



CITIZENS ADVISORY COMMITTEE (CAC)

Regular Meeting

Tuesday, March 17, 2026

10:30 am

Public Participation/Accessibility

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

Participation by Webconference (not intended for Committee Members): Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/4932586637416605783>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. 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 10:00 am on March 17, 2026.

AGENDA

1. Call to Order
2. Roll Call
3. Comments from the Public
4. Approval of Agenda
5. Approval of Meeting Summary
 - *January 20, 2026 Regular Meeting*
6. Action Items
 - 6a. Transportation Alternatives Program (TAP) 2026 Grant Application: Review of an application for the 2026 TAP grant cycle.

Action: Recommend endorsement of the TAP grant application, recommend endorsement with conditions, or do not recommend endorsement.
 - 6b. Glades Cut Off Road Project Development and Environment (PD&E) Study: Review of the alternatives from the Glades Cut Off Road PD&E Study.

Action: Recommend a Preferred Alternative, recommend a Preferred Alternative with conditions, or do not recommend a Preferred Alternative.

- 6c. St. Lucie County 2026 Annual Transit Development Plan (TDP) Update: Presentation by Area Regional Transit of the St. Lucie County 2026 Annual TDP Update.
- Action: Recommend endorsement of the St. Lucie County 2026 Annual TDP Update, recommend endorsement with conditions, or do not recommend endorsement.*
- 6d. St. Lucie Freight Network (SLFN) Update: Review of the SLFN Update.
- Action: Review and recommend adoption of the SLFN Update, recommend adoption with conditions, or do not recommend adoption.*
- 6e. FY 2026/27 – FY 2027/28 Unified Planning Work Program (UPWP): Review of the draft FY 2026/27 – FY 2027/28 UPWP for the St. Lucie TPO.
- Action: Review and recommend adoption of the draft UPWP, recommend adoption with conditions, or do not recommend adoption.*
- 6f. Safety Graphic Panels Update: Review of the updates of the safety graphic panels in the TPO Boardroom.
- Action: Select and recommend the preferred updates of the safety graphic panels, recommend with conditions, or do not recommend.*
7. Recommendations/Comments by Members
8. Staff Comments
9. Next Meeting: The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, May 19, 2026.
10. Adjourn

NOTICES

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

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

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

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



CITIZENS ADVISORY COMMITTEE (CAC) REGULAR MEETING

DATE: Tuesday, January 20, 2025

TIME: 10:30 am

MEETING SUMMARY

1. Call to Order

The meeting was called to order at 10:37 am.

2. Roll Call

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

Members Present

Bud Wild, Chair
 George Saylor, Vice Chair
 Hannah McClure
 Ivan Somers
 Carolyn Niemczyk
 Mark Szabad
 Mazella Smith

Representing

Unincorporated County
 At Large
 Alternate
 At Large
 Alternate
 Port St. Lucie
 Fort Pierce

Others Present

Kyle Bowman
 Peter Buchwald
 Yi Ding
 Marceia Lathou
 Stephanie Torres
 Teresa Lane
 James Brown
 Srin Varanasi

Representing

St. Lucie TPO
 Recording Specialist
 Florida's Turnpike
 Corradino Group

3. Comments from the Public – None.

4. Approval of Agenda

* MOTION by Vice Chairman Saylor to approve the agenda.

** SECONDED by Mr. Somers Carried UNANIMOUSLY

5. Approval of Meeting Summary

- November 18, 2025 Regular Meeting

* MOTION by Mr. Szabad to approve the meeting summary.

** SECONDED by Mr. Somers Carried UNANIMOUSLY

6. Action Items

6a. Annual Officer Elections: Election of a Chairperson and a Vice Chairperson for the CAC for 2026.

Mr. Buchwald welcomed members to the first meeting of the new year and announced it was time for annual officer elections. He invited Ms. Lane to conduct the elections.

* MOTION by Vice Chairman Saylor to nominate Chairman Wild as Chairperson.

** SECONDED by Mr. Szabad Carried UNANIMOUSLY

Mr. Szabad then nominated Vice Chairman Saylor to continue in that role, but Mr. Saylor declined, explaining that he will be leaving Florida in a few months. Ms. McClure then nominated Ms. Niemczyk, prompting Mr. Buchwald to advise that she is ineligible because she is an alternate member.

* MOTION by Vice Chairman Saylor to nominate Mr. Somers as Vice Chairperson.

** SECONDED by Mr. Szabad Carried UNANIMOUSLY

6b. 2026 Safety Performance Targets: Review of the 2026 Safety Performance Targets and Interim Benchmarks for the TPO.

Mr. Buchwald introduced Mr. Ding who explained that there are five traffic safety Performance Measures to gauge progress in reducing fatal and serious traffic injuries: Number of Fatalities, Number of Serious Injuries, Number of Non-Motorized Fatalities and Serious Injuries, Fatality Rate per 100 million Vehicle Miles Traveled, and Serious Injury Rate per 100 million Vehicle Miles Traveled.

Mr. Ding identified that the Florida Department of Transportation (FDOT) has established its Safety Targets of zero deaths or injuries since October 2017, and Metropolitan Planning Organizations must support the FDOT Safety Performance Targets or establish their own targets each year. The TPO has been setting interim, quantifiable benchmarks to monitor the progress toward meeting the ultimate "zero" targets, he noted, and he summarized the progress that the TPO has made in meeting its goals in 2024 and 2025, when key crash statistics trended downward. When compared to MPOs of similar size in Florida, he added, the St. Lucie TPO is one of the safer regions for motorists and pedestrians.

Mr. Ding reported that most crashes are caused by distracted driving and speeding. He recommended that the TPO retain the same Interim Benchmarks this year as last year and continue to monitor progress.

Vice Chairperson Somers asked why the crash statistics didn't change much during the Covid years, prompting Mr. Buchwald to state that Florida was not locked down as tightly as some other states. Because speeding increased during those years, Mr. Buchwald reported, the crashes that did occur tended to be more serious. He noted that 2024 was the TPO's best year for traffic safety in five years and that 2025 is shaping up to be further improving. When Ms. Smith inquired about the top reasons for crashes, Mr. Buchwald referenced a recent Speed Kills Study that identified that 75 percent of fatal crashes occurred on roads with speed limits greater than 45 mph.

Chairman Wild asked if there were any updates on Port St. Lucie's plan to install 10 red-light running cameras at key intersections to reduce traffic injuries and deaths. Mr. Buchwald observed it will likely occur in the next few months and reported the City's Police Department used its new data analytics team to choose the intersections. When Chairman Wild asked if the cameras will issue tickets to offenders, Mr. Buchwald replied that the owner of the car in violation will be issued a traffic ticket. He noted some communities have removed the cameras because of

public outcry but added that studies show the cameras do increase safety.

Mr. Szabad remarked that he is opposed to the cameras because they result in traffic fines for a car's registered owner regardless of who is driving it. If the cameras could use facial recognition to confirm the actual driver, he indicated he would be more likely to support them. Ms. Smith asked how many accidents at a given intersection would trigger a safety review, prompting Mr. Buchwald to advise that while five to 15 crashes likely would warrant some attention, it would occur on a case-by-case basis.

* MOTION by Ms. Smith to recommend adoption of the 2026 Safety Performance Targets and Interim Benchmarks.

** SECONDED by Mr. Somers Carried UNANIMOUSLY

6c. Community Participation Plan (CPP) Annual Evaluation:
Review of the CPP Annual Evaluation.

Mr. Buchwald noted that every year, the TPO evaluates its effectiveness in implementing the public outreach strategies in the Community Participation Plan. To present the annual evaluation, he introduced Ms. Lathou, who explained that evaluations focus on two measurable categories – outputs and outcomes. Target goals are set in each category to gauge effectiveness, she noted, and the CPP is evaluated monthly and quarterly by TPO staff.

Output performance measures are based on metrics like event attendance and online engagements, Ms. Lathou indicated, while outcome measures identify the level of influence of the participation methods, including how public input was used by the TPO to affect an end product. Online strategies included website content, social media posts and e-blasts, she reported, with 11,723 unique participations in 2025 that exceeded the target goal of 10,000. In-person techniques included public meetings, advisory committee meetings, focus groups and attendance at events hosted by others, Ms. Lathou noted. Combined, this participation resulted in 1,920 interactions that fell just short of the target of 2,000.

Outcome measures were assessed by summarizing the level of influence of each participation method, she remarked. The levels consist of informing, consulting, involving, collaborating and empowering the community. She indicated that although the TPO's goal was to use an equal number of participation methods at each influence level, some of

the levels fell below that goal because of inherent constraints. Because the CPP annual evaluation assists the TPO in tailoring its approach to community participation in the transportation decision-making process, she advised that the committee recommend that the TPO Board accept the evaluation.

Ms. Niemczyk asked what type of community outreach events the staff attends, prompting Ms. Lathou to list a variety of events including the farmers market, Earth Day, safety events and more. Chairman Wild noted that while the biggest source of public transportation information he sees consists of driver complaints on social media, few people get involved to seek a solution. Ms. Lathou advised the posts are an example of empowerment, as citizens are sharing public safety concerns. Vice Chairman Saylor suggested that the TPO participate in National Night Out events with Mr. Buchwald acknowledging his staff also participates in bicycle rodeos and distributes free bike helmets.

* MOTION by Mr. Szabad to recommend acceptance of the CPP Annual Evaluation.

** SECONDED by Mr. Somers Carried UNANIMOUSLY

6d. Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) Development: Review of the Reimagine Mobility 2050 LRTP.

Mr. Buchwald introduced Mr. Varanasi to present the final element and the overall draft LRTP. Mr. Varanasi stated that the Draft Cost Feasible Plan is the focus of today's discussion, and he provided a brief overview of the previous elements including the public engagement process, socioeconomic data forecasts and financial forecasting models. He reminded members that the LRTP, which is updated every five years, is a blueprint for how the transportation system will evolve over the next 25 years. The Cost Feasible Plan was introduced in November and December, and the TPO Board chose Alternative 5 without specifying whether it should include improvements to St. Lucie West or California Boulevards, Mr. Varanasi reported.

Although widening California Boulevard is a priority for some because of the peak-hour congestion at three nearby schools in the area, he noted, widening the predominantly commercial St. Lucie West Boulevard would relieve congestion on surrounding roads and Crosstown Parkway as well. Vice Chairman Saylor opined that St. Lucie West is a greater need because it carries retail and commercial traffic, compared to California Boulevard, which is largely residential and dead-ends into Cameo

Boulevard, with a speed limit of only 30 mph. Mr. Somers echoed those concerns and stated that widening St. Lucie West and other east-west routes is sorely needed.

Chairman Wild inquired whether developers will help pay to improve Glades Cut-Off Road, prompting Mr. Buchwald to state they will improve portions of it. He noted that the TPO allocates its limited funding on local roads because they are not eligible for State funding. When Mr. Szabad mentioned that Interstate 95 appears headed for gridlock in the future, Mr. Buchwald stated that he expects the State to address that need. When Chairman Wild asked what the next major road project after Midway Road will be, Mr. Buchwald remarked it will be Jenkins Road, followed by Glades Cut-Off and Rangeline Roads. He noted the last two roadways were not included in the last LRTP five years ago, but exponential growth has dictated that they be widened.

* MOTION by Mr. Somers to recommend adoption of Cost Feasible Plan Alternative B, which includes the widening of St. Lucie West Boulevard.

** SECONDED by Ms. McClure Carried UNANIMOUSLY

* MOTION by Mr. Szabad to recommend adoption of the draft report for the Reimagine Mobility 2050 LRTP.

** SECONDED by Mr. Somers Carried UNANIMOUSLY

7. Recommendations/Comments by Members – Chairman Wild remarked that the country's largest Buc-ee's travel center is being built at Indrio Road and I-95 and should generate ample publicity and tax revenue. Ms. Smith reported she will be asking Ms. Torres to speak at her Savanna Club board meeting about heightened traffic through the residential community.

8. Staff Comments – Mr. Buchwald thanked the members for their participation.

9. Next Meeting: The next St. Lucie TPO CAC meeting is a regular meeting scheduled for 10:30 am on Tuesday, March 17, 2026.

10. Adjourn – The meeting was adjourned at 12:08 pm.

Respectfully submitted:

Approved by:

Teresa Lane
Recording Specialist

Bud Wild
Chairman



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AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: March 17, 2026

Item Number: 6a

Item Title: Transportation Alternatives Program (TAP) 2026 Grant Application

Item Origination: 2026 TAP Grant Cycle

UPWP Reference: Task 3.3 - Transportation Improvement Program

Requested Action: Recommend endorsement of the TAP grant application, recommend endorsement with conditions, or do not recommend endorsement.

Staff Recommendation: Based on the inclusion of the project in the 2025/26 Transportation Alternatives Priority Project List, it is recommended that the Easy Street Sidewalk Phase II Project be recommended for endorsement by the TPO Board for the allocation of the TAP funding from the 2026 grant cycle.

Attachments

- Staff Report
- 2025/26 Transportation Alternatives Priority Project List
- Easy Street Sidewalk Project Application Excerpts



MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
Executive Director

DATE: March 11, 2026

SUBJECT: Transportation Alternatives Program (TAP)
2026 Grant Application

BACKGROUND

The TAP provides funding to the St. Lucie TPO for the following:

- Construction of on-road and off-road trail facilities for pedestrians, bicyclists, and other non-motorized modes;
- Construction of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities, to access daily needs;
- Conversion of abandoned railroad corridors into trails for pedestrians, bicyclists, or other non-motorized modes;
- Construction of turnouts, overlooks, and viewing areas;
- Community improvement activities including the control/removal of outdoor advertising, preservation/rehabilitation of historic transportation facilities, vegetation management practices in rights-of-way, and archaeological activities relating to impacts from transportation projects;
- Environmental mitigation activities including pollution prevention and abatement activities related to highway construction or runoff and activities that reduce vehicle-caused wildlife mortality; and,
- Recreational Trails and Safe Routes to School Programs.

The funding available for the 2026 TAP grant cycle for the St. Lucie TPO is estimated to be \$700,000 that will be programmed by the Florida Department of Transportation (FDOT) District 4 in Fiscal Year 2029/30. The TPO Advisory Committees recommend to the TPO Board the endorsement/prioritization of the TAP grant applications received during the grant cycle for submittal to FDOT. Candidate TAP Projects originate from the attached 2025/26 Transportation Alternatives (TA) Priority Project List.

ANALYSIS

An application (excerpts attached) was received for the 2026 TAP grant cycle from St. Lucie County for the Easy Street Sidewalk Phase II Project which is included in the TPO's 2025/26 TA Priority Project List. The project consists of the construction of a six-foot wide, concrete-paved sidewalk from Canal 22 to Silver Oak Drive as depicted in the attached project location map.

The sidewalk will be approximately 0.5 miles in length and connect to the sidewalk project to be constructed from U.S. Highway 1 to Canal 22 that was awarded TAP grant funding last year. The project is estimated to cost \$1,428,279, and the applicant is requesting a total of \$1,308,773 of TAP grant funding.

RECOMMENDATION

Based on the inclusion of the project in the 2025/26 TA Priority Project List, it is recommended that the Easy Street Sidewalk Phase II Project be recommended for endorsement by the TPO Board for the allocation of the TAP funding from the 2026 grant cycle.

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		\$1,090,396⁵	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

¹Scores are based on the *St. Lucie TPO TA Project Prioritization Methodology*

²Project Source and Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan*, February 2021 (2045 LRTP), unless otherwise noted

³Project 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

⁴Source of Estimated Cost: 2025 TA Grant Application, March 2025

⁵Source of Estimated Cost: St. Lucie County Engineering

⁶WBN: Walk-Bike Network

⁷TBD: To be Determined

⁸Source of Estimated Cost: *City of Port St. Lucie Sidewalk Master Plan (Design and Construction)*, July 2017

⁹Source of Estimated Cost: Florida SUN Trail, Port of Fort Pierce Connector Feasibility Study, June 2024

¹⁰NR: Not Ranked

¹¹Source of Estimated Cost: 2019 TA Grant Application



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) FUNDING APPLICATION 2026

A continuation of the Surface Transportation Block Grant, TA funding is by contract authority from the Highway Trust Fund, subject to the overall federal-aid obligation limitation determined by the Federal Highway Administration (FHWA). Projects must support surface transportation, be competitively solicited, and comply with the provisions of the FDOT Work Program Instructions and the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA) [§ 11109; 23 United States Code (U.S.C.) 133(h)]. District representatives may be [contacted](#) for guidance.

PART 1 – APPLICANT INFORMATION

1. Applicant Agency Sponsor Type. Select the box indicating the agency of the person who can answer questions about this project proposal. Then complete applicable text fields. Note: State-recognized non-profit agencies may partner with an eligible governmental entity but are not eligible as a direct grant recipient.

Checkbox next to each of the following types of agencies that do not indicate text field. Document allows one selection.

Local government (e.g., county, city, village, town, etc.).

Regional transportation authority or transit agency.

Natural resource or public land agency.

School district, local education agency, or school (may include any public or nonprofit private school). Projects should benefit the public and not just a private entity.

Recognized Tribal Government.

Other local or regional governmental entity with oversight responsibility for transportation or recreational trails, consistent with the goals of 23 U.S.C. 133(h).

Metropolitan / Transportation Planning Organization / Agency (collectively MPO) (only for urbanized areas with less than 200,000 population).

FDOT (only by request of another eligible entity, then enter the requesting entity). If “checked”, enter the requesting entity in the space provided. (Word limit 5)

2. Agency name of the applicant. (Word limit 5).

3. Agency contact person’s name and title. (Word limit 5).

4. Agency contact person’s telephone number and email address. (Word limit 5).

PART 2 – LOCAL AGENCY PROGRAM (LAP) CERTIFICATION

LAP is FDOT’s primary mechanism to provide governmental subrecipients with federal funds to develop transportation infrastructure facilities through cost-reimbursement (grant) agreements. This legal instrument (the grant agreement) will describe intergovernmental tasks to be accomplished and the funds to be reimbursed for selected projects. The FDOT Local Programs Manual and FDOT Procedure 525-010-300 provides details for local agencies to complete a certification process that is a risk-based assessment evaluating whether they have sufficient qualifications and abilities “to undertake and satisfactorily complete the work” for infrastructure projects. Non-profit organizations are not eligible for LAP certification, local agencies are not eligible for certification of Project Development and Environment (PD&E) or Right-of-Way (ROW) acquisition phases. FDOT is required to provide oversight on fee-simple and less-than-fee ROW acquisition phases, including license agreements, encroachment agreements, perpetual easements, temporary construction easements, and donations.

LAP Full Certification

Provide:

Approval Date: _____ and Expiration Date: _____
 Responsible Charge Name: _____

LAP Project Specific Certification

Provide:

Approval Date: _____ Project FM(s) Number: _____
 Responsible Charge Name: _____

Not LAP Certified – A LAP Certified Agency will deliver the project on behalf of the uncertified Agency.

Provide:

Sponsoring Agency Name: _____ Contact Name: _____

Address: _____ Phone: _____

Not LAP Certified - FDOT District will administer the project.

Provide:

FDOT Contact Name: _____ Phone: _____

Not LAP Certified – the Agency will become LAP certified 1 year prior to the delivery of the LAP project.

Not Applicable – this is a Non – Infrastructure Project.

PART 3 – PROJECT INFORMATION

1. **Project Name / Title:** (Word limit 15).

2. **Is this a resubmittal of a previously unfunded project?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the year(s) of submittal(s) and include project title(s), if different, in the space provided. (Word limit 5).
Yes No

3. **Does this project connect a previously funded project(s)?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the Financial Management (FM) number(s) and provide a brief description of the other related FDOT-funded phases that are complete, underway, or in the FDOT 5-year Work Program. (Word limit 5).
Yes No

4. **Is funding requested for this same project from another source administered by FDOT?** If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate funding source(s) / application(s) submitted. NOTE: Contact your district representative to discuss if this same project is partially funded in the 5-year Work Program or if FDOT has received another application for funding it. (Word limit 5).
Yes No

5. **What are you proposing in this application?** In 200 words or less, provide a description of the project and what it will accomplish. The description should allow a person without prior knowledge of the project to clearly understand it. Summarize the purpose, need, project attributes, the relationship to surface transportation, how the project improves safety, and expected benefits.

REQUIRED SUPPORTING DOCUMENTATION Project Location Map

PART 4 – PROJECT LOCATION

1. Indicate the municipality(ies) of the project location. (Word limit 5).

2. Indicate the county(ies) of the project location. (Word limit 5).

3. Roadway Classification

Yes No State roadway (on-system)

Yes No Federal roadway

Yes No Local roadway (off-system)

4. Indicate the roadway name(s) [including applicable state, federal, county road number(s), local roadway name, and roadway identification number (e.g., SR 5 / US 1 / CR 904 / Overseas Highway / ID number: 90040000)]. (Word limit 10).

5. Indicate the roadway beginning project limits (south or west termini), mile points, and crossroads at each end of each listed segment. (Word limit 10).

6. Indicate the roadway ending project limits (north or east termini), mile points, and crossroads at each end of each listed segment. (Word limit 10).

7. Indicate the total project length, in miles and linear feet. (Word limit 10).

8. Does the project involve the Florida Shared-Use Nonmotorized (SUN) Trail network? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the trailway identification number, beginning and ending mile points. (Word limit 5).

Yes No

9. Within the next five years, are non-FDOT funds being expended within the limits or adjacent to the proposed project? If not, select “no” and indicate N/A in the space provided. If so, select “yes”, and briefly explain. (Word limit 50).

Yes No

PART 5 – PROJECT TYPE

NOTE: Certain areas may not be prioritizing Non-infrastructure (NI) proposals or all eligible infrastructure activities (or may recommend bundling activities together). Contact your district representative for guidance.

1. **PROJECT CATEGORY** Select one box that best represents the project proposal. Then, complete either the “Infrastructure” or “NI” selections.

A. Infrastructure. If so, select “yes”, then select the most appropriate “infrastructure” eligible activity from listing below. (Pages range 5-6)

B. Non-infrastructure (NI). If so, select “yes”, then select the most appropriate NI eligible activity from the listing following the Infrastructure activities. (Page range 7)

5-A. INFRASTRUCTURE ELIGIBLE ACTIVITY

Select one box that best represents the project proposal). As applicable, complete infrastructure eligible text fields.

Pedestrian and / or Bicycle facilities (Select this box for construction, planning, and design of off-road trail facilities or on-road facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation).

Safe Routes for Non-Drivers (Select this box for construction, planning, and design of infrastructure related projects and systems that provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs).

Conversion of Abandoned Railway Corridors to Trails (Select this box for conversion and use of abandoned railroad corridors into trails for pedestrians, bicyclists, or other nonmotorized transportation users).

Scenic Turnouts and Overlooks (Select this box for construction of turnouts, overlooks, and viewing areas). If “yes”, list any Florida Scenic Byways visible from the project or indicate N/A in text field. (Word limit 5).

Outdoor Advertising Management (Select this box for inventory, control, or removal of outdoor advertising). If “yes”, list any Florida Scenic Byways within the project limits or indicate N/A in text field. (Word limit 5).

Historic Preservation and Rehabilitation of Historic Transportation Facilities (Select this box for historic preservation or rehabilitation of historic transportation facilities). If “yes”, list any locally designated or National Register of Historic Places listed or eligible resources or indicate N/A in the text field. (Word limit 5).

Vegetation Management (Select this box for vegetation management in public transportation ROW to improve roadway safety, prevent invasive species, and erosion control). If “yes”, list any Florida Scenic Byways within the project limits, or indicate N/A in text field. (Word limit 5).

Archaeological Activities (Select this box for archaeological activities related to impacts from transportation projects funded by FHWA). If “yes”, list the State Site Number (aka Site File Number) for the archaeological site, or indicate N/A in the text field. (Word limit 5).

Stormwater Mitigation (Select this box for environmental mitigation activities addressing stormwater management, control, and water pollution prevention or abatement related to transportation projects).

Wildlife Management (Select this box for wildlife mitigation and reduction of wildlife mortality, or to restore and maintain connectivity among terrestrial or aquatic habitats).

Boulevards (Select this box for boulevards, defined as a walkable, low speed (35 mph or less) divided arterial thoroughfares in urban environments designed to carry both through and local traffic, pedestrians, and bicyclists. These may be high ridership transit corridors; serve as primary goods movement and emergency response routes; and use vehicular and pedestrian access management techniques that promote economic revitalization and follow complete street principles]. If “yes”, list any Florida Main Street communities or Florida Trail Towns within the project limits, or indicate N/A in text field. (Word limit 5).

