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

REGULAR BOARD MEETING

Wednesday, June 3, 2026
2:00 pm

Public Participation/Accessibility

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

Participation by Webconference: Using a computer or smartphone, register at https://attendee.gotowebinar.com/register/1247744942283705430. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to TPOAdmin@stlucieco.org; by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 1:00 pm on June 3, 2026.

AGENDA

1. Call to Order

2. Pledge of Allegiance

3. Roll Call

4. Comments from the Public

5. Comments from Advisory Committee Members (TAC/CAC/BPAC)

6. Approval of Agenda

7. Approval of Meeting Summary
   - *April 1, 2026 Regular Board Meeting*

8. Consent Agenda

   8a. Appointment to the Citizens Advisory Committee (CAC): Appointment to the CAC to fill a vacancy.

   Action: Appoint or do not appoint.

8b. Resolution 26-02 for a Transportation Disadvantaged (TD) Planning Grant Application: Adoption of Resolution 26-02 authorizing the execution of a TD Planning Grant Application for FY 2026/27.

Action: Adopt or do not adopt.

9. Action Items

9a. Draft FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP): Adoption of the draft FY 2026/27 – FY 2030/31 TIP.

Action: Adopt the draft FY 2026/27 – FY 2030/31 TIP, adopt with conditions, or do not adopt.

9b. Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study: Review of the draft Feasibility Study of a pedestrian/bicycle link across the North Fork of the St. Lucie River connecting the Oxbow Eco-Center to the Citrus Hammock Preserve.

Action: *Accept the Study, accept with conditions, or do not accept.*

9c. St. Lucie Advanced Transportation Management System (ATMS) Master Plan Update: Review of the draft St. Lucie ATMS Master Plan Update.

Action: *Adopt the draft St. Lucie ATMS Master Plan Update, adopt with conditions, or do not adopt.*

9d. 2026/27 List of Priority Projects (LOPP): Review of the draft LOPP for 2026/27 for the St. Lucie TPO.

Action: Adopt the 2026/27 LOPP, adopt with conditions, or do adopt.

9e. Mobility Data Subscription: Approval of a one-year subscription for mobility data to be provided for use by the local agencies.

Action: Approve the one-year mobility data subscription, approve with conditions, or do not approve.

10. FDOT Comments

11. Recommendations/Comments by Members

12. TPO Staff Comments

13. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, August 5, 2026.

14. Adjourn

NOTICES

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

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

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

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

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REGULAR BOARD MEETING

DATE: Wednesday, April 1, 2026

TIME: 2:00 pm

MEETING SUMMARY

1. Call to Order

Chairwoman Terissa Aronson called the meeting to order at 2:01 pm.

2. Pledge of Allegiance

Chairwoman Aronson led the Pledge of Allegiance.

3. Roll Call

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

Members Present	Representing
Terissa Aronson, Chairwoman	St. Lucie Public Schools
Councilman David Pickett, Vice Chairman	City of Port St. Lucie
Commissioner James Clasby	St. Lucie County
Commissioner Jamie Fowler	St. Lucie County
Commissioner Erin Lowry	St. Lucie County
Councilwoman Stephanie Morgan	City of Port St. Lucie
Commissioner Michael Broderick	City of Fort Pierce

Others Present	Representing
Kyle Bowman	St. Lucie TPO
Peter Buchwald	St. Lucie TPO
Yi Ding	St. Lucie TPO
Marceia Lathou	St. Lucie TPO

Stephanie Torres	St. Lucie TPO
Teresa Lane	Recording Specialist
Ciara Forbes	TPO/County Attorney
Victoria Peters	Florida Department of Transportation (FDOT)
Antonio Balestrieri	City of Port St. Lucie
Daniel Zrallack	St. Lucie County
Charly Perez	St. Lucie County
Patrick Dayan	St. Lucie County
Colt Schwerdt	City of Port St. Lucie
Lisa Stone	Kimley-Horn
Tara Swann	Kimley-Horn
Thomas Lanahan	Treasure Coast Regional Planning Council (TCRPC)

Others Present Online	Representing
Jennifer Shipley	FDOT
Ricardo Vasquez	Martin Metropolitan Planning Organization (MPO)
Bolivar Gomez	Martin MPO

4. Comments from the Public – Mr. Lanahan introduced himself and requested of the Board to host the monthly TCRPC meeting in the TPO Boardroom on May 15th since the TPRPC's normal meeting space is unavailable. Board members indicated they had no objections to the request.

5. Comments from Advisory Committee Members (TAC/CAC/BPAC) – None.

Chairwoman Aronson invited fellow Board members to attend a statewide training session for MPO board members on April 30th in Orlando.

6. Approval of Agenda

* MOTION by Councilwoman Morgan to approve the agenda.

** SECONDED by Vice Chairman Pickett Carried UNANIMOUSLY

7. Approval of Meeting Summary
   - February 4, 2026 Regular Board Meeting

* MOTION by Vice Chairman Pickett to approve the Meeting Summary.

** SECONDED by Councilwoman Morgan Carried UNANIMOUSLY

8. Consent Agenda

8a. Appointment to the Citizens Advisory Committee (CAC): Appointment to the CAC to fill a vacancy.

* MOTION by Councilwoman Morgan to appoint Hannah McClure to fill a vacancy on the CAC.

** SECONDED by Commissioner Fowler Carried UNANIMOUSLY

9. Action Items

9a. Transportation Alternatives Program (TAP) 2026 Grant Application: Review of an application for the 2026 TAP grant cycle.

Mr. Buchwald explained that the TAP provides funding to the TPO for construction of bicycle and pedestrian trails, overlooks and viewing areas, Safe Routes to School programs, and similar projects. He further explained that one application was received from St. Lucie County for the 2026 cycle and the estimated $700,000 allocation to construct a concrete sidewalk on Easy Street from Canal 22 to Silver Oak Drive. The sidewalk would be Phase II of the Easy Street Sidewalk Project, he noted, and would connect to the sidewalk that is to be built from U.S. Highway 1 to Canal 22, which was awarded TAP grant funding last year. He indicated that the new project is estimated to cost $1,428,279, and St. Lucie County is requesting a total of $1,308,773 of TAP grant funding. He concluded by recommending that the application be endorsed.

* MOTION by Commissioner Fowler to endorse the 2026 TAP grant application.

** SECONDED by Commissioner Lowry Carried UNANIMOUSLY

Mr. Buchwald then indicated that he received a last-minute request from FDOT to submit additional TA projects that would be ready for construction in FY 2026/27 or FY 2027/28 for potentially available TAP grant funding. He further indicated that after consulting with the local government staffs, the City of Port St. Lucie is recommending a sidewalk on Eyerly Avenue from Bayshore Boulevard to Airoso Boulevard for submittal, the City of Fort Pierce is recommending sidewalks on both sides of 17th Street from Georgia Avenue to Delaware Avenue for submittal, and St. Lucie County is recommending a sidewalk on Juanita Avenue from North 53rd Street to North 41st Street for submittal.

* MOTION by Vice Chairman Pickett to endorse the three additional TA projects for the potentially available TAP grant funding.

* * SECONDED by Councilwoman Morgan Carried UNANIMOUSLY

9b. Glades Cut Off Road Project Development and Environment (PD&E) Study: Review of the alternatives from the Glades Cut Off Road PD&E Study.

Mr. Buchwald identified that the 2050 Long Range Transportation Plan (LRTP) that was adopted in February 2026 includes the widening of Glades Cut Off Road from Range Line Road to Selvitz Road. St. Lucie County launched a PD&E Study in 2023 to evaluate potential impacts of the transportation project and consider alternatives that offer the greatest benefit with the least impact, he explained. Mr. Buchwald then introduced Ms. Stone of Kimley-Horn, the County's consultant for the PD&E Study, to present an update that includes project alternatives and recommendations for a Preferred Alternative for the roadway design.

Ms. Stone presented two alternatives for the widened road – one with seven-foot bicycle lanes on both sides of the road and one without. Both options include a 12-foot shared-use path for cyclists and pedestrians, she noted, while the difference in construction costs between the two plans is $15 million. Ms. Stone then directed members to the project website to explore individual cross-sections of the roadway plan up close relating that the diagrams were presented at a public workshop on February 24, 2026.

When Commissioner Fowler inquired how the bike lanes would be buffered, Ms. Stone replied they would be separated from traffic lanes by painted double solid lines. Commissioner Fowler then wondered if the 22-foot median could be reduced to provide more separation between bicycles and cars, prompting Ms. Stone to respond in the affirmative. Ms. Stone added that FDOT guidelines no longer call for bicycle lanes on

roads with a design speed of 45 mph because of safety concerns for cyclists.

Commissioner Clasby indicated that he is leaning against the bicycle lanes and questioned the source of the funding for the project. Ms. Stone reported that the County has funded the PD&E, but design, construction, and right-of-way costs are not funded. When Vice Chairman Pickett wondered about the type of right-of-way that is required, Ms. Stone stated that land will be needed for drainage. Chairwoman Aronson asked if the median size could be reduced at the intersection of Glades Cut Off Road and Midway Road where a gas station is located, prompting Ms. Stone to reply in the negative. Chairwoman Aronson surmised that it will be expensive to acquire so much land from the business owner.

Councilwoman Morgan proposed widening the 12-foot shared-use path in the event bike lanes are omitted and suggested striping the path to separate cyclists and pedestrians. Mr. Buchwald indicated that it could be explored later in the process.

* MOTION by Commissioner Clasby to approve a Preferred Alternative that does not include bicycle lanes.

** SECONDED by Vice Chairman Pickett Carried UNANIMOUSLY

9c. St. Lucie County 2026 Annual Transit Development Plan (TDP) Update: Presentation by Area Regional Transit of the St. Lucie County 2026 Annual TDP Update.

Mr. Buchwald invited Ms. Lathou to present the item. She explained that a TDP is a strategic, 10-year blueprint required by FDOT for any transit agency receiving State funds, and a TDP Major Update is required every five years with an Annual TDP Update in the interim years. She then introduced Mr. Covelli who explained that the plan serves as a guide for transit agencies to identify and define short-term public transit needs in their area.

Mr. Covelli then provided an overview of Area Regional Transit's many services and the schedule of projects, financial plan, list of priority projects, progress made, achievements, and new or expanded efforts to provide service. He indicated that Area Regional Transit (ART) is operated by a contracted service provider responsible for regulatory compliance, delivering trips, and operational tasks such as reservations, dispatch, and vehicle maintenance. As of July 1, 2020, MV Transportation is the public transit provider for St. Lucie County

through a master contract with St. Lucie County BOCC that was recently renewed after a competitive bid process, he noted.

Mr. Covelli then outlined several key projects on the horizon, including construction of a new operations and maintenance facility, upgrades to the Port St. Lucie Intermodal Center, and transit software upgrades that plan trips and direct a user to the most cost-effective trip available. The number of on-demand, microtransit trips continue to grow, he identified, and work continues to streamline fixed-bus routes and install more bus shelters at stops. He concluded by identifying that ART has the second lowest operating cost per capita in the State.

Commissioner Clasby inquired when buses will be fitted with automated passenger counters, prompting Mr. Covelli to reply August 2026.

* MOTION by Commissioner Clasby to endorse the St. Lucie County 2026 Annual TDP Update.

** SECONDED by Commissioner Fowler Carried UNANIMOUSLY

9d. St. Lucie Freight Network (SLFN) Update: Review of the SLFN Update.

Mr. Buchwald indicated that the St. Lucie Freight Network, which reflects the major roadway network and the most suitable segments for freight movement, was designated in 2015 and updated in 2023. He further indicated that the FY 2024/25-FY2025/26 Unified Planning Work Program includes an update of the SLFN and invited Mr. Ding to present the item. Mr. Ding then summarized the most significant changes to the SLFN including the extensions of Crosstown Parkway and Becker Road segments located west of Interstate 95, the addition of FDOT-identified Freight Activity Areas, and the removal of Midway Road from I-95 to Okeechobee Road.

* MOTION by Vice Chairman Pickett to adopt the SLFN Update.

** SECONDED by Commissioner Fowler Carried UNANIMOUSLY

9e. FY 2026/27-FY 2027/28 Unified Planning Work Program (UPWP) and Proposed Budget: Review and adoption of the draft UPWP and proposed budget for FY 2026/27-FY 2027/28.

Mr. Buchwald explained that the UPWP is a two-year program supported by State and Federal funds to plan transportation projects. Projects may involve any aspect of travel including roads, transit, bridges,

bike/pedestrian pathways and more, he noted. The TPO initiated a call for UPWP Planning Projects in November 2025 to various groups and the public, resulting in several project ideas included in the draft FY 2026/27-FY 2027/28 UPWP, he stated. Mr. Buchwald invited staff members to present the new projects proposed in the UPWP in addition to outlining the recurring projects and efforts in the document.

Mr. Ding described the North County Sub-Area Transportation Network Study as an assessment of the potential cumulative traffic impacts of proposed developments west of the Indrio Road/I-95 interchange and the identification of improvements and costs needed to absorb the transportation impacts. He also explained that an Off-Peak Travel Study would explore ways to encourage drivers to travel during non-rush hour periods to reduce congestion.

Ms. Lathou outlined several proposed projects, including the proposed Transportation Hubs Study that will analyze locations in Fort Pierce near I-95 and near Walton & One for park and ride/bus transfer stations. She also summarized a Vehicle Sharing Study Update that will analyze methods to provide residents and visitors with short-term access to vehicles.

Ms. Torres described a Park and Stride Lot Plan, a Walk-Bike Network Interactive Map, and a Feasibility Study to determine the location of a pedestrian access from the Walton Scrub Preserve on the west side of Indian Rier Drive to a proposed fishing wharf on the east side of the road.

Mr. Buchwald then outlined the TPO's proposed two-year budget for FY 2026/27 and FY 2027/28 and identified the fiscal year budgets to total just over $1.5 million and just under $1.5 million, respectively. He proposed as part of the budget increasing staff salaries by up to five percent each fiscal year based on staff performance and cost-of-living increases.

Commissioner Clasby initiated a discussion regarding TPO staff salary increases, inquiring about the increases set by other local governments. With data from those jurisdictions currently unavailable, he proposed capping TPO salary increases at 4 percent in the upcoming budget, citing St. Lucie County's 4 percent increase to its employees last year. Councilwoman Morgan suggested tying the TPO staff salary increases directly to the County's annual rate of increase. Mr. Buchwald emphasized the need for flexibility to award TPO staff salary increases based on performance reviews, noting that not all TPO staff necessarily receive the maximum salary increase. Commissioner Clasby noted that

the salary increase cap could be readdressed once the current annual salary increase data from all of the local governments is available.

* MOTION by Commissioner Clasby to adopt the FY 2026/27-FY 2027/28 draft UPWP and proposed budget with the condition that TPO staff salary increases be capped at 4 percent each fiscal year.

** SECONDED by Commissioner Lowry Carried UNANIMOUSLY

9f. Resolution No. 26-01 for the Metropolitan Planning Organization (MPO) Agreement: Adoption of Resolution No. 26-01 authorizing the execution of an MPO Agreement for the receipt of Federal and State funds to support the implementation of the UPWP.

Mr. Buchwald reported that FDOT requires the TPO to execute an MPO Agreement to receive Federal and State funds to implement the two-year UPWP. The draft resolution was submitted to the TPO Attorney for legal review and confirmed as to form and correctness, he stated. Mr. Buchwald then recommended adoption of the resolution.

* MOTION by Vice Chairman Pickett to adopt Resolution 26-01.

** SECONDED by Councilwoman Morgan Carried UNANIMOUSLY

9g. Safety Graphic Panels Update: Review of the updates of the safety graphic panels in the TPO Boardroom.

Mr. Buchwald explained that improving safety is a TPO priority, and appropriate messaging helps support a culture of safety. He pointed to two large display panels in the TPO Boardroom that portray safety messages, one of which urges drivers to maintain a safe distance from vulnerable road users while the other portrays a crash-test dummy that crashed while texting and driving. He noted that although the messages remain as relevant today as they were when installed more than 10 years ago, the TPO is seeking to update the displays and invited Board members to vote on their favorites among three possible designs.

Commissioner Fowler questioned who sees the panels besides meeting participants, prompting Mr. Buchwald to respond that members of the public who watch televised Board meetings can see the safety messages. When she wondered about the cost of each panel, Mr. Buchwald identified that each panel costs about $900. Commissioner Clasby then indicated that he did not favor any of the designs, with Chairwoman Aronson agreeing and Vice Chairman Pickett

asking if there were more choices available. Commissioner Fowler commented that all three choices were geared to drivers but omitted pedestrians, bicyclists, and e-bike riders who fail to use crosswalks.

The Board members then voted online for their design preferences using their cell phones with the “Heads Up, Phones Down” design, which pleads for all users to not use their cell phones while using the roadway, receiving the most votes at seven, followed by “none of the designs” receiving six votes. The Board members agreed that the existing "crash-test dummy" panel should remain in the Boardroom, while the other panel should be replaced by the “Heads Up, Phones Down” design. Mr. Buchwald thanked the Board members for their participation.

10. FDOT Comments – Ms. Peters updated a request from Councilwoman Morgan concerning the need for a traffic signal at Jenkins and Midway Roads. Ms. Peters advised that the State is committed to finding a mechanism to fund a traffic light at the intersection where a fire station is located.

11. Recommendations/Comments by Members – None.

12. TPO Staff Comments – Ms. Torres announced that there will be a Certified Bike Helmet Fitter class on April 16th in Fort Pierce, and free bicycle helmets will be provided at the St. Lucie County Safety Fest on April 25th. Chairwoman Aronson asked if Ms. Torres has contacted the St. Lucie County School District about helmet fittings, prompting her to respond that she has contacted individual schools and crossing guards but will be happy to contact the School District to provide presentations.

13. Next Meeting: The next St. Lucie TPO Board Meeting is a regular meeting scheduled for 2:00 pm on Wednesday, June 3, 2026.

14. Adjourn – The meeting was adjourned at 3:36 pm.

Respectfully submitted: Approved by:

_____ _____

Teresa Lane Terissa Aronson

Recording Specialist Chairwoman

St. Lucie Transportation Planning Organization

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AGENDA ITEM SUMMARY

Board/Committee	St. Lucie TPO Board
Meeting Date:	June 3, 2026
Item Number:	8a
Item Title:	Appointment to the Citizens Advisory Committee (CAC)
Item Origination:	St. Lucie TPO By-Laws, Rules, and Procedures
UPWP Reference:	Task 5.1: Public Involvement
Requested Action:	Appoint or do not appoint.
Staff Recommendation:	It is recommended that Caleta Scott be appointed to the CAC to fill a vacancy.

Attachments

- Application

St. Lucie Transportation Planning Organization

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

APPLICATION FOR SERVING ON COMMITTEES/BOARD

1. Name Caleta Scott caletascott@gmail.com
2. Home or Mobile Phone [redacted] 3. Email Address scott@irlcouncil.org
4. Home Address 1302 Nebraska Avenue 6D Fort Pierce 34950
5. How long have you lived at this location? 2021
6. Business Address (optional) 1235 Main Street Sebastian FL 32988
7. Business Phone (optional) _____
8. Are you employed by a government agency? Yes X No_____
9. Do you now serve on a government committee or board? Yes X No_____
10. If Yes, which one(s)? SLC 4H, TCSHC, CFP Housing Authority, Friends of Manatee Center
11. Brief summary of your education UF 2000 BA in Business Admin Minor: Economics Specialization: PR
12. Brief summary of your experience 2022-Present Indian River Lagoon Nat'l Estuary Program; 2015 - 2021 City of FP; 2000-14 Private Sector Operations and Sales Management
13. Please select each St. Lucie Transportation Planning Organization (TPO) Board or Committee you are interested in serving on (more than one may be selected):
    Treasure Coast Scenic Highway Committee (TCSHC)_____
    Transportation Disadvantaged Local Coordinating Board (LCB)_____
    Citizens Advisory Committee (CAC) X
    Bicycle-Pedestrian Advisory Committee (BPAC)_____
14. May your application be submitted to the TPO Board whenever vacancies occur on the selected Board/Committee(s) until you are appointed? Yes X No_____
15. Will you be able to attend quarterly LCB meetings, CAC meetings every other month, or BPAC meetings every other month? Yes X No_____

SIGNATURE Caleta Scott DATE 5/19/20

Submit completed application by mail or email to:

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

EMAIL: TPOAdmin@stlucieco.org

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

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

Crèole: Si ou ta rinmin recevoua information sa en crèole si l bous plait rèlè 772-462-1777.

Español: Si usted desea recibir esta informaciòn en español, por favor llame al 772-462-1777.

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AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	June 3, 2026
Item Number:	8b
Item Title:	Resolution 26-02 for a Transportation Disadvantaged (TD) Planning Grant Application
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.8-Transportation Disadvantaged Program
Requested Action:	Adopt or do not adopt.
Staff Recommendation:	Because the TD Grant facilitates the implementation of the TD program in the TPO area, it is recommended that the Board adopt Resolution No. 26-02 to authorize the TPO Executive Director to apply for a FY 2026/27 TD Planning Grant and to execute an agreement for the Grant.

Attachments

- Staff Report
- Excerpt from UPWP
- Resolution No. 26-02

St. Lucie Transportation Planning Organization

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MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit Program Manager

DATE: May 26, 2026

SUBJECT: Resolution 26-02 for a Transportation Disadvantaged (TD) Planning Grant Application

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BACKGROUND

The Florida Legislature created Florida's TD Program in 1979 to foster the coordination of transportation services for the State's TD population. The TD population consists of individuals who are dependent upon public transportation. The TD Program is administered at the State level by the Florida Commission for the Transportation Disadvantaged (FCTD) and at the local level by the St. Lucie County Transit Department under the oversight of the Local Coordinating Board for the Transportation Disadvantaged (LCB).

The St. Lucie TPO provides planning-related staff support and resources to the County and the LCB to assist in the identification of and response to public transportation needs in the St. Lucie service area. The TD Program and the support and resources provided by the TPO for the TD Program are further described in the attached excerpt from the TPO's FY 2026/27 – FY 2027/28 Unified Planning Work Program (UPWP).

ANALYSIS

Attached is St. Lucie TPO Resolution No. 26-02 which authorizes the application for TD Program funding and the subsequent execution by the TPO Executive Director of a TD planning grant agreement for the funding for

FY 2026/27. The TPO Attorney has reviewed and approved the Resolution for form.

The funding allocation from the FCTD to the TPO for the TD grant for FY 2026/27 is $31,564 and does not require a local match. The grant funds will be used to perform planning-related work tasks for the TD program as per Florida Statutes and as described in the UPWP excerpt.

RECOMMENDATION

Because the TD Grant facilitates the implementation of the TD program in the TPO area, it is recommended that the Board adopt Resolution No. 26-02 to authorize the TPO Executive Director to apply for a FY 2026/27 TD Planning Grant and to execute an agreement for the Grant.

Task 3.8 Transportation Disadvantaged (TD) Program		
Purpose:		
To provide coordination and planning services for the St. Lucie County TD Program in accordance with Chapter 427 FS, Rule 41-2 FAC, and the Americans with Disabilities Act (ADA) which includes the identification of unmet TD needs.		
Previous Work:		
TPO Staff assisted the Community Transportation Coordinator (CTC) in its role of providing safe, coordinated TD services to elderly persons, persons with disabilities, veterans, at-risk children, and economically disadvantaged citizens. TPO staff assisted the redesignation of St. Lucie County as CTC and in the development of the Transportation Disadvantaged Service Plan/Coordinated Plan and Annual Update. Staff assisted in finding alternatives to accommodate unmet local needs. TPO staff provided administrative services to the LCB. This included preparation of meeting summaries, agendas, grant applications, progress reports, and other products. Staff also assessed legislatively mandated changes to the State TD program and undertook TD-related activities as necessary to comply with State legislation. The TD program is coordinated with other public transit planning and services, including veteran services, through the LCB and associated work products. TPO staff coordinated with FDOT, the County, and the transit operator and provided technical assistance for the transitioning of non-life sustaining trips from the current demand response program services to fixed or deviated route services.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
• LCB Meeting Support • LCB Planning Support • CTC Technical Assistance • TD Grant Applications • TD Invoice and Progress Reports		
End Product:	Completion Date:	Performed by: St. Lucie TPO
TDSP 2026 Annual Update	June 2027	
CTC 2026 Evaluation	June 2027	
TDSP 2027 Annual Update	June 2028	
CTC 2027 Evaluation	June 2028	
CTC designation/re-designation	June 2028	
LCB Meeting Summaries (Independent contractor services to be used)	After the LCB Meetings	

Task 3.8 Transportation Disadvantaged (TD) Program Estimated Budget Detail for FY 2026/27						
Budget Category	Budget Category Description	PL (CPG)	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		$0	$0	$25,171	$0	$25,171
Subtotal:		$0	$0	$25,171	$0	$25,171
B. Contract/Consultant Services:						
LCB Meeting Summaries		$0	$0	$2,000	$0	$2,000
Subtotal:		$0	$0	$2,000	$0	$2,000
C. Travel:						
Travel Expenses		$0	$0	$800	$0	$800
Subtotal:		$0	$0	$800	$0	$800
D. Direct Expenses:						
Advertising		$0	$0	$500	$0	$500
General & Administrative Charges		$0	$0	$2,000	$0	$2,000
Training & Seminar		$0	$0	$300	$0	$300
Postage		$0	$0	$25	$0	$25
Subtotal:		$0	$0	$2,825	$0	$2,825
Total:		$0	$0	$30,796	$0	$30,796

Task 3.8 Transportation Disadvantaged (TD) Program Estimated Budget Detail for FY 2027/28						
Budget Category	Budget Category Description	PL (CPG)	SU (STBG)	FCTD (TD)	TPO Local	Total
Contract Number:						
A. Personnel Services:						
TPO Staff Salaries, fringe benefits, and other deductions		$0	$0	$25,171	$0	$25,171
Subtotal:		$0	$0	$25,171	$0	$25,171
B. Contract/Consultant Services:						
LCB Meeting Summaries		$0	$0	$2,000	$0	$2,000
Subtotal:		$0	$0	$2,000	$0	$2,000
C. Travel:						
Travel Expenses		$0	$0	$800	$0	$800
Subtotal:		$0	$0	$800	$0	$800
D. Direct Expenses:						
Advertising		$0	$0	$500	$0	$500
General & Administrative Charges		$0	$0	$2,000	$0	$2,000
Training & Seminar		$0	$0	$300	$0	$300
Postage		$0	$0	$25	$0	$25
Subtotal:		$0	$0	$2,825	$0	$2,825
Total:		$0	$0	$30,796	$0	$30,796

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

RESOLUTION NO. 26-02

A RESOLUTION OF THE BOARD OF THE ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO) AUTHORIZING THE FILING AND EXECUTION OF A TRANSPORTATION DISADVANTAGED PLANNING GRANT AGREEMENT WITH THE FLORIDA COMMISSION FOR THE TRANSPORTATION DISADVANTAGED.

WHEREAS, the St. Lucie Transportation Planning Organization Governing Board "BOARD" is the governing body of the St. Lucie Transportation Planning Organization; and

WHEREAS, the BOARD is eligible to receive a Transportation Disadvantaged Planning Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code; and

WHEREAS, the BOARD hereby authorizes the application, filing, and execution of a Transportation Disadvantaged Grant Agreement with the Florida Commission for the Transportation Disadvantaged.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD THAT:

1. The BOARD has the authority to apply for Transportation Disadvantaged Planning Grant funds and to execute a Transportation Disadvantaged Planning Grant Agreement for Fiscal Year 2026/27.
2. The BOARD authorizes the St. Lucie Transportation Planning Organization Executive Director to execute the grant application, agreement, amendments, warranties, certifications and any other documents which may be required in connection with the agreement with the Florida Commission for the Transportation Disadvantaged on behalf of the St. Lucie Transportation Planning Organization.
3. The BOARD's Registered Agent in Florida is the St. Lucie Transportation Planning Organization Executive Director Peter Buchwald. The Registered Agent's address is 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida, 34953.
4. The BOARD authorizes the St. Lucie Transportation Planning Organization Executive Director to execute related documents or contracts in connection with the Transportation Disadvantaged Planning Grant Agreement.

PASSED AND DULY ADOPTED this 3rd day of June, 2026

ST. LUCIE TRANSPORTATION
PLANNING ORGANIZATION (TPO)

_____
Terissa Aronson
Chairwoman

ATTEST:

_____
Marceia Lathou
Transit Program Manager

APPROVED AS TO FORM:

_____
Jean Stasio
TPO/Deputy County Attorney

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

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	June 3, 2026
Item Number:	9a
Item Title:	Draft FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP)
Item Origination:	Unified Planning Work Program (UPWP) and Federal and State requirements
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Adopt the draft FY 2026/27 – FY 2030/31 TIP, adopt with conditions, or do not adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and as the draft FY 2026/27 – FY 2030/31 TIP appears to be consistent with the Reimagine Mobility 2050 Long Range Transportation Plan and the Draft Tentative Work Program that was endorsed by the TPO Board, it is recommended that the draft TIP be adopted.

Attachments

- Staff Report
- Draft FY 2026/27 – FY 2030/31 TIP

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 TPO Board

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Transportation Systems Manager

DATE: May 27, 2026

SUBJECT: Draft FY 2026/27 – FY 2030/31 Transportation Improvement Program (TIP)

BACKGROUND

The St. Lucie Transportation Planning Organization (TPO) develops a Transportation Improvement Program (TIP) annually to meet State and Federal Requirements. The purpose of the TIP is to identify the transportation improvement projects located within the TPO area that have been prioritized and are receiving Federal and State funding over the next five years.

In addition, the TIP is used to coordinate projects among the U.S. Department of Transportation (USDOT), the Florida Department of Transportation (FDOT), and the local governments located within the TPO area. The TIP is developed by the TPO in cooperation with these agencies and the Treasure Coast International Airport, the Port of Fort Pierce, St. Lucie Area Regional Transit (ART), and the general public.

ANALYSIS

The development of the TIP is a year-long process that is continuous, cooperative, and comprehensive. For the TPO's FY 2026/27 – FY 2030/31 TIP, the process started in May 2025 with the development of the TPO's List of Priority Projects (LOPP). The LOPP then was adopted by the TPO Board and submitted to FDOT District 4 in June 2025.

The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2026/27 – FY 2030/31. The Draft Tentative Work Program was reviewed and endorsement by the TPO Board in October 2025.

The Final Tentative Work Program was received from FDOT in April 2026 and used to prepare the attached TIP that is also available through the web-based Interactive TIP on Community Remarks. The Final Tentative Work Program, which is a primary component of the draft TIP, was reviewed by TPO staff and appears to be consistent with the Draft Tentative Work Program that was endorsed by the TPO Board.

The draft TIP includes the following multimodal highlights:

- The widening of the Kings Highway from Angle Road to Commercial Circle is programmed for construction in FY 2030/31;

- The construction of improvements to the Turnpike Port St. Lucie Plaza Rest Area is programmed in FY 2030/31;

- The bridge replacements on State Route A1A at Big Mud Creek and Blind Creek are programmed for construction in FY 2030/31;

- The resurfacing of St. Lucie Boulevard from 25th Street to US-1, Orange Avenue from Lamont Road to North 32 Street, and US-1 from Juanita Avenue to Kings Highway are programmed for construction in FY 2030/31;

- Congestion Management/Safety projects from the Congestion Management Process (CMP) including traffic calming on 29th Street from Orange Avenue to Avenue Q, adding turn lanes on Oleander Boulevard from Bell Avenue to Farmers Market Road, and adding a shared-use path and a flashing beacon crosswalk on Oleander Boulevard from Wisteria Avenue to Gardenia Avenue and on California Boulevard from Del Rio Boulevard to Crosstown Parkway are programmed for construction in FY 2030/31;

- The Advanced Traffic Management System (ATMS) project from the CMP consisting of real-time traffic monitoring and adaptive traffic signal control at signalized intersections along Bayshore Boulevard from Crosstown Parkway to Prima Vista Boulevard is programmed for construction in FY 2030/31;

- The limits of the Marshfield Court/Peacock Trail were changed from SW Dreyfuss Boulevard and SW Hayworth Avenue to SW Dreyfuss

Boulevard and SW Open View Drive at a request of the City of Port St. Lucie.

- The funding for the resurfacing of the Green River Parkway Trail from Walton Road to Martin County Line was increased from $249,151 to $1,135,521.

- The design for the resurfacing of I-95 from south of Crosstown Parkway to Glades Cut Off Road appears to be programmed for FY 2026/27.

- The resurfacing of North State Route A1A from east of the new North Causeway Bridge to Shorewinds Drive is programmed for FY 2027/28.

- Nearly $863,000 of funding is programmed for a new sidewalk on Easy Street between US-1 and Canal 22 through the TPO's Transportation Alternatives Program (TAP) funding from the 2025 grant cycle; and,

- Over $7.2 million for the design and construction of a maintenance and operations building at the Treasure Coast International Airport is programmed.

It should be noted that the total amount of funding in the draft TIP for the TPO area exceeds a total of $584 million which exceeds the previous TIP by almost $50 million.

To comply with federal requirements, State Departments of Transportation (DOTs) are required to establish statewide transportation performance targets. Metropolitan Planning Organizations (MPOs) have the option to either support the statewide targets or adopt their own. Since the start of the requirement, the St. Lucie TPO has adopted the same targets established by FDOT and has continuously monitored progress toward achieving them.

In addition to these federally required targets, the TPO has also established its own local performance targets in the Reimagine Mobility 2050 Long Range Transportation Plan. Each year, the TPO reaffirms these performance targets as part of the adoption of the TIP. The targets are detailed in the TIP/LRTP System Performance Report and are consistent with the Florida Transportation Performance Measure Consensus Planning Document.

Based on reviews of the projects in the draft TIP and the performance measures and targets in the TIP/LRTP System Performance Report, the draft TIP appears to be consistent with the Reimagine Mobility 2050 Long Range Transportation Plan and demonstrates the progress in achieving the performance targets and the linking of the investment priorities to the targets.

At their meetings during the week of May 18th, the TPO Advisory Committees recommended the adoption of the draft FY 2026/27 – FY 2030/31 TIP.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and as the draft FY 2026/27 – FY 2030/31 TIP appears to be consistent with the Reimagine Mobility 2050 Long Range Transportation Plan and the Draft Tentative Work Program that was endorsed by the TPO Board, it is recommended that the draft TIP be adopted.

TRANSPORTATION IMPROVEMENT PROGRAM

FY 202**6**/2**7** - FY 20**30**/**31**

DRAFT

TIP CONTACT INFORMATION

466 SW Port St. Lucie Boulevard
Port St. Lucie, FL 34953

Yi Ding, Program Manager
www.stlucietpo.org

phone: (772) 462-1593
fax: (772) 462-2549

ENDORSEMENT: The Transportation Improvement Program of the St. Lucie Transportation Planning Organization has been developed consistent with Federal regulations 23 U.S.C. 134(j) and 23 CFR 450 and Florida Statute 339.175(8) in cooperation with the Florida Department of Transportation and public transit operators.

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

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

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

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

TABLE OF CONTENTS

A. INTRODUCTION

A.1 HOW TO USE THE TIP

The intent of the Transportation Improvement Program (TIP) is to identify and prioritize the transportation improvement projects over the next five years that are receiving State and Federal funding and are located within the Metropolitan Planning Area (MPA) of the St. Lucie Transportation Planning Organization (St. Lucie TPO). The St. Lucie TPO MPA is identified on the map on page A-7.

To use the TIP:

- Locate the project in the Project Index in Section A.2 or on either of the Project Location Maps in Section A.3 to identify the Project Number or Project Name.
- Using the Project Name, reference directly the alphabetically-listed projects in the Detailed Project Listing pages or, by using the Project Number, identify the TIP Page Number for the project from the Project Index.
- Refer to the corresponding TIP Page Number to obtain information regarding the project in the Detailed Project Listings pages.
- Refer to the corresponding LRTP Page Number in the Project Index or in the Detailed Project Listings pages to cross-reference the project, if applicable, in the Reimagine Mobility 2050 Long Range Transportation Plan (LRTP).
- Refer to Section A.4 for a Glossary of Abbreviations and Phase/Funding Codes.
- Refer to Section B for information on Federal and State requirements for development of the TIP.
- Refer to Section C for the Detailed Project Listings which include whether the project is located on the Florida Strategic Intermodal System (SIS) and the Total Project Cost.
- Refer to Section D for the TPO List of Priority Projects.
- Refer to Section E for an evaluation of project and system performance
- Refer to the Appendices for an Example Public Comment Notice and for information on locally-funded projects and TIP amendments that have been adopted.
- Refer to the contact information on the cover of the TIP if you have any questions or comments.

Explanations of the SIS and Total Project Costs

SIS: The SIS is a network of high priority transportation facilities in Florida which includes the State's largest and most significant commercial service airports, spaceport, deep-water seaports, freight and passenger rail terminals, intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS will have a SIS identifier in the top right corner of the Detailed Project Listings pages in Section C of the TIP.

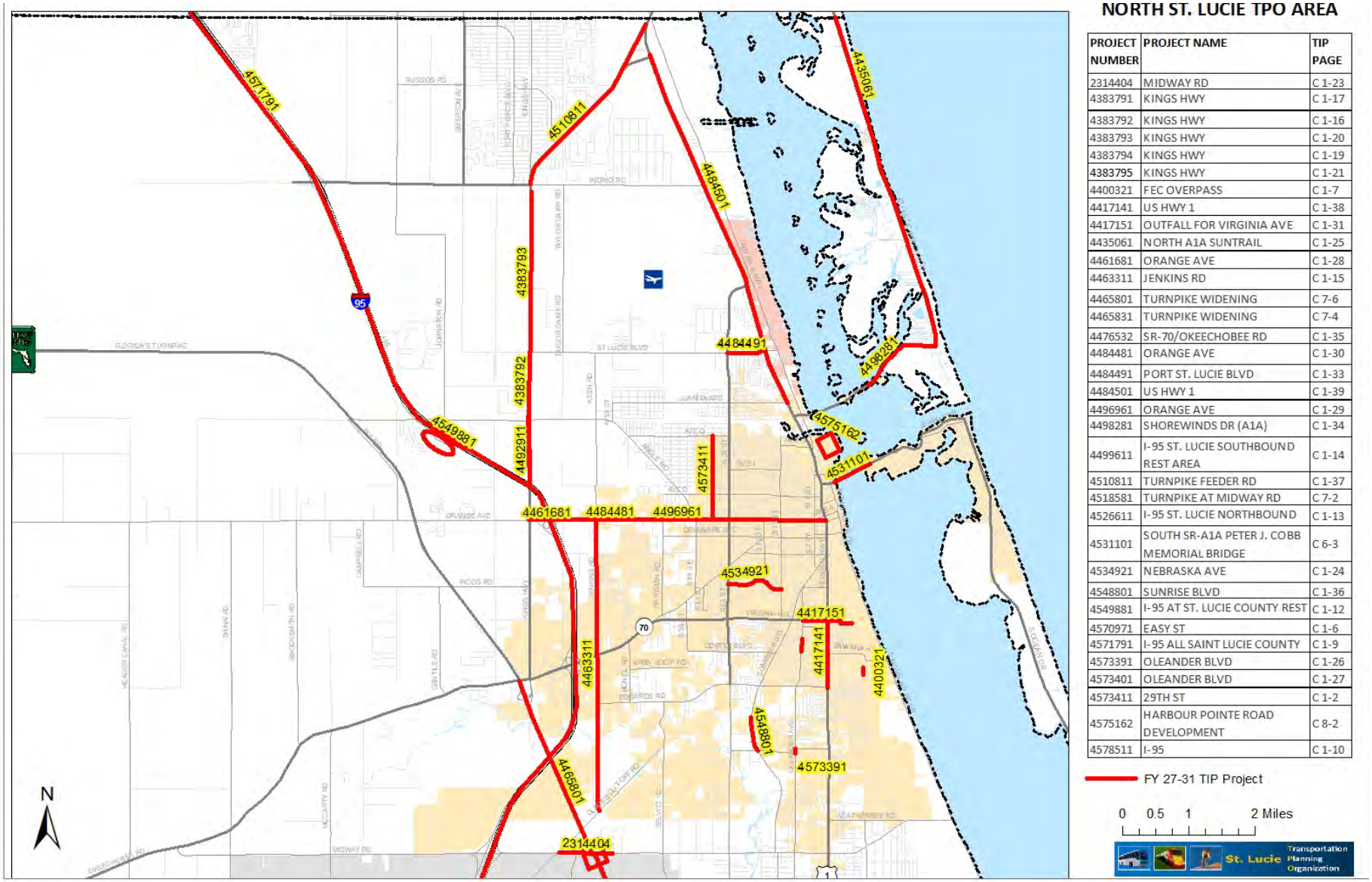
Total Project Costs: A typical project production sequence is to have a Project Development and Environment (PD&E) phase, followed by a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not include a ROW phase if land acquisition is not needed to complete the project. Costs in the Detailed Project Listing pages in Section C of the TIP may include the historical costs (Prior Year Cost), the costs in the five years of the current TIP, the costs in the years beyond the current TIP (Future Year Cost), and the sum of all of these costs which is the Total Project Cost. For some projects such as resurfacing, safety, or operational projects, there may not be a Total Project Cost identified, but additional details on that program will be included. Indirect costs are calculated at a set rate that FHWA approves and are utilized to satisfy the federal matching requirements necessary to obtain federal funds.

A.2 PROJECT INDEX AND TIP/RLRTP CROSS REFERENCE

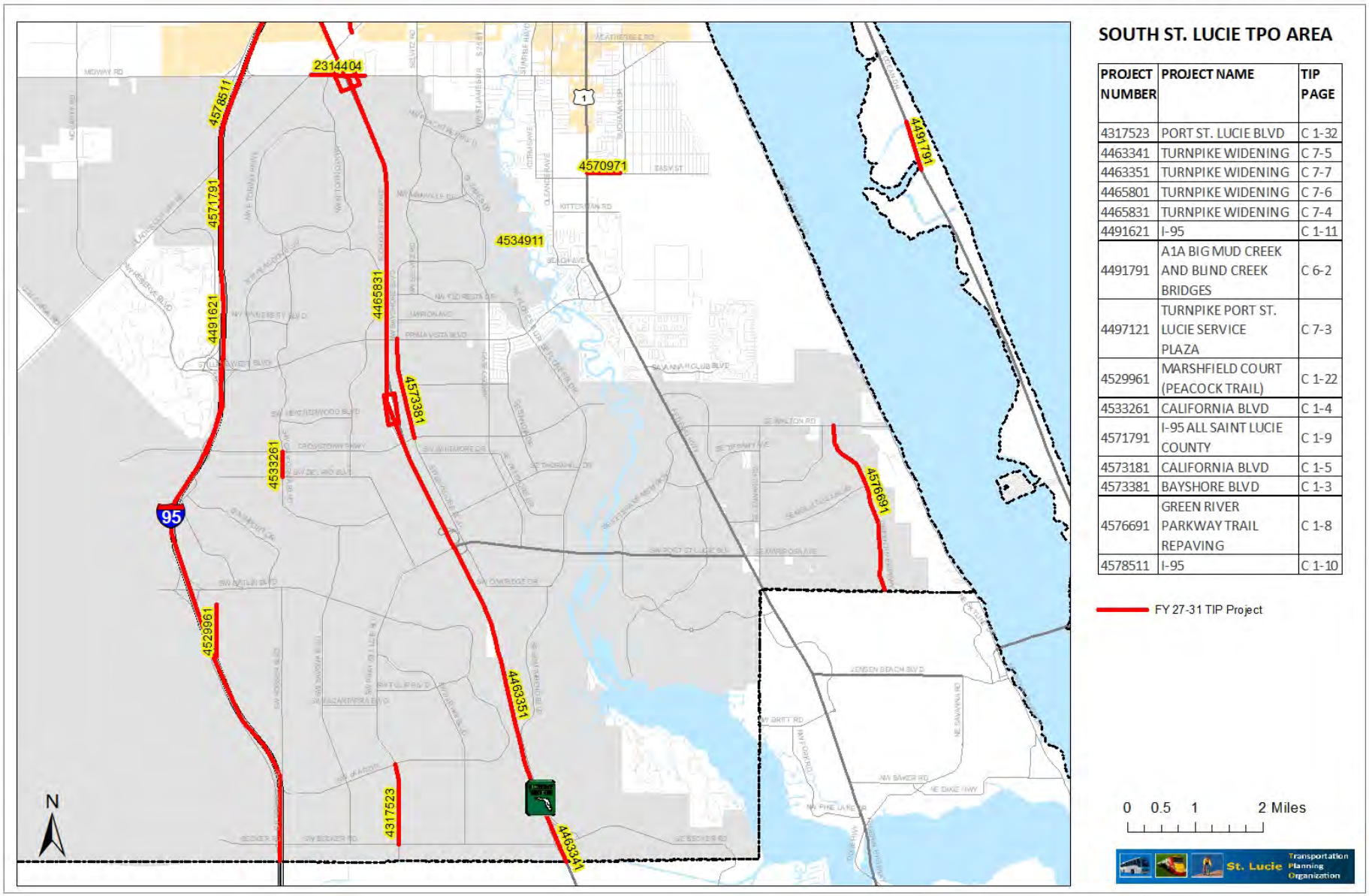
PROJECT NUMBER	PROJECT NAME	PROJECT LIMITS FROM	PROJECT LIMITS TO	DESCRIPTION	LRTP PAGE	TIP PAGE	TIP MAP PAGE
4573411	29TH ST	ORANGE AVE TO	AVE Q	SAFETY PROJECT	63	C 1-2	A-4
4491791	A1A BIG MUD CREEK AND BLIND CREEK BRIDGES	BIG MUD CREEK BRIDGE	BLIND CREEK BRIDGE	BRIDGE REPLACEMENT	30	C 6-2	A-5
4573381	BAYSHORE BLVD	CROSSTOWN PARKWAY	PRIMA VISTA BLVD	TRAFFIC CONTROL DEVICES/SYSTEM	62	C 1-3	A-5
4533261	CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PARKWAY	ADD LANES & RECONSTRUCT	37	C 1-4	A-5
4573181	CALIFORNIA BLVD	DEL RIO BLVD	CROSSTOWN PARKWAY	BIKE PATH/TRAIL	30	C 1-5	A-5
4570971	EASY ST	US HWY 1	CANAL 22 AT SUNTRAIL	SIDEWALK	51	C 1-6	A-4
4400321	FEC OVERPASS	SAVANNAS RECREATION AREA	SOUTH OF SAVANNAH RD.	BIKE PATH/TRAIL	30	C 1-7	A-4
4576691	GREEN RIVER PARKWAY TRAIL REPAVING	WALTON RD	MARTIN COUNTY LINE	BIKE PATH/TRAIL	30	C 1-8	A-5
4575162	HARBOUR POINTE ROAD DEVELOPMENT	PORT OF FT. PIERCE	PORT OF FT. PIERCE	SEAPORT CAPACITY PROJECT	14	C 8-2	A-4
4571791	I-95 ALL SAINT LUCIE COUNTY	MARTIN/SLC COUNTY LINE	INDIAN RIVER/SLC COUNTY LINE	GUARDRAIL	14	C 1-9	A-4, 5
4578511	I-95	NORTH OF GLADES CUT OFF RD	S. OF MIDWAY RD	PERIODIC MAINTENANCE	38	C 1-10	A-4, 5
4491621	I-95	S OF CROSSTOWN PKWY	MP 10.054	RESURFACING	14	C 1-11	A-5
4549881	I-95 AT ST. LUCIE COUNTY REST AREA	REST AREA	REST AREA	SKID HAZARD OVERLAY	14	C 1-12	A-4
4526611	I-95 ST. LUCIE NORTHBOUND REST AREA	REST AREA	REST AREA	NB REST AREA	14	C 1-13	A-4
4499611	I-95 ST. LUCIE SOUTHBOUND REST AREA	SB REST AREA	REST AREA	SB REST AREA	14	C 1-14	A-4
4463311	JENKINS RD	GLADES CUT OFF RD	ORANGE AVE	PD&E/EMO STUDY	40	C 1-15	A-4
4383792	KINGS HWY	NORTH OF COMMERCIAL CIRCLE	ST LUCIE BLVD	ADD LANES & RECONSTRUCT	30	C 1-16	A-4
4383791	KINGS HWY	SR-9/I-95 OVERPASS	NORTH OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	30	C 1-17	A-4
4383794	KINGS HWY	N OF I-95 OVERPASS	SOUTH OF ANGLE	ADD LANES & RECONSTRUCT	30	C 1-19	A-4
4383793	KINGS HWY	ST LUCIE BLVD	SOUTH OF INDRIO RD	ADD LANES & RECONSTRUCT	30	C 1-20	A-4

4383795	KINGS HWY	S OF ANGLE RD	NORTH OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	30	C 1-21	A-4
4529961	MARSHFIELD COURT (PEACOCK TRAIL)	DREYFUSS BLVD	HAYWORTH AVE	SIDEWALK	30	C 1-22	A-5
2314404	MIDWAY RD	JENKINS RD	GLADES CUT OFF RD	ADD LANES & RECONSTRUCT	30	C 1-23	A-4
4534921	NEBRASKA AVE	LAWNWOOD CIR	13TH ST	SIDEWALK	30	C 1-24	A-4
4435061	NORTH A1A SUNTRAIL	FT PIERCE INLET STATE PARK	SLC/INDIAN RIVER COUNTY LINE	BIKE PATH/TRAIL	30	C 1-25	A-4
4573391	OLEANDER BLVD	BELL AVE	FARMERS MARKET RD	ADD TURN LANE(S)	64	C 1-26	A-4
4573401	OLEANDER BLVD	WISTERIA AVE	GARDENIA AVE	BIKE PATH/TRAIL	64	C 1-27	A-4
4461681	ORANGE AVE	KINGS HWY	E OF I-95 SB RAMP	INTERCHANGE - ADD LANES	31	C 1-28	A-4
4496961	ORANGE AVE	KINGS HWY	US HWY 1	ATMS - ARTERIAL TRAFFIC MGMT	31	C 1-29	A-4
4484481	ORANGE AVE	LAMONT RD	32ND ST	RESURFACING	14	C 1-30	A-4
4417151	OUTFALL FOR VIRGINIA AVE	OLEANDER BLVD	INDIAN HILLS DR	DRAINAGE IMPROVEMENTS	14	C 1-31	A-4
4317523	PORT ST. LUCIE BLVD	BECKER RD	PAAR DR	ADD LANES & RECONSTRUCT	31	C 1-32	A-5
4484491	ST. LUCIE BLVD	EAST OF N 25 ST	WEST OF US-1	RESURFACING	14	C 1-35	A-4
4498281	SR-A1A NORTH	E OF NORTH CAUSEWAY BRI	ATLANTIC BEACH BLVD	RESURFACING	14	C 1-33	A-4
4476532	SR-70/OKEECHOBEE RD	MEDIAN CROSSING AT BMP 6.351	IDEAL HOLDING RD	RESURFACING	14	C 1-34	A-4
4531101	SOUTH SR-A1A PETER J. COBB MEMORIAL BRIDGE	SR-A1A	OVER THE INDIAN RIVER	BRIDGE-REPAIR/REHABILITATION	31	C 6-3	A-4
4548801	SUNRISE BLVD	BELL AVE	NSLWCD CANAL 15	SIDEWALK	31	C 1-36	A-4
4518581	TURNPIKE AT MIDWAY RD	SOUTHERN RAMPS INTERCHANGE	SOUTHERN RAMPS INTERCHANGE	NEW INTERCHANGE RAMP	31	C 7-2	A-4
4497121	TURNPIKE PORT ST. LUCIE SERVICE PLAZA	SERVICE PLAZA	SERVICE PLAZA	PARKING IMPROVEMENTS	31	C 7-3	A-5
4510811	TURNPIKE FEEDER RD	INDRIO RD	US-1	LIGHTING	14	C 1-37	A-4
4465831	TURNPIKE WIDENING	CROSSTOWN PKWY	MIDWAY RD	ADD LANES & RECONSTRUCT	31	C 7-4	A-4, 5
4463341	TURNPIKE WIDENING	MARTIN C/L	BECKER RD	ADD LANES & RECONSTRUCT	31	C 7-5	A-5
4465801	TURNPIKE WIDENING	MIDWAY RD	OKEECHOBEE RD	ADD LANES & RECONSTRUCT	31	C 7-6	A-4, 5
4463351	TURNPIKE WIDENING	BECKER RD	CROSSTOWN PKWY	ADD LANES & RECONSTRUCT	31	C 7-7	A-5
4417141	US HWY 1	EDWARDS RD	TENNESSEE AVE	DRAINAGE IMPROVEMENTS	14	C 1-38	A-4
4484501	US HWY 1	SOUTH OF JUANITA AVE	NORTH OF KINGS HWY	RESURFACING	14	C 1-39	A-4

A.3 TIP PROJECT LOCATION MAPS



PROJECT NUMBER	PROJECT NAME	TIP PAGE
2314404	MIDWAY RD	C 1-23
4383791	KINGS HWY	C 1-17
4383792	KINGS HWY	C 1-16
4383793	KINGS HWY	C 1-20
4383794	KINGS HWY	C 1-19
4383795	KINGS HWY	C 1-21
4400321	FEC OVERPASS	C 1-7
4417141	US HWY 1	C 1-38
4417151	OUTFALL FOR VIRGINIA AVE	C 1-31
4435061	NORTH A1A SUNTRAIL	C 1-25
4461681	ORANGE AVE	C 1-28
4463311	JENKINS RD	C 1-15
4465801	TURNPIKE WIDENING	C 7-6
4465831	TURNPIKE WIDENING	C 7-4
4476532	SR-70/OKEECHOBEE RD	C 1-35
4484481	ORANGE AVE	C 1-30
4484491	PORT ST. LUCIE BLVD	C 1-33
4484501	US HWY 1	C 1-39
4496961	ORANGE AVE	C 1-29
4498281	SHOREWINDS DR (A1A)	C 1-34
4499611	I-95 ST. LUCIE SOUTHBOUND REST AREA	C 1-14
4510811	TURNPIKE FEEDER RD	C 1-37
4518581	TURNPIKE AT MIDWAY RD	C 7-2
4526611	I-95 ST. LUCIE NORTHBOUND	C 1-13
4531101	SOUTH SR-A1A PETER J. COBB MEMORIAL BRIDGE	C 6-3
4534921	NEBRASKA AVE	C 1-24
4548801	SUNRISE BLVD	C 1-36
4549881	I-95 AT ST. LUCIE COUNTY REST	C 1-12
4570971	EASY ST	C 1-6
4571791	I-95 ALL SAINT LUCIE COUNTY	C 1-9
4573391	OLEANDER BLVD	C 1-26
4573401	OLEANDER BLVD	C 1-27
4573411	29TH ST	C 1-2
4575162	HARBOUR POINTE ROAD DEVELOPMENT	C 8-2
4578511	I-95	C 1-10


SOUTH ST. LUCIE TPO AREA
PROJECT NUMBER | PROJECT NAME | TIP PAGE
4317523 | PORT ST. LUCIE BLVD | C 1-32
4463341 | TURNPIKE WIDENING | C 7-5
4463351 | TURNPIKE WIDENING | C 7-7
4465801 | TURNPIKE WIDENING | C 7-6
4465831 | TURNPIKE WIDENING | C 7-4
4491621 | I-95 | C 1-11
4491791 | A1A BIG MUD CREEK AND BLIND CREEK BRIDGES | C 6-2
4497121 | TURNPIKE PORT ST. LUCIE SERVICE PLAZA | C 7-3
4529961 | MARSHFIELD COURT (PEACOCK TRAIL) | C 1-22
4533261 | CALIFORNIA BLVD | C 1-4
4571791 | I-95 ALL SAINT LUCIE COUNTY | C 1-9
4573181 | CALIFORNIA BLVD | C 1-5
4573381 | BAYSHORE BLVD | C 1-3
4576691 | GREEN RIVER PARKWAY TRAIL REPAVING | C 1-8
4578511 | I-95 | C 1-10
FY 27-31 TIP Project
2314404
4578511
4571791
4491621
4529961
4533261
4573381
4465831
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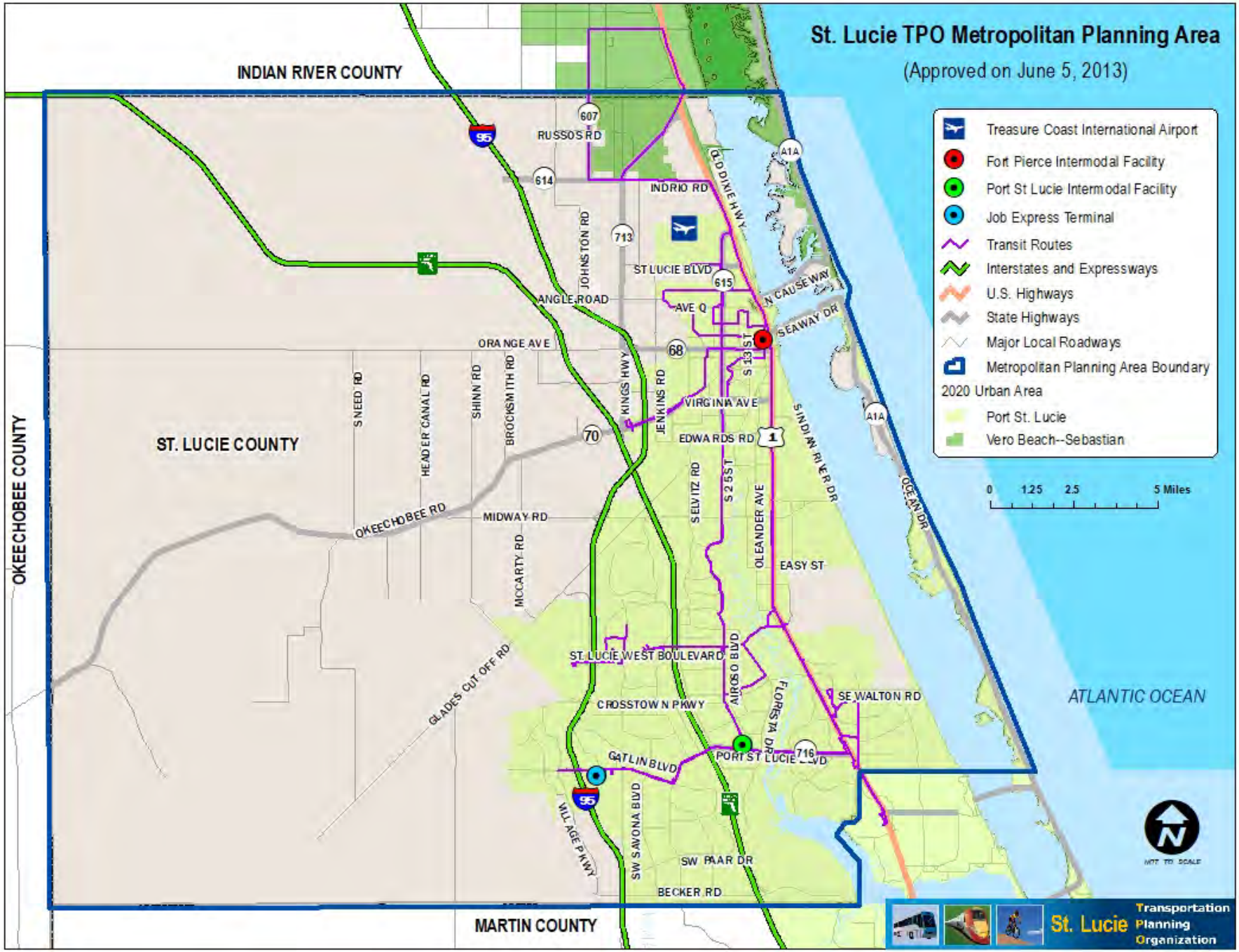
St. Lucie Transportation Planning Organization

A.4 GLOSSARY OF ABBREVIATIONS AND PHASE/FUNDING SOURCE CODES

ADM	Administration	MNT	Contract Maintenance
BPAC	Bicycle Pedestrian Advisory Committee	MPO	Metropolitan Planning Organization
BRDG	Bridge	MSC	Grant to Local Government
CAC	Citizens Advisory Committee	OPS	Operations
CAP	Capital	PD&E	Project Development and Environmental
CEI	Construction, Engineering, & Inspection	PE	Preliminary Engineering
CIP	Capital Improvements Program	PIP	Public Involvement Program
CLV	Culvert	PLN	Planning
CMP	Congestion Management Process	PST	DES Post Design
CST	Construction	PTO	Public Transportation Office
CTC	Community Transportation Coordinator	RELOC	Right of Way Relocation
DCA	Department of Community Affairs	RLRTP	Regional Long Range Transportation Plan
DSB	Design Build	ROW	Right of Way Support
E/D	Engineering & Design	ROW LND	Right of Way Land
ENV	Environmental	RR	CST Railroad Construction
EPA	Environmental Protection Agency	RRX	Railroad Crossing
FAA	Federal Aviation Administration	RRU	Railroad/Utilities Construction
FDOT	Florida Department of Transportation	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act–a Legacy for Users
FHWA	Federal Highway Administration	SLC	St. Lucie County
FTA	Federal Transit Administration	SRA	Senior Resource Association, Inc.
INC	Construction Incentive	TAC	Technical Advisory Committee
IRC	Indian River County	TD	Transportation Disadvantaged
LAR	Local Agency Reimbursement	TDC	Transportation Disadvantaged Commission
LCB	Local Coordinating Board	TIP	Transportation Improvement Program
LOPP	List of Priority Projects	TMA	Transportation Management Area
MAP - 21	Moving Ahead for Progress in the 21st Century	TPO	Transportation Planning Organization
MC	Martin County	UPWP	Unified Planning Work Program
MIT	Mitigation	UTL	Utility Coordination


St. Lucie TPO Metropolitan Planning Area
(Approved on June 5, 2013)
Treasure Coast International Airport
Fort Pierce Intermodal Facility
Port St Lucie Intermodal Facility
Job Express Terminal
Transit Routes
Interstates and Expressways
U.S. Highways
State Highways
Major Local Roadways
Metropolitan Planning Area Boundary
2020 Urban Area
Port St. Lucie
Vero Beach--Sebastian
0 1.25 2.5 5 Miles
INDIAN RIVER COUNTY
ST. LUCIE COUNTY
OKEECHOBEE COUNTY
MARTIN COUNTY
ATLANTIC OCEAN
RUSSOS RD
INDRIO RD
ST LUCIE BLVD
ANGLE ROAD
ORANGE AVE
VIRGINIA AVE
EDWARDS RD
OKEECHOBEE RD
MIDWAY RD
EASY ST
ST. LUCIE WEST BOULEVARD
CROSSTOWN PKWY
GATLIN BLVD
PORT ST LUCIE BLVD
SE WALTON RD
SW PAAR DR
BECKER RD
OLD DIXIE HWY
JOHNSTON RD
KINGS HWY
JENKINS RD
SINDIAN RIVER DR
OCEAN DR
A1A
N CAUSEWAY
SEAWAY DR
S 13 ST
S 25 ST
SELVITZ RD
OLEANDER AVE
AIROSO BLVD
FLORESTA DR
VILLAGE PKWY
SW SAVONA BLVD
SNEED RD
HEADER CANAL RD
SHINN RD
BROCKSMITH RD
MCCARTY RD
GLADES CUT OFF RD
St. Lucie Transportation Planning Organization

B. NARRATIVE

B.1 PURPOSE

The purpose of the TIP is to identify and prioritize transportation improvement projects receiving Federal and State funding over a five-year period that are located within the St. Lucie TPO MPA. In addition, the TIP is used to coordinate the transportation improvement projects of the U.S. Department of Transportation (USDOT), the Florida Department of Transportation (FDOT), and the local governments located within the MPA. Projects in the TIP are presented in Year of Expenditure (YOE), which takes into account the inflation rate over the five years in the TIP. Therefore the programmed cost estimate for each project is inflated to the year that the funds are expended based on reasonable inflation factors developed by the State and its partners. The TIP is also used to identify all regionally significant transportation projects for which Federal action is required, whether or not the projects receive Federal funding. As the St. Lucie TPO is in an air quality attainment area, there are no regionally significant air quality-related transportation improvement projects in the TIP.

