



TECHNICAL ADVISORY COMMITTEE (TAC)

Regular Meeting

Tuesday, May 17, 2022
1:30 pm

Public Participation/Accessibility

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

Participation by Webconference (not intended for Committee Members): Using a computer or smartphone, register at <https://attendee.gotowebinar.com/register/1051844922495010571>. After the registration is completed, a confirmation will be emailed containing instructions for joining the webconference. Public comments may be provided through the webconference chatbox during the meeting.

Written and Telephone Comments: Comment by email to TPOAdmin@stlucieco.org; by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 1:00 pm on May 17, 2022.

AGENDA

1. Call to Order
2. Roll Call
3. Comments from the Public
4. Approval of Agenda
5. Approval of Meeting Summary
 - *March 22, 2022 Regular Meeting*
6. Action Items
 - 6a. Draft FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP): Review of the draft FY 2022/23 – FY 2026/27 TIP.

Action: Recommend adoption of the draft TIP, recommend adoption with conditions, or do not recommend adoption.

- 6b. Micro-Mobility Study: Presentation of the draft Micro-Mobility Study which analyzes the use of micro-transit, e-scooters, car sharing, and bike sharing in the St. Lucie TPO area.

Action: Recommend acceptance of the Micro-Mobility Study, recommend acceptance with conditions, or do not recommend acceptance.

- 6c. 2022/23 List of Priority Projects (LOPP): Review of the draft LOPP for 2022/23 for the St. Lucie TPO.

Action: Recommend adoption of the draft 2022/23 LOPP, recommend adoption with conditions, or do not recommend adoption.

7. Discussion Items

- 7a. Crosswalk Markings Visibility Study Implementation: An update on the implementation of the Crosswalk Markings Visibility Study.

Action: Discuss and provide comments.

8. Recommendations/Comments by Members

9. Staff Comments

10. Next Meeting: The next St. Lucie TPO TAC meeting is a regular meeting scheduled for 1:30 pm on Tuesday, July 19, 2022.

11. Adjourn

NOTICES

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

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

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

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



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

TECHNICAL ADVISORY COMMITTEE (TAC)

REGULAR MEETING

DATE: Tuesday, March 22, 2022

TIME: 1:30 pm

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

MEETING SUMMARY

1. Call to Order

Chairman Sanders called the meeting to order at 1:30 pm.

2. Roll Call

The roll was conducted via sign-in sheet, and a quorum was confirmed with the following members present:

Members Present

Marty Sanders, Chairman
 Benjamin Balcer, Vice Chairman
 Sargent Rob Barton
 Adolfo Covelli

Patrick Dayan
 Joe DeFronzo
 Robert Driscoll

Lieutenant Andres Elizondo
 Selena Griffett
 Kevin Lindgren

Representing

St. Lucie County School District
 St. Lucie County Planning
 St. Lucie County Sheriff's Office
 St. Lucie County Transit
 Management
 St. Lucie County Public Works
 Port St. Lucie Public Works
 Independent Public Transportation
 Operator
 St. Lucie County Fire District
 Fort Pierce Engineering
 Treasure Coast International
 Airport

Others Present

Kyle Bowman
 Peter Buchwald
 Yi Ding
 Marceia Lathou
 Rachel Harrison
 Laura Dodd (via web)
 Kris Kehres

 Mira Skoroden
 Ricardo Vazquez (via web)

 Victoria Williams (via web)
 Dan Zrallack

Representing

St. Lucie TPO
 St. Lucie TPO
 St. Lucie TPO
 St. Lucie TPO
 Recording Specialist
 City of Port St. Lucie
 Florida Department of
 Transportation (FDOT)
 FDOT
 Martin Metropolitan Planning
 Organization
 Florida's Turnpike
 St. Lucie County

Mr. Buchwald welcomed Ms. Griffett as a new member.

3. Comments from the Public – None.

4. Approval of Agenda

* MOTION by Vice Chairman Balcer to approve the agenda.

** SECONDED by Mr. Driscoll Carried UNANIMOUSLY

5. Approval of Meeting Summary
 • January 18, 2022 Regular Meeting

* MOTION by Mr. Driscoll to approve the Meeting Summary.

** SECONDED by Mr. Dayan Carried UNANIMOUSLY

6. Action Items

6a. Transportation Alternatives Program (TAP) 2022 Grant Application: Review of a TAP grant application for the 2022 cycle.

Mr. Buchwald summarized the types of projects for which TAP funding may be used and explained how and when the approximately \$650,000 of funding available to the St. Lucie TPO for the 2022 grant

DRAFT

cycle would be programmed. He indicated that an application had been submitted by the City of Port St. Lucie for the Volucia Drive Trail Project, provided details on the project's parameters and cost, and noted that the applicant had requested \$650,000 in funding.

In response to Chairman Sanders' question, Mr. Buchwald provided more details about the funding for the project. Chairman Sanders noted that the trail was in the vicinity of West Gate K-8 School and would be beneficial for its students.

* MOTION by Mr. Dayan to recommend endorsement of the TAP grant application.

** SECONDED by Vice Chairman Balcer Carried UNANIMOUSLY

6b. Transportation Regional Incentive Program (TRIP)
2022 Grant Application: Review of a TRIP grant application for the 2022 cycle.

Mr. Buchwald explained why TRIP was created and identified the Treasure Coast Transportation Council (TCTC) as the local entity tasked with prioritizing such funds. He indicated the types of projects for which TRIP funding could be used along with the percentage of project costs that could be covered before detailing the 2022 application submitted by the City of Port St. Lucie for the widening of Port St. Lucie Boulevard between Becker Road and Paar Drive. Mr. Buchwald noted that the project would be ready for construction upon the completion of the widening of the segment between Paar Drive and Darwin Boulevard, concluding with the City's request for \$8.2 million toward the overall project cost of \$16.4 million.

In answer to Mr. Dayan's question, Mr. Buchwald described the next steps in the approval process for the TRIP grant application.

* MOTION by Mr. Dayan to recommend endorsement of the TRIP grant application.

** SECONDED by Mr. Driscoll Carried UNANIMOUSLY

6c. Drone Port/Advanced Air Mobility (AAM) Study Phase 1 and Amendment to the FY 2020/21 – FY 2021/22 Unified Planning Work Program (UPWP): Review of the Drone Port/AAM Study Phase 1 Scope of Services and the associated amendment to the FY 2020/21 – FY 2021/22 UPWP.

Mr. Buchwald introduced Mr. Ding, who explained the types of technology that constitute Advanced Air Mobility (AAM) and why it may be beneficial to incorporate such technologies into the TPO's future planning activities. Mr. Ding described the purpose and scope of Phase I of the Drone Port/AAM Study and identified Kimley-Horn as the consultant selected to conduct it before noting the Study's timeline and cost. He then explained that the current Unified Planning Work Program (UPWP) would need to be amended so that funds made available by the postponement of a different project could be allocated toward Phase I of the Study.