Recreational Trails Program [Select this box for recreational trails compliant with 62-S-2, Florida Administrative Code, and 23 U.S.C. 104 (b)]. If “yes”, list the parks / recreational areas within the project limits, or indicate N/A in the text field. (Word limit 5).

Safe Routes to Schools (SRTS) [Select this box for SRTS projects, codified as 23 U.S.C. 208, that substantially improves the ability of kindergarten through 12th grade students (vulnerable road users) to walk and / or bicycle to school]. Traditionally includes sidewalks, traffic calming and speed reduction, traffic diversion improvements, pedestrian and bicycle crossings, on-street bicycle facilities, off-street bicycle facilities, and bicycle parking facilities at public schools. If “yes”, list the benefiting schools that are within two miles of the project limits; total student enrollment; approximate number of students living along the route; and the percentage of students eligible for reduced meal programs, or indicate N/A in the space provided. (Word limit 10).

Other surface transportation eligible purpose (Only if within urbanized areas with a population greater than 200,000). If “yes”, list the eligible activity or indicate N/A in the space provided. (Word limit 5).

Select applicable boxes describing the area and complete applicable text fields. Then, upload supporting documentation.

1. Select one box that describes the geographic population size of the project area.

Non-Urban Area with a population of 5,000 or less

Urban Area with a population greater than 5,000 but no more than 50,000

Urban Area with a population greater than 50,000 but no more than 200,000

Urban Area with a population greater than 200,000

2. Is the project within the boundary of an MPO*? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the MPO in the space provided. (Word limit 5).

Yes No

3. Is the project within the boundary of a Transportation Management Area (TMA)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the TMA in the space provided. (Word limit 5).

Yes No

4. Is the project within a Rural Economic Development Initiative (REDI) community or designated as a Rural Area of Opportunity (RAO) as defined pursuant to Section 288.0656, F.S.? If not, select “no”, and indicate N/A in the space provided. If so, select “yes” and indicate the REDI / RAO in the space provided. (Word limit 5)

Yes No

5. Indicate the United States Congressional District number(s) of the project location. (Word limit 5).

6. Will the project address equity by providing benefits to traditionally underserved communities as determined by the U.S. Census? These communities could include low-income residents, minorities, those with limited English proficiency, persons with disabilities, children, or older adults. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and briefly explain how the project improves environmental justice (e.g., disadvantage community access point(s) and destinations the project benefits, median household income, free or reduced priced school meals and how SRTS projects benefit the students, etc.). (Word limit 10).

Yes No

7. Are there transit stops / shelters / support facilities within the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the identification number. (Word limit 5).

Yes No

8. Is the project within a high-crash pedestrian corridor (or an area with a history of crashes involving pedestrians)?

Yes No

9. Is the project within a high-crash bicycle corridor (or an area with a history of crashes involving bicyclists)?

Yes No

10. Would the project implement a bicycle or pedestrian action plan(s)? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and specify the name of the plan and date of adoption. (Word limit 5).

Yes No

* Metropolitan / Transportation Planning Organization / Agency (MPO)

PART 7 – PUBLIC INVOLVEMENT

Public involvement, engagement, and collaboration is a key component of the federal project development process and must be conducted in accordance with applicable rules and regulations in the event the project is selected for funding. Indicate which of the following are applicable (Select all that apply). Complete the text field or indicate N/A in the space provided. Then, upload supporting documentation.

1. Does the greater community support the project, as demonstrated by recently adopted proclamations or resolutions expressing commitment and public engagement? If “yes”, explain the engagement and how the concept evolved based on public involvement. Indicate the resolution number, adoption date, and participating parties in the space provided. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

2. Was the project discussed at a regularly scheduled meeting of an advisory board of an appointed group of citizens, such as bicycle pedestrian advisory groups or similar committee that provides support toward the project? If “yes”, provide meeting information, including the date and type of advisory board meeting, and the input received. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

3. Was there an advertised public meeting to discuss the project? If “yes”, provide a brief description, including the input received, how the concept evolved based on public involvement, date, and type of meeting. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

4. Do recent community surveys indicate both need and support for the project and stakeholders will continue to be engaged in the implementation of the project? If “yes”, briefly explain. If “no”, indicate N/A in the space provided. (Word limit 10).

Yes No

Is the project consistent with the applicable comprehensive plan(s), transportation plan(s), capital improvement plan(s), and / or the long-term management plan(s)? [Note: Board of County Commissioners functions as MPO in nonmetropolitan areas (Section 339.135(4)(c)1, F.S.)]. If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and use the text field to explain consistency, include MPO prioritization number. If a modification is required, indicate the meeting date for adoption. (Word limit 10).

Yes No

PART 9 – ENVIRONMENTAL CONDITIONS

Select the boxes describing the Environmental Conditions. As applicable, complete the text field or indicate N/A in the space provided. Then, upload supporting documentation. Applicants for NI proposals may skip the Environmental Conditions section.

1. Does the project involve lands identified by the Florida Wildlife Corridor Act of 2021 [Section 259.1055, Florida Statutes (F.S.)]?

Yes No

2. Does the project involve state-owned conservation lands? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the state-owned conservation lands. NOTE: Use of state-owned conservation lands is subject to coordination by the managing entity. (Word limit 5).

Yes No

3. Does a railway facility exist within 1,000 feet of the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate railway facility. (Word limit 5).

Yes No

4. Does the project physically cross a railway facility? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and indicate the crossing’s railway identification number, and beginning and ending mile points. (Word limit 5).

Yes No

5. Would the project provide lighting at locations with nighttime crashes? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe the proposed lighting in the space provided. (Word limit 5).

Yes No

6. Would the project implement an adopted Americans with Disabilities Act (ADA) transition plan? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe proposed ADA improvements in the space provided. (Word limit 5).

Yes No

7. Is an Environmental Assessment for the project complete? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe any specific issues in the space provided. (Word limit 10).

Yes No

8. Is the project adjacent to locally designated or National Register of Historic Places (NRHP) listed or eligible resources? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list resources, indicate if the resources have received Florida Department of State Historic Preservation Grant funds, and explain any preservation agreements, covenants, or easements in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

9. Are there any archaeological sites or Native American sites located within or adjacent to the project boundary? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list State Site Number (aka Site File Number) for the sites. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

10. Are there any parks, recreation areas, or wildlife / waterfowl refuges within or adjacent to the project boundary? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the facilities in the space provided. (Word limit 5).

Yes No

11. Are there any navigable waterways adjacent to or within the project boundary? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and list the navigable waterways. (Word limit 5).

Yes No

12. Are there any wetlands within or adjacent to the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. Include permit types required and any obtained for the project. (Word limit 5).

Yes No

13. Is it likely that there are protected / endangered / threatened species and / or critical habitat impacts within the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

14. Are there any potential contamination / hazardous waste areas within or adjacent to the project limits? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown”. (Word limit 5).

Yes No Unknown

15. Are there any noise-sensitive areas near the project area? If not, select “no”, and indicate N/A in the space provided. If so, select “yes”, and describe in the space provided. If applicable, select “unknown” (Word limit 5).

Yes No Unknown

PART 10 – DESIGN / TYPICAL SECTIONS

Select the boxes describing the design status and complete the text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Design / Typical Section.

1. Are signed and sealed design plans available for this project?

Yes No

2. If design plans are not at 100 percent, or do not meet current standards and / or reflect existing conditions, select the box identifying the status. (Word limit 100).

No design plans 30% design plans 60% design plans 90% design plans

Other:

3. Briefly describe the design status in the space provided. If design is at 100 percent, indicate the date of the plans. (Word limit 100).

REQUIRED SUPPORTING DOCUMENTATION: Existing and Proposed Typical Sections depicting existing and proposed features, dimensions, and ROW lines. If there are multiple segments, provide typical sections for each. If available, provide design plans.

Select the boxes describing the Ownership / ROW Status and complete applicable text fields. Then, upload supporting documentation. Applicants for NI proposals may skip the Ownership / ROW Status section.

1. **Is ROW acquisition, defined as obtaining property not currently owned by the Local Agency through any means (e.g., deed, easement, dedication, donation, etc.), necessary to complete this project?**

Yes No

2. **Explain the ROW status (owned / fee simple, leased / less-than fee, and / or needs) along the project boundary, including when ROW was obtained and how ownership is documented (e.g., plats, deeds, prescriptions, certified surveys, transfers, easements). Provide information for verifying ownership (e.g., book / page number, transfer agreements, dates, etc.). If ROW acquisition is necessary before constructing the proposed project and / or the applicant agency is not the landowner, indicate the necessary coordination with other owners for all fee-simple purchases and / or any less-than fee / lease needs (including temporary construction and / or other easements and / or permits for drainage, railroad, utilities, etc.) necessary to secure ROW certification. Indicate the proposed acquisition timeline, expected funding source, the total number of parcels, type of acquisition, limitations on fund use or availability, and who will acquire and retain ownership of proposed land. (Word limit 150).**

REQUIRED SUPPORTING DOCUMENTATION including applicable ROW Certification including ownership verification documenting site control and related landowner supporting documentation. Site control documents must include an adequate legal description of the parcel(s) comprising the project site, such that staff can compare it to the boundary map submitted with the application and evaluate whether there is control of the project site (e.g., ROW Certification, ROW maps, plats, warranty deeds, prescriptions, certified surveys, easements, use agreement, etc.). Maps should clearly show the location of each ownership in relation to the project boundary and / or limits. NOTE: provide map documentation on 8.5" x 11" scale. Please do not provide reduced copies of original plats and or maps that cannot be read at scale.

PART 12 – PROJECT IMPLEMENTATION AND COSTS

Complete the below Infrastructure Table Summary with the overall project programming (phases, schedule, and estimated costs for the proposed work).

Not all phase types may be eligible for TA funds, and not all areas prioritize all phases. Local agencies are responsible for covering all unanticipated cost increases, including but not limited to price inflation and increases in the cost of construction; account for them using local funds. FDOT does not allow programming TA funds for contingency costs. The local agency must have the ability to pay for non-participating costs (e.g., utility relocation). Chapter 337.14, F.S. prohibits an entity from performing both design services and construction engineering inspection services (CEI) for a project wholly or partially funded by the FDOT and administered by a local government entity.

REQUIRED UPLOAD: PROJECT IMPLEMENTATION AND COSTS SUPPORTING DOCUMENTATION. Using the Excel Spreadsheet included with the grant announcement, provide a detailed engineer cost estimate signed and sealed by a Professional Engineer licensed in the State of Florida. Utilize the FDOT Basis of Estimates Manual to develop a detailed estimate with FDOT pay items for construction phase estimates. If the Excel Spreadsheet is unable to be signed and sealed, then the signed and sealed version may be submitted as a PDF and submit both the Excel Spreadsheet and the PDF.

Infrastructure Project Phases / Work Types	Select phase(s) included in this request	INFRASTRUCTURE Table Summary						
		Overall Project Programming (Cost Summary and Schedule)						
		Schedule (Month/Year)		Funding sources and costs (\$)				Total Cost Estimate (\$)
		Start (mm/yy)	End (mm/yy)	Federal Funds		Non-Federal / Local Funds		
TA Program (\$)	Other Federal (\$)			Non-TA/ Local Funds (\$)	Other (\$)			
Preliminary Engineering / Design (PE)								
Environmental Assessment (associated with PE)								
Permits (associated with PE)								
Construction								
CEI								
Total Infrastructure Project Cost Estimate								



C26-01-097

TRANSPORTATION ALTERNATIVES PROGRAM CERTIFICATION OF PROJECT SPONSOR



PROJECT NAME: Easy Street Sidewalk Phase II

LOCATION: Easy Street in St Lucie County

PROJECT LIMITS: (from south or west limit) Canal 22 at the future SunTrail connection
(to north or east limit) Sliver Oak Drive

By checking the box you agree to do the following:

Enter into a maintenance agreement with the Florida Department of Transportation (FDOT), as necessary, prior to the design phase.

- Comply with the **Federal Uniform Relocation Assistance and Acquisition Policies Act** for any Right of Way actions required for the project.
- Provide any required funding match, incur any additional expenses beyond the approved project costs in the LAP agreement, and are responsible for any non-participating items (e.g. utility relocations).
- Pursue or retain LAP certification and enter into a LAP agreement with FDOT.
- Comply with NEPA process prior to construction, including any necessary involvement with the State Historic Preservation Officer (SHPO), and other State and/or Federal agencies, prior to construction.

I further certify that the estimated costs included herein are reasonable and agree to follow through on the project once programmed in the FDOT's Work Program. I fully understand that significant increases in these costs could cause the project to be removed from the FDOT's Work Program.

APPROVED AS TO FORM
AND CORRECTNESS:

COUNTY ATTORNEY

* Signature

George Landry

Name (please type or print)

County Administrator

Title

Date

January 27, 2026

* This should be executed by person who has signatory authority for sponsor and is authorized to obligate services and funds for that entity (generally chairman of the board or council).



No.	DATE	DESCRIPTION	APPR.	No.	DATE	DESCRIPTION	APPR.

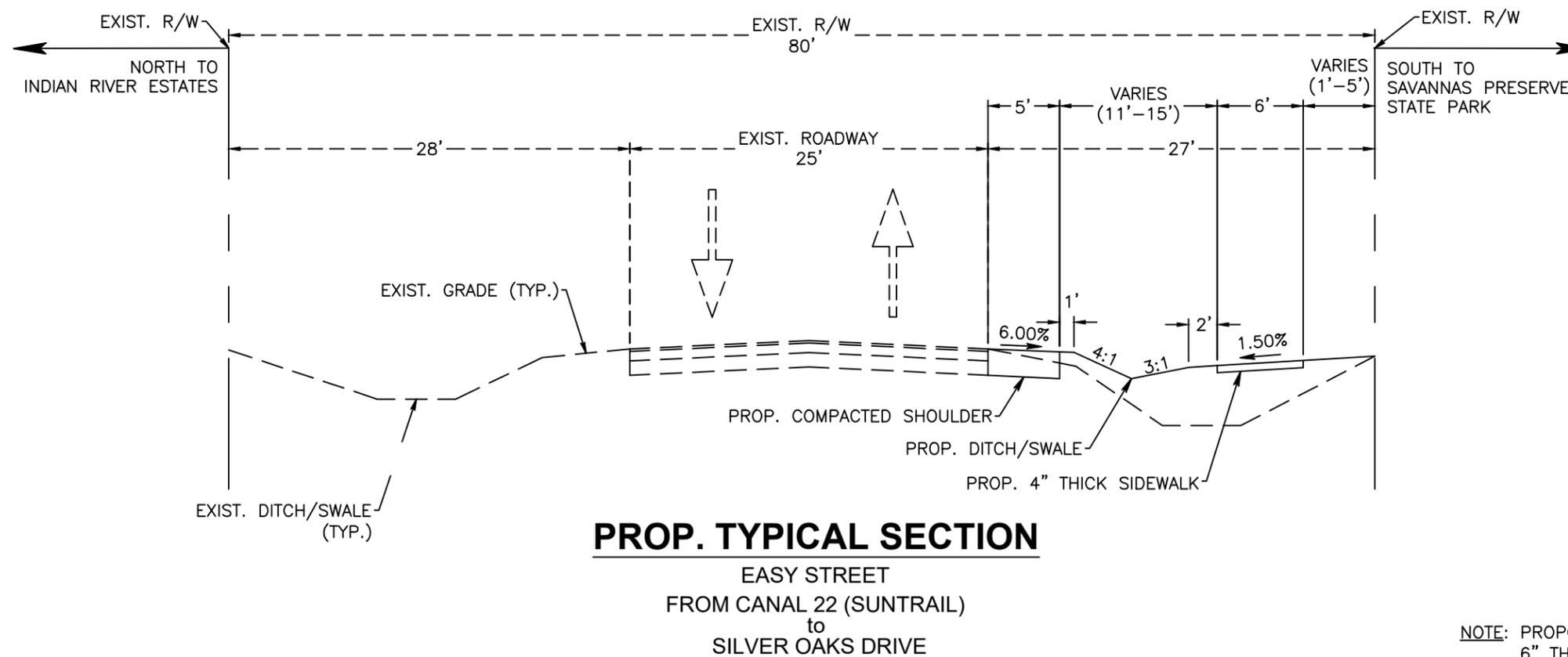
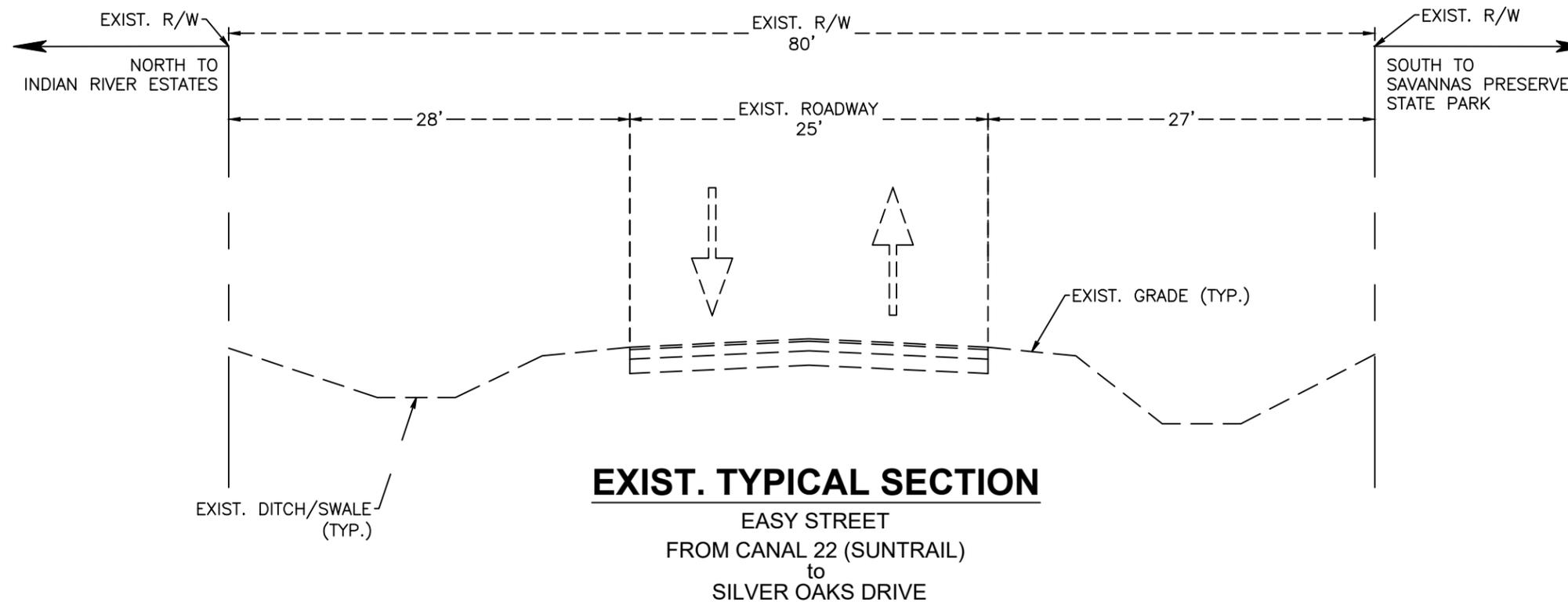


BOARD OF COUNTY COMMISSIONERS
ST. LUCIE COUNTY, FLORIDA
 PUBLIC WORKS DEPARTMENT
 ENGINEERING DIVISION
 2300 VIRGINIA AVE. FORT PIERCE, FLORIDA, 34982
 TELEPHONE 772-462-1721
 www.stlucieco.gov

DESIGNED BY:
 DRAWN BY:
 CHECKED BY:
 PLOT SCALE: 1" = 500'
 PLOT DATE:

EASY STREET SIDEWALK
PHASE II PROJECT
PROJECT LAYOUT

SHEET
2



NOTE: PROPOSED DRIVEWAY & SIDEWALK SHALL BE 6" THICK AT CONCRETE DRIVEWAYS.

No.	DATE	DESCRIPTION	APPR.	No.	DATE	DESCRIPTION	APPR.

ST. LUCIE COUNTY FLORIDA

BOARD OF COUNTY COMMISSIONERS
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DESIGNED BY:
DRAWN BY:
CHECKED BY:
PLOT SCALE: 1" = 10'
PLOT DATE:

EASY STREET SIDEWALK
PHASE II PROJECT
TYPICAL SECTION

SHEET
3



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 17, 2026
Item Number:	6b
Item Title:	Glades Cut Off Road Project Development and Environment (PD&E) Study
Item Origination:	St. Lucie County and Reimagine Mobility 2050 Long Range Transportation Plan
UPWP Reference:	Task 3.1 - Long Range Transportation Planning Task 4.2 - Intergovernmental Planning and Coordination
Requested Action:	Recommend a Preferred Alternative, recommend a Preferred Alternative with conditions, or do not recommend a Preferred Alternative.
Staff Recommendation:	It is recommended that comments are provided regarding the two design alternatives and that a Preferred Alternative be recommended to the TPO Board based on the comments.

Attachments

- Staff Report
- Presentation



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

FROM: Peter Buchwald
 Executive Director

DATE: March 11, 2026

SUBJECT: Glades Cut Off Road Project Development and Environment (PD&E) Study

BACKGROUND

The Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) that was recommended in January by the TPO Advisory Committees for adoption includes the widening of Glades Cut Off Road from Range Line Road to Selvitz Road. A PD&E Study, which is required to be completed in order for the project to receive Federal funding, was initiated by St. Lucie County in 2023.

The completion of a PD&E Study is a significant phase in the transportation project development process. The PD&E Study serves as the bridge between the planning and design phases and guides decision-making by evaluating the potential impacts of the transportation project.

As part of the PD&E Study, a consultant collects data, develops and evaluates alternatives, conducts analyses, prepares reports, and gathers input from the general public, applicable agencies, and interested parties to develop a project to meet the transportation needs and offer the greatest benefit with the least impact. The County's consultant for the PD&E Study, Kimley-Horn, will present an update (presentation attached) on the Study that includes the project alternatives being considered for comments and recommendation of a Preferred Alternative for the design of the roadway.

ANALYSIS

To accommodate future growth, meet travel demands, and address roadway deficiencies, the proposed project consists of the widening of Glades Cut Off

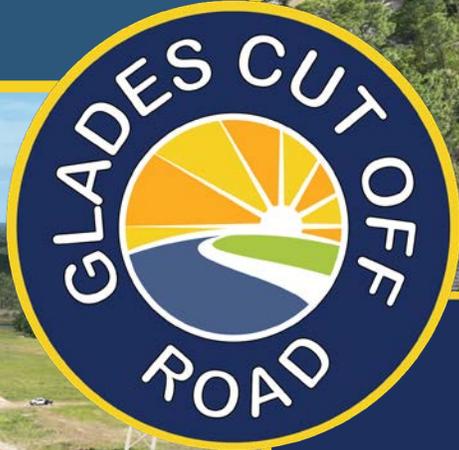
Road from two to four lanes from Range Line Road to Selvitz Road. Intersection improvements and the addition of facilities for pedestrians and bicyclists are also being evaluated as part of the proposed project. Two alternatives for the design of the roadway are being considered with one alternative including a shared-use path on the west side of the roadway and the other alternative including a shared-use path on the west side of the roadway and bicycle lanes on both sides of the roadway.

RECOMMENDATION

It is recommended that comments are provided regarding the two design alternatives and that a Preferred Alternative be recommended to the TPO Board based on the comments.

St. Lucie Transportation Planning Organization (TPO) Meetings

- 3/17/26: Citizens Advisory Committee
- 3/19/26: Bicycle/Pedestrian Advisory Committee
- 3/24/26: Technical Advisory Committee
- 4/1/26: Board



From Range Line Road
To Selvitz Road
St. Lucie County, FL

PROJECT DEVELOPMENT AND ENVIRONMENT (PD&E) STUDY

Financial Project Identification Number (FPID): 452761-1



From Range Line Road
To Selvitz Road
St. Lucie County, FL

Project Development & Environment (PD&E) Study
Financial Project Identification (FPID) Number: 452761-1

Transportation Development Process

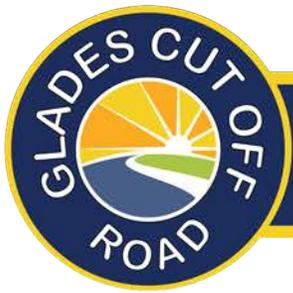


- ✓ Alternatives Development
- ✓ Engineering & Environmental Analysis
- ✓ Public/Agency Outreach
- ✓ Preferred Alternative/ Documentation



COMMUNITY

Public Outreach continues throughout all phases of the Transportation Development Process.