B.2 Financial Plan

The Financial Plan of the TIP is based upon the FDOT District 4 Tentative Work Program for FY 2026/27 – FY 2030/31; the previous year's TIP; the 2050 Reimagine Mobility Long Range Transportation Plan (LRTP); and information provided by St. Lucie County, the City of Port St. Lucie, and the City of Fort Pierce. The Financial Plan includes Federal, State, and local transportation funding sources which are identified in the following tables based on the type of transportation improvement:

B.2 FINANCIAL PLAN

HIGHWAY/ROADWAY/SIDEWALK FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
ADVANCE CONSTRUCTION (CM)	ACCM	-	2,235,888	-	-	-	2,235,888
AC FREIGHT PROG (NFP)	ACFP	-	-	-	2,700,550	-	2,700,550
ADVANCE CONSTRUCTION NHPP	ACNP	-	-	-	7,128,227	-	7,128,227
AC NAT HWY PERFORM RESURFACING	ACNR	1,950,866	-	-	-	6,470,884	8,421,750
AC - PROTECT GRANT PGM	ACPR	6,377,286	4,735,738	-	-	-	11,113,024
ADVANCE CONSTRUCTION (SA)	ACSA	4,904,203	13,043,964	865,787	-	-	18,813,954
ADVANCE CONSTRUCTION (SS,HSP)	ACSS	4,375,817	-	7,378,040	-	-	11,753,857
ADVANCE CONSTRUCTION (SU)	ACSU	7,265,852	5,588,361	989,788	2,285,854	3,829,161	19,959,016
CONGRESS GF EARMARKS HIP 2024	CD24	2,000,000	-	-	-	-	2,000,000
DISTRICT DEDICATED REVENUE	DDR	30,726,364	15,178,061	-	5,824,558	47,502,606	99,231,589
STATE IN-HOUSE PRODUCT SUPPORT	DIH	472,856	140,184	10,930	304,585	539,953	1,468,508
STATE 100% - INDIRECT/OVERHEAD	DIOH	4,632,928	970,337	638,584	1,989,463	3,305,345	11,536,657
REST AREAS - STATE 100%	DRA	1,200,000	-	-	2,964,000	-	4,164,000
STATE PRIMARY HIGHWAYS & PTO	DS	15,884,646	-	-	16,907,633	38,947,437	71,739,716
OPEN GRADE FRICTION COURSE FC5	FC5	193,138	-	-	-	-	193,138
FINANCING CORP	FINC	64,811,954	-	-	-	-	64,811,954
LOCAL FUNDS	LF	4,955,639	96,089	29,140	-	-	5,080,868
LOCAL FUNDS/REIMBURSABLE	LFR	26,537,123	-	-	-	-	26,537,123
STATEWIDE SAFETY INITIATIVES	SSI	470,515	4,256,346	-	-	-	4,726,861
TRANSPORTATION ALTS- ANY AREA	TALT	1,242,758	76,872	79,563	-	-	1,399,193
TRANSPORTATION ALTS- >200K	TALU	476,416	721,995	721,995	-	-	1,920,406
SB2514A-TRAIL NETWORK 2015	TLWR	13,672,455	-	8,510,044	1,100,418	-	23,282,917
TRANS REGIONAL INCENTIVE PROGM	TRIP	1,124,443	1,403,873	-	2,328,200	-	4,856,516
SB2514A-TRAN REG INCT PRG 2015	TRWR	-	2,466,127	-	-	-	2,466,127
GRAND TOTAL							**407,541,839**

AVIATION FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
STATE 100% - INDIRECT/OVERHEAD	DIOH	13,475	13,720	58,800	-	-	85,995
STATE - PTO	DPTO	550,000	560,000	2,400,000	-	-	3,510,000
FEDERAL AVIATION ADMIN	FAA	2,700,000	-	-	-	-	2,700,000
LOCAL FUNDS	LF	250,000	140,000	600,000	-	-	990,000
GRAND TOTAL							**7,285,995**

TRANSIT OPERATIONS FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
DISTRICT DEDICATED REVENUE	DDR	817,389	841,911	841,911	875,587	910,611	4,287,409
STATE 100% - INDIRECT/OVERHEAD	DIOH	22,207	22,907	22,907	23,823	166,377	258,221
STATE PRIMARY/FEDERAL REIMB	DU	89,038	93,058	93,058	96,780	89,038	460,972
FEDERAL TRANSIT ADMINISTRATION	FTA	4,780,000	4,780,000	4,780,000	4,780,000	4,780,000	23,900,000
LOCAL FUNDS	LF	906,427	934,969	934,969	972,367	1,011,263	4,759,995
GRAND TOTAL							**33,666,597**

MISCELLANEOUS FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
UNRESTRICTED STATE PRIMARY	D	1,280,000	2,635,327	2,329,706	1,999,272	1,189,646	9,433,951
DISTRICT DEDICATED REVENUE	DDR	353,661	-	-	-	-	353,661
STATE 100% - INDIRECT/OVERHEAD	DIOH	197,589	221,586	205,307	117,157	69,712	811,351
STATEWIDE ITS - STATE 100%.	DITS	412,193	-	-	-	-	412,193
GRAND TOTAL							**11,011,156**

PLANNING FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
ADVANCE CONSTRUCTION PLANNING	ACPL	854,623	854,623	854,623	854,623	854,623	4,273,115
ADVANCE CONSTRUCTION (SU)	ACSU	600,000	600,000	600,000	600,000	600,000	3,000,000
STATE 100% - INDIRECT/OVERHEAD	DIOH	207,429	207,429	207,429	207,429	207,429	1,037,145
GRAND TOTAL							**8,310,260**

BRIDGE FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
ADVANCE CONSTRUCTION (BRT)	ACBR	-	352,730	1,000,000	100,000	22,322,492	23,775,222
STATE BRIDGE REPAIR & REHAB	BRRP	-	-	-	15,275,855	-	15,275,855
UNRESTRICTED STATE PRIMARY	D	40,000	40,000	-	-	-	80,000
DISTRICT DEDICATED REVENUE	DDR	-	33,750	-	1,128,000	-	1,161,750
STATE IN-HOUSE PRODUCT SUPPORT	DIH	5,000	2,000	4,000	5,640	-	16,640
STATE 100% - INDIRECT/OVERHEAD	DIOH	153,952	28,973	62,004	542,154	746,642	1,533,725
STATE PRIMARY HIGHWAYS & PTO	DS	1,990,865	-	-	-	-	1,990,865
GRAND TOTAL							**43,834,057**

TURNPIKE ENTERPRISE FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
LOCAL SUPPORT FOR TURNPIKE	PKLF	93,668	-	-	-	-	93,668
TURNPIKE INDIRECT COSTS	PKOH	976,412	58,536	9,795	118,060	557,373	1,720,176
TURNPIKE IMPROVEMENT	PKYI	39,923,209	2,399,000	400,000	4,824,530	22,843,149	70,389,888
GRAND TOTAL							**72,203,732**

SEAPORT FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2027	2028	2029	2030	2031	TOTAL
STATE 100% - INDIRECT/OVERHEAD	DIOH	20,007	-	-	-	-	20,007
SEAPORTS	PORT	816,621	-	-	-	-	816,621
GRAND TOTAL							**836,628**

FINANCIAL PLAN GRAND TOTAL 584,690,264

The TIP is financially constrained each year with the project cost estimates equal to the funding source estimates as demonstrated in the Financial Summary below:

PROJECT FUNDING SOURCE ESTIMATES	2027	2028	2029	2030	2031	Total Program
Highway/Roadway/Sidewalk	193,275,259	50,913,835	19,223,871	43,533,488	100,595,386	407,541,839
Aviation	3,513,475	713,720	3,058,800	0	0	7,285,995
Transit Operations	6,615,061	6,672,845	6,672,845	6,748,557	6,957,289	33,666,597
Miscellaneous	2,243,443	2,856,913	2,535,013	2,116,429	1,259,358	11,011,156
Planning	1,662,052	1,662,052	1,662,052	1,662,052	1,662,052	8,310,260
Bridge	2,189,817	457,453	1,066,004	17,051,649	23,069,134	43,834,057
Turnpike Enterprise	40,993,289	2,457,536	409,795	4,942,590	23,400,522	72,203,732
Seaport	836,628	0	0	0	0	836,628
						584,690,264

PROJECT COST ESTIMATES	2027	2028	2029	2030	2031	Total Program
Highway/Roadway/Sidewalk	193,275,259	50,913,835	19,223,871	43,533,488	100,595,386	407,541,839
Aviation	3,513,475	713,720	3,058,800	0	0	7,285,995
Transit Operations	6,615,061	6,672,845	6,672,845	6,748,557	6,957,289	33,666,597
Miscellaneous	2,243,443	2,856,913	2,535,013	2,116,429	1,259,358	11,011,156
Planning	1,662,052	1,662,052	1,662,052	1,662,052	1,662,052	8,310,260
Bridge	2,189,817	457,453	1,066,004	17,051,649	23,069,134	43,834,057
Turnpike Enterprise	40,993,289	2,457,536	409,795	4,942,590	23,400,522	72,203,732
Seaport	836,628	0	0	0	0	836,628
						584,690,264

FUND SOURCE	2027	2028	2029	2030	2031	Total Program
Federal	35,616,859	33,083,229	17,362,854	18,546,034	38,946,198	143,555,174
Federal Earmark	2,000,000	0	0	0	0	2,000,000
Local	32,742,857	1,171,058	1,564,109	972,367	1,011,263	37,461,654
State 100%	140,069,687	29,022,531	15,291,622	51,593,774	93,585,758	329,563,372
Toll/Turnpike	40,899,621	2,457,536	409,795	4,942,590	23,400,522	72,110,064
GRAND TOTAL FROM ALL JURISDICTIONS	251,329,024	65,734,354	34,628,380	76,054,765	156,943,741	
GRAND TOTAL						**584,690,264**

Note: See Section A-8 for Fund Code Source and Fund Code Description

B.3 PROJECT SELECTION

The selection of federally-funded projects within the St. Lucie TPO MPA for the TIP is consistent with Federal regulations [23 CFR450.330(c)] and is carried out by the TPO in cooperation with FDOT and the transit operator. The TIP has been developed in coordination with the USDOT, FDOT, St. Lucie TPO Advisory Committees, local governments, port and aviation authorities, transit operators, and the general public as summarized in Section B.6 of the TIP.

For the TPO's FY 2026/27 - FY 2030/31 TIP, the project selection and TIP development process started in May 2025. The List of Priority Projects (LOPP) was developed based on the LRTP and other plans as identified in Section B.4, local agency input, and public comments.The LOPP was reviewed by the St. Lucie TPO Advisory Committees and was adopted by the St. Lucie TPO Board and submitted to FDOT District 4 in June 2025. The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2026/27 -FY 2030/31. The Draft Tentative Work Program was reviewed and endorsed by the Board in October 2025. The Final Tentative Work Program was received from FDOT in April of 2026. The Final Tentative Work Program is the primary component of the TIP. The TPO LOPP is reproduced in Section D of the TIP.

B.4 CONSISTENCY WITH OTHER PLANS

The projects in the TIP are based on the LRTP, the St. Lucie Transit Development Plan, the Transportation Disadvantaged Service Plan/ Coordinated Public Transit – Human Services Transportation Plan, and other transportation plans of the St. Lucie TPO. These plans are cross-referenced in the LOPP, and the TIP projects are cross-referenced with the LRTP in the Project Index and TIP/LRTP Cross Reference in Section A.2. The projects also are consistent with the St. Lucie County Airport Master Plan, the Port of Fort Pierce Master Plan, and the 2060 Florida Transportation Plan.

In addition, the TIP has been developed to be consistent with adopted local Comprehensive Plans including the St. Lucie County, City of Fort Pierce, City of Port St. Lucie, and St. Lucie Village Comprehensive Plans. The transportation network in the TPO MPA contains the traffic circulation elements included in the adopted St. Lucie County, City of Fort Pierce, City of Port St. Lucie, and St. Lucie Village Comprehensive Plans. Projections of future traffic volumes and levels of service were developed based on the Future Land Use Elements of the respective plans. The projections, as identified in the LRTP, served as a basis for determining the need for new or expanded transportation facilities and transportation management systems to support proposed development and to maintain or improve adopted level of service standards.

B.5 PROJECT PRIORITY STATEMENT

The projects selected in the TIP are based upon the TPO LOPP and the corresponding prioritization methodology and the goals, objectives and performance measures identified in Table 4-1 of the LRTP. The project prioritization was based on qualitative and quantitative analyses of the transportation projects in the TPO MPA which included the scoring and ranking of multimodal project priorities as identified in Table 6-7 and Appendix E of the LRTP. The project priorities were further refined with the development of alternatives and scenarios planning as summarized in Chapter 6 of the LRTP and the consideration of public comment as summarized in Appendix G of the LRTP.

B.6 PUBLIC INVOLVEMENT

Public involvement in the development of the LOPP and the TIP is continuous, cooperative, and comprehensive and was conducted in accordance with the adopted Community Participation Plan (CPP) of the St. Lucie TPO and with Federal regulations [23 CFR 450.316 and 23 CFR 450.324(b)]. Reasonable opportunity to comment on the LOPP and the TIP was provided to all interested parties including, but not limited to, citizens, affected public agencies, public transit providers, freight shippers, private transportation providers, bicycle/pedestrian representatives, and the disabled. The process included those traditionally underserved and underrepresented consistent with the principles of Title VI. The process is followed for all projects funded in whole or part by the Federal Transit Administration (FTA) or the Federal Highway Administration (FHWA) pursuant to the Federal requirements.

B.7 TIP AMENDMENTS

TIP Amendments are completed in accordance with applicable requirements [23 CFR 324 and 326] when a project is added or deleted, when the fiscal constraint of the TIP is impacted by a project, and/or when there are significant changes in the scope of a project. The amendment of the TIP includes the preparation of a TIP Amendment Form that summarizes the nature of the changes.

Prior to the adoption of a TIP amendment by the TPO Board, notice and public comment opportunities are provided regarding the amendment consistent with Section B.6. Upon adoption of the amendment by the TPO Board, the TIP Amendment Form is incorporated into Appendix G of the TIP.

B.8 ANNUAL LISTING OF OBLIGATED FEDERAL FUNDING/IMPLEMENTED PROJECTS

FHWA OBLIGATED FUNDING

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4491791	**A1A AT BIG MUD CREEK AND BLIND CREEK BRIDGES #940003/940004**	BRIDGE REPLACEMENT	0.986	48,775	NHBR	
				1,163,267	NHBR	**1,212,042**
4299362	**A1A NORTH BRIDGE OVER ICWW BRIDGE #940045**	BRIDGE REPLACEMENT	1.205	1,508,894	SA	
				6,740	NHBR	
				-11,949	NHBR	
				25,000	SA	**1,528,685**
4460761	**BELL AVENUE FROM SOUTH 25TH STREET TO SUNRISE BLVD**	BIKE LANE/SIDEWALK	0.400	-2,785	SU	
				-3,653	TALT	
				-46,189	TALT	**-52,627**
4476511	**EMERSON AVE FR NORTH OF SR-614/INDRIO RD TO SOUTH OF 25TH ST SW**	RESURFACING	2.238	-15	PROT	
				-33	SA	**-48**
4534951	**GATLIN BLVD @ SAVONA BLVD**	ADD TURN LANE(S)	0.120	-540,638	CARU	
				-21,431	CARU	
				-500	CARU	**-562,569**
4447071	**GATLIN BLVD FROM SW VILLAGE PARKWAY TO SAVONA BLVD**	TRAFFIC CONTROL DEVICES/SYSTEM	2.672	-3,963	GFSU	
				-8,498	SU	**-12,461**

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4534931	**GREEN RIVER PARKWAY TRAIL FROM WALTON ROAD TO MARTIN COUNTY LINE**	BIKE PATH/TRAIL	2.648	-4,694	CARU	**-4,694**
4432241	**HURRICANE IRMA PERMANENT RESTORATION: CR-611B/EDWARDS RD. SINKHOLE**	EMERGENCY OPERATIONS	0.493	-86,739	ER17	
				-9,942	ER17	
				3	ER17	**-96,678**
4492811	**I-95 EXIT RAMP TO WB SR-68/ORANGE AVENUE**	SKID HAZARD OVERLAY	0.291	28,223	SA	
				120,236	HSP	**148,459**
4226816	**I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO SR-70**	PD&E/EMO STUDY	15.499	2,680,000	NFP	
				1,372,888	NHPP	**4,052,888**
4438471	**I-95 FROM NORTH OF GATLIN BLVD TO SOUTH OF ST. LUCIE WEST BLVD**	SKID HAZARD OVERLAY	3.198	118,854	HSP	**118,854**
4491631	**I-95 N OF GLADES CUT-OFF RD TO N OF FLORIDA TURNPIKE/SR-91**	RESURFACING	2.756	58,526	SM	**58,526**
4397611	**I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.**	INTERCHANGE - ADD LANES	1.704	-70,102	NFP	
				24,821	SA	**-45,281**
4470031	**INTERSECTION LIGHTING RETROFIT IMPROVEMENT**	LIGHTING	1.976	17,251	HSP	**17,251**
4463311	**JENKINS ROAD FROM CR-712/MIDWAY ROAD TO SR-68/ORANGE AVENUE**	PD&E/EMO STUDY	5.104	1,235,480	SU	**1,235,480**
4529961	**MARSHFIELD COURT FROM SW DREYFUSS BLVD TO SW HAYWORTH AVE**	BIKE PATH/TRAIL	0.801	5,000	TALT	**5,000**
2314403	**MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD**	ADD LANES & RECONSTRUCT	1.577	25,070	SU	
				103,697	SU	

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
				2,000	SA	**130,767**
2314402	**MIDWAY RD/CR-712 FROM S. 25TH STREET/SR-615 TO US HIGHWAY 1**	ADD LANES & RECONSTRUCT	1.803	-1,703,290	SA	
				3,782	SU	**-1,699,508**
4534921	**NEBRASKA AVENUE FROM SOUTH LAWNWOOD CIRCLE TO SOUTH 13TH STREET**	SIDEWALK	0.490	202,725	TALU	
				14,376	TALU	**217,101**
4415661	**OLEANDER AVENUE FROM MIDWAY ROAD TO SOUTH MARKET AVENUE**	SIDEWALK	1.257	-214,311	TALT	
				-14,721	TALU	
				-69,413	TALU	**-298,445**
4461681	**ORANGE AVE FROM SR-713/KINGS HWY TO E OF I-95 SB RAMP**	INTERCHANGE - ADD LANES	0.646	2,680	NFP	
				5,460	SA	
				43	SA	**8,183**
4461691	**ORANGE AVENUE FROM N 32ND ST TO WEST OF US HIGHWAY 1**	RESURFACING	1.915	273,290	SA	
				1,887	SN	
				423	SU	**275,600**
4481341	**PORT ST LUCIE TSM&O VARIOUS LOCATIONS**	ITS COMMUNICATION SYSTEM	0.990	-4,409	GFSU	
				-22,491	GFSU	**-26,900**
4317523	**PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE**	ADD LANES & RECONSTRUCT	1.119	1,667	SA	
				30,000	SU	

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
				108,549	SU	**140,216**
4317522	**PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD**	ADD LANES & RECONSTRUCT	1.946	17,000	SA	**17,000**
4317525	**PORT ST.LUCIE BLVD FR SOUTH OF PAAR DR TO SOUTH OF ALCANTARRA BLVD**	ADD LANES & RECONSTRUCT	1.076	2,000,000	CD23	
				2,094,210	SA	
				3,670,548	SU	**7,764,758**
4317526	**PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD**	ADD LANES & RECONSTRUCT	0.713	388,182	SA	
				293,641	SU	**681,823**
4460741	**SELVITZ ROAD FROM NORTHWEST FLORESTA DRIVE TO NORTHWEST BAYSHORE BLVD**	BIKE LANE/SIDEWALK	0.482	-14	TALT	
				-90	TALU	**-104**
4476531	**SR-70 FROM IDEAL HOLDING RD TO W OF KINGS HWY**	RESURFACING	7.984	19,400	SA	**19,400**
2302566	**SR-713/KINGS HWY FR 500 S OF SR-70 TO NORTH OF PICOS ROAD**	ADD LANES & RECONSTRUCT	2.200	-3,604	SA	**-3,604**
4383791	**SR-713/KINGS HWY FR N OF I-95 OVERPASS TO N OF COMMERCIAL CIR**	ADD LANES & RECONSTRUCT	1.400	193,616	SA	
				516,497	SU	**710,113**
4383792	**SR-713/KINGS HWY FROM N OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD**	ADD LANES & RECONSTRUCT	1.210	94,733	SU	
				5,000	SA	
				742,897	SU	**842,630**
4510811	**SR-713/TURNPIKE FEEDER ROAD FROM INDRIO ROAD TO US HIGHWAY 1**	LIGHTING	2.741	226,294	HSP	**226,294**

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4463761	**SR-716/PORT ST.LUCIE BLVD FROM W OF SE SHELTER DRIVE TO US HIGHWAY 1**	RESURFACING	1.555	1,051,109	NHRE	**1,051,109**
4534911	**ST. JAMES DRIVE FROM NE LAZY RIVER PARKWAY TO NE ROYCE AVENUE**	SIDEWALK	0.245	5,000	TALL	**5,000**
4393264	**ST. LUCIE FY 2022/2023-2023/2024 UPWP**	TRANSPORTATION PLANNING	0.000	-35	GFSU	
				-215,912	PL	
				58,005	SU	**-157,942**
4393265	**ST. LUCIE FY 2024/2025-2025/2026 UPWP**	TRANSPORTATION PLANNING	0.000	619,071	PL	
				600,000	SU	**1,219,071**
4489981	**SW KESTOR DRIVE FROM SW DARWIN BOULEVARD TO SW BECKER ROAD**	SIDEWALK	1.389	497,046	TALT	
				240,332	TALU	
				28,114	TALU	
				-3,664	TALT	**761,828**
4368681	**US HIGHWAY 1 @ SR-70/VIRGINIA AVENUE**	ADD RIGHT TURN LANE(S)	0.071	-73,917	SU	
				-4,556	SU	**-78,473**
4461091	**US HIGHWAY 1 FROM NORTH OF SR-70/VIRGINIA AVE TO SUNNY LANE**	RESURFACING	2.917	-84,270	NHRE	
				5,000	SA	**-79,270**
GRAND TOTAL						**19,329,474**

FTA OBLIGATED FUNDING

FTA GRANT NUMBER	COUNTY	FTA GRANTEE	FEDERAL FUND CODE	FTA PROJECT DESCRIPTION	TOTAL FTA FUNDS IN TIP	TOTAL FEDERAL FUNDS OBLIGATED	TOTAL LOCAL FUNDS	TOTAL
1024-26-01	SLC	SLC	5307	Capital/Operating	$4,420,000	$5,101,151	$1,404,000	**$1,404,000**
1024-26-01	SLC	SLC	5339	Bus and Bus Facilities	$0	$346,159	$0	**$0**
1024-25-02	SLC	SLC	5339-Discretionary	Bus and Bus Facilities	$360,000	$37,000,000	$9,250,000	**$9,250,000**
	SLC	SLC	5311	Operating	$180,257	$124,000	$124,000	**$124,000**
	SLC	SLC	5310	Elderly and individuals with disabilities	$0	$400,383	$400,383	**$400,383**
TOTAL					**$2,513,098**	**$37,754,521**	**$9,351,570**	**$11,178,383**

B.9 CERTIFICATIONS

To ensure Federal requirements are being met, the FHWA and FTA conduct Federal certification reviews on a quadrennial basis of the urbanized areas of TPOs/MPOs which also are designated by census as Transportation Management Areas (TMAs) because the population exceeds 200,000 people. The urbanized area of the St. Lucie TPO is designated as the Port St. Lucie TMA. The last Federal review of the TMA was completed in September 2025 and resulted in no corrective actions, eight noteworthy practices, and three recommendations were identified to improve the current planning process of the TPO.

The TPO and FDOT also perform joint certification reviews annually to ensure that State and Federal requirements are being met. The last joint certification review was completed in April 2025 which resulted in the joint certification of the St. Lucie TPO. Support documentation concerning the Federal and joint certification reviews is on file at the St. Lucie TPO offices and available for review during normal business hours.

B.10 CONGESTION MANAGEMENT PROCESS (CMP)

The development and implementation of a CMP is a requirement to be eligible for Federal funding. CMP Box Funds in the amount of $300,000 - $400,000 annually have been established by the St. Lucie TPO. Beyond the five fiscal years of the TIP, the LRTP continues to allocate approximately $3.25 million in funding towards the CMP on a yearly basis through 2050.

The overall purpose of the St. Lucie TPO CMP is to create a better quality of life for St. Lucie residents and visitors through lowering travel delay, reducing harmful emissions, and improving safety. The CMP identifies areas with congestion or safety issues, develops strategies to address the issues, and prioritizes projects based a ranking criteria.

The St. Lucie TPO CMP was updated in 2023, and a two-tiered approach (Phase I and Phase II) was utilized in the CMP to identify projects. The Phase I analysis provided a system-wide screening for areas of concern. The Phase II analysis included a detailed evaluation of the identified areas of concern. Based on the results of the Phase II evaluation, CMP projects were identified, and a project scoring criteria and the basis for the CMP Implementation Plan were developed.

Incorporating multimodal performance measures, the CMP Implementation Plan utilizes both traditional and non-traditional strategies to address the areas of concern, to reduce vehicle miles traveled, and to consider climate adaptation and proposes improvements which support multimodal elements and safety. The CMP projects from the CMP Implementation Plan that are not funded in the TIP may be added to CMP List of the TPO's LOPP for future funding with the CMP Box Funds.

B.11 TRANSPORTATION DISADVANTAGED (TD) PROGRAM

TD services are facilitated by the St. Lucie TPO pursuant to Florida Statute 427.015. The projects and costs of the St. Lucie TPO TD Program are summarized in the following:

Commission for the Transportation Disadvantaged								
Trip & Equipment Grant Allocations								
FY 2026-2027								
COUNTY	TRIP/EQUIP GRANT	LOCAL TRIP/EQUIP MATCH	TOTAL TRIP/EQUIP FUNDS	VOLUNTARY DOLLARS FM/Job # 43202818401	VOLUNTARY DOLLARS LOCAL MATCH	TOTAL VOLUNTARY DOLLARS	PLANNING GRANT ALLOCATION	TOTAL ESTIMATED PROJECT FUNDING
Saint Lucie	$706,134	$78,459	$784,593	$91	$10	$101	$31,564	$816,258

B.12 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

In 2005, the Florida Legislature enacted the Florida TRIP through Senate Bill 360. The stated purpose of the program is to encourage regional planning by providing state matching funds for improvements to regionally-significant transportation facilities identified and prioritized by regional partners. According to FDOT, two primary program requirements are as follows:

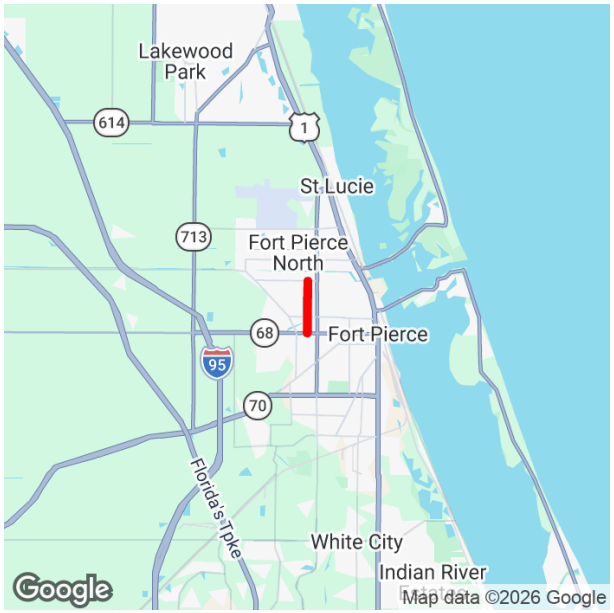
- Eligible recipients must be a partner, through an Interlocal Agreement, to a regional transportation planning entity; and,
- The partners must represent a regional transportation planning area and develop a plan that identifies and prioritizes regionally significant facilities.

To satisfy the application requirements for TRIP funding, an Interlocal Agreement was executed by the St. Lucie TPO, Martin MPO, and Indian River MPO to create a regional transportation planning entity known as the Treasure Coast Transportation Council (TCTC). The TCTC subsequently adopted a plan to identify and prioritize regionally significant facilities for the selection of projects for TRIP funding. This plan subsequently was updated in 2023.

St. Lucie TPO projects currently programmed in this TIP include $4,639,274 of TRIP funding. The JENKINS RD project (#446331) is receiving $2,328,200 in TRIP funding and the PORT ST. LUCIE BLVD project (#4317523) is receiving $2,528,316.

C.1 HIGHWAY/ROADWAY/SIDEWALK

29TH STREET FROM ORANGE AVE TO AVE Q
4573411 Non-SIS



Project Description: SAFETY PROJECT
Extra Description: 2025 TPO CMP PRIORITY #2 INSTALL TRAFFIC CALMING IMPROVEMENTS IDENTIFIED IN THE CITY OF FORT PIERCE COMPREHENSIVE SAFETY ACTION PLAN. LAP WITH CITY OF FORT PIERCE
Lead Agency: MANAGED BY FDOT
From: ORANGE AVE
County: ST. LUCIE
To: AVE Q
Length: 1.25
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACSU	0	0	0	5,000	0	5,000
PEX	DIOH	0	0	0	681	0	681
CST	ACSU	0	0	0	0	365,500	365,500
COX	DIOH	0	0	0	0	11,165	11,165
CSX	DIOH	0	0	0	0	1,000	1,000
					5,681	**377,665**	**383,346**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 383,346
LRTP: Page 63

BAYSHORE BLVD FROM CROSSTOWN PARKWAY TO PRIMA VISTA BLVD
4573381 Non-SIS

Project Description: TRAFFIC CONTROL DEVICES/SYSTEM
Extra Description: TSM&O/ATMS4 REAL TIME MONITORING AND ADAPTIVE TRAFFIC CONTROL FOR MIDSEGMENT TRAFFIC METERING.
Lead Agency: MANAGED BY FDOT
From: CROSSTOWN PARKWAY
County: ST. LUCIE
To: PRIMA VISTA BLVD
Length: 1.59
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACSU	0	0	0	5,000	0	5,000
PEX	DIOH	0	0	0	681	0	681
CST	ACSU	0	0	0	0	365,500	365,500
COX	DIOH	0	0	0	0	11,165	11,165
CSX	DIOH	0	0	0	0	1,000	1,000
					5,681	**377,665**	**383,346**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 383,346
LRTP: Page 63

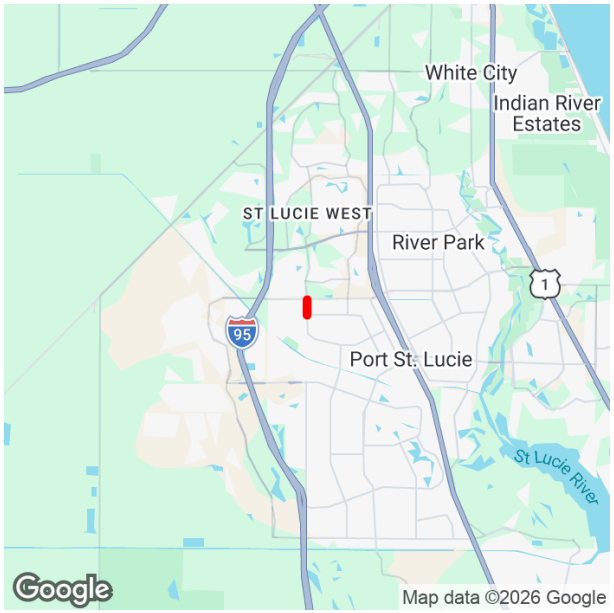
CALIFORNIA BLVD FROM SW DEL RIO BLVD TO CROSSTOWN PKWY
4533261 Non-SIS

Project Description: PD&E/EMO STUDY
Extra Description: 2024 TPO PRIORITY # 5 ADD 2 LANES AND SHARED-USE PATHS.CD24 APPROVED.
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From: SW DEL RIO
To: CROSSTOWN PKWY
County: ST. LUCIE
Length: 2.476
Phase Group: P D & E, P D & E - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PDE	ACSU	5,101	0	0	0	0	5,101
PDE	CD24	2,000,000	0	0	0	0	2,000,000
PDX	DIOH	149,689	0	0	0	0	149,689
		2,154,790					**2,154,790**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,154,790
LRTP: Page 38

CALIFORNIA BLVD FROM DEL RIO BLVD TO CROSSTOWN PARKWAY
4573181 Non-SIS

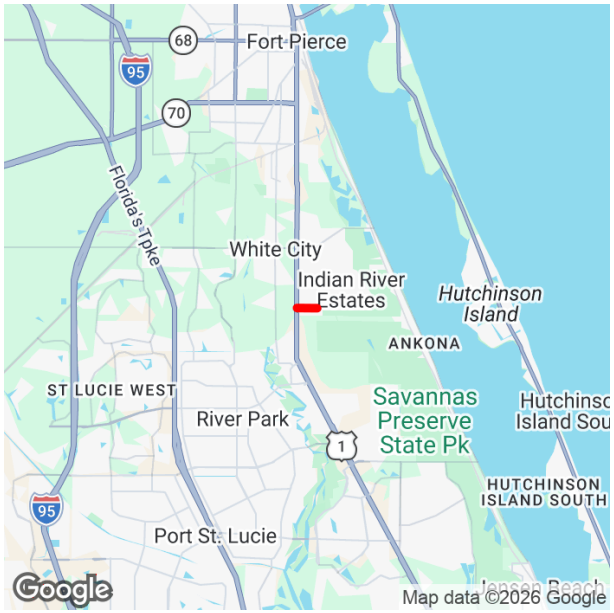


Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 436,496
LRTP: Page 30

Project Description: BIKE PATH/TRAIL
Extra Description: 2025 TPO CMP PRIORITY #5 SHARED-USE PATH ALONG WEST SIDE WITH MIDBLOCK FLASHING BEACON CROSSWALKS. ENHANCED CROSSWALKS AT DEL RIO BLVD INTERSECTION. LAP WITH CITY OF PORT ST LUCIE
Lead Agency: MANAGED BY FDOT
From: DEL RIO BLVD
County: ST. LUCIE
To: CROSSTOWN PARKWAY
Length: 0
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACSU	0	0	0	5,000	0	5,000
PEX	DIOH	0	0	0	681	0	681
CST	ACSU	0	0	0	0	417,000	417,000
COX	DIOH	0	0	0	0	12,760	12,760
CSX	DIOH	0	0	0	0	1,055	1,055
					5,681	**430,815**	**436,496**

EASY STREET FROM US HIGHWAY 1 TO CANAL 22 AT SUNTRAIL
4570971 Non-SIS

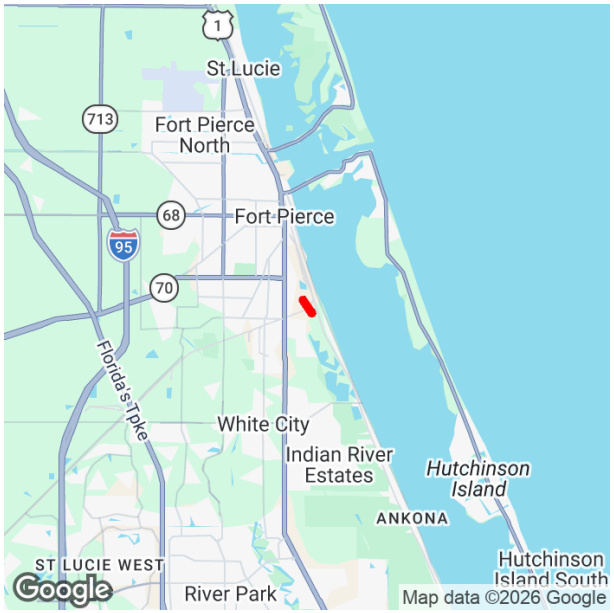


Project Description: SIDEWALK
Lead Agency: MANAGED BY FDOT
From: US HIGHWAY 1
County: ST. LUCIE
To: CANAL 22
Length: 0.564
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	TALT	5,000	0	0	0	0	5,000
PEX	DIOH	681	0	0	0	0	681
CST	LF	0	0	29,140	0	0	29,140
CST	TALT	0	0	79,563	0	0	79,563
CST	TALU	0	0	721,995	0	0	721,995
COX	DIOH	0	0	24,643	0	0	24,643
CSX	DIOH	0	0	1,492	0	0	1,492
		5,681		**856,833**			**862,514**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 862,514
LRTP: Page 52

FEC OVERPASS FROM SAVANNAS RECREATION AREA TO SOUTH OF SAVANNAH RD
4400321 Non-SIS

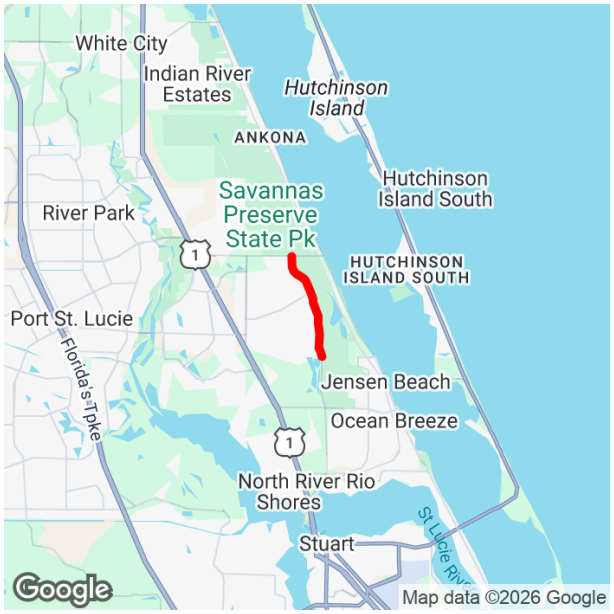


Prior Year Cost: 1,674,461
Future Year Cost: 0
Total Project Cost: 17,246,444
LRTP: Page 30

Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL
Lead Agency: MANAGED BY FDOT
From: SAVANNAS RECREATION AREA
County: ST. LUCIE
To: SOUTH OF SAVANNAH RD
Length: 0
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	DDR	464,836	337,188	0	0	0	802,024
ROW	DS	117,964	0	0	0	0	117,964
RWX	DIOH	35,842	20,737	0	0	0	56,579
CST	DDR	350,692	0	0	0	0	350,692
CST	DIH	98,204	0	0	0	0	98,204
CST	TLWR	13,672,455	0	0	0	0	13,672,455
COX	DIOH	391,209	0	0	0	0	391,209
CSX	DIOH	82,856	0	0	0	0	82,856
		15,214,058	**357,925**				**15,571,983**

GREEN RIVER PARKWAY TRAIL FROM WALTON RD TO MARTIN COUNTY LINE
4576691 Non-SIS

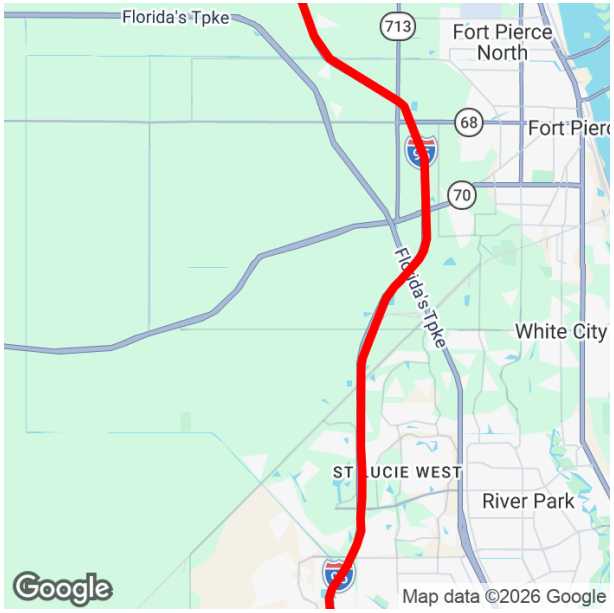


Project Description: BIKE PATH/TRAIL
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From: WALTON RD
To: MARTIN COUNTY LINE
County: ST. LUCIE
Length: 2.646
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	TLWR	0	0	0	1,100,418	0	1,100,418
COX	DIOH	0	0	0	35,103	0	35,103
					1,135,521		**1,135,521**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,135,521
LRTP: Page 30

I-95 ALL SAINT LUCIE COUNTY
4571791 SIS



Project Description: GUARDRAIL
Lead Agency: MANAGED BY FDOT **From:**
County: ST. LUCIE **To:**
Length: 15.833
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	SSI	470,515	0	0	0	0	470,515
PEX	DIOH	35,053	0	0	0	0	35,053
CST	SSI	0	4,256,346	0	0	0	4,256,346
COX	DIOH	0	120,858	0	0	0	120,858
CSX	DIOH	0	24,453	0	0	0	24,453
		505,568	**4,401,657**				**4,907,225**

Prior Year Cost: 93,988
Future Year Cost: 0
Total Project Cost: 5,001,213
LRTP: Page 14

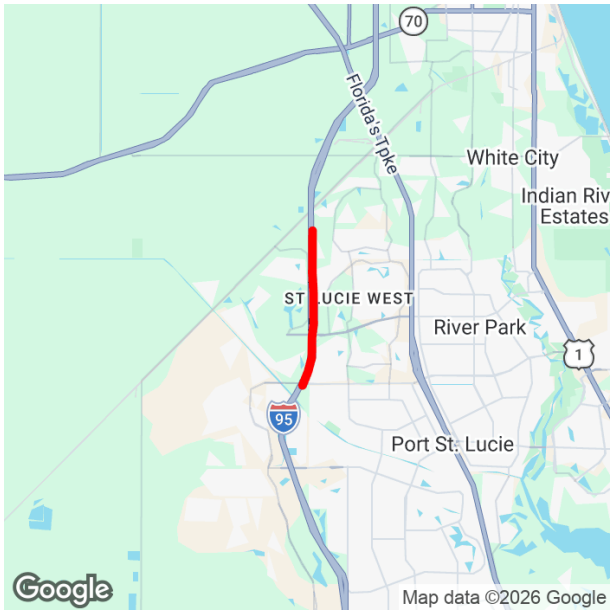
I-95 FROM NORTH OF GLADES CUT OFF ROAD TO SOUTH OF MIDWAY ROAD
4578511 SIS

Project Description: PERIODIC MAINTENANCE
Extra Description: OPEN GRADE FRICTION COURSE(FC-5) JULY JIMENEZ IS THE DESIGN PM
Lead Agency: MANAGED BY FDOT
From: NORTH OF GLADES CUT OFF ROAD
County: ST. LUCIE
To: SOUTH OF MIDWAY ROAD
Length: 0.58
Phase Group: CONSTRUCTION, CONST SUPPORT - IND SUPP, BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	DIH	5,145	0	0	0	0	5,145
CST	FC5	17,427	0	0	0	0	17,427
CSX	DIOH	1,270	0	0	0	0	1,270
MNT	FC5	175,711	0	0	0	0	175,711
MTX	DIOH	10,297	0	0	0	0	10,297
		209,850					**209,850**

Prior Year Cost: 35,323
Future Year Cost: 0
Total Project Cost: 245,173
LRTP: Page 14

I-95 FROM SOUTH OF CROSSTOWN PKWY TO MP 10.054
4491621 SIS

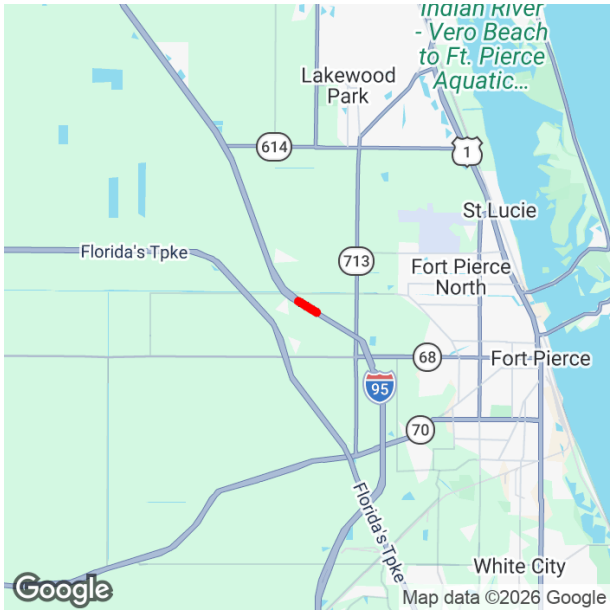


Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 3.762
From: SOUTH OF CROSSTOWN PKWY
To: MP 10.054
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DIH	15,000	0	0	0	0	15,000
PE	DS	240,000	0	0	0	0	240,000
PEX	DIOH	19,922	0	0	0	0	19,922
		274,922					**274,922**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 274,922
LRTP: Page 14

I-95 ST. LUCIE COUNTY REST AREA
4549881 SIS

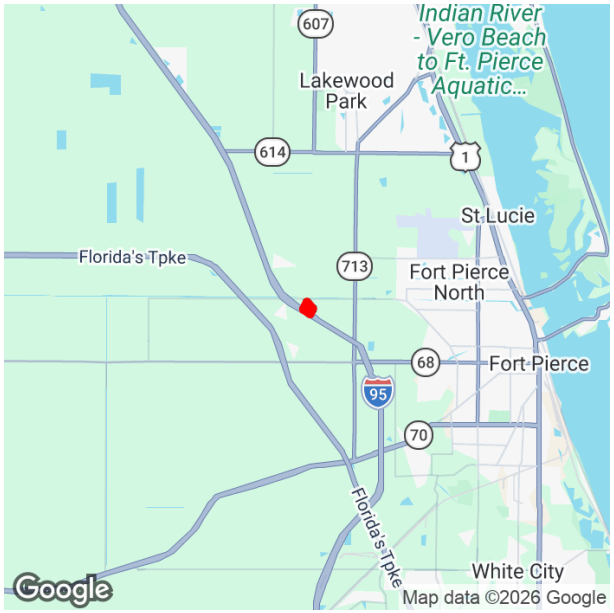


Prior Year Cost: 1,348,128
Future Year Cost: 0
Total Project Cost: 9,875,338
LRTP: Page 14

Project Description: SKID HAZARD OVERLAY
Extra Description: NPV = $11,697,902 B/C RATIO = 3.6 SHSP EMPHASIS AREA(S): LANE DEPARTURE CRASHES AND AGGRESSIVE DRIVING/ SFA1 & SFA2 STANDALONE SAFETY PROJECT LET TOGETHER W/ 449961.1
Lead Agency: MANAGED BY FDOT
From: REST AREA
County: ST. LUCIE
To: REST AREA
Length: 2.3
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACSA	0	0	865,787	0	0	865,787
CST	ACSS	0	0	7,378,040	0	0	7,378,040
CST	DIH	0	0	10,930	0	0	10,930
COX	DIOH	0	0	230,521	0	0	230,521
CSX	DIOH	0	0	41,932	0	0	41,932
				8,527,210			**8,527,210**

I-95 ST. LUCIE NORTHBOUND REST AREA RECONSTRUCTION
4526611 SIS



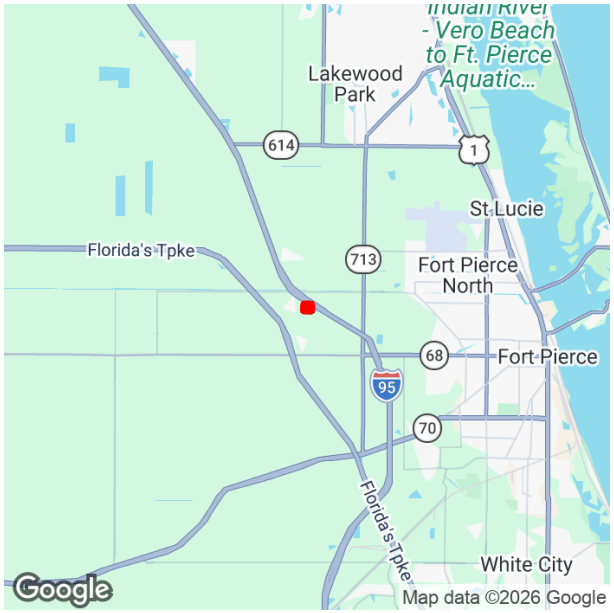
Project Description: REST AREA
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0.893
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

From: ST. LUCIE NB REST AREA
To: ST. LUCIE NB REST AREA

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACFP	0	0	0	2,700,550	0	2,700,550
PE	DRA	0	0	0	2,964,000	0	2,964,000
PEX	DIOH	0	0	0	422,009	0	422,009
					6,086,559		**6,086,559**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 6,086,559
LRTP: Page 14

I-95 ST. LUCIE SOUTHBOUND REST AREA
4499611 SIS



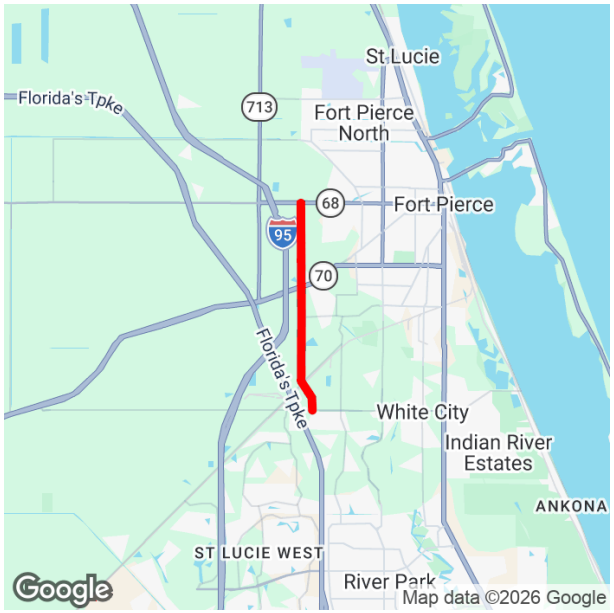
Project Description: REST AREA
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0.54
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

From: ST. LUCIE SB REST AREA
To: ST. LUCIE SB REST AREA

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DDR	164,143	0	0	0	0	164,143
PE	DRA	1,200,000	0	0	0	0	1,200,000
PEX	DIOH	101,629	0	0	0	0	101,629
		1,465,772					**1,465,772**

Prior Year Cost: 2,917,332
Future Year Cost: 45,953,326
Total Project Cost: 50,336,430
LRTP: Page 14

JENKINS RD FROM MIDWAY RD TO ORANGE AVE
4463311 Non-SIS

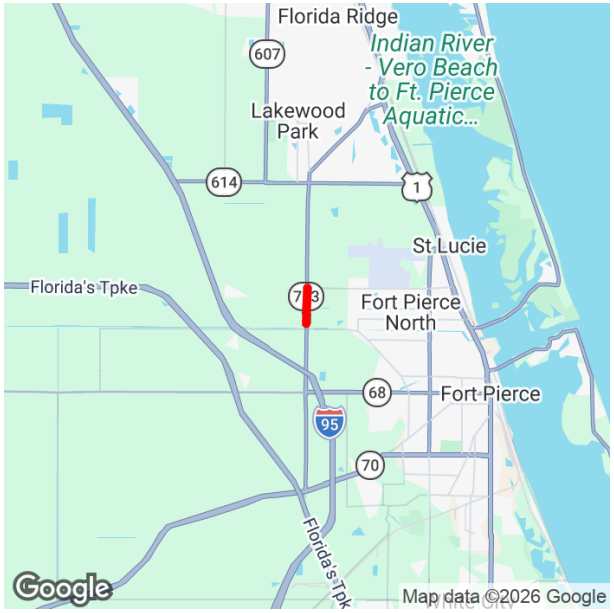


Project Description: PD&E/EMO STUDY
Extra Description: 2024 TPO PRIORITY #4 LFA WITH ST. LUCIE COUNTY R/W IS NEEDED 22-02 WIRE TRANSFER RECEIVED 11/13/23 $1M ST. LUCIE COUNTY
Lead Agency: MANAGED BY FDOT
From: MIDWAY RD
County: ST. LUCIE
To: ORANGE AVE
Length: 5.104
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACSU	0	0	0	2,211,970	0	2,211,970
PE	TRIP	0	0	0	2,328,200	0	2,328,200
PEX	DIOH	0	0	0	344,403	0	344,403
					4,884,573		**4,884,573**

Prior Year Cost: 7,232,669
Future Year Cost: 0
Total Project Cost: 12,117,242
LRTP: Page 40

KINGS HWY FROM NORTH OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD
4383792 Non-SIS



Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5
Lead Agency: MANAGED BY FDOT
From: NORTH OF COMMERCIAL CIRCLE
County: ST. LUCIE
To: NORTH OF ST LUCIE BLVD
Length: 1.21
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACSU	56,000	0	0	0	0	56,000
RWX	DIOH	7,062	0	0	0	0	7,062
		63,062					**63,062**

Prior Year Cost: 41,108,643
Future Year Cost: 0
Total Project Cost: 152,799,761
LRTP: Page 30

KINGS HWY FROM NORTH OF I-95 OVERPASS TO NORTH OF COMMERCIAL CIRCLE
4383791 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES PD&E UNDER 230256-5
Lead Agency: MANAGED BY FDOT
From: NORTH OF I-95 OVERPASS
County: ST. LUCIE
To: NORTH OF COMMERCIAL CIRCLE
Length: 1.4
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	DDR	0	3,798,702	0	1,899,351	0	5,698,053
ROW	DS	0	0	0	1,899,351	0	1,899,351
RWX	DIOH	0	233,620	0	233,620	0	467,240
			4,032,322		**4,032,322**		**8,064,644**

Prior Year Cost: 41,108,643
Future Year Cost: 0
Total Project Cost: 152,799,761
LRTP: Page 30

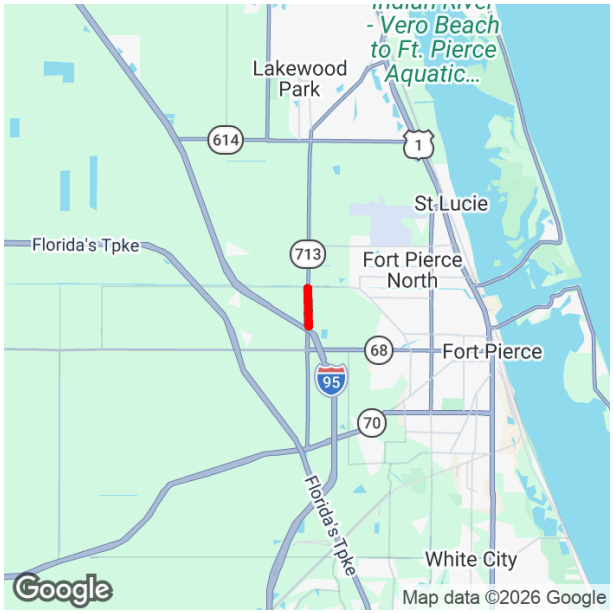
KINGS HWY FROM NORTH OF I-95 OVERPASS TO NORTH OF COMMERCIAL CIRCLE
4492911 Non-SIS

Project Description: LANDSCAPING
Extra Description: STANDALONE LANDSCAPE TO FOLLOW 438379-4/5
Lead Agency: MANAGED BY FDOT
From: NORTH OF I-95 OVERPASS
County: ST. LUCIE
To: NORTH OF COMMERCIAL CIRCLE
Length: 1.4
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DDR	0	0	0	0	141,293	141,293
PE	DIH	0	0	0	0	11,303	11,303
PEX	DIOH	0	0	0	0	12,064	12,064
						164,660	**164,660**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 164,660
LRTP: Page 30

KINGS HWY FROM NORTH OF I-95 OVERPASS TO SOUTH OF ANGLE RD
4383794 Non-SIS

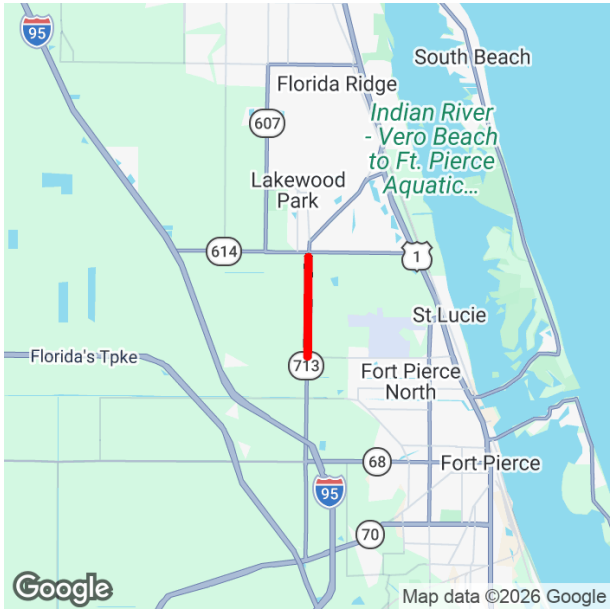


Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES, PD&E UNDER 230256-5, DESIGN & ROW UNDER FM# 438379.1
Lead Agency: MANAGED BY FDOT
From: NORTH OF I-95
County: ST. LUCIE
To: SOUTH OF ANGLE RD
Length: 0.905
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACSA	955,554	179,317	0	0	0	1,134,871
CST	ACSU	5,237,136	0	0	0	0	5,237,136
CST	DDR	14,257,265	4,533,069	0	0	0	18,790,334
CST	DIH	174,073	0	0	0	0	174,073
CST	DS	14,751,540	0	0	0	0	14,751,540
COX	DIOH	1,087,895	0	0	0	0	1,087,895
CSX	DIOH	86,352	186,749	0	0	0	273,101
		36,549,815	**4,899,135**				**41,448,950**

Prior Year Cost: 41,108,643
Future Year Cost: 0
Total Project Cost: 152,799,761
LRTP: Page 30

KINGS HWY FROM NORTH OF ST LUCIE BLVD TO INDRIO RD
4383793 Non-SIS

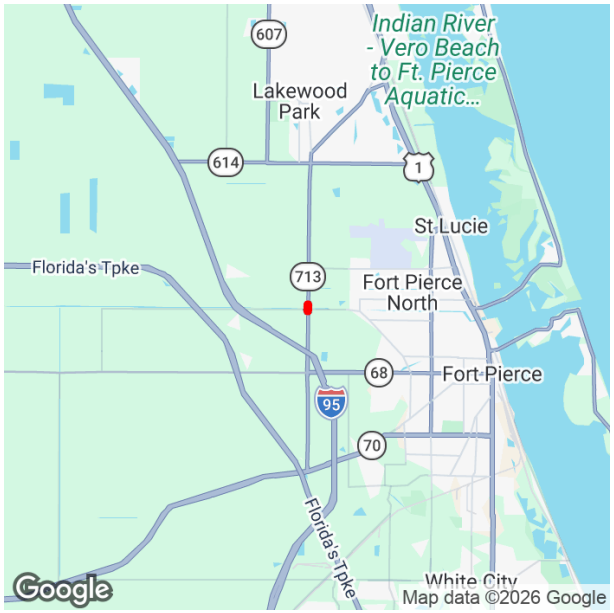


Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2024 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5 R/W REQUIRED
Lead Agency: MANAGED BY FDOT
From: NORTH OF ST LUCIE BLVD
County: ST. LUCIE
To: INDRIO ROAD
Length: 2.19
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	DDR	0	0	0	1,617,500	297,500	1,915,000
ROW	DIH	0	0	0	74,000	300,000	374,000
ROW	DS	0	0	0	0	2,000,000	2,000,000
RWX	DIOH	0	0	0	108,807	179,126	287,933
					1,800,307	**2,776,626**	**4,576,933**

Prior Year Cost: 41,108,643
Future Year Cost: 0
Total Project Cost: 152,799,761
LRTP: Page 30

KINGS HWY FROM SOUTH OF ANGLE RD TO NORTH OF COMMERCIAL CIRCLE
4383795 Non-SIS



Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES, PD&E UNDER 230256-5, DESIGN & ROW UNDER FM# 438379.1
Lead Agency: MANAGED BY FDOT
From: SOUTH OF ANGLE RD
County: ST. LUCIE
To: NORTH OF COMMERCIAL CIRCLE
Length: 0.498
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACSU	0	0	0	0	1,507,261	1,507,261
CST	DDR	0	0	0	0	27,657,398	27,657,398
CST	DS	0	0	0	0	26,546,529	26,546,529
COX	DIOH	0	0	0	0	1,735,267	1,735,267
CSX	DIOH	0	0	0	0	91,074	91,074
						57,537,529	**57,537,529**

Prior Year Cost: 41,108,643
Future Year Cost: 0
Total Project Cost: 152,799,761
LRTP: Page 30