* MOTION by Vice Chairman Balcer to recommend approval of the Scope of Services for the Study and adoption of the associated UPWP amendment.

** SECONDED by Sergeant Barton Carried UNANIMOUSLY

6d. FY 2022/23 – FY 2023/24 Unified Planning Work Program (UPWP): Review of the draft FY 2022/23 – FY 2023/24 UPWP for the St. Lucie TPO.

Mr. Buchwald explained the UPWP as a two-year program of transportation planning activities undertaken by the TPO and supported by State and Federal funds. He described the scope and purpose of the UPWP, noting that the next one would take effect in July 2022, before detailing the public involvement efforts conducted as part of the UPWP development process. Mr. Buchwald identified several recurring projects and efforts in the UPWP and then highlighted a number of new projects included in the draft under consideration. He concluded with an overview of the remaining steps in the UPWP development process.

Mr. Dayan commended the staff on the projects included in the UPWP draft and inquired about the Midway Road Safety Study. Mr. Buchwald clarified the Study's timeline, indicating that it would be completed during the first year of the UPWP.

* MOTION by Mr. Dayan to recommend adoption of the draft UPWP.

* * SECONDED by Ms. Griffett Carried UNANIMOUSLY

7. Discussion Items

7a. Automated, Connected, Electric, and Shared-Use (ACES) Vehicles for Transit Study Update: Review of the ACES Vehicles for Transit Study Update.

Mr. Buchwald introduced the agenda item and invited Ms. Lathou to continue. She described the types of vehicles included in the ACES category and explained the rationale for the Study's update. She noted the goals of the update, highlighted a number of considerations taken into account during the update process, and concluded with a clarification of how the TPO provides assistance to St. Lucie County Transit.

Chairman Sanders initiated a discussion regarding the challenges faced by local agencies during the transition to electric fleets, identifying in particular the higher initial cost of vehicles, the need for mechanics familiar with electric vehicle (EV) systems, and labor shortages. Mr. Covelli described his past experience with Waste Pro's efforts to convert its diesel fleet to compressed natural gas and the issues associated with transitioning from one system to another. He also noted St. Lucie County Transit's recent purchase of gasoline buses over electric buses due to their affordability. Chairman Sanders remarked on the need to obtain grant money to enable the purchase of electric fleet vehicles, and discussion ensued regarding funding and operating considerations.

7b. St. Lucie Walk-Bike Network Facility Enhancements: Review of potential St. Lucie Walk-Bike Network Facility Enhancements to be purchased by the St. Lucie TPO for implementation by the local agencies.

Mr. Buchwald once again introduced Ms. Lathou, who provided information on the St. Lucie Walk-Bike Network (WBN) and the funding available to enhance its facilities. She presented a number of examples of active/nonmotorized transportation infrastructure that could be purchased with the funding and concluded with an explanation of how the TPO could facilitate the acquisition process.

Ms. Griffett reported that the City of Fort Pierce was planning a new parking lot on Hutchinson Island that would feature a decorative bike rack, indicating that she would forward the information to TPO staff.

Ms. Skoroden noted that FDOT and FHWA approval might be necessary depending on certain thresholds for individual purchases.

Mr. Covelli requested bike racks for several new bus shelters that would soon be installed in Port St. Lucie.

8. Recommendations/Comments by Members – None.
9. Staff Comments – Mr. Buchwald thanked the members for their participation and ongoing support.
10. Next Meeting: The next St. Lucie TPO TAC meeting is a regular meeting scheduled for 1:30 pm on Tuesday, May 17, 2022.
11. Adjourn – The meeting was adjourned at 2:20 pm.

Respectfully submitted:

Approved by:

Rachel Harrison
Recording Specialist

Marty Sanders
Chairman



AGENDA ITEM SUMMARY

| | |
|-----------------------|--|
| Board/Committee: | Technical Advisory Committee (TAC) |
| Meeting Date: | May 17, 2022 |
| Item Number: | 6a |
| Item Title: | Draft FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP) |
| Item Origination: | Unified Planning Work Program (UPWP) and Federal and State requirements |
| UPWP Reference: | Task 3.3 – TIP |
| Requested Action: | Recommend adoption of the draft TIP, recommend adoption with conditions, or do not recommend adoption. |
| Staff Recommendation: | As the draft FY 2022/23 – FY 2026/27 TIP appears to be consistent with the SmartMoves 2045 Long Range Transportation Plan and the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees, it is recommended that the draft TIP be recommended for adoption by the TPO Board. |

Attachments

- Staff Report
- Draft FY 2022/23 – FY 2026/27 TIP



Coco Vista Centre
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 772-462-1593 www.stlucietpo.org

MEMORANDUM

TO: Technical Advisory Committee (TAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: May 10, 2022

SUBJECT: Draft FY 2022/23 – FY 2026/27 Transportation Improvement Program (TIP)

BACKGROUND

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

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

ANALYSIS

The development of the TIP is a year-long process that is continuous, cooperative, and comprehensive. For the TPO's FY 2022/23 – FY 2026/27 TIP, the process started in May 2021 with a meeting with staffs from the St. Lucie TPO, FDOT District 4, and the local governments to informally discuss the TPO's Priority Projects. The List of Priority Projects (LOPP) then was developed,

reviewed by the TPO Advisory Committees, adopted by the TPO Board, and submitted to FDOT District 4 in July 2021.

The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2022/23 – FY 2026/27. The Draft Tentative Work Program was reviewed and recommended for endorsement by the TPO Advisory Committees and was subsequently endorsed by the TPO Board in October 2021.

The Final Tentative Work Program was received from FDOT in April 2022 and used to prepare the attached TIP through the web-based Interactive TIP on Community Remarks. The Final Tentative Work Program, which is a primary component of the draft TIP, was reviewed by TPO staff and appears to be consistent with the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees.