From Range Line Road
To Selvitz Road
St. Lucie County, FL

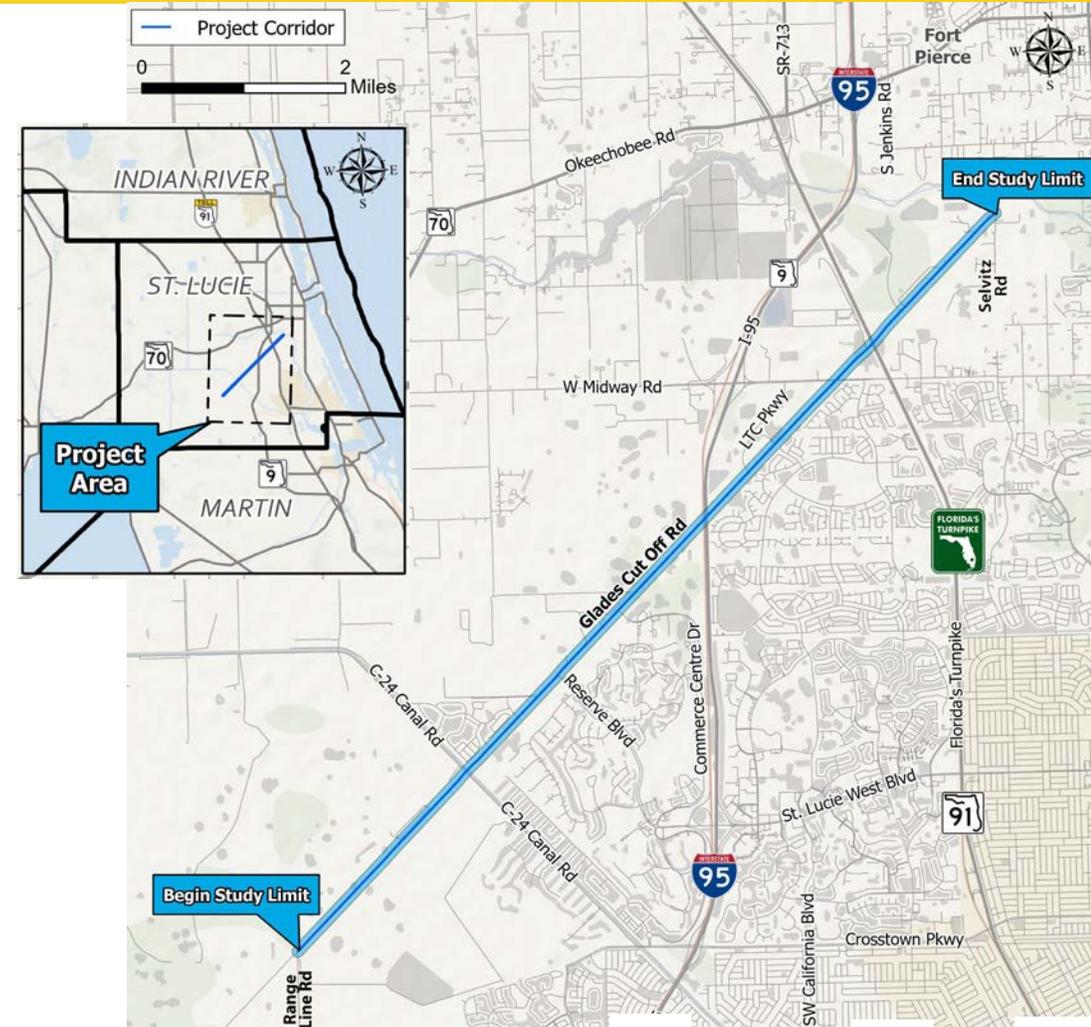
Project Development & Environment (PD&E) Study
Financial Project Identification (FPID) Number: 452761-1

Project Location

- Cities of Fort Pierce and Port St. Lucie
- From Range Line Road to Selvitz Road
- Project length is approximately 10 miles

Existing Roadway Characteristics

- 2-lane undivided roadway
- Rural minor arterial roadway
- Posted speed varies from 30-50 mph

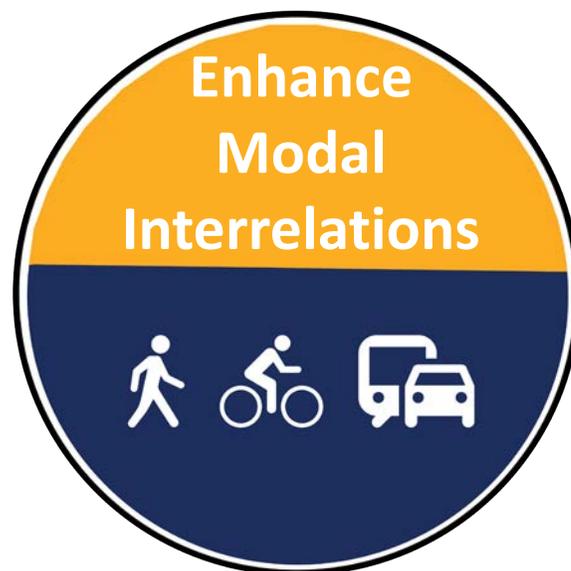
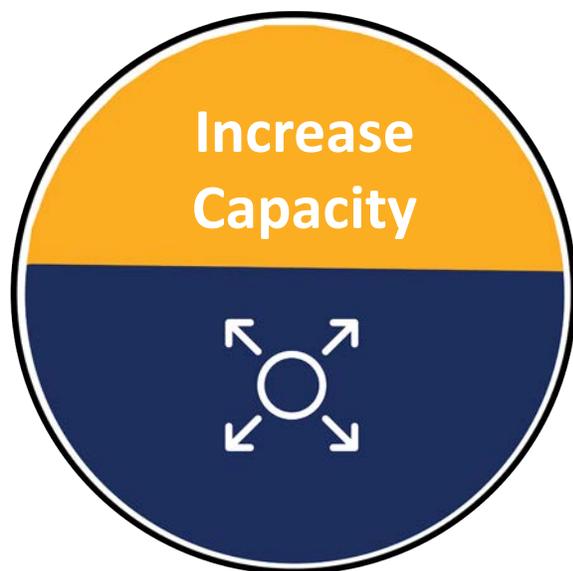


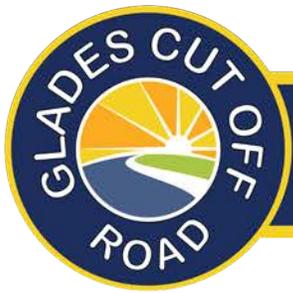


Project Purpose and Need

The primary purpose of this study is to develop and evaluate alternatives that address operational and safety deficiencies along the corridor.

The need for this project is to:



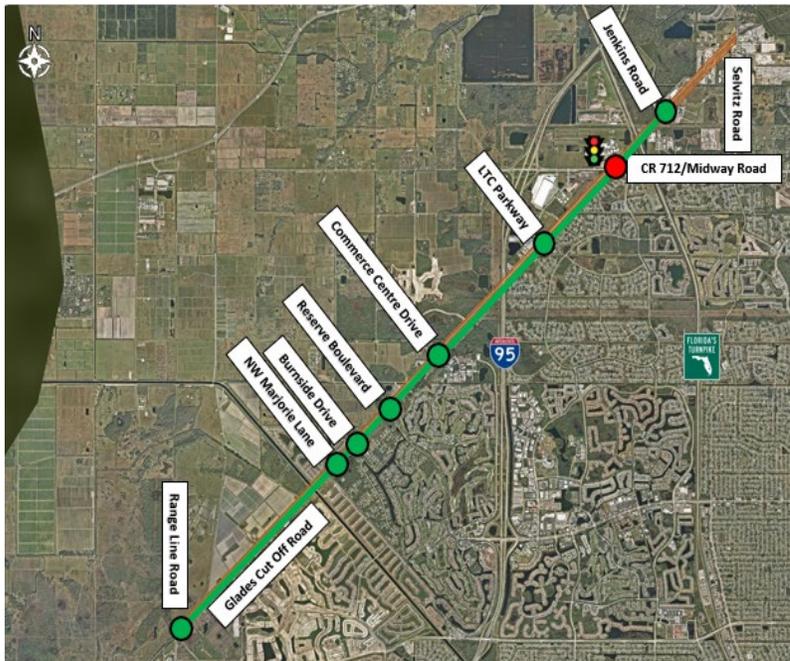


From Range Line Road
To Selvitz Road
St. Lucie County, FL

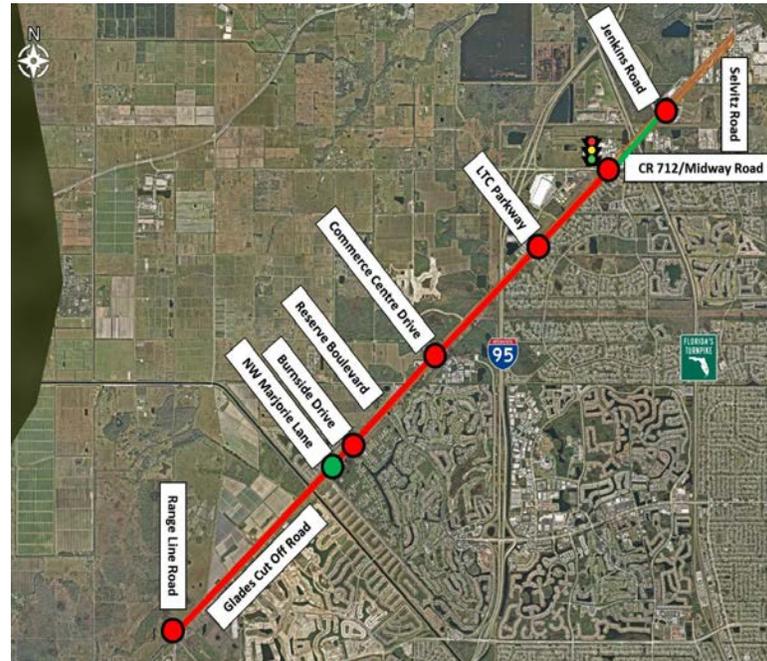
Project Development & Environment (PD&E) Study
Financial Project Identification (FPID) Number: 452761-1

Traffic Level of Service

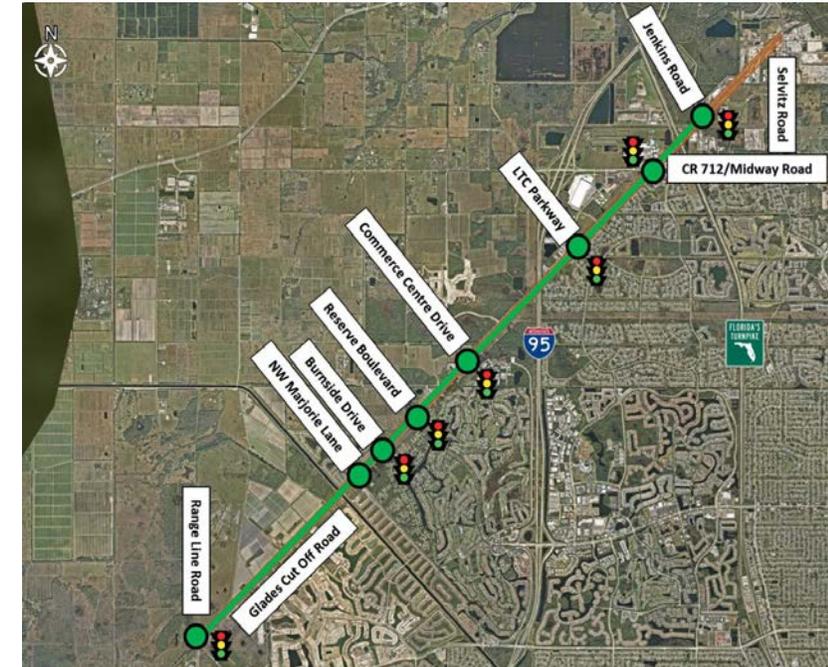
EXISTING CONDITIONS



2045 NO-BUILD CONDITIONS



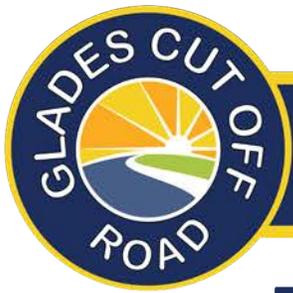
2045 BUILD CONDITIONS



LEGEND

- Meets Standards (Level of Service (LOS) E or better)
- Signalized Intersection

- Does Not Meet Standards (LOS F)
- Study Area Corridor



From Range Line Road
To Selvitz Road
St. Lucie County, FL

Project Development & Environment (PD&E) Study
Financial Project Identification (FPID) Number: 452761-1

Traffic Counts

Average Annual Daily Traffic (AADT)

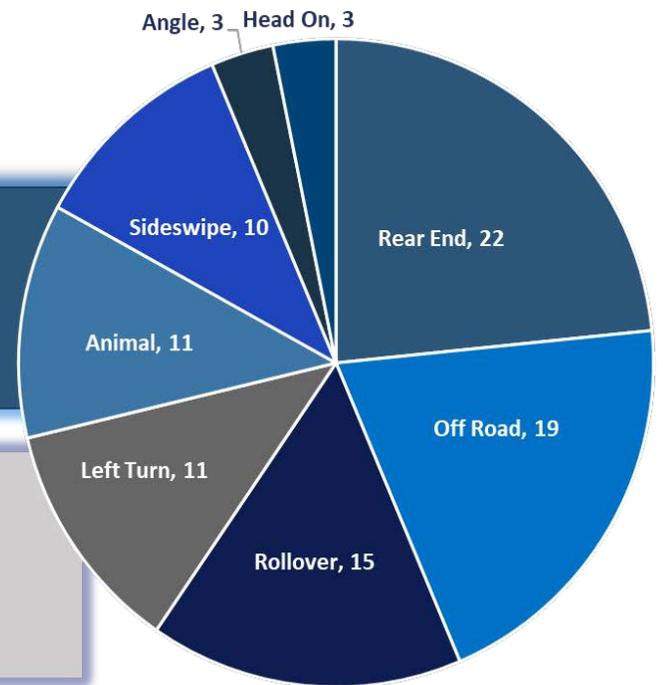


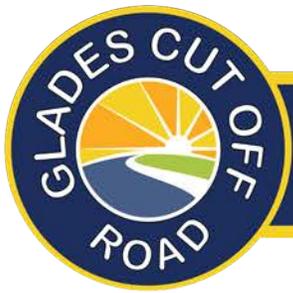
5-Year Crash Data Analysis

Safety Analysis
Total Crashes: 94

Crash Severity

- Fatal: 1
- Injury: 32
- Property Damage: 61

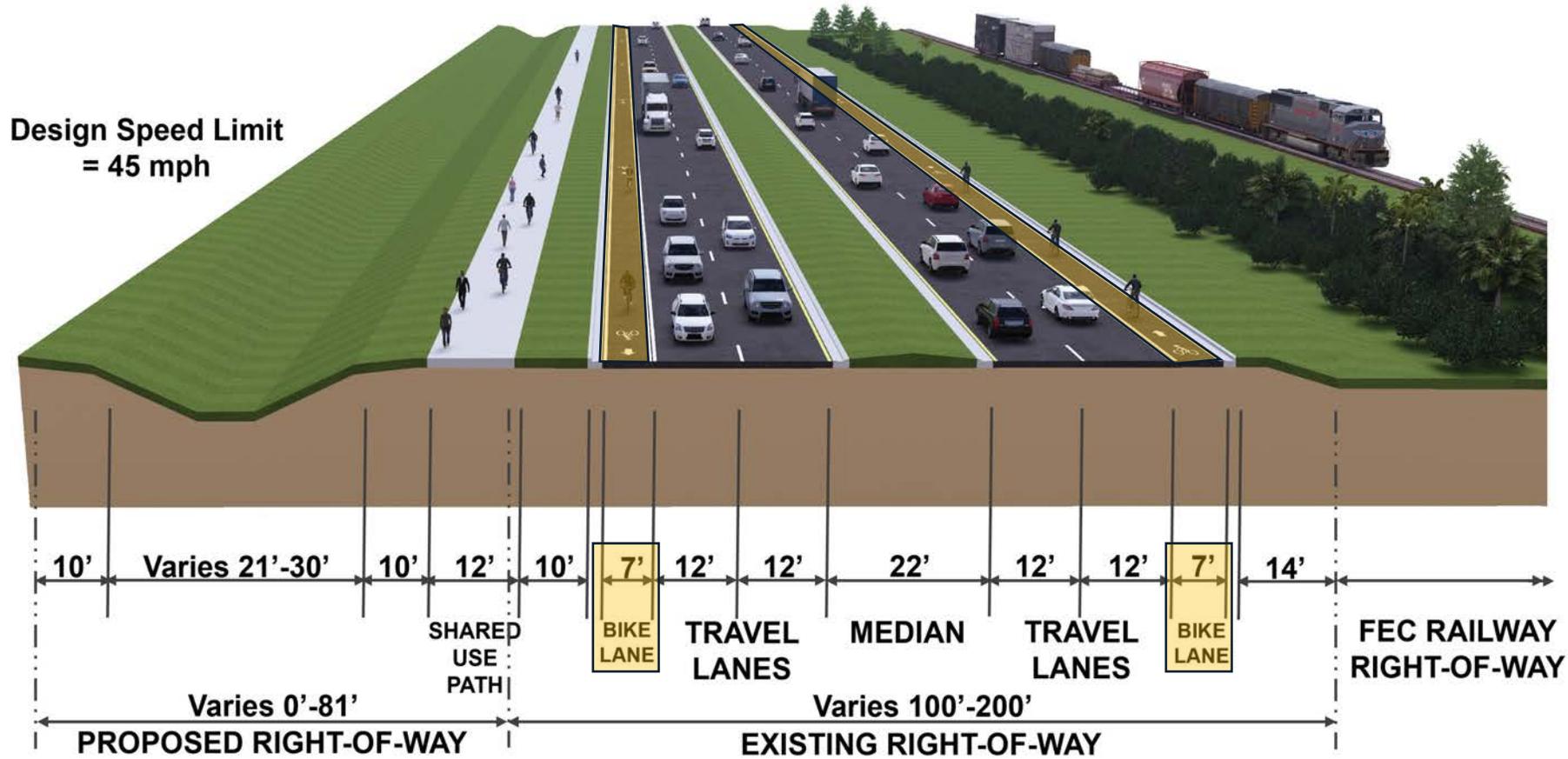


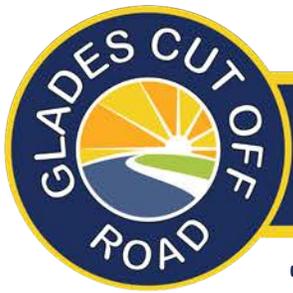


From Range Line Road
To Selvitz Road
St. Lucie County, FL

Project Development & Environment (PD&E) Study
Financial Project Identification (FPID) Number: 452761-1

Typical Section – Bike Lanes Alternative

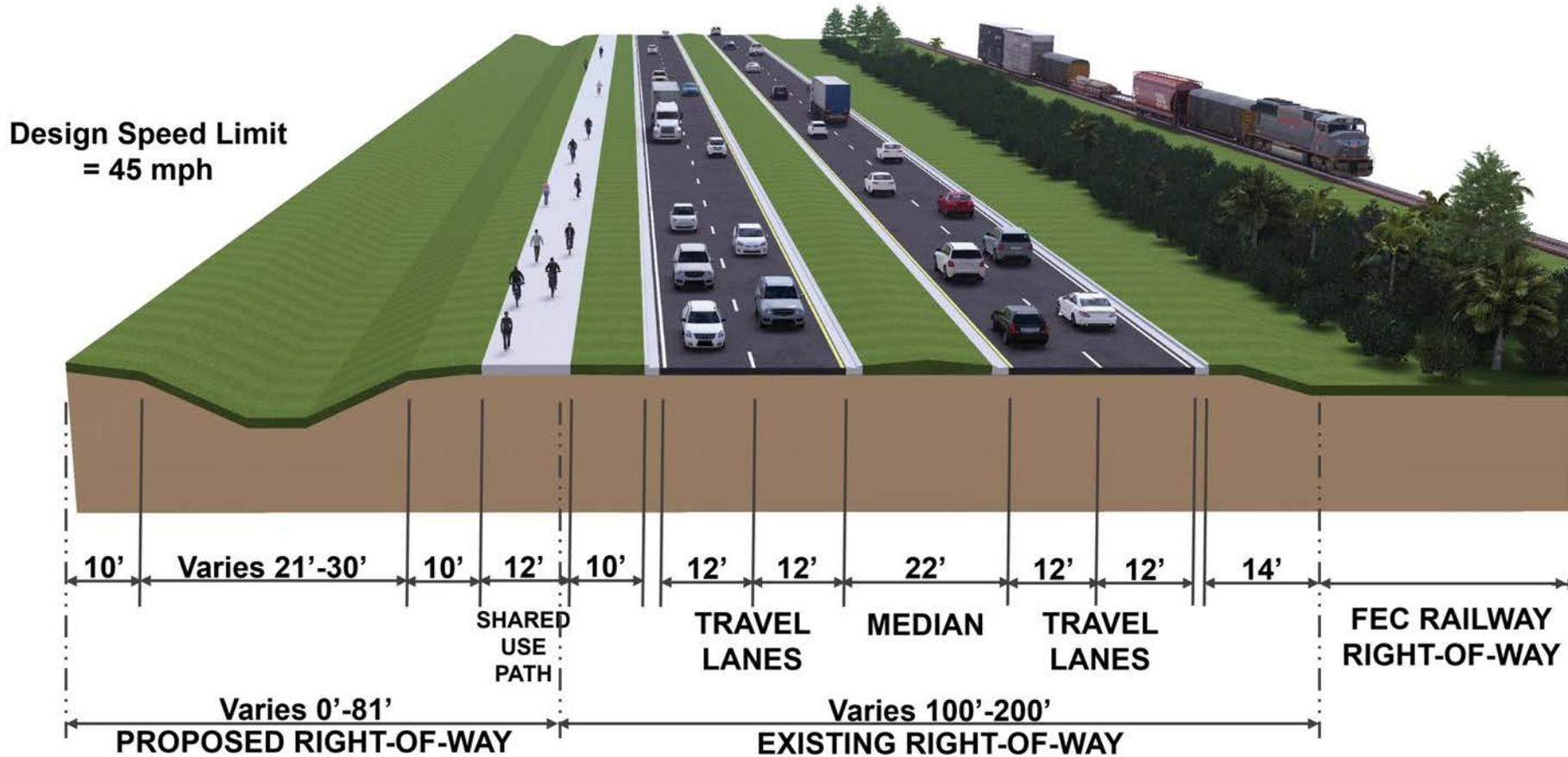


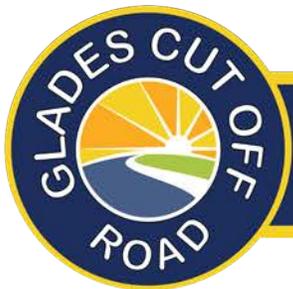


From Range Line Road
To Selvitz Road
St. Lucie County, FL

Project Development & Environment (PD&E) Study
Financial Project Identification (FPID) Number: 452761-1