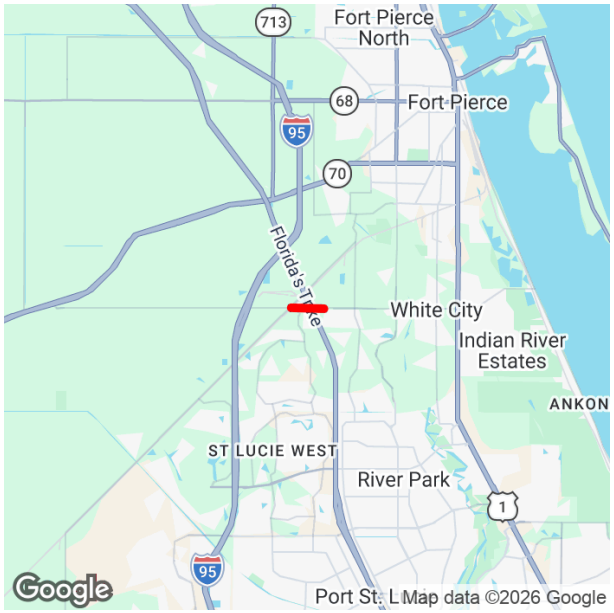
MARSHFIELD COURT FROM SW DREYFUSS BLVD TO SW HAYWORTH AVE/PEACOCK TRAIL
4529961 SIS

Project Description: BIKE PATH/TRAIL
Lead Agency: MANAGED BY FDOT
From: SW DREYFUSS BLVD
County: ST. LUCIE
To: SW HAYWORTH AVE
Length: 0.801
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	LF	55,000	0	0	0	0	55,000
CST	TALT	1,237,758	0	0	0	0	1,237,758
CST	TALU	376,416	0	0	0	0	376,416
COX	DIOH	49,787	0	0	0	0	49,787
CSX	DIOH	2,378	0	0	0	0	2,378
		1,721,339					**1,721,339**

Prior Year Cost: 5,681
Future Year Cost: 0
Total Project Cost: 1,727,020
LRTP: Page 30

MIDWAY RD FROM GLADES CUT OFF RD TO JUST WEST OF JENKINS RD
2314404 Non-SIS

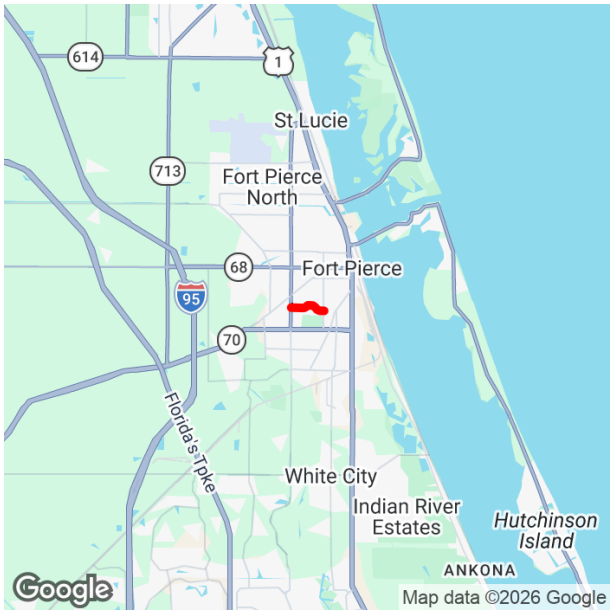


Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2024 TPO PRIORITY #3/4 MOVING FLORIDA FORWARD PROJECT WIDENING FROM 2 TO 4 LANES. BASED ON PD&E COMPLETED UNDER PROJECT FM 231440-3
Lead Agency: MANAGED BY FDOT
From: GLADES CUT OFF RD
County: ST. LUCIE
To: JUST WEST OF JENKINS RD
Length: 0.642
Phase Group: RAILROAD & UTILITIES, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
RRU	LF	1,048,938	0	0	0	0	1,048,938
CST	ACSA	51,450	0	0	0	0	51,450
CST	FINC	64,811,954	0	0	0	0	64,811,954
COX	DIOH	33,461	0	0	0	0	33,461
CSX	DIOH	275,356	0	0	0	0	275,356
		66,221,159					**66,221,159**

Prior Year Cost: 3,771,928
Future Year Cost: 0
Total Project Cost: 69,993,087
LRTP: Page 30

NEBRASKA AVE FROM SOUTH LAWNWOOD CIRCLE TO SOUTH 13TH STREET
4534921 Non-SIS

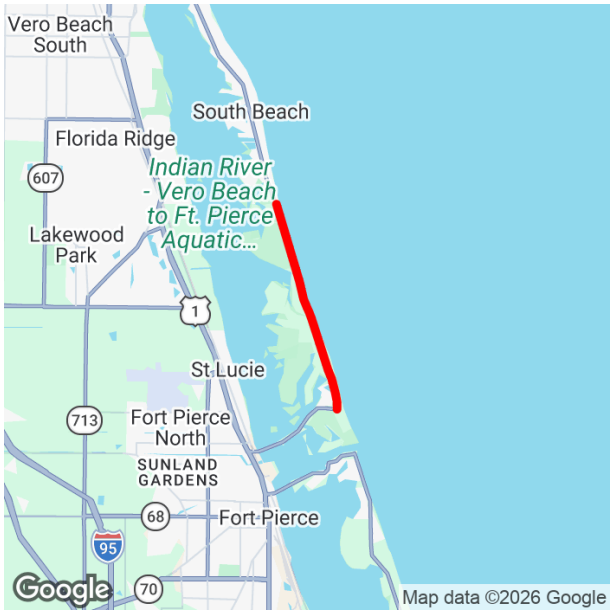


Project Description: SIDEWALK
Extra Description: 2024 TPO CARBON REDUCTION PRIORITY #5 SIDEWALKS, 6 FEET IN WIDTH, 1 MILE IN LENGTH, ON BOTH SIDES OF STREET
Lead Agency: MANAGED BY FDOT
From: SOUTH LAWNWOOD CIRCLE
County: ST. LUCIE
To: SOUTH 13TH ST
Length: 0.49
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	TALU	100,000	0	0	0	0	100,000
COX	DIOH	3,190	0	0	0	0	3,190
		103,190					**103,190**

Prior Year Cost: 360,824
Future Year Cost: 0
Total Project Cost: 464,014
LRTP: Page 30

NORTH SR-A1A SUNTRAIL
4435061 Non-SIS

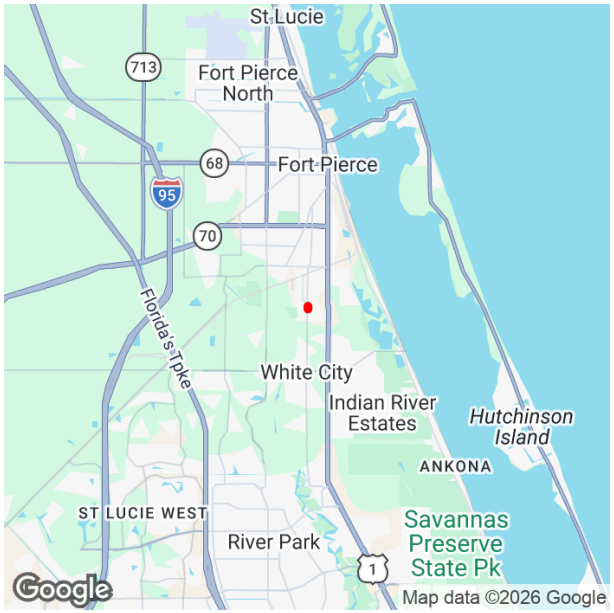


Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL: ST. LUCIE COUNTY NORTH A1A INDIAN RIVER LAGOON TRAIL IMPROVEMENT
Lead Agency: MANAGED BY FDOT
From: FT PIERCE INLET STATE PARK
County: ST. LUCIE
To: SLC/INDIAN RIVER COUNTY LINE
Length: 5.193
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	TLWR	0	0	8,510,044	0	0	8,510,044
COX	DIOH	0	0	237,609	0	0	237,609
CSX	DIOH	0	0	41,515	0	0	41,515
				8,789,168			**8,789,168**

Prior Year Cost: 2,565,329
Future Year Cost: 0
Total Project Cost: 11,354,497
LRTP: Page 30

OLEANDER BLVD FROM BELL AVE TO FARMERS MARKET ROAD
4573391 Non-SIS

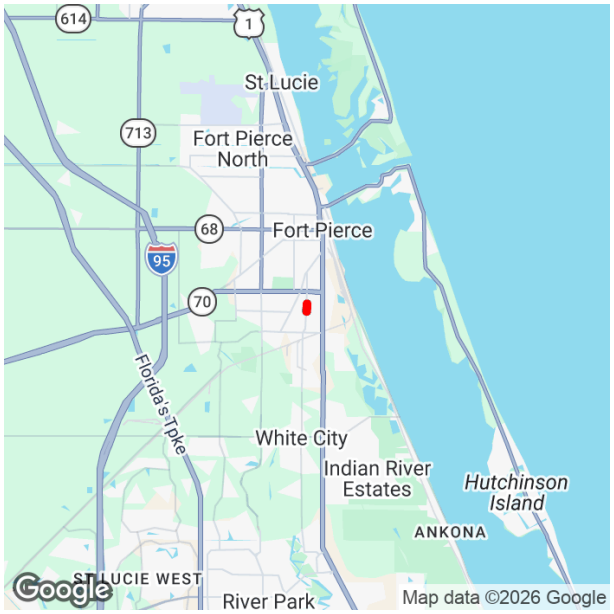


Project Description: ADD TURN LANE(S)
Extra Description: 2025 TPO PRIORITY # 1 AND #4 SOUTHBOUND L/T AND NORTHBOUND R/T AT FARMERS MARKET ROAD AND SOUTHBOUND R/T AND NORTHBOUND L/T AT BELL AVE. INCREASE INTERSECTION TURNING RADII.
Lead Agency: MANAGED BY FDOT
From: BELL AVE
County: ST. LUCIE
To: FARMERS MARKET ROAD
Length: 0.11
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACSU	0	0	0	5,000	0	5,000
PEX	DIOH	0	0	0	681	0	681
CST	ACSU	0	0	0	0	756,900	756,900
COX	DIOH	0	0	0	0	23,287	23,287
CSX	DIOH	0	0	0	0	1,414	1,414
					5,681	**781,601**	**787,282**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 787,282
LRTP: Page 64

OLEANDER BLVD FROM WISTERIA AVE TO GARDENIA AVE
4573401 Non-SIS

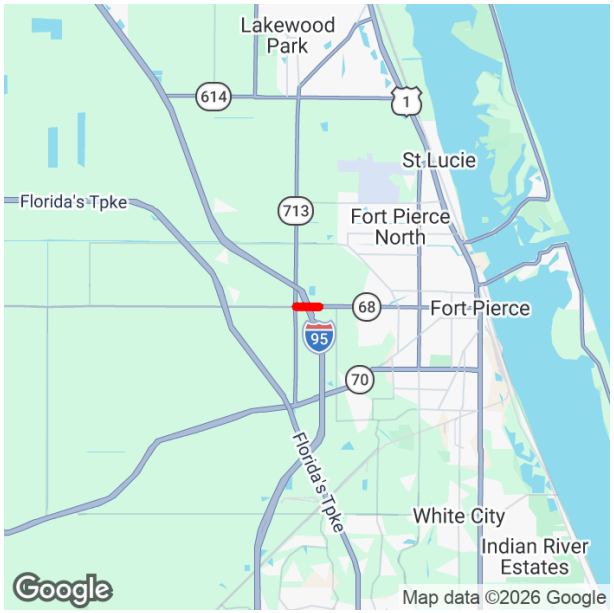


Project Description: BIKE PATH/TRAIL
Extra Description: 2025 TPO CMP PRIORITY #3 SHARED-USE PATH ALONG EAST SIDE FROM AZALEA AVE TO ANTILLES/WINDSOR AVE. FLASHING BEACON CROSSWALK, PATH CONNECTIONS AT ROSELYN, ANTILLES, AND AZALEA AVES. LAP WITH ST. LUCIE COUNTY
Lead Agency: MANAGED BY FDOT
From: WISTERIA AVE
County: ST. LUCIE
To: GARDENIA AVE
Length: 0.203
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACSU	0	0	0	5,000	0	5,000
PEX	DIOH	0	0	0	681	0	681
CST	ACSU	0	0	0	0	417,000	417,000
COX	DIOH	0	0	0	0	12,760	12,760
CSX	DIOH	0	0	0	0	1,055	1,055
					5,681	**430,815**	**436,496**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 436,496
LRTP: Page 64

ORANGE AVE FROM KINGS HWY TO EAST OF I-95 SB RAMP
4461681 SIS

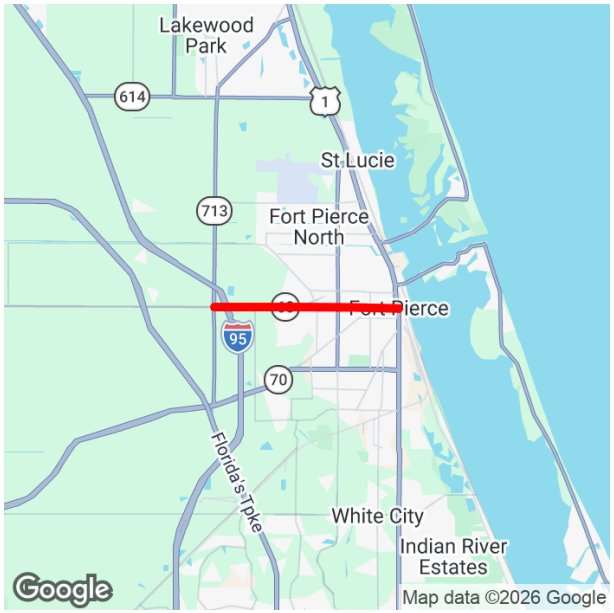


Project Description: INTERCHANGE - ADD LANES
Extra Description: ADD EB RIGHT TURN LANE FROM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FR ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713 NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713 EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)
Lead Agency: MANAGED BY FDOT
From: KINGS HWY
County: ST. LUCIE
To: EAST OF I-95 SB RAMP
Length: 0.646
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACNP	0	0	0	7,128,227	0	7,128,227
COX	DIOH	0	0	0	197,895	0	197,895
CSX	DIOH	0	0	0	45,781	0	45,781
					7,371,903		**7,371,903**

Prior Year Cost: 980,022
Future Year Cost: 0
Total Project Cost: 8,351,925
LRTP: Page 31

ORANGE AVE FROM KINGS HWY TO US HIGHWAY 1
4496961 Non-SIS

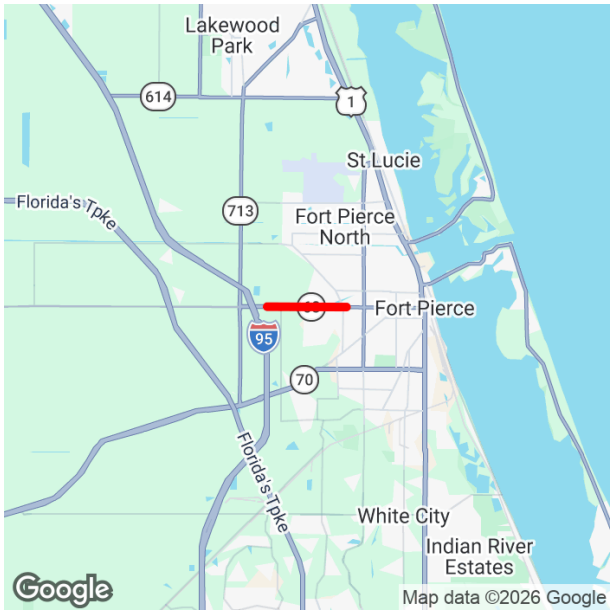


Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 3,551,802
LRTP: Page 31

Project Description: ATMS - ARTERIAL TRAFFIC MGMT
Extra Description: 2024 TPO CMP PRIORITY #2 INCLUDES SOUTH 7TH STREET FROM SR-68/ORANGE AVE TO AVE A INSTALL FIBER OPTIC CABLE, TRAFFIC CAMERAS/VIDEO DETECTORS AND ADAPTIVE SIGNAL CONTROL AT SIGNALIZED INTERSECTIONS NO R/W NEEDED
Lead Agency: MANAGED BY FDOT
From: KINGS HWY
County: ST. LUCIE
To: US HIGHWAY 1
Length: 4.523
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DDR	320,627	0	0	0	0	320,627
PE	DIH	25,650	0	0	0	0	25,650
PEX	DIOH	27,378	0	0	0	0	27,378
CST	ACSU	0	0	0	48,884	0	48,884
CST	DDR	0	0	0	897,705	0	897,705
CST	DIH	0	0	0	86,800	0	86,800
CST	DS	0	0	0	2,035,594	0	2,035,594
COX	DIOH	0	0	0	84,839	0	84,839
CSX	DIOH	0	0	0	24,325	0	24,325
		373,655			**3,178,147**		**3,551,802**

ORANGE AVE FROM LAMONT RD TO N 32ND ST
4484481 Non-SIS

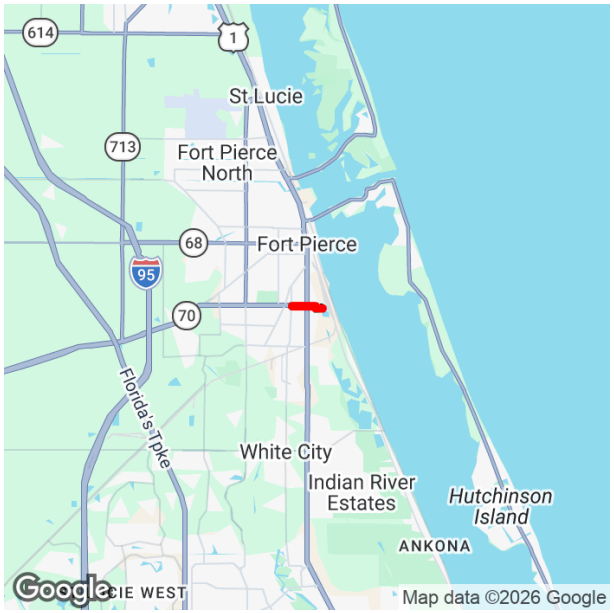


Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 7,508,770
LRTP: Page 14

Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 1.948
From: LAMONT RD
To: N 32ND ST
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DDR	0	527,215	0	0	0	527,215
PE	DIH	0	24,896	0	0	0	24,896
PEX	DIOH	0	42,666	0	0	0	42,666
CST	ACNR	0	0	0	0	3,642,992	3,642,992
CST	DDR	0	0	0	0	1,998,870	1,998,870
CST	DIH	0	0	0	0	90,269	90,269
CST	DS	0	0	0	0	952,108	952,108
COX	DIOH	0	0	0	0	179,975	179,975
CSX	DIOH	0	0	0	0	49,779	49,779
			594,777			**6,913,993**	**7,508,770**

OUTFALL FOR VIRGINIA AVE
4417151 SIS

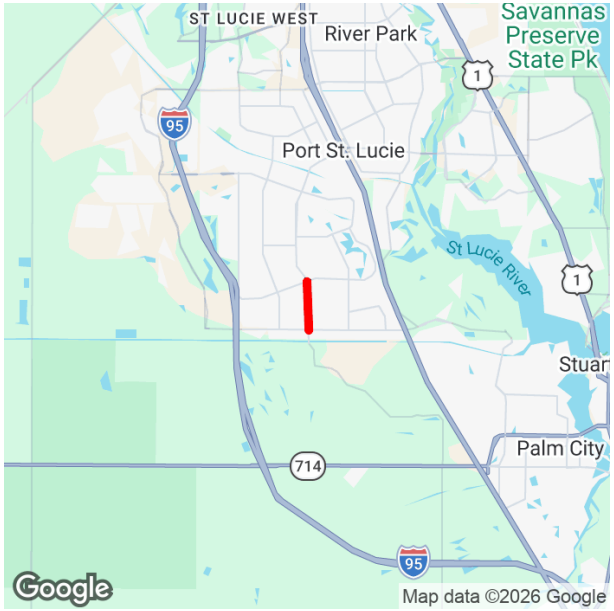


Prior Year Cost: 1,172,418
Future Year Cost: 0
Total Project Cost: 13,185,858
LRTP: Page 14

Project Description: DRAINAGE IMPROVEMENTS
Extra Description: OUTFALL WILL BE ROUTED FROM CANAL 7D (CITY CANAL EAST OF OLEANDER BLVD) ALONG VIRGINIA AVE, SOUTH ON SR-5/US-1 AND THEN EAST THROUGH INDIAN HILLS DR TO ULTIMATELY OUTFALL INTO THE SAND MINE LAKE G/W 441714-1(LEAD)
Lead Agency: MANAGED BY FDOT
From: OLEANDER BLVD
County: ST. LUCIE
To: INDIAN HILLS DR
Length: 0.177
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACPR	968,927	0	0	0	0	968,927
CST	ACSA	2,114,853	0	0	0	0	2,114,853
CST	DDR	8,383,574	0	0	0	0	8,383,574
CST	DIH	101,022	28,806	0	0	0	129,828
CST	LF	25,135	0	0	0	0	25,135
COX	DIOH	345,520	0	0	0	0	345,520
CSX	DIOH	42,037	3,566	0	0	0	45,603
		11,981,068	**32,372**				**12,013,440**

PORT ST. LUCIE BLVD FROM BECKER RD TO PAAR DR
4317523 Non-SIS

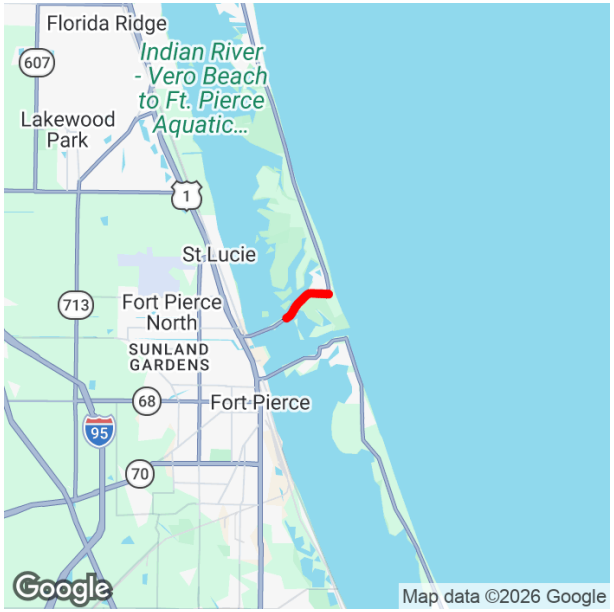


Prior Year Cost: 70,021,091
Future Year Cost: 0
Total Project Cost: 132,730,568
LRTP: Page 31

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2022 TPO PRIORITY #3. WIDENING FROM 2 TO 4 LANES.
Lead Agency: MANAGED BY FDOT **From:** BECKER RD
County: ST. LUCIE **To:** PAAR DRIVE
Length: 1.119
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP, RAILROAD & UTILITIES, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP, LOCAL ADVANCE REIMBURSE

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACSA	0	339,628	0	0	0	339,628
ROW	ACSU	690,186	0	989,788	0	0	1,679,974
RWX	DIOH	61,192	20,887	60,872	0	0	142,951
RRU	LF	3,299,231	0	0	0	0	3,299,231
CST	ACSA	200,000	0	0	0	0	200,000
CST	ACSU	1,277,429	0	0	0	0	1,277,429
CST	LF	487,103	0	0	0	0	487,103
CST	LFR	26,537,123	0	0	0	0	26,537,123
CST	TRIP	1,124,443	0	0	0	0	1,124,443
COX	DIOH	971,785	0	0	0	0	971,785
CSX	DIOH	112,687	0	0	0	0	112,687
LAR	ACCM	0	2,235,888	0	0	0	2,235,888
LAR	ACPR	0	2,317,855	0	0	0	2,317,855
LAR	ACSA	0	12,525,019	0	0	0	12,525,019
LAR	ACSU	0	5,588,361	0	0	0	5,588,361
LAR	TRIP	0	1,403,873	0	0	0	1,403,873
LAR	TRWR	0	2,466,127	0	0	0	2,466,127
		34,761,179	**26,897,638**	**1,050,660**			**62,709,477**

SR-A1A NORTH
4498281 Non-SIS



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 1.301
From: EAST OF NORTH CAUSEWAY BRIDGE
To: ATLANTIC BEACH BLVD
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACPR	0	2,417,883	0	0	0	2,417,883
CST	DDR	0	5,208,164	0	0	0	5,208,164
CST	DIH	0	86,482	0	0	0	86,482
COX	DIOH	0	208,697	0	0	0	208,697
CSX	DIOH	0	53,960	0	0	0	53,960
			7,975,186				**7,975,186**

Prior Year Cost: 903,284
Future Year Cost: 0
Total Project Cost: 8,878,470
LRTP: Page 14

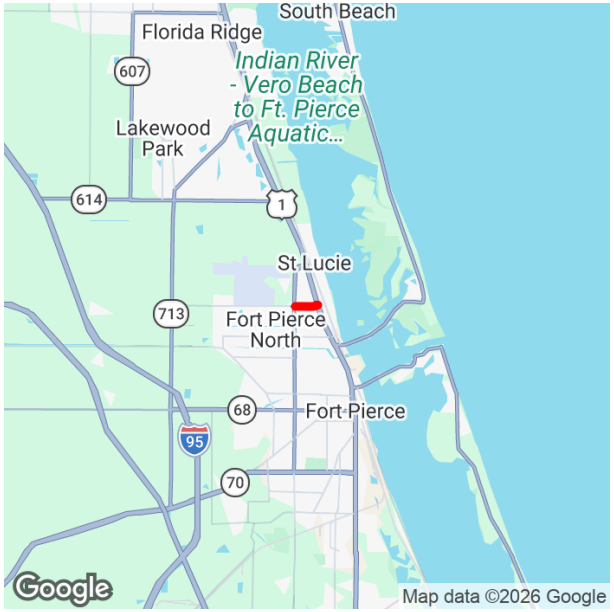
SR-70/OKEECHOBEE RD FROM MEDIAN CROSSING AT BMP 6.351 TO IDEAL HOLDING RD
4476532 SIS

Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
From: MEDIAN CROSSING AT BMP 6.351
County: ST. LUCIE
To: IDEAL HOLDING RD
Length: 6.149
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	DDR	0	0	0	1,410,002	0	1,410,002
CST	DIH	0	0	0	143,785	0	143,785
CST	DS	0	0	0	12,972,688	0	12,972,688
COX	DIOH	0	0	0	413,829	0	413,829
CSX	DIOH	0	0	0	75,447	0	75,447
					15,015,751		**15,015,751**

Prior Year Cost: 23,953,843
Future Year Cost: 0
Total Project Cost: 38,969,594
LRTP: Page 14

ST. LUCIE BLVD FROM EAST OF N 25 ST TO WEST OF US HIGHWAY 1
4484491 Non-SIS

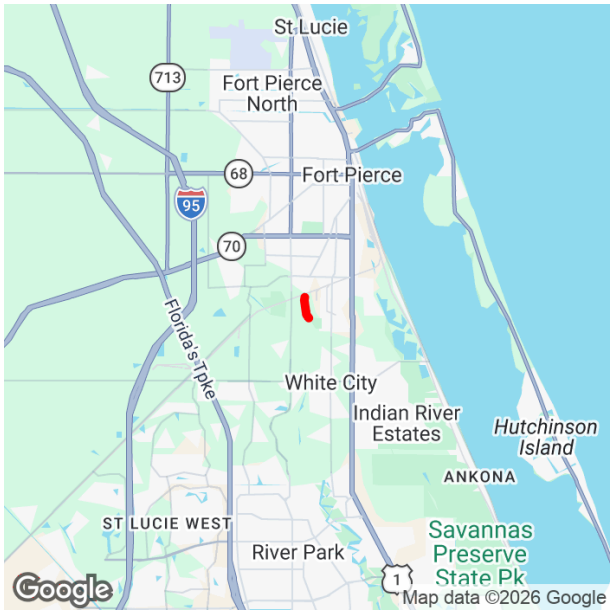


Project Description: RESURFACING
Extra Description: G/W 448450.1(LEAD)
Lead Agency: MANAGED BY FDOT
From: EAST OF N 25 ST
County: ST. LUCIE
To: WEST OF US HIGHWAY 1
Length: 0.523
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	DDR	0	0	0	0	147,273	147,273
CST	DIH	0	0	0	0	36,204	36,204
CST	DS	0	0	0	0	918,477	918,477
COX	DIOH	0	0	0	0	29,299	29,299
CSX	DIOH	0	0	0	0	10,680	10,680
						1,141,933	**1,141,933**

Prior Year Cost: 306,379
Future Year Cost: 0
Total Project Cost: 1,448,312
LRTP: Page 14

SUNRISE BLVD FROM BELL AVE TO NSLWCD CANAL 10
4548801 Non-SIS

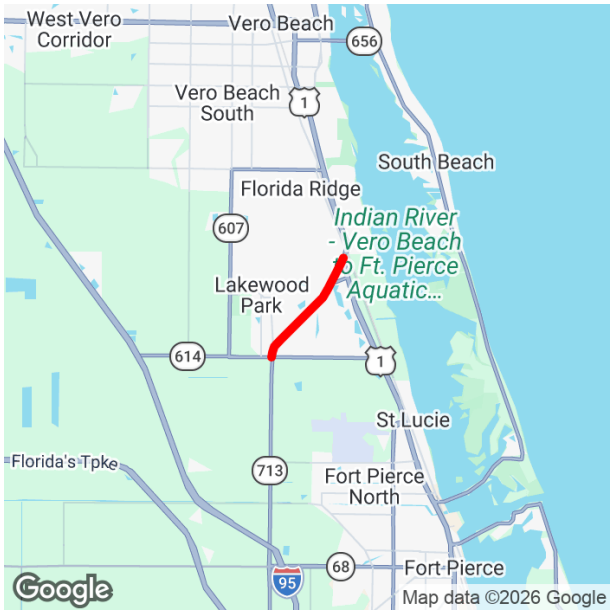


Project Description: SIDEWALK
Lead Agency: MANAGED BY FDOT
From: BELL AVE
County: ST. LUCIE
To: NSLWCD CANAL 10
Length: 0.54
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	LF	0	96,089	0	0	0	96,089
CST	TALT	0	76,872	0	0	0	76,872
CST	TALU	0	721,995	0	0	0	721,995
COX	DIOH	0	24,498	0	0	0	24,498
CSX	DIOH	0	1,560	0	0	0	1,560
			921,014				**921,014**

Prior Year Cost: 5,681
Future Year Cost: 0
Total Project Cost: 926,695
LRTP: Page 31

TURNPIKE FEEDER RD FROM INDRIO RD TO US HIGHWAY 1
4510811 Non-SIS

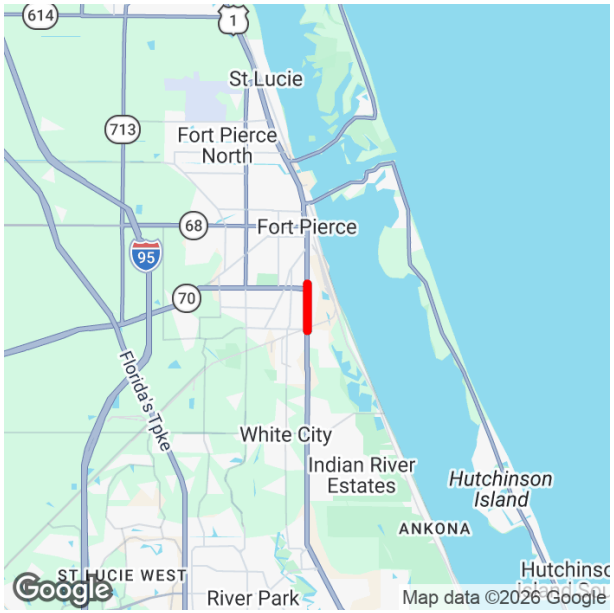


Project Description: LIGHTING
Extra Description: B/C RATIO= 2.5 NPV $2,646,838 SHSP EMPHASIS AREA(S): INTERSECTION & VULNERABLE ROAD USER CRASHES SEGMENT 1 (FROM INDRIO ROAD TO STA 136+80, 540 FT NORTH OF INDRIO ROAD):PROPOSED LIGHTING CONSISTS OF LED LIGHT FIXTURES ON THE WEST SIDE AND EAST SIDE OF SR 713 SEGMENT 2 (FROM STA 136+80 TO S OF PALOMAR PKWY):PROPOSED...SEE WP45
Lead Agency: MANAGED BY FDOT
From: INDRIO RD
County: ST. LUCIE
To: US-1
Length: 2.741
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACSA	66,750	0	0	0	0	66,750
CST	ACSS	4,375,817	0	0	0	0	4,375,817
COX	DIOH	124,311	0	0	0	0	124,311
CSX	DIOH	27,764	0	0	0	0	27,764
		4,594,642					**4,594,642**

Prior Year Cost: 344,166
Future Year Cost: 0
Total Project Cost: 4,938,808
LRTP: Page 14

US HIGHWAY 1 FROM EDWARDS RD TO TENNESSEE AVE
4417141 SIS

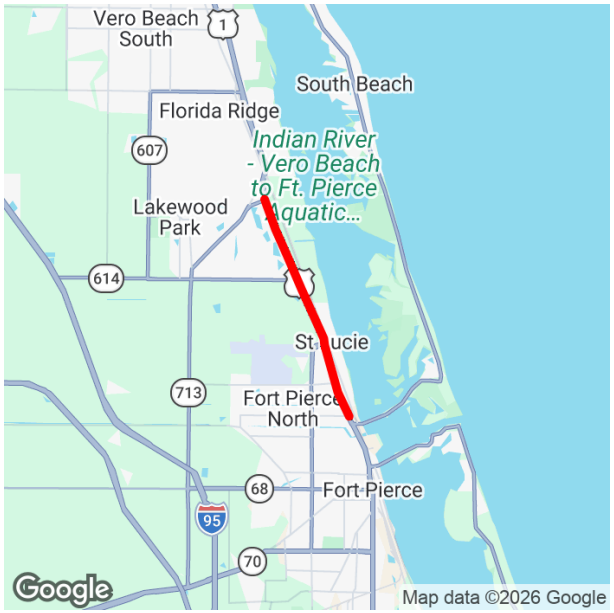


Prior Year Cost: 1,964,786
Future Year Cost: 0
Total Project Cost: 19,842,104
LRTP: Page 14

Project Description: DRAINAGE IMPROVEMENTS
Extra Description: DRAINAGE/STORM WATER UPGRADES RESURFACING ON PHASE 52-02 INCLUDING: INTERSECTION LIGHTING RETROFIT. UPGRADE PEDESTRIAN SIGNALS TO COUNTDOWN AT THE FOLLOWING INTERSECTIONS: EDWARDS ROAD, EMIL AVE. GARDENIA AVE. AND VIRGINIA AVE 52-03-UWHCA FORT PIERCE UTILITIES AUTHORITY WATER.. SEE WP45
Lead Agency: MANAGED BY FDOT **From:** EDWARDS RD
County: ST. LUCIE **To:** TENNESSEE AVE
Length: 1.124
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACNR	1,950,866	0	0	0	0	1,950,866
CST	ACPR	5,408,359	0	0	0	0	5,408,359
CST	ACSA	380,122	0	0	0	0	380,122
CST	ACSA	1,135,474	0	0	0	0	1,135,474
CST	DDR	6,785,227	773,723	0	0	0	7,558,950
CST	DIH	53,762	0	0	0	0	53,762
CST	DS	775,142	0	0	0	0	775,142
CST	LF	40,232	0	0	0	0	40,232
COX	DIOH	488,108	0	0	0	0	488,108
CSX	DIOH	58,217	28,086	0	0	0	86,303
		17,075,509	**801,809**				**17,877,318**

US HIGHWAY 1 FROM JUANITA AVE TO NORTH OF KINGS HWY
4484501 Non-SIS



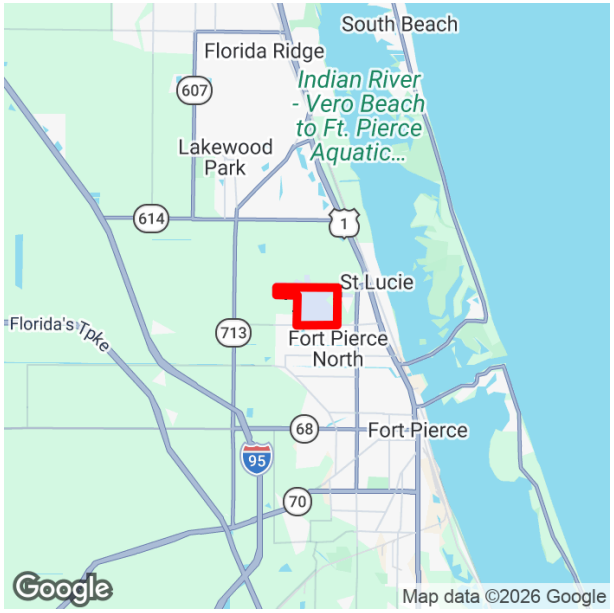
Project Description: RESURFACING
Extra Description: G/W 448449-1
Lead Agency: MANAGED BY FDOT
From: JUANITA AVE
County: ST. LUCIE
To: NORTH OF KINGS HWY
Length: 5.836
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACNR	0	0	0	0	2,827,892	2,827,892
CST	DDR	0	0	0	0	17,260,272	17,260,272
CST	DIH	0	0	0	0	102,177	102,177
CST	DS	0	0	0	0	8,530,323	8,530,323
COX	DIOH	0	0	0	0	852,429	852,429
CSX	DIOH	0	0	0	0	88,991	88,991
						29,662,084	**29,662,084**

Prior Year Cost: 2,547,205
Future Year Cost: 0
Total Project Cost: 32,209,289
LRTP: Page 14

C.2 AVIATION PROJECTS

TREASURE COAST INTERNATIONAL AIRPORT
4571351 Non-SIS

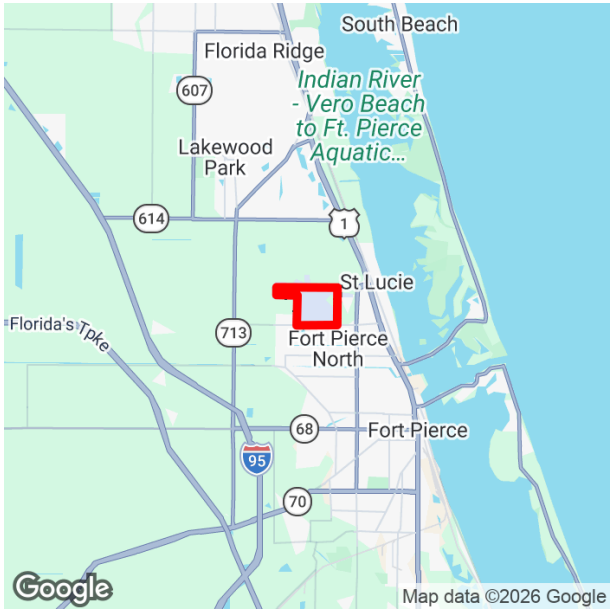


Project Description: AVIATION REVENUE/OPERATIONAL
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	150,000	0	0	0	0	150,000
CAP	FAA	2,700,000	0	0	0	0	2,700,000
CAP	LF	150,000	0	0	0	0	150,000
CAX	DIOH	3,675	0	0	0	0	3,675
		3,003,675					**3,003,675**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 3,003,675
LRTP: Page 14

TREASURE COAST INTERNATIONAL AIRPORT - ALP AND MASTER PLAN UPDATE
4533811 Non-SIS

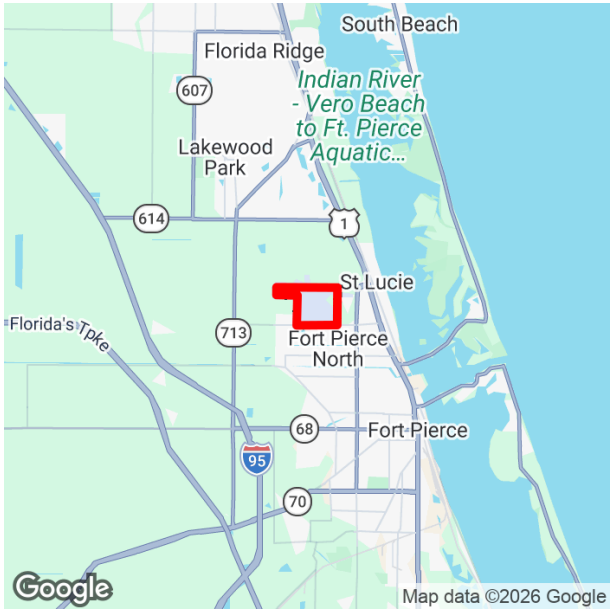


Project Description: AVIATION CAPACITY PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	400,000	0	0	0	0	400,000
CAP	LF	100,000	0	0	0	0	100,000
CAX	DIOH	9,800	0	0	0	0	9,800
		509,800					**509,800**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 509,800
LRTP: Page 14

TREASURE COAST INTERNATIONAL AIRPORT - RUNWAY VISUAL RANGE SENSOR
4549951 Non-SIS

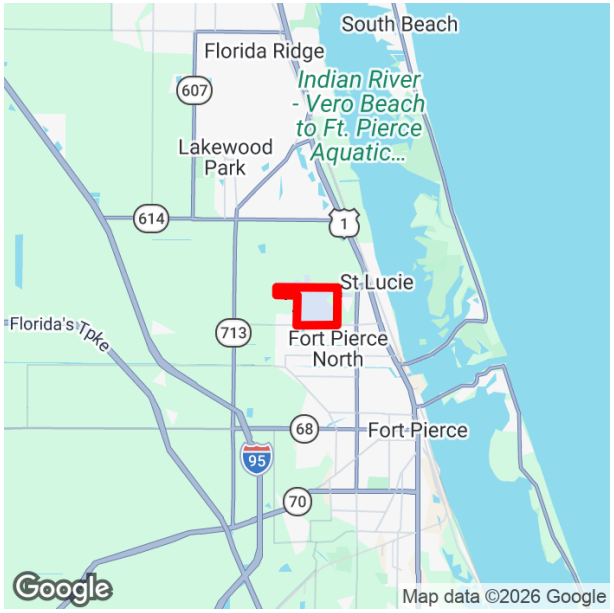


Project Description: AVIATION SAFETY PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	320,000	0	0	0	320,000
CAP	LF	0	80,000	0	0	0	80,000
CAX	DIOH	0	7,840	0	0	0	7,840
			407,840				**407,840**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 407,840
LRTP: Page 14

TREASURE COAST INTERNATIONAL AIRPORT - TAXILANE DELTA REHAB - DESIGN
4549031 Non-SIS

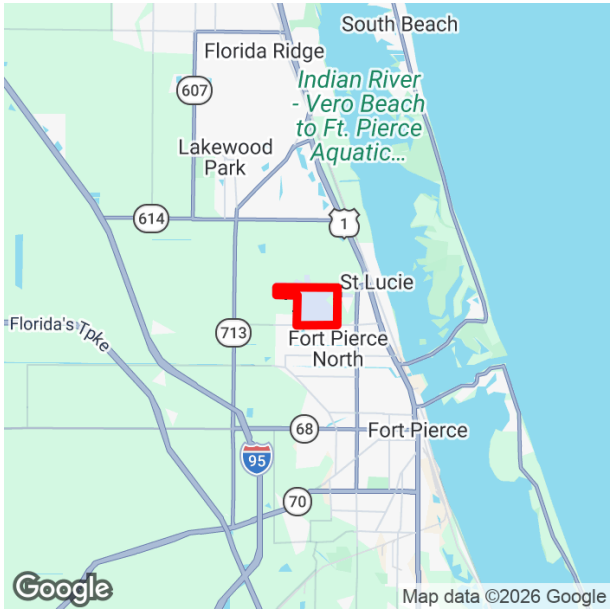


Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	240,000	0	0	0	240,000
CAP	LF	0	60,000	0	0	0	60,000
CAX	DIOH	0	5,880	0	0	0	5,880
			305,880				**305,880**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 305,880
LRTP: Page 14

TREASURE COAST INTERNATIONAL AIRPORT -WEST GA RAMP REHAB -CONSTRUCTION
4533821 Non-SIS



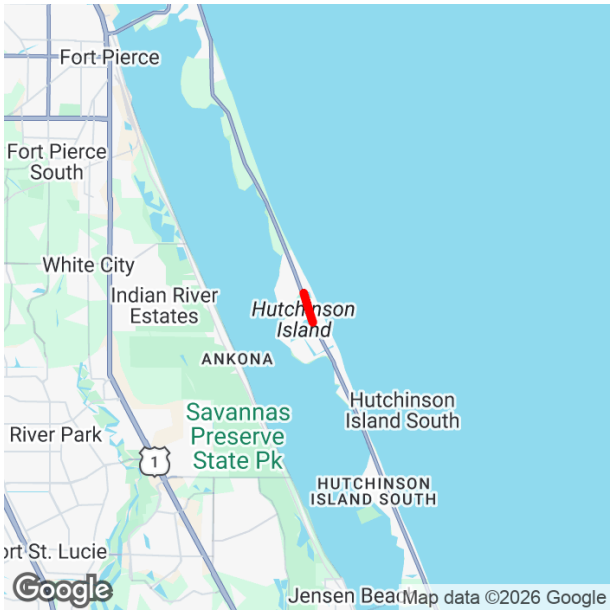
Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	0	2,400,000	0	0	2,400,000
CAP	LF	0	0	600,000	0	0	600,000
CAX	DIOH	0	0	58,800	0	0	58,800
				3,058,800			**3,058,800**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 3,058,800
LRTP: Page 14

C.6 BRIDGE PROJECTS

A1A AT BIG MUD CREEK AND BLIND CREEK BRIDGES #940003/940004
4491791 SIS

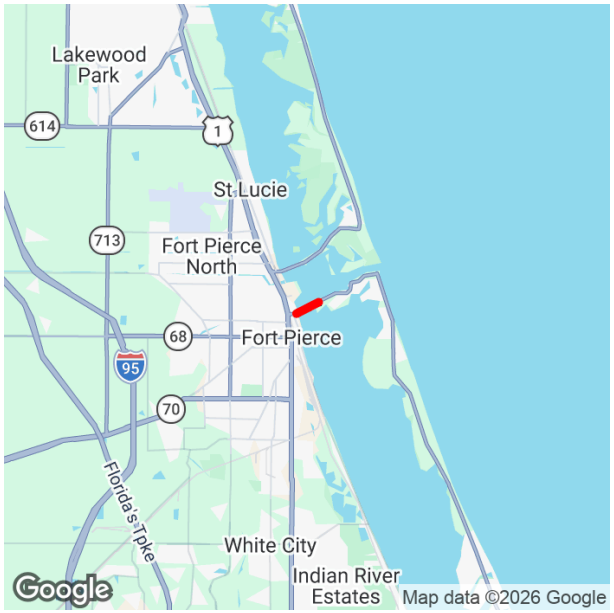


Prior Year Cost: 1,875,287
Future Year Cost: 0
Total Project Cost: 27,738,158
LRTP: Page 30

Project Description: BRIDGE REPLACEMENT
Extra Description: BRIDGE REPLACEMENT
Lead Agency: MANAGED BY FDOT
From: BIG MUD CREEK BRIDGE
County: ST. LUCIE
To: BLIND CREEK BRIDGE
Length: 0.986
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP, RAILROAD & UTILITIES, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACBR	0	352,730	1,000,000	0	0	1,352,730
ROW	DDR	0	33,750	0	0	0	33,750
ROW	DIH	0	2,000	4,000	0	0	6,000
RWX	DIOH	0	24,021	62,004	0	0	86,025
RRU	ACBR	0	0	0	100,000	0	100,000
CST	ACBR	0	0	0	0	22,322,492	22,322,492
COX	DIOH	0	0	0	3,190	625,412	628,602
CSX	DIOH	0	0	0	0	121,230	121,230
			412,501	**1,066,004**	**103,190**	**23,069,134**	**24,650,829**

SOUTH SR-A1A PETER J. COBB MEMORIAL BRIDGE
4531101 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 19,093,324
LRTP: Page 30

Project Description: BRIDGE-REPAIR/REHABILITATION
Lead Agency: MANAGED BY FDOT
From: ENTIRE BRIDGE
County: ST. LUCIE
To: ENTIRE BRIDGE
Length: 0.585
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DIH	5,000	0	0	0	0	5,000
PE	DS	1,990,865	0	0	0	0	1,990,865
PEX	DIOH	149,000	0	0	0	0	149,000
CST	BRRP	0	0	0	15,275,855	0	15,275,855
CST	DDR	0	0	0	1,128,000	0	1,128,000
CST	DIH	0	0	0	5,640	0	5,640
COX	DIOH	0	0	0	461,776	0	461,776
CSX	DIOH	0	0	0	77,188	0	77,188
		2,144,865			**16,948,459**		**19,093,324**

ST. LUCIE COUNTY INTERSTATE BRIDGES
2343762 SIS

Prior Year Cost: 6,795,301
Future Year Cost: 0
Total Project Cost: 6,823,396
LRTP: Page 14

Project Description: ROUTINE MAINTENANCE
Extra Description: PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS
Lead Agency: MANAGED BY FDOT **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	5,000	5,000	0	0	0	10,000
MTX	DIOH	619	619	0	0	0	1,238
		5,619	**5,619**				**11,238**

ST. LUCIE COUNTY STATE HIGHWAY SYSTEM BRIDGES
2338592 Non-SIS

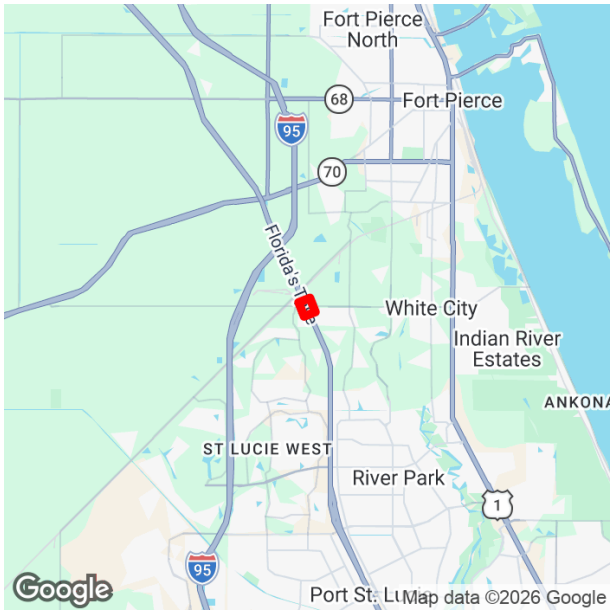
Prior Year Cost: 72,944,392
Future Year Cost: 0
Total Project Cost: 76,394,458
LRTP: Page 14

Project Description: ROUTINE MAINTENANCE
Extra Description: PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS
Lead Agency: MANAGED BY FDOT **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	35,000	35,000	0	0	0	70,000
MTX	DIOH	4,333	4,333	0	0	0	8,666
		39,333	**39,333**				**78,666**

C.7 TURNPIKE ENTERPRISE PROJECTS

TURNPIKE @ MIDWAY RD SOUTHERN RAMPS INTERCHANGE (MP 150)
4518581 SIS



Project Description: INTERCHANGE RAMP (NEW)
Extra Description: THIS RELATES TO A DISTRICT 4 PROJECT (231440-4) TO WIDEN MIDWAY ROAD FROM 2-LANES TO 4-LANES. G/W 231440-4 (LEAD)
Lead Agency: MANAGED BY FDOT
From: INTERCHANGE
County: ST. LUCIE
To: INTERCHANGE
Length: 1.476
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP, RAILROAD & UTILITIES, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP, ENVIRONMENTAL, ENVIRONMENTAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	PKYI	3,112,633	0	0	0	0	3,112,633
RWX	PKOH	75,949	0	0	0	0	75,949
RRU	PKLF	93,668	0	0	0	0	93,668
RRU	PKYI	2,100,000	300,000	0	0	0	2,400,000
CST	PKYI	30,251,704	0	0	0	0	30,251,704
COX	PKOH	715,842	7,320	0	0	0	723,162
CSX	PKOH	75,825	0	0	0	0	75,825
ENV	PKYI	325,000	0	0	0	0	325,000
ENX	PKOH	7,930	0	0	0	0	7,930
		36,758,551	**307,320**				**37,065,871**

Prior Year Cost: 17,031,959
Future Year Cost: 0
Total Project Cost: 54,097,830
LRTP: Page 31

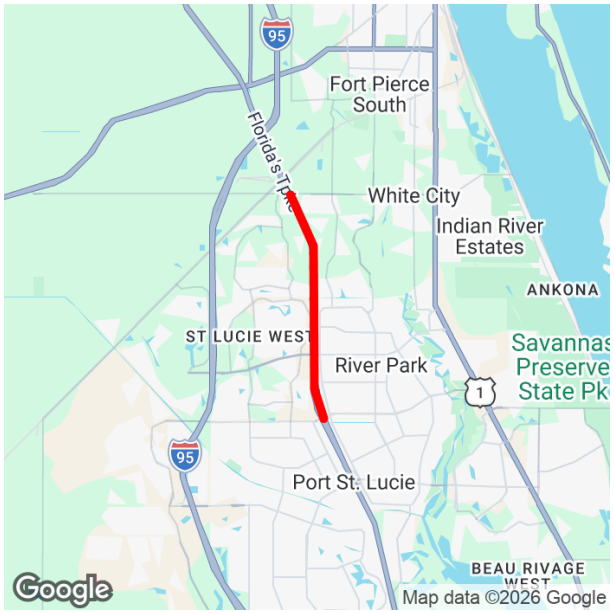
TURNPIKE PORT ST. LUCIE SERVICE PLAZA
4497121 Non-SIS

Project Description: REST AREA
Lead Agency: MANAGED BY FDOT **From:**
County: ST. LUCIE **To:**
Length: 0.704
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	PKYI	2,383,872	99,000	0	0	0	2,482,872
PEX	PKOH	58,166	2,416	0	0	0	60,582
CST	PKYI	0	0	0	0	16,593,837	16,593,837
COX	PKOH	0	0	0	0	338,820	338,820
CSX	PKOH	0	0	0	0	66,069	66,069
		2,442,038	**101,416**			**16,998,726**	**19,542,180**

Prior Year Cost: 2,582
Future Year Cost: 0
Total Project Cost: 19,544,762
LRTP: Page 31

TURNPIKE WIDENING FROM CROSSTOWN PKWY TO SOUTH OF MIDWAY RD
4465831 SIS



Project Description: ADD LANES & RECONSTRUCT
Lead Agency: MANAGED BY FDOT
From: CROSSTOWN PKWY
County: ST. LUCIE
To: SOUTH OF MIDWAY RD
Length: 4.5
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	PKYI	0	1,000,000	0	0	0	1,000,000
PEX	PKOH	0	24,400	0	0	0	24,400
			1,024,400				**1,024,400**

Prior Year Cost: 4,002,422
Future Year Cost: 55,470,876
Total Project Cost: 60,497,698
LRTP: Page 31

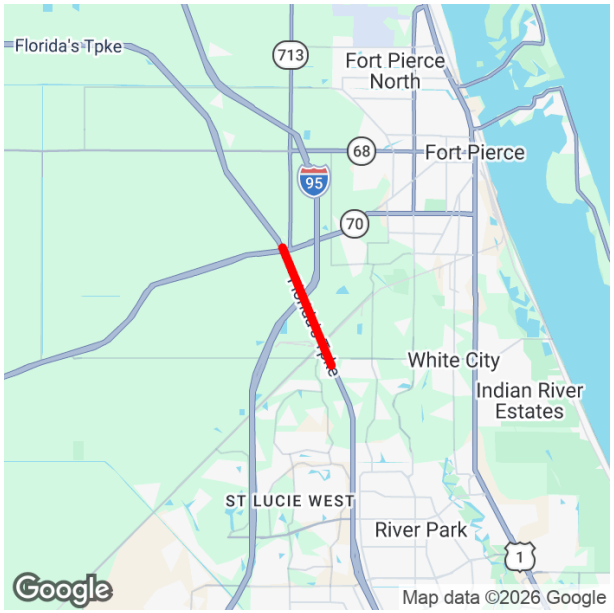
TURNPIKE WIDENING FROM MARTIN C/L TO BECKER RD
4463341 SIS

Project Description: ADD LANES & RECONSTRUCT
Lead Agency: MANAGED BY FDOT
From: MARTIN C/L
County: ST. LUCIE
To: BECKER RD
Length: 0.404
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, RIGHT OF WAY, RIGHT OF WAY - IND SUPP, RAILROAD & UTILITIES, ENVIRONMENTAL, ENVIRONMENTAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	PKYI	150,000	0	99,000	0	0	249,000
PEX	PKOH	15,860	0	2,416	0	0	18,276
ROW	PKYI	0	0	301,000	4,824,530	5,499,312	10,624,842
RWX	PKOH	0	0	7,379	118,060	134,184	259,623
RRU	PKYI	500,000	0	0	0	0	500,000
ENV	PKYI	0	0	0	0	325,000	325,000
ENX	PKOH	0	0	0	0	7,930	7,930
		665,860		**409,795**	**4,942,590**	**5,966,426**	**11,984,671**

Prior Year Cost: 4,394,552
Future Year Cost: 123,866,491
Total Project Cost: 140,245,714
LRTP: Page 31

TURNPIKE WIDENING FROM S OF MIDWAY RD TO N OF OKEECHOBEE RD
4465801 SIS

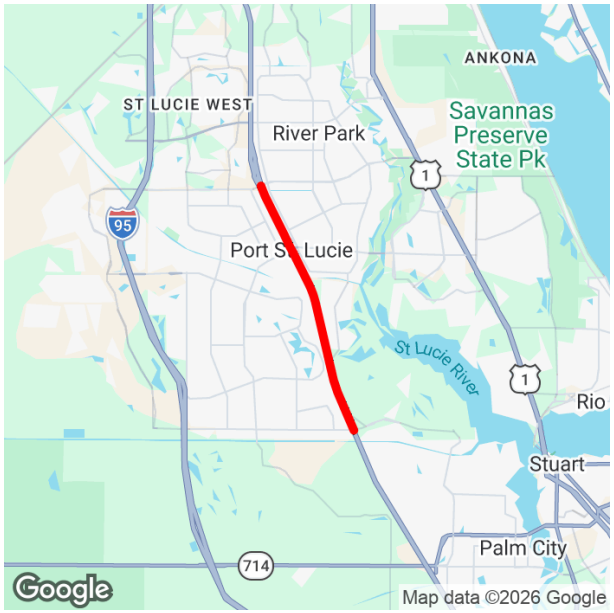


Project Description: ADD LANES & RECONSTRUCT
Lead Agency: MANAGED BY FDOT
From: S OF MIDWAY RD
County: ST. LUCIE
To: N OF OKEECHOBEE RD
Length: 5.5
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, ENVIRONMENTAL, ENVIRONMENTAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	PKYI	0	1,000,000	0	0	0	1,000,000
PEX	PKOH	0	24,400	0	0	0	24,400
ENV	PKYI	100,000	0	0	0	0	100,000
ENX	PKOH	2,440	0	0	0	0	2,440
		102,440	**1,024,400**				**1,126,840**

Prior Year Cost: 4,331,095
Future Year Cost: 614,640
Total Project Cost: 6,072,575
LRTP: Page 31

TURNPIKE WIDENING FROM SW BECKER RD TO CROSSTOWN PKWY
4463351 SIS



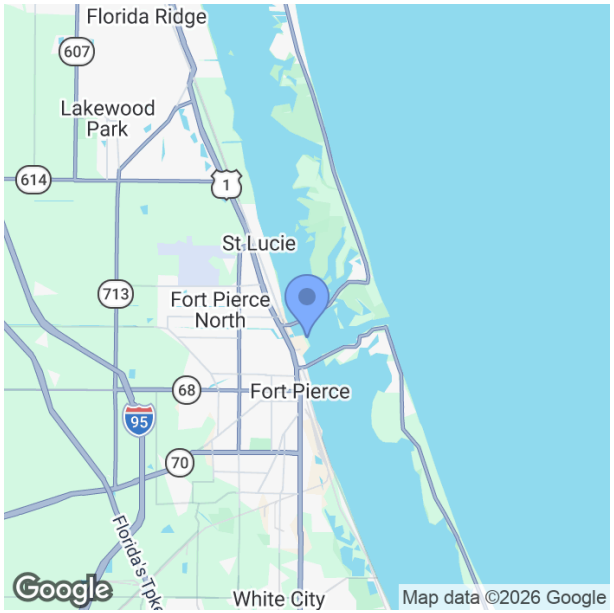
Project Description: ADD LANES & RECONSTRUCT
Lead Agency: MANAGED BY FDOT
From: W BECKER RD
County: ST. LUCIE
To: CROSSTOWN PKWY
Length: 5.946
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, ENVIRONMENTAL, ENVIRONMENTAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	PKYI	1,000,000	0	0	0	0	1,000,000
PEX	PKOH	24,400	0	0	0	0	24,400
ENV	PKYI	0	0	0	0	425,000	425,000
ENX	PKOH	0	0	0	0	10,370	10,370
		1,024,400				**435,370**	**1,459,770**

Prior Year Cost: 9,912,441
Future Year Cost: 426,904,717
Total Project Cost: 438,276,928
LRTP: Page 31

C.8 SEAPORT PROJECTS

HARBOUR POINTE ROAD DEVELOPMENT ADDITIONAL FUNDING - PORT FT. PIERCE
4575162 Non-SIS



Project Description: SEAPORT CAPACITY PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From: PORT OF FT. PIERCE
To: PORT OF FT. PIERCE
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	PORT	816,621	0	0	0	0	816,621
CAX	DIOH	20,007	0	0	0	0	20,007
		836,628					**836,628**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 836,628
LRTP: Page 14

E. PERFORMANCE AND ASSET MANAGEMENT

E.1 PERFORMANCE MANAGEMENT

Even before Federal legislation such as the Moving Ahead for Progress in the 21st Century Act (MAP-21) and the Fixing America's Surface Transportation (FAST) Act required Metropolitan Planning Organizations (MPOs) and State Departments of Transportation (DOTs) to implement transportation performance management, the St. Lucie TPO and the Florida Department of Transportation (FDOT) were using performance management to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress toward meeting those goals, and performance measure targets are the benchmarks against which the data collected for the criteria are compared to evaluate the progress. Consistent with MAP-21 and the FAST Act, the St. Lucie TPO conducts performance-based planning, tracks performance measures, and establishes data-driven targets to evaluate the progress.

Performance-based planning ensures the most efficient investment of Federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to the following seven national goals:

- Improving Safety;
- Maintaining Infrastructure Condition;
- Reducing Traffic Congestion;
- Improving the Efficiency of the System and Freight Movement;
- Protecting the Environment; and,
- Reducing Delays in Project Delivery.