The draft TIP includes the following multimodal highlights:

- The widening of Kings Highway from north of the I-95 overpass to south of Angle Road is programmed for construction in FY 2026/27;
- A bridge replacement on South SR-A1A over Big Mud Creek and Blind Creek is programmed;
- A ramp safety improvement for the I-95 at Orange Avenue interchange is programmed;
- The Advanced Traffic Management System (ATMS) project from the TPO's Congestion Management Process (CMP) consisting of the installation of adaptive traffic signal control at signalized intersections along Gatlin Boulevard from I-95 to Port St. Lucie Boulevard was advanced one year to FY 2022/23;
- The ATMS project from the TPO's CMP which consists of the installation of adaptive traffic signal control at signalized intersections along Prima Vista Boulevard from Airoso Boulevard to Naranja Avenue was advanced three years to FY 2022/23.
- The ATMS project from the TPO's CMP consisting of the installation of fiber optic cable, traffic cameras, and adaptive traffic signal control at signalized intersections along Orange Avenue from Kings Highway to US-1 is programmed for design in FY 2026/27;

- Over \$765,000 of funding is programmed for a new sidewalk on Kestor Drive through the TPO's Transportation Alternatives Program (TAP) funding from the 2021 grant cycle;
- The resurfacings of US-1 between Juanita Avenue and Kings Highway, St. Lucie Boulevard between US-1 and 25th Street, and I-95 from Glades Cut-Off Road to the Florida's Turnpike are programmed;
- The advancement by two years to FY 2022/23 of the Project Development & Environment (PD&E) Study for the widening of Jenkins Road from Midway Road to Orange Avenue;
- The advancement by one year of the design and the environmental study of the A1A SUN Trail Project on North SR-A1A from the Fort Pierce Inlet State Park to the Indian River County Line; and,
- The programming of seven airport projects resulting in approximately \$8 million of new funding and the programming in FY 2022/23 of the Port of Fort Pierce Harbour Pointe Development resulting in \$2,500,000 of new funding.

It should be further noted that the total amount of funding in the draft TIP for the TPO area exceeds a total of \$286 million. In addition, the draft TIP appears to be consistent with the SmartMoves 2045 Long Range Transportation Plan.

RECOMMENDATION

As the draft FY 2022/23 – FY 2026/27 TIP appears to be consistent with the SmartMoves 2045 Long Range Transportation Plan and the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees, it is recommended that the draft TIP be recommended for adoption by the TPO Board.



TRANSPORTATION IMPROVEMENT PROGRAM FY 2022/23 - FY 2026/27

Adopted on

Chairwoman Stephanie Morgan

TIP CONTACT INFORMATION

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

Yi Ding, Program Manager
www.stlucietpo.org

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

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

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

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

KREYOL AYISYEN: Si ou ta renmen resevwa enfòmasyon sa a nan lang Kreyòl Aisyen, 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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A. INTRODUCTION

A.1 HOW TO USE THE TIP

The intent of the Transportation Improvement Program (TIP) is to identify and prioritize the transportation improvement projects over the next five years that are receiving State and Federal funding and are located within the Metropolitan Planning Area (MPA) of the St. Lucie Transportation Planning Organization (St. Lucie TPO). The St. Lucie TPO MPA is identified on the map on page A-8.

To use the TIP:

- Locate the project in the Project Index in Section A.2 or on either of the Project Location Maps in Section A.3 to identify the Project Number or Project Name.
- Using the Project Name, reference directly the alphabetically-listed projects in the Detailed Project Listing pages or, by using the Project Number, identify the TIP Page Number for the project from the Project Index.
- Refer to the corresponding TIP Page Number to obtain information regarding the project in the Detailed Project Listings pages.
- Refer to the corresponding LRTP Page Number in the Project Index or in the Detailed Project Listings pages to cross-reference the project, if applicable, in the Go2040 Long Range Transportation Plan (LRTP).
- Refer to Section A.4 for a Glossary of Abbreviations and Phase/Funding Codes.
- Refer to Section B for information on Federal and State requirements for development of the TIP.
- Refer to Section C for the Detailed Project Listings which include whether the project is located on the Florida Strategic Intermodal System (SIS) and the Total Project Cost.
- Refer to Section D for the TPO List of Priority Projects.
- Refer to Section E for an evaluation of project and system performance
- Refer to the Appendices for an Example Public Comment Notice and for information on locally-funded projects and TIP amendments that have been adopted.
- Refer to the contact information on the cover of the TIP if you have any questions or comments.

Explanations of the SIS and Total Project Costs

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

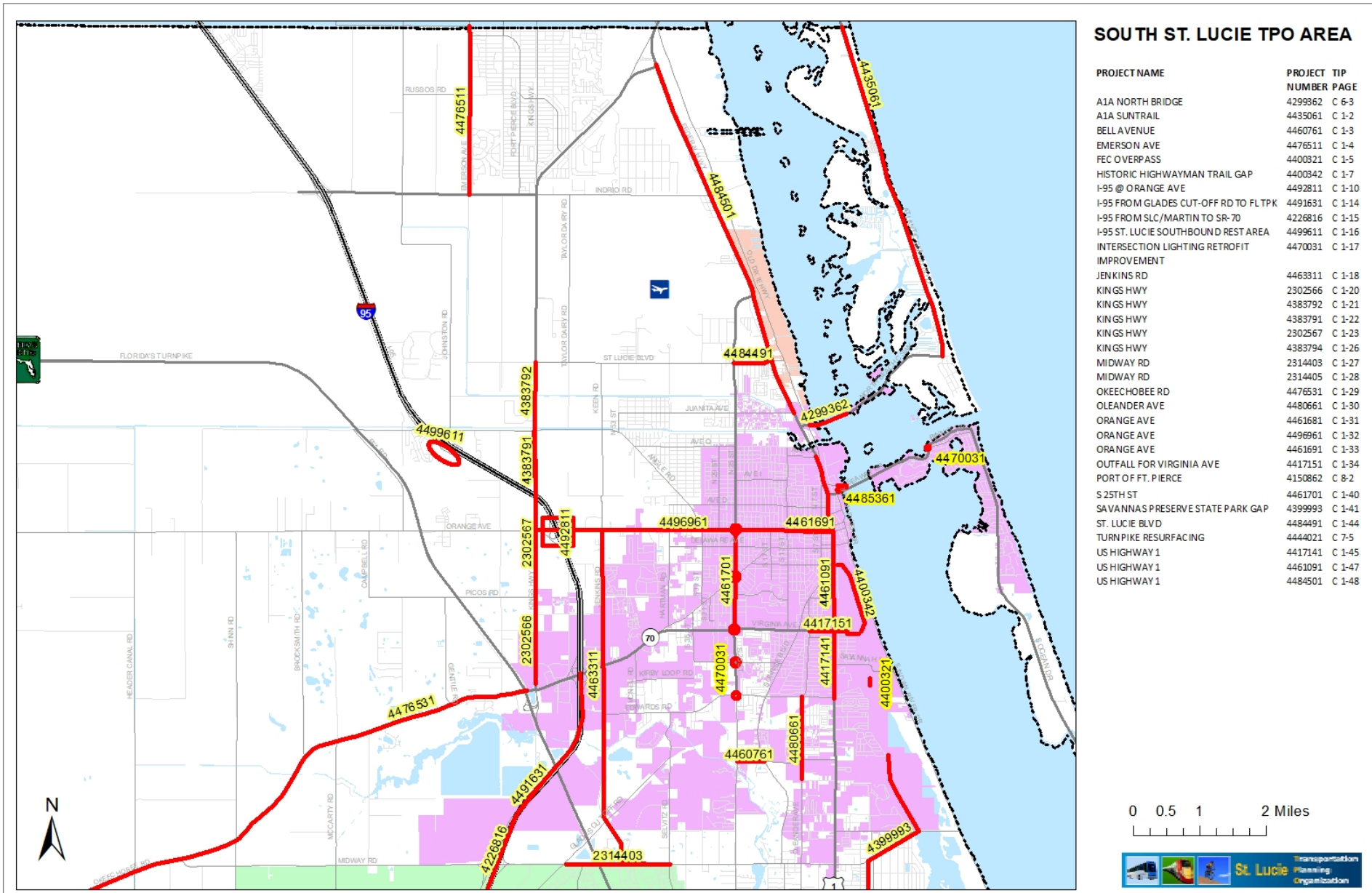
Total Project Costs: A typical project production sequence is to have a Project Development and Environment (PD&E) phase, followed by a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not include a ROW phase if land acquisition is not needed to complete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

