306,670	\$2,537,337	\$2,791,071	\$3,070,178	\$3,377,196	\$3,714,915	\$4,086,407	\$4,495,047	\$4,944,552	\$5,439,007	\$36,762,379
FTA/5310 vehicle grant	\$1,050,954	\$350,000	\$0	\$350,000	\$0	\$0	\$400,000	\$0	\$0	\$450,000	\$2,600,954
FDOT Intermodal Grant	\$1,188,982	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,188,982
FTA 5307 CARES Act Grant	\$2,194,553	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,194,553
Capital Funds Rolled Over	\$4,908,122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,908,122
New Local or Grant Funds Needed	\$0	\$39,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,500,000
<b>Total Capital Revenues</b>	<b>\$17,925,139</b>	<b>\$42,387,337</b>	<b>\$2,791,071</b>	<b>\$3,420,178</b>	<b>\$3,377,196</b>	<b>\$3,714,915</b>	<b>\$4,486,407</b>	<b>\$4,495,047</b>	<b>\$4,944,552</b>	<b>\$5,889,007</b>	<b>\$93,430,848</b>
<b>All Revenues</b>	<b>\$40,569,672</b>	<b>\$60,141,452</b>	<b>\$21,206,860</b>	<b>\$22,541,534</b>	<b>\$23,602,389</b>	<b>\$24,766,704</b>	<b>\$26,816,719</b>	<b>\$27,379,862</b>	<b>\$29,289,320</b>	<b>\$30,880,140</b>	<b>\$307,194,653</b>
<b>10-Year Cost &amp; Revenue Summary</b>											
<b>Total Revenues</b>	<b>\$40,569,672</b>	<b>\$60,141,452</b>	<b>\$21,206,860</b>	<b>\$22,541,534</b>	<b>\$23,602,389</b>	<b>\$24,766,704</b>	<b>\$26,816,719</b>	<b>\$27,379,862</b>	<b>\$29,289,320</b>	<b>\$30,880,140</b>	<b>\$307,194,653</b>
<b>Total Costs</b>	<b>\$25,227,281</b>	<b>\$27,455,826</b>	<b>\$39,394,061</b>	<b>\$37,818,841</b>	<b>\$27,313,758</b>	<b>\$26,178,589</b>	<b>\$30,653,504</b>	<b>\$33,112,263</b>	<b>\$40,965,923</b>	<b>\$40,460,497</b>	<b>\$328,580,545</b>
<b>Revenue Minus Costs</b>	<b>\$15,342,391</b>	<b>\$32,685,626</b>	<b>-\$18,187,201</b>	<b>-\$15,277,307</b>	<b>-\$3,711,369</b>	<b>-\$1,411,885</b>	<b>-\$3,836,785</b>	<b>-\$5,732,401</b>	<b>-\$11,676,603</b>	<b>-\$9,580,357</b>	
Rollover from Prev. Year	\$0	\$15,342,391	\$32,685,626	-\$18,187,201	-\$15,277,307	-\$3,711,369	-\$1,411,885	-\$3,836,785	-\$5,732,401	-\$11,676,603	
Surplus/Shortfall	\$15,342,391	\$48,028,016	\$14,498,424	-\$33,464,508	-\$18,988,676	-\$5,123,254	-\$5,248,670	-\$9,569,186	-\$17,409,004	-\$21,256,960	-\$21,256,960



## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie LCB
<b>Meeting Date:</b>	February 25, 2026
<b>Item Number:</b>	7c
<b>Item Title:</b>	Community Transportation Coordinator (CTC) Selection of CTC Evaluation Committees
<b>Item Origination:</b>	Unified Planning Work Program (UPWP)
<b>UPWP Reference:</b>	Task 3.8: Transportation Disadvantaged Program
<b>Requested Action:</b>	Select CTC Evaluation committees.
<b>Staff Recommendation:</b>	Because conduct of the CTC Evaluation by committees of the LCB would enhance the effectiveness of the evaluation, it is recommended that members be selected for the CTC Evaluation ridership and telephone survey committees.

### Attachments

- TPO Staff Report
- Evaluation Form - Rider Telephone Survey
- Evaluation Form – Demand Response Ride



## MEMORANDUM

**TO:** St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB)

**THROUGH:** Peter Buchwald  
Executive Director

**FROM:** Marceia Lathou  
Transit Program Manager

**DATE:** February 10, 2026

**SUBJECT:** **Community Transportation Coordinator (CTC) Evaluation Committees**

### BACKGROUND

The LCB is required to conduct an annual evaluation of the operations and performance of the Community Transportation Coordinator (CTC). The Florida Commission for the Transportation Disadvantaged (FCTD) provides a workbook for this purpose. The role of the CTC is to ensure that safe, quality, coordinated transportation is provided or arranged in a cost-effective manner to serve transportation disadvantaged persons. The St. Lucie Board of County Commissioners (BOCC) is the CTC for St. Lucie County.