According to MAP-21 and the FAST Act, State DOTs are required to establish Statewide performance targets, and MPOs have the option to support the Statewide targets or adopt their own targets. In addition to the Federally-required performance targets, the St. Lucie TPO has established targets for local performance measures in the Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) related to local goals. The performance targets adopted to date by the St. Lucie TPO and the FDOT are identified in the TIP/LRTP System Performance Report. The St. Lucie TOP recognizes the FDOT Highway Safety Improvement Program (HSIP) Implementation Plan 2024 which demonstrates Florida's progress toward meeting its annual safety performance targets as required by the Federal Highway Administration (FHWA).

The TIP reflects the investment priorities established by the St. Lucie TPO in the LRTP by including projects that support the goals and objectives of the LRTP. By using the prioritization and project selection process described in Section B.3, the TIP has the anticipated effect of contributing toward the progress in meeting the performance targets. For example, the TPO will make progress toward achieving the adopted performance targets of the Safety Performance Measures by selecting and supporting the implementation of projects which address safety issues such as sidewalk and bicycle lane construction and intersection improvements. Likewise, the TPO will make progress toward achieving performance targets upon adoption in the Florida Freight Mobility and Trade Plan, dated October 2024, by selecting and supporting freight projects in the TPO area which address freight issues such as freight bottlenecks. This anticipated effect and the progress toward meeting the performance targets are confirmed annually by the TIP/LRTP System Performance Report which also demonstrates the linking of the investment priorities to the targets.

The TIP/LRTP System Performance Report is presented as follows:

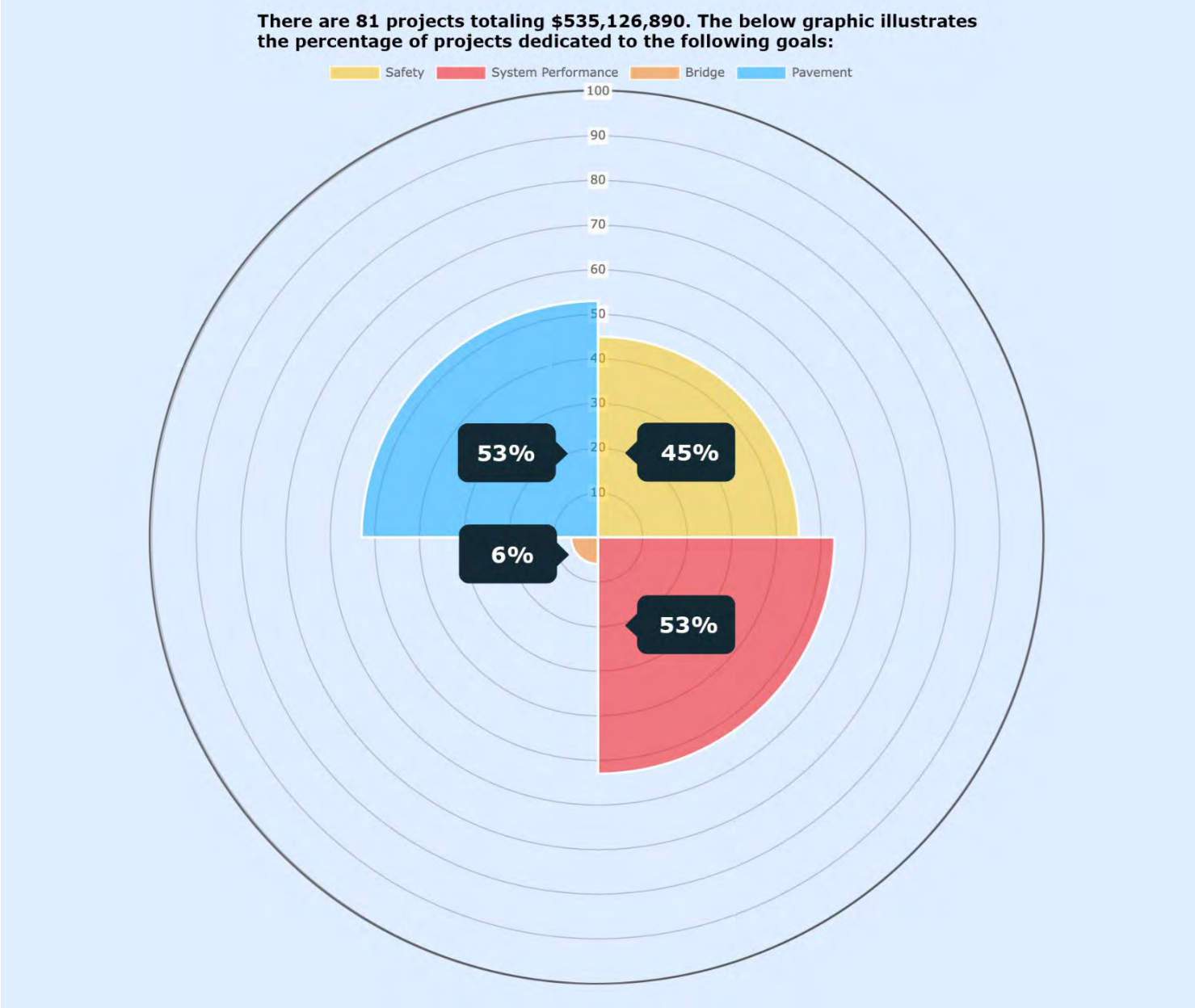
TIP/LRTP System Performance Report										
Reimagine Mobility 2050 LRTP Goals	2050 LRTP Objectives	2050 LRTP and/or FAST Act Performance Measures	Federal Required	Data		FDOT Performance Target		County Target	St. Lucie TPO Performance Target	Progress Towards Meeting Target
				2024	2025	2 Year	4 Year	1 Year		
GOAL 1: Support Economic Growth	1.1 Improve mobility of people on the transportation network	% of person-miles traveled on the interstate that are reliable	√	100% (1)	coming soon	75%	75%		75%	√
		% of person-miles traveled on the non-interstate NHS that are reliable	√	97.2 (1)	coming soon	60%	60%		60%	√
		% of uncongested roadway miles on NHS		86.6 (1)	coming soon				Maintain or Increase	
		% of uncongested roadway miles on SHS		77.7 (1)	coming soon				Maintain or Increase	
	1.2 Improve mobility of goods on the transportation network	Truck Travel Time Reliability (TTTR) index	√	1.14 (1)	coming soon	1.75	2		2	√
GOAL 2: Improve Safety and Security	2.1 Improve Safety and Security of Highway System	Number of fatalities	√	48.2 (6)	coming soon	0	0		38/0 (7)	
		Rate of fatalities per 100 million VMT	√	1.3 (6)	coming soon	0	0		1.09/0 (7)	
		Number of serious injuries	√	164 (6)	coming soon	0	0		148/0 (7)	
		Rate of serious injuries per 100 million VMT	√	4.41 (6)	coming soon	0	0		4.04/0 (7)	
	2.2 Improve Safety and Security of Transit System	Total number of reportable fatalities	√	0 (4)	0 (4)			0	Support County Target	√
		Rate of reportable fatalities per total vehicle revenue miles by mode	√	0 (4)	0 (4)			0	Support County Target	√
		Total number of reportable injuries	√	1 (4)	1 (4)			0	Support County Target	
		Rate of reportable injuries per total vehicle revenue miles by mode	√	0.03 (4)	0.17 (4)			0.15	Support County Target	
		Total number of reportable safety events	√	1 (4)	1 (4)			0	Support County Target	√
		Rate of reportable safety events per total vehicle revenue miles by mode	√	0.06 (4)	0.17 (4)			0.15	Support County Target	

TIP/LRTP System Performance Report										
Reimagine Mobility 2050 LRTP Goals	2050 LRTP Objectives	2050 LRTP and/or FAST Act Performance Measures	Federal Required	Data		FDOT Performance Target		County Target	St. Lucie TPO Performance Target	Progress Towards Meeting Target
				2024	2025	2 Year	4 Year	1 Year		
		Mean distance between major mechanical failures by mode	√	8,479 (4)	8,072 (4)			8,879	Support County Target	√
	2.3 Improve Safety and Security of Non-Motorized System	Non-motorized fatalities and serious injuries	√	32.6 (1)	coming soon	0	0		26/0 (7)	
GOAL 3: Enhance Mobility Choices by Improving Connectivity/Access to Destinations	3.1 Improve multimodal connectivity to public transportation	% of roadways with transit that have sidewalks			91%(2)				Maintain or Increase	
	3.2 Improve bicycle and pedestrian infrastructure	% of pedestrian facility coverage on SHS		85.8 (1)	coming soon				Maintain or Increase	
		% of bicycle facility coverage on SHS		85.1 (1)	coming soon				Maintain or Increase	
	3.3 Improve SIS connectivity	Combination truck miles traveled SIS		358,800 (1)	coming soon				Maintain or Increase	
	3.4 Improve roadway network connectivity	Total number of major road lane miles			1765.06 (2)				Maintain or Increase	
	3.5 Improve transit service	Transit passenger trips		553,186	582,061				Maintain or Increase	√
		Transit revenue miles		562,045	577,276				Maintain or Increase	√
	3.6 Improve transit service in underserved communities	% of low-income, older adults, or persons with disabilities withing 1/4 mile of transit route		27.4% (3)	coming soon				Maintain or Increase	
GOAL 4: Promote Environmental Sustainability and Disaster Resilience	4.1 Limit impacts to natural resources like parks and preservation areas	Number of additional roadway lane miles impacting environmentally sensitive areas		0(2)	0(2)				0	√
	4.2 Promote disaster resilience by improving roadway conditions	% of roadway lane miles subject to sea level rise (NOAA Int High 2050)			2.37 (5)				5	√
	4.3 Maintain mobility on evacuation routes	% of lane miles of evacuation routes within acceptable LOS			87.9% (2)				Maintain or Increase	
GOAL 5: Embrace Technology and Innovation	5.1 Increase the use of technological and/or operational strategies	% of miles with TSM&O strategic network deployment		38.2% (2)	40.1% (2)				Maintain or Increase	√

TIP/LRTP System Performance Report										
Reimagine Mobility 2050 LRTP Goals	2050 LRTP Objectives	2050 LRTP and/or FAST Act Performance Measures	Federal Required	Data		FDOT Performance Target		County Target	St. Lucie TPO Performance Target	Progress Towards Meeting Target
				2024	2025	2 Year	4 Year	1 Year		
GOAL 6: Maintain the Transportation System	6.1 Maintain transportation assets	% of pavements of the interstate system in good condition	√	55.3 (1)	coming soon	60%	60%		60%	√
		% of pavements of the interstate system in poor condition	√	0 (1)	coming soon	5%	5%		5%	√
		% of pavements of the non-interstate NHS in good condition	√	53 (1)	coming soon	40%	40%		40%	√
		% of pavements of the non-interstate NHS in poor condition	√	0.9 (1)	coming soon	5%	5%		5%	√
		% of NHS bridges classified as good condition	√	76.9 (1)	coming soon	50%	50%		50%	√
		% of NHS bridges classified as poor condition	√	0 (1)	coming soon	5%	5%		5%	√
	6.2 Maintain transit assets	Rolling stock-percent of revenue vehicles that have either met or exceeded their useful life benchmark	√	62% (4)	52% (4)			63% (4)	Support County Target	√
		Equipment - Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark	√	43% (4)	67% (4)			25% (4)	Support County Target	
		% of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) scale	√	4.1% (4)	4% (4)			4% (4)	Support County Target	√

1- FDOT Data; 2 - St. Lucie TPO; 3- ACS 5-year estimates (S0801); 4 - St. Lucie County Community Service Department Transit Division; 5 - Results from Florida Sea Level Scenario Sketch Planning Tool, based on NOAA High projections in 2050; 6 - FDOT 5-year rolling average; 7 - Interim Benchmark/Target.

The following graphic further demonstrates how the TIP reflects the investment priorities established in the Reimagine Mobility 2050 LRTP and how those investment priorities are linked to the performance targets in the TIP:



E.2 ASSET MANAGEMENT

MAP-21 and the FAST Act require transit providers to adopt performance targets for transit asset management, also known as "State of Good Repair" targets, in cooperation with the MPOs. The performance targets adopted to date by the St. Lucie TPO and St. Lucie County, which is the local transit provider, are identified in the TIP/LRTP System Performance Report.

In addition, MAP-21 and the FAST Act require the development of a risk-based TAMP for all pavement and bridges on the National Highway System. The most recent Florida Transportation Asset Management Plan (TAMP) was completed by FDOT on December 30, 2022. The TAMP will serve as the basis for establishing in future TIPs the targets for the pavement and bridge condition performance measures identified in the TIP/LRTP System Performance Report. The TPO will make progress toward achieving performance targets upon adoption in the TAMP by selecting and supporting asset management projects in the TPO area which address asset management issues such as pavement resurfacing and bride replacement projects.

The St. Lucie TPO will continue to coordinate with St. Lucie County and FDOT to establish performance targets and meet the other requirements of the Federal performance management process.

E.3 FLORIDA TRANSPORTATION PERFORMANCE MEASURES CONSENSUS PLANNING DOCUMENT

In accordance with 23 CFR 450.314(h), the St. Lucie TPO, FDOT, and St. Lucie County (as the provider of public transportation) have agreed upon and developed specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the St. Lucie TPO area, and the collection of data for FDOT's asset management plan for the National Highway System. These provisions are documented as follows:

Purpose and Authority

This document has been cooperatively developed by the FDOT and Florida's 27 Metropolitan Planning Organizations (MPOs) through the Florida Metropolitan Planning Organization Advisory Council (MPOAC), and, by representation on the MPO boards and committees, the providers of public transportation in the MPO planning areas.

The purpose of the document is to outline the minimum roles of FDOT, the MPOs, and the providers of public transportation in the MPO planning areas to ensure consistency to the maximum extent practicable in satisfying the transportation performance management requirements promulgated by the United States Department of Transportation in Title 23 Parts 450, 490, 625, and 673 of the *Code of Federal Regulations* (23 CFR). Specifically:

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS)."

- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

Section 339.175(11), Florida Statutes creates the MPOAC to "Assist MPOs in carrying out the urbanized area transportation planning process by serving as the principal forum for collective policy discussion pursuant to law" and to "Serve as a clearinghouse for review and comment by MPOs on the Florida Transportation Plan and on other issues required to comply with federal or state law in carrying out the urbanized transportation planning processes." The MPOAC Governing Board membership includes one representative of each MPO in Florida.

This document was developed, adopted, and subsequently updated by joint agreement of the FDOT Secretary and the MPOAC Governing Board. Each MPO will adopt this document by incorporation in its annual Transportation Improvement Program (TIP) or by separate board action as documented in a resolution or meeting minutes, which will serve as documentation of agreement by the MPO and the provider(s) of public transportation in the MPO planning area to carry out their roles and responsibilities as described in this general document.

Roles and Responsibilities

This document describes the general processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management.

Email communications will be considered written notice for all portions of this document. Communication with FDOT related to transportation performance management generally will occur through the Administrator for Metropolitan Planning in the Office of Policy Planning. Communications with the MPOAC related to transportation performance management generally will occur through the Executive Director of the MPOAC.

1. Transportation performance data:

    a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area. FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.

    b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.

    c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National

Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

FDOT, the MPOs, and providers of public transportation will select their respective performance targets in coordination with one another. Selecting targets generally refers to the processes used to identify, evaluate, and make decisions about potential targets prior to action to formally establish the targets. Coordination will include as many of the following opportunities as deemed appropriate for each measure: in-person meetings, webinars, conferences calls, and email/written communication. Coordination will include timely sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

The primary forum for coordination between FDOT and the MPOs on selecting performance targets and related policy issues is the regular meetings of the MPOAC. The primary forum for coordination between MPOs and providers of public transportation on selecting transit performance targets is the TIP development process.

Once targets are selected, each agency will take action to formally establish the targets in its area of responsibility.

a) FDOT will select and establish a statewide target for each applicable federally required performance measure.

   i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.

   ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.

b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either:

   i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.

ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established.

c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).

i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180- day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following of establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.

iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.

i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.

b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.

i. Each MPO will include in future updates or amendments of its metropolitan long- range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).

iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.

c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.

4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:

a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.

b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.

c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.

5. Collection of data for the State asset management plans for the National Highway System (NHS):

a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

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

AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	June 3, 2026
Item Number:	9b
Item Title:	Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study
Item Origination:	FY 2024/2025 – FY 2025-2026 Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.5 – Bicycle-Pedestrian/Complete Streets Planning
Requested Action:	Accept the Study, accept with conditions, or do not accept.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because the Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study comprehensively evaluates the feasible alternatives and identifies a Preferred Alternative for a proposed pedestrian/bicycle link connecting the Oxbow Eco-Center to the Citrus Hammock Preserve, it is recommended that the draft Feasibility Study be accepted.

Attachments

- Staff Report
- Draft Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study

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MEMORANDUM

TO: St. Lucie TPO Board

THROUGH: Peter Buchwald
Executive Director

FROM: Stephanie M. Torres, CPM
Bicycle Pedestrian Program Manager

DATE: May 26, 2026

SUBJECT: Oxbow Eco-Center Pedestrian / Bicycle Link Connector Feasibility Study

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BACKGROUND

Programmed in Task 3.5, *Bicycle-Pedestrian/Complete Streets Planning,* of the Unified Planning Work Program (UPWP), the Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study supports the continued implementation of the St. Lucie TPO's multimodal transportation network. The Study evaluated feasible alternatives for a proposed pedestrian/bicycle link across the North Fork of the St. Lucie River connecting the Oxbow Eco-Center to the Citrus Hammock Preserve. The proposed connection also would provide access to the future Greenways of the North Fork St. Lucie River Trail, the East Coast Greenway Trail, and the Florida Shared-Use Nonmotorized (SUN) Trail. Study activities included identifying a preferred location for the connection, evaluating permitting and regulatory considerations, and identifying potential mitigation needs associated with anticipated environmental impacts.

ANALYSIS

The Feasibility Study was prepared by Marlin Engineering, Inc., one of the TPO's General Planning Consultants. The Study evaluated the existing conditions, environmental constraints, and conceptual alignment alternatives between the Oxbow Eco-Center and Citrus Hammock Preserve. The Study also included comprehensive reviews of land use characteristics, natural resources,

permitting considerations, and potential connectivity benefits to the regional shared-use trail network.

Throughout the study process, coordination was conducted with local, regional, State, and Federal stakeholders including the City of Port St. Lucie, St. Lucie County Environmental Resources Department, South Florida Water Management District, Florida Department of Environmental Protection, Florida Fish & Wildlife, Florida Inland Navigation District, United States Coast Guard, and the United States Army Corps of Engineers. The agency coordination provided opportunities for the stakeholders to review route alternatives, identify permitting and regulatory considerations, and provide input throughout Study development. In addition, public engagement activities were conducted to gather community feedback and increase project awareness. The project was highlighted during the April 18th Oxbow Eco-Center Earth Day Event and received strong public interest and positive feedback.

The comprehensive data collection and analyses for the Study consisted of the reviews of socio-economic characteristics, land use patterns, environmental features, utilities, and existing transportation infrastructure within the Study area. Conceptual route alternatives and representative typical sections then were n developed and evaluated as part of the Study. Permitting requirements were also identified, and each alignment was evaluated based on environmental impacts, feasibility, connectivity benefits, permitting agency considerations, and implementation challenges. Based on these evaluations, Preferred Alternative 1 was identified as the most feasible connection between the two preserves. Potential funding sources were identified, and a cost for the construction of Alternative 1 was developed and estimated to be $5 to 8 million.

At their meetings during the week of May 18th, the TPO Advisory Committees recommended the acceptance of the draft Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because the Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study comprehensively evaluates the feasible alternatives and identifies a Preferred Alternative for a proposed pedestrian/bicycle link connecting the Oxbow Eco-Center to the Citrus Hammock Preserve, it is recommended that the draft Feasibility Study be accepted.

St. Lucie Transportation Planning Organization

ST. LUCIE TPO

Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study

June 2026

PREPARED FOR:
St. Lucie TPO
466 SW Port St Lucie Blvd #111
Port St. Lucie, FL 34953

PREPARED BY:
MARLIN

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Acronyms

AASHTO: American Association of State Highway and Transportation Officials
ADA: American With Disabilities Act
BPAC: Bicycle & Pedestrian Advisory Committee
CAMA: Coastal and Aquatic Managed Areas
CAP: Continuing Authorities Program
CERP: Comprehensive Everglades Restoration Plan
CIP: Capital Improvement Plan
CPTED: Crime Prevention Through Environmental Design
ECG: East Coast Greenway
ERD: St. Lucie County Environmental Resource Department
ERP: Environmental Resource Permit
FDEP: Florida Department of Environmental Protection
FDOT: Florida Department of Transportation
FEMA: Federal Emergency Management Agency
FGTS: Florida Greenways and Trails System
FHWA: Federal Highway Administration
FIND: Florida Inland Navigation District
FIRM: Flood Insurance Rate Maps
FPL: Florida Power & Light Company
FRDAP: Florida Recreation Development Assistance Program
FWC: Fish & Wildlife Commission
LDC: Land Development Code
LRTP: Long-Range Transportation Plan
LWCF: Land and Water Conservation Fund
NEPA: National Environmental Policy Act
NIR: Navigation Impact Report
NSLRWCD: North St. Lucie River Water Control District
OSC: Open Space Conservation Zoning
ROW: Right-of-way
SCORP: Statewide Comprehensive Outdoor Recreation Plan
SFWMD: South Florida Water Management District
SS4A: Safe Streets for All Program
STA: Stormwater Treatment Area
SUN Trail: Shared Use Non-Motorized Trail
SUP: Shared Use Pathway
TA: Transportation Alternatives Set-Aside Program
TCRPC: Treasure Coast Regional Planning Council
TPO: Transportation Planning Organization
USACE: U.S. Army Corp of Engineers
USCG: U.S. Coast Guard

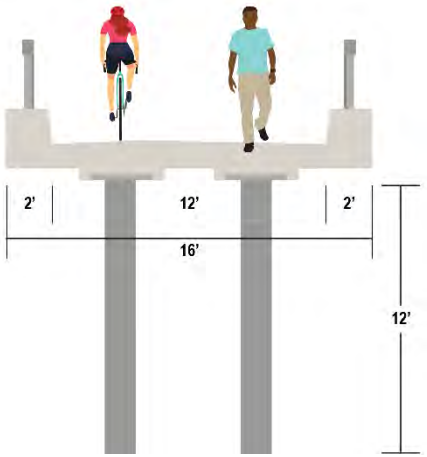
Executive Summary

The ***Oxbow Eco-Center Pedestrian/Bicycle Link Connector Feasibility Study*** identified a potential feasible location (Alternative 1) for a bridge crossing the North Fork of the St. Lucie River in St. Lucie County, Florida, on lands owned by the South Florida Water Management District, which is currently managed by St. Lucie County. Other locations, including Florida Power & Light Transmission Corridor (Alternative 2) and an additional area along the northeast side of the Oxbow Eco-Center's boundaries (Alternative 3), were also reviewed for feasibility. These locations were found to be incompatible with the study's goals and objectives and discovered fatal flaws and unknown impacts; therefore, the most feasible location, Alternative 1, is within the Oxbow Eco-Center's lands, south of the broken oxbow, north of Florida Power & Light's Transmission Corridor.

The **purpose and need** for this study arises from a need for bicycle and pedestrian trails, as identified by St. Lucie County, the St. Lucie Transportation Planning Organization, the City of Port St. Lucie, and the State of Florida. A literature review of similar feasibility studies including research on best practices was conducted in addition to a review of existing conditions. The Oxbow Eco-Center and Citrus Hammock Preserve provide an environmental, cultural, and social benefit to the community, in addition to treating stormwater and pollutants before entering the St. Lucie River. This report provides an overview of the feasibility study conducted, including identification of the preferred alternative, Alternative 1. As a result of this study, several interviews were conducted with key stakeholders to understand their role, responsibilities and what would be needed to construct a pedestrian/bicycle bridge across the St. Lucie River. Requirements for the proposed alternative include stakeholder coordination, design standards, permit requirements, and cost estimates.

Stakeholder Coordination: The project team met with nine key stakeholders including U.S. Coast Guard, U.S. Army Corps of Engineers, Florida Department of Environmental Protection, Florida Power & Light, South Florida Water Management District, North St. Lucie River Water Control District, Florida Inland Navigation District, St. Lucie County Environmental Resource Department, and the City of Port St. Lucie. Coordination will need to be continued as the project progresses, including pre-application meetings with the various agencies mentioned, once the design plans are near completion.

Bridge Design Typical Section: The graphic to the right illustrates a multi-use bridge configuration typical section; however, final design will be driven by navigational clearance requirements, environmental permitting constraints, structural loading demands, and long-term maintenance



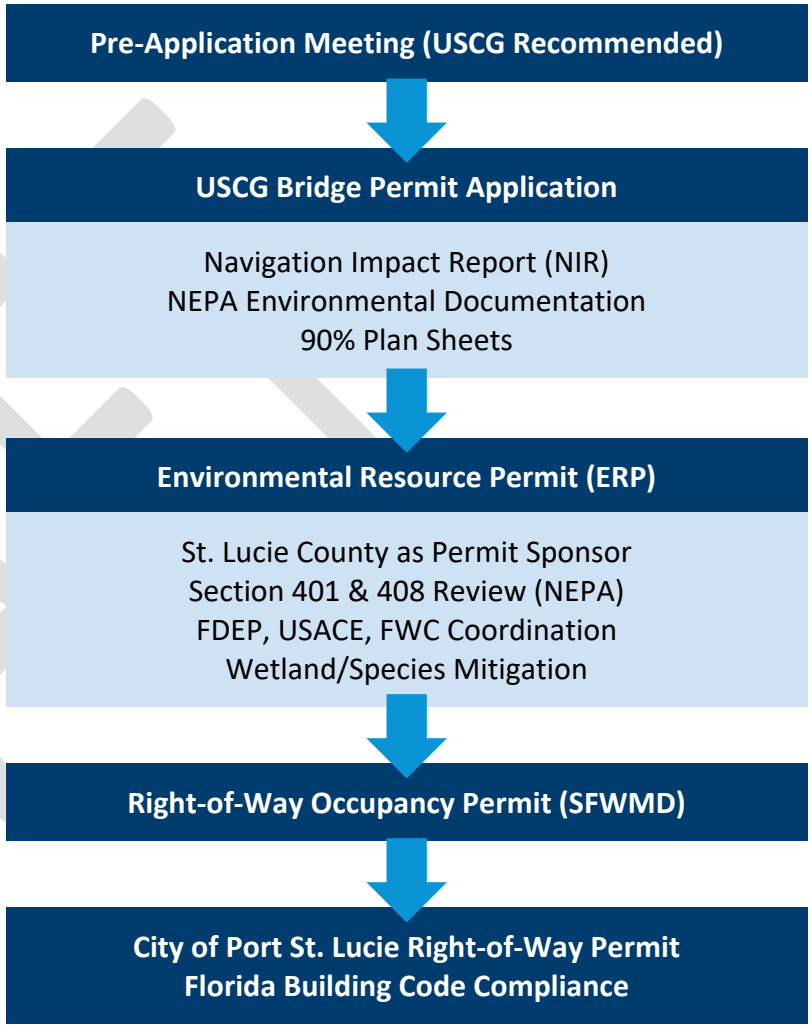
Proposed Bridge Typical Section

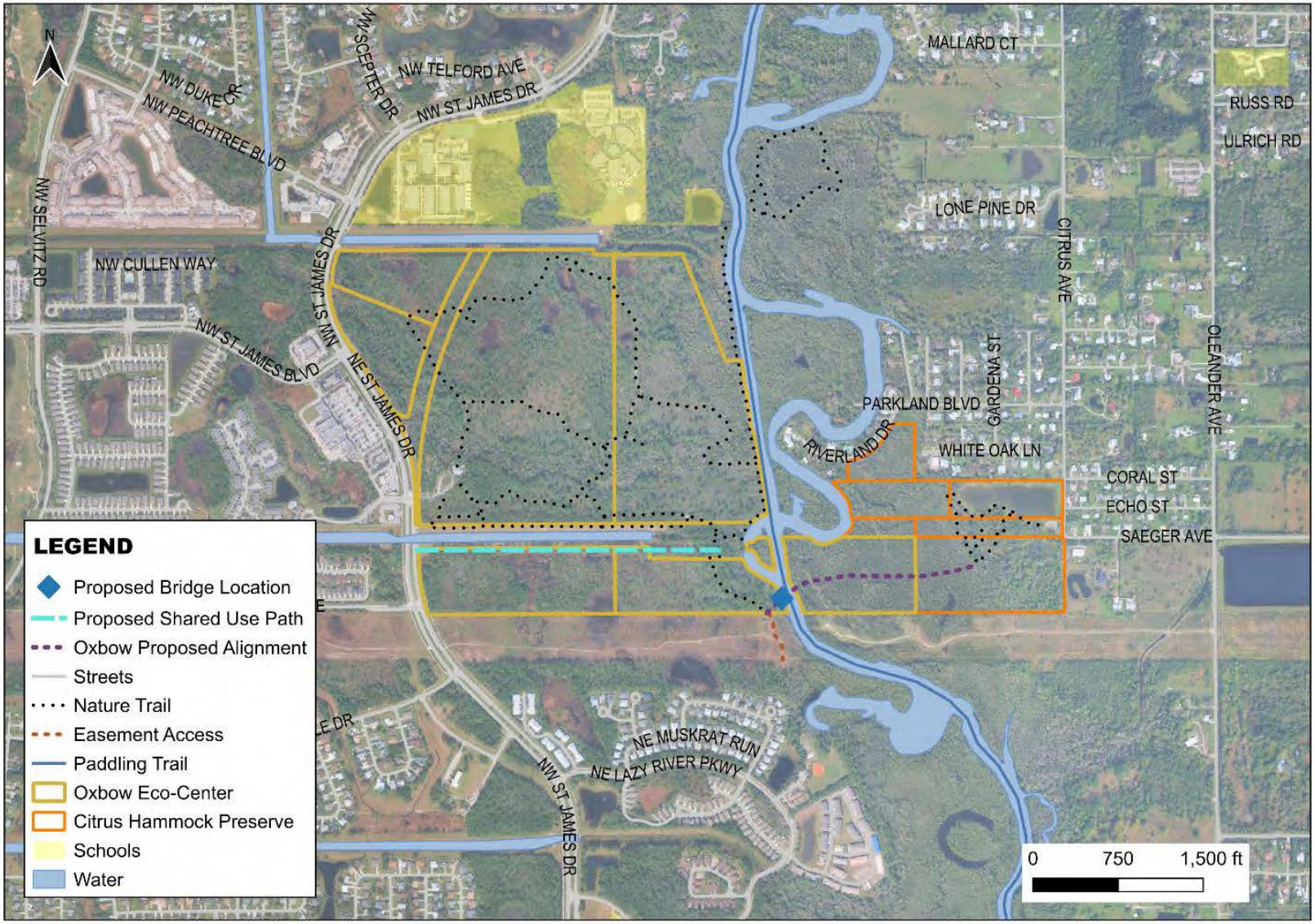
considerations. Early coordination with regulatory agencies and adherence to AASHTO, FDOT, and Florida Building Code standards will be critical to advancing the project from feasibility to implementation.

Permit Process: Advancement of the proposed pedestrian and bicycle bridge will require coordination with the above-mentioned stakeholders. Based on preliminary agency discussions, a structured and proactive permitting approach will be essential to streamline review and minimize delays. The permit process graphic to the right provides an overview of the steps required.

Recommendations: Include a 12' shared use pathway along the south side of Canal 106 in Port St. Lucie, Alternative 1 for a bicycle/pedestrian bridge, and the need for a +/-1,500-foot boardwalk connecting the bridge to Citrus Hammock Preserve. Additional recommendations include the need for further study on environmental impacts, required mitigation, and traffic analysis for crossings and connections from St. James Drive and Citrus Avenue to provide safe connectivity to the proposed pathway, bridge, boardwalk, and regional greenways and trails systems such as SUN Trail, East Coast Greenway, and the North Fork Greenway Trail.

Cost Estimate: The proposed shared use path, bridge, and boardwalk is estimated to be between $5.3 to $8 million dollars for construction (in 2026 dollars). Next steps include environmental assessment and surveys, coordination with agency partners and moving forward with design for the proposed recommendations.





Proposed Recommendations

1. Introduction

The Oxbow Eco-Center and the North Fork St. Lucie River Aquatic Preserve represent one of St. Lucie County's premier and unique natural amenities in St. Lucie County, however connectivity across the river is currently limited. The St. Lucie Transportation Planning Organization (TPO) is researching the potential of a pedestrian/bicycle link connection from the Oxbow Eco-Center over the St. Lucie River east to the Citrus Hammock Preserve. The proposed connection would provide access to the future greenways and trails, including the North Fork St. Lucie River Trail and the East Coast Greenway (ECG)/Shared Use Non-Motorized (SUN) Trail. Developing a safe and accessible pedestrian/bicycle connector between the Oxbow Eco-Center and Citrus Hammock Preserve would not only enhance local recreation and conservation opportunities but also contribute to the broader regional and statewide greenways and trails vision.

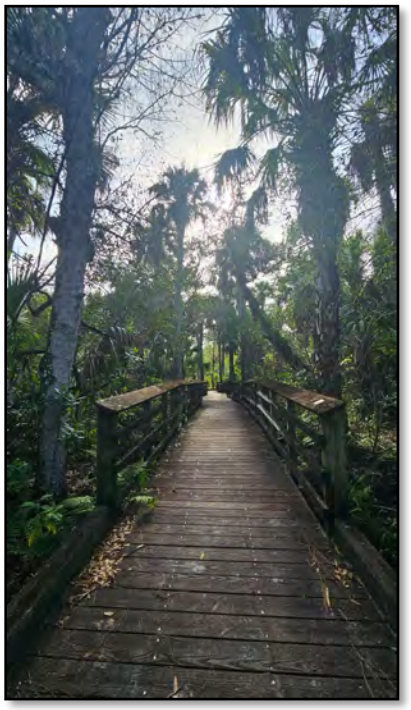
Purpose and Need

The purpose of this feasibility study is to evaluate the potential for a pedestrian and bicycle crossing linking the Oxbow Eco-Center and Citrus Hammock Preserve. The study seeks to:

- **Identify the location** of a pedestrian bridge for future trail route alignment connecting the Oxbow Eco-Center with Citrus Hammock Preserve.
- Select a location that has the **least impact** on natural resources, wetlands, and the community.
- **Enhance access and connectivity** to existing and future greenways and trails in St. Lucie County.

The need for this project arises from the increased countywide demand for non-motorized transportation infrastructure, preserving and showcasing natural resources, and the opportunity to expand regional trail systems in a coordinated manner. Furthermore, the *Statewide Comprehensive Outdoor Recreation Plan* (SCORP) has identified St. Lucie County as a high-priority area in need of walking and hiking trails, in addition to areas of nature viewing, and paddle access.

The St. Lucie TPO supports the development of multimodal networks that expand transportation connectivity, recreational access, sustainable tourism, and healthy and active lifestyles for St. Lucie residents, workers, and visitors. This study builds upon the St. Lucie TPO's ongoing Walk-Bike Network planning efforts and previous safety initiatives to advance a key trail link identified as a community priority.



Oxbow Eco-Center Trail

Figure 1: St. Lucie County's Ten Mile Creek - North Fork Greenway Trail Vision

Background Information

The study for a trail connection between the Oxbow Eco-Center and Citrus Hammock Preserve arises from the broader county vision of creating an interconnected Greenway Network along the North Fork of the St. Lucie River, **Figure 1**. The North of the St. Lucie River is part of the North Fork St. Lucie River Aquatic Preserve, a designation offering a higher layer of protection by the Florida Aquatic Preserve Act of 1975. This specific study originated from a Unified Planning Work Program Call for Projects response during a St. Lucie TPO Bicycle and Pedestrian Advisory Committee (BPAC) meeting. Both the Oxbow Eco-Center and Citrus Hammock Preserve are public environmental preserves anchoring this corridor on opposite sides of the river. The Oxbow Eco-Center is an approximately 225-acre county preserve on the west bank of the North Fork St. Lucie Aquatic Preserve in Port St. Lucie. It is a well-established environmental education center with hiking trails, boardwalks, and a canoe/kayak launch, but currently, there is no direct pedestrian or bicycle access across the river. On the east bank, the Citrus Hammock Preserve protects +/-64 acres of hydric hammock and floodplain forest and includes a half-mile nature trail loop and a kayak/canoe stopover. Citrus Hammock, opened more recently, is part of the North Fork St. Lucie River Greenway and serves as an important segment of the Florida Wildlife Corridor along the river. Despite their proximity across the water, these two preserves remain isolated from each other. Today, visitors must travel several miles to the nearest high-volume roadway crossings (Midway Road or Prima Vista Boulevard) to go between the two preserves. This gap underscores the need for a dedicated pedestrian/bicycle link to directly connect the preserves and communities on both sides of the river.

Oxbow's Florida Heritage Trailhead

Local, regional, and statewide plans have long recognized the North Fork corridor as a priority for greenway and trail expansion. St. Lucie County's Greenways and Trails Vision, dating back to the early 1990s, calls for developing a continuous greenway and trail system spanning roughly 85 miles intended to tie together the natural areas and communities for transportation and recreation. The vision is promoted by the County's Environmental Resources Department (ERD) and supported through voter-approved environmental land bonds.

In recent years, the North Fork corridor has also been highlighted as part of the evolving route of the ECG/ Florida SUN Trail through St. Lucie County. The ECG is a 3,000-mile national greenway initiative with the goal of constructing a seamless greenway system for biking, walking, running and rolling stretching from Florida to Maine. This ECG is also part of the SUN Trail Network. The Florida SUN Trail program provides funding for the development of a statewide system of interconnected paved multi-use trails (SUN Trail Network) for bicyclists and pedestrians, physically separated from the road. The SUN Trail Network is the vision of the Florida Greenways and Trails System (FGTS) Plan's Land Trail Priority network. The St. Lucie TPO, in partnership with the Florida Department of Transportation (FDOT) and the Treasure Coast Regional Planning Council (TCRPC), have been working on completing the 27-mile SUN Trail Network/ECG within the county.

The Oxbow-Citrus Hammock connection is a critical component in this context, as it would provide a new crossing and recreational opportunity along the North Fork Greenway that dovetails with the ECG, SUN Trail, and other regional trail efforts. In essence, this study is grounded in a project understanding that bridging the Oxbow and Citrus Hammock preserves will advance multiple community goals such as protecting natural resources while opening them to passive recreation, creating safer non-motorized travel options, and connecting into a larger system of greenways that boosts eco-tourism and quality of life.

Public & Stakeholder Involvement

A robust stakeholder engagement process was integral to the methodology of this study. The project team coordinated with St. Lucie County staff and the St. Lucie TPO through regularly scheduled project meetings to gather local input and guidance from various stakeholders, including community members. **Appendix B** includes the stakeholder presentation, meeting agenda and notes.

The project team will also present the report and findings to the St. Lucie BPAC, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), and TPO Board.

Stakeholder Group Meeting Summary

Between September 2025 and January 2026, the project team lead a series of one-on-one meetings with various stakeholders including the South Florida Water Management District (SFWMD), FPL, North St. Lucie Water Control District (NSLWCD), FDEP, U.S. Army Corp of Engineers (USACE), U.S. Coast Guard (USCG), the Florida Inland Navigation District (FIND), and the City of Port St. Lucie. Each meeting focused on informing the agency about the project scope and goals, the agency's role and responsibilities, planned projects or improvements, and detailed discussion on the agency's requirements or guidelines, process, permits, and considerations for the proposed bicycle/pedestrian bridge connector.

On Thursday, October 16th, 2025, the project team organized a key virtual group stakeholder meeting. The meeting was attended by the: St. Lucie TPO, St. Lucie County, City of Port St. Lucie, SFWMD, USACE, and the Oxbow Eco-Center. Together the group discussed the feasibility of the connector link. USACE staff outlined several federal regulatory considerations relevant to the proposed crossing. The agency advised that the USCG may require involvement due to the project's proximity to navigable waters. If a boardwalk or overwater structure is pursued, USACE indicated that FDEP may need to process a **Section 404 Permit** and that a **Section 408 Review** could be required depending on jurisdiction and project ownership. USACE cautioned that if SFWMD is not a federal sponsor for the project, USACE would directly manage the 408-review process. Staff also emphasized the need to clarify whether the proposed bridge would require in-water footers and to refine the expected bridge height, as these factors influence permitting pathways and potential environmental impacts. The project team confirmed that the bridge is intended to span the river, similar in scale to conceptual images presented during the meeting but acknowledged that additional design guidance is needed.

Summary of Stakeholder Perspectives on Alternatives

Stakeholders demonstrated a clear understanding of the distinguishing characteristics of the three alternatives proposed:

- **Alternative 1 – South Florida Water Management District/Oxbow Eco-Center**
  Offers the strongest ecological, scenic, and educational value but introduces moderate challenges related to permitting, environmental sensitivity, and construction feasibility.

- **Alternative 2 – Florida Power & Light Transmission Corridor**
  Provides practical advantages for construction and long-term maintenance and enhances connectivity to regional trail systems. However, advancement of this alternative hinge on FPL's willingness to grant on-going access and the community's acceptance of a utility corridor alignment. In addition to limitations in height due to the power transmission lines.

- **Alternative 3 – Oxbow Eco-Center - North of Broken Oxbow**
  The potential route contains a fatal flaw due to this alternative requiring two bridge crossings since the river is split in this area and would most likely result in environmental impacts greater than the first two alternatives. Furthermore, an active wetland re-hydration project with the county and USACE within the Oxbow property will disrupt the area for an extended period.

Across agencies, stakeholders expressed consistent preferences for alignments that:

1. Utilize publicly owned preserved land to reduce the need for land acquisition;
2. Minimize disturbance to high-quality natural habitat;
3. Provide direct and meaningful connections between conservation areas; and
4. Avoid unnecessarily fragmenting managed lands or impacting private property.

During the stakeholder meeting, a live Slido poll was conducted to gauge preliminary stakeholder preference among the three options. Results indicated that **Alternative 1** was the preferred alignment among participants, reflecting the perceived balance between feasibility, minimized environmental impact, and regional connectivity potential, **Figure 2**.

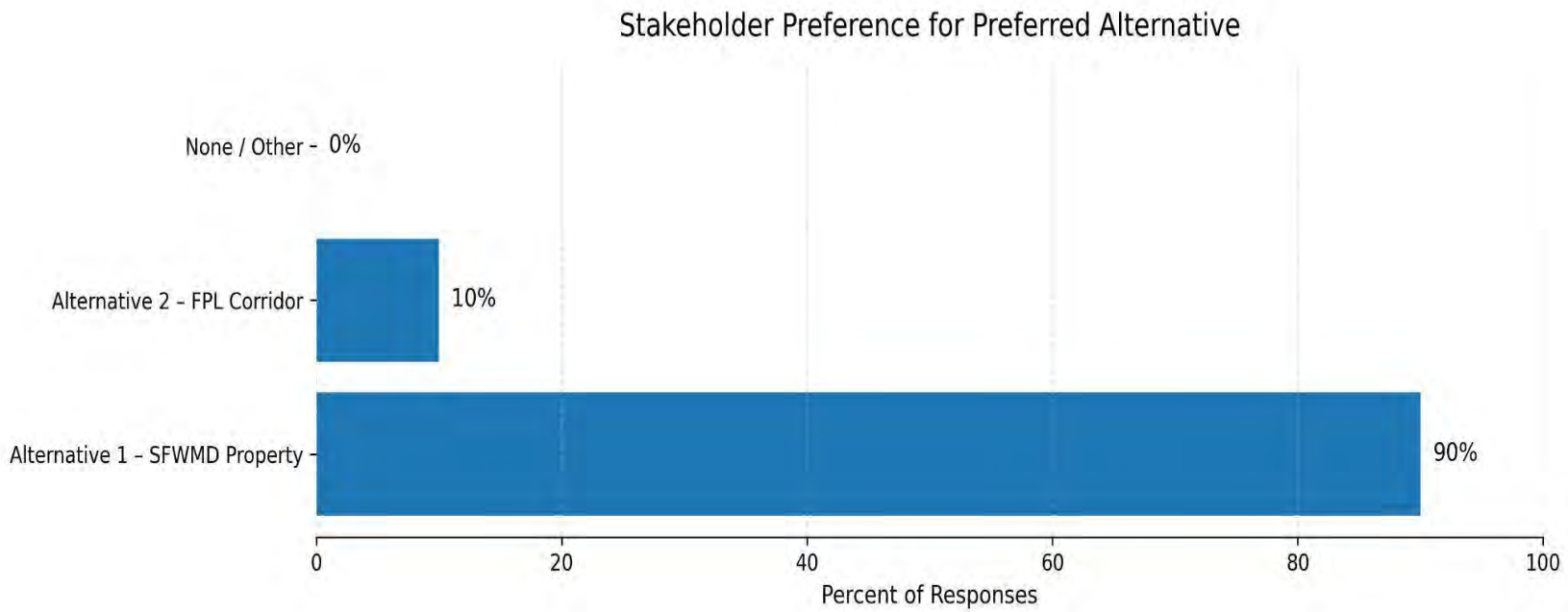


Figure 2: Preliminary Stakeholder Preference Slido Poll

After the group stakeholder meeting, the project team concluded that additional information needed to be gathered and resulted in the scheduling of one-on-one meetings with various stakeholders to gain a greater understanding of the local, regional, state, and federal processes and standards for the proposed Oxbow Connection. The following sections provide a summary of each one-on-one meeting with key agency stakeholders.

Next Steps

The city committed to providing relevant staff contacts to support follow-up discussions related to planning, zoning, and stormwater considerations. The project team will continue to evaluate the Canal 106 SUP concept as part of the overall feasibility analysis, incorporating City input related to access, design standards, land use constraints, and permitting requirements.

Earth Day Community Event 2026

The project team attended the **22nd Annual St. Lucie Earth Day Festival** at the Oxbow Eco-Center on Saturday, April 18, 2026, from 10:00 AM to 4:00 PM to showcase the project and gather feedback from the community. The project team spoke to over 100 community members about the project with over 98% supporting the project. When the project team asked community members what types of features they would like to see as part of the proposed improvements, the following items were mentioned:

- Shade trees (7)
- Water fountains (7)
- Restrooms (7)
- Lighting (4)
- Bat houses (4)
- Butterfly gardens (4)
- Distance markers (3)
- Trash cans (3)
- Pet waste stations (3)
- Pollinators (3)
- Signage for natural habitats (3)
- Seating (2)
- No motorized mobility devices (2)
- Recycling (2)
- Environmentally friendly materials (2)
- Environmentally friendly construction practices (2)
- Fishing/observation pier (2)
- Bicycle and pedestrian separation
- Security
- Emergency response access

Earth Day Festival Flyer

There were two community members who were not in favor of the project.

Their main concerns were related to e-bikes/e-motos/dirt bikes using the facility and accessing their neighborhoods in addition to electronic mobility devices and their users not following the rules.

Other concerns included trash, noise pollution, poaching, and destruction of native habitat.

All comments and boards from Earth Day can be found in **Appendix C**.

Figure 4 includes a collage of photos from the event.

Figure 4: April 2026 Earth Day Photos

2. Summary of Existing Conditions

A geographic analysis of the study area was conducted to document existing conditions of the study area. Available data on socio-demographics, land use, property ownership, utilities, and environmental features were compiled and reviewed.

Background

The North Fork of the St. Lucie River is part of the St. Lucie Aquatic Preserve, established in 1972, is bounded to the north by Midway Road in White City and the southern boundary extends to just west of the Roosevelt Bridge (SR-5/US-1) in Martin County. The Aquatic Preserve is 2,972 acres and is west of the Intracoastal Waterway. The St. Lucie Aquatic Preserve is managed by the FDEP's Office of Coastal and Aquatic Managed Areas (CAMA).

The St. Lucie Aquatic Preserve supports a diversity of species and serves as an important nursery ground for a variety of fish and wildlife. There is a diversity of habitats within the preserve, including freshwater tidal swamps to estuarine mangrove forests and oyster reefs. Most of the preserve is between one- and five-feet elevation and consists of wetland communities including tidal and floodplain swamp and forest. The area is also subject to water quality issues from stormwater discharge and agricultural runoff.

Within the study area, there were sections of the North Fork St. Lucie River that was straightened between the 1920s and 1940s by the NSLWCD and USACE for navigation and flood control purposes. The associated spoil was piled as much as 25-foot high and 50-feet wide along the newly created channel, creating a non-contiguous berm that has isolated historic floodplains and cut off old riverbeds. Today part of the berm is used as a boardwalk along the western bank of the St. Lucie River at the site of the Oxbow Eco-Center. The County is currently working with USACE to re-hydrate the area north of the study area's broken oxbow.

Oxbow Trailhead and Amenities

The North Fork of the St. Lucie River has four public boat ramps, with the study area falling in between White City Park and River Park Marina's, along with three public canoe stopovers along the river, including one at the Oxbow Eco-Center, which also connects

into a hiking trail. There are six bridges that cross the aquatic preserve within St. Lucie County:

1. Midway Road (CR-712), at the northern boundary
2. Prima Vista Boulevard
3. Crosstown Parkway
4. Port St. Lucie Boulevard
5. Mapp Road, and
6. Murphy Road, at the southern boundary.

The study area falls between Midway Road and Prima Vista Boulevard Bridges, 1.5-to-2-miles respectively, from the study area.

Citrus Hammock Trailhead and Amenities

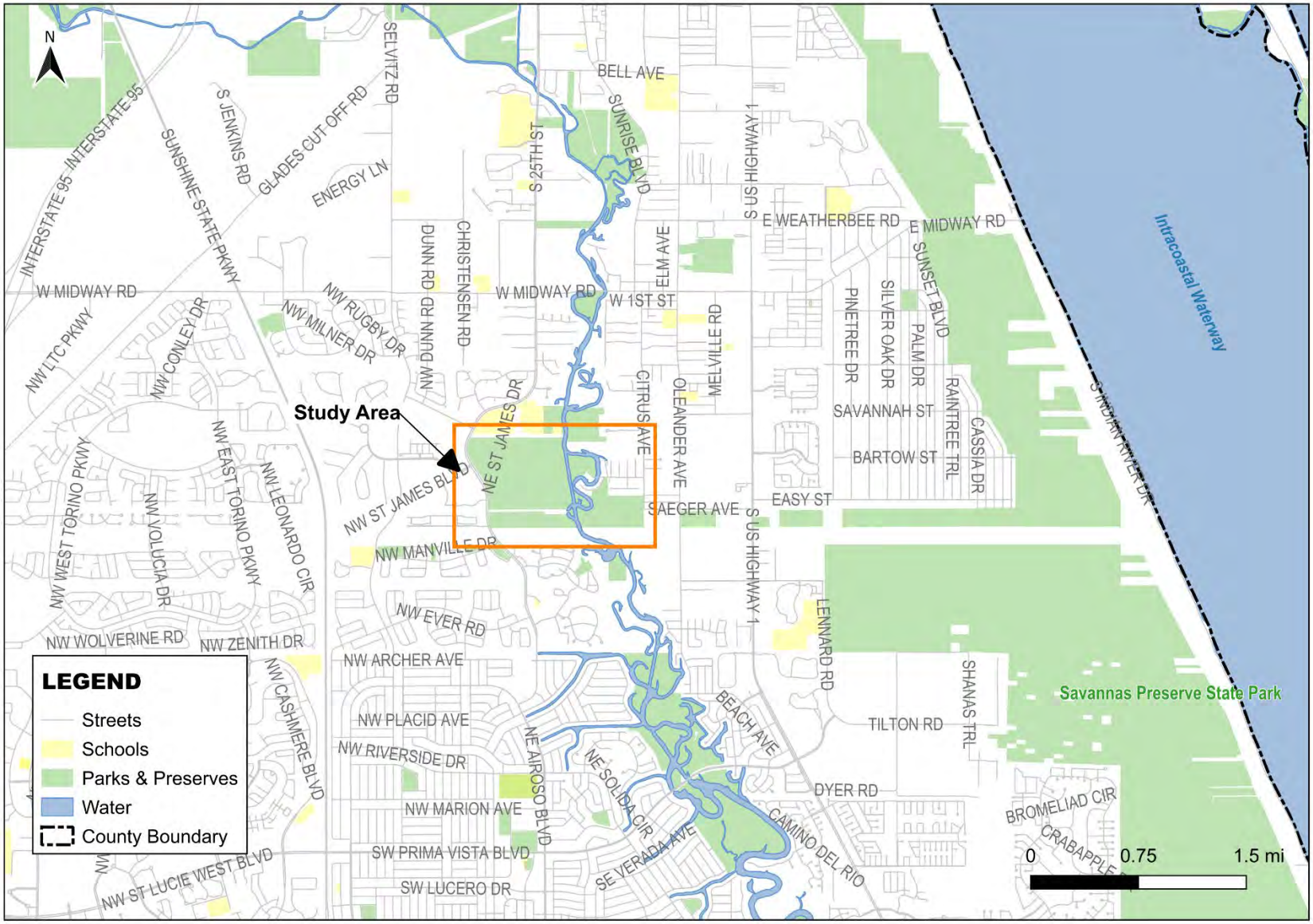


Figure 5: Study Area

Study Area

The study area encompasses the Oxbow Eco-Center and Citrus Hammock Preserve, **Figure 5**, which is characterized by rich natural environments and several existing infrastructure features that influence potential trail development. Both are part of the North Fork St. Lucie River Greenway, serving as critical wildlife corridors for the region.

The Oxbow Eco-Center, **Figure 6**, is a 225-acre preserve located west of the St. Lucie River and is accessible via St. James Drive, it is managed by St. Lucie County. The Eco-Center features pine flatwoods, floodplain forests, and seasonal wetland ecosystems, nature trails, and environmental education facilities. Wildlife at the center includes gopher tortoises, sandhill cranes, wading birds, and manatees. There are over 3.5 miles of hiking trails, an observation tower, boardwalks, and a canoe/kayak landing dock. The center itself includes solar panels, passive lighting, and rainwater cisterns. The Eco-Center has planned improvements, **Appendix D**, which include a new education building, an outdoor classroom, new trailhead, and 250 feet extension of the boardwalk in addition to a rebuilding of the existing boardwalk, and trail markers. Additional projects include footbridge, redesign and rebuilding of the canoe dock, rebuilding of the platform, and a pavilion for school field trips.

Citrus Hammock Preserve, **Figure 7**, is a 64-acre preserve located east of the St. Lucie River and is accessible via Citrus Avenue, protecting native habitat and providing opportunities for passive recreation. The preserve is dominated by a mature hydric hammock or wet forest and floodplain forest which includes ancient live oaks, laurel oaks, cabbage palms, red maples, and pond apple trees. There is a four-acre man-made pond designed to filter stormwater runoff from local streets before reaching the river. Wildlife at the preserve includes woodland birds such as Pileated Woodpeckers, Red-bellied Woodpeckers, and Cardinals. The pond attracts wading birds and other waterfowls. There is a ½-mile self-guided interpretive trail, fishing, and a stop-over for paddlers.

Figure 8 includes a map of property boundaries, outlining the parcels under review for this study. The St. Lucie River is managed by multiple agencies, including St. Lucie County, SFWMD, US Fish and Wildlife (FWC), USCG, and USACE. FPL is the owner of the Transmission Powerline Corridor south of the Oxbow Center and Citrus Hammock Preserve, the FPL Transmission Corridor has been identified as a conservation easement and wildlife corridor by the *North Fork St. Lucie Aquatic Preserve Management Plan*. Residential subdivisions are established to the west and east of the river near the preserves. Feasibility studies of similar trails prioritize routing on public parcels where it is possible to reduce costs and permit complexities.

In the area south of the broken oxbow, the North Fork of the St. Lucie River spans approximately 130 to 150 feet in width. North of the broken oxbow, the North Fork of the St. Lucie River splits in two, before meeting again into one river for the span of the Oxbow Eco-Center. At this split, the width of the river is between 640 to 725 feet in width, which includes Idabelle Island Marsh.

Findings

Overall, the project's purpose is to identify a pedestrian/bicycle connection that balances natural resource stewardship with non-motorized connectivity at the local and regional scale. The study area can be summarized as an ecologically sensitive landscape with high-value habitat; current crossings are located at Prima Vista Boulevard (~2 miles south) and/or Midway Road (~1.5 miles north). The groundwork laid in this phase, understanding environmental and socio-cultural conditions directly informed the development of feasible alignments.

The study's existing conditions assessment identified the general span length needed for a bridge (on the order of +/-140 to +/-175 feet, based on mapping) and the potential need for intermediate support or landing areas in the floodplain. The assessment considers all available utility data for the area (e.g. underground pipelines, overhead transmission lines, and outfalls) and any cultural or historical features (none were registered within the direct corridor, as the preserves are primarily natural lands).

From a planning perspective, demographics suggest a trail connection would serve a family-oriented and older population base with a mix of middle- and higher income households. The relatively high share of working-age residents and older families underscores the potential for strong demand for accessible recreational trails, safe active transportation routes, and educational amenities linked to the study area. The demographic composition reinforces how the Oxbow Connector could provide meaningful community health and recreational benefits while enhancing access to nature-based resources and conservation.

Existing Conditions Key Takeaways:

- The Oxbow Eco-Center is operated and maintained by St. Lucie County via a 99-year lease with the SFWMD, who is the property owner. The Citrus Hammock Preserve is owned and operated by St. Lucie County, both are public lands.
- The FPL Transmission Corridor is owned and operated by FPL, a private company.
- USACE has planned a project to rehydrate riverbanks north of the broken oxbow. This may provide opportunities to coordinate planning efforts for public access.
- The County has an easement agreement with FPL for pedestrian access to/from Oxbow Center and River Place community.
- SFWMD provided the current engineering standard for a pedestrian bridge, which is currently being revised.
- The FWC oversees signage within the waterway, this project will need coordination with FWC at later stages.
- The USCG oversees navigable waters and bridge permitting, this project will need early coordination for a bridge.
- Existing boat traffic will determine the height for the bridge.
- Design standards fall under FDOT, American Association of State Highway and Transportation Officials (AASHTO), and Florida Building Code standards.

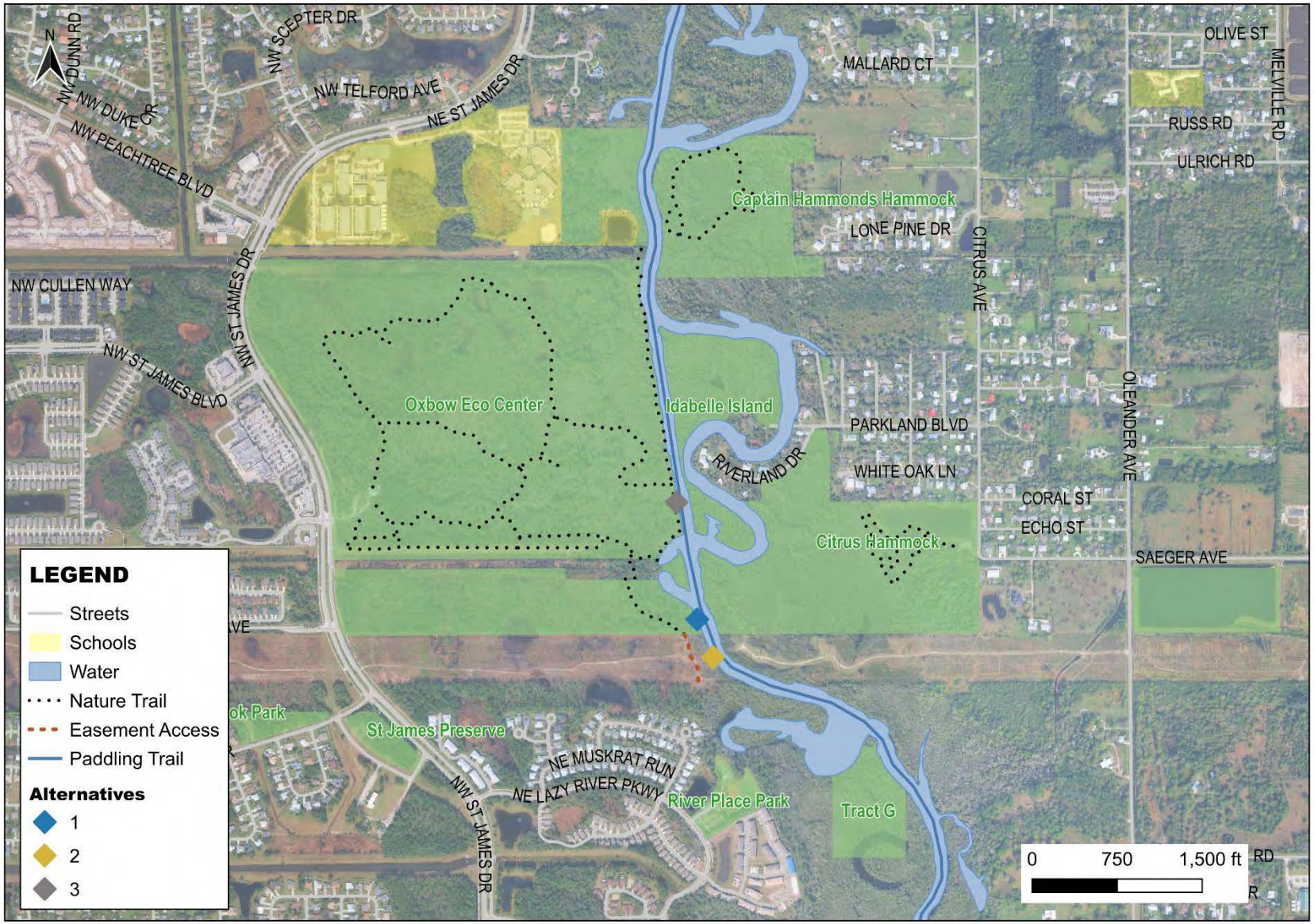


Figure 18: Bridge Location Alternatives

3. Route Alignment Alternatives

Using the collected data and stakeholder input, the project team developed three alternatives for the pedestrian/bicycle link. These included one option utilizing the area south of the broken oxbow, along Oxbow Eco-Center Lands, owned by SFWMD (Alternative 1); a second option using the existing FPL Transmission Corridor (Alternative 2), as well as a third option, north of the broken oxbow, along Oxbow Eco-Center Lands, owned by SFWMD (Alternative 3), **Figure 18**.

Each route alternative was examined at a planning level for feasibility factors such as land ownership and ROW availability, constructability (the need for bridge or boardwalk structures), connectivity to existing trails, user safety, and potential fatal flaws (e.g., insurmountable environmental or engineering constraints). A qualitative matrix of pros and cons was developed to summarize the findings for each option, including an assessment of impacts on social, natural, physical, and cultural features and then shared with stakeholders for feedback.