Typical Section – No Bike Lanes Alternative

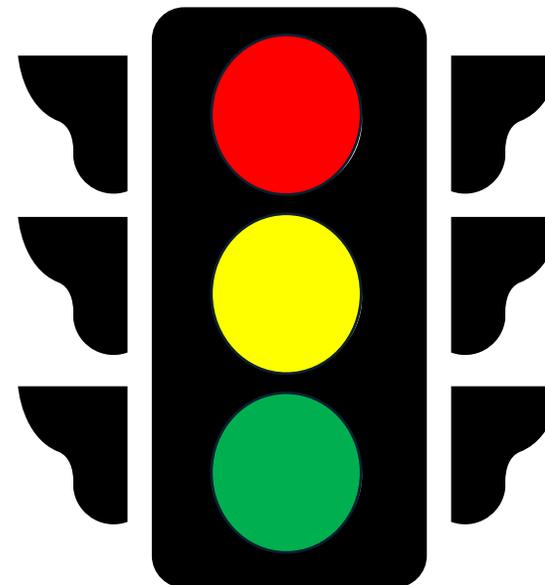


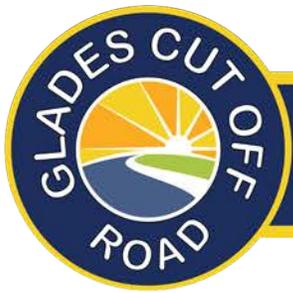


Proposed Traffic Signal Improvements

New Traffic Signals at Key Intersections

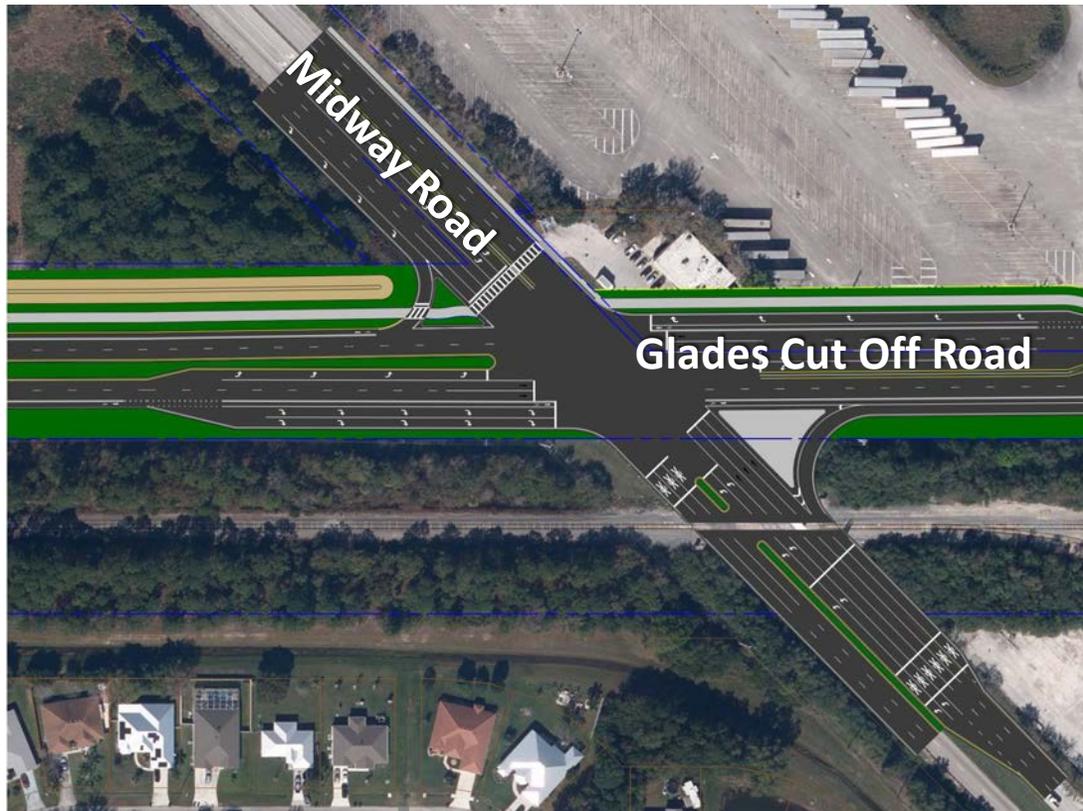
- Burnside Drive
- Reserve Boulevard
- Commerce Centre Drive/Wylder Parkway
- LTC Parkway
- Jenkins Road



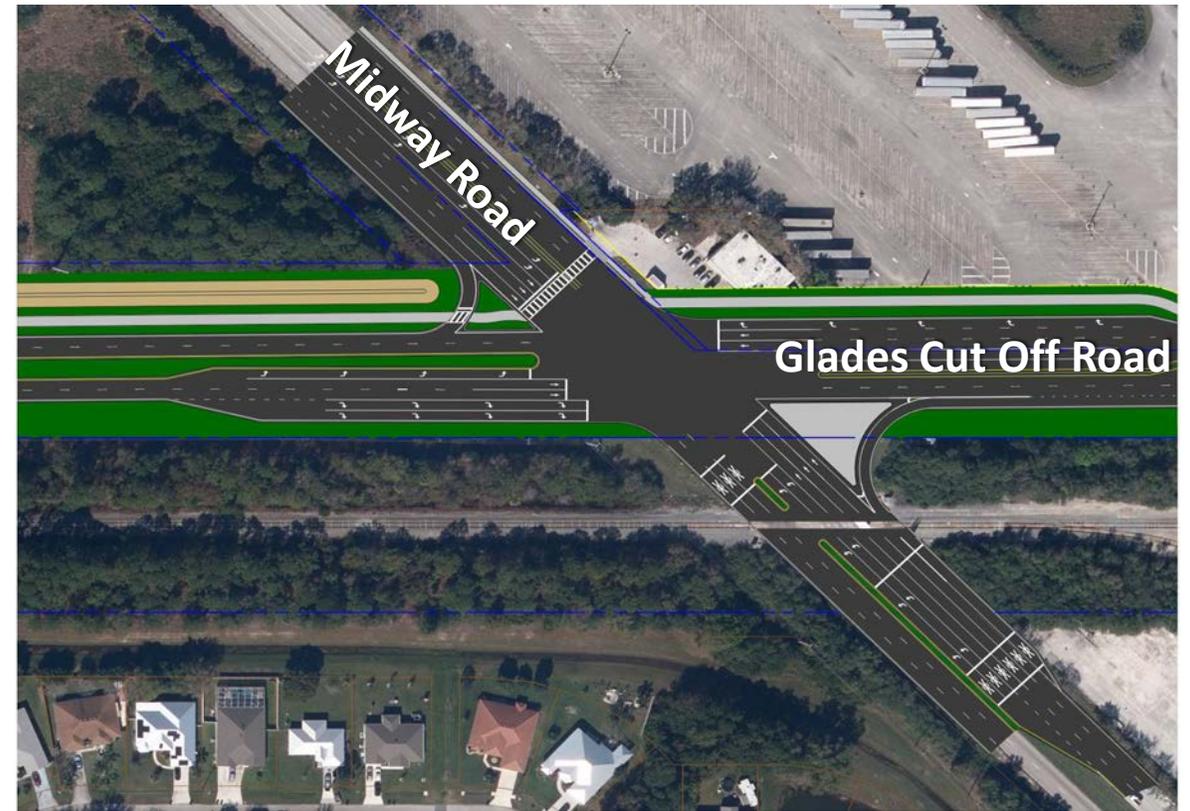


From Range Line Road
To Selvitz Road
St. Lucie County, FL

Midway Road Intersection



Bike Lanes Alternative

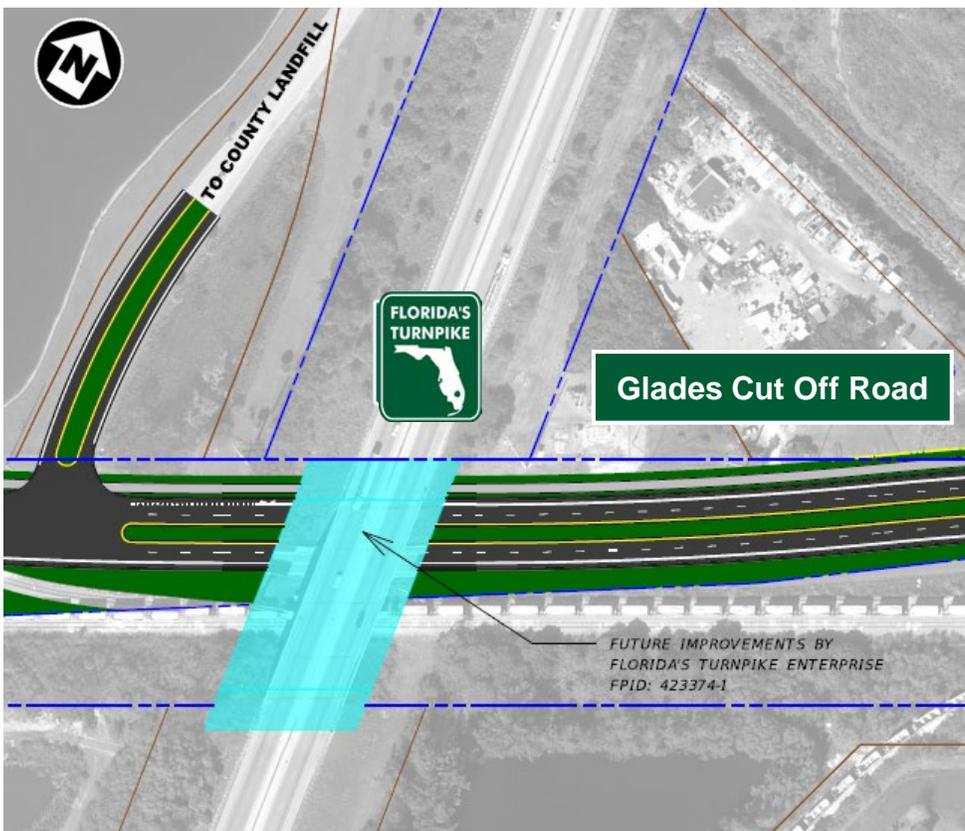


No Bike Lanes Alternative



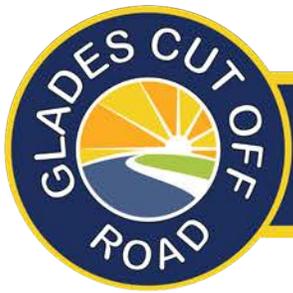
From Range Line Road
To Selvitz Road
St. Lucie County, FL

Florida's Turnpike over Glades Cut Off Road



Glades Cut Off Road Looking East

Proposed Turnpike Bridge (FY 2040 Construction)



From Range Line Road
To Selvitz Road
St. Lucie County, FL

Effects Evaluation

SOCIAL

- Community Resources
- Parks and Recreational Resources
- Potential Relocations

CULTURAL ENVIRONMENT

- Historical Resources
- Archaeological Resources

Studies conducted in accordance with:

- Executive Order 11988 *Floodplain Management*
- Executive Order 11990 *Protection of Wetlands*

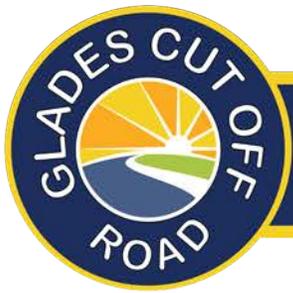
NATURAL

- Wetlands
- Wildlife and Habitat
- Water Quality
- Floodplains

PHYSICAL

- Air Quality
- Contamination
- Noise





Evaluation Matrix

- Compares the Build and No Build Alternatives
- Evaluation Criteria includes:
 - Right-of-Way Impacts
 - Natural, Environmental, and Physical Impacts
 - Estimated Costs

* Preliminary – Subject to Change

Evaluation Criteria	No-Build Alternative	Alternative With Bike Lanes	Alternative Without Bike Lanes
Purpose and Need			
Meets Purpose and Need	X	✓	✓
Improves Safety by Reducing Congestion	X	✓	✓
Meet Future Traffic Operation Needs	X	✓	✓
Improves Travel Times	X	✓	✓
Improves Emergency Response and Evacuation Time	X	✓	✓
Right-of-Way Impacts			
Right-of-Way Required (roadway/ponds) (acres)	0	22.0/54.0	15.1/49.6
Number of Parcels Impacted (Business and Residential)	0	32	31
Number of Business Relocations	0	1	1
Number of Residential Relocations	0	0	0
Environmental, Physical and Natural Resources			
Wetland Effects (acres)	0	2.24	2.08
Adverse Effects to Federal or State Species	None	High	High
Traffic Noise Effects	Yes	TBD	TBD
Number of Contamination Sites (Ranked as High/Medium Risk) (number)	None	0/23	0/23
Archaeological/Historic Site Impacts	None	Low	Low
Costs			
Estimated Construction Cost (\$ million)	0	247.6	235.0
Design Cost (\$ million)	0	24.8	23.5
Construction Engineering & Inspection (CEI) Cost (\$ million)	0	24.8	23.5
Estimated Right-of-Way Cost (\$ million)	0	TBD	TBD
Utility Relocation Cost	0	TBD	TBD
Total Cost (\$ million)	0	TBD	TBD



Public Involvement



Public Kick-off Meeting Held:

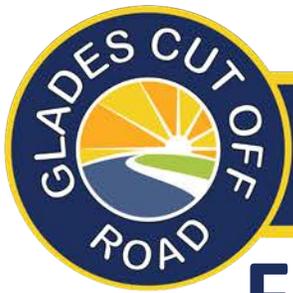
In-Person - May 14, 2024
Virtual - May 15, 2024



Alternatives Public Workshop Held:

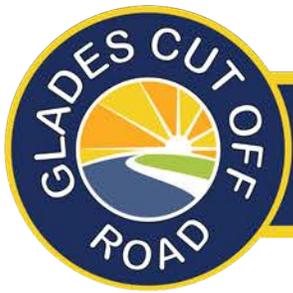
In-Person & Virtual - February 24, 2026

- Public Hearing: Tentatively middle of 2026
- Stakeholder and small group meetings
- Project website: www.GladesCutOffRoad.com



Feedback from Alternatives Public Workshop

- Support for expediting signal installations and widening to four lanes
- Requests for interim measures (flashing signal at Commerce Pkwy. pending coordination with FEC Railway)
- Concerns with speeders
- Bicycle/pedestrian facilities, with mixed feedback on bike lanes versus shared-use paths
- Project schedule and future phases timings
- Environmental considerations and design elements, including wildlife impacts, bridge improvements, and lighting aesthetics
- Concerns related to noise, potential noise walls
- Proposed pond locations
- Heavy truck traffic
- School safety

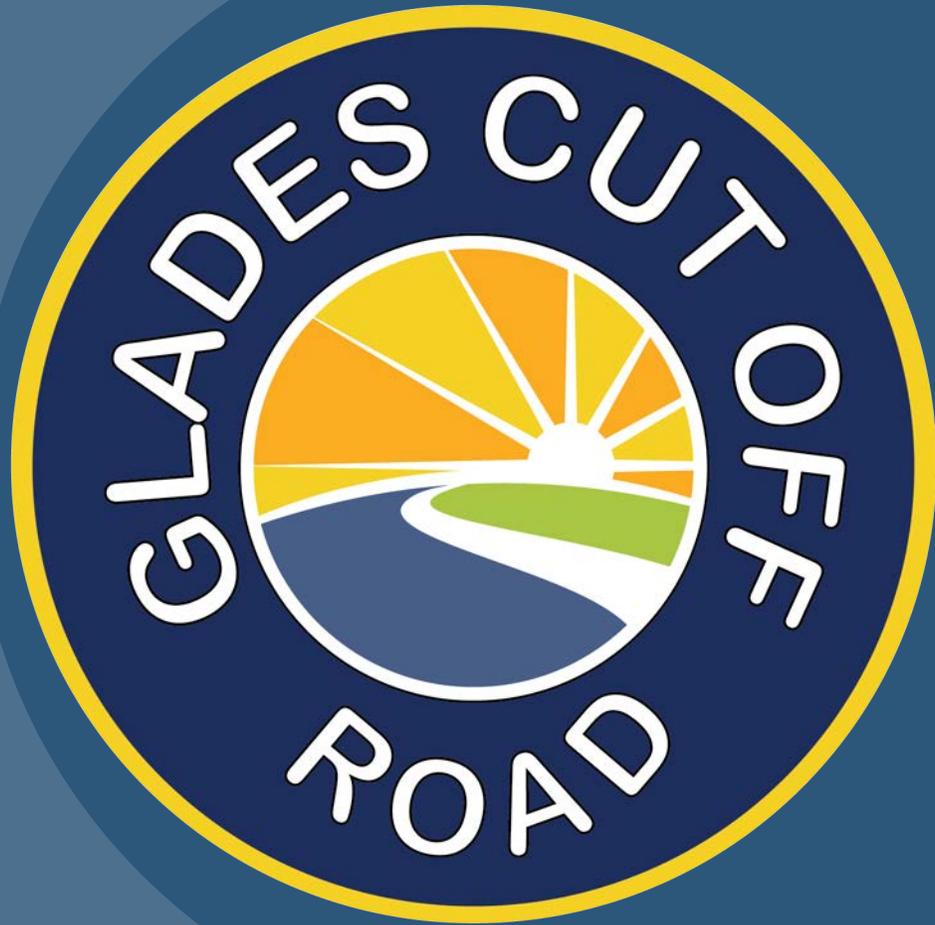


Project Schedule

- Design, right-of-way acquisition (if needed) and construction phases are not currently funded



** Tentative, subject to change*

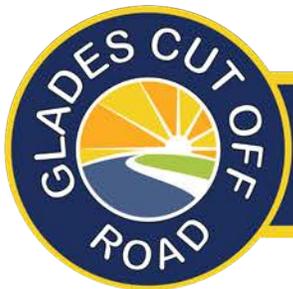


ANY QUESTIONS OR COMMENTS?



GladesCutOff@Kimley-Horn.com

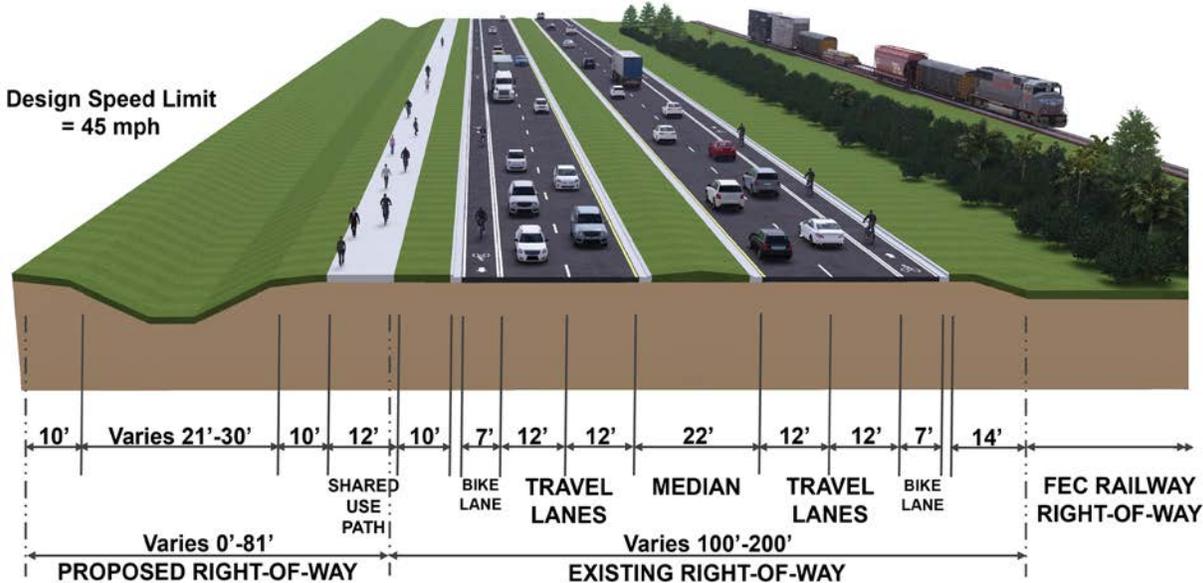
www.GladesCutOffRoad.com



From Range Line Road
To Selvitz Road
St. Lucie County, FL

Project Development & Environment (PD&E) Study
Financial Project Identification (FPID) Number: 452761-1

Which alternative is preferred?



Bike Lanes Alternative



No Bike Lanes Alternative



AGENDA ITEM SUMMARY

Board/Committee: Citizens Advisory Committee (CAC)

Meeting Date: March 17, 2026

Item Number: 6c

Item Title: St. Lucie County 2026 Annual Transit Development Plan (TDP) Update

Item Origination: Florida Statutes and St. Lucie County Area Regional Transit (ART)

UPWP Reference: Task 3.2 – Transit Planning

Requested Action: Recommend endorsement of the St. Lucie County 2026 Annual TDP Update, recommend endorsement with conditions, or do not recommend endorsement.

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

Attachments

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



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Marceia Lathou
 Transit Program Manager

DATE: March 10, 2026

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

BACKGROUND

A Transit Development Plan (TDP) is a strategic, 10-year blueprint required by the Florida Department of Transportation (FDOT) for any transit agency receiving State funds. The content of and process for a TDP is governed by the Florida TDP rule (Florida Administrative Code 14-73.001), the latest version of which became effective on July 9, 2024.

A TDP Major Update is required every five years with an Annual TDP Update in the interim years. The Annual TDP Update is primarily a revised 10-Year Operating and Capital Program, removing the previous year and adding the new year.

The latest TDP Rule mandates enhanced coordination with Metropolitan Planning Organizations (MPOs) such as the St. Lucie TPO. The Rule requires that all TDP Major Updates and Annual TDP Updates be presented to the local MPO. The Annual TDP Update also must report on the progress made with the MPO coordination process that was outlined in the adopted TDP Major Update.

ANALYSIS

St. Lucie County's TDP Major Update, branded *Reimagine Transit*, was accepted as compliant by FDOT District 4 on August 26, 2024. The TDP Major Update was funded by the TPO with the LCB and the TPO Advisory Committees

reviewing it and recommending its endorsement in May 2024, and the TPO Board subsequently reviewing it and endorsing it in June 2024.

The first Annual TDP Update from the TDP Major Update was submitted to FDOT by St. Lucie County Transit on March 1, 2026. County/Area Regional Transit Staff will present highlights from the Annual TDP Update and request of the Advisory Committees a recommendation for endorsement by the TPO Board.

RECOMMENDATION

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

Reimagine

56
TRANSIT



Transit Development Plan

Annual Transit Development Plan Update

February 2026



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1.0 INTRODUCTION

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

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

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

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

1.1 TDP Annual Progress Report Requirements

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

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

Table 1: Requirements for TDP Annual Updates

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

1.2 Organization of Report

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

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

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

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

Section Five, which provides an updated financial plan.



2.0 CURRENT TRANSIT SERVICE

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

2.1 Fixed Route Service

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

The routes are described as follows:

Route 1

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

Route 2

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

Route 3

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

Route 4

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

Route 5

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

Route 6

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

Route 7

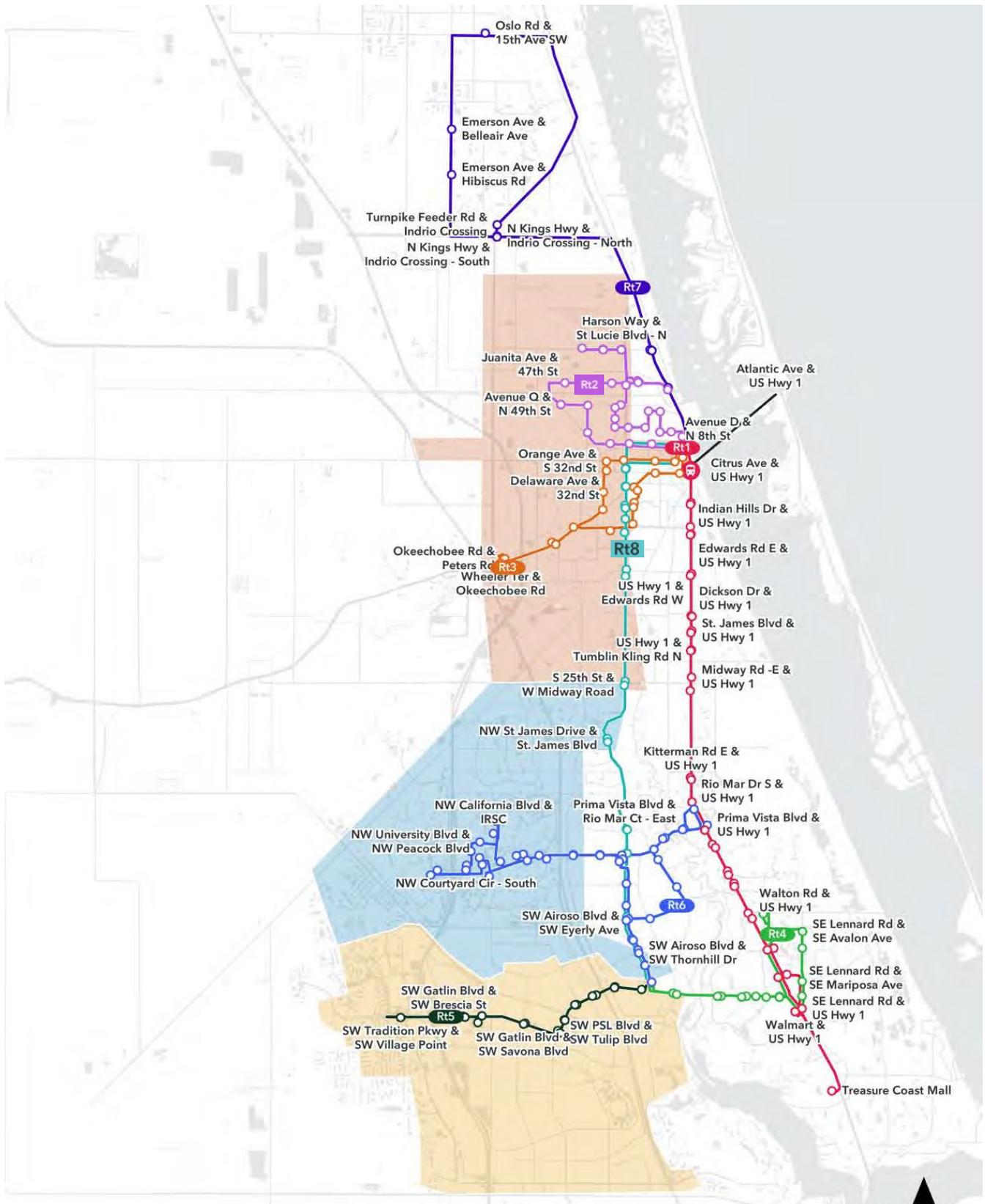
Route 7, known as the “Lakewood Park” route, connects with Indian River County at the Intergenerational Center. This route also connects with Route 1, 2, 3, and 8 at the Fort Pierce Intermodal.