The CTC Evaluation consists of two parts: a qualitative analysis and a quantitative analysis. A quantitative analysis covering FCTD and local standards is conducted. A demand response ride and a telephone survey of riders comprise the qualitative analysis.

Last year, the CTC Evaluation was conducted in the following manner:

- TPO Staff conducted the quantitative analysis.
- A CTC Evaluation committee participated individually in demand response rides. The LCB selected Ms. Dalia Dillon, Ms. Stefanie Myers, and Ms. Milory Senat as members of the ridership committee.

- A CTC Evaluation committee conducted the telephone surveys. The LCB selected Mr. Gregory McDonald, Ms. Heather Roland, and Ms. Milory Senat as members of the telephone survey committee.

## **ANALYSIS**

LCB committee members who ride the demand response system will have their TD eligibility approved without the drivers being notified and thus the LCB members will appear as everyday customers and can function as true “mystery riders”. It is suggested that LCB members stagger their rides on Tuesdays, Thursdays and Saturdays, the least busy days for paratransit rides.

Members of the telephone survey committee will be provided with a list of riders to call who rode on a specific day. Committee members who make the phone calls should do so within a few days of the customers’ rides to ensure that customers’ memories are fresh.

The CTC Evaluation is scheduled to be presented at the May 6 LCB meeting. Therefore, the demand response rides and telephone surveys should be completed prior to Monday, April 20 to ensure time for review and incorporation into the LCB agenda package.

## **RECOMMENDATION**

Because conduct of the CTC Evaluation by committees of the LCB would enhance the effectiveness of the evaluation, it is recommended that members be selected for the CTC Evaluation ridership and telephone survey committees.

# RIDER/BENEFICIARY SURVEY

Staff making call: \_\_\_\_\_  
Date of Call: / /

County: \_\_\_\_\_  
Funding Source: \_\_\_\_\_

1) Did you receive transportation service on \_\_\_\_\_?  Yes or  No

2) Where you charged an amount in addition to the co-payment?  Yes or  No

If so, how much?

3) How often do you normally obtain transportation?

- Daily 7 Days/Week
- Other
- 1-2 Times/Week
- 3-5Times/Week

4) Have you ever been denied transportation services?

Yes

No. If no, skip to question # 5

A. How many times in the last 6 months have you been refused transportation services?

- None
- 1-2 Times
- 3-5 Times
- 6-10 Times

If none, skip to question # 5.

B. What was the reason given for refusing you transportation services?

- Ineligible
- Lack of funds
- Space not available
- Destination outside service area
- Other \_\_\_\_\_

5) What do you normally use the service for?

- Medical
- Employment
- Nutritional
- Education/Training/Day Care
- Life-Sustaining/Other

6) Did you have a problem with your trip on \_\_\_\_\_?

Yes. If yes, please state or choose problem from below

No. If no, skip to question #7

What type of problem did you have with your trip?

- Advance notice
- Pick up times not convenient
- Assistance
- Service Area Limits
- Cost
- Late pick up-specify time of wait
- Accessibility
- Late return pick up - length of wait

Drivers - specify

Reservations - specify length of wait

Vehicle condition

Other

7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.

\_\_\_\_\_

8) What does transportation mean to you? (Permission granted by \_\_\_\_\_ for use in publications.)

**Additional Comments:**

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**ON-SITE OBSERVATION OF THE SYSTEM**

RIDE A VEHICLE WITHIN THE COORDINATED SYSTEM. REQUEST A COPY OF THE MANIFEST PAGE THAT CONTAINS THIS TRIP.

Date of Observation:

Please list any special guests that were present:

Location:

Number of Passengers picked up/dropped off:

Ambulatory

Non-Ambulatory

Was the driver on time?  Yes  No - How many minutes late/early?