Project goals for this study were developed with stakeholders and are aligned with the County's Comprehensive Plan:

- Use county-owned preserve land to minimize acquisition;
- Limit disturbance of critical high-quality habitat;
- Provide direct, high-value connections between the two preserves; and
- Avoid fragmenting managed parcels or crossing private parcels unnecessarily.

Oxbow Eco-Center Trail Bridge, Educational Signage & Trail Marker

Alternative 1: SFWMD/Oxbow Eco-Center Property

Table 1 provides an overall summary of Alternative 1 proposed on the land owned by the SFWMD but is maintained via a 99-year lease by St. Lucie County. Some impacts to natural lands and wetlands are expected but would be mitigated with the opportunity to remove any existing invasive vegetation. This alternative would provide a direct link between the Oxbow Eco-Center and Citrus Hammock Preserve and future greenways and trails, in addition to providing a more direct route to ECG / SUN Trail Network and U.S. Bike Route 1. Furthermore, construction staging and equipment may pose a challenge, soil testing would be required to determine stabilization needs for the bridge structure. Riverbed borings to support a bridge, if needed. Wildlife surveys are also expected due to clearing needs for the pathway and bridge, in addition to the proposed boardwalk through Citrus Hammock Preserve wetlands. Maintenance requirements will include maintenance of a paved pathway, bridge structure, boardwalk, and amenities.

Table 1: Alternative 1 Assessment

Factor	Pros	Cons
Ownership & Access	County currently operates and maintains Oxbow Eco-Center property. City of Port St. Lucie owns parcels east and west of the broken oxbow.	SFWMD land subject to conservation restriction and potential future CERP needs, proposed infrastructure may need to be vacated if property is used for future CERP needs.
User Experience	Scenic, immersive natural experience and wildlife viewing; direct tie to Oxbow Eco-Center programming and education.	Bicycles are not currently permitted on Oxbow Eco-Center Trails, creating potential policy and operational conflicts.
Environmental Impact	Opportunity to highlight wetlands and habitats through education, provide scenic views of the North Fork of the New River and wildlife.	Sensitive and protected habitats, wetlands, marshes and floodplain areas present permitting and construction challenges. Impacts will require mitigation. Would require wildlife surveys. Clearing and land stabilization required for trail and bridge approach on the west side, wetlands will have impacts as a result of a boardwalk on the east side.
Construction Feasibility	Potential synergy with planned Oxbow Eco-Center improvements (e.g. boardwalks, new facilities). Potential to access and stage equipment within FPL corridor.	Bridges will require longer spans to account for ADA access. A boardwalk will be required for access to Citrus Hammock Preserve. Limited access for construction staging and equipment.
Connectivity	Direct link to the Oxbow Eco-Center, Citrus Hammock Preserve, future Greenways & Trails. Access to the ECG / SUN Trail and US Bike Route 1.	More recreational than commuter-oriented non-motorized travel.
Maintenance	Oxbow Eco-Center presence may support stewardship and monitoring.	Boardwalk structures are vulnerable to flooding, storm damage, and long-term maintenance costs. Bridge subject to maintenance and regular inspections.

Alternative 2: FPL Transmission Corridor

Table 2 includes a summary of Alternative 2 proposed on the FPL Transmission Corridor, which is owned and maintained by FPL, a private utility company. Coordination with the property owner would be required and include a maintenance and access agreement. Environmental impacts would be minimal since the land has already been cleared and stabilized. Construction would be a challenge due to existing transmission infrastructure (e.g., high-voltage power lines, towers, substations, and wires). This alternative would link both the Oxbow Eco-Center and Citrus Hammock Preserve and future greenways and trails, in addition to providing a more direct path to the ECG / SUN Trail Network and US Bike Route 1. Maintenance requirements include an agreement with the private property owner which includes, and may not be limited to, pathways, bridges, and amenities.

Table 2: Alternative 2 Assessment

Factor	Pros	Cons/Constraints
Ownership & Access	Existing FPL corridor has already been cleared, and there is a reduced need for land clearing. County currently has access agreement for 10'-wide pedestrian pathway.	Private property owned and maintained by FPL. County would require an access and maintenance agreement. Recreational access to transmission corridor.
User Experience	Wide sightlines, open, perceived safety, commuter-friendly alignment.	Less scenic and aesthetics are impacted by the overhead transmission lines. Lack of shade/canopy.
Environmental Impact	Minimal - land has already been cleared and stabilized.	Impacts (if any) would require mitigation.
Construction Feasibility	Surface is stabilized. At-grade trail is feasible, reduced need for a boardwalk.	Staging and equipment access for bridge construction will be challenging due to existing infrastructure.
Connectivity	Strong link to regional network and proposed trails.	Prohibited from utilizing existing access roads.
Maintenance	FPL maintains current infrastructure, landscaping, and access road(s).	County would require access and maintenance agreement for trails, bridge, and any additional infrastructure.

Alternative 3: North of the Broken Oxbow

Table 3 includes a summary of Alternative 3 proposed on land owned by the SFWMD and St. Lucie County. Environmental impacts are not fully realized but expected to be moderate to severe due to the width of the river at this point. Impacts are expected at Idabelle Island Marsh and Citrus Hammock Preserve wetlands. Careful consideration would also be required to avoid property owners along Riverland Drive. This location would connect to the existing Oxbow Eco-Center Boardwalk Otter Trail, which needs replacement. Construction may pose a challenge since the area would be difficult to access with construction equipment, although construction may most likely occur on the water utilizing a barge. This area would require more in-depth analysis. Maintenance includes pathways, bridges, boardwalk, and any amenities.

Table 3: Alternative 3 Assessment

Factor	Pros	Cons/Constraints
Ownership & Access	County maintains Oxbow Eco-Center. The County owns Idabelle Island.	SFWMD owns the Oxbow Eco-Center property. Idabelle Island is zoned for Conservation.
User Experience	Scenic, immersive natural experience and wildlife viewing; direct tie to Oxbow Eco-Center programming and education.	Bicycles are not currently permitted on Oxbow Eco-Center Trails, creating potential policy and operational conflicts.
Environmental Impact	Opportunity to highlight wetlands and habitats through education, provide scenic views of the North Fork of the New River and wildlife.	Sensitive and protected habitats, wetlands, marshes and floodplain areas present permitting and construction challenges. Impacts will require mitigation. Would require wildlife surveys. Clearing and land stabilization required for trail and bridge approach on the west side, wetlands and Idabelle Island will have impacts as a result of a boardwalk on the east side.
Construction Feasibility	Potential synergy with planned Oxbow Eco-Center improvements (e.g. boardwalks, new facilities) and USACE rehydration project.	Two bridges would be required in addition to a boardwalk on both sides. Limited access for construction staging and equipment.
Connectivity	Direct link to the Oxbow Eco-Center, Citrus Hammock Preserve, future Greenways & Trails. Access to the ECG / SUN Trail and US Bike Route 1.	More recreational than commuter-oriented non-motorized travel.
Maintenance	Oxbow Eco-Center presence may support stewardship and monitoring.	Boardwalk structures are vulnerable to flooding, storm damage, and long-term maintenance costs. Bridge subject to maintenance and regular inspections. Would require maintaining two bridge structures.

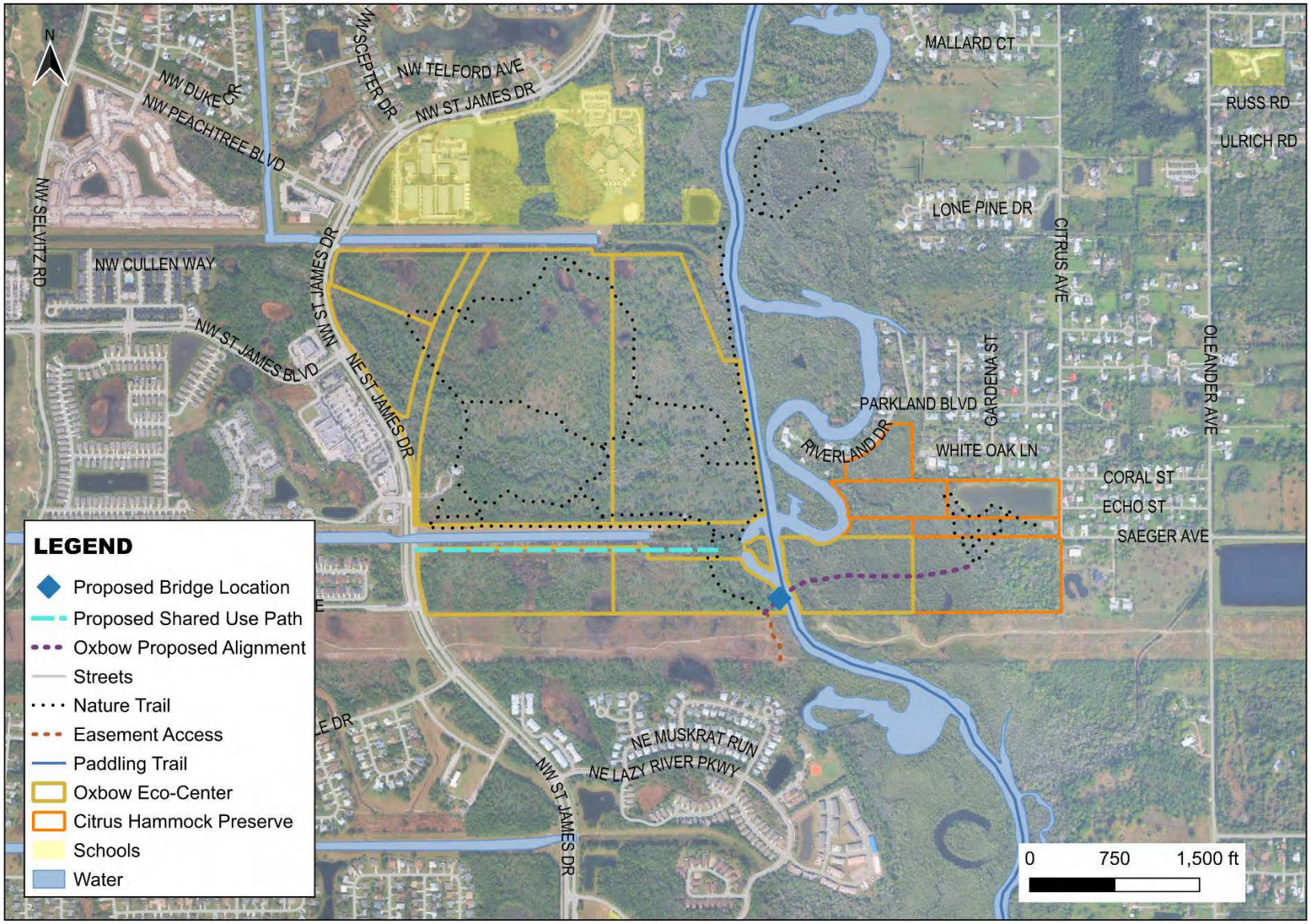


Figure 19: Proposed Alignments

4. Selection of Proposed Alignment

The selection of the preferred route alignment (**Figure 19**) and bridge location was determined from a review of existing conditions and input from stakeholders. Alternative 3 was eliminated early on due to several factors, including future projects to rehydrate wetlands and the need for more than one bridge or a very long bridge since the river splits in two in this section. There would also be impacts to Idabelle Island. Additionally, Alternative 2 was eliminated later due to restrictions within the FPL ROW and minimum height requirement for the bridge. **Table 4** provides an assessment of all three alternatives, goals of the project, and overall feasibility.

Table 4: Overall Alternative Assessment

Goals	Alternative 1	Alternative 2	Alternative 3
Overall Feasibility	Moderate	Fatal Flaw Exists	Difficult
Environmental Impacts	Minimal to Moderate	Minimal	Moderate to Severe
Connectivity	Yes	Yes	Yes
Avoids Fragmentation	Minimal to Moderate	Yes	Moderate to Severe
Private or Public Property	Public Lands	Private Property	Public Lands

Stakeholder input and involvement had originally selected Alternative 1, within the existing SFWMD property, and later research and discussions with stakeholders identified challenges with the other alternatives. The FPL Transmission Corridor is privately owned, there are restrictions on the public use of their lands, especially among the transmission corridors, including a 14-foot height restriction within the property make building a bridge a fatal flaw.

Figure 19 provides proposed routes connecting the Oxbow Eco-Center and Citrus Hammock Preserve for a potential bicycle/pedestrian bridge crossing. In addition to a proposed SUP along Canal 106 and boardwalk into Citrus Hammock Preserve. The area between the FPL Transmission Corridor and the broken oxbow will need to be further evaluated for a bridge connection. Further evaluation of the selected alternative will include and not be limited to:

- Site visit of the area
- Verification of utilities
- Soil testing/Riverbed boring
- Waterway traffic
- Habitat evaluation/impacts
- Wildlife surveys
- Corridor analysis

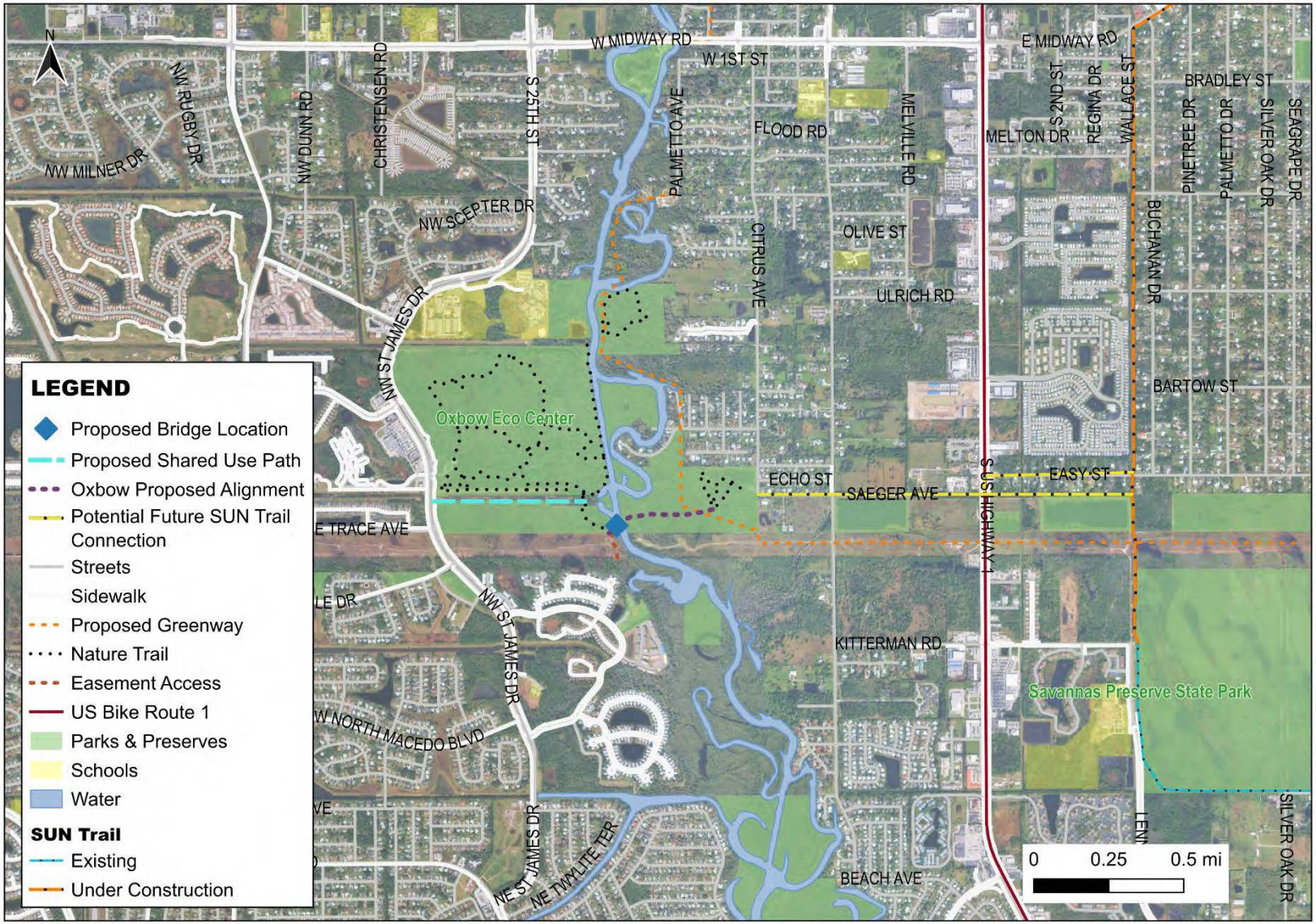


Figure 20: Connectivity & Network Integration Map

Connectivity & Network Integration

Connectivity and network integration is provided in **Figure 20**, illustrating the location of the existing street network, ECG/ SUN Trail, which is currently under construction, US Bike Route 1, St. James Drive, and Citrus Avenue. In addition to proposed greenways and trails.

This study identified Canal 106 for potential SUP which would connect to St. James Drive to the pedestrian/bridge connection, this route also avoids bicycle entry into the Oxbow Eco-Center. Other proposed pathways include a boardwalk connecting the proposed bicycle/pedestrian bridge to the Citrus Hammock Preserve along with a potential route to connect to US Bike Route 1 and future ECG / SUN Trail, this proposal would require additional review and analysis. The proposed improvements provide a critical link between:

- St. James Drive (planned shared-use improvements),
- The proposed pedestrian/bicycle bridge over the St. Lucie River
- The Oxbow Eco-Center trail network
- The broader regional trail system including the ECG / SUN Trail Network.

By utilizing an existing canal bank, the concept minimizes property acquisition needs while enhancing regional connectivity.

Supporting Features

When planning for a trail or pathway, it is important to consider supporting features which include, but are not limited to:

- Seating
- Shelter
- Trail Heads
- Trail Markers
- Educational Signage
- Lighting
- Emergency Access/Security
- Restrooms
- Water Fountains
- Waste/Pet Waste Receptacles
- Signage
- Bicycle Parking
- Bicycle Repair Stations
- Observation Areas/Outlook
- Habitat Restoration
- Safe, Comfortable, & Convenient Crossings

These items are sometimes considered amenities but are integral to use of recreational and transportation assets and increasing the safety, comfort, and connectivity of a pedestrian/bicycle facility.

Potential Impacts

When conducting the review of all alternative's, impacts were taken into consideration as part of the evaluation. This is outlined in the previous chapter. This section highlights potential impacts of the preferred alternative and route as it relates to social, natural, physical, and cultural features.

Social

Social impacts include connectivity of the surrounding neighborhoods, which could increase social cohesion and coordination. The St. Lucie River currently acts as a barrier between the two sides of the river; the proposed project would improve connectivity and access to natural features. The connectivity would improve access to parks, preserves, and schools, but it may also improve access to jobs and services. Furthermore, the recommendations take people with disabilities into consideration, which may improve access to individuals who do not drive. The pathway also has the potential to increase health outcomes including increased access to walking/biking trails/facilities and the known mental health benefits of being exposed to nature.

Adverse impacts may include land use changes, increased property values, which in turn may result in displacement of individuals. Taking the necessary policy actions to reduce displacement is recommended. Additional items to consider include security of the pathway/trail and access to natural areas for potential illegal activities such as wildlife trading, catching, poaching. Police members discussed issues with this occurring on the FPL Transmission Corridor at the Earth Day event; therefore, careful consideration should be taken to limit illegal use and activities occurring on natural lands and public assets.

Natural

Key considerations to natural resources include wildlife and biodiversity habitat, water quality, air quality, noise pollution, environmental hazards, and resource degradation. Construction causes habitat destruction and fragmentation, noise and air pollution. Ensuring construction practices are the least invasive and taking the precautions necessary to the natural area will be paramount, especially around water quality and pollution. Furthermore, connecting two preserves may cause increased movement of wildlife between the two preserves, understanding the benefits and challenges of this will be critical to ensure wildlife habitat and biodiversity is not negatively impacted.

Soil testing will be required to understand the soil composition to reduce erosion and ensure the existing areas can support a bridge structure. Protecting against erosion will also be key to ensure aquatic habitats and water bodies are not adversely impacted. In addition to soil testing, water quality monitoring, and surveys for species and water habitats will be critical to avoid adverse impacts. Because much of the project will be near or around the St. Lucie River, manatees, birds, fishes, and other land and aquatic species will

need to be monitored and considered during and after construction. Citrus Hammock includes a large area of wetlands, if a boardwalk is to be constructed, identifying an area that will be the least impactful to the wetlands is key. Wetland mitigation may be required.

Climate change and environmental hazards must be accounted for as hurricanes become stronger and more frequent and flooding becomes more regular. Ensuring structures meet the latest Florida Building Code standards will be crucial, considerations should be taken to the shoreline with living shoreline treatments taking precedent over hardening and the expectation of wet trails during periods of flooding or heavy rains. Materials within and along the pathway should be environmentally friendly and non-toxic. The bridge height should also take sea level rise into account.

Finally, heavy use of natural areas can result in degradation of the land, careful considerations should be considered for trash, regular use, and protected species. Ensuring the path does not cross important landscapes, species habitats or nesting grounds will ensure impacts are minimal. The area should also be surveyed to account for any invasive species and removal planned during construction of the pathway/trail and bridge.

Physical

Physical impacts include traffic and mobility, traffic safety, accessibility and connectivity. The proposed projects are separate facilities for walking, biking or rolling. These facilities will be considered a Level of Traffic Stress or LTS 1, level of traffic stress is a methodology to evaluate the level of stress a person may feel when walking, biking or rolling on a walking or biking facility. Since the facility is not located next to a motor vehicle roadway, this facility will be safe and comfortable for people of all ages and abilities. Furthermore, the St. Lucie River acts as a barrier between the two sides of the river, the proposed bridge will connect communities for people walking, biking, and rolling, providing several key benefits discussed under the social section above.

An important consideration will be access and connectivity to St. James Drive and Citrus Avenue. Ensuring pedestrian/bicycle crossings are marked with high visibility pavement markings and signage will ensure a safe and comfortable crossing for access to the proposed bridge, boardwalk, and trail. Further evaluation will be needed to determine the exact location of the crossing on St. James Drive and Citrus Avenue, in addition to treatment type (e.g., raised crossing, standard crossing, or signalized crossing). The project has the potential to increase walking and biking trips, especially between the two preserves.

Additional impacts to consider are the impacts of electronic mobility devices, including e-bikes, e-scooters, e-motos, e-unicycles, etc. During discussions with community residents, several residents discussed their concerns with these devices and their adverse impacts to the community and disregard to the current rules. As the Florida Legislature continues regulating these devices, it will be important

to not only educate the community, but monitor uses and trends related to electronic mobility devices. Furthermore, the county may want to consider the utilization of technology (e.g. sensors, cameras, drones) to mitigate illegal activities.

Cultural

During the existing conditions phase and discussions with stakeholders, there were no known cultural sites identified within the study area. There are no known historic structures, archaeological sites, or resources within the study area. The project has the potential to connect community, add gathering spaces, and provide community cohesion. The North Fork of the St. Lucie River is a protected Aquatic Preserve, and the necessary precautions and protections will need to be followed to ensure this rare and unique habitat is protected. Impacts, because of a bridge, pathway or boardwalk, are expected and mitigation should be planned and accounted for.

Citrus Hammock Preserve

5. Design, Permit Requirements, and Cost Estimates

This section provides preliminary overview of the design standards, permit requirements, and cost estimates for design and implementation of proposed improvements.

Design Standards

The conceptual design of the proposed pedestrian and bicycle bridge will be guided by nationally recognized engineering standards and applicable state and local regulations to ensure safety, durability, accessibility, and long-term functionality.

Bridge design will be developed in accordance with **AASHTO Guidelines** for SUP facilities and the bridge. Under AASHTO recommendations, pedestrian and bicycle bridges typically range from 8 to 12 feet in clear width, depending on projected usage and operational considerations. For this project, a minimum clear width of 10 feet is recommended to safely accommodate two-way pedestrian and bicycle traffic, with 12 feet representing best practice to support comfortable passing movements and increased user volumes. AASHTO standards also require that bridge railings for bicycle and pedestrian facilities have a minimum height of 54 inches to ensure user safety. Where bridge width exceeds seven feet, the structure must be designed to accommodate a maintenance vehicle, which influences structural loading requirements and overall bridge design. This will also be required for emergency access.

Because the project is in Florida and subject to regional environmental conditions, including high wind loads, storm exposure, and corrosive coastal environments, the bridge will also be designed consistently with the **FDOT Structures Design Guidelines.** These guidelines address Florida-specific material durability, environmental exposure considerations, and structural resilience requirements.

At the local level, the St. Lucie County Land Development Code (LDC) will guide connectivity requirements to ensure the bridge and associated approaches integrate with planned and existing pedestrian and bicycle networks. This coordination is critical to ensuring the crossing functions as part of a broader mobility system rather than as an isolated facility.

Accessibility will be governed by the **2023 Florida Building Code,** including applicable **Americans with Disabilities Act (ADA) standards**. Best practices for ADA access are now found in the Federal Highway Administration's (FHWA) Public Right-of-Way Accessibility Guidelines also known as PROWAG. it is important to note These requirements address ADA best practices, including maximum allowable slopes, landing intervals, handrail specifications, surface textures, and other accessibility elements to ensure the facility **accommodates users of all ages and abilities.**

Lastly, **vertical clearance requirements will be established in coordination with the U.S. Coast Guard** to preserve navigational capacity along the North Fork of the St. Lucie River. Based on preliminary discussions and the clearance of the existing Prima Vista Boulevard Bridge, a **minimum vertical clearance of approximately 12 feet is assumed for planning purposes.** Final bridge height will be confirmed through the USCG permitting process and supporting navigational analysis.

Together, these standards form the technical framework guiding the conceptual development of the proposed pedestrian and bicycle bridge, ensuring compliance with federal, state, and local requirements while supporting safe and durable infrastructure design.

Bridge Design Typical Section

Figure 21 illustrates a conceptual multi-use bridge configuration typical section; however, final design will be driven by navigational clearance requirements, environmental permitting constraints, structural loading demands, and long-term maintenance considerations. Early coordination with regulatory agencies and adherence to AASHTO, FDOT, and Florida Building Code standards will be critical to advancing the project from feasibility to implementation.

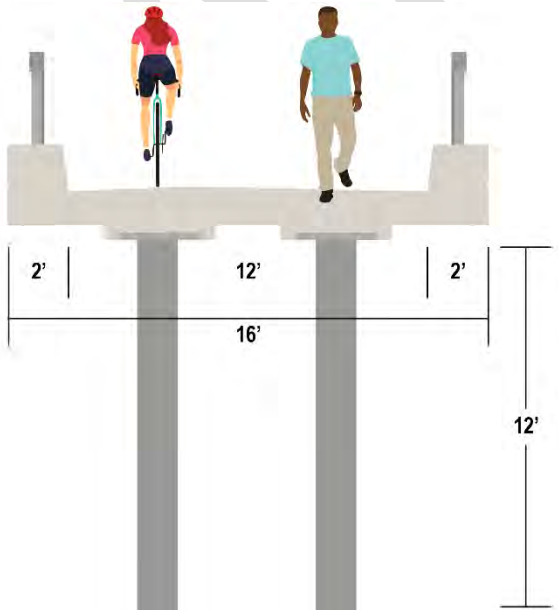


Figure 21: Bridge Design Typical Section

Shared-Use Path Typical Section

The Canal 106 SUP concept, **Figure 22**, represents a feasible and context-sensitive solution for improving bicycle and pedestrian connectivity in the study area. With appropriate attention to drainage constraints, ROW coordination, and ADA compliance, the corridor can function as a safe, durable, and regionally significant non-motorized connection linking St. James Drive to the Oxbow Eco-Center and future bridge crossing. The SUP should also be able to accommodate maintenance vehicles at the request of the City of Port St. Lucie. Green Infrastructure treatments should be considered for stormwater treatment, aesthetics, and other environmental/social benefits.

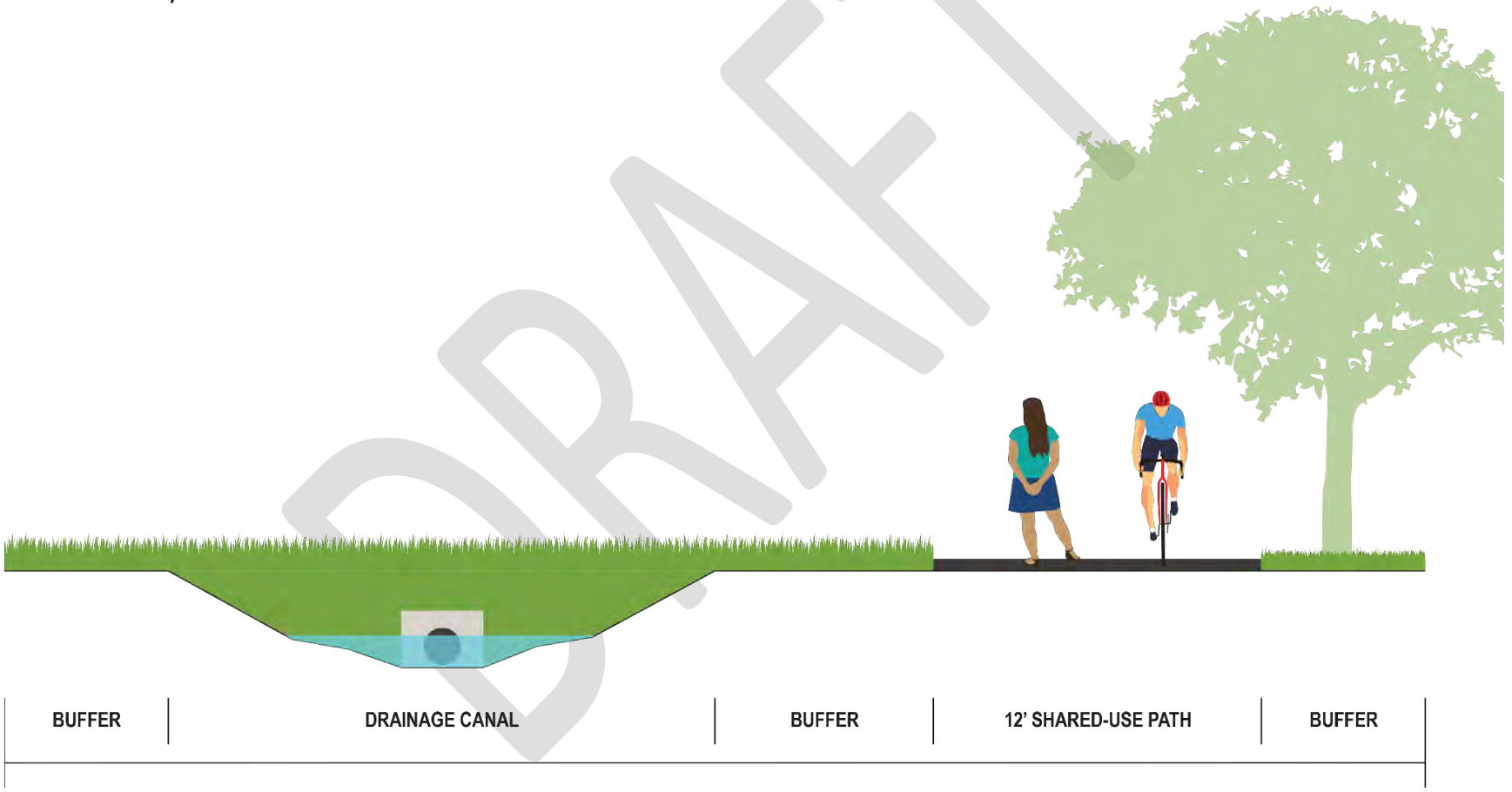


Figure 22: Shared-Use Path Typical Section

Permit Process

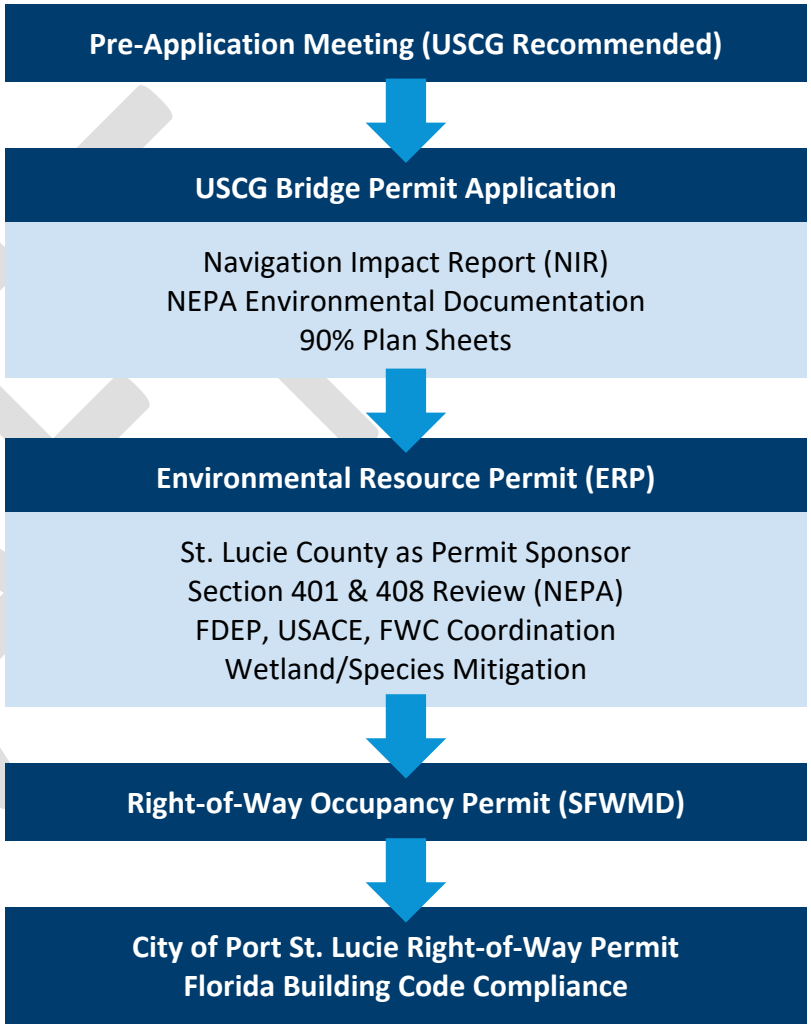
Advancement of the proposed pedestrian and bicycle bridge will require coordination with multiple federal, state, and local agencies. Based on preliminary agency discussions, a structured and proactive permitting approach will be essential to streamline review and minimize delays.

U.S. Coast Guard Bridge Permit

A pre-application meeting with the USCG is strongly recommended prior to formal permit submission. Early coordination will allow the project team to confirm navigational data requirements, clarify bridge height assumptions, and align documentation with federal review expectations.

The formal USCG Bridge Permit application will require submission of materials consistent with the agency's **Bridge Permit Application Guide, Appendix F.** Key components of this submittal will include:

- **A Navigation Impact Report (NIR)** documenting existing and projected vessel traffic, navigational patterns, and potential impacts to marine operations;
- Environmental documentation in accordance with the **NEPA**; and
- **Detailed plan sheets** reflecting approximately 90 percent design development.



USCG review will focus primarily on preserving safe navigation and confirming appropriate vertical clearance and structural configuration. USGC does not charge an application fee. However, there are costs associated with the technical studies required as part of the permit package.

Environmental Resource Permit

In addition to the federal bridge permit, **the project will require an Environmental Resource Permit (ERP)**. Because SFWMD owns the property where the bridge is proposed, St. Lucie County would serve as the permit sponsor. The ERP process will trigger additional federal coordination, including:

- A Section 401 Water Quality Certification review,
- A Section 404 Review Process; and
- A Section 408 Review Process (where applicable), conducted under NEPA for any impacts to federally authorized civil works projects.

The ERP review will include coordination with multiple resource agencies, including FDEP, USACE, and FWC. Impacts to wetlands, surface waters, or protected species habitats will likely require mitigation measures, which may include avoidance, minimization, compensatory mitigation, or habitat restoration strategies as determined during agency review. Mitigation for any impact on mangroves or seagrasses can cost between $50,000 - $150,000 per acre of impact.

The permit fee associated with an ERP permit can range from $1,500 to $5,000 in addition to the fees associated with mitigation. Furthermore, because the proposed bridge would occupy a state-owned riverbed, there is a **Sovereignty Submerged Lands Easement** of approximately $800.

Additionally, 404 impacts to mangroves or wetlands may require the purchase of credits at $100,000 per acre of impact. The purchasing of credits is only made once a determination has been made that impacts cannot be avoided or minimized. If future findings find that mitigation will be required, some things to consider:

- Can the bridge be moved to an area with no wetlands?
- Can the bridge be narrower or use a longer span to avoid putting pilings in seagrass?

Right-of-Way and Local Permits

Because SFWMD is the underlying landowner, a **Right-of-Way Occupancy Permit** will be required from SFWMD to authorize construction activities and long-term infrastructure placement within their property. Additionally, a **Right-of-Way Permit from Public Works** will be required from the City of Port St. Lucie to ensure compliance with applicable provisions of the Florida Building Code and to confirm adherence to local construction standards, access requirements, and inspection protocols.

Collectively, these permitting steps underscore the importance of early coordination and phased submittals. A coordinated strategy involving federal, state, and local agencies will be critical to advancing the project from feasibility to implementation while ensuring full regulatory compliance. A City ROW Permit from Public Works can range between $100 - $500+ depending on the level of review and complexity required.

Additional Fee Considerations

A $250 fee is required for a **Generic Permit** for Stormwater Discharge from Construction Activities from FDEP. There is a high probability that a **Benthic Survey** (to check for seagrasses) and a **Manatee Impact Study** will also be required.

For the design of the bridge foundation, **boring of the riverbed will be required**. This typically requires a temporary permit to have a barge in the water, adding $5,000 - $15,000 in specialized mobilization costs.

For items such as lighting or emergency callboxes, there may be utility connection fees to consider, which can be $5,000 - $15,000 depending on the number of fixtures.

Finally, **Engineering/Design is typically 10 - 15% of the construction costs,** permit coordination can cost between $10,000 - $25,000, depending on the level of complexity.

Cost Estimate

Based on FDOT's Historic Cost Estimates in the Treasure Coast and current market trends **Tables 5** through **Tables 8** include cost estimates for the proposed pedestrian/bicycle bridge, 12-foot SUP, +/-1,500-foot boardwalk, and potential amenities that are typically associated with trails.

Table 5 includes an estimated price for the proposed bridge, foundation, and mobilization. The figures assume a prefabricated steel truss or concrete girder system. High-end aesthetic finishes (e.g. decorative lighting, custom railings) can increase these costs by 15% - 20%.

Table 6 includes a cost estimate for the proposed SUP. The use of permeable pavement can increase this cost by 25% - 50% and require special equipment and maintenance.

Table 7 includes the estimate for a proposed +/-1,500-foot boardwalk through Citrus Hammock Preserve and **Table 8** includes a breakdown of additional items to consider for the proposed pathway, including amenities, signage, landscaping, etc.

Table 5: Pedestrian Bridge Cost Estimate

Cost Component	Estimated Unit Price (2026)	Estimated Subtotal
Bridge Superstructure	$550 - $850 per Sq. Ft.	$1,276,000 - $1,972,000
Substructure / Foundations	25% 30% of the superstructure	$319,000 - $591,600
Mobilization	10 – 15% of Construction Cost	$159,500 - $384,540
Total Construction Cost	**Rough Order of Magnitude**	**$1.75 M - $2.95 M**

Furthermore, there are several factors which can impact the bridge cost estimate, this includes:

- **Foundation Type:** If the soil near the river is “muck”, deep piling (60 - 80 feet) will be required, pushing costs toward the high end of the estimate.

- **Clearance vs. Approach:** A 12-foot clearance over the water requires long ADA-compliant ramps (1:12 slope) on either side to reach the boardwalk, which may add another 50 - 100 feet of the bridge structure not included in the estimated 145-foot span.

- **Environmental Mitigation:** State and Federal agencies may require “turbidity curtains” and manatee observers during construction, which are standard pay items, but can add-up quickly.

Table 6: Canal 106 Shared Use Pathway Cost Estimate

Cost Component	Estimated Unit Price (2026)	Estimated Cost
Clearing & Grubbing	$15,000 - $25,000 per acre	$12,000 - $20,000
Earthwork / Grading	$25 - $45 per linear foot	$50,000 - $90,000
Sub-Base (6” Limerock)	$15 - $22 per Sq. Yd.	$40,000 - $58,600
Asphalt (1.5” – 2” Type SP)	$18 - $28 per Sq. Yd.	$48,000 - $74,600
Mobilization/MOT/Administration	15% - 20% of Construction Cost	$22,500 - $48,600
Total Estimated Cost	**Rough Order of Magnitude**	**$172,500 - $291,800**

The SUP cost estimate is based on an asphalt pathway which requires a sealcoat every 5 years and resurfacing every 15 years. If a concrete pathway is preferred, this can increase the estimated cost by approximately $40,000 - $60,000 but can last 30+ years with minimal maintenance.

Table 7: Boardwalk Cost Estimate

Cost Component	Estimated Cost Per Sq. Ft. (2026)	Estimated Cost
Timber (Pressure Treated)	$110 - $160	$1.98 M - $2.88 M
Composite	$150 - $210	$2.70 M - $3.78 M
Concrete	$190 - $260	$3.42 M - $4.68 M

Considering the Florida weather, **Timber is not recommended** as deck board replacement would be required every 10 - 12 years. While concrete has the highest installation cost up front, **there is little maintenance involved and concrete has a lifespan of 50+ years**. In addition to the above estimated construction cost of an elevated boardwalk, there are additional costs that should be considered, this includes:

- **Handrails:** These are requested in stainless steel or cable-stay railings which can add an additional $300,000 to the above-mentioned totals.

- **Lighting:** The addition of low-profile rail lighting or bollards every 30 feet can add $150,000 to $250,000 in electrical and conduit costs. Lighting should be “Dark Sky” compliant to protect wildlife and the night sky. Therefore, lighting should be orange or red to minimize disruptions to wildlife and communities.

- **Bump-outs/Observation Decks:** Are popular in natural areas for wildlife viewing, these are also called “scenic overlooks.” Standard size bump-outs are typically 10’ x 15’ or 150 square feet and can cost between $25,000 - $45,000 per bump-out.

Table 8: Estimated Cost for Miscellaneous Pathway Components

Cost Component	Estimated Price (2026)	Notes
Mid-Block Crossing	$125,000 - $250,000 per location	Includes paint, RRFP, and ADA Ramps
Environmental Surveys	$25,000 - $50,000 per survey	Minimum 2 surveys will be required. May need additional surveys depending on future findings.
Contamination Screening	$15,000 - $30,000	If required, for soil and groundwater testing for hazardous materials.
Bench	$1,500 - $3,000 each	This includes concrete pads and stainless steel or powder coated aluminum. Marine grade materials are recommended due to the proximity to the sea water.
Trash/Recycling Receptacles	$1,200 - $2,200 per unit	This includes animal resistant lids.
Shade Trees	$850 - $1,500 per tree	Standard trees are typically a 2.5” to 3” caliper.
Community Wayfinding Sign	$2,500 - $7,500 per sign	Price includes decorative post and blade.
Water Fountain (ADA/Bottle Filler)	$6,000 - $10,00 per station	Price includes water line tie-in and dedicated drainage connection.
Post-Top Pedestrian Light (LED)	$8,000 - $15,000 per pole	Price includes the concrete base, pull boxes, fixture, and conduit.
Solar Pedestrian Light	$6,000 - $9,000 per pole	No trenching or wiring needed, but there is a higher maintenance cost due to the battery requiring replacement every 5 years.
Bike Racks (U-Loop or Inverted U)	$800 - $1,500 per rack	Price includes installation, concrete thickener, and high-strength stainless steel bolts.
Bike Repair Station	$2,500 - $4,500 per station	Price includes the tools on cables and an integrated air pump.
Solar Cellular Call Box Tower	$12,000 - $18,000 per unit	Price includes the 9-foot blue light tower, solar panel, and cellular transmitter.
Post-Mounted Call Box	$4,000 - $7,000 per unit	Operational costs include monthly cellular service fee per box of approximately $50 - $100 per month.
Automated Pedestrian/Bicycle Counter	$6,000 - $10,000 per unit	Price includes permanent sensors installed in the pathway or trail to track 24/7 usage.
Information Kiosk	$8,000 - $15,000 each	Price includes the roof, panels, metal frame, and concrete pad.
Covered Pavilion	$45,000 - $75,000 each	This is for a standard 20’ by 20’ pavilion.
CCTV/Security	$15,000 - $25,000	Price includes cameras and solar/hardwired connectivity.
Restroom Facilities (Prefabricated Concrete)	$230,000 - $350,000	Prices include a standard 2-stall vaulted or plumbed restroom plus utility stub-outs.

The **total cost of the proposed improvements would cost between $5.3 to $8 million dollars**[4], with lower costs available if composite was decided upon rather than concrete for the boardwalk. The estimated price does not include amenities or the cost of additional studies.

Oxbow Eco-Center Trail

[4] This cost assumes the use of concrete for the boardwalk.

6. Implementation

Funding Strategies

The proposed project touches upon transportation, environmental conservation, outdoor recreation and ecotourism providing several programs and grant strategies available to St. Lucie County for implementation. The following federal, state, and local grant programs are available for implementation of the project.

- **Safe Streets for All (SS4A):** This is a federal grant opportunity focused on safety, since the proposed shared use pathway, bridge, and boardwalk avoid high-traffic crossings, framing this project to avoid fatalities and improving safety of vulnerable users will be key.

- **Land and Water Conservation Fund (LWCF):** This is a federal program administered by the FDEP providing matching grant funds for the acquisition of development of public outdoor recreation areas.

- **Transportation Alternatives (TA) Set-Aside:** This is a federal program managed through the St. Lucie TPO and FDOT. Since the proposed Canal 106 SUP would connect neighborhoods and communities, the SUP would be eligible for TA grant funding.

- **Section 319 Grant Program:** Is a federal grant program for "nonpoint source" pollution. If the proposed facilities include green infrastructure, such as bioswales to filter runoff before it enters the river, green infrastructure improvements can be funded through this program.

- **Florida Recreation Development Assistance Program (FRDAP):** A competitive state-funded grant for local governments to develop land for public outdoor recreation. This program can be used for the proposed boardwalk and any associated bump outs for passive recreation. Applications typically open in the fall (October) for the following fiscal year. Emphasis on alignment with SCORP will be key to receiving funding.

- **State Wildlife Grants (SWG) Program:** Managed by the FWC, this program focuses on implementing *Florida's State Wildlife Action Plan* or SWAP. If the project is determined to need a significant restoration component of the hydric hammocks or wetlands, funds could be acquired through this program.

- **Florida Boating Improvement Program (FBIP):** A Florida FWC grant program which funds the development of public boating access and related facilities. If the proposed bridge or boardwalk includes a kayak/canoe launch, a small dock for viewing, or boating-related educational signage, it could qualify for funding boarding docks, piers, or upland amenities.

- **Wildlife Foundation of Florida Grants:** The foundation is a non-profit partner which works with the FWC to distribute funds for educational and environmental projects including wildlife viewing platforms, interpretive kiosks, and habitat restoration.

- **Florida Inland Navigation District (FIND):** A key stakeholder during the review of the feasibility of the proposed bicycle/pedestrian bridge connection, FIND provides grants for projects which increase public access to waterways. This grant opportunity could assist in funding the proposed bridge and boardwalk.

- **St. Lucie County Half-Cent Sales Tax:** The county can utilize this bucket as a local match for larger state and federal grants. To qualify, the project must be listed on the Capital Improvement Plan (CIP). Most grants require a 25% to 50% local match, utilizing this sales tax would assist in receiving larger grants.

Key Insights & Application to this Study

This research and analysis produced significant observations that have a direct impact on the recommendations of this feasibility study. First, early and continual stakeholder engagement is essential, the input gathered via stakeholders, residents and county staff has proven invaluable in shaping the preferred alignment and ensuring community buy-in, mirroring the success seen in other projects that embraced public involvement from the start. The project will require coordination with various federal, state, regional, and local agencies, continued early coordination will be key in ensuring agency and community buy-in.

Comparative case studies have underscored the importance of minimizing environmental impacts as a core criterion for feasibility. Ensuring the required steps, process, and practices are planned for will be vital to reduce adverse impacts to the preserves, St. Lucie River, community, and wildlife. Therefore, additional in-depth analysis of environmental impact will need to be taken as the next step.

Another lesson learned is the value of designing to standards (e.g. aiming for a 12-foot trail width, providing safe bridge railings, using durable materials) which emerged from both the guidelines review and the South Street example; our feasibility plan accordingly includes typical sections that meet these standards, thereby easing the transition to future phases of design.

Finally, and importantly, this study recognizes that aligning with broader plans and visions greatly enhances a project's viability.

Next Steps

The County has coordinated meetings with USACE regarding the wetland restoration/rehydration project, which includes potential removal of a berm and reconstruction of the Oxbow Eco-Center boardwalk. This project could provide additional opportunities for inspection, soil testing, habitat impacts, and wildlife monitoring in the study area. This project could also provide opportunities for coordinating improvements to the area for public access.

Currently, bicycles are not permitted on existing Oxbow trails due to erosion concerns, pedestrian conflicts, and the sensitivity of natural areas. However, no formal County ordinance prohibits bicycle use; rather, this is an internal land management decision. To address connectivity needs while minimizing impacts. The project team discussed a SUP along the south side of Canal 106 to provide bicycle and pedestrian access to the proposed bridge. This path would avoid the Oxbow Eco-Center's sensitive habitats and trails, providing a safe and comfortable pathway to the bridge and future trail. The north side of the canal is currently used for overflow parking for the Oxbow Eco-Center. While future development may expand parking availability for the Oxbow Eco-Center, the south side of the canal was identified as a potential location for an SUP connecting to the proposed bridge. Both ERD and the Oxbow Eco-Center expressed support for this approach.

Additional discussions included the possibility of a future land swap or acquisition of Oxbow Center property currently owned by SFWMD. Although the lands CERP status may conflict with a potential land swap, discussions with SFWMD should begin to address any potential conflicts with both agency goals and objectives. It is important to note this project does not impede future CERP use of the land but identifies recreational uses and access to the land.

Furthermore, a study to evaluate existing vessel traffic between Midway Road and Prima Vista Boulevard would be required to understand existing boat traffic, boat heights, and requirements to satisfy FIND and USCG goals. This information was not available during the project's team research and information gathering but will be critical to future design of the bridge.

Finally, the next phase of this study should include a more detailed environmental assessment, including identification of the exact location of the bridge and boardwalk location, in addition to identification of impacts as a result of the bridge structure and proposed boardwalk.

7. Conclusion

The methodology used in this project ensured that the study is comprehensive and collaborative, consistent with the project's scope of services. By combining technical analysis with stakeholder engagement at each step, the study develops a well-vetted preferred solution ready for advancement toward design and funding. The proposed recommendations will provide connectivity to the planned 85-miles of greenways and trails identified by St. Lucie County, including the North Fork Greenway Trail. In addition to providing access to two unique preserves in St. Lucie County, the proposed recommendations can provide social, cultural, recreational, and mobility benefits to the community.

The study included one-on-one meetings with stakeholders to under each agency's role, responsibilities, planning projects and considerations for the proposed project. Each meeting provided valuable insight into understanding the permit process, requirements, and needs to move forward with the proposed concept. A review of existing conditions provided an overview of the North Fork St. Lucie Aquatic Preserve and its importance to Everglades Restoration, the community, water quality, and aquatic life. It also provided an understanding of the existing conditions as it relates socially, recreationally, environmentally, and future considerations. The review of alternatives provided a cursory review of three alternatives which lead to the development of a preferred alternative, Alternative 1, located south of the broken oxbow on lands owned by SFWMD and managed by St. Lucie County ERD. This alternative was recommended due to several factors including flaws identified with the other alternatives. Furthermore, a summary of potential impacts as it relates to social, natural, physical and cultural features was examined.

Recommendations include moving forward with Alternative 1, SFWMD/Oxbow Eco-Center for the location of the bridge, including a 12-foot SUP connecting the bridge and St. James Drive to provide access to pedestrian, bicycles, and people with disabilities. Additional recommendations included constructing a +/-1,500-foot boardwalk connecting the bridge to Citrus Hammock Preserve. The proposed SUP, bridge, and boardwalk is estimated between $5.3 to $8 million dollars for construction (in 2026 dollars). Additional research related to the North Fork St. Lucie River vessel traffic and impacts as a result of the proposed bridge will be required. The County will also need to determine a policy and how it will treat and regulate electronic mobility devices along with the proposed features. Lastly, St. Lucie County and the St. Lucie TPO should also consider a traffic study to identify locations for midblock crossings on St. James Drive and Citrus Avenue to connect to the proposed trail once the location has been determined, in addition to a study to identify a feasible alignment to connect the proposed alignment to the ECG/SUN Trail Network.

Next steps include environmental assessment and surveys, coordination with agency partners and moving forward with design for the proposed recommendations.

St. Lucie Transportation Planning Organization

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AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	June 3, 2026
Item Number:	9c
Item Title:	St. Lucie Advanced Transportation Management System (ATMS) Master Plan Update
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.4 - Congestion Management Process (CMP)
Requested Action:	Adopt the draft St. Lucie ATMS Master Plan Update, adopt with conditions, or do not adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees and because the draft St. Lucie ATMS Master Plan Update serves as a comprehensive roadmap for connecting all the traffic signals in the TPO area, incorporates the local agency preferences for the latest technology and strategies to address their needs, and develops projects that can be prioritized in the St. Lucie TPO CMP List of Priority Projects for funding and implementation, it is recommended that the draft Master Plan Update be adopted.

Attachments

- Staff Report
- Draft St. Lucie ATMS Master Plan Update

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MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: May 26, 2026

SUBJECT: St. Lucie Advanced Transportation Management System (ATMS) Master Plan Update

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BACKGROUND

The FY 2024/25 – FY 2025/26 Unified Planning Work Program (UPWP) was amended by the TPO Board in April 2025 to include an update to the St. Lucie ATMS Master Plan that was adopted by the Board in 2013. The ATMS Master Plan provides recommendations for improving the existing traffic control system in the TPO area to increase transportation system efficiency, enhance mobility, and improve safety through the installation of the latest technology and infrastructure. In addition, projects in the ATMS Master Plan can be prioritized in the St. Lucie TPO List of Priority Projects (LOPP) for funding with the St. Lucie TPO's annual allocation of $300,000 to $600,000 of Surface Transportation Block Grant funds to Congestion Management Process (CMP) projects.

The Scope of Services for the St. Lucie ATMS Master Plan Update was developed and subsequently approved by the TPO Board in August 2026. The draft St. Lucie ATMS Master Plan Update has been completed and is ready for review by the TPO Board.

ANALYSIS

The draft St. Lucie ATMS Master Plan Update was completed by Kimley-Horn which is one of the TPO's General Planning Consultants. The updated ATMS Master Plan serves as a roadmap for connecting all the traffic signals across the various signal maintaining agencies in the TPO area and allowing for remote operations and monitoring of the signals and regional traffic

management. Cloud-Based Arterial Management (CBAM), which utilizes the latest technology and infrastructure to connect the traffic signals, was incorporated into the Master Plan as part of the Update. The local agencies in the St. Lucie TPO area have started to implement CBAM with support and funding assistance from the Florida Department of Transportation (FDOT), and the TPO continues the support through the Master Plan Update.

In addition, the updated ATMS Master Plan expands the use of a connected traffic control system to employ the following strategies across the TPO area:

- Arterial management
- Emergency management
- Traffic incident management
- Traveler information system
- Freight and rail management
- Traffic signal preemption

As part of developing the Update, an inventory of the existing traffic control system within each local agency jurisdiction, as summarized in Section 1, and a review of the latest traffic control system technology and strategies that are available, as summarized in Section 2, were conducted. Subsequently, a Visioning/Partnership Workshop was conducted in November 2025 with FDOT and all the local agency staffs in the TPO area responsible for the existing traffic control systems as summarized in Section 3.

As a result of the Workshop and other continuous and comprehensive agency outreach efforts, an update of the system requirements and local agency preferences for the latest technology and strategies to address their needs was conducted as summarized in Section 4. The following applications were selected by the local agency staffs to move forward for implementation across the TPO area:

- Regional signal connectivity (cloud-based)
- Uninterruptible Power Supply (UPS)
- Detection and monitoring cameras
- Travel time detectors
- Freight signal priority
- Speed feedback warning signs
- Pedestrian flashing beacons
- Flood detection system
- Probe data service

Specific locations for the applications within each local agency jurisdiction were identified, as summarized in Section 4. An Implementation Plan was developed, as summarized in Section 5, that identifies the opportunities for

the implementation of the selected applications through existing plans, programs, and projects culminating in a prioritized list (Table 18) of the applications for inclusion in the TPO's CMP LOPP for funding and implementation.

The Update also provides additional funding options for implementation of the applications, as summarized in Section 6, and develops measures for each of the applications to evaluate the performance of the technology and strategies upon implementation.

At their meetings during the week of May 18th, the TPO Advisory Committees recommended the adoption of the St. Lucie ATMS Master Plan Update.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees and because the draft St. Lucie ATMS Master Plan Update serves as a comprehensive roadmap for connecting all the traffic signals in the TPO area, incorporates the local agency preferences for the latest technology and strategies to address their needs, and develops projects that can be prioritized in the St. Lucie TPO CMP LOPP for funding and implementation, it is recommended that the draft Master Plan Update be adopted.

Draft Submittal to the St. Lucie TPO
Version Date May 22, 2026

St. Lucie TPO Advanced Transportation Management System (ATMS) Master Plan

Prepared for:

St. Lucie TPO

Prepared by:

Kimley-Horn and Associates, Inc.

May 2026
042504029

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0. Introduction

The previous version of St. Lucie Transportation Planning Organization (TPO) Advanced Transportation Management System (ATMS) Master Plan was published in February 2013. This document is developed as the updated ATMS Master Plan to provide recommendations for improving the existing traffic control system in the TPO area to increase transportation system efficiency, enhance mobility, and improve safety through the installation of the latest technology and infrastructure. The purpose of the updated ATMS Master Plan is to serve as a roadmap to the St. Lucie TPO's vision of connecting all the traffic signals across various signal maintaining agencies in the TPO, and allowing for remote operations and monitoring of the signals and regional traffic management. This document includes the following sections:

- Existing Traffic Control System Inventory
- Review of the Latest TSM&O Applications and Strategies
- Visioning/Partnership Workshop
- System Requirements Update
- Implementation Plan
- Funding Guidance
- Performance Measures

1. Existing Traffic Control System Inventory

The existing ATMS inventory are operated and maintained by the following agencies within the St. Lucie TPO area:

- St. Lucie County
- City of Fort Pierce
- City of Port St. Lucie
- Florida Department of Transportation (FDOT) District 4
- Florida's Turnpike Enterprise (FTE)

1.1. Existing ATMS Overview

The existing ATMS inventory reviewed includes the following infrastructure on arterials and freeways within the St. Lucie TPO area: traffic signals and associate equipment, vehicle detection systems, intersection control beacons, pedestrian flashing beacons (including school zone flashers), emergency fire department signals, traffic warning beacons, travel time detectors, uninterruptible power supply (UPS), signal preemption, Adaptive Signal Control Technology (ASCT), Closed-Circuit Television (CCTV) cameras, Dynamic Message Signs (DMS), Highway

Advisory Radio (HAR), Road Weather Information System (RWIS), Truck Parking Availability System (TPAS), Wrong Way Vehicle Detection System (WWVDS), communications systems, and transportation operations centers.

Additionally, FDOT District 4 is currently deploying the Cloud-Based Arterial Management (CBAM) Program in collaboration with the Treasure Coast agencies. The purpose of the CBAM program is for FDOT District 4 to provide remote arterial management support for the Treasure Coast Signal Maintaining Agencies (SMAs) using existing communications infrastructure. The CBAM program aims to promote coordination, collaboration, and resource sharing between SMAs and FDOT to enhance the traffic signal system and arterial management program by providing cost-effective management services for all agencies. The CBAM program upgrades and expands the existing ATMS by providing signal connectivity via cloud data, deploying supporting infrastructure, and developing a consensus for common platforms and systems. The ATMS devices and software currently being deployed in the St. Lucie TPO area under the CBAM Program are included and accounted for in this document.

1.2. Ownership, Operations and Maintenance Responsibilities

For the existing freeway ATMS, FTE owns, operates and maintains the infrastructure located on S.R. 91/Florida's Turnpike, while FDOT District 4 owns, operates and maintains the infrastructure located on I-95/S.R. 9.

For the existing arterial ATMS on the State Highway System (SHS), FDOT District 4 owns the infrastructure and compensates the SMAs, including St. Lucie County, City of Fort Pierce and City of Port St. Lucie, for operations and maintenance under their respective Traffic Signals Maintenance and Compensation Agreement (TSMCA). The current SHS within the St. Lucie TPO area includes the following roadways: S.R. 716, S.R. 70, S.R. A1A, S.R. 608, S.R. 615/25th Street (transferred off SHS in 2026), S.R. 91, S.R. 713, S.R. 5, S.R. 607 (transferred off SHS in 2026), S.R. 614, S.R. 68, and S.R. 9.

Additionally, FDOT District 4 deployed ATMS infrastructure along U.S. 1/S.R. 5 and S.R. 70/Virginia Avenue under the FDOT St. Lucie County ATMS Project, of which the operations and maintenance responsibilities are further discussed in Section 5.

For the existing arterial ATMS located off SHS, St. Lucie County owns, operates and maintains the infrastructure within the County boundary outside of the City of Fort Pierce and City of Port St. Lucie boundaries, whereas the City of Fort Pierce and City of Port St. Lucie own, operate and maintain the infrastructure within their respective jurisdictions. See inventory maps in **Appendix A** for the ownership of the roadways.

Note that there was an ongoing roadway transfer effort between FDOT and St. Lucie County at the time of the development of this section. The transfer was executed in Spring 2026. The impact of the roadway transfer on the ownership and the operations and maintenance responsibilities of the existing and future ATMS infrastructure was not reflected in this report. The detailed roadway transfer limits are as follows:

- Roadways to be transferred from St. Lucie County to FDOT (Onto the SHS)
  - CR 614/Indrio Road from S.R. 713/Kings Highway to U.S. 1/S.R. 5
  - CR 712/Midway Road from I-95/S.R. 9 to U.S. 1/S.R. 5
- Roadways to be transferred from FDOT to St. Lucie County (Off the SHS)
  - S.R. 607/Emerson Avenue from S.R. 614/Indrio Road to Indian River County Line
  - S.R. 615/N 25th Street from CR 611B/Edwards Road to U.S. 1/S.R. 5

The detailed ATMS inventory and quantities are summarized by the current operating and maintaining agencies in the following sections.