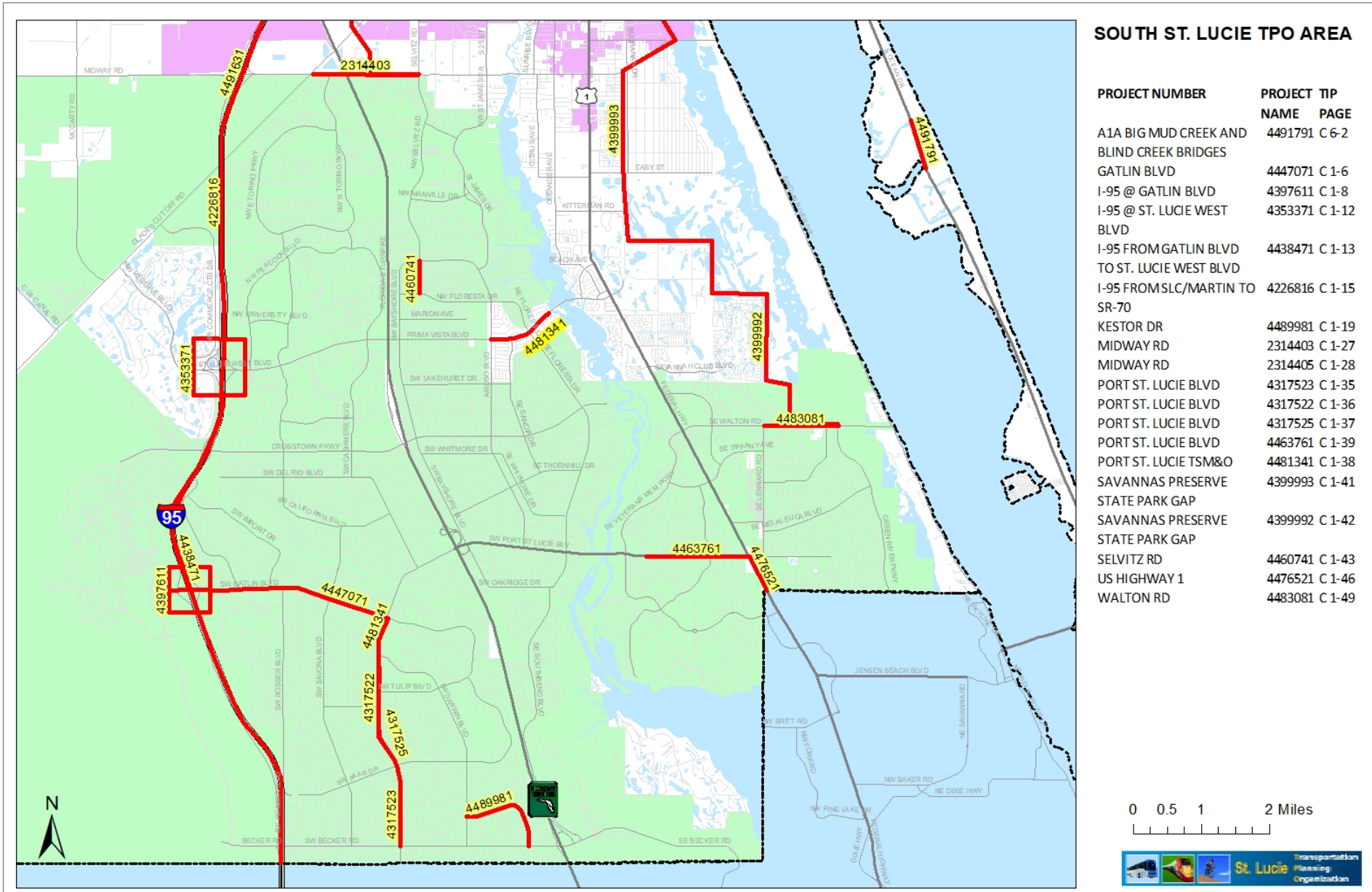
A.2 PROJECT INDEX AND TIP/RLRTP CROSS REFERENCE

| PROJECT NAME | PROJECT LIMITS FROM | PROJECT LIMITS TO | DESCRIPTION | PROJECT NUMBER | LRTP Page | TIP Page | TIP MAP Page |
|--|-------------------------------|-------------------------------|--------------------------------|----------------|-----------|----------|--------------|
| A1A BIG MUD CREEK AND BLIND CREEK BRIDGES | BIG MUD CREEK BRIDGE | BLIND CREEK BRIDGE | BRIDGE REPLACEMENT | 4491791 | 3-9 | C 6-2 | A-5 |
| A1A NORTH CAUSEWAY BRIDGE | ENTIRE BRIDGE | ENTIRE BRIDGE | BRIDGE REPLACEMENT | 4299362 | 8-3 | C 6-3 | A-4 |
| A1A SUNTRAIL | FT PIERCE INLET STATE PARK | SLC/INDIAN RIVER COUNTY LINE | BIKE PATH/TRAIL | 4435061 | 8-2 | C 1-2 | A-4 |
| BELL AVENUE | SOUTH 25TH ST | SUNRISE BLVD | BIKE LANE/SIDEWALK | 4460761 | 8-2 | C 1-3 | A-4 |
| EMERSON AVE | INDRIO RD | 25TH ST | RESURFACING | 4476511 | 3-9 | C 1-4 | A-4 |
| FEC OVERPASS | SAVANNAS RECREATION AREA | SOUTH OF SAVANNAH RD. | BIKE PATH/TRAIL | 4400321 | 8-2 | C 1-5 | A-4 |
| GATLIN BLVD | WEST OF I-95 | PORT ST LUCIE BLVD | TRAFFIC CONTROL DEVICES/SYSTEM | 4447071 | 8-3 | C 1-6 | A-5 |
| HISTORIC HIGHWAYMAN TRAIL GAP | INDIAN HILLS DR | GEORGIA AVE | BIKE PATH/TRAIL | 4400342 | 8-11 | C 1-7 | A-4 |
| I-95 @ GATLIN BLVD | OFF-RAMPS | OFF-RAMPS | INTERCHANGE - ADD LANES | 4397611 | 8-3 | C 1-8 | A-5 |
| I-95 @ ORANGE AVE | NB EXIT RAMP TO WB ORANGE AVE | NB EXIT RAMP TO WB ORANGE AVE | SKID HAZARD OVERLAY | 4492811 | 3-9 | C 1-10 | A-4 |
| I-95 @ ST. LUCIE WEST BLVD | INTERCHANGE | INTERCHANGE | INTERCHANGE - ADD LANES | 4353371 | 8-2 | C 1-12 | A-5 |
| I-95 FROM GATLIN BLVD TO ST. LUCIE WEST BLVD | GATLIN BLVD | ST. LUCIE WEST BLVD | SKID HAZARD OVERLAY | 4438471 | 3-9 | C 1-13 | A-5 |
| I-95 FROM GLADES CUT-OFF RD TO FL TPK | N OF GLADES CUT-OFF RD | N OF FLORIDA TURNPIKE | RESURFACING | 4491631 | 3-9 | C 1-14 | A-4 |
| I-95 FROM SLC/MARTIN TO SR-70 | SLC/MARTIN COUNTY LINE | SR-70/OKEECHOBEE RD | PD&E/EMO STUDY | 4226816 | 8-3 | C 1-15 | A-4, 5 |
| I-95 ST. LUCIE SOUTHBOUND REST AREA | REST AREA | REST AREA | REST AREA | 4499611 | 3-9 | C 1-16 | A-4 |
| INTERSECTION LIGHTING RETROFIT IMPROVEMENT | VARIOUS LOCATIONS | VARIOUS LOCATIONS | LIGHTING | 4470031 | 8-3 | C 1-17 | A-4 |
| JENKINS RD | EDWARDS RD | ORANGE AVENUE | PD&E/EMO STUDY | 4463311 | 8-3 | C 1-18 | A-4 |
| KESTOR DR | DARWIN BOULEVARD | BECKER RD | SIDEWALK | 4489981 | 8-11 | C 1-19 | A-5 |
| KINGS HWY | 400 feet S OF OKEECHOBEE RD | NORTH OF PICOS RD | ADD LANES & RECONSTRUCT | 2302566 | 8-2 | C 1-20 | A-4 |
| KINGS HWY | NORTH OF COMMERCIAL CIR | ST LUCIE BLVD | ADD LANES & RECONSTRUCT | 4383792 | 8-2 | C 1-21 | A-4 |
| KINGS HWY | N OF I-95 OVERPASS | N OF COMMERCIAL CIR | ADD LANES & RECONSTRUCT | 4383791 | 8-2 | C 1-22 | A-4 |
| KINGS HWY | NORTH OF PICOS RD | NORTH OF I-95 OVERPASS | ADD LANES & RECONSTRUCT | 2302567 | 8-2 | C 1-23 | A-4 |