Route 8

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

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

Figure 1: Current Area Regional Transit System Map



2.2 Microtransit Service

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



2.3 Demand Response/Paratransit Service

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

2.4 Special Programs

Direct Connect

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

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

Advantage Ride

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

Vanpool

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

2.5 Analysis of Existing Service

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

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

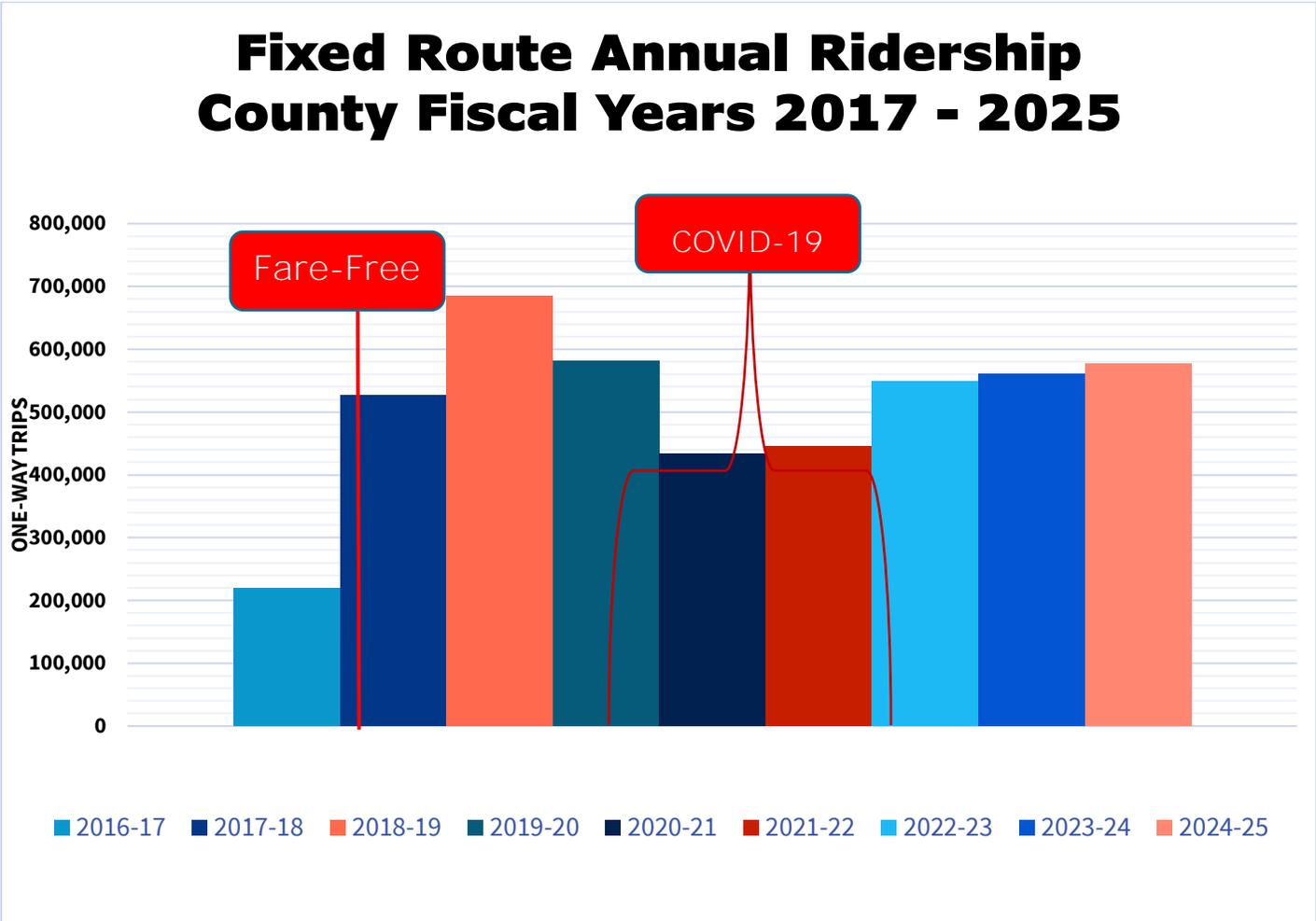
Route	FY24/25 Ridership	FY23/24 Ridership	Percent Change
1	185,334	186,088	-.4%
2	82,169	79,359	3.5%
3	114,774	112,771	1.8%
4	38,100	42,101	-9.5%
5	38,900	35,335	10.1%
6	63,710	61,018	4.4%
7	41,288	34,477	19.8%
8	12,028	8,086	49.8%
Total	576,303	559,235	3.1%

Fixed Route Ridership

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

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

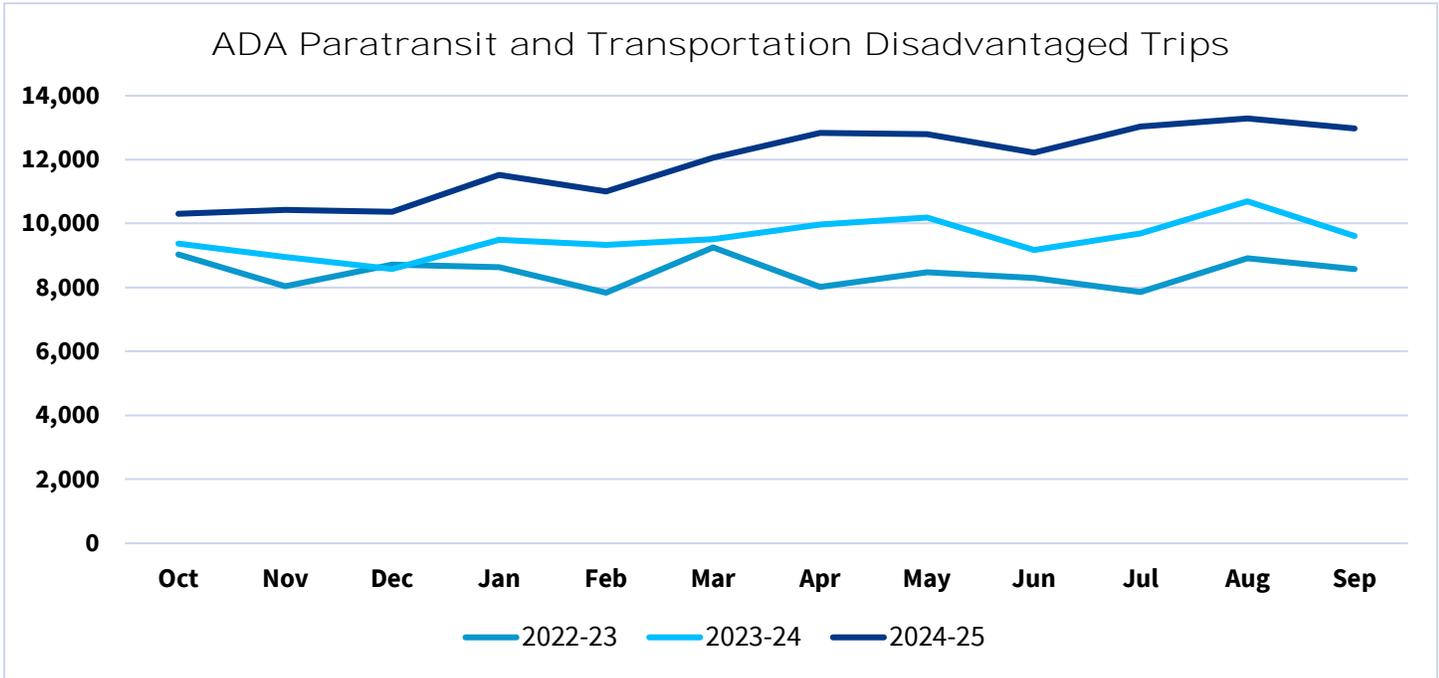
Figure 2: Fixed Route Ridership FY2017-FY2025



Demand Response Ridership

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

Figure 3: Paratransit and TD Ridership FY2023-FY2025



Microtransit Ridership

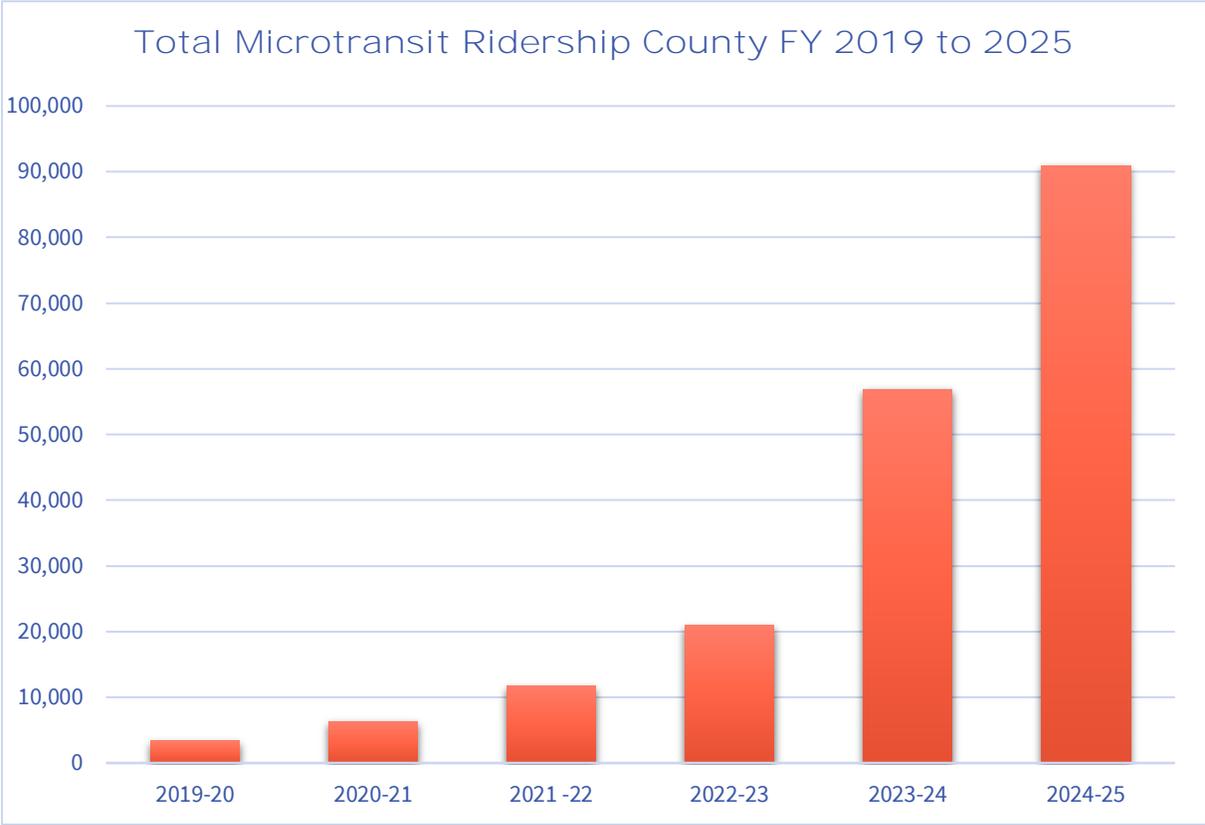
Ridership for this innovative service continues to increase. During fiscal year 24/25, the service generated a year-over-year increase of 60%. Currently the microtransit service provides over 7,500 trips monthly.

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

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

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

Figure 4: Microtransit Ridership FY2019-FY2025



Direct Connect Trips

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

Advantage Ride Trips

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

3.0 IMPLEMENTATION PLAN

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

3.1 Service Improvements

ART On Demand Zone 3

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

Port St. Lucie Express

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

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

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

Vanpool

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

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

Table 3: Implementation Plan Service Improvements

Project Status Complete In Progress

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

3.2 Capital Improvements

Equipment Replacement and Upgrades

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

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

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

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

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

Port St. Lucie Intermodal/Passenger Area

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

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

Operations and Maintenance Facility

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

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

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



Expand Transit Marketing and Education Program

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

Bus Stop/Shelter Improvements

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

Table 4: Implementation Plan Capital Projects

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

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

Transit Projects

2025/26 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP 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

¹LRTP: *SmartMoves 2045 Long Range Transportation Plan*, February 2021²TDP: *Reimagine Transit , St. Lucie County FY 2025-FY 2034 Transit Development Plan Major Update*, September 2024 ³Source of Estimated Cost: St. Lucie County Transit Staff, February 2025, unless otherwise noted⁴*Transit Asset Management Plan*, November 2024⁵NR: Not Ranked

3.3 Future Improvements

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

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

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

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

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

3.4 Partnerships

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

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

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

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

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

4.0 Goals & Objectives for FY26

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

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

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

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

4.1 Coordination with Other Plans

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

5.0 Updated Financial Plan

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

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

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

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

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

Table 7: Ten Year Financial Plan

Cost/Revenue	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	10-Year Total
Operating											
Operating Costs											
Existing Fixed-Route	\$3,192,283	\$3,354,913	\$3,522,659	\$3,698,792	\$3,883,732	\$4,077,918	\$4,281,814	\$4,495,905	\$4,720,700	\$4,956,735	\$40,185,451
Existing ART On-Demand (Zone 1 and 2)	\$1,854,526	\$2,279,217	\$2,388,932	\$2,512,381	\$2,644,363	\$2,803,025	\$2,971,206	\$3,149,479	\$3,338,447	\$3,538,754	\$27,480,330
Paratransit	\$5,847,484	\$6,132,907	\$6,720,268	\$7,402,092	\$8,159,045	\$8,974,950	\$9,872,444	\$10,859,689	\$11,945,658	\$13,140,224	\$89,054,760
Advantage Ride	\$150,000	\$153,000	\$156,060	\$159,181	\$162,365	\$165,612	\$168,924	\$172,303	\$175,749	\$179,264	\$1,642,458
Direct Connect	\$750,000	\$600,000	\$612,000	\$624,240	\$636,725	\$649,459	\$662,448	\$675,697	\$689,211	\$702,996	\$6,602,776
Purchased Transportation Staffing and Maintenance	\$2,886,212	\$3,035,983	\$3,057,212	\$3,163,193	\$3,288,446	\$3,478,880	\$3,680,602	\$3,894,287	\$4,120,651	\$4,360,450	\$34,965,914
Software	\$150,875	\$143,247	\$168,589	\$177,594	\$187,139	\$205,852	\$226,438	\$249,082	\$273,989	\$301,389	\$2,084,196
Other Operating Expenses	\$929,742	\$976,229	\$1,025,041	\$1,076,293	\$1,130,108	\$1,186,613	\$1,245,944	\$1,308,241	\$1,373,653	\$1,442,335	\$11,694,199
New Vanpool Program	\$50,000	\$55,000	\$60,500	\$66,550	\$73,205	\$80,526	\$88,578	\$97,436	\$107,179	\$117,897	\$796,871
New Art On-One Demand Microtransit	\$491,550	\$604,089	\$633,168	\$665,888	\$1,041,737	\$1,485,841	\$2,362,488	\$2,504,237	\$3,539,321	\$3,751,681	\$17,080,000
30-minute Frequency on Route 1	\$0	\$689,498	\$723,973	\$760,172	\$798,180	\$838,089	\$879,994	\$923,993	\$970,193	\$1,018,703	\$7,602,794
Extended Route 8	\$0	\$186,373	\$190,473	\$194,664	\$198,946	\$203,323	\$207,796	\$212,368	\$217,040	\$221,815	\$1,832,797
Sunday Service on Routes 1,2,3,&4	\$0	\$0	\$0	\$0	\$196,394	\$206,214	\$216,524	\$227,351	\$238,718	\$250,654	\$1,335,855
Add Saturday Service on Route 8	\$0	\$0	\$0	\$0	\$0	\$125,067	\$131,320	\$137,886	\$144,781	\$152,020	\$691,074
30-minute Frequency on Route 3	\$0	\$0	\$0	\$0	\$0	\$0	\$620,152	\$651,160	\$683,718	\$719,529	\$1,955,029
Extend Weekday service to 10PM	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$641,634	\$673,716	\$1,315,350
Dual Enrollment Shuttle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$641,634	\$673,716	\$1,315,350
Downtown/Rail Station/Beach Shuttle	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$773,511	\$773,511
Total Operating Costs	\$16,302,672	\$18,210,456	\$19,258,875	\$20,501,039	\$22,400,384	\$24,481,368	\$26,996,521	\$29,528,105	\$33,789,717	\$36,939,576	\$248,408,715
Capital Costs											
New Vehicles	\$1,272,352	\$0	\$385,000	\$0	\$655,000	\$0	\$710,000	\$1,214,404	\$3,650,799	\$800,000	\$8,687,555
Replacement Vehicles	\$2,484,521	\$1,960,000	\$1,775,000	\$1,974,829	\$1,570,000	\$960,000	\$1,501,600	\$851,760	\$1,616,936	\$978,630	\$15,673,276
Vehicles	\$3,756,873	\$1,960,000	\$2,160,000	\$1,974,829	\$2,225,000	\$960,000	\$2,211,600	\$2,066,164	\$5,267,735	\$1,778,630	\$24,360,831
Planning Studies	\$0	\$0	\$0	\$200,000	\$0	\$0	\$0	\$0	\$250,000	\$0	\$450,000
Transit Fare & Financial Study	\$0	\$0	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
Technology Upgrades	\$825,000	\$22,000	\$24,200	\$26,620	\$29,282	\$32,210	\$35,431	\$38,974	\$42,872	\$47,159	\$1,123,748
New and existing Bus Stop/Shelter Improvements	\$275,000	\$302,500	\$332,750	\$366,025	\$402,628	\$442,890	\$487,179	\$535,897	\$589,487	\$648,436	\$4,382,792
O-M Facility	\$1,627,600	\$2,000,000	\$17,000,000	\$14,500,000	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$37,127,600
PSL Intermodal Facility	\$1,500,000	\$4,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500,000
Expand Transit Marketing /Education Program	\$208,919	\$213,527	\$218,236	\$223,049	\$227,968	\$232,996	\$237,269	\$242,000	\$246,773	\$251,618	\$2,297,673
TSP	\$104,460	\$106,763	\$0	\$0	\$0	\$0	\$59,534	\$60,847	\$0	\$0	\$331,604
Queue Jumps	\$626,757	\$640,580	\$0	\$0	\$0	\$0	\$357,202	\$365,080	\$0	\$0	\$1,989,619
Wi-Fi on Buses	\$0	\$0	\$100,000	\$27,279	\$28,494	\$29,125	\$29,767	\$30,423	\$31,094	\$31,778	\$307,962
Other Capital and Policy	\$5,167,736	\$7,285,370	\$17,975,186	\$15,342,973	\$2,688,374	\$737,221	\$1,445,382	\$1,517,995	\$1,908,471	\$1,742,291	\$55,810,999
Total Capital Costs	\$8,924,609	\$9,245,370	\$20,135,186	\$17,317,802	\$4,913,374	\$1,697,221	\$3,656,982	\$3,584,159	\$7,176,206	\$3,520,921	\$80,171,830
Revenues											
Local Operating Funds											\$0
MSTU	\$11,350,747	\$11,550,747	\$11,781,762	\$12,017,397	\$12,257,745	\$12,502,900	\$12,752,958	\$13,008,017	\$13,268,178	\$13,533,541	\$124,023,992
MSTU Reserves	\$4,919,164	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,919,164
County General Fund	\$200,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200,000
South Florida Commuter Services	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,000
Federal Funds											\$0
Supergrant - 5307	\$3,484,000	\$3,832,400	\$4,215,640	\$4,637,204	\$5,100,924	\$5,611,017	\$6,172,119	\$6,789,330	\$7,468,263	\$8,215,090	\$55,525,987
5310 Operating	\$0	\$400,383	\$408,391	\$416,558	\$424,890	\$433,387	\$442,055	\$450,896	\$459,914	\$469,112	\$3,905,587
5311	\$105,098	\$107,200	\$109,344	\$111,531	\$113,761	\$116,037	\$118,357	\$120,725	\$123,139	\$125,620	\$1,150,794
State Funds											\$0
FDOT Corridor Grant	\$300,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300,000
FDOT Block Grant	\$1,035,623	\$1,056,335	\$1,077,462	\$1,099,011	\$1,120,992	\$1,143,411	\$1,166,280	\$1,189,605	\$1,213,397	\$1,237,665	\$11,339,783
FDOT Service Dev. - Micro-Transit Zone 2 &3	\$206,176	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$206,176
FCTD Trip and Equipment	\$706,225	\$720,350	\$734,756	\$749,452	\$764,441	\$779,729	\$795,324	\$811,231	\$827,455	\$844,004	\$7,732,967
FCTD ISD Grant	\$202,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,500
FDOT Service Dev. - New Micro Zones	\$0	\$0	\$0	\$0	\$350,434	\$371,460	\$787,496	\$417,373	\$884,830	\$464,536	\$3,276,128
Other Revenues											\$0
Clear Channel Advertising	\$65,000	\$66,300	\$67,626	\$68,979	\$70,358	\$71,765	\$73,201	\$74,665	\$76,158	\$77,681	\$711,732
Interest on Investments	\$20,000	\$20,400	\$20,808	\$21,224	\$21,649	\$22,082	\$22,523	\$22,974	\$23,433	\$23,902	\$218,994
Total Operating Revenues	\$22,644,533	\$17,754,115	\$18,415,789	\$19,121,356	\$20,225,194	\$21,051,789	\$22,330,313	\$22,884,815	\$24,344,768	\$24,991,133	\$213,763,805
Capital Revenues											
General Fund 316	\$4,222,608	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,222,608
General Fund 316 Reserves	\$2,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000
MSTU - Buildings	\$53,250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53,250
FTA Super Grant (5307 & 5339)	\$2,306,670	\$2,537,337	\$2,791,071	\$3,070,178	\$3,377,196	\$3,714,915	\$4,086,407	\$4,495,047	\$4,944,552	\$5,439,007	\$36,762,379
FTA/FDOT 5310 vehicle grant	\$1,050,954	\$350,000	\$0	\$350,000	\$0	\$0	\$400,000	\$0	\$0	\$450,000	\$2,600,954
FDOT Intermodal Grant	\$1,188,982	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,188,982
FTA 5307 CARES Act Grant	\$2,194,553	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,194,553
Capital Funds Rolled Over	\$4,908,122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,908,122
New Local or Grant Funds Needed	\$0	\$39,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,500,000
Total Capital Revenues	\$17,925,139	\$42,387,337	\$2,791,071	\$3,420,178	\$3,377,196	\$3,714,915	\$4,486,407	\$4,495,047	\$4,944,552	\$5,889,007	\$93,430,848
All Revenues	\$40,569,672	\$60,141,452	\$21,206,860	\$22,541,534	\$23,602,389	\$24,766,704	\$26,816,719	\$27,379,862	\$29,289,320	\$30,880,140	\$307,194,653
10-Year Cost & Revenue Summary											
Total Revenues	\$40,569,672	\$60,141,452	\$21,206,860	\$22,541,534	\$23,602,389	\$24,766,704	\$26,816,719	\$27,379,862	\$29,289,320	\$30,880,140	\$307,194,653
Total Costs	\$25,227,281	\$27,455,826	\$39,394,061	\$37,818,841	\$27,313,758	\$26,178,589	\$30,653,504	\$33,112,263	\$40,965,923	\$40,460,497	\$328,580,545
Revenue Minus Costs	\$15,342,391	\$32,685,626	-\$18,187,201	-\$15,277,307	-\$1,711,369	-\$1,411,885	-\$3,836,785	-\$5,732,401	-\$11,676,603	-\$9,580,357	-\$21,385,892
Rollover from Prev. Year	\$0	\$15,342,391	\$32,685,626	-\$18,187,201	-\$15,277,307	-\$3,711,369	-\$1,411,885	-\$3,836,785	-\$5,732,401	-\$11,676,603	
Surplus/Shortfall	\$15,342,391	\$48,028,016	\$14,498,424	-\$33,464,508	-\$18,988,676	-\$5,123,254	-\$5,248,670	-\$9,569,186	-\$17,409,004	-\$21,256,960	-\$21,256,960