1.3. Existing ATMS Operated and Maintained by St. Lucie County

Table 1 below summarizes the existing ATMS inventory operated and maintained by St. Lucie County. Most of these devices are interconnected via cellular to the County communications network. The County Traffic Section staff is responsible for the operations and maintenance of these ATMS devices and associate infrastructure from the traffic operations center located within St. Lucie County Public Works Department, Road and Bridge Division located at 3071 Oleander Ave, Fort Pierce, FL 34982. The existing ATMS software includes Econolite Centracs central control ATMS software, Econolite video management system, Glance preemption system, and other necessary software for the County staff to monitor the real-time traffic conditions on the arterials within the County jurisdiction. See **Map 1** in **Appendix A** for the locations of the existing inventory.

Table 1: Existing ATMS inventory operated and maintained by St. Lucie County

ATMS Devices	On SHS*	Off SHS	Total Quantity
Traffic Signal (Not Interconnected)**	5	0	5
Interconnected & Monitored Traffic Signal	44	14	58
Intersection Control Beacon	0	5	5
Pedestrian Flashing Beacon	6	8	14
Emergency Fire Department Signal	0	0	0
Traffic Warning Beacon	5	3	8
Travel Time Detectors	23	0	23
UPS	12	0	12
Signal Preemption	2	0	2
CCTV Cameras	23	3	26
ASCT	None		

* including 8 CCTV cameras, 8 Travel Time detectors, and 9 UPS procured under CBAM project, deployment locations to be determined.

** St. Lucie County installed cellular modems at these locations early 2026 for fully connected signals.

1.4. Existing ATMS Operated and Maintained by City of Fort Pierce

Table 1 below summarizes the existing ATMS inventory operated and maintained by the City of Fort Pierce. Most of these devices are interconnected via the City's fiber optic network to the traffic operations center managed by the City's Engineering Department located at 100 N. U.S. 1, Fort Pierce, FL 34950. The City Traffic Operations staff is responsible for the operations and maintenance of these ATMS devices and associate infrastructure. The ATMS software includes Econolite Centracs ATMS software, Econolite Edaptive ASCT software, Econolite video management system, Glance preemption system, and other necessary software for the City staff to monitor the real-time traffic conditions on the arterials within the City jurisdiction. See **Map 2** in **Appendix A** for the locations of the existing inventory.

Table 2: Existing ATMS inventory operated and maintained by City of Fort Pierce

ATMS Devices	On SHS	Off SHS	Total Quantity
Traffic Signal (Not Interconnected)*	15	17	32
Interconnected & Monitored Traffic Signal	31	0	31
Intersection Control Beacon	0	0	0
Pedestrian Flashing Beacon	1	0	1
Emergency Fire Department Signal	0	0	0
Traffic Warning Beacon	3	0	3
Travel Time Detectors	31	0	31
UPS	11	0	11
Signal Preemption	41	5	46
CCTV Cameras	26	0	26
ASCT	11 traffic signals along U.S. 1/S.R. 5 from Virginia Avenue to Seaway Drive		

* As of early 2026, City of Fort Pierce is in process of the completing the preemption installation at the 46 locations mapped. Once installed, the preemption devices will provide cellular connection at those locations, which bring the future number of non-interconnected signals down to 17, including 4 signals along 25th Street under the County's responsibility.

1.5. Existing ATMS Operated and Maintained by City of Port St. Lucie

Table 3 below summarizes the existing ATMS inventory operated and maintained by the City of Port St. Lucie. Most of these devices are interconnected via fiber optic network to the traffic operations center managed by the City's Public Works Department located at 450 SW Thornhill Dr, Port St. Lucie, FL 34984. At the time of developing this document, there are 6 traffic signals located off the SHS currently not interconnected to the fiber optic network, and the City has planned for the fiber optic connection to these locations within fiscal year 2025-2026. The City Traffic Operations staff is responsible for the operations and maintenance of these ATMS devices and

associate infrastructure. The fiber optic network and communications infrastructure are managed and maintained by the City's Information Technology (IT) Department. The ATMS software includes Econolite Centracs ATMS software, Trafficware ATMS.now software, video management system, Rhythm Engineering Insync ASCT software, Glance preemption system, and other necessary software for the City staff to monitor the real-time traffic condition on the arterials within the City jurisdiction. See **Map 3** in **Appendix A** for the locations of the existing inventory.

Table 3: Existing ATMS inventory operated and maintained by City of Port St. Lucie

ATMS Devices	On SHS	Off SHS	Total Quantity
Traffic Signal (Not Interconnected)	0	6	6*
Interconnected & Monitored Traffic Signal	22	82	104
Intersection Control Beacon	0	0	0
Pedestrian Flashing Beacon	0	0	0
Emergency Fire Department Signal	1	2	3
Traffic Warning Beacon	0	0	0
Travel Time Detectors	0	0	0
UPS	23	0	23
Signal Preemption	23	5	28
CCTV Cameras	22	87	109
ASCT	33 traffic signals along Crosstown Parkway, St. Lucie West Boulevard and Gatlin Boulevard		

* The 6 traffic signals that are pending connection are shown as interconnected type on the map since the connection has been planned and programmed by the City of Port St. Lucie.

1.6. Existing ATMS Operated and Maintained by FDOT District 4

For arterial ATMS, three major ATMS projects were deployed or are being deployed by FDOT District 4 in the St. Lucie TPO area in recent years. The quantities of devices deployed under these projects are included in the tables of respective maintaining agencies in previous sections. These projects are reviewed and summarized as follows:

- St. Lucie County ATMS Project
  - FDOT Financial Project ID 435245-1
  - Status: This project was completed in January 2022.
  - Project limits: U.S. 1/S.R. 5 from Savanna Club Blvd to S.R. 713/Kings Hwy, and S.R. 70/Okeechobee Road/Virginia Avenue from S.R. 713/Kings Hwy to U.S. 1/S.R. 5

- Scope: This project deployed fiber optic communications infrastructure connecting the traffic signals within the project limits, the City of Fort Pierce traffic operations center, the St. Lucie County traffic operations center and the FDOT District 4 SunGuide network via the existing FDOT fiber backbone. Additionally, the project installed 26 CCTV cameras and 11 Bluetooth travel time detectors within City of Fort Pierce jurisdiction, and 15 CCTV cameras and 10 Bluetooth travel time detectors within St. Lucie County jurisdiction.
- Operations: The project was operational upon completion, and the City of Fort Pierce was able to utilize the fiber for signal central control software, and the CCTV cameras for arterial management. However, there have been multiple incidents that caused fiber damage and interrupted the network connection. At the time of this document development, the fiber has not been repaired, therefore, the ATMS devices deployed under this project are not operational. FDOT is working with the responsible parties on fiber repair.
- Maintenance: There is no official interagency maintenance agreement currently in place. According to a letter from FDOT District 4 to the City of Fort Pierce dated August 22, 2019, FDOT is responsible to maintain the fiber optic trunk line on S.R. 70 and U.S. 1/S.R. 5, and the City of Fort Pierce is responsible to maintain the CCTV cameras, Bluetooth travel time devices, ancillary equipment and the fiber optic connection between the trunk line and each traffic signal controller cabinet within its jurisdiction. A memorandum of understanding is being developed to depict the official maintenance responsibility.

- St. Lucie County ASCT Project
  - FDOT Financial Project ID 438546-1
  - Status: This project was completed in 2018
  - Project limits: U.S. 1/S.R. 5 from S.R. 70/Virginia Avenue to S.R. A1A/Seaway Drive
  - Scope: The project deployed ASCT at 11 traffic signals within City of Fort Pierce jurisdiction, including ASCT vehicle detection cameras and associate infrastructure.
  - Operations and maintenance: City of Fort Pierce is responsible for operating and maintaining the ASCT under the TSMCA.
- CBAM Program
  - FDOT Financial Project IDs 453821-1, 453824-1, 453825-1 and 453826-1
  - Status: Phase I is fully operational as of March 2026.
  - Project limits: 178 traffic signals on SHS in Treasure Coast area including St. Lucie County, City of Port St. Lucie, Indian River County and Martin County
  - Scope: The project deployed Econolite Centracs Regional Mobility Platform to provide remote accessibility to FDOT District 4 and SMAs using existing communications infrastructure. The project also includes 3-year license fee for the Regional Mobility Platform and Econolite Edaptive

control software, along with the procurement of various ATMS devices to upgrade and expand the agency's existing inventory, which were installed by SMAs with their own effort.

- Operations and maintenance: FDOT is responsible for the 3-year license fee for the 178 traffic signals on the Econolite Centracs Regional Mobility Platform. The SMAs are responsible for the cost incurred for additional traffic signals if they choose to have on the same platform. The SMAs are also responsible for operations and maintenance of the hardware deployed under this project in accordance with the TSMCA. With the Regional Mobility Platform becomes operational, FDOT District 4 is able to provide cost-effective management services to support the signal timing and other ATMS strategies in the Treasure Coast area.

For freeway ATMS, FDOT District 4 owns, operates and maintains all the ATMS infrastructures along I-95/S.R. 9. The existing ATMS inventory on I-95/S.R. 9 in the St. Lucie TPO area includes fiber optic communications network, CCTV cameras, Microwave Vehicle Detection System (MVDS), DMS, RWIS, WWVDS, TPAS, and the associate infrastructure. These devices are connected to the FDOT District 4 SunGuide network and monitored by the District 4 freeway operators at the Regional Transportation Management Center (RTMC) located at 2300 W Commercial Blvd, Fort Lauderdale, FL 33309. The quantities of these devices are summarized in **Table 4** below.

1.7. Existing ATMS Operated and Maintained by FTE

FTE owns, operates and maintains all the ATMS infrastructures along Florida's Turnpike. The existing ATMS inventory on Florida's Turnpike in the St. Lucie TPO area includes fiber optic communications network, CCTV cameras, MVDS, Bluetooth travel time detectors, DMS, HARs and wireless communications devices, RWIS, and the associate infrastructure. These devices are connected to the FTE SunGuide network and monitored by the FTE operators at the FTE Pompano Beach Operations Center located at 65 Florida's Turnpike, Pompano Beach, FL 33069. The quantities of these devices and the devices maintained by FDOT District 4 are summarized in **Table 4** below.

Table 4: Existing ATMS on I-95 and Florida's Turnpike in St. Lucie

ATMS Devices	I-95/S.R. 9 (FDOT District 4)	Florida's Turnpike/S.R. 91 (FTE)	Total Quantity
CCTV cameras	27	45	72
MVDS	37	82	129
Bluetooth detectors	0	10	10
DMS	9	3	12
HAR	0	3	3
RWIS	1	4	5
WWVDS	4	0	4
TPAS	2	0	2

2. Review of the Latest Transportation Systems Management and Operations Applications and Strategies

Transportation Systems Management and Operations (TSM&O) encompasses a broad set of strategies and technologies aimed at optimizing the safety, reliability, and efficiency of transportation networks. For the St. Lucie TPO, adopting the latest TSM&O applications, especially those leveraging cloud-based services, is essential for supporting growing mobility needs and strengthening the transportation network. The following strategies are reviewed and summarized under this section for enhancing the performance and efficiency of the TPO's transportation network:

1. Arterial management
2. Freeway management
3. Work zone management
4. Emergency management
5. Traffic incident management
6. Traveler information system
7. Freight and rail management
8. Transit and multimodal management
9. Connected and Automated vehicles
10. Traffic signal preemption
11. Accessible pedestrian signals
12. Emerging technologies

2.1 Arterial Management

Arterial management strategies involve the strategic planning, operation, and optimization of major arterials that carry high volumes of traffic through urban and suburban areas for increased safety, mobility, and efficiency. Arterials typically link freeways to local streets, serving as critical corridors for commuters, freight movement, and transit services, thereby forming the backbone of a transportation network. Implementing arterial management strategies is essential for ensuring improved traffic flow and safety, and the ability to adapt to changing roadway conditions. These strategies can enhance major arterials in the St. Lucie TPO area, such as United States (U.S.) 1/State Road (S.R.) 5/Federal Highway, S.R. 70/Okeechobee Road, S.R. A1A, S.R. 68/Orange Avenue, and S.R. 713/Kings Highway. The recommended arterial management strategies discussed in this section include Adaptive Signal Control Technologies (ASCT), real-time traffic monitoring, centralized control systems, Active Arterial Management (AAM), Automated Traffic Signal Performance Measures (ATSPM), and Integrated Corridor Management (ICM).

2.1.1 Adaptive Signal Control Technology

Adaptive Signal Control Technology (ASCT) is an advanced traffic management strategy that continuously modifies traffic signal timings in response to real-time traffic conditions for a signal network. ASCT allows signal timings to be dynamically adjusted during peak travel periods, special events, or unexpected conditions. This improves the traffic flow across both small and large networks, while requiring minimal to no modification to the existing infrastructure, reducing the need for costly upgrades or new hardware along the corridors. These technologies can enhance the arterials in the St. Lucie area, by enabling more responsive signal timings based on real-time road conditions instead of relying on pre-programmed signal plans. The City of Port St. Lucie and City of Fort Pierce have deployed ASCT along key arterials. The following subsections list sample products that can provide ASCT.

2.1.1.1 Adaptive Control Software Lite

Adaptive Control Software (ACS) Lite is a traffic management software developed jointly by the Federal Highway Administration (FHWA) and Siemens Corporation. It leverages data from existing traffic detectors to monitor traffic volumes and patterns, automatically adjusting signal timing plans to optimize traffic flows and reduce congestion.

2.1.1.2 SynchroGreen

SynchroGreen® is a real-time traffic management software developed by Cubic™ | Trafficware. It is designed to dynamically adjust traffic signal timings based on actual traffic conditions, helping cities and agencies optimize traffic flow, reduce delays, and improve overall traffic flow efficiency.

2.1.1.3 Centracs® Edaptive

Centracs® Edaptive is a cloud-based adaptive signal control software developed by Econolite. This software provides real-time optimizations of signal cycle, offset and splits to reduce congestion and improve traffic flows

using high resolution data. As a cloud-based system, it allows remote access, monitoring, and updates, as well as scalable deployment to accommodate the growth.

2.1.2 Centralized Control System

A centralized control system utilizes a central software platform to monitor and manage traffic flow across an entire roadway network. It collects real-time data from various field devices, such as loop detectors, vehicle detection cameras, and active controls devices like signals and switches to analyze traffic conditions from a single command center. This approach allows traffic engineers and operators to efficiently oversee and adjust signal operations throughout the network, optimizing traffic movement, enhancing safety, and improving overall system performance from a single location. An example product is Centracs® Mobility software, which serves as a centralized traffic management system that is currently used across the St. Lucie TPO area.

2.1.3 Active Arterial Management

Active Arterial Management (AAM) relies on the active involvement of traffic engineers and operators to oversee and respond to real-time roadway conditions. While automated systems collect data from sensors and video detection cameras, human oversight is critical for interpreting complex traffic patterns, applying engineering judgement, and responding to incidents or unexpected events that technology alone may not fully address. Operators use real-time monitoring to adjust signal timing, coordinate with emergency services, and manage construction-related impacts. In the St. Lucie TPO area, AAM can improve major corridors by enabling timely interventions that reduce delays and maintain consistent traffic flow.

2.1.3.1 Real-time Monitoring

Real-time monitoring requires continuous observation and analysis of live traffic data collected from sensors such as loop detectors and video detection cameras. Continuous observation relies on pan-tilt-zoom (PTZ) cameras, which can provide operators live visual access to roadway conditions, enabling more informed decision-making during incidents, congestion, or changing traffic patterns. Live traffic data is used to assess traffic volumes, queue lengths, travel times, and detect atypical conditions at intersections or corridors. By leveraging this information, this strategy can dynamically adjust signal timings and alert operators to incidents or congestion, significantly enhancing the effectiveness of arterial management. Some major intersections within the jurisdictions of St. Lucie County and the City of Fort Pierce and all the intersections in the City of Port St. Lucie have existing PTZ cameras deployed.

2.1.4 Automated Traffic Signal Performance Measures

Automated Traffic Signal Performance Measures (ATSPM) refers to a set of data-driven tools used to evaluate and improve the performance of traffic signal systems. It collects high-resolution data from signal controllers and detectors to assess corridor operations based on key metrics such as approach delay, split failures, queue lengths, and pedestrian service levels. These insights help traffic engineers identify inefficiencies, optimize signal timing, and enhance overall traffic flow and safety. Some of the software that support ATSPM are summarized in the

following subsections. One of the modules provided by Centracs® is the Centracs® Signal Performance Measures (SPM) software, which provides real-time system status and indications to improve traffic flow and signal efficiency.

For the St. Lucie TPO area, this strategy can enhance major roadways by allowing traffic signals to adapt instantly to changing conditions, reducing delays and maintaining consistent flow along key corridors such as U.S. 1/S.R. 5/Federal Highway, Crosstown Parkway, and Prima Vista Boulevard.

2.1.4.1 U.S. Department of Transportation's Open-Source ATSPM Platform

The U.S. DOT's Open-Source ATSPM Platform is a traffic management tool developed by the U.S. Department of Transportation (DOT). It functions as an open-source database that collects and analyzes high-resolution traffic signal data, offering insights into signal performance through metrics such as delay, split failures, queue lengths, and pedestrian service levels. For the St. Lucie TPO area, this platform can be integrated with the existing Centracs® system to support data-driven signal optimization, provide operational transparency, and improve overall traffic efficiency.

2.1.4.2 Miovision TrafficLink

Miovision TrafficLink is a cloud-based software that leverages advanced video detection, real-time data, and Artificial Intelligence (AI) to help cities remotely manage traffic and improve mobility. The system provides detailed performance metrics, safety analytics, and multimodal insights to support smarter, data-driven traffic decisions. The platform can integrate with the existing Centracs® system, enabling a unified and data-driven approach to traffic management.

2.1.4.3 Iteris ClearGuide

Iteris ClearGuide® is a cloud-based traffic analytics platform that leverages transportation data to help agencies improve mobility, optimize signal operations, and enhance roadway safety. The software offers features such as congestion monitoring, incident management, and detailed reporting to support data-driven decision-making. ClearGuide® enables proactive traffic management during special events and construction zones without relying on manual data collection. Its ability to monitor arterial performance and support multimodal coordination makes it effective for managing traffic.

2.1.5 Integrated Corridor Management

Integrated Corridor Management (ICM) coordinates operations across multiple travel facilities, such as freeways and arterials, within defined corridors. The idea for ICM lies in real-time data sharing and cross-agency collaboration, allowing transportation operators to manage traffic traveling on roadways through multiple jurisdictions rather than in isolated segments. Through centralized platforms and decision support systems, ICM allows operators to respond to incidents, congestion, or high demand by adjusting signal timings on arterials, activating ramp meters on freeways, and/or disseminating traveler information via Dynamic Message Signs (DMS) or applications. For example, if a crash occurs on I-95, ICM can support traffic rerouting to U.S. 1/S.R.

5/Federal Highway via Crosstown Parkway, or to Florida's Turnpike via Port St. Lucie Boulevard, and adjust signal timings to accommodate the diverted flow and minimize delays. This coordinated strategy helps optimize traffic flow, reduce congestion, and optimize the travel experience for all users on the different roadway facilities within the ICM network.

2.1.5.1 Regional Integrated Corridor Management System

Regional Integrated Corridor Management System (R-ICMS) is an ICM software developed by the Florida Department of Transportation (FDOT) District 5 to support coordinated operations across multiple transportation modes within a corridor. It provides data from freeways, arterials, transit, and emergency vehicles into a single program and uses the real-time data to detect congestion, provide alternative routing, coordinate signal timings, and support multimodal travel.

2.2 Freeway Management

Freeway management uses Intelligent Transportation Systems (ITS) to balance freeway capacity and demand, safety, and travel time efficiency. Freeways serve as critical corridors for regional travel, freight movement, and emergency response, forming the backbone of long-distance and high-speed transportation networks. Implementing freeway management strategies is important for maintaining smooth traffic flow, reducing congestion, and responding effectively to incidents. These strategies can improve freeways in the St. Lucie TPO area, such as I-95 and Florida's Turnpike. Possible strategies to implement on freeways to elevate their performance, include, but is not limited to, ramp metering, ICM, managed lanes, wrong-way vehicle detection, and Truck Parking Availability Systems (TPAS).

2.2.1 Ramp Metering

Ramp metering uses traffic signals at the entrances of freeway on-ramps to regulate the flow of vehicles entering the freeway. This strategy helps prevent congestion and maintain free-flow traffic by spacing out the vehicles that are merging onto the freeway during peak periods. This reduces bottlenecks and improves traffic flow by minimizing merging and lane change maneuvers. In the St. Lucie TPO area, ramp metering can benefit freeways by minimizing stop-and-go conditions and rear-end collisions when merging during peak periods.

2.2.2 Integrated Corridor Management

Refer to Section 2.1.5 for ICM benefits and product examples that can be implemented on freeways and arterials.

2.2.3 Managed Lanes

Managed lanes are designed to improve traffic flow and regulate access by allowing only specific types of vehicles to use designated lanes. These lanes help reduce congestion and optimize travel efficiency. Common types of managed lanes include:

- Toll lanes for a fee
- Bus-only lanes dedicated exclusively to public transit

Florida's Turnpike uses SunPass®, an electronic toll collection system, while I-95 remains toll-free in the St. Lucie TPO area. For many managed lanes, pricing strategies, such as dynamic pricing, are used to manage demand and maintain optimal traffic conditions. Dynamic pricing has been implemented on I-95 to manage traffic demand in express lanes in South Florida. On I-95, the toll amount changes based on the level of service and traffic density throughout the express lanes. As the level of service deteriorates and traffic density increases in the express lanes, the toll rate increases between a maximum and minimum toll amount range to discourage the use of the express lanes.

2.2.4 Wrong-Way Vehicle Detection System

Wrong-Way Vehicle Detection System (WWVDS) is designed to detect vehicles that are traveling against the designated direction of traffic. This is typically for highways, ramps, and one-way roads using detection devices such as radar, video detection cameras, and/or thermal sensors to detect wrong-way movements in real time. Detected wrong-way vehicles will trigger the system to alert the driver with flashing signs and/or warning beacons. Additionally, notifications of wrong-way vehicles are sent to traffic operators and law enforcement to ensure a rapid response in preventing serious crashes. In the St. Lucie TPO area, WWVDS is deployed by FDOT District 4 on the I-95 off-ramps at Midway Road interchange and Gatlin Boulevard interchange. Potential WWVDS locations for future deployment at other ramps should be considered.

2.2.5 Truck Parking Availability Systems

Truck Parking Availability Systems (TPAS) help commercial drivers locate available parking spaces in real time. These systems typically use in-ground sensors or video detectors to monitor parking space occupancy at rest areas and truck stops along freeways. The collected data is then communicated to drivers through dynamic roadside signs and/or mobile applications, allowing them to plan stops more efficiently and avoid parking on freeway shoulders. These improvements may reduce crashes related to driving fatigue on major freeways, enhancing safety, and reducing illegal parking. Existing TPAS was deployed by FDOT District 4 at the St. Lucie County Rest Areas both northbound and southbound along I-95 at Mile Marker 106. Other potential locations for TPAS to be considered include the Florida's Turnpike Port St. Lucie-Fort Pierce Service Plaza and other commercial truck stops such as Love's Travel Stops.

2.3 Work Zone Management

Work zone management involves the use of traffic control measures to minimize disruptions caused by construction or maintenance activities. Within construction zones, tools such as clear signage, detour routes, and speed control devices are used to safely guide drivers through or around the work area. Real-time monitoring and communication technologies can provide up-to-date traffic information, allowing agencies to respond quickly to changing conditions. This helps reduce congestion, increase safety for both workers and motorists, and prevent crashes caused by sudden traffic changes or driver confusion.

2.3.1 Smart Work Zone

Smart work zone systems utilize real-time data to improve traffic flow within construction areas with DMS and automated speed display signs (ASDS). DMS provide drivers with information on changing roadway conditions based on construction work zones in the area. Additionally, when congestion builds up, ASDS display vehicle speeds to encourage drivers to be aware of their speed during a work zone area. DMS can display warnings such as "Slower Traffic Ahead" and provide drivers with alternative routes and updated arrival times. During a highway resurfacing project, sensors may detect congestion near the work zone and relay this real-time data to the DMS to alert drivers.

2.3.2 Variable Speed Limits and Zipper Merges

Variable Speed Limits (VSL) and zipper merges are aimed at enhancing safety and efficiency around work zones. VSL use electronic signs to adjust speed limits in real time based on traffic conditions, weather, or construction activity. Lowering speed limits near work zones helps smooth traffic flow and reduce the risk of crashes. Zipper merges encourage drivers to use all available lanes up to the merge point and then take turns merging, which helps minimize bottlenecks and aggressive lane changes. For example, during highway construction, VSL signs may reduce speeds approaching the work zone, while zipper merges guide drivers to merge in an orderly fashion at the designated point, promoting safer and more efficient traffic movement.

2.4 Emergency Management

Emergency management refers to the response strategies utilized to control unexpected incidents such as crashes, natural disasters, or severe weather events. Typically, collaboration between law enforcement, emergency responders, and traffic operators are involved to ensure quick responses and minimize traffic disruptions. In Florida, this is crucial during hurricane evacuations where the emergency management can guide evacuees, ensure fuel availability, and clear routes efficiently.

2.4.1 Dynamic Recovery Plan

Resiliency is the ability of a transportation system to react, respond, and recover from unexpected incidents like severe weather, crashes, natural disasters, and other emergencies. Achieving resilience requires proactive planning, real-time monitoring, and adaptive strategies that maintain traffic flow and ensure public safety during disruptions. A well-developed dynamic recovery plan provides traffic operators with the flexibility to quickly adjust operations, minimize delays, and reduce the likelihood of secondary incidents. Traffic operators can achieve resiliency by using real-time monitoring systems that deploy sensors and video monitoring cameras to analyze roadway conditions, and by using adaptive control measures that enable automated rerouting calculations and signal timing adjustments during emergencies.

2.4.2 Centralized Systems for Incident Reporting and Emergency Response

Centralized systems for incident reporting and emergency response enable transportation agencies to manage and coordinate emergency incidents within a roadway network. These systems collect data from sensors, video

detection cameras, 911 calls, and field personnel into a single interface. The single interface allows operators to deploy the appropriate resources needed depending on the severity of the incidents. For instance, during a multi-vehicle crash, a centralized system can automatically alert emergency responders, update DMS to warn approaching vehicles, and disseminate traveler information using real-time data.

2.4.2.1 Daupler Response Management System

The Daupler Response Management System is a centralized platform that streamlines incident reporting and emergency responses. This system sends mass notifications and prioritizes and routes incidents to appropriate response teams based on urgency.

2.4.3 Emergency Vehicle Preemption

Emergency Vehicle Preemption (EVP) allows emergency vehicles, such as ambulances, fire trucks, and police cars, to override normal traffic signals to receive priority through intersections. When emergency vehicles approach an intersection, the system will detect its presence through technology like Global Positioning System (GPS), cellular, or radio-based technology to temporarily change the traffic signal to green on the vehicles' direction of travel to allow the emergency vehicle to pass through busy intersections without stopping. As an example, the Applied Information Glance preemption system enables preemption using an in-vehicle cellular unit with cloud-based communication to the traffic signals within a network. Newer systems, like LYT.emergency, rely on centrally enabled technology at traffic management centers and reduce the need for field hardware. EVP is currently deployed in a limited manner across the TPO area, highlighting the need for expansion and technological updates to the EVP systems to better support emergency response and improve traffic operations.

2.4.4 Road Weather Information System

Road Weather Information System (RWIS) is designed to monitor and report real-time weather and pavement conditions along roadway networks. This system uses roadside sensors, video monitoring cameras, and atmospheric instruments to collect data on temperature, humidity, wind speed, precipitation, visibility, and surface conditions such as flooding. The information is then collected into centralized systems such as SunGuide® and shared with traffic management centers to make decisions such as road closures, speed limit reductions, and emergency response coordination. For instance, during a tropical storm, RWIS can detect flooding and wet road conditions to automatically alert traffic management centers. Traffic operators can then use this data to coordinate with emergency services for road closures and detours, enhancing safety and response efficiency.

2.4.5 Zone Based Evacuation Planning

Evacuation routes and signal timing are designed to support the efficient movement of traffic during emergencies that require large-scale evacuations, such as natural disasters or major incidents. Evacuation routes are pre-identified roadways selected based on factors like capacity, connectivity to shelters, and accessibility for emergency vehicles. These routes are supported by adjusted signal timings that prioritize traffic flow along

evacuation corridors. For example, during a hurricane evacuation, traffic operators may activate contraflow on major highways and modify signal timings along arterial roads to facilitate faster movement away from the coast.

Zone based evacuation planning helps organize large scale evacuations more efficiently. With this strategy, geographic areas are divided into zones based on population density, road network capacity, access to evacuation routes, and proximity to hazards. For each zone, specific instructions are assigned which outline the designated routes, evacuation departure timing and priority zones during an evacuation. This staggers the departures between the zones to control the flow of traffic. During a hurricane evacuation, the emergency management personnel may activate zone-based evacuation plans where coastal zones evacuate first, followed by inland zones.

In St. Lucie County, the evacuation zones are based on how vulnerable the area is to storm surge and flooding, with Zone A being the most vulnerable and likely to be evacuated first, and Zone F being the least vulnerable and likely to be evacuated last. Traffic signals are then reprogrammed to accommodate major evacuation routes, and law enforcement coordinates with emergency services to manage intersections and traffic flow.

2.5 Traffic Incident Management

Traffic incident management coordinates detecting and clearing roadway incidents such as crashes or vehicle breakdowns to restore normal traffic flow as quickly as possible. The operators detect incidents using closed-circuit television (CCTV) cameras and sensors, then alert transportation agencies to deploy the appropriate personnel and equipment for the incident. The goal is to identify the incident as quickly as possible and manage the scene efficiently to minimize traffic disruption.

2.5.1 Road Ranger Service Patrols

Road Ranger Service Patrols are specially equipped vehicles operated by personnel who patrol major highways to assist with roadway incidents and improve traffic flow. Their job is to provide quick on-site support for minor crashes and debris removal to reduce risk of secondary crashes. They assist with providing stranded vehicles with fuel or minor mechanical help, setting up traffic control cones, communicating with traffic management centers to report incidents, and support law enforcement. On I-95 and Florida's Turnpike in the St. Lucie TPO area, if a vehicle breaks down in a travel lane, a Road Ranger can help move the vehicle to a safe location and set up warning signs.

2.5.2 Rapid Incident Scene Clearance

The Rapid Incident Scene Clearance (RISC) program leverages specialized equipment and trained operators to remove major obstructions like trucks or multi-vehicle crashes from a major roadway. The goal is to restore typical traffic flow within 90 minutes or less to reduce congestion and prevent secondary crashes. Operators are typically dispatched by traffic management centers and are incentivized to meet clearance time goal with performance-based contracts. In Florida, the FDOT RISC program activates when a major crash blocks travel lanes on an interstate like I-95.

2.5.3 Severe Incident Response Vehicle

A Severe Incident Response Vehicle (SIRV) is a specialized vehicle that respond to roadway incidents such as crashes, disabled vehicles, debris, and hazardous spills. These vehicles are equipped with specific tools that are used to clear incidents efficiently to minimize traffic disruptions. These vehicles can aid other incident management programs and help manage traffic during larger emergencies.

2.5.4 Traffic Incident Management Control Center

The Traffic Incident Management Control Cener (TIMCC) is a centralized center where transportation agencies monitor and coordinate roadway incidents in real-time. This center serves as a hub to integrate data from various sources such as video monitoring cameras and sensors from emergency vehicles. Operators in TIMCC use software like SunGuide® to detect incidents quickly to deploy appropriate personnel. In Florida, a TIMCC may get alerts from a sensor detecting congestion on I-95 which the operators can verify through CCTV cameras and dispatch emergency responses. Most Traffic Management Centers can also serve as TIMCCs.

2.6 Traveler Information Systems

Traveler Information Systems (TIS) provide real-time data to drivers, helping them make informed decisions about travel routes and travel time. These systems gather information from traffic sensors, CCTV cameras, GPS, and weather monitoring tools, and distribute it through platforms such as DMS, mobile applications, websites, and social media. In Florida, the FL511 system is a key example, offering statewide traffic updates, alerts, and travel times through its application and website, helping drivers navigate safely and efficiently, especially during emergencies or unexpected delays.

2.6.1 Real-Time Traveler Information

Real-time traveler information systems provide up-to-date data that helps drivers choose the most efficient and safest routes based on current traffic conditions. This information is delivered through platforms such as mobile apps and websites, allowing users to avoid congestion, reduce travel time, and make informed decisions about their travel path.

2.6.1.1 Cameras

CCTV cameras provide visual, real-time observation on the condition of roadway networks. These cameras are strategically placed along highways and intersections to monitor traffic flow and assess weather-related or incident impacts for drivers. Traffic operators use CCTV cameras to verify alerts and unusual traffic conditions to relay this information to drivers through mobile apps, websites and 511 systems. In Florida, CCTV cameras integrated into the SunGuide® system allow operators to monitor real-time traffic to help drivers route and avoid delays.

2.6.1.2 Dynamic Message Signs

DMS are electronic signs placed along highways and major roads to display information to drivers. These signs are updated remotely by traffic operators to alert the drivers using real-time data collection through sensor and

CCTV cameras. Messages displayed on a DMS can be related to crashes, lane closures, severe weather, travel time, detour instructions, evacuation routes, or safety advisories.

2.6.1.3 SunGuide® Software

SunGuide® Software is a traffic management software developed by FDOT and used at all FDOT Regional Traffic Management Centers (RTMCs) across the state to monitor and manage traffic operations in real time. It integrates various ITS devices, including DMS, CCTV cameras, vehicle detection systems, and connected vehicle infrastructure. For the St. Lucie TPO area, SunGuide® provides centralized monitoring and control of ITS devices managed by FDOT, including Florida's Turnpike.

2.6.2 Travel Time Detection and Monitoring

Travel time detection and monitoring helps assess roadway performance and provides drivers with real-time travel information. This approach typically uses technologies such as Bluetooth readers, Wi-Fi sensors, and GPS data from vehicles to measure how long it takes to travel between specific points along a roadway network. The collected data helps identify areas of congestion or delay, which traffic operators use to adjust signal timings to ease traffic flow and activate DMS with updated travel time estimates, helping drivers make informed route choices and reducing overall congestion.

2.7 Freight and Rail Management

Freight and rail management focuses on the coordination of rail systems and freight movement to reduce roadway congestion and refine transportation safety. This involves monitoring and optimizing freight routes, rail schedules, and intermodal connections to ensure efficient and uninterrupted operations. Key elements include rail signal coordination to manage traffic impacted by train movements, real-time tracking systems for cargo and rail assets, and data-sharing platforms between public agencies and private operators. Real-time data allows rail preemption devices to adjust signal timing near rail crossings to minimize delays and prevent bottlenecks. In Florida, coordination between FDOT and private rail companies includes managing train schedules, improving crossing safety, and supporting access to ports for freight transport.

2.7.1 Virtual Freight Network

The Virtual Freight Network (VFN) utilizes real-time data and data infrastructure to coordinate and optimize the movement of goods across transportation systems. VFN is a freight-focused application that was developed to share data among commercial vehicle operators, freight facilities, shippers, receivers, and public sector. This data is used to provide planning and scheduling of shipments especially during emergencies or disruptions like hurricane evacuations.

2.7.2 Freight Signal Priority

Freight Signal Priority (FSP) improves freight movement in urban areas specifically where trucks and trains interact at signalized intersections. Real-time data is used to detect approaching freight vehicles and adjust traffic signals to give them priority passage through intersections. This reduces delays and improves delivery schedules

caused by frequent stops. This type of strategy may be deployed near rail crossings, ports, and distribution centers as they are known for having high volumes of freight traffic that can cause congestion for all vehicles along the roadway network. Potential locations of interest in the St. Lucie TPO area include the Port of Fort Pierce and other commercial distribution centers such as Walmart and Amazon.

2.7.3 Dynamic Truck Routing and Parking

Dynamic truck routing and parking uses real-time data to optimize truck movements and parking availability across the network. This strategy uses GPS, traffic sensors, and parking occupancy data to provide freight vehicles with the most efficient routes while helping them locate legal parking spaces. Dynamic routing provides truck drivers with current traffic conditions, road closures, or incidents. In Florida, this strategy, supplemented with TPAS, can help guide drivers to open spaces at rest areas along I-95 or Florida's Turnpike.

2.7.4 Smart Roadside and Virtual Weigh-In-Motion

Smart Roadside and Virtual Weigh-In-Motion (WIM) systems are used to monitor commercial vehicle activities and ensure they comply with weight regulations without having to stop at a typical weigh station. Smart roadside systems use sensors and CCTV cameras to collect data on vehicle weight, classification, and speed as trucks pass by. The data is processed in real-time to target inspections and improve traffic flow. Virtual WIM systems use sensors embedded in the pavement and measure the axle and gross weight of vehicles to allow for continuous monitoring without disrupting freight movement and allow traffic to continue flowing. These systems can be deployed in corridors like I-95 and Florida's Turnpike to maintain smooth freight operations.

2.7.5 Railroad Preemption

Railroad preemption coordinates traffic signals near rail crossings to ensure safe and efficient movement between trains and vehicles. When a train is approaching a railroad crossing, the preemption system temporarily overrides normal traffic signal operations at nearby intersections to clear vehicles from the tracks. In Florida, railroad preemption is used at major intersections near the Florida East Coast (FEC) Railway and other rail crossings. This reduces risks of collisions between trains and roadway vehicles and improves the safety of both operations.

2.8 Transit and Multimodal Management

Transit and multimodal management involve the strategic coordination of various transportation modes such as buses, trains, bicycles, and pedestrians to enhance overall mobility and reduce congestion. By leveraging real-time data and integrated technologies, agencies can implement responsive strategies that align transit operations with current demand. These management approaches ensure seamless transitions between modes, promote efficient traffic flow, and minimize delays across the roadway network, ultimately supporting a more reliable, equitable, and accessible transportation system.

2.8.1 Real-Time Bus Monitor System

A real-time bus monitoring system provides real-time information on bus locations, arrival times, and service conditions. It uses wireless communication technology to track buses in real time and delivers live updates to riders and transit operators. GPS-based tracking and management of transit vehicles utilizes satellite technology and wireless communication to monitor the real-time location, speed, and operational status of transit fleets. This elevates the rider's experience by offering accurate wait times and reducing uncertainty.

In the St. Lucie TPO area, the Area Regional Transit (ART) has adopted this technology through an interactive map that gives riders access to real-time route information. GPS tracking is integrated into the ART system, allowing the county to efficiently manage its transit operations and support micro transit services. By providing accurate arrival predictions and service alerts through mobile applications and digital signage, the system elevates rider experience and ensures a more responsive and accessible transit network. The system supports ART's fare-free transit service across the City of Fort Pierce, City of Port St. Lucie and the rest of St. Lucie County, helping users plan their trips more efficiently and avoid delays. By integrating real-time data with on-demand micro transit services, the transit network can remain responsive, accessible, and well-suited to the needs of a growing population.

2.8.2 Transit Signal Priority

Transit Signal Priority (TSP) improves bus services by allowing transit vehicles to communicate with traffic signals and request priority at intersections. This involves extending the green light duration or shortening red light duration to reduce delays for buses, especially if they are behind schedule or if there is congestion in the corridor. In the St. Lucie TPO area, the central control system has the capability to provide signal priority for transit vehicles, including those operated by the ART system.

2.8.3 Automated Fare Payment Systems for Efficiency and Data Collection

Automated fare payment systems for efficiency and data collection is the process of collecting transit fares through contactless methods such as mobile applications that enhance operational efficiency by speeding up boarding times and reducing fare evasions. This system also generates real-time data on typical ridership patterns which transit agencies can then use to optimize routes and schedules to accommodate the demand. In St. Lucie TPO area, the ART system for the fixed routes and on-demand services operates as a fare-free service and may not benefit from this technology. However, it can be considered if the transit agency chooses to use paid services for future expansion.

2.8.4 Automated Systems for Counting Passengers and Ensuring Safety

Automated systems for counting passengers and ensuring safety is technology that monitors public transit ridership and operational safety. This is done using infrared sensors, 3-Dimentional cameras, or AI-powered vision tools to accurately count the riders boarding/alighting transit services. This provides real-time data for route optimizations and service planning. For safety measures, many systems also include video streaming and

object detection to monitor vehicle occupancy and boarding safety. In the St. Lucie TPO area, this strategy can be integrated into ART by deploying automated passenger counts to gather ridership data and better adjust the need for service frequencies or to plan future expansions. There are automated tracking systems like Passio Technologies and ETA Transit that can help support this strategy through passenger counting and video streaming.

2.8.5 Rideshare

Rideshare connects passengers traveling in similar directions through shared vehicles, helping reduce single-occupancy trips and minimize the number of vehicles on the road. This alleviates congestion and supports more efficient use of transportation infrastructure. When integrated with real-time data systems, rideshare programs can dynamically match riders, improve service reliability and overall mobility. In St. Lucie TPO area, rideshare is already part of the ART system through an on-demand service, which allows residents to book shared rides using a mobile application. Additionally, partnerships with regional programs like South Florida Commuter Services promote carpooling and vanpooling by offering incentives and emergency ride options.

2.9 Connected and Automated Vehicles

Connected and Automated Vehicles (CAVs) use advanced sensors, GPS, and wireless communication to interact with other vehicles or infrastructure, including vehicle-to-vehicle (V2V), vehicle-to-infrastructure (V2I), and broader networks such as vehicle-to-everything (V2X) to enhance mobility and safety across the transportation network. These technologies enable vehicles to detect hazards, adjust routes dynamically, and communicate with traffic signals, other vehicles and work zones to enhance situational awareness and safety.

In the St. Lucie TPO area, CAVs are part of the long-term transportation vision which includes the development of automated and connected corridors. Integrating CAVs into the transportation system can significantly reduce human error-related crashes, improve traffic flow, and support a safer, more efficient roadway network.

2.9.1 Connected Vehicle Infrastructure

Connected vehicle infrastructure refers to the physical and digital systems that enable vehicles to communicate with each other (between two vehicles), other roadway infrastructures (traffic lights, road signs, etc.), and the traffic network. These vehicles can receive alerts for red-light running, speeding in a school zone, or a pedestrian crossing. This includes systems like roadside units (RSU) that communicate between the vehicles, the traffic signal controllers, and centralized data platforms. These components help support real-time data communications to allow for coordinated response and enable communication between vehicles and traffic signals or work zones to provide reduced travel times and more efficient incident management.

2.9.1.1 Deployment of Roadside Units and Onboard Units

RSUs are devices that are installed along roadways like traffic signals or intersections to provide V2I communication and provide data such as signal timings or traffic conditions to the vehicle. Onboard Units (OBUs) are devices installed inside a vehicle to provide V2X communication and allow vehicles to make decisions based

on data from RSUs or other vehicles and adjust speed or change lanes accordingly. They provide the connection between vehicles and transportation ecosystems which can lead to better traffic flow as the vehicles and infrastructure will be more coordinated.

2.9.2 Autonomous Vehicles

Autonomous vehicles (AVs) are designed to continuously communicate with central systems, adjust routes based on traffic, weather, and demand, and self-coordinate with other vehicles to avoid congestion. Self-driving trucks, buses, and delivery vehicles can reduce human error and optimize logistics. AVs will have the ability to operate 24/7 without driver fatigue, reduce labor costs and increase delivery speed. In preparation for the AVs, the transportation system will need to provide supporting infrastructure including embedded sensors and communication systems, dedicated lanes or zones for AVs, and charging stations and maintenance hubs for electric AVs. Transportation management agencies will need to consider a more tech-centric and policy-driven approach for adapting the AVs in the near future.

2.10 Traffic Signal Preemption

Traffic signal preemption allows vehicles to temporarily override normal traffic signal operations to receive a green light. This is typically used for emergency vehicles, and transit buses to allow them to remain on schedule and not be delayed by congestion. This system uses technologies like GPS, radio signals, and transmitters to detect when a vehicle is approaching with preemption capabilities. Refer to Section 2.4.3 for EVP, Section 2.8.2 for TSP, Section 2.7.2 for FSP, and Section 2.7.5 for railroad preemption.

2.11 Accessible Pedestrian Signals

Accessible Pedestrian Signals (APS) are designed to assist pedestrians with visual or hearing impairment to safely cross streets. These signals provide non-visual cues like audio tones and verbal messages that indicate when it is safe to cross the street and are synchronized with the traffic signal phases to provide the appropriate information. This allows all pedestrians to navigate an intersection safely and independently.

In St. Lucie County, APS has been integrated into the existing and planned infrastructure. The City of Port St. Lucie has made strives to providing accessible facilities and programs in compliance with the American with Disabilities Act (ADA).

2.11.1 Passive Pedestrian Detection

Passive pedestrian detection is used to detect a pedestrian at an intersection without needing push button actuation. This strategy uses sensors like infrared, microwave, video analytics, and thermal imaging to identify when a pedestrian is waiting to cross the street. Once the pedestrian is detected by the system, it will adjust the signal timing to provide time for the walk phase to turn on, allowing a pedestrian to cross based on real-time conditions. Software, such as the Cubic® Transportation System, uses computer vision and traffic networks to track pedestrian movements and adjust clearance times for pedestrians to cross.

2.11.2 Pedestrian Real-Time Analytics

Pedestrian real-time analytics systems use sensors and CCTV cameras to analyze pedestrian movements and behaviors in real-time. They collect data like pedestrian volumes, crossing patterns, wait times, and vehicles in intersections to help agencies optimize signal timing accordingly and design pedestrian friendly environments. Real-time data can also detect abnormal behaviors such as jaywalking and alert traffic management centers for further evaluations. This data helps agencies locate the needs for crosswalks and identify the improvements needed to make them more pedestrian friendly. Some software like Streetlight Data offer pedestrian and bicycle activity across the region and provide real-time information to identify high-risk areas.

2.11.3 Pushbutton Locator Tones and Vibrotactile Indicator

A push button locator tone is an audible signal that comes from the pedestrian push button device to help visually impaired pedestrians find the button. These tones are soft and consistent to guide pedestrians to the correct location without disrupting the surroundings. A vibrotactile indicator is a mechanism built into the push button that when activated, the push button vibrates such that a deaf and/or blind pedestrian can know when it is safe to cross. The Manual on Uniform Traffic Control Devices (MUTCD) requires APS with standardized locator tones that repeat every second and recommends volume adjustments based on the ambient noise.

2.11.4 Audible and Tactile Feedback

Audible feedback are sounds such as beeps or spoken messages that indicate to pedestrians when it is safe to cross the street and in what direction. Tactile feedback is physical sensations such as push-button vibrations that indicate to pedestrians when it is safe to cross. Audible feedback is helpful to pedestrians who are blind or have low vision whereas tactile feedback is helpful to pedestrians that are deaf or have trouble hearing. There is software like the Polara Audible Beaconing System that support audible and tactile feedback as part of APS.

2.12 Emerging Technologies

In preparation for the emerging technologies that will reshape the transportation system in the next 20 years, it is important to understand the concepts and their potential impacts to the overall transportation management and develop long-range plans for the supporting infrastructure. This section introduces a few examples of emerging technologies to be considered.

2.12.1 Artificial Intelligence (AI) Uses in Advanced Traffic Management Systems

AI plays a vital role in enhancing ATMS by enabling real-time monitoring, analysis, and response to traffic conditions. AI is used across various ATMS functions to improve traffic management strategies, including traffic flow optimization, incident detection and response, emergency vehicle prioritization, and predictive analytics. These capabilities support traffic operators in making informed decisions and adapting to changing roadway conditions. For the St. Lucie TPO area, examples of AI applications that may be considered include AI-powered ASCT to improve algorithmic decision-making and corridor optimization, real-time incident or near-miss

detection and automated alert systems using AI video analytics, and predictive analytics using AI algorithms to analyze historical and real-time data for demand modeling and resource allocation.

2.12.2 Advanced Air Mobility

Advanced Air Mobility (AAM) uses electric vertical takeoff and landing (eVTOL) aircraft and other next generation aviation technologies to move people and goods through urban, suburban, and regional airspace. AAM offers urban congestion relief by providing an aerial alternative to the congested roadways, especially in megacities, and can bypass traffic, reduce commute times and improve efficiency. AAM can support rapid medical transport, disaster response, and delivery of supplies to remote areas.

AAM will require new traffic management systems that integrate air and ground mobility and new infrastructure such as vertiports, charging stations, and detection and communication systems.

FDOT recently announced that the construction of the first AAM vertiport of the state has started at the FDOT's SunTrax testing facility, which will be expanded to a statewide network of interconnected commercial vertiports. This facility will establish the nation's first-ever AAM aerial test bed and dedicated airspace, driving innovative research and development for this emerging technology.

2.12.3 Other Transportation Modes

Hyperloop, a transportation system using capsules supported by an air-bearing surface within a low-pressure tube, and magnetic levitation trains will revolutionize intercity travel. Autonomous drones and ground-based robots will handle urban deliveries, reduce congestion and improve speed. These new modes should be considered when developing the long-range transportation plans for supporting infrastructure needs.

2.12.4 Digital Twins

Digital twins are virtual replicas of physical systems that continuously mirror real-world conditions using real-time data. A digital twin for a transportation system integrates sensor data from vehicles, infrastructure, and traffic systems, uses AI and machine learning for predictive modeling, and leverages simulation engines and cloud and edge computing to test scenarios and optimize decisions for real-time responsiveness. Transportation networks will be mirrored in virtual environments for testing, planning, and optimization. Cities can simulate traffic flows, infrastructure changes, and emergency scenarios before implementation

3. Visioning and Partnering Workshop

A visioning and partnering workshop was held on Wednesday, November 19th, 2025, at the St. Lucie TPO Board Room. Representatives from the following agencies attended the workshop: the City of Port St. Lucie, the City of Fort Pierce, St. Lucie County, the St. Lucie TPO, FDOT District 4, and Kimley-Horn (project consultant).

The workshop began with an overview of the St. Lucie ATMS Master Plan Update presented by the St. Lucie TPO. This introduction reviewed the current version developed in 2013, and outlined the vision for the future of St.

Lucie ATMS, which is to connect all the traffic signals across various signal maintaining agencies in the TPO, allowing for remote operations and monitoring of the signals and regional traffic management. The St. Lucie TPO also provided updates on the completed and programmed projects based on the 2013 Master Plan.

Following this, Kimley-Horn presented the timeline for the ATMS Master Plan Update tasks, and summarized the existing ATMS inventory reviewed among various agencies in the St. Lucie TPO area. Building on this inventory, the workshop included a discussion of the latest strategies and applications reviewed. Proposed ATMS strategies were discussed and summarized in the following section, including recommendations for expanding existing network, improving cross-agency connectivity, and adopting new technologies.

3.1 ATMS Needs Discussion

Discussions of the agency specific ATMS needs throughout the St. Lucie TPO area occurred in the following topics:

- **Fiber vs Cellular:** The County noted that the preferred communication method for the signals maintained by the County is via cellular. The County emphasized that all proposed ATMS should be on cloud. There are some arterials with trunk line fiber deployed but not connected to the traffic signals. The County would like to explore the option to keep the fiber and cellular networks separate while providing interconnectivity. An example shared was Prima Vista Boulevard that the fiber exists but is not connected to the signals due to lack of funds. The City of Port St. Lucie noted that the ATMS should be separated from the City's fiber network.
- **Speed management:** The City of Fort Pierce would like to explore speed detection methods to improve speed management. They inquired about using Bluetooth travel time detectors to monitor speeding concerns. Kimley-Horn advised that, for certain roadway segments, other detection methods such as microwave detection would provide a more accurate solution than Bluetooth detection for managing speeds.
- **Probe Data:** The County mentioned the use of the StreetLight data for speed and traffic analysis. The City of Port St. Lucie indicated that they utilizes StreetLight for traffic counts and traffic calming strategies. There was discussion about expanding the StreetLight platform to incorporate the connected vehicle data. The St. Lucie TPO expressed interest in identifying a data source that can be adopted by all jurisdictions in the St. Lucie area. FDOT noted that the RITIS is another probe data source available for local agencies' use for free via the FDOT license with RITIS. The City of Fort Pierce indicated they would like to explore the available data sources without having to pay for a third-party data subscription.
- **Signal Connectivity:** The City of Fort Pierce expressed interest in proposing signal connectivity across multiple agencies. FDOT stated that the goal of the ongoing Cloud-Based Arterial Management (CBAM) program is to provide remote connectivity for the signals among all agencies. The future phase of CBAM will consider incorporating the City of Fort Pierce traffic signals. Another focus of CBAM is to establish

common performance measures for the ATMS investments. FDOT noted that information sharing often faces resistance due to cybersecurity concerns and potential hacking risks.

- **Detection and Monitoring Cameras:** The City of Port St. Lucie noted the use of Axon Fusus platform by the City's Police Department to enable video streaming of surveillance cameras. It was noted that the Centracs Mobility is better suited for ATMS data and is not designed for video integration. FDOT emphasized that the preference is to install both surveillance cameras and vehicle detection cameras at intersections. The County suggested exploring the use of fisheye cameras that can provide both surveillance and vehicle detection capabilities with a single camera.
- **Multimodal and Safety:** The St. Lucie TPO inquired about the need for transit and pedestrian safety. The County's Transit Department expressed interest in deploying Transit Signal Priority along U.S. 1. The County is interested in the idea of incorporating the bus lane with Bus Rapid Transit (BRT) signal control (Blue diamond lane). FDOT inquired the needs of Freight Signal Priority, in particular for mitigating the acceleration and deceleration time loss along U.S. 1. The County is interested in identifying the potential locations for freight signal priority needs based on truck volume data. The City of Fort Pierce indicated the needs for pedestrian/bike safety as well as park-n-ride for SunTrails.
- **Freeway Management:** The City of Port St. Lucie is interested in special event traffic management, in particular, a special timing plan to be developed for the stadium to be built on U.S. 1.
- **Artificial Intelligence (AI):** The City of Port St. Lucie has its AI policy and is interested in how AI can be used in ATMS. The studies conducted by the Broward Metropolitan Planning Organization (MPO) and the North Florida TPO were mentioned.
- **Emergency Evacuation:** The City of Fort Pierce would like to review the current Emergency Evacuation zones and routes developed by St. Lucie County and update as needed. Signal timing coordination along emergency evacuation routes across jurisdiction and the damage repair process was another concern. The St. Lucie TPO would like to look at how the evacuation routes were determined and how CBAM can assist cross-jurisdiction signal timing. The County brought up the need for how to collect incident and road closure information for locals to view, and to have timing plans in place for the cities to implement and active when needed. The City of Fort Pierce would like to take advantage of the FDOT 24/7 operations for unplanned event management.
- **Flood Detection:** The City of Port St. Lucie identified the need for flood detection along Indian River Drive and other arterials. Flood maps and elevation data can be used for identifying the locations for flood detection deployment.
- **Police Department:** The City of Port St. Lucie Police Department is concerned with accidents and school zones speeding management. They are currently deploying the Fusus platform. The City's Police Department currently does not have access to the traffic surveillance cameras, but would like to explore

the possibility. St. Lucie County indicated that the school zone speeding cameras are ready to be deployed.

- **Uninterruptible Power Supply (UPS):** St. Lucie County would like for FDOT to provide direction and/or regulation on the duration of UPS need to be running at traffic signals. The St. Lucie TPO would like to identify gaps on the current UPS deployment and propose expansion in the ATMS Master Plan Update.
- **Special Consideration:** St. Lucie County brought up the needs to upgrade the traffic signals along 25th Street. The ownership of this corridor is being transferred from FDOT to St. Lucie County, and the signal maintenance responsibility is being transferred from the City of Fort Pierce to St. Lucie County. The County would like to deploy cameras, UPS, preemption, etc. to meet the County standards.

4. System Requirements

Transportation Systems Management and Operations (TSM&O) encompasses a broad set of strategies and technologies aimed at optimizing the safety, reliability, and efficiency of transportation networks. For the St. Lucie TPO, adopting the latest TSM&O applications, especially those leveraging cloud-based services, is essential for supporting growing mobility needs and strengthening the transportation network. The following TSM&O strategies and the applications reviewed under Section 2 were further assessed for enhancement of the performance and efficiency of the TPO's transportation network in this section:

- Arterial management
- Emergency management
- Traffic incident management
- Traveler information system
- Freight and rail management
- Traffic signal preemption

The Advanced Transportation Management System (ATMS) focuses on optimizing the performance of existing transportation infrastructure through the strategic application of operational strategies, technologies, and interagency coordination. Each strategy was evaluated based on factors such as existing infrastructure gaps, safety and operational performance, crash data, freight activity, emergency management considerations, and consistency with the adopted plans, including the St. Lucie County Storm Evacuation Plan and the Florida Department of Transportation (FDOT) District 4 TSM&O Master Plan. The recommended improvements are intended to enhance situational awareness, improve incident and emergency response, promote safer travel for all users, and support the long-term operational efficiency of the St. Lucie transportation system.

The recommended TSM&O strategies and applications were built upon the prioritized strategies identified through coordination with local and regional agencies. To identify the needs and recommendations of all the agencies, a visioning workshop was conducted with the St. Lucie TPO and the stakeholder agencies on November

19th, 2025, to discuss proposed strategies and applications. Through this collaborative process, specific ATMS needs were identified and prioritized for implementation throughout the St. Lucie TPO region. The following applications were selected to move forward as part of the recommended system requirements update:

1. Regional signal connectivity (cloud-based)
2. Uninterruptible Power Supply (UPS)
3. Detection and monitoring cameras
4. Travel time detectors
5. Freight signal priority and Transit Signal Priority
6. Speed feedback warning signs
7. Pedestrian midblock crossing
8. Flood detection system
9. Probe data service

4.1 Regional Signal Connectivity

A centralized traffic signal control system utilizes a central software platform to monitor and manage traffic flow across an entire roadway network. It collects real-time data from various field devices, such as loop detectors, vehicle detection cameras, and active controls devices like signals and switches to analyze traffic conditions from a single command center. This approach allows traffic engineers and operators to efficiently oversee and adjust signal operations throughout the network, optimizing traffic movement, enhancing safety, and improving overall system performance from a single location. **Table 5** and **Figure 1** below provide a summary of signalized locations that are not currently or planned to be interconnected within the existing traffic signal communications network. These locations identified require connectivity upgrades to support coordinated operations, system monitoring, and future ATMS functionality. Connectivity at these intersections is proposed to be achieved through cellular communication to the existing communications network.

Furthermore, an expansion of the regional cloud-based ATMS platform is recommended for a full-scale implementation across stakeholder agencies. As part of the ongoing Cloud-Based Arterial Management (CBAM) program led by FDOT District 4, the signal maintaining agencies in Treasure Coast have deployed the Econolite Regional Mobility platform with ATMS Module, covering 31 signals operated by St. Lucie County and 18 signals operated by the City of Port St. Lucie for the initial integration and 3-year license fee. Through the Regional Mobility software, the CBAM program provides agencies comprehensive remote arterial management support and accessibility, enhancing the efficiency and reliability of the regional traffic signal systems via cloud data. Upon the success of CBAM in early 2026, St. Lucie County and the City of Port St. Lucie has been expanded their network by integrating additional signals from on-premise Centracs network onto the Regional Mobility platform, with 30 additional signals in St. Lucie County and 43 additional signals in the City of Port St. Lucie. See lists of these locations under Subsections **4.1.1** and **4.1.2**. With the expansion and continuity of the CBAM Regional

Mobility platform and ATMS Module at all signal locations, a fully connected cloud-based signal system can provide regional mobility and foster collaboration and coordination among all stakeholders, ensuring seamless integration and operation within the Treasure Coast using common platforms and systems, optimizing resource usage, increasing operational capabilities, reducing manual intervention and improving automated responses.