Did the driver provide any passenger assistance?  Yes  No

Was the driver wearing any identification?  Yes:  Uniform  Name Tag  
 ID Badge  No

Did the driver render an appropriate greeting?  
 Yes  No  Driver regularly transports the rider, not necessary

If CTC has a policy on seat belts, did the driver ensure the passengers were properly belted?  
 Yes  No

Was the vehicle neat and clean, and free from dirt, torn upholstery, damaged or broken seats, protruding metal or other objects?  Yes  No

Is there a sign posted on the interior of the vehicle with both a local phone number and the TD Helpline for comments/complaints/commendations?  Yes  No

Does the vehicle have working heat and air conditioning?  Yes  No

Does the vehicle have two-way communications in good working order?  Yes  No

If used, was the lift in good working order?  Yes  No

Was there safe and appropriate seating for all passengers?  Yes  No

Did the driver properly use the lift and secure the passenger?  Yes  No

CTC: \_\_\_\_\_ County: \_\_\_\_\_

Date of Ride: \_\_\_\_\_

<b>Funding Source</b>	<b>No. of Trips</b>	<b>No. of Riders/Beneficiaries</b>	<b>No. of Calls to Make</b>	<b>No. of Calls Made</b>
CTD				
Medicaid				
5311				
ADA				
Alzheimer's Com Care				
Public Transportation				
<b>Totals</b>				

<b>Number of Round Trips</b>	<b>Number of Riders/Beneficiaries to Survey</b>
0 – 200	30%
201 – 1200	10%
1201 +	5%

**Note: Attach the manifest**

			<b>St. Lucie</b> 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
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**AGENDA ITEM SUMMARY**

**Board/Committee:** St. Lucie LCB

**Meeting Date:** February 25, 2026

**Item Number:** 8a

**Item Title:** Community Participation Plan (CPP) Annual Evaluation

**Item Origination:** Unified Planning Work Program (UPWP) and Federal and State requirements

**UPWP Reference:** Task 5.1 - Public Participation, Education & Outreach

**Requested Action:** Discuss and provide comments.

**Staff Recommendation:** It is recommended that comments be provided regarding the CPP Annual Evaluation.

**Attachment**

- TPO Staff Report



## MEMORANDUM

**TO:** St. Lucie Local Coordinating Board for the Transportation Disadvantaged (LCB)

**THROUGH:** Peter Buchwald  
Executive Director

**FROM:** Marceia Lathou  
Transit Program Manager

**DATE:** February 10, 2026

**SUBJECT: Community Participation Plan (CPP) Annual Evaluation**

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### BACKGROUND

Public participation is an intentional, dynamic process informing all stages of development of TPO plans, programs, and activities. The process is outlined in the TPO's Community Participation Plan (CPP) adopted by the TPO Board on February 5, 2025.

The CPP is evaluated quarterly by TPO staff with annual presentations to the Local Coordinating Board for the Transportation Disadvantaged (LCB), the TPO Advisory Committees, and the TPO Board. These evaluations help gauge the effectiveness of the CPP in accomplishing its goals. The effectiveness of the CPP is determined by using performance measures, setting targets for those measures, and comparing the measurable results to the targets. Tools and techniques of the CPP subsequently are selected and/or updated based on the evaluations.

### ANALYSIS

The performance measures of the CPP Annual Evaluation align with the Engagement Output and Outcome Measures described in *Promising Practices for Meaningful Public Involvement in Transportation Decision-Making* (2023). Output Measures are based on metrics such as event attendance and online engagements. Outcome Measures identify the level of influence of the

participation methods such as how public input received by the method was used by the TPO and affected the resulting end products.

A variety of tools and techniques were used during 2025. Online strategies included website content, social media posts, and eblasts. Participant engagement in these strategies was measured by links clicked, survey responses, eblast opens, and social media views/interactions. Combined, this engagement resulted in 11,723 unique participations in the TPO's transportation process which exceeded the target of 10,000.

In-person tools/techniques included public meetings, advisory committee meetings, focus groups, and attendance at events hosted by others. Participation was counted as attendees at TPO-hosted events and persons who interacted with TPO Staff at events hosted by other agencies. Combined, this participation resulted in 1,920 interactions which almost reached the target of 2,000.

Of note is that community engagement for the Reimagine Mobility 2050 Long Range Transportation was the focus of 2025, with the majority of online and in-person activities devoted to this effort. Nevertheless, the top-performing social media post was the Express Bus Birthday Bash on Facebook. Celebrating the one-year anniversary of the express bus service to West Palm Beach, the post earned 8,883 views and 99 interactions. In a distant second place was the Reimagine Mobility Comment Map post, which received 2,976 views and 35 interactions.

### **Output Measures**

Output measures are number-based metrics used to track how many people are reached by public engagement activities. They differ from outcome measures, which look at how effective or meaningful the engagement was. Output measures focus on clear data, such as the number of meetings held, people who attended, or social media interactions. This information helps identify gaps in participation and improve outreach strategies.