| | | | | | | | |
|-------------------------------------|------------------------------|--------------------------|--------------------------------|---------|------|--------|--------|
| KINGS HWY | N OF I-95 OVERPASS | SOUTH OF ANGLE | ADD LANES & RECONSTRUCT | 4383794 | 8-2 | C 1-26 | A-4 |
| MIDWAY RD | GLADES CUT OFF RD | SELVITZ ROAD | ADD LANES & RECONSTRUCT | 2314403 | 8-2 | C 1-27 | A-4, 5 |
| MIDWAY RD | JENKINS RD | SELVITZ RD | ADD LANES & RECONSTRUCT | 2314405 | 8-11 | C 1-28 | A-4, 5 |
| OKEECHOBEE RD | IDEAL HOLDING RD | ROCK RD | RESURFACING | 4476531 | 3-9 | C 1-29 | A-4 |
| OLEANDER AVE | SOUTH MARKET AVE | EDWARDS RD | SIDEWALK | 4480661 | 8-11 | C 1-30 | A-4 |
| ORANGE AVE | KINGS HWY | E OF I-95 SB RAMP | INTERCHANGE - ADD LANES | 4461681 | 8-3 | C 1-31 | A-4 |
| ORANGE AVE | KINGS HWY | US-1 | ATMS - ARTERIAL TRAFFIC MGMT | 4496961 | 8-11 | C 1-32 | A-4 |
| ORANGE AVE | NORTH 32ND ST | US-1 | RESURFACING | 4461691 | 3-9 | C 1-33 | A-4 |
| OUTFALL FOR VIRGINIA AVE | OLEANDER BLVD | INDIAN HILLS DR | DRAINAGE IMPROVEMENTS | 4417151 | 3-9 | C 1-34 | A-4 |
| PORT ST. LUCIE BLVD | BECKER RD | PAAR DRIVE | ADD LANES & RECONSTRUCT | 4317523 | 8-2 | C 1-35 | A-5 |
| PORT ST. LUCIE BLVD | PAAR DRIVE | DARWIN BLVD | ADD LANES & RECONSTRUCT | 4317522 | 8-2 | C 1-36 | A-5 |
| PORT ST. LUCIE BLVD | SOUTH OF PAAR DR | SOUTH OF ALCANTARRA BLVD | ADD LANES & RECONSTRUCT | 4317525 | 8-2 | C 1-37 | A-5 |
| PORT ST. LUCIE BLVD | SHELTER DR | US-1 | RESURFACING | 4463761 | 3-9 | C 1-38 | A-5 |
| S 25TH ST | N OF EDWARDS RD | N OF VIRGINIA AVE | RESURFACING | 4461701 | 3-9 | C 1-39 | A-4 |
| SAVANNAS PRESERVE STATE PARK GAP | LENNARD RD | SAVANNAS RECREATION AREA | BIKE PATH/TRAIL | 4399993 | 8-3 | C 1-40 | A-4, 5 |
| SAVANNAS PRESERVE STATE PARK GAP | WALTON RD | LENNARD RD | BIKE PATH/TRAIL | 4399992 | 8-2 | C 1-41 | A-5 |
| SELVITZ RD | NW FLORESTA DRIVE | NW BAYSHORE BLVD | BIKE LANE/SIDEWALK | 4460741 | 8-2 | C 1-42 | A-5 |
| ST. LUCIE BLVD | EAST OF N 25 ST | WEST OF US-1 | RESURFACING | 4484491 | 3-9 | C 1-43 | A-4 |
| ST. LUCIE COUNTY PORT OF FT. PIERCE | PORT OF FT. PIERCE | PORT OF FT. PIERCE | SEAPORT REVENUE/OPERAT PROJECT | 4150862 | 3-9 | C 8-2 | A-4 |
| TSM&O | VARIOUS LOCATIONS | VARIOUS LOCATIONS | ITS COMMUNICATION SYSTEM | 4481341 | 8-11 | C 1-44 | A-5 |
| TURNPIKE RESURFACING | MP 169.3 | MP 173 | RESURFACING | 4444021 | 3-9 | C 7-5 | A-4 |
| US HIGHWAY 1 | EDWARDS RD | TENNESSEE AVE | DRAINAGE IMPROVEMENTS | 4417141 | 3-9 | C 1-45 | A-4 |
| US HIGHWAY 1 | MARTIN/ST. LUCIE COUNTY LINE | PORT ST. LUCIE BLVD | RESURFACING | 4476521 | 3-9 | C 1-46 | A-5 |
| US HIGHWAY 1 | NORTH OF VIRGINIA AVE | SUNNY LANE | RESURFACING | 4461091 | 3-9 | C 1-47 | A-4 |
| US HIGHWAY 1 | SOUTH OF JUANITA AVE | NORTH OF KINGS HWY | RESURFACING | 4484501 | 3-9 | C 1-48 | A-4 |
| WALTON RD | 800 FEET EAST OF LENNARD RD | GREEN RIVER PKWY | SIDEWALK | 4483081 | 8-11 | C 1-49 | A-5 |