4.1.1 Current Signals with Regional Mobility Deployment Locations in St. Lucie County

31 locations deployed with Regional Mobility with ATMS Module under CBAM

1. Orange Avenue and Kings Highway
2. Midway Road and 25 St.
3. Midway Road and Glades Cut Off Rd.
4. Midway Road and I-95 NB
5. Midway Road and I-95 SB
6. Midway Road and Oleander Ave.
7. 25th Street and St. Lucie Blvd
8. Midway Road and Selvitz Rd.
9. Midway Road and East Torino Parkway
10. Orange Avenue and Hartman Road
11. Orange Avenue and I-95 NB
12. Orange Avenue and I-95 SB
13. Orange Avenue and Jenkins Road
14. U.S. 1 and N. 25TH STREET
15. U.S. 1 and NORTH A1A
16. U.S. 1 and EASY STREET
17. U.S. 1 and INDRIO ROAD
18. U.S. 1 and KINGS HIGHWAY
19. U.S. 1 and KITTERMAN ROAD
20. U.S. 1 and LAKE VISTA TRAIL
21. U.S. 1 and MIDWAY ROAD
22. U.S. 1 and PRIMA VISTA BLVD.
23. U.S. 1 and RIOMAR DRIVE
24. U.S. 1 and SAVANNA CLUB
25. U.S. 1 and MEDITERRANEAN BLVD
26. U.S. 1 and ST. LUCIE BLVD
27. U.S. 1 and ULRICH ROAD
28. U.S. 1 and WEATHERBEE ROAD
29. Midway Road and Sunrise Blvd.
30. Midway Road and LTC Parkway
31. U.S. 1 and JUANITA AVENUE

30 additional locations deployed with only Regional Mobility

1. 25th St @ Forest Grove
2. 25th St. @ Cortez Blvd
3. 25th St @ Bell Ave
4. 25th St @ Edwards Rd
5. 25th St @ Ft Pierce Central
6. 25th @ Juanita
7. 25th @ St Lucie Blvd.
8. A1A @ Old Dixie Hwy
9. A1A @ Atlantic Beach Ave
10. Angle Rd @ Ave Q
11. Edwards Rd @ Oleander Ave
12. Edwards Rd @ Selvitz Rd
13. Edwards Rd @ Sunrise Blvd
14. Harbor Branch @ Old Dixie
15. Indrio Rd @ Johnston Rd
16. Kings Hwy @ Angle Rd
17. Kings Hwy @ Indrio Rd
18. Kings Hwy @ St Lucie Blvd
19. Kings Hwy @ Wintergarden Pkwy
20. Nettles Blvd @ A1A
21. Prima Vista Blvd @ Naranja Ave
22. Prima Vista Blvd @ Rio Mar Blvd.
23. Prima Vista @ Airoso Blvd
24. Prima Vista @ Floresta Ave
25. Weatherbee Rd @ Weatherbee School
26. Indrio Rd @ I95
27. Indrio Rd @ Spanish Lakes
28. Indrio Rd @ Emerson Ave
29. Okeechobee Rd @ Midway Rd.
30. Kings Hwy & Loves

4.1.2 Current Signals with Regional Mobility Deployment Locations in the City of Port St. Lucie

18 locations deployed with Regional Mobility with ATMS Module under CBAM

1. U.S. 1 & LENNARD RD
2. U.S. 1 & PORT ST LUCIE BLVD (PSL BLVD)
3. U.S. 1 & JENNINGS RD
4. U.S. 1 & LYNGATE DR/TIFFANY AVE
5. U.S. 1 & VETERANS MEMORIAL PKWY (VET MEM)/WALTON
6. U.S. 1 & VILLAGE GREEN DR/Crosstown
7. S.R. 716/Port St. Lucie Blvd & BAYSHORE BLVD
8. S.R. 716/Port St. Lucie Blvd & AIROSO BLVD
9. S.R. 716/Port St. Lucie Blvd & FLORESTA DR
10. S.R. 716/Port St. Lucie Blvd & VET MEM PKWY/WESTMORELAND BLVD
11. S.R. 716/Port St. Lucie Blvd & MORNINGSIDE BLVD
12. S.R. 716/Port St. Lucie Blvd & GOWIN DR
13. Crosstown Pkwy and I-95 NB On/Off
14. Crosstown Pkwy and I-95 SB On/Off
15. Gatlin Blvd. and I-95 NB On/Off
16. Gatlin Blvd. and I-95 SB On/Off
17. St. Lucie West Blvd. and I-95 NB On/Off
18. St. Lucie West Blvd. and I-95 SB On/Off

43 additional locations deployed with only Regional Mobility

1. Bayshore Blvd & Lakehurst Dr
2. Bayshore Dr & Thornhill Dr
3. Becker Rd & Darwin Blvd
4. Becker Rd & Hallmark St
5. Becker Rd & I-95 NB Ramp East
6. Becker Rd & I-95 SB Ramp West
7. Becker Rd & Kestor Dr
8. Becker Rd & PSL Blvd
9. Becker Rd & Savona Blvd
10. Becker Rd & Southbend Blvd
11. Becker Rd & Turnpike NB Ramp East
12. Becker Rd & Turnpike SB Ramp West
13. Becker Rd & Via Tesoro
14. Becker Rd & Village Pkwy
15. Becker Rd & Sansone Blvd
16. Crosstown Pkwy & Airoso Blvd
17. Crosstown Pkwy & Bayshore Blvd
18. Crosstown Pkwy & California Blvd
19. Crosstown Pkwy & Cameo Blvd
20. Crosstown Pkwy & Cashmere Blvd
21. Crosstown Pkwy & Commerce Blvd
22. Crosstown Pkwy & Fairgreen Dr
23. Crosstown Pkwy & Floresta Dr East
24. Crosstown Pkwy & Floresta Dr Main
25. Crosstown Pkwy & Floresta Dr West
26. Crosstown Pkwy & Sandia Dr
27. Crosstown Pkwy & Village Pkwy
28. Peacock Blvd & Courtyard Cir
29. Peacock Blvd & Lake Whitney Rd
30. Peacock Blvd & University Dr
31. PSL & Cameo Blvd
32. PSL & Dalton Ave
33. PSL & Del Rio Blvd
34. PSL & Gatlin Blvd
35. St. Lucie West Blvd/Prima Vista & Bayshore Blvd
36. St. Lucie West Blvd & Bethany Dr
37. St. Lucie West Blvd & California Blvd
38. St. Lucie West Blvd & Cashmere Blvd
39. St. Lucie West Blvd & Country Club Dr
40. St. Lucie West Blvd & Kings Isle Blvd
41. St. Lucie West Blvd & Lake Charles blvd
42. St. Lucie West Blvd & Palm Dr
43. St. Lucie West Blvd & Peacock Blvd

Table 5. Traffic Signal Regional Connectivity Recommendations

Maintaining Agency	Recommended Deployment	Locations Recommended for Cellular Connection
City of Port St. Lucie	49 x Regional Mobility Integration 92 x ATMS Module	None
St. Lucie County	4 x Cellular Connections 6 x Regional Mobility Integration 36 x ATMS Module	25th Street and Avenue D
		25th Street and Avenue I
		25th Street and Avenue M
		25th Street and Avenue Q
City of Fort Pierce	13 x Cellular Connections 59 x Regional Mobility Integration 59 x ATMS Module	Avenue A and 7th Street
		Avenue D and 7th Street
		Avenue D and 13th Street
		Avenue D and 17th Street
		Avenue D and 29th Street
		25th Street and Delaware Avenue
		Okeechobee Road and Hartman Road
		Okeechobee Road and 33rd Street
		Georgia Avenue and Okeechobee Road
		Georgia Avenue and 7th Street
		Georgia Avenue and 13th Street
		S.R. A1A and Indian River Drive
		S.R. A1A and Binney Drive

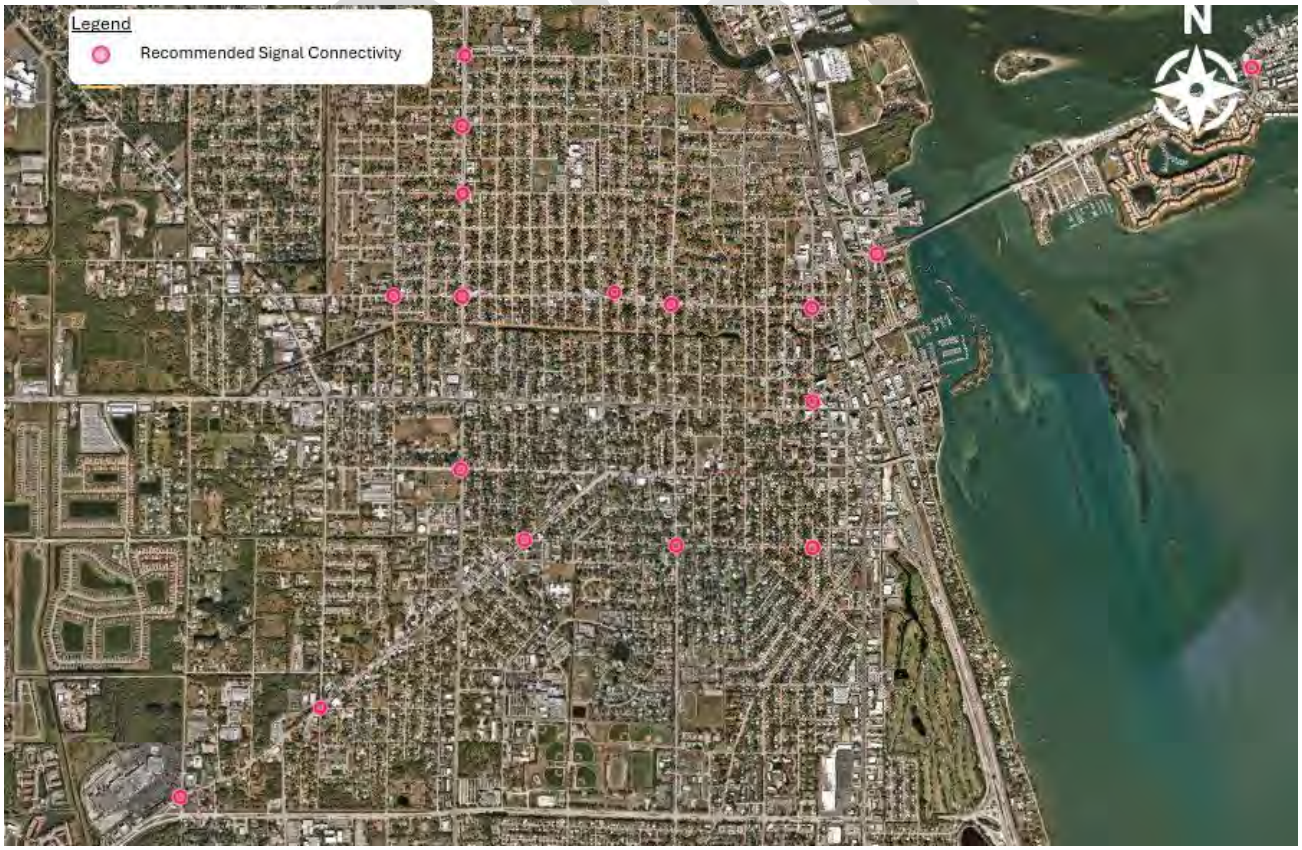


Figure 1. Recommended Signal Locations for Cellular Connection

4.2 Uninterruptible Power Supply

An uninterruptible power supply (UPS) is a backup power system that provides electrical power to traffic signal equipment during utility power outages or voltage fluctuations. UPS systems are designed to maintain signal operations without interruption, allowing traffic signals, pedestrian indications, and associated communications equipment to remain operational during short-term outages. The installation of UPS equipment enhances intersection safety by reducing the likelihood of signals entering flash or dark conditions, supports emergency response and evacuation routes, and improves overall system reliability and resilience. The intersections that currently lack UPS equipment and have been identified for installation are listed below. These locations represent gaps in the existing UPS deployment and present opportunities to expand and strengthen the overall network. Note that the assumed cost for UPS is based on a unit cost of $15,184 per unit, referenced from FDOT's Approved Product List Contract DOT-ITB-24-9098-SJ.

4.2.1 Recommended UPS Locations in St. Lucie County

1. Ocean Harbor and North A1A
2. Angelfish Drive and North A1A
3. Atlantic View Beach Club and North A1A
4. Breakers and North A1A
5. Ocean Harbor Villas and North A1A
6. 25th Street and Forest Grove
7. 25th Street and Cortez Boulevard
8. 25th Street and Bell Avenue
9. 25th Street and Edwards Road
10. 25th Street and Ft Pierce Central
11. 25th Street and Juanita Avenue
12. 25th Street and St. Lucie Boulevard
13. S.R. A1A and Old Dixie Highway
14. Angle Road and Avenue Q
15. Edwards Road and Oleander Avenue
16. Edwards Road and Selvitz Road
17. Edwards Road and Sunrise Boulevard
18. Harbor Branch and Old Dixie Highway
19. Indrio Road and Johnston Road
20. Kings Highway and Angle Road
21. Kings Highway and St. Lucie Boulevard
22. Kings Highway and Winter Garden Parkway
23. Midway Road and 25th Street
24. Midway Road and Glades Cut Off
25. Midway Road and I-95 NB Ramp
26. Midway Road and I-95 SB Ramp
27. Midway Road and Oleander Avenue
28. Midway Road and Selvitz Road
29. Midway Road and Torino Parkway
30. Nettles Boulevard and S.R. AIA
31. Orange Avenue and I-95 NB Ramp
32. Orange Avenue and I-95 SB Ramp
33. Prima Vista Boulevard and Naranja Avenue
34. Prima Vista Boulevard and Airoso Boulevard
35. Prima Vista Boulevard and Floresta Boulevard
36. U.S. 1 and 25th Street
37. U.S. 1 and S.R. A1A
38. U.S. 1 and Easy Street
39. U.S. 1 and Indrio Road
40. U.S. 1 and Kings Highway
41. U.S. 1 and Lake Vista Trace
42. U.S. 1 and Prima Vista Boulevard
43. U.S. 1 and Rio Mar Drive
44. U.S. 1 and Savannah Boulevard
45. U.S. 1 and Mediterranean Boulevard
46. U.S. 1 and Street Lucie Boulevard
47. U.S. 1 and Ulrich Road
48. Weatherbee Road and Weatherbee Elementary School
49. Midway Road and Sunrise Boulevard
50. Indrio Road and I-95 NB & SB Ramp
51. Indrio Road and Spanish Lakes Boulevard
52. Indrio Road and Emerson Avenue
53. Midway Road and Okeechobee Road

Note that the following UPS locations have been deployed as part of the current CBAM:

- S.R. A1A and Atlantic Beach Boulevard
- Kings Highway and Indrio Road

- Orange Avenue and Hartman Road
- Prima Vista Boulevard and Rio Mar Drive
- U.S. 1 and Kitterman Road
- U.S. 1 and Midway Road
- U.S. 1 and Weatherbee Road
- Orange Avenue and Jenkins Road

4.2.2 Recommended UPS Locations in the City of Port St. Lucie

1. Walton Road and Village Green Drive
2. Walton Road and Lennard Road
3. Port Saint Lucie Boulevard and Cameo Boulevard
4. Port Saint Lucie Boulevard and Del Rio Boulevard
5. Port Saint Lucie Boulevard and Dalton Avenue
6. Port Saint Lucie Boulevard and Gatlin Boulevard
7. Port Saint Lucie Boulevard and Darwin Boulevard
8. Prima Vista Boulevard. and Bayshore Boulevard
9. Vet Mem Parkway (Midport) and Lyngate Drive
10. Airoso Boulevard and Street James Drive
11. Saint Lucie West Boulevard and Cashmere Boulevard
12. Saint Lucie West Boulevard and Bethany Drive
13. Saint Lucie West Boulevard and Country Club Drive
14. Bayshore Boulevard and Thornhill Drive
15. Gatlin Boulevard and Savona Boulevard
16. Saint Lucie West and Peacock Boulevard.
17. Airoso Boulevard and Floresta Drive
18. California Boulevard and Del Rio Boulevard
19. Saint Lucie West Boulevard and California Boulevard
20. Del Rio Boulevard. and Cashmere Boulevard
21. Crosstown Parkway and Cashmere Boulevard
22. Prima Vista Boulevard and Irving Street
23. Mariposa Avenue and Lennard Road
24. Tiffany Avenue and Hillmoor Drive
25. Airoso Boulevard and Thornhill Drive
26. Airoso Boulevard and Crosstown Parkway
27. Floresta Drive and Thornhill Drive
28. Gatlin Boulevard and Rosser Boulevard
29. Gatlin Boulevard and Import Drive
30. Gatlin Boulevard and Savage Boulevard
31. Saint Lucie West Boulevard and Lake Charles Boulevard
32. Saint Lucie West Boulevard and Kings Isle Boulevard
33. Savona Boulevard and California Boulevard
34. Becker Road and Southbend Boulevard
35. Lennard Road. and Melaleuca Boulevard
36. Lennard Road. and Hillmoor Drive
37. Lennard Road and Tiffany Drive
38. Port Saint Lucie Boulevard and Paar Drive
39. Darwin Boulevard and Tulip Boulevard.
40. Tradition Parkway and Village Parkway
41. Village Parkway and Meeting Street
42. Village Parkway and Ashlyn Way
43. Village Parkway and Academic Way
44. Gatlin Boulevard and Brescia Street
45. Heatherwood Boulevard and Cashmere Boulevard
46. Heatherwood Boulevard and California Boulevard
47. Peacock Boulevard and University Drive
48. Peacock Boulevard and Lake Whitney Road
49. Peacock Boulevard and Courtyard Circle
50. Becker Road and Via Tesoro
51. Crosstown Parkway and Cameo Boulevard
52. Crosstown Parkway and Bayshore Boulevard
53. Rosser Boulevard and Aledo Drive
54. Crosstown Parkway and Sandia Drive
55. Westmoreland Boulevard and Botanical Gardens
56. Village Parkway and Discovery Way (E/W 1)
57. Walton Road and Main Street
58. Crosstown Parkway and Commerce Boulevard (Visconti Way)
59. Crosstown Parkway and California Boulevard
60. Becker Road and Village Pkwy
61. St. James Boulevard (Private) and Selvitz Road
62. Becker Road and Darwin Boulevard
63. Becker Road and Port Saint Lucie Boulevard
64. Becker Road and Savona Boulevard
65. Becker Road and Hallmark Street

66. St. James Drive (Private) and St. James Boulevard
67. Vet. Mem Parkway and Post Office
68. Airoso Boulevard and Lakehurst Drive
69. Port Saint Lucie Boulevard and Tunis Avenue
70. Becker Road and Kestor Avenue
71. Village Parkway and Innovation Way
72. Crosstown Parkway and Fairgreen Road
73. Darwin Boulevard and Landale Boulevard
74. Darwin Boulevard and Belmont Circle
75. Tunis Avenue and Chartwell Street
76. Port St. Lucie Boulevard and Aurelia Avenue
77. California Boulevard and Delrio West
78. Savona Boulevard. and Paar Drive
79. Crosstown Parkway and Floresta Drive (West)
80. Crosstown Parkway and Floresta Drive (Central)
81. Crosstown Parkway and Floresta Drive (East)
82. St. Lucie West Boulevard and Palm Drive
83. Village Parkway and Paar Drive
84. Becker Road and Anthony Sansone Boulevard
85. Crosstown Parkway and Village Parkway
86. Bayshore Boulevard and Lakehurst Drive
87. Village Parkway and Mashall Parkway
88. Village Parkway and Legacy Way

4.2.3 Recommended UPS Locations in the City of Fort Pierce

1. U.S. 1 and Edwards Road
2. U.S. 1 and Emil Avenue
3. U.S. 1 and Gardenia Avenue
4. U.S. 1 and Parkway Drive
5. U.S. 1 and Georgia Avenue
6. U.S. 1 and Citrus Avenue
7. U.S. 1 and Avenue A
8. U.S. 1 and Avenue C
9. U.S. 1 and Avenue D
10. U.S. 1 and Avenue H
11. S.R. 70 and Oleander Avenue
12. S.R. 70 and Sunrise Boulevard
13. S.R. 70 and 13th Street
14. S.R. 70 and 25th Street
15. S.R. 70 and 35th Street
16. S.R. 70 and Okeechobee Road
17. S.R. 70 and Central Mall Entrance
18. S.R. 70 and West Mall Entrance
19. S.R. 70 and McNeill Road
20. S.R. 70 and Kings Highway
21. S.R. 68 and 5th Street
22. S.R. 68 and 7th Street
23. S.R. 68 and 10th Street
24. S.R. 68 and 13th Street
25. S.R. 68 and 17th Street
26. S.R. 68 and 25th Street
27. S.R. 68 and 33rd Street
28. Orange Avenue and Indian River Drive
29. Delaware Avenue and 33rd Street
30. Avenue A and 7th Street
31. S.R. A1A and Indian River Drive
32. Avenue D and 7th Street
33. Avenue D and 13th Street
34. Avenue D and 17th Street
35. Avenue D and 29th Street
36. S.R. 615 and Avenue D
37. S.R. 615 and Avenue I
38. S.R. 615 and Avenue M
39. S.R. 615 and Avenue Q
40. Okeechobee Road and Hartman Road
41. Okeechobee Road and 33rd Street
42. S.R. 615 and Okeechobee Road
43. Georgia Avenue and Okeechobee Road
44. S.R. 615 and Delaware Avenue
45. Delaware Avenue and 7th Street
46. Delaware Avenue and 10th Street
47. Delaware Avenue and 13th Street
48. Delaware Avenue and 17th Street
49. Georgia Avenue and 7th Street
50. Georgia Avenue and 13th Street

4.3 Detection and Monitoring Cameras

Detection and monitoring cameras provide visual, real-time observation on the condition of roadway networks. Monitoring cameras, such as closed-circuit television (CCTV), provide visuals of traffic conditions and are used by operators to observe traffic flow, assess weather-related impacts, and verify incidents. Detection cameras are equipped with advanced sensing and video analytics capabilities to automatically collect traffic data such as vehicle counts, speeds, and occupancy, and to identify congestion or abnormal traffic patterns. These cameras are strategically placed along highways and intersections to support both operational awareness and data-driven decision-making. Traffic operators use CCTV cameras to verify alerts and unusual traffic conditions to relay this information to drivers through mobile apps, websites, and 511 system. At FDOT traffic management centers, CCTV cameras integrated into the SunGuide® system allow operators to monitor real-time traffic to help drivers reroute and avoid delays. Detection cameras are used by the operators to collect operational traffic data and identify conditions such as congestion, queue formation, incidents, and abnormal traffic patterns through analytical processing.

Recent advancements in camera technology allow a single camera that supports both detection and monitoring functions through embedded video analytics, reducing the need for separate detection devices. These cameras can automatically detect incidents, measure traffic volumes, and identify speed patterns while still offering live video feeds for operator verification. The intersections that currently lack CCTV monitoring cameras within the transportation network are listed below. These locations have been identified as candidates for detection and monitoring cameras deployment to enhance real-time traffic monitoring, incident detection, and system performance evaluation. Note that the assumed cost for CCTV cameras is based on a unit cost of $24,450 per intersection, referenced from FDOT's Approved Product List Contract DOT-ITB-24-9098-SJ.

4.3.1 Recommended St. Lucie County Camera Locations

1. Ocean Harbor and North A1A
2. Angelfish Drive and North A1A
3. Atlantic View Beach Club and North A1A
4. Breakers Landing and North A1A
5. Ocean Harbor Villas and North A1A
6. 25th Street and Forest Grove
7. 25th Street and Cortez Boulevard
8. 25th Street and Bell Avenue
9. 25th Street and Edwards Road
10. 25th Street and Ft. Pierce Central
11. 25th Street and Juanita Avenue
12. 25th Street and St Lucie Boulevard
13. S.R. A1A and Old Dixie Highway
14. S.R. A1A and Atlantic Beach Boulevard
15. Angle Road and Avenue Q
16. Edwards Road and Selvitz Road
17. Edwards Road and Sunrise Boulevard
18. Harbor Branch and Old Dixie Highway
19. Kings Highway and Angle Road
20. Kings Highway and Indrio Road
21. Kings Highway and Orange Avenue
22. Kings Highway and St Lucie Boulevard
23. Kings Highway and Winter Garden Parkway
24. Midway Road and 25th Street
25. Midway Road and Glades Cut Off
26. Midway Road and I-95 NB Ramp
27. Midway Road and I-95 SB Ramp
28. Midway Road and Oleander Avenue
29. Midway Road and Selvitz Road
30. Midway Road and Torino Parkway

31. Nettles Boulevard and S.R. AIA
32. Orange Avenue and Hartman Road
33. Orange Avenue and I-95 NB Ramp
34. Orange Avenue and I-95 SB Ramp
35. Prima Vista Boulevard and Naranja Avenue
36. Prima Vista Boulevard and Rio Mar Drive
37. Prima Vista Boulevard and Airoso Boulevard
38. Prima Vista Boulevard and Floresta Boulevard
39. U.S. 1 and Midway Road
40. U.S. 1 and Weatherbee Road
41. Weatherbee Road and Weatherbee Elementary School
42. Midway Road and Sunrise Boulevard
43. Indrio Road and I-95 NB & SB Ramp
44. Indrio Road and Spanish Lakes Boulevard
45. Indrio Road and Emerson Avenue
46. Orange Avenue and Jenkins Road
47. Midway Road and Okeechobee Road
48. Orange Avenue and Kings Highway
49. Kings Highway and Loves Gas Station

4.3.2 Recommended City of Port St. Lucie Camera Locations

1. Savona Blvd and Paar Drive
2. Becker Road and Anthony Sansone Boulevard
3. Village Parkway and Mashall Parkway
4. Village Parkway and Legacy Way
5. Bayshore Boulevard and Lakehurst Drive
6. Village Parkway and Paar Drive

Note that the following CCTV locations have been deployed as part of the current CBAM:

- Beckers Road and Florida's Turnpike West
- Beckers Road and Florida's Turnpike East

4.3.3 Recommended City of Fort Pierce Camera Locations

1. U.S. 1 and Emil Avenue
2. U.S. 1 and Citrus Avenue
3. S.R. 70 and 35th Street
4. S.R. 70 and West Mall Entrance

4.4 Travel Time Detectors

Travel time detection (TTD) and monitoring helps assess roadway performance and provides drivers with real-time travel information. This approach typically uses technologies such as Bluetooth readers, Wi-Fi sensors, and global positioning system (GPS) data from vehicles to measure how long it takes to travel between specific points along a roadway network. The collected data helps identify areas of congestion or delay, which traffic operators use to adjust signal timings to ease traffic flow and display on dynamic message signs (DMS) with updated travel time estimates. These actions help drivers make informed route choices and reduce overall congestion. **Table 6** and **Figures 2** and **3** summarize the intersections recommended for the installation of travel time detectors. The locations are recommended based on major origin-destination pairs and diverging routes. Note that the assumed cost for TTD is based on a unit cost of $7,500 per unit, referenced from FDOT's Procurement Contract DOT-ITB-25-4007-CO.

Table 6. Travel Time Detector Location Recommendations

Maintaining Agency	Travel Time Detector Locations
St. Lucie County	U.S. 1 and S.R. A1A
	Indrio Road and Spanish Lakes Boulevard
	Midway Road and LTC Parkway
	Midway Road and 25th Street
	Orange Avenue and Jenkins Road
	25th Street and St. Lucie Boulevard
City of Fort Pierce	U.S. 1 and Georgia Avenue
	U.S. 1 and Virginia Avenue
	U.S. 1 and Edwards Road
	S.R. 70 and 25th Street
	S.R. 70 and S Jenkins Road
	S.R. 68 and 25th Street
City of Port St. Lucie	U.S. 1 and SE Veteran Memorial Parkway
	U.S. 1 and SE Port St. Lucie Boulevard
	Port St. Lucie Boulevard and SW Bayshore Boulevard
	SW Gatlin Boulevard and SE Brescia Street
	Crosstown Parkway and California Boulevard

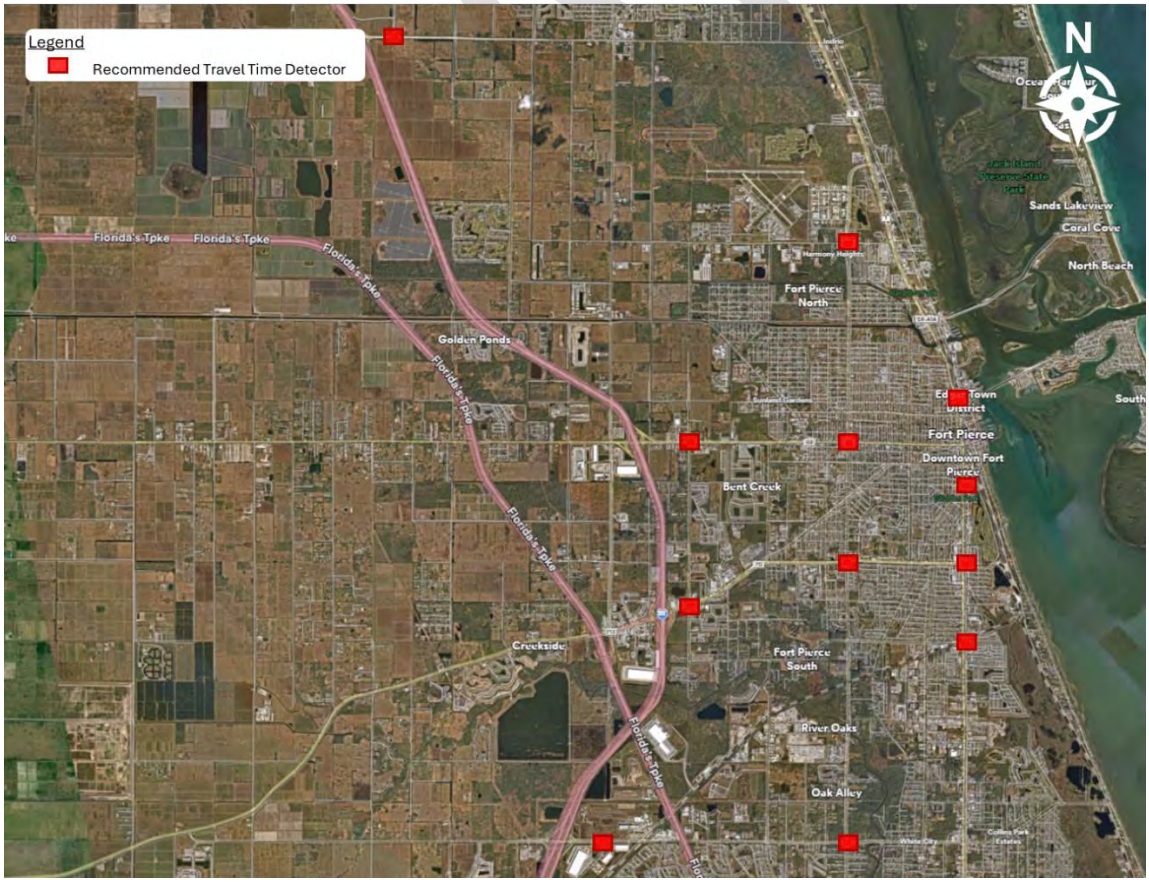


Figure 2. City of Fort Pierce and St. Lucie County Recommended Travel Time Detector Locations

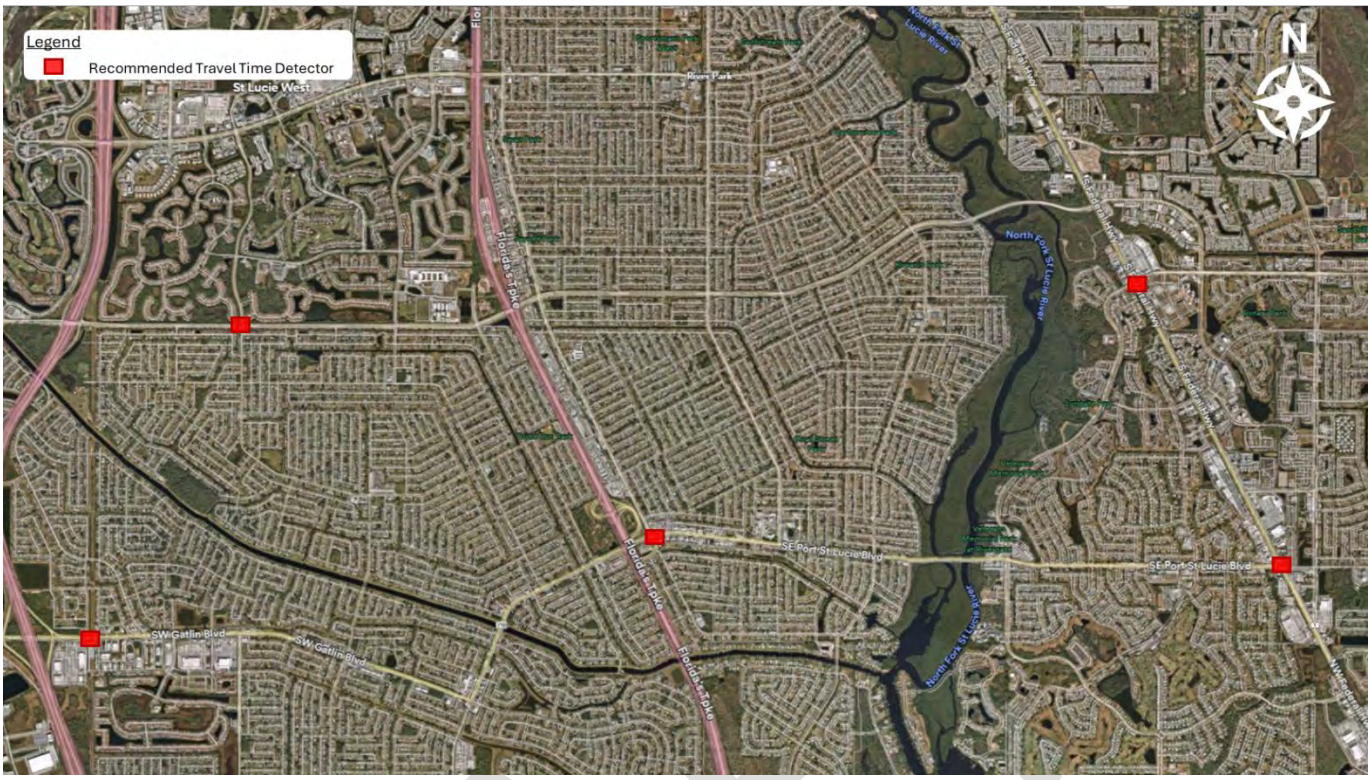


Figure 3. City of Port St. Lucie Recommended Travel Time Detector Locations

4.5 Freight Signal Priority and Transit Signal Priority

Freight signal priority (FSP) improves freight movement in urban areas specifically where trucks and trains interact at signalized intersections. Real-time data is used to detect approaching freight vehicles and adjust traffic signals to give them priority passage through intersections. This reduces delays and improves delivery schedules caused by frequent stops. This type of strategy may be deployed near rail crossings, ports, and distribution centers as they are known for having high volumes of freight traffic that can cause congestion for vehicles along the roadway network. Potential locations of interest in the St. Lucie TPO area includes the Florida East Coast (FEC) Railway (253 Florida Avenue, Fort Pierce) and other commercial distribution centers such as Midway Business Park (W Midway Rd, Fort Pierce, FL 34981) and Amazon (7600 LTC Pkwy, Fort Pierce, FL 34981). Freight signal locations were prioritized based on the volume of trucks that use the roadway segment based on 2025 Annual Average Daily Truck Traffic (AADT) data from FDOT open data hub. Additionally, the St. Lucie Freight Network as identified in the St. Lucie Long Range Transportation Plan, *Reimagine Mobility 2050*, is also referenced and in alignment with the identified improvements.

Transit Signal Priority (TSP) improves transit vehicle services along deployed corridors by reducing transit delays and proactively helping buses maintain their schedule. The TSP system allows users track real-time locations of buses in the system, gives bus routes that fall behind signal priority so they can get back on track. St. Lucie County Transit Division intends to deploy Bus Rapid Transit (BRT) along U.S. 1, therefore, TSP is recommended to deploy along U.S. 1 to support future BRT services.

Table 7 and **Figures 4** and **5** summarize the signalized intersections recommended for the implementation of FSP and TSP. Note that the assumed cost for FSP and TSP is based on a unit cost of $6,456 per unit using the signal priority product, referenced from FDOT's Approved Product List Contract DOT-ITB-24-9098-SJ.

Table 7. Recommended Roadway Segments and Signals for FSP and TSP

Recommended Deployment	Recommended Roadway Segment	Signals Along Segment	Maintaining agencies
FSP	Southwest Gatlin Boulevard from I-95 to Southwest Savona Boulevard	Southwest Gatlin Boulevard and I-95 Off-Ramp (SB)	City of Port St. Lucie
		Southwest Gatlin Boulevard and I-95 Off-Ramp (NB)	
		Southwest Gatlin Boulevard and SW Brescia Street	
		Southwest Gatlin Boulevard and SW Savage Boulevard	
		Southwest Gatlin Boulevard and SW Import Drive	
		Southwest Gatlin Boulevard and SW Rosser Boulevard	
		Southwest Gatlin Boulevard and SW Savona Boulevard	
	Okeechobee Road from I-95 to McNeil Road	Okeechobee Road and I-95 Off-Ramp (SB)	City of Fort Pierce
		Okeechobee Road and I-95 Off-Ramp (NB)	
		Okeechobee Road and S Jenkins Road	
		Okeechobee Road and McNeil Road	
	U.S. Highway 1 from Citrus Avenue to Florida Avenue	U.S. Highway 1 and Citrus Avenue	
		U.S. Highway 1 and Delaware Avenue	
		U.S. Highway 1 and Georgia Avenue	
	West Midway Road from I-95 to Glades Cut Off Road	W Midway Road and I-95 Off-ramp (NB)	St. Lucie County
		W Midway Road and LTC Parkway	
		W Midway Road and Glades Cut Off Road	
TSP	U.S. 1	16 signals along U.S. 1	St. Lucie County
		All other signals along U.S. 1 maintained by the City of Port St. Lucie and the City of Fort Pierce have deployed with signal preemption devices.	

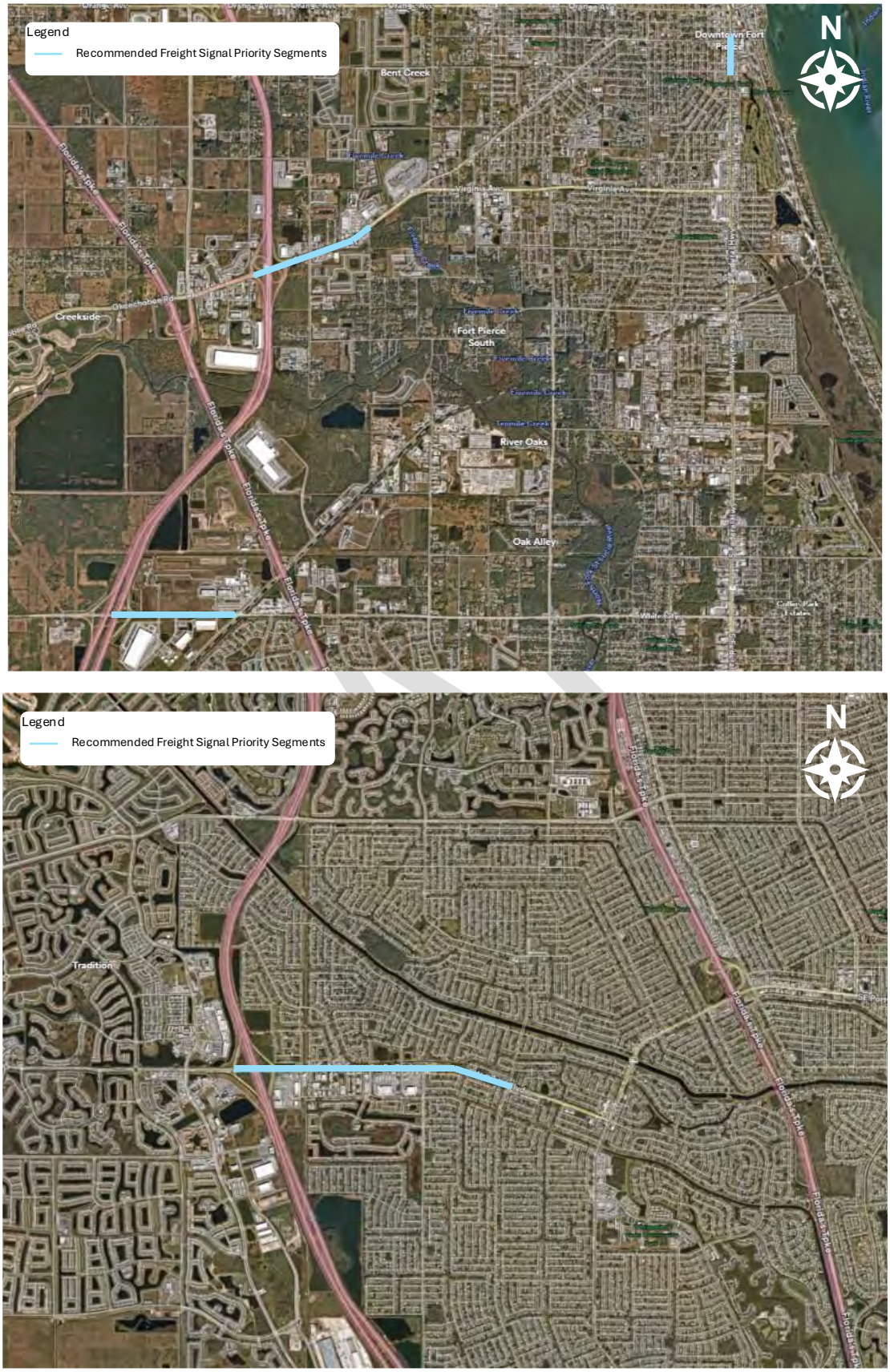


Figure 4. City of Fort Pierce Recommended Freight Signal Priority Locations

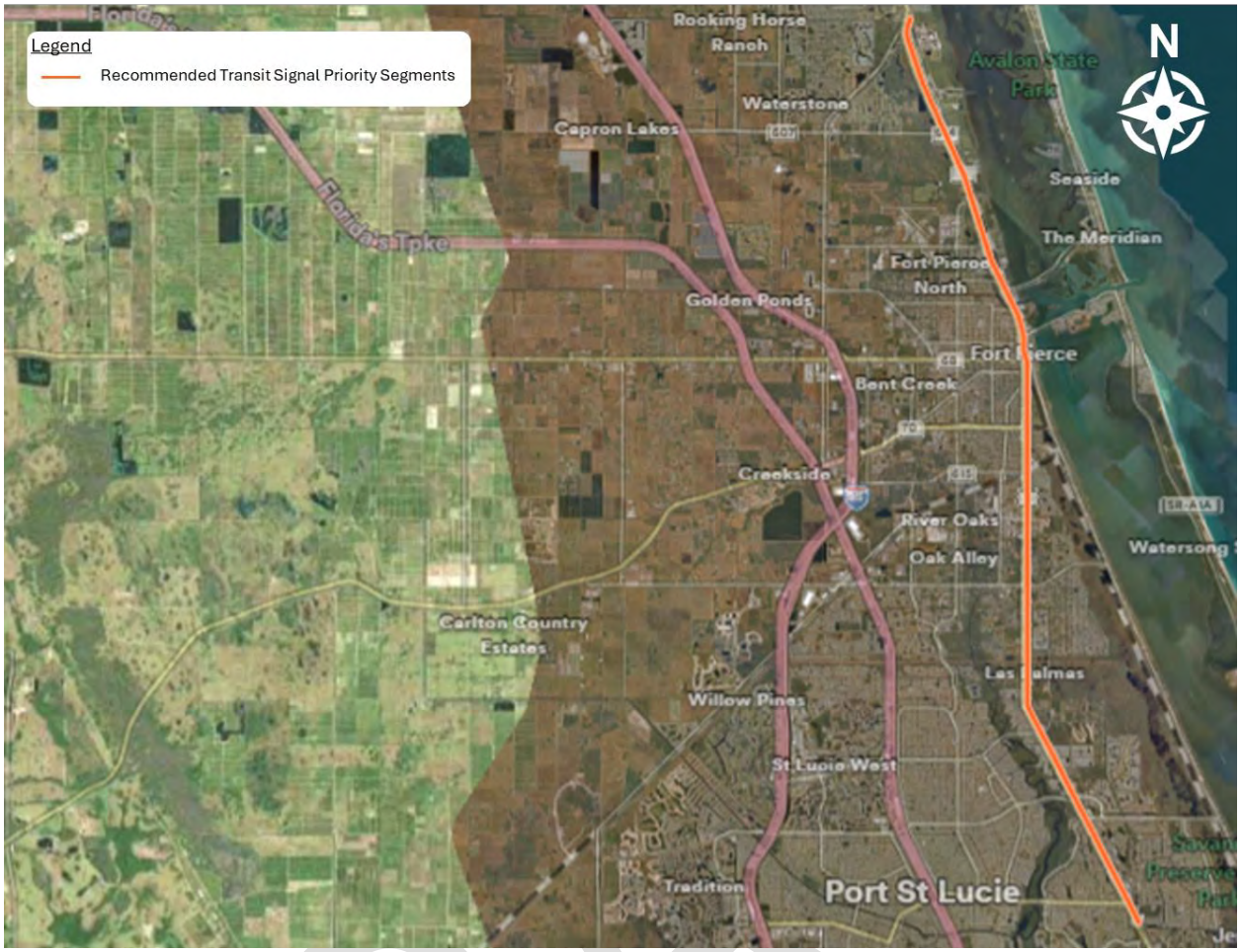


Figure 5. Recommended Transit Signal Priority Locations

4.6 Speed Feedback Warning Signs

Speed feedback warning signs serve as an effective traffic calming measure by increasing driver awareness of their operating speed and encourages voluntary speed compliance. **Table 8** and **Figure 6** summarize the intersections recommended for the implementation of speed feedback warning signs. These locations were evaluated and prioritized based on an analysis of countywide crash data, with particular emphasis on two identified roadway segments experiencing higher frequencies of speed-related crashes. Crash data from January 1, 2021 through December 31, 2025 was obtained from the University of Florida's Signal Four Analytics (S4A) database within the City of Fort Pierce. Pedestrian and bicycle crashes occurring on FDOT-maintained roadways were reviewed to identify locations with the highest crash densities. Based on the crash analysis, the highest concentration of pedestrian-involved crashes was 11 crashes which occurred along Orange Avenue between Angle Road and U.S. 1. The second-highest concentration was four (4) crashes which occurred along U.S. 1 between Midway Road and Weatherbee Road. These segments were used to determine candidate locations for speed warning feedback signs. Note that the assumed cost for speed feedback warning signs is based on a unit cost of $13,777 per unit, referenced from FDOT's Historical Item Average Unit Cost, Market 11, Pay Item: 700-142-111.

Table 8. Recommended speed feedback warning sign locations

Roadway Segments	Speed Feedback Warning Sign Locations	Maintaining Agency
Orange Avenue between Angle Road and U.S. 1	Between N 21st Street and N 20th Street	St. Lucie County
	Between N 29th Street3 and N 28th Street	
	Between N 15th Street and N 14th Street	
	Between N 8th Street and N 7th Street	
U.S. 1 between Midway Road and Weatherbee Road	Approximately 1,275 feet south of Weatherbee Road	

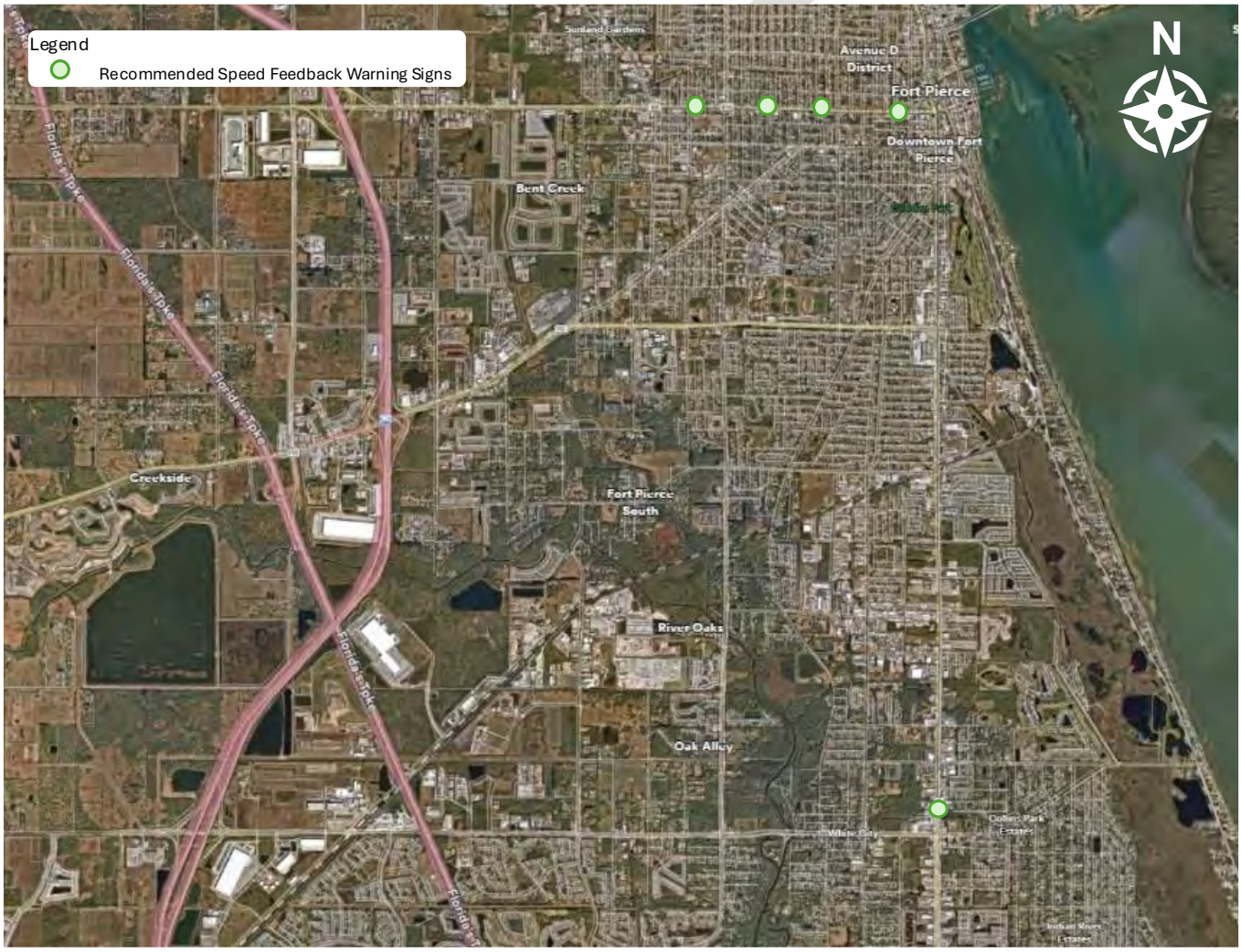


Figure 6. Recommended Speed Feedback Warning Sign Locations

4.7 Pedestrian Midblock Crossing

Pedestrian midblock crossing includes treatments designed to enhance pedestrian connectivity, reduce confusion, and decrease the number of unpredictable crossings, reducing the number of collisions between pedestrians and motorists. Context classification and documented pedestrian demand need to

be considered when deciding whether to install a Midblock Traffic Control Signal or a Pedestrian Hybrid Beacon (also known as HAWK) at a midblock location or an unsignalized intersection. Crash data from January 1, 2020 through December 31, 2024 were obtained from the University of Florida's Signal Four Analytics (S4A) database within the St. Lucie TPO area. Pedestrian and bicycle crashes occurring on FDOT-maintained roadways were reviewed to identify locations with the highest crash densities. The evaluation and prioritization of these locations were based on an analysis of countywide pedestrian crash data along the U.S. 1 corridor, which was identified by the County as the primary focus. **Table 9** and **Figure 7** summarize the intersections recommended for the implementation of Pedestrian Midblock Crossings. Note that the assumed cost for Pedestrian Midblock Crossings is $400,000 per crossing, referenced from FDOT's Historical Item Average Unit Cost, Market 11, Pay Items for a typical midblock traffic control signal on a 4-lane road. Further study and analysis will need to be performed in accordance with the FDOT Traffic Engineering Manuel (TEM) Section 5.2 and MUTCD to determine the appropriate crossing type. Note that the speed limit along U.S. 1 is 45 mph, therefore, a Rectangular Rapid Flashing Beacon (RRFB) cannot be used per FDOT TEM Section 5.2.5.2.

Table 9. Recommended Pedestrian Midblock Crossing Locations

Maintaining Agency	Roadway Segments	Pedestrian Midblock Crossing Locations
St. Lucie County	Along U.S. 1	Between Prima Vista Boulevard and Spanish Lakes Road
		Between Spanish Lakes Road and Mediterranean Boulevard S
		Between Mediterranean Boulevard and Savanna Club Boulevard
		Between Midway Road and Weatherbee Road

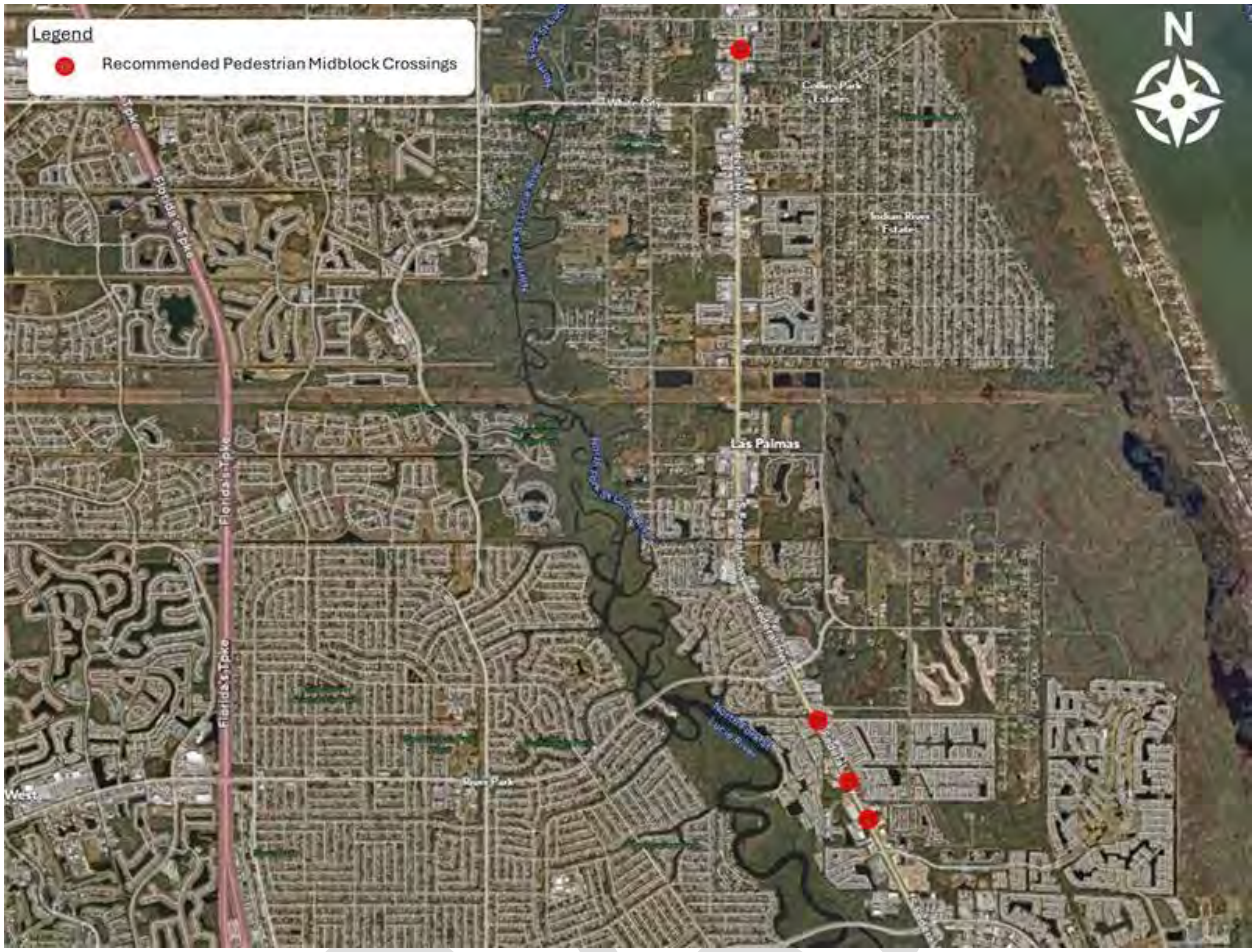


Figure 7. Recommended Pedestrian Midblock Crossing Locations

4.8 Flood Detection System

Flood detection systems are roadway monitoring systems that provide real-time detection of water presence and depth at flood-prone locations during heavy rainfall events. These systems are designed to continuously monitor roadway conditions and generate alerts when water levels reach predefined thresholds, allowing agencies to quickly implement operational responses such as activating warning devices, deploying dynamic message signs, or initiating temporary lane or roadway closures. The installation of flood detectors enhances roadway safety by reducing the likelihood of vehicles entering hazardous flooded segments, supports timely emergency and maintenance response, and improves overall system resilience. **Table 10** and **Figures 8** and **9** summarize the locations recommended for implementation of flood detection systems. The identified locations were evaluated and prioritized based on their proximity to flood-related zones delineated in the St. Lucie County Storm Evacuation Plan December 2024, supporting enhanced flood monitoring and emergency response capabilities. Further coordination with the local agencies is recommended to refine these locations based on the historic flooding areas.

Based on vendor outreach conducted to develop flood detector cost estimates, the hardware with first year costs are estimated to range from approximately $6,000 to $14,000 per site, depending on whether

radar or ultrasonic sensors are used. Ongoing annual software and services costs are estimated at $2,000 per site to cover connectivity, hosting, monitoring, and support. For a 10-site network, this equates to an estimated $60,000 to $140,000 in the first year, with approximately $20,000 per year thereafter (Source: Hohonu, March 2026).

Table 10. Recommended flood detection system locations

Maintaining Agency	Location	Latitude	Longitude
City of Fort Pierce	North Causeway Over Indian River	27.47055	80.32853
	Seaway Dive Over Indian River	27455767	80.32331
	Seaway Drive at S.R. A1A	27.46952	80.29217
St. Lucie County	Shorewinds Drive over Fort Pierce Inlet	27.48427	80.30815
	S.R. A1A at Angelfish Drive	27.53148	80.31436
	S Ocean Drive Over Blind Creek	27.36317	80.24877
	Midway Road over North Fork St. Lucie River	27.37443	80.34257
	E Prima Vista Boulevard over North Fork St. Lucie River	27.32498	80.33332
City of Port St. Lucie	Port St. Lucie Boulevard over North Fork St. Lucie River	27.27178	80.32335

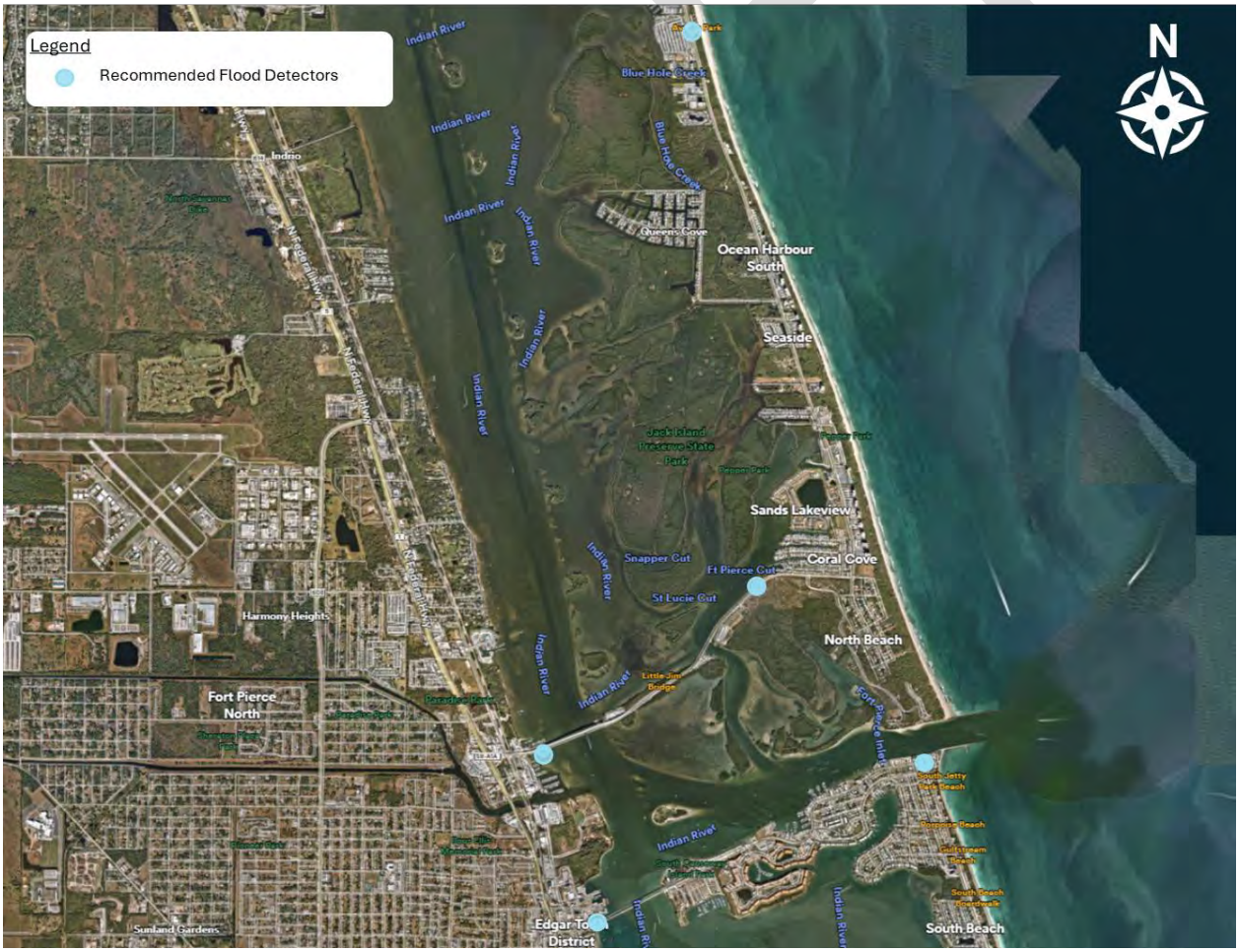


Figure 8. Recommended Flood Detector Locations

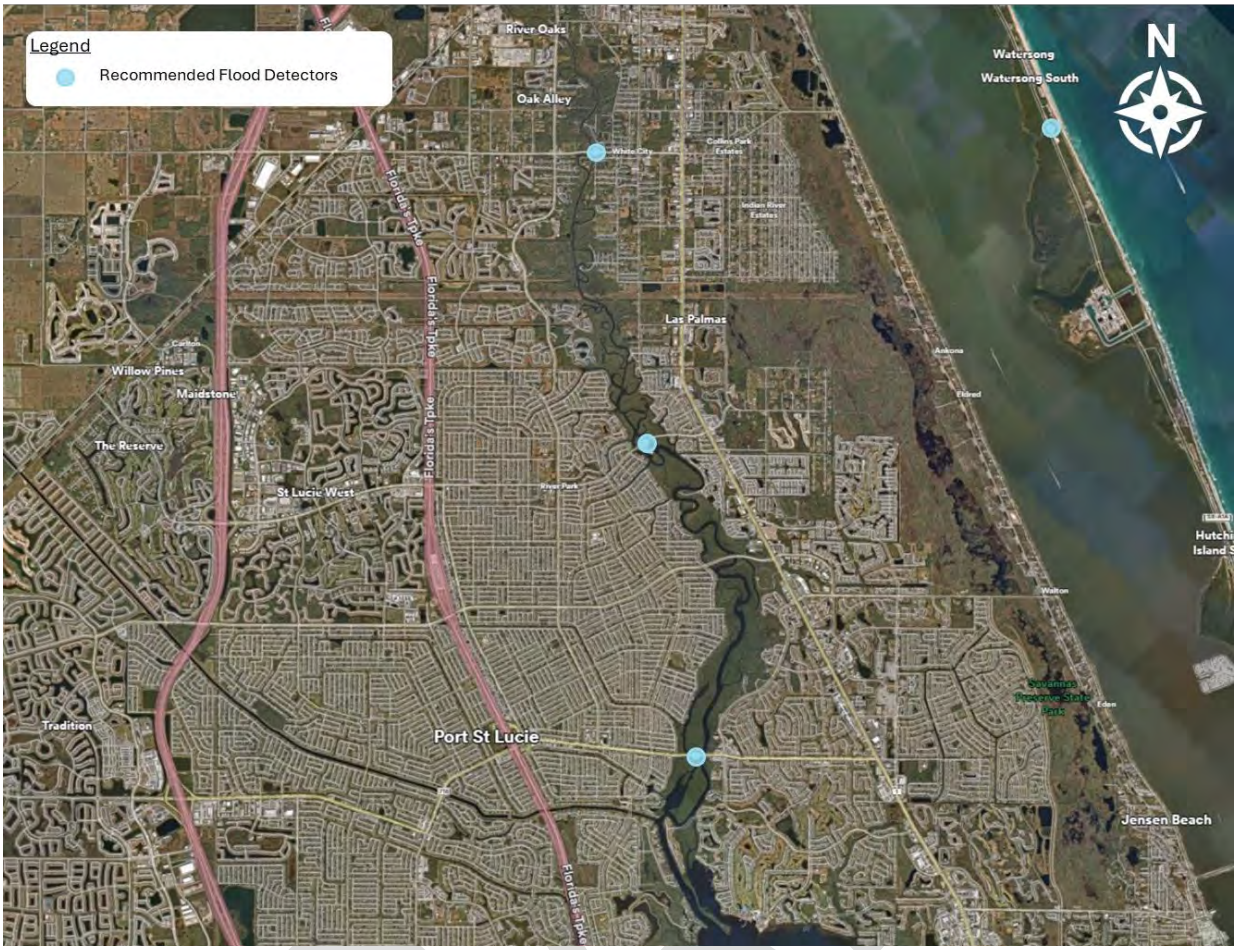


Figure 9. Recommended Flood Detector Locations (continued)

4.9 Probe Data Service

The probe data service provides a comprehensive, subscription-based analytics platform that supports transportation planning, traffic operations, and performance monitoring using aggregated and anonymized location-based data. One of the probe providers reviewed under this section is StreetLight Data. The proposed annual subscription options for the St. Lucie County effort include access to key metrics such as traffic volumes, speeds, travel times, origin-destination patterns, turning movement counts, and multimodal activity, with unlimited analyses within the defined project scope. Based on the StreetLight proposal from March 2026, estimated annual costs range from $45,000 for a Network Performance–only subscription to $60,000 for the Traffic and Intersections subscription, with an additional option of $50,000 for a 250-zone planning subscription that includes all available metrics. Under a Network Performance subscription, the data received includes speeds, volumes and travel times. Under the Traffic and Intersection subscription, the data received includes speed, volumes, turning movement counts, ADT, and origin-destination data.