#### **2025 Output Measures**

<b>Participation Output Measure</b>	<b>Target</b>	<b>Result</b>	<b>Target Met?</b>
Total Participation (online)	10,000	11,723	Yes
Total Participation (in-person)	2,000	1,920	Almost

## **Outcome Measures**

Outcome Measures were assessed by summarizing the level of influence of each participation method. The levels, which range from low to high influence, are categorized as follows:

**Inform:** Distribute information to the community. (Examples: announcements, meeting agendas, etc. on website, social media, and in-person).

**Consult:** Obtain community feedback with the community seeing the results of its participation. (Examples: initial surveys, posts at the beginning of a planning process, TPO items on other agencies' agendas).

**Involve:** Understand and consider the concerns and needs of the community with the community seeing the results of its participation. (Example: feedback on draft plans).

**Collaborate:** Partner with the community in the refinement of alternatives and solutions to address the needs and concerns of the community with the community seeing the results of its participation. (Examples: Advisory Committee and TPO Board meetings).

**Empower:** Partner with the community in the development of community-initiated alternatives and solutions to address the needs and concerns of the community with the community seeing the results of its participation. (Example: recommendations made during public meetings).

<b>Level of Influence Category</b>	<b>Number of Participation Methods Used</b>	<b>Target*</b>	<b>Result*</b>	<b>Target Met?</b>
Inform	11	20%	14	N
Consult	21	20%	14	Y
Involve	7	20%	14	N
Collaborate	23	20%	14	Y
Empower	8	20%	14	N
<b>TOTAL</b>	70	100%	100%	

\*Percentage of Total Number of Participation Methods Used

The first four levels of influence can be seen as a progression of the planning process. For example, the community is informed of a project at its inception, the community is consulted during the visioning and data collection/analysis

phases, community involvement is solicited for feedback on drafts, and the project works its way through the TPO Advisory Committees and TPO Board action during the collaboration phase. Empowerment can occur during any phase of the planning process.

Some of the Levels of Influence are constrained by definition. For instance, the Collaborate Level is constrained by the number of public meetings hosted by the TPO. This includes meetings of the Local Coordinating Board for the Transportation Disadvantaged (LCB), TPO Advisory Committees, TPO Board, Treasure Coast Scenic Highway (TCSH) Committee, and occasionally the Treasure Coast Technical Advisory Committee (TCTAC) and Treasure Coast Transportation Council (TCTC).

Likewise, the Consult Level is constrained by the number of TPO major projects, e.g., projects that necessitate surveys, draft documents, and final documents. Notable examples in 2025 were the Community Participation Plan and the Reimagine Mobility 2050 LRTP.

Instances of empowerment occur when citizen requests result in agenda items or when TPO Staff attendance is requested at events. Therefore, the Empowerment Level may not occur as frequently, for instance, as when the TPO distributes public information.

### **RECOMMENDATION**

It is recommended that comments be provided regarding the CPP Annual Evaluation.



**St. Lucie** Transportation  
Planning  
Organization

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Port St. Lucie, Florida 34953  
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## ST. LUCIE LOCAL COORDINATING BOARD FOR THE TRANSPORTATION DISADVANTAGED (LCB)

### Public Hearing/Training Workshop

**Date:** Wednesday, February 25, 2026

**Time:** 2:00 pm; immediately following the LCB Regular Meeting

**Location:** St. Lucie TPO  
Coco Vista Centre  
466 SW Port St. Lucie Blvd, Port St. Lucie, Florida

#### Participation/Accessibility

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

**Participation by Webconference:** Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/8012521015629140824>. 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](mailto:TPOAdmin@stlucieco.org); by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 1:00 pm on February 25, 2026.

### AGENDA

1. **Call to Order**
2. **Opening Public Comment**
3. **Florida Commission for the Transportation Disadvantaged (FCTD)/Local Coordinating Board (LCB)**

TPO staff will present an overview of the FCTD and LCB.

**4. Transportation Disadvantaged (TD)/Coordinated Transportation**

The Community Transportation Coordinator (CTC) will present an overview of the coordinated transportation system.

**5. Voting Conflicts of Interest**

A representative from the St. Lucie County Attorney's Office will present an overview regarding the appropriate separation between the roles of persons who are both committee members and private citizens.

**6. Closing Public Comment****7. Adjourn****NOTICES**

Persons who require special accommodations under the Americans with Disabilities Act (ADA) should contact Marceia Lathou at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

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 LCB 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.