A.3 TIP PROJECT LOCATION MAPS

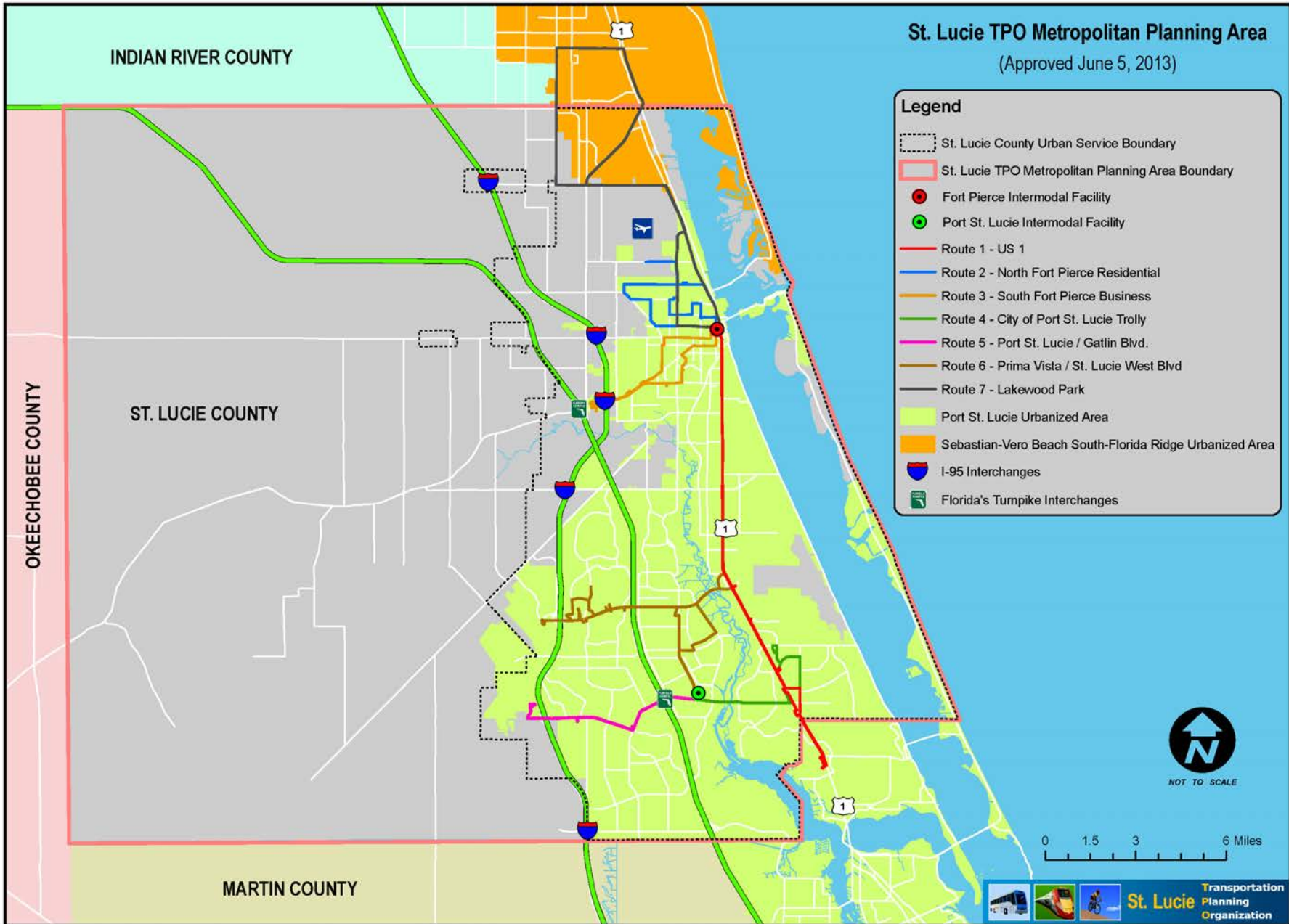




A.4 GLOSSARY OF ABBREVIATIONS AND PHASE/FUNDING SOURCE CODES

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

A.5 TPO METROPOLITAN PLANNING AREA MAP



B. NARRATIVE

B.1 PURPOSE

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

B.2 Financial Plan

The Financial Plan of the TIP is based upon the FDOT District 4 Tentative Work Program for FY 2022/23 – FY 2026/27; the previous year's TIP; the SmartMoves Long Range Transportation Plan (LRTP); and information provided by St. Lucie County, the City of Port St. Lucie, and the City of Fort Pierce. The Financial Plan includes Federal, State, and local transportation funding sources which are identified in the following tables based on the type of transportation improvement:

B.2 FINANCIAL PLAN

HIGHWAY/ROADWAY/SIDEWALK FUNDING SOURCES

| FUND CODE DESCRIPTION | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | TOTAL |
|--------------------------------|------|------------|-----------|-----------|------------|------------|--------------------|
| AC FREIGHT PROG (NFP) | ACFP | 16,437 | 551,608 | 406,809 | - | - | 974,854 |
| ADVANCE CONSTRUCTION NHPP | ACNP | - | 550,000 | 2,110,000 | 3,904,151 | - | 6,564,151 |
| AC NAT HWY PERFORM RESURFACING | ACNR | 1,435,463 | - | 8,313,907 | 1,993,755 | - | 11,743,125 |
| ADVANCE CONSTRUCTION (SS,HSP) | ACSS | 6,653,382 | 365,121 | - | 854,281 | - | 7,872,784 |
| COUNTY INCENTIVE GRANT PROGRAM | CIGP | - | - | 3,449,137 | 6,819,704 | - | 10,268,841 |
| DISTRICT DEDICATED REVENUE | DDR | 6,500,523 | 8,228,572 | 8,470,207 | 6,265,425 | 15,987,496 | 45,452,223 |
| STATE IN-HOUSE PRODUCT SUPPORT | DIH | 848,255 | 382,682 | 331,334 | 646,939 | 188,621 | 2,397,831 |
| REST AREAS - STATE 100% | DRA | - | - | - | 1,199,061 | - | 1,199,061 |
| STATE PRIMARY HIGHWAYS & PTO | DS | 300,000 | 1,604,772 | 2,746,129 | 7,290,594 | 11,674,361 | 23,615,856 |
| GF STPBG >200 (URBAN) | GFSU | 1,343,167 | - | - | - | - | 1,343,167 |
| LOCAL FUNDS | LF | 320,318 | 2,910,839 | 187,148 | 7,987,184 | - | 11,405,489 |
| LOCAL FUNDS FOR PARTICIPATING | LFP | - | 1,000,000 | 4,525,138 | - | - | 5,525,138 |
| STP, ANY AREA | SA | - | 2,592,347 | 1,604,153 | 18,325,415 | 13,566,548 | 36,088,463 |
| STP, MANDATORY NON-URBAN <= 5K | SN | - | 953,146 | 135,047 | 1,166,005 | - | 2,254,198 |
| SAFE ROUTES - TRANSFER | SR2T | - | - | 5,000 | - | - | 5,000 |
| STP, URBAN AREAS > 200K | SU | 1,624,922 | 1,790,224 | 3,180,731 | 2,879,832 | 2,761,397 | 12,237,106 |
| TRANSPORTATION ALTS- ANY AREA | TALT | 403,983 | 444,371 | 497,046 | - | - | 1,345,400 |
| TRANSPORTATION ALTS- >200K | TALU | 270,052 | 290,759 | 268,446 | - | - | 829,257 |
| SB2514A-TRAIL 2015 NETWORK | TLWR | 11,164,483 | 60,000 | 3,765,767 | - | - | 14,990,250 |
| TRANS REGIONAL INCENTIVE PROGM | TRIP | 104,900 | 1,000,000 | 1,972,012 | 912,753 | - | 3,989,665 |
| SB2514A-TRAN 2015 REG INCT PRG | TRWR | - | - | 1,557,473 | - | - | 1,557,473 |
| GRAND TOTAL | | | | | | | 201,659,332 |

AVIATION FUNDING SOURCES

| FUND CODE DESCRIPTION | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | TOTAL |
|----------------------------|------|-----------|-----------|-----------|------|------|------------------|
| DISTRICT DEDICATED REVENUE | DDR | 12,500 | - | - | - | - | 12,500 |
| STATE - PTO | DPTO | 662,000 | 2,440,000 | 1,200,000 | - | - | 4,302,000 |
| FEDERAL AVIATION ADMIN | FAA | 1,980,000 | - | - | - | - | 1,980,000 |
| LOCAL FUNDS | LF | 260,500 | 610,000 | 300,000 | - | - | 1,170,500 |
| GRAND TOTAL | | | | | | | 7,465,000 |

TRANSIT OPERATIONS FUNDING SOURCES

| FUND CODE DESCRIPTION | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | TOTAL |
|--------------------------------|------|-----------|-----------|-----------|-----------|-----------|-------------------|
| DISTRICT DEDICATED REVENUE | DDR | - | 713,038 | 736,829 | 841,334 | 866,574 | 3,157,775 |
| STATE - PTO | DPTO | 1,714,939 | 80,000 | 80,000 | - | - | 1,874,939 |
| STATE PRIMARY/FEDERAL REIMB | DU | 62,915 | 66,061 | 69,364 | 72,832 | 76,474 | 347,646 |
| FEDERAL TRANSIT ADMINISTRATION | FTA | 2,695,000 | 2,695,000 | 2,695,000 | 2,695,000 | 2,695,000 | 13,475,000 |
| LOCAL FUNDS | LF | 1,627,854 | 859,099 | 886,193 | 914,166 | 943,048 | 5,230,360 |
| GRAND TOTAL | | | | | | | 24,085,720 |

MISCELLANEOUS FUNDING SOURCES

| FUND CODE DESCRIPTION | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | TOTAL |
|------------------------------|------|-----------|-----------|-----------|-----------|-----------|-------------------|
| UNRESTRICTED STATE PRIMARY | D | 1,855,000 | 1,820,000 | 1,820,000 | 2,045,000 | 2,045,000 | 9,585,000 |
| DISTRICT DEDICATED REVENUE | DDR | 308,571 | 317,397 | 326,919 | 337,183 | 353,661 | 1,643,731 |
| STATEWIDE ITS - STATE 100%. | DITS | 243,422 | 250,726 | 266,247 | 274,235 | 266,798 | 1,301,428 |
| PRIMARY/FIXED CAPITAL OUTLAY | FCO | 130,000 | 70,000 | 175,000 | 155,000 | - | 530,000 |
| GRAND TOTAL | | | | | | | 13,060,159 |

PLANNING FUNDING SOURCES

| FUND CODE DESCRIPTION | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | TOTAL |
|--------------------------------|------|---------|---------|---------|---------|---------|------------------|
| GF STPBG >200 (URBAN) | GFSU | 356,183 | - | - | - | - | 356,183 |
| METRO PLAN (85% FA; 15% OTHER) | PL | 859,946 | 784,890 | 794,236 | 803,769 | 803,769 | 4,046,610 |
| STP, URBAN AREAS > 200K | SU | 400,000 | 400,000 | 400,000 | 400,000 | 400,000 | 2,000,000 |
| GRAND TOTAL | | | | | | | 6,402,793 |

BRIDGE FUNDING SOURCES

| FUND CODE DESCRIPTION | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | TOTAL |
|------------------------------|------|---------|------------|---------|-----------|--------|-------------------|
| ADVANCE CONSTRUCTION (BRT) | ACBR | 738,570 | 10,761,855 | 100,000 | 4,134,049 | - | 15,734,474 |
| UNRESTRICTED STATE PRIMARY | D | 40,000 | 40,000 | 40,000 | 40,000 | 40,000 | 200,000 |
| STATE PRIMARY HIGHWAYS & PTO | DS | - | 630,000 | - | - | - | 630,000 |
| STP, ANY AREA | SA | 50,000 | - | - | - | - | 50,000 |
| GRAND TOTAL | | | | | | | 16,614,474 |

TURNPIKE ENTERPRISE FUNDING SOURCES

| FUND CODE DESCRIPTION | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | TOTAL |
|--------------------------------|------|-----------|-----------|------|------|------|-------------------|
| TURNPIKE RENEWAL & REPLACEMENT | PKYR | 3,250,846 | 8,870,165 | - | - | - | 12,121,011 |
| GRAND TOTAL | | | | | | | 12,121,011 |