5. Implementation Plan

The ATMS implementation plan for St. Lucie TPO area has been developed using information from the previous sections, supplemented with additional data prepared specifically to support implementation. The plan reflects the identified needs, priorities, and operational objectives of St. Lucie County and the associated maintaining agencies. In addition, the implementation plan evaluates the compatibility, coordination, and potential impacts of planned and programmed transportation projects to ensure consistency with regional and local initiatives. These considerations include projects and policies identified in the following adopted planning documents and programs:

- 2045 Treasure Coast Regional Long Range Transportation Plan
- City of Fort Pierce Capital Improvement Plan (FY 2023/2024 – 2027/2028)
- City of Port St. Lucie Adopted Budget (FY 2025/2026)
- St. Lucie TPO Long Range Transportation Plan Reimagine Mobility 2050
- St. Lucie TPO Transportation Improvement Program (FY 2025/2026 – 2029/2030)
- FDOT Five-Year Work Program FY 2025-26
- St. Lucie TPO Congestion Management Process 2024
- Cloud-Based Arterial Management (CBAM) program Phase I (March 2026)

The implementation plan also includes a high-level budgetary estimate for the implementation, operation, and maintenance of the recommended ATMS improvements. Note that the cost of labor, materials, equipment, or services furnished by others; methods of determining prices; and competitive bidding or market conditions are outside the control of the project team. Accordingly, any opinions rendered as to costs, including but not limited to construction and materials, are based on professional experience and judgment as an experienced and qualified transportation planning and engineering team familiar with industry standards. No guarantee is made that proposals, bids, or actual costs will not vary from these opinions.

5.1 Planned Improvements

Select planned improvement strategies identified in this report are intended to be implemented in coordination with planned and programmed transportation projects throughout St. Lucie County to maximize opportunities for system integration. These improvements were reviewed alongside adopted plans and programs, including local capital improvement plans, the TPO Long Range Transportation Plan, and the FDOT Work Program, to identify locations where ATMS strategies can be incorporated into future roadway, resurfacing, or reconstruction projects. By aligning ATMS deployments with upcoming projects, the local governments can reduce implementation costs, minimize construction-related disruptions, and ensure that recommended strategies, such as signal connectivity, UPS, travel time detection, monitoring cameras, and flood detectors, are implemented in a phased and coordinated manner that supports long-

term operational objectives and system resiliency. Several future improvement projects are currently planned across multiple corridors within the St. Lucie TPO area. **Tables 11** through **17** summarize these planned improvements and highlight opportunities to incorporate the ATMS recommendations and strategies identified in this report.

It should be noted that the recommended regional signal connectivity implementation, including cellular connection, integration to the Regional Mobility Platform, and deployment of ATMS module, as summarized in Section 4.1 Table 5, will be evaluated for a stand-alone project under a separate funding resource, and is not listed in the tables of this section.

Table 11. 2045 Treasure Coast Regional Long Range Transportation Plan Improvement Projects

2045 Treasure Coast Regional Long Range Transportation Plan			Proposed ATMS Improvements	
Project Roadway	**Project Limit**	**Project Description**	**Strategy Identified**	**Budgetary Estimate**
Kings Highway	South of Indrio Road to South of U.S. 1	Widen 2 to 4 lanes	1 UPS 2 CCTV	$76,900
Kings Highway	St. Lucie Boulevard to South of Indrio Road	Widen 2 to 4 lanes	1 UPS 2 CCTV	$76,900
Kings Highway	Okeechobee Road to Indrio Road	Bicycle Facility	2 UPS 4 CCTV	$172,022
California Boulevard	Savona Boulevard to Del Rio Boulevard	Widen 2 to 4 lanes	2 UPS	$36,441
California Boulevard	Del Rio Boulevard to Crosstown Parkway	Widen 2 to 4 lanes	2 UPS 1 TTD	$45,441
Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4 lanes	3 UPS 3 CCTV 1 FSP signal	$150,429
Midway Road	Arterial A to I-95	Widen 2 to 4 lanes	2 UPS 2 CCTV 1 FSP signal	$102,868
Port St. Lucie Boulevard	Gatlin Boulevard to U.S. 1	Bicycle Facility	5 UPS 1 CCTV 2 TTD	$138,444
St. Lucie Boulevard	Kings Highway to N 25th Street	Pedestrian Enhancement	2 UPS 2 CCTV	$95,121
Orange Avenue	Kings Highway to U.S. 1	Bicycle Facility	9 UPS 5 CCTV 4 SWF Signs 2 TTD	$394,816
Selvitz Road	South of Devine Road to Edwards Road	Pedestrian Enhancement	1 UPS 1 CCTV	$47,560
Indrio Road	Johnston Road to Kings Highway	Bicycle Facility	2 UPS 2 CCTV	$95,121
U.S. 1	North Causeway Bridge to St. Lucie County/Indian River County	Pedestrian Enhancement	2 UPS 6 TSP	$82,924.80
Village Parkway	Becker Road to SW Discovery Way	Widen 4 to 6 lanes	4 UPS 5 CCTV	$219,583
Bayshore Boulevard	Prima Vista Boulevard to Floresta Drive	Bicycle Facility	4 UPS 2 CCTV	$131,563
Angle Road	Kings Highway to N 53rd Street	Pedestrian Enhancement	1 UPS 1 CCTV	$47,560
Airoso Boulevard	Port St. Lucie Boulevard to St. James Drive	Bicycle Facility	6 UPS 1 CCTV	$138,664

Table 12. City of Fort Pierce Capital Improvement Plan Fiscal Years 2023/2024 – 2027/2028 Improvement Projects

City of Fort Pierce Capital Improvement Plan Fiscal Years 2023/2024 – 2027/2028				Proposed ATMS Improvements	
Project ID	**Project Roadway**	**Project Limit**	**Project Description**	**Strategy identified**	**Budgetary Estimate**
T-3	13th Street	Georgia Avenue to Orange Avenue	Project includes reconstruction of roadway, drainage, sidewalk, limited landscaping and Street lighting	2 UPS	$36,441
T-9	Indian River Drive	Avenue A to Seaway Drive	Reconstruction of roadway, drainage, sidewalks, street lighting, and landscaping	1 UPS	$18,220
T-17	33rd Street	Delaware Avenue to Orange Avenue	Complete roadway reconstruction, underground utilities, water/sewer replacement	1UPS	$18,220
T-19	U.S. 1	Avenue A	Intersection improvements will include the removal of north and southbound left turn lanes to provide a pedestrian gateway to Downtown Fort Pierce and improve east-west connectivity	1 UPS	$18,220

Table 13. City of Port St. Lucie Adopted Budget Fiscal Years 2025/2026 Improvement Projects

City of Port St. Lucie Adopted Budget Fiscal Years 2025/2026			Proposed ATMS Improvements	
Project Roadway	**Project Limit**	**Project Description**	**Strategy identified**	**Budgetary Estimate**
NW Bayshore Boulevard	Prima Vista to Selvitz Road	Widening and multimodal improvements	1 UPS	$18,220
Gatlin/Savona Phase II	Girard Avenue to Dalton Avenue	Widening	1 UPS 1 FSP signal	$25,968
Port St. Lucie Boulevard South	Paar Drive to Alcantarra Boulevard	Roadway Improvements	1 UPS	$18,220
St. Lucie West Boulevard	Peacock Boulevard to Cashmere Boulevard	Widening	8 UPS	$145,766
Port St. Lucie Boulevard South	Becker Road to Paar Drive	Roadway Improvements	2 UPS	$36,441
SW California Boulevard	St. Lucie West Boulevard to Crosstown Parkway	Widening	3 UPS 1 TTD	$63,662
California Boulevard	St. Lucie West Boulevard	Intersection Improvements	1 UPS	$18,220
Midway Road	Jenkins Road to Glades Cut-Off Road	N/A	2 UPS 2 CCTV 1 FSP signal	$102,868

Table 14. St. Lucie TPO Long Range Transportation Plan Smart Moves 2050 Improvement Projects

St. Lucie TPO Long Range Transportation Plan Smart Moves 2050				Proposed ATMS Improvements	
Project ID	**Project Roadway**	**Project Limit**	**Project Description**	**Strategy identified**	**Budgetary Estimate**
1012	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Widen 2 to 4 lanes	2 UPS 1 TTD	$45,441
1118A	Edwards Road	Selvitz Road	Jenkins Road	1 UPS 1 CCTV	$47,560
1039A	Glades Cut-Off Road	Midway Road to Selvitz Road	Widen 2 to 4 lanes	1 UPS 1 CCTV 1 FSP Signal	$55,308
1039B	Glades Cut-Off Road	Midway Road to I-95	Widen 2 to 4 lanes	1 UPS 1 CCTV 1 FSP Signal	$55,308
1042	Jenkins Road	Orange Avenue to Okeechobee Road	Widen 2 to 4 lanes	1 CCTV 1 TTD	$38,340
1081	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6 lanes	8 UPS	$145,766

Table 15. St. Lucie TPO Transportation Improvement Program Fiscal Years 2025/2026 – 2029/2030 Improvement Projects

St. Lucie TPO Transportation Improvement Program Fiscal Years 2025/2026 – 2029/2030				Proposed ATMS Improvements	
Project ID	**Project Roadway**	**Project Limit**	**Project Description**	**Strategy identified**	**Budgetary Estimate**
4226816	I-95	Martin County Line to Okeechobee Road	PD&E/EMO Study	4 UPS 4 CCTV	$190,243
4463311	Jenkins Road	Glades Cut-Off Road to Orange Avenue	PD&E/EMO Study	1 CCTV 2 TTD	$47,340
4383792	Kings Highway	North of Commercial Circle to St. Lucie Boulevard	Add Lanes and Reconstruction	1 UPS 1 CCTV	$47,560
4383791	Kings Highway	S.R. 9/I-95 Overpass to north of Commercial Circle	Add Lanes and Reconstruction	1 UPS 1 CCTV	$47,560
2314404	Midway Road	Jenkins Road to Glades Cut-Off Road	Add Lanes and Reconstruction	2 UPS 2 CCTV 1 FSP Signal	$102,868
4461681	Orange Avenue	Kings Highway to E of I-95 SB Ramp	Interchange – Add Lanes	1 UPS 2 CCTV	$76,900
4496961	Orange Avenue	Kings Highway to U.S. 1	ATMS – Arterial Traffic Management	9 UPS 5 CCTV 4 SWF signs 2 TTD	$394,816
4484481	Orange Avenue	Lamont Road and 32nd Street	Resurfacing	3 UPS 2 CCTV 1 TTD	$122,342
4476531	S.R. 70/ Okeechobee Road	Ideal Holding Road and Rock Road	Resurfacing	1 UPS 1 CCTV	$47,560
4484491	St. Lucie Boulevard	East of N 25th Street and west of U.S. 1	Resurfacing	2 UPS 1 CCTV 1 TTD	$74,781
4510811	Turnpike Feeder Road	Indrio Road and U.S. 1	Lighting	2 UPS 1 CCTV	$64,781
4484501	U.S. 1	South of Juanita Avenue to north of Kings Highway	Resurfacing	4 UPS	$72,883
4510801	U.S. 1	Midway Road and Edwards Road	Lighting	1 UPS 2 CCTV 1 SWF Sign 1 Midblock Signal 1 TTD	$535,498

Table 16. FDOT Five-Year Work Program FY 2025-26 Projects

FDOT Five-Year Work Program FY 2025-26				Proposed ATMS Improvements	
Project ID	**Project Roadway**	**Project Limit**	**Project Description**	**Strategy identified**	**Budgetary Estimate**
438379-2	Kings Highway	Commercial Circle to St. Lucie Boulevard	Add Lanes and Reconstruction	1 UPS 1 CCTV	$47,560
438379-5	Kings Highway	Angle Road to Commercial Circle	Add Lanes and Reconstruction	1 UPS 1 CCTV	$47,560
441714-1	U.S. 1	Edwards Road to Tennessee Avenue	Drainage Improvements	3 UPS 1 CCTV 2 TTD	$102,002
443506-1	S.R. A1A	Ft. Pierce Inlet State Park to Indian River County Line	Bike Path/Trail	4 UPS 5 CCTV 2 Flood Detectors	$257,983.20
446168-1	Orange Avenue	Kings Highway to I-95 SB Ramp	Interchange – Add Lanes	2 UPS 2 CCTV	$95,121
446331-1	Jenkins Road	Midway Road to Orange Avenue	PD&E EMO Study	1 UPS 1 CCTV 1 FSP Signal 1 TTD	$64,308
448448-1	Orange Avenue	Lamont Road to N 32nd Street	Resurfacing	3 UPS 2 CCTV	$122,342
449696-1	Orange Avenue	Kings Highway to U.S. 1	ATMS	9 UPS 5 CCTV 4 SWF signs 2 TTD	$394,816
451081-1	Turnpike Feeder Road	Indrio Road to U.S. 1	Lighting	2 UPS 1 CCTV	$65,781
453110-1	S.R. A1A	Peter J. Cobb Bridge over Indian River	Bridge Repair	1 Flood Detector	$19,200

Table 17. St. Lucie TPO Congestion Management Process 2024 Implementation Projects

St. Lucie TPO Congestion Management Process 2024				Proposed ATMS Improvements	
Project ID	**Project Roadway**	**Project Limit**	**Project Description**	**Strategy identified**	**Budgetary Estimate**
2	29th Street	Orange Avenue to Avenue Q	Install two to three speed tables between Avenue D and Avenue Q for traffic calming	1 SWF	$16,532
5	California Boulevard	Del Rio Boulevard to Crosstown Parkway	Multi-use path along segment from Del Rio Boulevard to Crosstown Parkway. Midblock flashing beacon crosswalks.	2 UPS 1 TTD	$45,441
6	Bayshore Boulevard	Crosstown Parkway to Prima Vista Boulevard	TSM&O/ATMS real time monitoring and adaptive traffic control for mid-segment traffic metering.	3 UPS 1 CCTV	$84,002

5.2 Priority Projects by Application

Table 18 summarizes the recommended applications for each application discussed in Section 4, with prioritization level indicators assigned based on the importance of the application. The high priority projects should be considered for the current and future funds available such as the St. Lucie TPO Congested Management Process funds.

Table 18 Priority Projects By Application

Priority Level	Application to be Implemented	Project Description	High-level Budgetary Estimate*
High	Regional signal connectivity	Deploy signal connectivity at 17 signal locations, and integrate 114 signals onto the Regional Mobility Platform	$192,000
High	ATMS	Deploy ATMS functionality at 187 signals with 5-year license fee	$304,000
Mid-High	Speed feedback warning signs	Deploy speed feedback warning signs at 5 locations	$69,000
Mid-High	Pedestrian midblock crossing	Deploy pedestrian midblock signals or pedestrian hybrid beacons at 4 locations	$1,600,000
Mid	UPS	Deploy UPS at 191 signal locations	$2,900,000
Mid	Detection and monitoring cameras	Deploy detection and monitoring cameras at 59 locations	$1,443,000
Mid-Low	Probe data service	Provide probe data subscription	$60,000 per year
Mid-Low	Travel time detectors	Deploy travel time detectors at 17 locations	$128,000
Low	Transit signal priority	Deploy transit signal priority at 16 locations along U.S. 1	$104,000
Low	Freight signal priority	Deploy freight signal priority at 17 locations	$110,000
Low	Flood detection system	Deploy flood detection system at 9 locations	$126,000

* The estimate includes the hardware procurement and installation costs, and does not include annual license fee (unless otherwise indicated), design, roadway, utility relocation, mobilization, maintenance of traffic, agency internal cost, operations and maintenance costs. The amounts shown are in 2026 value.

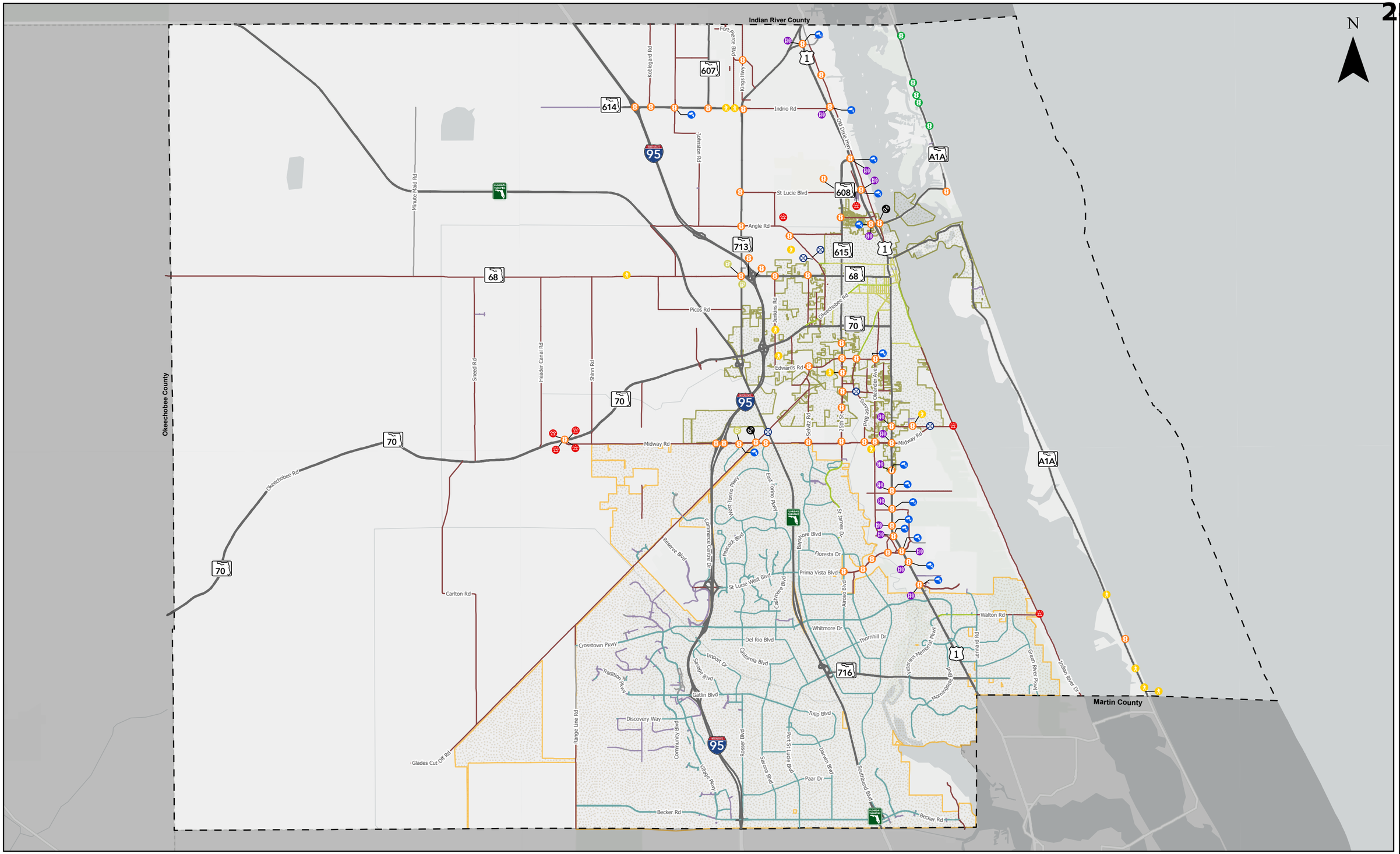
6. Funding Guidance

Transportation Systems Management and Operations (TSM&O) is a capability-driven approach to operating and managing a multimodal transportation network using strategies, business processes, and technology. TSM&O is often being used as a broader term for ATMS. TSM&O is implemented with defined performance measures to improve safety, reliability, and system efficiency. As TSM&O becomes more fully integrated into transportation planning and project delivery in Florida, agencies have an opportunity to further institutionalize this approach at the regional and local level. Given increasing travel demand, constrained funding, right-of-way limitations, and growing resilience needs, long-term mobility and

Appendix A – Existing ATMS Inventory Maps

Existing ATMS Inventory St. Lucie County

Transportation Planning Organization



CCTV cameras
Intersection Control Beacon
Pedestrian Flashing Beacon
Signal Preemption
Traffic Signals (Interconnected)
Traffic Signals (Not Interconnected)
Traffic Warning Beacon
Travel Time Detectors
Uninterruptible Power Supply (UPS)
City of Fort Pierce
Interlocal Agreement
City of Port St. Lucie
Private
St. Lucie County
State of Florida
Unknown
Fort Pierce
Port St. Lucie

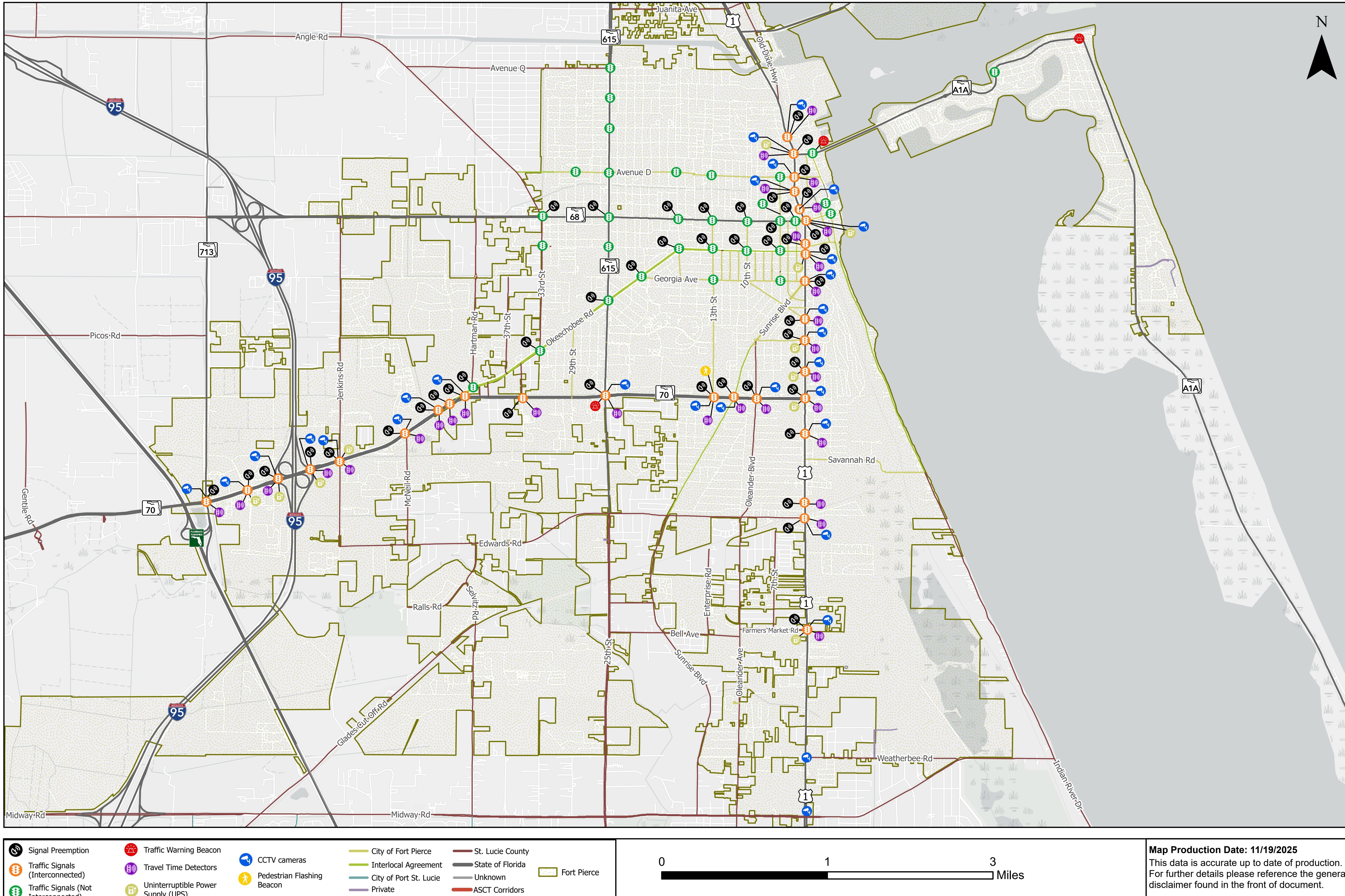
See respective city maps for the ATMS inventory within the city limits

0 5 10 Miles

Map Production Date: 11/19/2025

This data is accurate up to date of production. For further details please reference the general disclaimer found in the front of document.

Existing ATMS Inventory City of Fort Pierce


N
Juanita Ave
Angle Rd
Avenue Q
Old Dixie Hwy
Avenue D
Picos Rd
Georgia Ave
Okeechobee Rd
33rd St
37th St
Hartman Rd
Jenkins Rd
29th St
13th St
10th St
Sunrise Blvd
Savannah Rd
Oleander Blvd
McNeil Rd
Edwards Rd
Gentile Rd
Ralls Rd
Selvitz Rd
25th St
Enterprise Rd
7th St
Bell Ave
Farmers Market Rd
Oleander Ave
Glades Cut Off Rd
Weatherbee Rd
Indian River Dr
Midway Rd
95
615
713
68
70
1
A1A
Signal Preemption
Traffic Signals (Interconnected)
Traffic Signals (Not Interconnected)
Traffic Warning Beacon
Travel Time Detectors
Uninterruptible Power Supply (UPS)
CCTV cameras
Pedestrian Flashing Beacon
City of Fort Pierce
Interlocal Agreement
City of Port St. Lucie
Private
St. Lucie County
State of Florida
Unknown
ASCT Corridors
Fort Pierce
0
1
3
Miles

Map Production Date: 11/19/2025
This data is accurate up to date of production. For further details please reference the general disclaimer found in the front of document.

St. Lucie Transportation Planning Organization

Existing ATMS Inventory City of Port St. Lucie

St. Lucie Transportation Planning Organization

N

Martin County

- CCTV cameras
- Traffic Signals (Interconnected)
- Signal Preemption
- Uninterruptible Power Supply (UPS)
- Emergency Fire Department Signal
- City of Fort Pierce
- Interlocal Agreement
- City of Port St. Lucie
- Private
- St. Lucie County
- State of Florida
- Unknown
- ASCT Corridors
- Port St. Lucie

0 2 4 Miles

Map Production Date: 11/19/2025

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St. Lucie Transportation Planning Organization

Coco Vista Centre
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Port St. Lucie, Florida 34953
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AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	June 3, 2026
Item Number:	9d
Item Title:	2026/27 List of Priority Projects (LOPP)
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.3 – Transportation Improvement Program
Requested Action:	Adopt the 2026/27 LOPP, adopt with conditions, or do adopt.
Staff Recommendation:	Based on the recommendations of the TPO Advisory Committees, the consistency of the projects in the draft 2026/27 LOPP with the Reimagine Mobility 2050 LRTP, and the prioritization of the projects in accordance with the TPO's adopted prioritization methodologies, it is recommended that the draft 2026/27 LOPP be adopted.

Attachments

- Staff Report
- Draft 2026/27 LOPP
- 2025/26 LOPP
- Reimagine Mobility 2050 Long Range Transportation Plan Cost Feasible Plan Long-Range Strategies/Projects

St. Lucie Transportation Planning Organization

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MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: May 26, 2026

SUBJECT: 2026/27 List of Priority Projects (LOPP)

BACKGROUND

As part of the annual development of the St. Lucie TPO's Transportation Improvement Program (TIP), the LOPP is developed for submittal to the Florida Department of Transportation District 4 (FDOT) for the allocation of funding to projects that are or will be programmed in the TIP. The projects identified in the LOPP subsequently are funded and included in the FDOT Work Program to the maximum extent feasible. The St. Lucie TPO's TIP for FY 2027/28 – FY 2031/32 then will be developed based on the LOPP and the FDOT Work Program. The LOPP is required to be submitted to FDOT by August 1st.

ANALYSIS

The draft 2026/27 LOPP is attached. The revisions from the 2025/26 LOPP, also attached, are summarized in the following.

Master List: The Master List was revised to reflect the Cost Feasible Plan (CFP) Long-Range Strategies/Projects (attached) from the Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) that was adopted by the TPO Board this past February. The revisions consist of removing the Treasure Coast Airport Connector Project because it is not included in the CFP Long-Range Strategies/Projects and adding the widening of Edwards Road from Jenkins Road to Selvitz Road because it is included in the first time interval of 2031-35 in the CFP Long-Range Strategies/Projects.

Congestion Management Process (CMP) Projects: This list was revised to remove all of the CMP projects in the 2025/26 CMP LOPP because all of these projects were programmed in the TIP for construction in FY 2030-31. The Regional Signal Connectivity and Advanced Transportation Management System (ATMS) Deployment Project from the recently-completed St. Lucie ATMS Master Plan Update was then added to the list for the CMP funding identified in the CFP Long-Range Strategies/Projects.

Transit Projects: This list was revised based on the transit project priorities of Area Regional Transit which are identified in the Reimagine Transit St. Lucie County Transit Development Plan and the Reimagine Mobility 2050 LRTP. The revisions include combining Express Bus Route 8 between the Port St. Lucie and Fort Pierce Intermodal Hubs with Route 5 that extends to Tradition and connects those Hubs with the Jobs Express Terminal and expanding the hours of service of the Route 8 portion of the New Route 5. The other revisions consist of adding the Airport College Express, which will extend from Downtown Fort Pierce to Tradition with convenient connections to Routes 3 and 6 for faster service to Indian River State College, and the reprioritization of the other transit projects.

Transportation Alternatives (TA) Projects: This list was revised to include all of the TA needs projects identified by the local agencies in the Reimagine Mobility 2050 LRTP and prioritize those projects in accordance with the TA Project Prioritization Methodology.

As identified previously, the projects in the draft 2026/27 LOPP are consistent with the Reimagine Mobility 2050 LRTP and are prioritized, where applicable, in accordance with the prioritization methodologies adopted by the TPO.

At their meetings during the week of May 18th, the TPO Advisory Committees recommended the adoption of the draft 2026/27 LOPP with the Technical Advisory Committee recommending minor revisions that have been incorporated into the draft 2026/27 LOPP.

RECOMMENDATION

Based on the recommendations of the TPO Advisory Committees, the consistency of the projects in the draft 2026/27 LOPP with the Reimagine Mobility 2050 LRTP, and the prioritization of the projects in accordance with the TPO's adopted prioritization methodologies, it is recommended that the draft 2026/27 LOPP be adopted.

St. Lucie Transportation Planning Organization

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772-462-1593 www.stlucietpo.org

DRAFT

2026/27 List of Priority Projects (LOPP)

(Adopted _____)

Master List

2026/27 Priority Ranking	Major Gateway Corridor?[1]	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP[2] Cost Feasible Plan?	Estimated Cost	2025/26 Priority Ranking
			From	To					
1	N/A[3]	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program		Yes	$600,000	1
2[4]	Yes	Midway Road Turnpike Interchange Phase 2			Addition of southbound off-ramp and northbound on-ramp		Yes	$20,000,000[5]	2
3	Yes	Kings Highway (SR-713)	Commercial Circle	Indrio Road (SR-614)	Add 2 lanes, sidewalks, and bicycle lanes	ROW[6] acquisition underway	Yes	$193,252,000[7]	3
4	Yes	Jenkins Road	Midway Road[13]	Orange Avenue (SR-68)	Add 2 lanes to existing segments, construct 4 lanes for new segments, and add pedestrian/bicycle facilities	PD&E[8] underway Design programmed for FY 2029/30	Yes	$45,730,000[9]	4
5	Yes	California Boulevard	Crosstown Parkway	Del Rio Boulevard (East Leg)	Add 2 lanes and shared-use paths	PD&E programmed for FY 2026/27	Yes	$34,080,000[2]	5
6[10]	Yes	St. Lucie West Boulevard	Peacock Boulevard	Cashmere Boulevard	Add 2 lanes and shared-use paths	City of Port St. Lucie to complete the design	No	$22,000,000[11]	~~6~~
7	Yes	Edwards Road	Jenkins Road	Selvitz Road	Add 2 lanes and pedestrian/bicycle facilities	PD&E to be started by St. Lucie County in 2026	Yes	$12,210,000[2]	NR[12]

[1]Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy
[2]LRTP: *Reimagine Mobility 2050 Long Range Transportation Plan,* February 2026
[3]N/A: Not Applicable
[4]For Florida's Turnpike Enterprise Funding Only
[5]Source of Estimated Cost: Draft Strategic Intermodal System Cost Feasible Plan, January 2023
[6]ROW: Right-of-Way
[7]Source of Estimated Cost: Florida Department of Transportation District 4, June 2025
[8]PD&E: Project Development and Environment Study
[9]Source of Estimated Cost: *Reimagine Mobility 2050 Long Range Transportation Plan,* February 2026, for widening Jenkins Road from Orange Avenue to Edwards Road
[10]For Transportation Regional Incentive Program (TRIP) Grant Funding Only
[11]Source of Estimated Cost: City of Port St. Lucie Public Works Department, March 2024
[12]NR: Not Ranked
[13]Midway Road is identified as a project limit to support the completion of the PD&E that is underway

Congestion Management Process (CMP) Projects

(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is $300,000 - $600,000 annually)

2026/27 Priority Ranking	Facility/Intersection/ Application	Project Limits		Project Description	Project Status/Notes	Estimated Cost[1]	Project Source	2025/26 Priority Ranking
		From	To					
1	Regional Signal Connectivity and ATMS[2] Deployment	TPO Area		Deploy signal connectivity at 17 signal locations that currently do not have communications, integrate 114 signals onto the Regional Mobility Platform, and deploy ATMS functionality at 187 signals		$546,000	St. Lucie ATMS Master Plan Update	NR[3]

[1]Source of Estimated Cost is from the Project Source unless otherwise noted
[2]ATMS: Advanced Transportation Management System
[3]NR: Not Ranked

Transit Projects

2026/27 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP[1] or TDP[2]?	Estimated Cost[3]	2025/26 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	$5,600,000	1
2	Transit Operations Center	Centralized operations and maintenance facility to serve the transit system fleet	Capital	Yes	$35,000,000	3
3	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	$1,500,000	7
4	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	$775,000	8
5	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	$605,000	6
6	Lakewood Park Regional Route 7	Continue Lakewood Park Regional Route 7 with connection to Indian River County	Operating	Yes	$250,000	9
7	New Route 5	Combine Routes 5 and 8 to connect Port St. Lucie and Fort Pierce Intermodal Hubs with the Jobs Express Terminal and expand service hours for Route 8 portion of the New Route 5	Capital & Operating	Yes	$700,000	11
8	Van Pool Service	Provide Van Pool Service for St. Lucie County residents to St. Lucie County employers	Operating	Yes	$250,000	5
9	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan[4]	Capital	Yes	$650,000-$2,200,000	2
10	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	$500,000	4
11	Airport College Express	Service From Downtown Fort Pierce to Tradition with convenient connections to Routes 3 and 6 for faster service to Indian River State College	Operating	Yes	$350,000	NR[5]
12	Expand Local Services	Improve frequency to 30 minutes on high performing routes	Operating	Yes	$700,000	10
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	13
14	Jobs Express Terminal Regional Service	Continue regional bus service to West Palm Beach with express commuter services	Operating	Yes	$460,500	12

[1]LRTP: *Reimagine Mobility 2050 Long Range Transportation Plan,* February 2026
[2]TDP: *Reimagine Transit , St. Lucie County FY 2025-FY 2034 Transit Development Plan Major Update,* September 2024
[3]Source of Estimated Cost: St. Lucie County Transit Staff, February 2026, unless otherwise noted
[4]*Transit Asset Management Plan*, November 2024
[5]NR: Not Ranked

Transportation Alternatives (TA) Projects

2026/27 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source[2]/ Notes	Estimated Cost[2]	2025/26 Priority Ranking
			From	To				
1	25.5	Easy Street	Canal 22	Silver Oak Drive	Sidewalk-0.5 miles	2026 TA Grant Application[3]	$1,428,279[4]	2
2	50	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	TIP, Florida SUN Trail Grant, and St. Lucie WBN[6]	TBD[7]	3
3	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk: 1.3 miles	Includes FEC K-Line Rail Crossing that is an issue.	$1,500,000[5]	4
3	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk: 1.4 miles		$1,650,000[5]	4
5	42	Midway Road	I-95	Selvitz Road	Sidewalk: 2.7 miles		$944,638	NR[10]
6	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk: 0.2 miles		$225,000[5]	6
6	41.5	Midway Road	Wylder Parkway	I-95	Complete Street: 0.88 miles		$1,040,320	NR[10]
8	41	Avenue O Extension / Sun Trail	US 1	Harbour Pointe Park	Sidewalk: 0.65 miles		$445,859	NR[10]
8	41	Farmers Market Road	Oleander Avenue	US-1	Sidewalk: 0.5 miles		$174,211	NR[10]
8	41	Oleander Avenue	Midway Road	Edwards Road	Bicycle Facility: 2.49 miles		$1,115,201	NR[10]
8	41	Oleander Avenue	Kitterman Road	south of Midway Road	Bicycle Facility: 1.94 miles		$870,220	NR[10]
12	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk: 2.6 miles		$3,050,790[5]	7
12	40.5	Indrio Road	Johnston Road	Kings Highway	Sidewalk: 2.04 miles		$1,388,973	NR[10]
14	40	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk: 1.5 miles		$1,323,840	8
15	39	SE Calmoso Drive	SE Sandia Drive	Floresta Drive	Sidewalk: 0.61 miles		$211,802	NR[10]
16	38	Avenue D	US-1	N 13th Street	Bicycle Facility: 0.63 miles		$282,556	NR[10]
16	38	Fort Pierce Boulevard	Lakeland Drive	Seminole Road	Sidewalk: 0.52 miles		$180,262	NR[10]
16	38	Fort Pierce Boulevard	Seminole Road	Emerson Avenue	Sidewalk: 0.51 miles		$176,818	NR[10]
16	38	Savannas Preserve State Park Trail	Weatherbee Road	South of Farmers Market Road	Bicycle Facility: 1.3 miles		$581,699	NR[10]
16	38	Walton Road	SE Scenic Park Drive	Green River Parkway	Bicycle Facility: 0.72 miles		$324,524	NR[10]
21	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk: 1.3 miles		$1,461,595[5]	9
21	36.5	McNeil Road	Okeechobee Road	Kirby Loop Road	Sidewalk: 0.41 miles		$144,401	NR[10]
23	36	17th Street	Georgia Avenue	Delaware Avenue	Sidewalk: 0.3 miles	Design by City of Fort Pierce. Construction in FY 27/28.	$4,640,001[3]	10
23	36	Boston Avenue	25th Street	13th Street	Sidewalk: 0.8 miles		$123,200	10

2026/27 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source[2] / Notes	Estimated Cost[2]	2025/26 Priority Ranking
			From	To				
25	36	Darwin Boulevard	Tulip Boulevard	SW Landale Boulevard	Bicycle Facility: 0.3 miles		$135,621	NR[10]
26	35.5	Eyerly Avenue	Bayshore Boulevard	Airoso Boulevard	Sidewalk: 1.2 miles	Design by City of Port St. Lucie. Construction in FY 26/27.	$1,250,000[12]	NR[10]
26	35.5	N 25th Street	Virginia Avenue	Avenue E	Bicycle Facility: 2.02 miles		$905,412	NR[10]
26	35.5	Seaway Drive	US-1	St. Lucie County Aquarium	Bicycle Facility: 0.94 miles		$419,020	NR[10]
29	35	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk: 1.3 miles		$323,000[8]	12
29	35	53rd Street	Angle Road	Juanita Avenue	Sidewalk: 0.29 miles		$100,575	NR[10]
29	35	Kirby Loop Road	McNeil Road	S 35th Street	Sidewalk: 0.87 miles		$305,577	NR[10]
29	35	Winter Garden Parkway	Kings Highway	Seminole Road	Sidewalk: 0.56 miles		$196,263	NR[10]
29	35	Winter Garden Parkway	Pandora Avenue	Kings Highway	Sidewalk: 0.98 miles		$341,546	NR[10]
34	34	SE Lennard Road	US-1	Cane Slough Road / Mariposa Avenue	Bicycle Facility: 0.76 miles		$341,577	NR[10]
35	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk: 0.5 miles		$445,220	13
35	33.5	Weatherbee Road	Silver Oaks Drive	Savannas Campground	Sidewalk: 0.22 miles		$75,428	NR[10]
37	33	Savannah Road	US-1	Indian River Drive	Sidewalk: 0.96 miles		$336,237	NR[10]
38	32	Florida SUN Trail, Port of Fort Pierce Connector	Old Dixie Highway	North 2nd Street	Shared-Use Path Crossing of FEC Railroad	TIP, Florida SUN Trail, and St. Lucie WBN	$14,730,000[9]	14
38	32	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk: 6.1 miles		$5,300,000[6]	14
38	32	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk: 5.0 miles		$5,753,580[6]	14
38	32	Gilson Road	Martin/St. Lucie County Line	Becker Road	Sidewalk: 0.29 miles		$102,402	NR[10]
38	32	Prima Vista Boulevard	Banyan Drive	US-1	Bicycle Facility: 0.11 miles		$51,253	NR[10]
43	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk: 3.0 miles		$2,600,000[5]	17
44	31	Delaware Avenue	Hartman Road	S 17th Street	Complete Street: 1.52 miles		$1,804,881	NR[10]
44	31	Orange Avenue	US-1	Indian River Drive	Bicycle Facility: 0.21 miles		$92,370	NR[10]
44	31	Sunrise Boulevard	Midway Road	Edwards Road	Sidewalk: 2.71 miles		$945,122	NR[10]
47	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk: 2.8 miles		$2,250,000[5]	18
47	30.5	Cortez Boulevard	S 27th Street	S 35th Street	Sidewalk: 0.5 miles		$174,587	NR[10]
49	30	Cortez Boulevard	Esplenade Avenue	Sunrise Boulevard	Sidewalk: 0.42 miles		$146,892	NR[10]
50	29.5	Bell Avenue	Oleander Avenue	Sunrise Boulevard	Sidewalk: 0.5 miles		$411,836[11]	19
50	29.5	Bell Avenue	25th Street	Oleander Avenue	Sidewalk: 0.99 miles		$344,808	NR[10]
52	29	Emerson Avenue	Indrio Road	St. Lucie/Indian River County Line	Bicycle Facility: 2.5 miles		$1,122,002	NR[10]

2026/27 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source[2] / Notes	Estimated Cost[2]	2025/26 Priority Ranking
			From	To				
52	29	McCarthy Road	Midway Road	Okeechobee Road	Sidewalk: 1.91 miles		$665,806	NR[10]
54	28.8	Edwards Road	Jenkins Road	S 25th Street	Sidewalk: 2.09 miles		$730,788	NR[10]
55	28	Berkshire Boulevard	South Blackwell Drive	Melaleuca Boulevard	Sidewalk: 1.31 miles		$456,062	NR[10]
56	27.5	Quincy Avenue	Okeechobee Road	S 25th Street	Sidewalk: 0.5 miles		$174,312	NR[10]
57	27	Old Dixie Highway	US-1 Junction	Kings Highway	Sidewalk: 6.42 miles		$6,066,780[5]	20
57	27	Glades Cut-Off Road	Range Line Road	C-24 Canal Road	Sidewalk: 2.46 miles		$859,046	NR[10]
57	27	Kitterman Road	Oleander Avenue	US-1	Sidewalk: 0.5 miles		$174,894	NR[10]
57	27	S 35th St	Virgnia Avenue	Kirby Loop Road	Sidewalk: 0.7 miles		$244,449	NR[10]
61	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk: 2.4 miles		$2,830,390[5]	21
61	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		$1,160,000[5]	21
63	25.5	Selvitz Road	Edwards Road	South of Devine Road	Sidewalk: 1.8 miles		$562,202	23
63	25.5	Easy Street	Yucca Drive	US-1	Complete Street: 1.31 miles		$1,555,389	NR[10]
63	25.5	Selvitz Road	South of Devine Road	Glades Cut Off Road	Sidewalk: 1.27 miles		$444,179	NR[10]
66	25	Indian River Drive	Orange Avenue	AE Backus Museum & Gallery	Bicycle Facility: 0.3 miles		$135,167	NR[10]
67	24.5	Juanita Avenue	North 53rd Street	North 41st Street	Sidewalk: 1.3 miles	Design by St. Lucie County. Construction in FY 27/28.	$900,000[5]	24
67	24.5	NW Volucia Drive	Torino Parkway	Blanton Boulevard	Sidewalk: 1 miles		$350,458	NR[10]
69	24	Charleston Drive	Berkshire Boulevard	Green River Parkway	Sidewalk: 0.52 miles		$181,255	NR[10]
69	24	Glades Cut-Off Road	Burnside Drive	Selvitz Road	Sidewalk: 6.78 miles		$2,366,528	NR[10]
71	22.5	Beach Avenue	Oleander Avenue	Riomar Drive	Sidewalk: 0.39 miles		$137,675	NR[10]
72	22	Mississippi Avenue	S 11th Street	S 10th Street	Sidewalk: 0.13 miles		$47,084	NR[10]
72	22	NFSLR Greenway	Gordy Road	Lennard Road	Greenway: 14.63 miles		$9,977,747	NR[10]
72	22	Port St. Lucie Boulevard	Gatlin Boulevard	US-1	Bicycle Facility: 5.86 miles		$2,624,414	NR[10]
75	21.5	Berkshire Boulevard	Melaleuca Boulevard	Earl Boulevard	Sidewalk: 1.14 miles		$398,685	NR[10]
76	21	Colonial Road	Southern Avenue	Ohio Avenue	Sidewalk: 0.25 miles		$88,909	NR[10]
77	20.5	SW Dalton Avenue	Savona Boulevard	Port St. Lucie Boulevard	Sidewalk: 0.93 miles		$324,429	NR[10]
78	20	Juanita Avenue	25th Street	US-1	Bicycle Facility: 0.87 miles		$387,884	NR[10]
79	19.5	US-1	North Causeway Bridge	Indian River County Line	Sidewalk: 7.43 miles		$2,595,558	NR[10]
80	19	13th Street	Georgia Avenue	Orange Avenue	Bicycle Facility: 0.51 miles		$228,521	NR[10]
80	19	Cambridge Drive	Westmoreland Boulevard	Morningside Boulevard	Sidewalk: 1.02 miles		$355,086	NR[10]
80	19	Graham Road	Kings Highway	Jenkins Road	Sidewalk: 1.01 miles		$352,028	NR[10]

2026/27 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source[2] / Notes	Estimated Cost[2]	2025/26 Priority Ranking
			From	To				
80	19	S 11th Street	Mississippi Avenue	Georgia Avenue	Sidewalk: 0.45 miles		$157,392	NR[10]
84	18.5	Hartman Road	Okeechobee Road	Orange Avenue	Sidewalk: 1.46 miles		$508,336	NR[10]
85	18	Carter Avenue	Bayshore Boulevard	Airoso Boulevard	Sidewalk: 1.06 miles		$369,904	NR[10]
86	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk: 1.8 miles		$2,076,392[5]	25
87	15	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		$1,160,000[5]	26

[1]Scores are based on the *St. Lucie TPO TA Project Prioritization Methodology*
[2]Project Source and Source of Estimated Cost: *Reimagine Mobility 2050 Long Range Transportation Plan,* February 2026 (2050 LRTP), unless otherwise noted
[3]Project is anticipated to be programmed for construction in the FDOT FY 2027/28 - FY 2031/32 Work Program as a result of the 2026 TA Grant Cycle
[4]Source of Estimated Cost: 2026 TA Grant Application, March 2026
[5]Source of Estimated Cost: St. Lucie County Public Works
[6]WBN: Walk-Bike Network
[7]TBD: To be Determined
[8]Source of Estimated Cost: *City of Port St. Lucie Sidewalk Master Plan (Design and Construction), July 2017*
[9]Source of Estimated Cost: Florida SUN Trail, Port of Fort Pierce Connector Feasibility Study, June 2024
[10]NR: Not Ranked
[11]Source of Estimated Cost: 2019 TA Grant Application
[12]Source of Estimated Cost: City of Port St. Lucie Public Works, March 2026
[13]Source of Estimated Cost: City of Fort Pierce Engineering, March 2026

St. Lucie Transportation Planning Organization

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2025/26 List of Priority Projects (LOPP)

(Adopted June 4, 2025)

Master List

2025/26 Priority Ranking	Major Gateway Corridor?[1]	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP[2] Cost Feasible Plan?	Estimated Cost	2024/25 Priority Ranking
			From	To					
1	N/A[3]	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program		Yes	$600,000	1
2[4]	Yes	Midway Road Turnpike Interchange Phase 2			Addition of southbound off-ramp and northbound on-ramp		Yes	$20,000,000[5]	2
3	Yes	Kings Highway	Commercial Circle	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	ROW[6] acquisition underway	Yes	$193,252,000[7]	3
4	Yes	Jenkins Road	Midway Road	Orange Avenue	Add 2 lanes to existing segments, construct 4 lanes for new segments, and add sidewalks and bicycle lanes	PD&E[8] underway	Yes	$87,000,000[9]	4
5	Yes	California Boulevard	Del Rio Boulevard	Savona Boulevard	Add 2 lanes and shared-use paths	PD&E programmed for FY 2026/27	Yes	To be determined by PD&E	5
6[10]	Yes	St. Lucie West Boulevard	Peacock Boulevard	Cashmere Boulevard	Add 2 lanes and shared-use paths	City of Port St. Lucie to complete the design	Yes	$22,000,000[11]	6
7	Yes	Treasure Coast Airport Connector	I-95	Kings Highway	New I-95 interchange and multimodal corridor		Yes	$96,715,000[12]	7

[1]Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy
[2]LRTP: *SmartMoves 2045 Long Range Transportation Plan,* February 2021
[3]N/A: Not Applicable
[4]For Florida's Turnpike Enterprise Funding Only
[5]Source of Estimated Cost: Draft Strategic Intermodal System Cost Feasible Plan, January 2023
[6]ROW: Right-of-Way
[7]Source of Estimated Cost: Florida Department of Transportation District 4, June 2025
[8]PD&E: Project Development and Environment Study
[9]Source of Estimated Cost: Florida Department of Transportation District 4, May 2025
[10]For Transportation Regional Incentive Program (TRIP) Grant Funding Only
[11]Source of Estimated Cost: City of Port St. Lucie Public Works Department, March 2024
[12]Source of Estimated Cost: Treasure Coast Airport Connector Feasibility Study, February 2021 and Treasure Coast Airport Connector Alternative Alignment Study, January 2025

Congestion Management Process (CMP) Projects

(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is $300,000 - $400,000 annually)

2025/26 Priority Ranking	Facility/Intersection	Project Limits		Project Description	Project Status/Notes	Estimated Cost[1]	Project Source	2024/25 Priority Ranking
		From	To					
1	Oleander Avenue	Bell Avenue	Farmers Market Road	Southbound left-turn lane and northbound right-turn lane at Farmers Market Road. Increase turning radii.		$350,000	CMP[2]	NR[3]
2	29th Street	Orange Avenue	Avenue Q	Install traffic calming improvements identified in the City of Fort Pierce Comprehensive Safety Action Plan.		$350,000	CMP	NR
3	Oleander Boulevard	Wisteria Avenue	Gardenia Avenue	Shared-use path along east side from Azalea Avenue to Antilles/Windsor Avenue. Flashing beacon crosswalk, path connections at Roselyn, Antilles, and Azalea Avenues.		$400,000	CMP	NR
4	Oleander Avenue	Bell Avenue	Farmers Market Road	Southbound right-turn lane and northbound left-turn lane at Bell Avenue. Increase intersection turning radii.		$380,000	CMP	NR
5	California Boulevard	Del Rio Boulevard	Crosstown Parkway	Shared-use path along west side with midblock flashing beacon crosswalks. Enhanced crosswalks at Del Rio Boulevard intersection.		$400,000	CMP	NR
6	Bayshore Boulevard	Crosstown Parkway	Prima Vista Boulevard	TSM&O/ATMS[4] real time monitoring and adaptive traffic control for midsegment traffic metering.		$350,000	CMP	NR

[1]Source of Estimated Cost is from the Project Source unless otherwise noted
[2]CMP: *Congestion Management Process Major Update,* August 2024
[3]NR: Not Ranked
[4]TSM&O/ATMS: Transportation System Management and Operations/Advanced Transportation Management System

Transit Projects

2025/26 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP[1] or TDP[2]?	Estimated Cost[3]	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[4]	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[5]
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

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

Transportation Alternatives (TA) Projects

2024/25 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source[2]	Estimated Cost[2]	2023/24 Priority Ranking
			From	To				
1	25.5	Easy Street	US Highway 1	Canal 22	Sidewalk-0.5 miles	2025 TA Grant Application[3]	$1,022,815[4]	
2	25.5	Easy Street	Canal 22	Silver Oak Drive	Sidewalk-0.5 miles		$1,090,396[5]	2
3	50.0	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	TIP, Florida SUN Trail Grant, and St. Lucie WBN[6]	TBD[7]	3
4	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk: 1.3 miles		$1,500,000[5]	4
4	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk: 1.4 miles		$1,650,000[5]	4
6	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk: 0.2 miles		$225,000[5]	6
7	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk: 2.6 miles		$3,050,790[5]	7
8	40.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk: 1.5 miles		$1,323,840	8
9	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk: 1.3 miles		$1,461,595[5]	9
10	36.0	17th Street	Georgia Avenue	Delaware Avenue	Sidewalk: 0.3 miles		$74,268	10
10	36.0	Boston Avenue	25th Street	13th Street	Sidewalk: 0.8 miles		$123,200	10
12	35.0	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk: 1.3 miles		$323,000[8]	12
13	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk: 0.5 miles		$445,220	13
14	32.0	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk: 6.1 miles		$5,300,000[6]	14
14	32.0	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk: 5.0 miles		$5,753,580[6]	14
14	32.0	Florida SUN Trail, Port of Fort Pierce Connector	Old Dixie Highway	North 2nd Street	Shared-Use Path Crossing of FEC Railroad	TIP, Florida SUN Trail, and St. Lucie WBN	$14,730,000[9]	14
17	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk: 3.0 miles		$2,600,000[5]	17
18	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk: 2.8 miles		$2,250,000[5]	18
19	29.5	Bell Avenue	Oleander Avenue	Sunrise Boulevard	Sidewalk: 0.5 miles		$411,836[11]	19
20	27.0	Old Dixie Highway	St. Lucie Boulevard	Turnpike Feeder Road	Sidewalk: 5.2 miles		$6,066,780[5]	20
21	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk: 2.4 miles		$2,830,390[5]	21
21	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		$1,160,000[5]	21

2024/25 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source[2]	Estimated Cost[2]	2023/24 Priority Ranking
			From	To				
23	25.5	Selvitz Road	Edwards Road	South of Devine Road	Sidewalk: 1.8 miles		$562,202	23
24	24.5	Juanita Avenue	North 53rd Street	North 41st Street	Sidewalk: 1.3 miles		$393,004	24
25	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk: 1.8 miles		$2,076,392[5]	25
26	15.0	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk: 1.0 miles		$1,160,000[5]	26

[1]Scores are based on the *St. Lucie TPO TA Project Prioritization Methodology*
[2]Project Source and Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan,* February 2021 (2045 LRTP), unless otherwise noted
[3]Project is anticipated to be programmed for construction in the FDOT FY 2026/27 - FY 2030/31 Work Program as a result of the 2025 TA Grant Cycle
[4]Source of Estimated Cost: 2025 TA Grant Application, March 2025
[5]Source of Estimated Cost: St. Lucie County Engineering
[6]WBN: Walk-Bike Network
[7]TBD: To be Determined
[8]Source of Estimated Cost: *City of Port St. Lucie Sidewalk Master Plan (Design and Construction), July 2017*
[9]Source of Estimated Cost: Florida SUN Trail, Port of Fort Pierce Connector Feasibility Study, June 2024
[10]NR: Not Ranked
[11]Source of Estimated Cost: 2019 TA Grant Application

Table 6-10: St. Lucie TPO Long-Range Strategies/Projects

ID #	Strategy/Project	From	To	Project Type	Length (miles)	Time Interval 2031-35	Time Interval 2036-40	Time Interval 2041-50	Total Cost	Funding Source
	TA Projects	Tables 5-4 and 5-5		Pedestrian/ Bicycle		$7.01	$8.49	$21.10	$36.60	Federal (TALU/TALT)
	Transit Projects	Table 5-6		Transit		$6.25	$7.90	$20.04	$34.19	Federal/State (Transit Formula)
	St. Lucie TPO	Unified Planning Work Program		Planning		$3.87	$4.68	$11.64	$20.19	Federal STBG (SU)
	CMP Strategy/Projects	St. Lucie TPO CMP and ATMS Master Plan		Congestion/ Safety		$8.00	$9.46	$6.21	$23.67	Federal STBG (SU)/CRP
Roadway Projects										
1042	Jenkins Road	Orange Avenue	Okeechobee Road	Widen 2L to 4L with Ped/Bike Facilities	2.058	$33.92			$33.92	Federal STBG (SU-SA) / Federal/State Other Roads
1041	Jenkins Road	Okeechobee Road	Edwards Road	Widen 2L to 4L with Ped/Bike Facilities	0.716	$11.81			$11.81	Federal STBG (SU-SA) / Federal/State Other Roads
1012	California Boulevard	Crosstown Parkway	Del Rio Boulevard	Widen 2L to 4L with Ped/Bike Facilities	2.474	$34.08			$34.08	Federal STBG (SU-SA) / Federal/State Other Roads
1118A	Edwards Road	Selvitz Road	Jenkins Road	Widen 2L to 4L with Ped/Bike Facilities	0.984	$12.21			$12.21	Federal STBG (SU-SA) / Federal/State Other Roads
1039C	Glades Cut Off Road	Commerce Centre Drive	Range Line Road	Widen 2L to 4L with Ped/Bike Facilities	4.614		$71.19		$71.19	Federal STBG (SU-SA) / Federal/State Other Roads
1039B	Glades Cut Off Road	Midway Road	I-95	Widen 2L to 4L with Ped/Bike Facilities	1.800			$41.85	$41.85	Federal STBG (SU-SA) / Federal/State Other Roads
1039A	Glades Cut Off Road	Selvitz Road	Midway Road	Widen 2L to 4L with Ped/Bike Facilities	2.268			$52.73	$52.73	Federal STBG (SU-SA) / Federal/State Other Roads
1100	Range Line Road	Crosstown Parkway	Martin County Line	Widen 2L to 4L with Ped/Bike Facilities	5.576			$78.99	$78.99	Federal STBG (SU-SA) / Federal/State Other Roads
1101	Marshall Parkway Extension	Tom Mackie Boulevard	I-95	New 2 Lanes	0.698			$9.89	$9.89	Federal STBG (SU-SA) / Federal/State Other Roads
1111	Interchange at I-95 and Marshall Parkway			New Interchange	-			$76.34	$76.34	Federal STBG (SU-SA) / Federal/State Other Roads
TOTAL PROJECT COST						**$117.15**	**$101.72**	**$318.79**	**$537.66**	
TOTAL FEDERAL/STATE REVENUES FOR ST. LUCIE TPO CFP						**$130.17**	**$118.38**	**$289.11**	**$537.66**	

**All costs are in millions of dollars. Detailed cost estimates by phase are provided in Appendix F.

St. Lucie Transportation Planning Organization

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AGENDA ITEM SUMMARY

Board/Committee:	St. Lucie TPO Board
Meeting Date:	June 3, 2026
Item Number:	9e
Item Title:	Mobility Data Subscription
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 2.2 -GIS and Data Management
Requested Action:	Approve the one-year subscription, approve with conditions, or do not approve.
Staff Recommendation:	Because the proposed scope and cost of the mobility data subscription are consistent with Task 2.2 of the UPWP, it is recommended that the mobility data subscription be approved.

Attachments

- Staff Report

St. Lucie Transportation Planning Organization

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MEMORANDUM

TO: St. Lucie TPO Board

FROM: Peter Buchwald
Executive Director

DATE: May 26, 2026

SUBJECT: Mobility Data Subscription

BACKGROUND

The FY 2024/25 – FY 2025/26 Unified Planning Work Program (UPWP) was amended by the TPO Board in April 2025 to add the procurement, in partnership with one or more of the local agencies, of data, such as travel speeds, times, reliability, and vehicle volumes, from mobile device sources. The Mobility Data will be utilized by the TPO and local agencies to monitor the transportation system and assist in improving system efficiency and safety. Task 2.2, *GIS and Data Management*, of the UPWP was amended to include $20,000 of the TPO's Surface Transportation Block Grant (SU) funding for the procurement of mobility data.

ANALYSIS

After working with the local agencies, a subscription proposal was obtained from Urban SDK to provide one year of traffic speed and congestion data services along with licenses for the analysis module for the TPO and local agencies at a cost of $20,000. Urban SDK is a leader in the use of geospatial artificial intelligence for the collection and analysis of mobility data. The proposed scope and cost of the mobility data subscription are consistent with Task 2.2 of the amended UPWP.

RECOMMENDATION

Because the proposed scope and cost of the mobility data subscription are consistent with Task 2.2 of the UPWP, it is recommended that the mobility data subscription be approved.