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 17, 2026
Item Number:	6d
Item Title:	St. Lucie Freight Network (SLFN) Update
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.6 – Freight Planning
Requested Action:	Review and recommend adoption of the SLFN Update, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Since the Update to the SLFN reflects the current major roadway network and the most suitable segments of the network for freight movement in the TPO area, it is recommended that the SLFN Update be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Draft Updated SLFN Map



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: March 10, 2026

SUBJECT: St. Lucie Freight Network (SLFN) Update

BACKGROUND

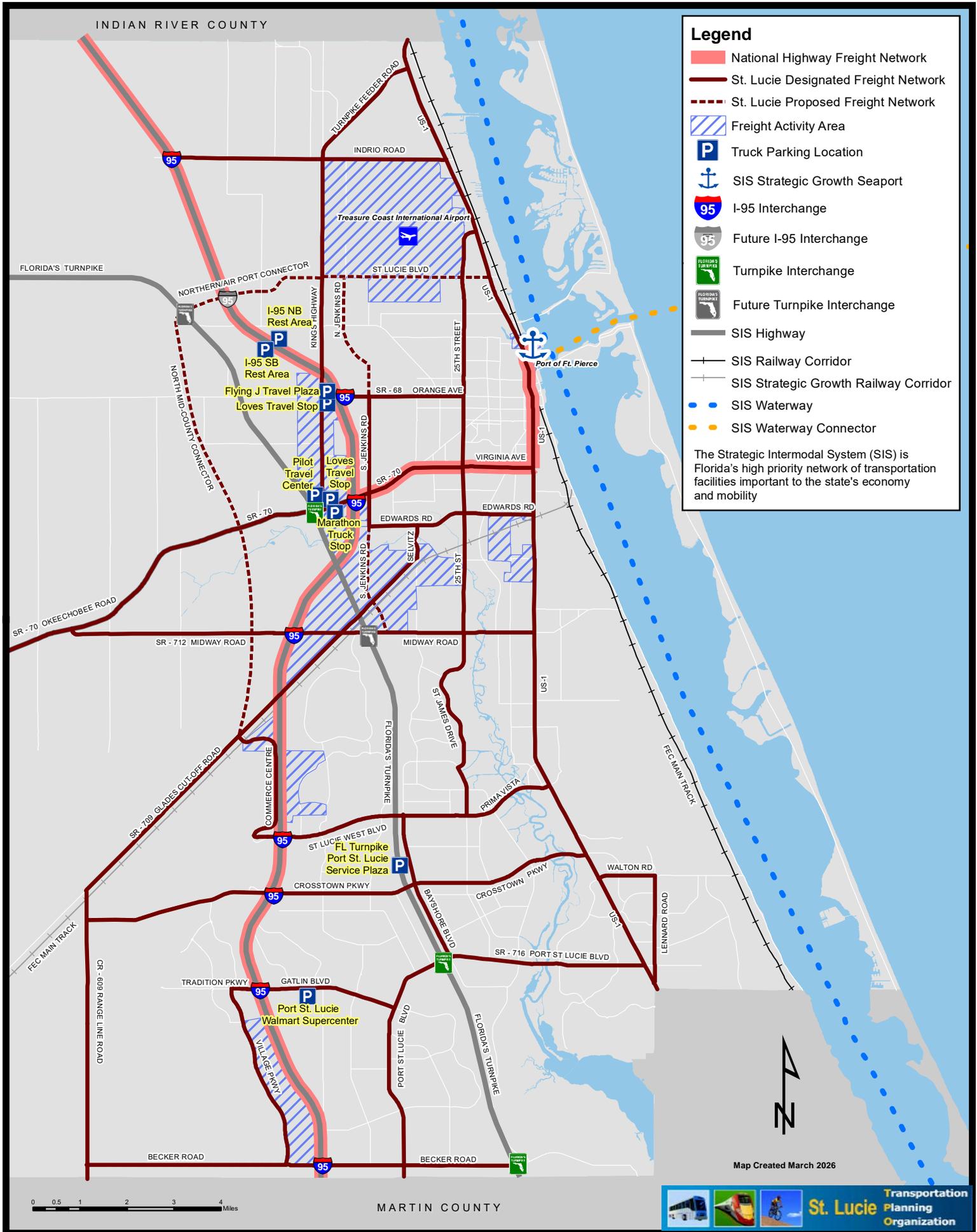
One of the tasks of the Unified Planning Work Program (UPWP) of the St. Lucie TPO is Task 3.6 – *Freight Planning*. As part of the TPO’s freight planning efforts, the St. Lucie Freight Network (SLFN) was designated in 2015 and updated in 2023. The FY 2024/25-FY2025/26 UPWP includes an update of the SLFN.

ANALYSIS

The most significant change to the major roadway network in the TPO area since the last SLFN update is the addition of Crosstown Parkway and Becker Road segments, located west of I-95. A FDOT-identified Freight Activity Area is also included in the draft updated SLFN Map.

RECOMMENDATION

Since the Update to the SLFN reflects the current major roadway network and the most suitable segments of the network for freight movement in the TPO area, it is recommended that the SLFN Update be recommended for adoption by the TPO Board.





AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 17, 2026
Item Number:	6e
Item Title:	FY 2026/27 – 2027/28 Unified Planning Work Program (UPWP)
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 1.2: UPWP Development
Requested Action:	Review and recommend adoption of the draft UPWP, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	Because the comments received from the TPO Board, the Advisory Committees, and the public during the Call for UPWP Planning Projects have been incorporated into the draft UPWP and the UPWP tasks, projects, and activities are consistent with the TPO planning priorities, it is recommended that the draft FY 2026/27 – FY 2027/28 UPWP be recommended for adoption by the TPO Board.

Attachment

- Staff Report
- Draft FY 2026/27 – FY 2027/28 UPWP



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Marceia Lathou
 Transit Program Manager

DATE: March 11, 2026

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

BACKGROUND

The Unified Planning Work Program (UPWP) is a two-year program, supported by State and Federal funds, of transportation planning activities undertaken by the TPO. Planning projects are included in the UPWP based on TPO priorities, the need to satisfy State/Federal requirements, and funding constraints. Projects may involve any aspect of transportation including roads, transit, bridges, bicycle/pedestrian pathways, waterways, vertiports, and the needs of transportation disadvantaged persons.

The current UPWP for FY 2024/25 – FY 2025/26 ends on June 30, 2026. Therefore, the development of the UPWP for FY 2026/27 – FY 2027/28, which encompasses July 2026 through June 2028, is underway that was initiated with a Call for UPWP Planning Projects starting in November 2025. A draft UPWP for FY 2026/27 – FY 2027/28 has been prepared that will be presented for review and recommendation.

ANALYSIS

The Call for UPWP Planning Projects included an initial discussion of the FY 2026/27 – FY 2027/28 UPWP by the TPO Advisory Committees at their November 2025 meetings and by the TPO Board at its December 2025 and February 2026 meetings. The discussions consisted of the identification and

discussion of the planning priorities, tasks, projects, and activities that should comprise the proposed UPWP. The Call for Projects was announced to the public through social media, discussions at meetings such as the Local Coordinating Board for the Transportation Disadvantaged (LCB), and at public outreach events.

The Call for UPWP Planning Projects resulted in several project ideas which are included in the draft FY 2026/27 – FY 2027/28 UPWP. In addition to the recurring projects and efforts in the UPWP such as performance target setting and measurement, annual development of the List of Priority Projects and the Transportation Improvement Program, annual collection of the traffic counts for the TPO area, and Regional and Intergovernmental Planning Coordination, the following new projects in the UPWP, along with their associated UPWP task numbers, are included in the draft UPWP:

- Explore St. Lucie: Walk-Bike Network Interactive Map Application: A web-based interactive mapping application that visualizes the existing and planned bicycle and pedestrian network throughout St. Lucie County. *Task 3.5: Bicycle-Pedestrian/Complete Streets Planning*
- Transportation Hubs Study: Detailed analyses of locations in Fort Pierce near I-95 and near Walton & One in Port St. Lucie for park and ride/bus transfer stations. *Task 3.2: Transit Planning*
- Park and Stride Lot Plan: An initiative to identify and designate publicly accessible parking locations where residents can safely park and immediately connect to walkable routes, trails, and neighborhoods to encourage physical activity and active transportation. *Task 3.5: Bicycle-Pedestrian/Complete Streets Planning*
- Off-Peak Travel Study: Exploration of ways to encourage drivers to travel during non-rush hour periods to help reduce congestion. Potential strategies include off-peak travel incentives, real-time traffic information, and targeted media campaigns that promote the benefits of traveling at different times. The goal is to create a more balanced use of the roadway system throughout the day. *Task 3.4: Congestion Management Process (CMP)*
- Vehicle Sharing Study Update: Analysis of methods to provide residents and visitors with short-term access to automobiles. *Task 3.2: Transit Planning*
- North County Sub-Area Transportation Network Study: An assessment of the potential cumulative traffic impacts of the proposed

development west of the Indrio Road/I-95 interchange and identification of transportation system investments and probable costs necessary to absorb the transportation impacts of the potential development. **Task 3.1: Long Range Transportation Planning**

- Walton Scrub Preserve Pedestrian Connection Feasibility Study: A feasibility study to determine the location of pedestrian access from the Walton Scrub Preserve on the west side of Indian River Drive to a proposed fishing wharf on the east side of Indian River Drive. **Task 3.5: Bicycle-Pedestrian/Complete Streets Planning**
- AI in Transportation Use Case Study: The St. Lucie County Education Foundation in a collaboration with local high school students will complete a case study that explores how AI could improve safety, traffic flow, or efficiency. **Task 3.10: Advanced Vehicle Planning**

The draft UPWP was submitted to State and Federal agencies for their review and comment, and the public comment period has been initiated. The TPO Board will consider the draft UPWP for adoption at its April meeting.

RECOMMENDATION

Because the comments received from the TPO Board, the Advisory Committees, and the public during the Call for UPWP Planning Projects have been incorporated into the draft UPWP and the UPWP tasks, projects, and activities are consistent with the TPO planning priorities, it is recommended that the draft FY 2026/27 – FY 2027/28 UPWP be recommended for adoption by the TPO Board.



Coco Vista Centre
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Unified Planning Work Program (UPWP)

Performance-Based Planning and Programming

FY 2026/27 – FY 2027/28
 (July 1, 2026 - June 30, 2028)

Catalog of Federal Domestic Assistance (CFDA) Numbers:
 20.205 - Highway Planning and Construction
 20.505 - Federal Transit Technical Studies Grant (Metropolitan Planning)

Funding for this Planning Work Program Provided By:
 Federal Highway Administration
 Federal Transit Administration
 Florida Department of Transportation
 Florida Commission for the Transportation Disadvantaged

Federal Aid Project Number: 0311-064-M
 Financial Project Numbers: 439326-6-14-01 & 439326-6-14-02
 FAC Number: Z45E

Adopted on April 1, 2026

Terissa Aronson, Chairwoman

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

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.

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

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



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I. INTRODUCTION

Definition of the Unified Planning Work Program (UPWP)

In accordance with Federal Regulations 23 CFR 450 and Florida Statute 339.175(9), the UPWP for the St. Lucie Transportation Planning Organization (TPO) identifies the planning priorities to be carried out, the activities to be undertaken in the Metropolitan Planning Area (MPA), **and** the transportation planning budget for these activities in fiscal years 2026/27 and 2027/28. The UPWP is developed based upon State and Federal regulations, Chapter 3 of the Florida Department of Transportation (FDOT) Metropolitan Planning Organization (MPO) Program Management Handbook, local needs, public input, and those activities required to ensure that a continuing, cooperative and comprehensive (3-C) approach to transportation planning is conducted.

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

An Acronym List is provided in Appendix A.

Prior Efforts

A sampling of the activities conducted, the efforts performed, and the end products accomplished by the St. Lucie TPO during FY 2024/25 – FY 2025/26 includes the following:

Program Management

- Legislative Priorities for 2025 and 2026
- 2025 and 2026 Annual Joint Certification Reviews
- 2025 Quadrennial Federal Certification Review

Travel Demand Modeling

- TCRPM6 Development and Support
- 2050 LRTP Modeling Activity

GIS and Data Management

- Procurement of Mobility Data

Traffic Count Management Program

- Traffic Counts and Level of Service Reports for 2025 and 2026

Performance Measurement and Target Setting

- Performance Targets Setting for 2025 and 2026

Long Range Transportation Plan (LRTP)

- SmartMoves 2045 LRTP Performance Reports for 2025 and 2026
- Reimagine Mobility 2050 LRTP Development

Transit (Bus and Rail Operations) Planning

- Technical Assistance to Transit Agencies
- Regional Bus Route Update
- Annual Transit Development Plan (TDP) Updates

Transportation Improvement Program (TIP)
 Transportation Alternatives Program (TAP) Administration
 Interactive TIPs for FY 2025/26 – FY 2029/30 and FY 2026/27 – FY 2030/31
 List of Priority Projects (LOPP) for 2025/26 and 2026/27
 FDOT Work Program Review for FY 2025/26 – FY 2029/30 and FY 2026/27 – FY 2029/31
 Annual Publications of Obligated Federal Projects

Congestion Management Process (CMP)
 2025 CMP Annual Report
 Advanced Transportation Management System (ATMS) Master Plan Update

Bicycle-Pedestrian Planning
 Electric Bicycle Study
 Oxbow Eco-Center Pedestrian Link Feasibility Study

Freight Planning
 St. Lucie Freight Network Update

Safety and Security Planning
 Update of Safety Graphics Displays
 Treasure Coast Community Traffic Safety Team Support
 Coordinated Rail Safety Improvement Plan (CRSIP)
 Continuity of Operations Plan (COOP) Management

Transportation Disadvantaged (TD) Program
 Transportation Disadvantaged Service Plan (TDSP) Annual Updates
 Community Transportation Coordinator (CTC) Evaluations
 Local Coordinating Board for the Transportation Disadvantaged (LCB) Support

Environmental Planning
 Transportation Asset / Service Vulnerability Assessment Update

Advanced Vehicle Planning
 Automated Vehicles Study Update
 Vehicle Sharing Study

Regional Planning and Coordination
 Treasure Coast Transportation Council Support
 Transportation Regional Incentive Program (TRIP) Administration

Intergovernmental Planning and Coordination
 Treasure Coast Scenic Highway Committee Support (TCSHC)
 Transportation Impacts Tracker

Public Involvement, Education & Outreach
 Community Participation Plan (CPP) Major Update
 CPP Evaluation

Additional activities conducted during FY 2024/25 – FY 2025/26 are summarized within the individual works tasks in Section III.

Carryover Activities

No activities are carried over from the FY 2024/25 – FY 2025/26 UPWP.

Planning Priorities

The planning priorities to be addressed in FY 2026/27 and FY 2027/28 include:

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

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

Consolidated Planning Grant (CPG)

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

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

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

Section 120 of Title 23, U.S.C., permits a state to use certain toll revenue expenditures as a credit toward the non-federal matching share of all programs authorized by Title 23, (with the exception of Emergency Relief Programs) and for transit programs authorized



by Chapter 53 of Title 49, U.S.C. This is in essence a "soft-match" provision that allows the federal share to be increased up to 100 percent to the extent credits are available.

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

<u>Year</u>	<u>PL (CPG) Match</u>	<u>SU (STBG) Match</u>
FY 2026/27	\$191,812	\$132,334
FY 2027/28	\$188,492	\$132,334

Agency Involvement in the Development of the UPWP

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

Public Involvement in the Development of the UPWP

The TPO seeks to maximize community participation in the preparation of the UPWP. The draft UPWP is made readily available for public review through the TPO website; the Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC), Bicycle-Pedestrian Advisory Committee (BPAC), and the Local Coordinating Board for the Transportation Disadvantaged (LCB); an open public comment period; social media; public events; and public noticing. The Public Comment Notice is provided in Appendix B.

The TAC, CAC, BPAC, and LCB responded to a Call for UPWP projects at their respective meetings in November 2025, and the TPO Board responded to the Call for UPWP projects at its meetings in December 2025 and February 2026. The TAC, CAC, and BPAC reviewed the draft UPWP at their meetings in March 2026, and the TPO Board reviewed the UPWP at its meeting in April 2026. Recommendations regarding UPWP projects, activities, and priorities from the TAC, CAC, BPAC, LCB, and the general public are provided to the TPO Board prior to the adoption of the UPWP. This broad range of input is reflected in the UPWP and other planning documents to be developed through the UPWP. A summary of the comments received and their incorporation into the UPWP or into other TPO planning activities is provided in Appendix C.

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

Consistency with Other Plans

The UPWP is developed to be consistent with all applicable plans, including the growth management plans of the local governments within the MPA. The UPWP work products and tasks are designed to assist local governments by providing resources, such as data and maps, that can be utilized in the comprehensive planning process. The TPO staff will



contribute to and support local and state government planning efforts through the individual work tasks included in the UPWP. In addition, coordination and support will be continued through the TAC, CAC, BPAC, and LCB.

Planning Factors and Task Matrix

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

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

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

Work Element Tasks	Federal Planning Factors									
	1	2	3	4	5	6	7	8	9	10
1.1 Program Management	X	X	X	X	X	X	X	X	X	X
1.2 UPWP Development	X	X	X	X	X	X	X	X	X	X
2.1 Travel Demand Modeling		X	X	X	X		X		X	
2.2 GIS and Data Management		X	X	X	X		X		X	
2.3 Traffic Count Program Management	X	X		X	X		X		X	
2.4 Performance Measurement and Target Setting	X	X	X	X	X	X	X	X	X	X
3.1 Long Range Transportation Planning	X	X	X	X	X	X	X	X	X	X
3.2 Transit Planning	X	X	X	X	X	X	X	X	X	X
3.3 Transportation Improvement Program (TIP)	X	X	X	X	X	X	X	X	X	X
3.4 Congestion Management Process (CMP)	X	X	X	X	X		X	X	X	X
3.5 Bicycle-Pedestrian Planning	X	X		X	X	X	X	X	X	X
3.6 Freight Planning	X	X	X	X	X	X	X	X	X	
3.7 Safety and Security Planning		X	X						X	X
3.8 Transportation Disadvantaged (TD) Program	X	X		X	X	X	X		X	X
3.9 Environmental Planning	X	X	X	X	X	X	X	X	X	X
3.10 Advanced Vehicle Planning	X	X	X	X	X	X	X	X	X	X
4.1 Models of Regional Planning Cooperation	X	X	X	X	X	X	X	X	X	X



Work Element Tasks	Federal Planning Factors									
	1	2	3	4	5	6	7	8	9	10
4.2 Intergovernmental Planning and Coordination	X	X	X	X	X	X	X	X	X	X
5.1 Public Participation, Education & Outreach	X	X	X	X	X	X	X	X	X	X

Technical Advisory Committee (TAC)

The St. Lucie TPO has established a broad-based TAC composed of planners, engineers, and other appropriate professionals. The TAC was established for the purpose of advising and providing technical expertise to the St. Lucie TPO decision-making process for adopting and maintaining area-wide transportation plans, policies, and programs. The current TAC voting membership includes representation from local government, schools, transportation, public works, and public safety agencies in St. Lucie County and its cities. In addition, the TAC includes a non-voting advisor who is a representative of the FDOT. The composition of the TAC provides the opportunity for necessary staff coordination to achieve a unified transportation planning effort.

Citizens Advisory Committee (CAC)

The St. Lucie TPO also has established a CAC designed to facilitate a broad range of citizen involvement in the transportation planning process. The purpose of the CAC is to seek citizen and community participation in the St. Lucie TPO decision-making process for adopting and maintaining area-wide transportation plans, policies, and programs; provide comment with respect to the concerns of various segments of the population; and recommend projects and funding allocations for consideration by the TPO Board. The CAC plays a significant role in implementing public involvement activities in the planning process. The CAC member categories consist of residents representing Fort Pierce, Port St. Lucie, unincorporated areas, at-large county residents, and individuals with disabilities within St. Lucie County.

Bicycle-Pedestrian Advisory Committee (BPAC)

The St. Lucie TPO has established a BPAC to provide recommendations regarding the bicycle and pedestrian planning and programming activities of the TPO and to work with local and State government agencies to coordinate bicycle and pedestrian planning and **programming activities. The St. Lucie TPO's BPAC includes representatives from local parks, public works, and environmental departments, along with residents representing individuals with disabilities and the bicycling and running/hiking communities throughout St. Lucie County.** In addition, the BPAC includes a non-voting advisor who is a representative of the FDOT.

Treasure Coast Scenic Highway Committee (TCSHC)

The Treasure Coast Scenic Highway Committee (TCSHC) was established in 2004. The function of the TCSHC is to explore available opportunities for enhancing the Treasure Coast corridor of the Florida Scenic Highway. The 12 members of the TCSHC include citizen representatives as well as representatives from the local jurisdictions, State and local agencies. The committee works collaboratively with local governments, community partners, and stakeholders to support stewardship of the scenic byway. Through education, planning initiatives, and outreach efforts, the committee helps to celebrate the unique identity of the Treasure Coast and advance projects that improve visitor experiences and community quality along the scenic highway.

Local Coordinating Board for the Transportation Disadvantaged (LCB)

Support for the Local Coordinating Board for the Transportation Disadvantaged (LCB) is provided by the TPO, pursuant to Chapter 427, F.S., and Rule 41-2, F.A.C. The purpose of the LCB is to implement the duties described in Rule 41-2 as a part of the Florida Transportation Disadvantaged (TD) program which provides transportation assistance to

citizens who are dependent on public transportation. The TD program is incorporated into Task 3.8 of the UPWP. The LCB consists of representatives from various State and local agencies as well as citizen representatives. A member of the TPO Board is appointed annually to serve as the LCB Chair. The TPO Board approves the selection of citizen representatives for vacancies on the LCB.

Treasure Coast Transportation Council (TCTC)

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

Metropolitan Planning Organization Advisory Council (MPOAC)

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

TPO Staff

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

Agreements

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

Interlocal Agreement for Creation of the Metropolitan Planning Organization

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

Interlocal Agreement for Administrative Support Services

This agreement between the TPO and St. Lucie County was executed for the provision by St. Lucie County of administrative support services to assist the TPO staff in

managing the continuing, cooperative and comprehensive metropolitan transportation planning process.

MPO Agreement

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

Intergovernmental Coordination and Review and Public Transportation Coordination Joint Participation Agreement

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

Public Transportation Joint Participation Agreement

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

Interlocal Agreement Creating the Treasure Coast Transportation Council

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

Operational Procedures & Bylaws

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

Statements, Certifications and Assurances

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

- Title 23 USC Section 134 (Metropolitan Planning)
- Section 5305(d) of the Federal Transit Act
- Title 23 Section 450.334 of the Code of Federal Regulations (Certification)
- Sections 174 and 176 (c) & (d) of the Clean Air Act,
- Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by the State,
- Provisions of current federal regulations, and

- Current provisions of the Americans with Disabilities Act (ADA) of 1990 and USDOT regulations.

On a quadrennial basis, FHWA and FTA conduct Federal certification reviews of TPOs designated for Census urbanized areas where the population exceeds 200,000. These areas are known as Transportation Management Areas (TMAs). Such reviews for the St. Lucie TPO and Martin MPO, both designated for the Port St. Lucie TMA, were last completed in September 2025 and ultimately resulted in Federal certification for the St. Lucie TPO with no Corrective Actions, four Noteworthy Practices, and one Recommendation being identified.

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

III. WORK PROGRAM ELEMENTS AND TASKS

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

- ELEMENT 1: PROGRAM ADMINISTRATION
- ELEMENT 2: MODELING, GIS, DATA MANAGEMENT, MONITORING, AND PERFORMANCE MEASUREMENT
- ELEMENT 3: RECURRING AND SYSTEMS PLANNING
- ELEMENT 4: REGIONAL AND INTERGOVERNMENTAL PLANNING AND COORDINATION
- ELEMENT 5: PUBLIC INVOLVEMENT, EDUCATION & OUTREACH

ELEMENT 1: PROGRAM ADMINISTRATION

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

Task 1.1 Program Management

Task 1.2 UPWP Development



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



End Product:	Completion Date:	Performed by: St. Lucie TPO
2027 Legislative Priorities (uses local funds only)	December 2026	
2027 Annual Joint Certification Review	May 2027	
General Planning Consultant Selection	August 2027	
2028 Legislative Priorities (uses local funds only)	October 2027	
2028 Annual Joint Certification Review	May 2028	

Task 1.2 UPWP Development

Purpose:

To implement the FY 2026/27 – FY 2027/28 UPWP and develop the FY 2028/29 – FY 2029/30 UPWP consistent with Federal and State requirements.

Previous Work Completed:

Implementation of the FY 2024/2025 – FY 2025/2026 UPWP and all required budget revisions and amendments. Coordination with Martin and Indian River MPOs on the regional planning activities.

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

- Implement the FY 2026/27 – FY 2027/28 UPWP
- Develop the FY 2028/29 – FY 2029/30 UPWP
- Process amendments to the adopted UPWP as necessary
- Process budget revisions to the adopted UPWP as necessary
- Coordinate with Martin and Indian River MPOs

End Product:	Completion Date:	Performed by: St. Lucie TPO
FY 2028/29 – FY 2029/30 UPWP Call for Projects	December 2027	
Review by Advisory Committees & Board	March/April 2028	
Transmittal to FDOT	March 2028	
Public Comment Period	March/April 2028	
Adoption by Board	April 2028	
Transmittal to FHWA & FTA	May 2028	
UPWP Amendments	As needed	

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

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

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

Task 2.1 Travel Demand Modeling		
Purpose:		
To ensure the highest quality of travel demand modeling used by the continuing, cooperative and comprehensive transportation planning processes upon which decision making is based.		
Previous Work:		
The Treasure Regional Planning Model (TCRPM) was employed for transportation planning by the TPO and Indian River and Martin MPOs.		
The TCRPM Version 6 was developed and utilized to support the development of the 2050 LRTP and will be utilized to support the development of the 2050 RL RTP. The TCRPM is based on the activity-based modeling approach, and the TPO regularly hosted the model development meetings for the TCRPM. In addition, TPO staff participated in the Statewide Modeling Task Force (MTF) and the Florida Standard Urban Transportation Model Structure (FSUTMS) Users Group.		
Staff also provided guidance on regional modeling projects.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Coordinate operation of TCRPM with FDOT, Indian River and Martin MPOs • Participate in regional modeling activities that include model improvements; travel and other data collection, compilation and development; model estimation, calibration, validation and sensitivity tests; and associated model support services. • Utilize the TCRPM to support, when applicable, UPWP tasks such as regional and intergovernmental planning and coordination. • Participate in MTF and regional modeling activities 		
End Product:	Completion Date:	Performed by:
2050 RL RTP Modeling Activities	June 2027	

Task 2.2 GIS and Data Management		
Purpose:		
To ensure the highest quality of data used by the continuing, cooperative, and comprehensive transportation planning processes to support decision-making.		
Previous Work:		
The TPO continued to coordinate activities related to land use and socioeconomic data collection and analysis and assisted in the maintenance of GIS layers. In addition, the TPO participated in the identification of demographic changes that impact traffic operations and projections and travel demand. These efforts continued to be coordinated with the Martin and Indian River MPOs.		
TPO coordinated with local governmental agencies to procure mobility data such as Derq and Streetlight data products.		
The TPO continued to coordinate data collection and monitoring activities in support of Intelligent Transportation System (ITS) infrastructure, such as the St. Lucie Advanced Transportation Management System (ATMS).		
To ensure the accuracy and relevance of geo-spatial data used for impact analysis, mapping, and decision making, TPO staff continued to monitor Federal, State, and local GIS geo-spatial databases.		



Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • GIS and data monitoring, updates, maintenance, and coordination • Collection and coordination of transit data and analysis • ITS/St. Lucie ATMS implementation • Mobility data utilization 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Mobility Data Product Annual License(s)	June 2028	

Task 2.3 Traffic Count Program Management		
Purpose:		
To collect, monitor, and manage the highest quality of current traffic data on the public roadway network within the MPA.		
Previous Work:		
<p>The TPO continued to collect and manage the Traffic Count Program through the Traffic Count Data Management System (TCDMS) and acted as a clearinghouse for the collection and management of all traffic counts performed in the MPA by the cities, County, and FDOT. The US-1 Corridor Congestion Study was developed. The 2025 and 2026 Traffic Counts were collected and uploaded into the TCDMS, and the resulting reports were published online. The reports were also provided to FDOT, local governments, private consulting firms, and the public upon request.</p> <p>The Level of Service Analysis System (LOSAS) continued to be updated to reflect FDOT's updates to its methodology for performing roadway level-of-service analyses.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Manage and fund the Traffic Count Program. At the present time, none of the local jurisdictions maintains a formal traffic count program and continuation of the Traffic Count Program is necessary to monitor the performance of road segments for transportation planning purposes. • Collect and manage the Traffic Counts Program through the TCDMS and act as a clearinghouse for the collection and management of all traffic counts performed in the MPA by the Cities, County, and FDOT. • Maintain the LOSAS to evaluate the congestion and operating condition of the roadway network and produce an Annual Level of Service Report. • Manage consultant services for traffic counts, LOSAS and TCDMS. 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
2027 Traffic Counts and LOS Report (Consultant services summarized below)	June 2027	
2028 Traffic Counts and LOS Report (Consultant services summarized on the next page)	June 2028	

2027 Traffic Counts and LOS Report Scope of Services

- Collect traffic counts at locations in accordance with the TPO Traffic Counts Collection Methodology.
- At each location, the machine count data will be collected for a period of 48 hours during a "typical" weekday (Tuesday, Wednesday, and Thursday).

- Special care will be taken to ensure the counts are not performed during periods of non-typical vehicular patterns (i.e. when school is out, holidays, etc.).
- Count locations may need to be adjusted/revised during the data collection process which will be documented for reference and future use.
- The counts will be uploaded into the TCDMS web application will be processed, reviewed, and Q/Ced
- A review of the TCDMS for completeness and a check of calculations will be performed.
- A level-of-**service report will be developed for posting on the TPO’s web site.**

2028 Traffic Counts and LOS Report Scope of Services

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

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

<ul style="list-style-type: none"> Continue demonstrating efforts to integrate progress towards achieving the performance targets through the System Performance Report in the TIP and LRTP to the maximum extent possible. 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Set 2027 safety performance targets and report to FDOT	February 2027	
Set 2027 performance targets for bridge and pavement, and system performance and report to FDOT	April 2027	
Set 2028 safety performance targets and report to FDOT	February 2028	

ELEMENT 3: RECURRING AND SYSTEMS AND PROJECT PLANNING

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

- Task 3.1 Long Range Transportation Planning
- Task 3.2 Transit Planning
- Task 3.3 Transportation Improvement Program (TIP)
- Task 3.4 Congestion Management Process (CMP)
- Task 3.5 Bicycle-Pedestrian Planning
- Task 3.6 Freight Planning
- Task 3.7 Safety and Security Planning
- Task 3.8 Transportation Disadvantaged (TD) Program
- Task 3.9 Environmental Planning
- Task 3.10 Advanced Vehicle Planning



Task 3.1 Long Range Transportation Planning		
Purpose:		
To implement the Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) and the Treasure Coast Regional LRTP (RLRTP) which provide for the development, management, and operation of multimodal transportation systems and considers and/or integrates facilities that serve national, statewide, or regional transportation functions.		
Previous Work:		
The Reimagine Mobility 2050 LRTP was adopted in February 2026 which incorporated livability initiatives to improve mobility and quality of life through improvements that support multiple transportation modes. The Plan also incorporated Safety, Security, and Congestion Elements that inform other tasks of the UPWP.		
Prior to the adoption of The Reimagine Mobility 2050 LRTP Performance measures developed for the SmartMoves 2045 LRTP were monitored and reviewed on an annual basis. Federal performance measures were reviewed, and Federal requirements with the corresponding rules promulgated were analyzed.		
Coordination occurred with state, regional, and local agencies to identify and prioritize projects which increase mobility options as part of the RLRTP.		
The TPO participated with FDOT in the major update process for the Strategic Intermodal System (SIS) Cost Feasible Plan.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Reimagine Mobility 2050 LRTP amendment and implementation • Participation in FTP and SIS Plan implementation and updates 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
TIP/LRTP Performance Report 2027	June 2027	
North County Sub-Area Transportation Network Study (Consultant services summarized below)	June 2028	
TIP/LRTP Performance Report 2028	June 2028	

North County Sub-Area transportation Network Study Scope of Services

- Research and gather the approved developments data and prepare the database and maps.
- Develop the revised 2050 TAZ data and 2035 Existing plus committed TAZ dataset in TCRPM format.
- Develop existing plus committed 2035 and 2050 networks for testing.
- Identify roadway capacity needs and cost estimates.
- Prepare a Study Report.
- Committee and Board presentations.



Task 3.2 Transit Planning

Purpose:

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

Previous Work:

Intermodal planning and coordination were supported through transit planning activities in cooperation with local municipal governments, neighboring MPOs, FDOT, and South Florida Commuter Services (SFCS).

TPO Staff assisted St. Lucie County in preparing its Annual Transit Development Plan (TDP) Update. St. Lucie County presented its Annual TDP Update to the TPO Board for endorsement.

The TPO coordinated and facilitated a Park & Ride Lot Program by building upon the results of previous planning efforts. Coordination with Palm Tran and FDOT resulted in the enhancement of express bus service to West Palm Beach via the Gatlin/Jobs Express Park and Ride. Greyhound and FlixBus continued their service at Gatlin/Jobs Express. TPO Staff provided a regional bus route update to the TPO Board. A How to Ride video aimed at travel training for the express bus services was completed.

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

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

- Provide technical assistance to the transit providers including support for the implementation of the TDP Major Update.
- Continuing support for regional and intercity express bus routes.
- Provide technical support for the establishment of a Transportation Management Association (TMA).
- Support of intermodal planning, travel demand management, and transit planning coordination including implementation of the SFCS Workplan.
- Park and ride lot program planning.
- Passenger rail service program planning.
- Continuing coordination among the TPO, St. Lucie County Transit, and FDOT on transit performance measures, adjusting targets as necessary.

End Product:	Completion Date:	Performed by: St. Lucie TPO St. Lucie County Transit
Regional and Intercity Express Bus Routes Update	December 2026	
Annual TDP Update	March 2027	
Transportation Hubs Study (Consultant services summarized on the next page)	June 2027	
Regional and Intercity Express Bus Routes Update	December 2027	
Annual TDP Update	March 2028	



Transportation Hubs Study Scope of Services

- Identify candidate sites
- Evaluate baseline conditions
- Inventory sites, including field review
- Evaluate factors affecting design and construction
- Estimate demand
- Conduct market analyses
- Analyze operational and functional aspects
- Develop facility layouts
- Review infrastructure needs
- Estimate costs for site preparation and facility implementation
- Committee and Board presentations

Task 3.3 Transportation Improvement Program (TIP)		
Purpose:		
To annually coordinate, update, and maintain the five-year TIP which reflects Federal, State, and local funding and identifies all Federal, State, and locally funded transportation improvements within the TPO area.		
Previous Work:		
<p>The TIP continued to be developed annually based on the LRTP, TDP, CMP, bicycle/pedestrian plans, airport and port plans, the Transportation Alternatives (TA) Project Prioritization Methodology, and other planning activities as necessary. The development of the TIP included the preparation of the List of Priority Projects (LOPP) which prioritizes roadway, transit, CMP, and TA projects. The LOPP was prepared based on input from local agencies, transit, FDOT, and the public.</p> <p>The Draft Tentative Work Program was reviewed to ensure consistency with the LOPP and the LRTP and was considered by the TPO Advisory Committees and Board for endorsement. FDOT’s Final Tentative Work Program and the Annual Publication of Obligated Federal Projects were incorporated into the TIP. The TIP was adopted by the Board after a public comment period and review of the draft TIP by the Advisory Committees, and subsequently, the Interactive TIP was launched. The Interactive TIP was maintained, and the TPO coordinated with FDOT to amend the TIP and process STIP amendments as needed. A consultant was utilized for maintenance of the Interactive TIP.</p> <p>The TPO continued to administer the TA grant program. Participation by the TPO in the development of projects from the TIP and LRTP continued. The TPO continued to play significant roles in the completion of the designs for Port St. Lucie Boulevard, Midway Road, and other projects derived from the TIP and LRTP.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Development of the LOPP • Development of the TIP with TIP/LRTP Performance Report and TIP/STIP amendments • Maintenance of the Interactive TIP • Participation in the phases of projects derived from the LRTP 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Review/Endorsement of FDOT’s Five-Year Work Program	December 2026	



FY 2027/28 – FY 2031/32 TIP Adoption & Interactive TIP Update (Independent contractor to be used.)	June 2027	
Annual Publication of Obligated Federal Projects	June 2027	
Submittal of 2027/28 LOPP to FDOT	June 2027	
Review/Endorsement of FDOT’s Five-Year Work Program	October 2027	
FY 2028/29 – FY 2032/33 TIP Adoption & Interactive TIP Update (Independent contractor to be used.)	June 2028	
Annual Publication of Obligated Federal Projects	June 2028	
Submittal of 2028/29 LOPP to FDOT	June 2028	

Task 3.4 Congestion Management Process (CMP)		
Purpose:		
To maintain and monitor the CMP and identify and prioritize CMP projects for the FDOT Work Program and the TPO’s LOPP and TIP.		
Previous Work:		
<p>The CMP Implementation Plan prioritizes projects which address identified congestion and safety issues using one or more “quick-fix” strategies. An Annual CMP Report was completed to update congestion and safety issues and explore strategies to address areas of concern. In coordination with FDOT Traffic Operations, the CMP and its Implementation Plan were utilized to allocate the TPO’s CMP box funds of \$300,000-\$400,000 annually. The CMP was also used for the annual development of the LOPP, TIP, and Work Program, and for ongoing project prioritization as needed in coordination with FDOT Traffic Operations.</p> <p>The Reimagine Mobility 2050 LRTP contains a CMP element, the Cost Feasible Plan allocates funding to the CMP, CMP Projects comprise the CMP LOPP, and congestion management and safety improvements are incorporated into the Goals, Objectives, and Performance Measures of the 2050 LRTP.</p> <p>The St. Lucie Advanced Transportation Master Plan (ATMS) Master Plan was updated, and the TPO supported the implementation by FDOT District 4 of Cloud-Based Arterial Management (CBAM!) for the local governments.</p> <p>The TPO participated in the development of the FDOT District 4 Transportation Systems Management & Operations (TSM&O) Master Plan.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • CMP project coordination and prioritization • ATMS Master Plan Implementation through participation, including attending project progress meetings with FDOT and FDOT’s consultant, in the implementation of the ATMS Master Plan; coordination with local agencies; and the development and prioritization of subsequent phases in the TPO’s LOPP • Continue to support the implementation of the FDOT District 4 TSM&O Master Plan where it is consistent with the ATMS Master Plan. 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
CMP Project Update	April 2027	



Off-Peak Travel Study (Consultant services summarized below)	December 2027	
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Off-Peak Travel Study Scope of Services

- Analyze off-peak travel conditions using traffic data and regional tools to identify congestion patterns and available capacity.
- Assess trip types and travel markets that could shift to off-peak hours.
- Review best practices from peer MPOs and evaluate potential strategies for local implementation.
- Develop and screen feasible off-peak demand management strategies, identify pilot opportunities, and outline an implementation framework with roles, performance measures, and next steps for integration into planning programs.
- **Committee and Board presentations.**

Task 3.5 Bicycle-Pedestrian Planning		
Purpose:		
To review, update, and implement the St. Lucie Walk-Bike Network, build upon previous planning efforts, and continue the ongoing planning and coordinating efforts which support the provision of bicycle, pedestrian, and greenway facilities.		
Previous Work:		
The TPO maintained and updated the inventory of bicycle and pedestrian facilities, known as the St. Lucie Walk-Bike Network, and performed activities as needed in support of its implementation. Through the St. Lucie Walk-Bike Network, TPO staff continued to coordinate with the local governments, the St. Lucie School District, FDOT, Florida Department of Environmental Protection Office of Greenways and Trails, and the East Coast Greenway Alliance regarding bicycle/pedestrian/greenway issues and the planning, prioritizing, funding, and implementation of bicycle/pedestrian/greenway facilities. Coordination of bicycle/pedestrian/greenway planning activities also occurred through the BPAC, TAC, and CAC. Potential bicycle/pedestrian/greenway projects were identified for funding and considered for prioritization in the TPO’s LOPP.		
Programmed projects reviewed through the Electronic Review Comments (ERC) system were evaluated by the TPO based on bicycle and pedestrian-friendliness, and the St. Lucie Walk-Bike Network was updated and maintained.		
The TPO continued to develop plans and implement projects to address specific gaps or obstacles impeding the extension of the East Coast Greenway and the Florida SUN Trail through the St. Lucie TPO area.		
The Electronic Bicycle Safety Study and the Oxbow Eco-Center Pedestrian Link Feasibility Study were completed.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Local coordination/support and project review and prioritization include assisting agencies with sidewalk inventories, gap studies, etc. to support their compliance with ADA requirements • Updates and maintenance of the St. Lucie Walk-Bike Network. • East Coast Greenway (ECG)/Florida SUN Trail coordination and implementation 		
End Product:	Completion Date:	Performed by:
Park and Stride Lot Plan (Consultant services summarized below)	June 2027	St. Lucie TPO

Explore St. Lucie: Walk-Bike Network Interactive Map Application (Consultant services summarized on the next page)	June 2028	
Walton Scrub Preserve Pedestrian Connection Feasibility Study (Consultant services summarized on the next page)	June 2028	

Park and Stride Lot Plan

- Inventory of candidate sites publicly accessible parking locations where residents can safely park and immediately connect to walkable routes, trails, and neighborhoods
- GIS map of designated Park & Stride Lots with Public Facing digital map layer
- Implementation matrix
- Recommendations of features of future locations/Analyses of improvements to existing locations
- Public engagement via virtual polling
- Presentation of activities and analyses to the advisory committees and TPO Board.

Explore St. Lucie: Walk-Bike Network Interactive Map Application

- Compile existing bicycle and pedestrian facility data
- Collect planned and programmed projects from all local agencies.
- Comprehensive GIS data inventory
- Connectivity gap analysis summary
- Staff review of beta application including “testing” phase
- Finalize public-ready application
- Prepare Maintenance and Monitoring Plan
- Inclusion of TCSHC route layer and Park & Stride Lot locations
- Presentation of application to TPO Advisory Committees & TPO Board.

Walton Scrub Preserve Pedestrian Connection Feasibility Study

- Data Collection activities to include identification of existing roadway conditions, pedestrian demand and connectivity analysis, safety analysis, and traffic analysis.
- Crossing alternatives evaluation
- Interagency coordination
- Final Report including implementation recommendations, typical sections and plan views of preferred alternative.
- Committee and Board presentations.

Task 3.6 Freight Planning
Purpose:
To continue promoting the St. Lucie TPO area as the freight gateway to South Florida while enhancing the initiatives of agency partners in support of the increasing number of important freight facilities of regional and Statewide significance located within the St. Lucie TPO area.
Previous Work:
The TPO continued to implement the Treasure Coast Regional Freight Plan that was developed with the Martin and Indian River MPOs.
The TPO continued to work with FDOT to acquire data and enhance the regional freight model to specifically evaluate transportation investments and their benefits with regard to freight mobility.
The TPO worked with FDOT on the Freight Activity Areas Identification and Freight Network Segments Study.

The TPO updated the St. Lucie Freight Network and continued to implement it and identify and analyze operational improvements to the freight network including through the implementation of the St. Lucie ATMS.

The TPO continued to support agency partners in initiatives for the increasing number of important freight facilities of regional and Statewide significance located within the St. Lucie TPO area including the Port of Fort Pierce, Treasure Coast International Airport, the St. Lucie Freight Logistics Zone, and new warehousing and distribution facilities.

The TPO continued to participate in the MPOAC Freight Advisory Committee and develop the statewide Freight Priorities Program.

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

- Implement the Treasure Coast Regional Freight Plan and other regional plans
- Implement the Port of Fort Pierce Master Plan and other local plans
- Maintain liaison with various agency staff
- Monitor and update the St. Lucie Freight Network
- Support continued implementation of the St. Lucie Freight Logistics Zone
- Attend various freight coordination meetings including meetings of the MPOAC Freight Advisory Committee

End Product:	Completion Date:	Performed by:
St. Lucie Freight Network Update	June 2028	St. Lucie TPO

Task 3.7 Safety and Security Planning
<p>Purpose:</p> <p>To provide for the consideration and implementation of projects, strategies, and services which increase the safety and security of the transportation system and users of the system and maintain the TPO’s Continuity of Operations Plan (COOP).</p>
<p>Previous Work:</p> <p>The Signal 4 Analytics Crash Database was used to facilitate safety project identification and analysis. Based on the crash data analyses, potential safety projects were identified for funding and considered for inclusion in the CMP and prioritization in the TPO’s LOPP.</p> <p>The TPO continued to participate in the FDOT Treasure Coast Community Traffic Safety Team (CTST) to further identify security and safety issues.</p> <p>The TPO continued to implement and update the Coordinated Rail Safety Improvement Plan (CRSIP) to improve rail crossing safety in the TPO area.</p> <p>The safety graphics displays at TPO office were updated.</p> <p>The TPO continued to perform a COOP exercise annually, and the COOP was updated annually to incorporate improvements as a result of lessons learned from the exercises.</p>
<p>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</p> <ul style="list-style-type: none"> • Analysis of the use of automated enforcement of speeding violations. • Identification of low-cost, short-term bicycle/pedestrian safety improvements. • Rail Crossing Safety Infrastructure and Technology Reviews for the CRSIP • COOP activations, as needed • CTST Meetings (quarterly) • Signal 4 Analytics Crash Database utilization



<ul style="list-style-type: none"> Provision of technical support for local speed management efforts 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
COOP Exercise and Update	June 2027	
Reflective safety items including flashers, vests, bicycle lights, etc.	June 2027	
COOP Exercise and Update	June 2028	
Reflective safety items including flashers, vests, bicycle lights, etc.	June 2028	

Task 3.8 Transportation Disadvantaged (TD) Program		
Purpose:		
To provide coordination and planning services for the St. Lucie County TD Program in accordance with Chapter 427 FS, Rule 41-2 FAC, and the Americans with Disabilities Act (ADA) which includes the identification of unmet TD needs.		
Previous Work:		
<p>TPO Staff assisted the Community Transportation Coordinator (CTC) in its role of providing safe, coordinated TD services to elderly persons, persons with disabilities, veterans, at-risk children, and economically disadvantaged citizens. TPO staff assisted the redesignation of St. Lucie County as CTC and in the development of the Transportation Disadvantaged Service Plan/Coordinated Plan and Annual Update. Staff assisted in finding alternatives to accommodate unmet local needs.</p> <p>TPO staff provided administrative services to the LCB. This included preparation of meeting summaries, agendas, grant applications, progress reports, and other products. Staff also assessed legislatively mandated changes to the State TD program and undertook TD-related activities as necessary to comply with State legislation.</p> <p>The TD program is coordinated with other public transit planning and services, including veteran services, through the LCB and associated work products. TPO staff coordinated with FDOT, the County, and the transit operator and provided technical assistance for the transitioning of non-life sustaining trips from the current demand response program services to fixed or deviated route services.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> LCB Meeting Support LCB Planning Support CTC Technical Assistance TD Grant Applications TD Invoice and Progress Reports 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
TDSP 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 3.9 Environmental Planning

Purpose:

To continue the integration of environmental considerations into the TPO’s metropolitan planning program and development of planning and environment linkages.

Previous Work:

The Reimagine Mobility 2050 LRTP incorporates environmental mitigation strategies from a system-wide perspective and considers environmental mitigation strategies in consultation with State, Tribal, and local agencies. The TPO continued to link planning with the National Environmental Policy Act (NEPA). A base map of environmentally sensitive areas was updated in the Reimagine Mobility 2050 LRTP which identifies environmental features such as major hydrology, environmental lands, and Special Emphasis Areas identified by local stakeholders such as the St. Lucie Conservation Alliance and the St. Lucie County Environmental Management Department.

As a member of the St. Lucie County Resilience Planning Steering Committee, the TPO worked collaboratively with the County Environmental Resources Department staff during the development of the St. Lucie County Vulnerability Assessment Report and the Regional Resilience Plan.

As a member of the Environmental Technical Advisory Team (ETAT), the TPO participated in the FDOT Efficient Transportation Decision Making (ETDM) process to further integrate consideration of potential project effects on the cultural, socio-cultural, and natural environments into transportation decision-making and continue early coordination with resource agencies in addressing mitigation activities. The TPO participated in the phases for its Priority Projects where the environmental mitigation activities were further refined.

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

- Participate as ETAT member in ETDM Planning and Programming Screens
- Coordinate with State and local agencies to improve climate adaptation/resiliency and reduce natural disaster risk
- Coordinate with State and local agencies responsible for natural resources, environmental protection, conservation, and historic preservation
- Integrate FEGN, CCB, and State Wildlife Action Plan into transportation plans

End Product:	Completion Date:	Performed by:
Transportation Asset/Service Vulnerability Assessment Update	June 2028	St. Lucie TPO

Task 3.10 Advanced Vehicle Planning

Purpose:

To plan and support innovative technologies including artificial intelligence (AI) and business practices with regard to transportation and advanced vehicles and determine how best to address the challenges and opportunities presented by advanced vehicles.

Previous Work:

Staff continued to coordinate with shared mobility providers, the transit industry, and the freight industry who have become early adopters of advanced technologies in support of the Florida Transportation Plan, the federal planning factors, and goals found in the Federal requirements and legislation.

Staff continued to monitor the expansion of robo-taxi deployments in cities throughout the United States and advancements in driver-assistance technologies in passenger vehicles.

<p>Vehicle Sharing Study activities were conducted that supported the implementation of a program to determine how to provide residents and visitors with short-term access to automobiles.</p> <p>Staff facilitated a presentation by the St. Lucie County Education Foundation of an AI-focused program aimed at engaging students with AI and implementing AI technologies to optimize traffic light systems.</p>		
<p>Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):</p> <ul style="list-style-type: none"> • Participate in training activities regarding advanced transportation technologies • Attend/host local stakeholder meetings related to advanced vehicles • Support development of a vertiport in the TPO area • Vehicle sharing implementation 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Vehicle Sharing Study Update	April 2027	
AI in Transportation Use Case Study by the St. Lucie County Education Foundation (further summarized below)	June 2027	
Autonomous Vehicle Study Update	June 2028	

AI in Transportation Use Case Study

- Identify transportation problems and project goals
- Gather and review relevant transportation data
- Analyze current conditions and challenges
- Explore how AI could improve safety, traffic flow, or efficiency
- Develop potential AI-based solutions
- Evaluate the feasibility and potential impacts of each option
- Consider challenges such as data security and privacy
- Summarize findings and key insights

ELEMENT 4: REGIONAL AND INTERGOVERNMENTAL PLANNING AND COORDINATION

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

Task 4.1 Models of Regional Planning Cooperation

Task 4.2 Intergovernmental Planning and Coordination



Task 4.1 Models of Regional Planning Cooperation		
Purpose:		
To continue as a model of regional planning cooperation and to coordinate with Federal, State, and other public agencies which are not considered to be local agencies or governments (such as other MPOs, FDOT, and the TCRPC) on projects and activities that are not identified within specific tasks in the other elements of the UPWP while participating in activities of the Treasure Coast Transportation Council (TCTC).		
Previous Work:		
TPO staff continued to coordinate with the FDOT, TCRPC, and Martin and Indian River MPO staffs and coordinated with various non-local governmental and public agencies on regional transportation projects and activities including the implementation of the District 4 Transportation Systems Management and Operations (TSM&O) Master Plan and Treasure Coast CBAM! and the participation in the Treasure Coast Traffic Management Coalition. To accomplish this task, TPO staff attended meetings; reviewed plans, reports, and other documents; provided data, information, comments, and recommendations; and facilitated presentations to the TPO Board and advisory committees on behalf of the agencies, as appropriate.		
The TPO shared resources to implement regional public outreach, data collection, and other common tasks.		
The 2045 Treasure Coast Regional Long Range Transportation Plan (RLRTP) continued to be implemented and provided regional projects for which local agency applications were supported for Transportation Regional Incentive Program (TRIP) funding through the TCTC. In addition, the TPO continued to participate in other miscellaneous regional planning and coordination meetings including the Treasure Coast Technical Advisory Committee (TCTAC), the formal technical advisory committee to the TCTC.		
The TPO staff provided meeting schedules, agendas, minutes, packets, notices, and other staff support, as necessary, for meetings of the TCTC and the TCTAC.		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Implement local and regional plans including the 2045 RLRTP and the Treasure Coast Freight Plan • 2045 RLRTP amendments until the 2050 RLRTP is completed • Maintain liaison with various regional agency staff • Coordinate with rural governmental entities outside of the current MPA boundaries that are impacted by transportation movements between regions • Support local agency applications for TRIP grant funding • Support and participate in TCTAC and TCTC and other regional meetings • Prepare regional meeting agendas, minutes, packets, etc. 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Submittal of 2027 TRIP Grant Application(s)	March 2027	
Submittal of 2028 TRIP Grant Application(s)	March 2028	Performed by: St. Lucie TPO Martin MPO Indian River MPO
Through the TCTC, develop a 2050 RLRTP Update. ¹	June 2028	

¹One-Time Cost Sharing for Treasure Coast Memorandum of Understanding (MOU) (funds from Martin MPO and Indian River MPO) for Regional Planning Activities (2050 RLRTP Update). MOU Participant Members: Martin MPO, St. Lucie TPO, and Indian River County MPO.



Task 4.2 Intergovernmental Planning and Coordination

Purpose:

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

Previous Work:

TPO staff coordinated with various local agencies and governments on transportation projects and activities affecting the MPA. The planning and coordination activities included attending meetings; reviewing plans, reports, and other documents; and providing data, information, comments, and recommendations. TPO staff reviewed and commented on various land use amendments and development plans for local governments in the MPA. The TCRPM continued to be utilized to assist in the analysis of transportation issues. TPO staff also provided technical support to the local agencies and governments in the completion of transportation improvement grant applications.

To promote consistency among local plans and ensure appropriate transportation improvements from development, the TPO identified projects based on its TIP, LOPP, and **FDOT’s Work Program to be included in Capital Improvement Elements of local government comprehensive plans.** The TPO conducted reviews of local projects from a traffic and transportation perspective to evaluate consistency with regional and long range plans and developed the Transportation Impacts Tracker to assist with and coordinate the reviews with the local agencies. The TPO also reviewed relevant plans regarding airport and port planning activities in relation to TPO planning and programming activities.

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

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

- Treasure Coast Scenic Highway (TCSHP) program implementation and support
- TCSHP Website/social media management (independent contractor to be used)
- Attend/host intergovernmental meetings
- Review plans, reports, and other documents.
- Provide data, information, comments, and recommendations.
- Prepare meeting agendas, minutes, packets, etc.
- Provide transportation grant support including for Transportation Alternatives Program (TAP) grants.
- Serve as a resource of information and technical assistance for local government compliance with ADA and for railroad quiet zone implementation.
- Analyze benefits and impacts of street closures to support non-motorized travel, if requested by local governments.
- Incorporate ADA standards and best practices for Universal Design accessibility in all recommended transportation improvements.
- Maintain the Transportation Impacts Tracker (consultant services to be utilized)

End Product:	Completion Date:	Performed by: St. Lucie TPO
TCSH 2027 Annual Work Plan	December 2026	
TCSH 2026 Annual Report	February 2027	
Submittal of 2027 TAP Grant Application(s)	March 2027	
TCSH 2028 Annual Work Plan	December 2027	
TCSH 2027 Annual Report	February 2028	
Submittal of 2028 TAP Grant Application(s)	March 2028	

ELEMENT 5: PUBLIC PARTICIPATION, EDUCATION & OUTREACH

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

Task 5.1 Public Participation, Education & Outreach

Task 5.1 Public Participation, Education & Outreach		
Purpose:		
To ensure that the TPO’s community involvement process meets or exceeds Federal and State regulations and provides opportunities for the community to participate in the transportation planning process.		
Previous Work:		
<p>The TPO continued to enhance its community participation activities. Techniques included the use of the TPO website, visualization techniques, press releases, public access TV broadcasts, social media, and smartphone applications; the provision of graphic presentations at meetings; and the provision of accommodations for persons with disabilities to all meetings. All TPO meetings continued to be open to the public.</p> <p>Staff conducted demographic analysis and identified trends at neighborhood levels through GIS capabilities combined with field work. Public comment periods for work products were maintained, and TPO staff continued to respond to routine inquiries from the public. A Community Participation Plan Major Update (CPP) was completed and an Annual Evaluation of Effectiveness of the CPP was conducted.</p> <p>The TPO website was continuously updated to enhance user-friendliness and visualization and was instrumental in facilitating public input on the development of the UPWP, CPP, and other projects and in surveys related to the Reimagine Mobility 2050 LRTP.</p> <p>TPO staff provided support to the CAC and BPAC. Regular meetings of the CAC, TAC, BPAC, LCB, and TPO Board were conducted, all of which were open to the public.</p>		
Major Activities (performed continuously by the St. Lucie TPO unless otherwise noted):		
<ul style="list-style-type: none"> • Implementation of the CPP • CAC/BPAC meetings and support • Website/social media management (independent contractor to be used) 		
End Product:	Completion Date:	Performed by: St. Lucie TPO
Annual CPP Evaluation of Effectiveness and Update	February 2027	
Annual CPP Evaluation of Effectiveness and Update	February 2028	

ACRONYM LIST

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

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



AGENDA ITEM SUMMARY

Board/Committee:	Citizens Advisory Committee (CAC)
Meeting Date:	March 17, 2026
Item Number:	6f
Item Title:	Safety Graphic Panels Update
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.7 – Safety and Security Planning
Requested Action:	Select and recommend the preferred updates of the safety graphic panels, recommend with conditions, or do not recommend.
Staff Recommendation:	It is recommended that the preferred updates of the safety graphic panels be selected and recommended to the TPO Board.

Attachment

- Staff Report



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

MEMORANDUM

TO: Citizens Advisory Committee (CAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Marceia Lathou
 Transit Program Manager

DATE: March 10, 2026

SUBJECT: Safety Graphic Panels Update

BACKGROUND

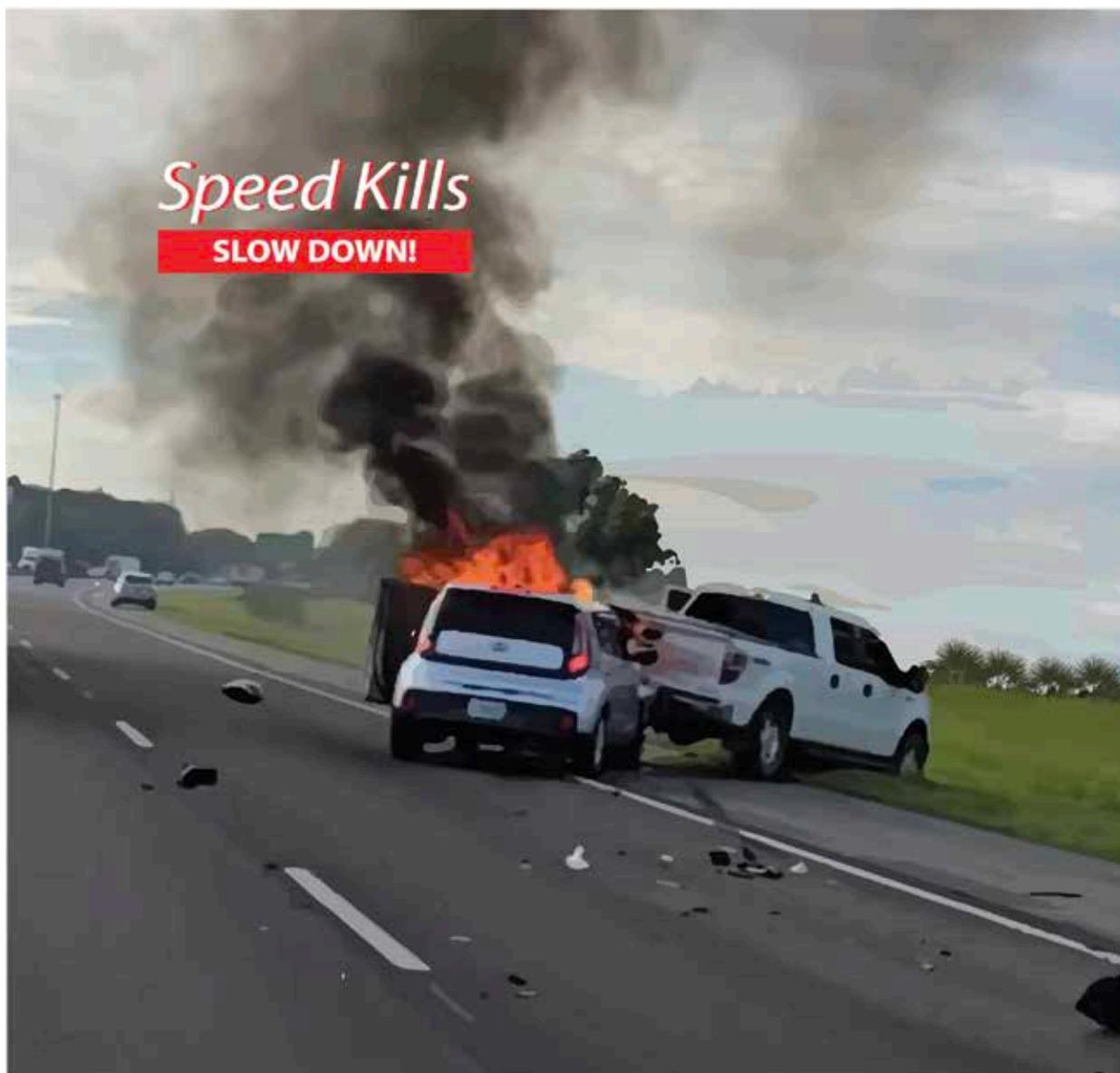
Improving safety is a TPO priority, and appropriate messaging helps implement this priority by supporting a culture of improving safety. The TPO Boardroom houses two large panels which portray safety messages. One panel urges drivers to maintain a safe distance from vulnerable road users. The other panel portrays a crash dummy that crashed while texting and driving. Although these safety messages remain as relevant today as they were when installed more than a decade ago, the TPO is seeking to update its large displays.

ANALYSIS

Feedback from the Advisory Committees is requested on the effectiveness of the below safety messages in general and on proposed changes to the large panels in the TPO Boardroom. If selection of two of the new designs is deemed appropriate, the TPO staff will fabricate new safety panels and relocate the existing panels to a different agency or elsewhere in the TPO office.

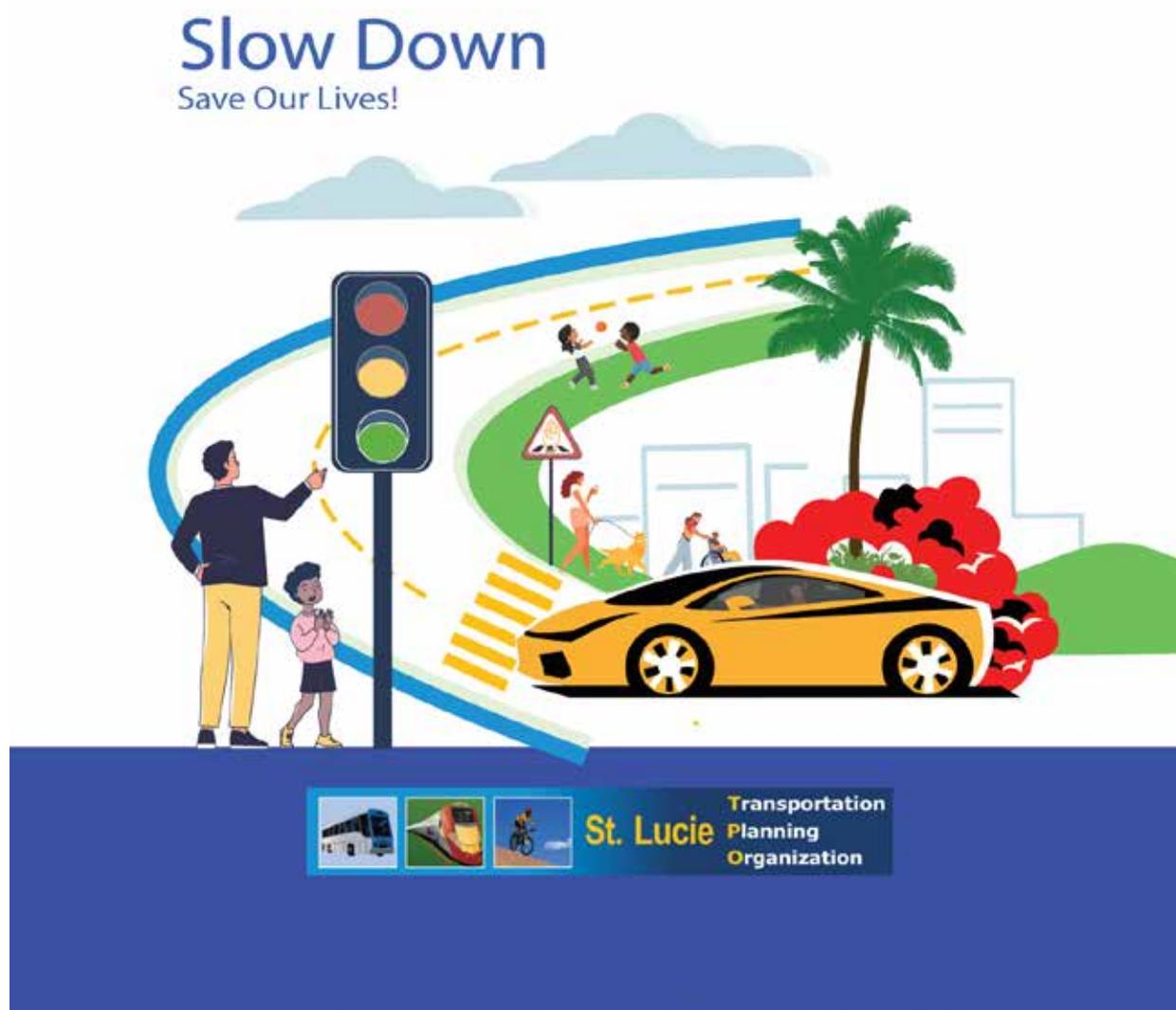
Speed Kills, Slow Down

The TPO conducted a Speed Kills Analysis to examine the link between vehicle speed and crash severity and to identify high crash locations. The Speed Kills Analysis found that slower speeds save lives and prevent serious injuries. Excessive speed is one of the leading causes of crashes in the TPO area. The "Speed Kills, Slow Down" panel depicts a catastrophe that could result from driving too fast.



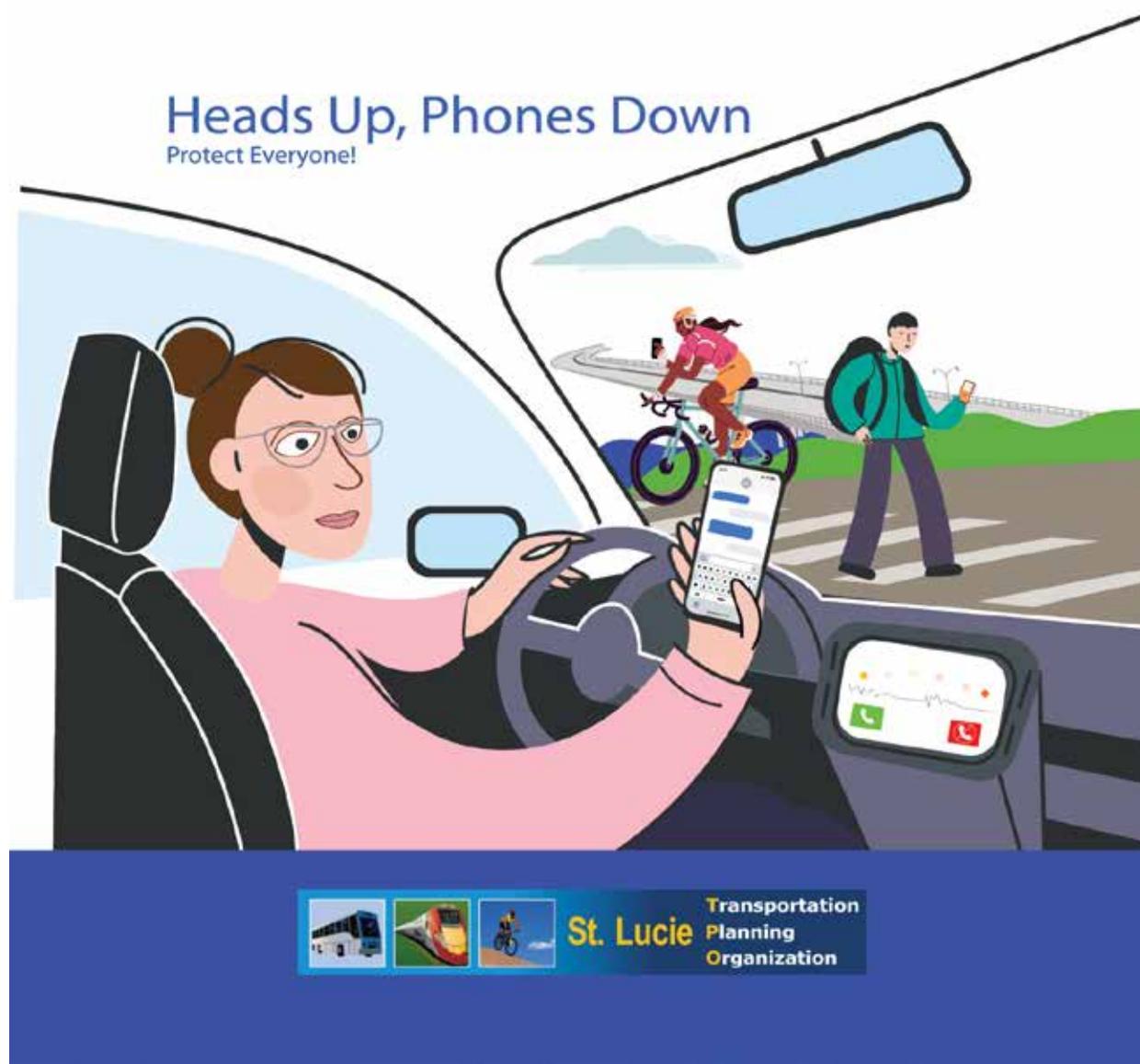
Slow Down, Save Our Lives!

Building on the message that slower speeds save lives and prevent serious injuries, the protection of vulnerable road users is incorporated into the "Slow Down, Save our Lives" graphic. Vulnerable road users are people who face a higher risk of serious injuries and fatalities in traffic because they are not protected by a vehicle. The risk of serious injuries and fatalities to vulnerable road users increases exponentially with the increase in speeds by drivers.



Phones Down, Heads Up, Protect Everyone

Another important safety message is for all road users to stay aware of their surroundings and to avoid distractions of any kind. While distracted driving is one of the other leading causes of crashes in the TPO area, it is everyone's responsibility to look out for fellow road users and to be predictable and courteous. The "Phones Down, Heads Up, Protect Everyone" panel portrays this message.



RECOMMENDATION

It is recommended that the preferred updates of the safety graphic panels be selected and recommended to the TPO Board.