SEAPORT FUNDING SOURCES

| FUND CODE DESCRIPTION | FUND | 2023 | 2024 | 2025 | 2026 | 2027 | TOTAL |
|-----------------------|------|-----------|------|------|------|------|------------------|
| LOCAL FUNDS | LF | 2,500,000 | - | - | - | - | 2,500,000 |
| SEAPORTS | PORT | 2,500,000 | - | - | - | - | 2,500,000 |
| GRAND TOTAL | | | | | | | 5,000,000 |

FINANCIAL PLAN GRAND TOTAL 286,408,489

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

| PROJECT FUNDING SOURCE ESTIMATES | 2023 | 2024 | 2025 | 2026 | 2027 | Total Program |
|---|-------------|-------------|-------------|-------------|-------------|----------------------|
| Highway/Roadway/Sidewalk | 30,985,885 | 22,724,441 | 43,525,484 | 60,245,099 | 44,178,423 | 201,659,332 |
| Aviation | 2,915,000 | 3,050,000 | 1,500,000 | 0 | 0 | 7,465,000 |
| Transit Operations | 6,100,708 | 4,413,198 | 4,467,386 | 4,523,332 | 4,581,096 | 24,085,720 |
| Miscellaneous | 2,536,993 | 2,458,123 | 2,588,166 | 2,811,418 | 2,665,459 | 13,060,159 |
| Planning | 1,616,129 | 1,184,890 | 1,194,236 | 1,203,769 | 1,203,769 | 6,402,793 |
| Bridge | 828,570 | 11,431,855 | 140,000 | 4,174,049 | 40,000 | 16,614,474 |
| Turnpike Enterprise | 3,250,846 | 8,870,165 | 0 | 0 | 0 | 12,121,011 |
| Seaport | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 |
| | | | | | | 286,408,489 |

| PROJECT COST ESTIMATES | 2023 | 2024 | 2025 | 2026 | 2027 | Total Program |
|-------------------------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| Highway/Roadway/Sidewalk | 30,985,885 | 22,724,441 | 43,525,484 | 60,245,099 | 44,178,423 | 201,659,332 |
| Aviation | 2,915,000 | 3,050,000 | 1,500,000 | 0 | 0 | 7,465,000 |
| Transit Operations | 6,100,708 | 4,413,198 | 4,467,386 | 4,523,332 | 4,581,096 | 24,085,720 |
| Miscellaneous | 2,536,993 | 2,458,123 | 2,588,166 | 2,811,418 | 2,665,459 | 13,060,159 |
| Planning | 1,616,129 | 1,184,890 | 1,194,236 | 1,203,769 | 1,203,769 | 6,402,793 |
| Bridge | 828,570 | 11,431,855 | 140,000 | 4,174,049 | 40,000 | 16,614,474 |
| Turnpike Enterprise | 3,250,846 | 8,870,165 | 0 | 0 | 0 | 12,121,011 |
| Seaport | 5,000,000 | 0 | 0 | 0 | 0 | 5,000,000 |
| | | | | | | 286,408,489 |

| FUND SOURCE | 2023 | 2024 | 2025 | 2026 | 2027 | Total Program |
|------------------------------------|-------------|-------------|-------------|-------------|-------------|----------------------|
| Federal | 18,890,020 | 22,245,382 | 20,579,739 | 37,229,089 | 20,303,188 | 119,247,418 |
| Local | 4,708,672 | 5,379,938 | 5,898,479 | 8,901,350 | 943,048 | 25,831,487 |
| R/W and Bridge Bonds | - | - | - | - | - | 0 |
| State 100% | 26,384,593 | 17,637,187 | 26,937,054 | 26,827,228 | 31,422,511 | 129,208,573 |
| Toll/Turnpike | 3,250,846 | 8,870,165 | - | - | - | 12,121,011 |
| GRAND TOTAL FROM ALL JURISDICTIONS | 53,234,131 | 54,132,672 | 53,415,272 | 72,957,667 | 52,668,747 | 286,408,489 |

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

B.3 PROJECT SELECTION

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

For the TPO's FY 2022/23 - FY 2026/27 TIP, the project selection and TIP development process started in May 2021 with a meeting with staffs from the St. Lucie TPO, FDOT District 4, and the local governments to informally discuss the priority projects. The List of Priority Projects (LOPP) then was developed based on the LRTP and other plans as identified in Section B.4, local agency input, and public comments. The LOPP was reviewed by the St. Lucie TPO Advisory Committees and was adopted by the St. Lucie TPO Board and submitted to FDOT District 4 in July 2021. The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2022/23 - FY 2026/27. The Draft Tentative Work Program was reviewed and endorsed by the Board in October 2021. The Final Tentative Work Program was received from FDOT in April of 2022. The Final Tentative Work Program is the primary component of the TIP. The TPO LOPP is reproduced in Section D of the TIP.

B.4 CONSISTENCY WITH OTHER PLANS

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

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

B.5 PROJECT PRIORITY STATEMENT

The projects selected in the TIP are based upon the TPO LOPP and the corresponding prioritization methodology and the goals, objectives and performance measures identified in Table 3-1 of the LRTP. The project prioritization was based on qualitative and quantitative analyses of the transportation projects in the TPO MPA which included the scoring and ranking of multimodal project priorities as identified in Table 7-1 and Appendix E of the LRTP. The project priorities were further refined with the development of transportation alternatives and scenarios planning as summarized in Chapter 7 of the LRTP and the consideration of public comment as summarized in Chapter 8 of the LRTP.

B.6 PUBLIC INVOLVEMENT

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

B.7 TIP AMENDMENTS

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

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

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

FHWA OBLIGATED FUNDING

| PROJECT NUMBER | PROJECT NAME | DESCRIPTION | LENGTH | FUND TOTAL | FUND CODE | PROJECT TOTAL |
|----------------|---|-------------------------|--------|-----------------|-----------|----------------|
| 2302566 | SR-713/KINGS HWY FR 500 feet S OF SR-70 TO NORTH OF PICOS RD | ADD LANES & RECONSTRUCT | 2.200 | 5,083 | GFSA | |
| | | | | -41,668 | SA | |
| | | | | -696 | SU | |
| | | | | 84,656 | SU | 47,375 |
| 2314402 | W MIDWAY RD/CR-712 FROM S 25TH STREET/SR-615 TO SR-5/US-1 | ADD LANES & RECONSTRUCT | 1.803 | -16,186 | CM | |
| | | | | 1,292,119 | GFSU | |
| | | | | -1,622,096 | SA | |
| | | | | 42,148 | SU | |
| | | | | -71,965 | SA | |
| | | | | -51,973 | SA | |
| | | -194,448 | SA | -622,401 | | |
| 2314403 | W MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD | ADD LANES & RECONSTRUCT | 1.577 | -1,846 | SA | |
| | | | | 10,000 | SU | 8,154 |
| 4287281 | SR-5/US-1 FROM N. OF MIDWAY RD TO EDWARDS RD | RESURFACING | 2.362 | 508,939 | SA | 508,939 |
| 4299362 | SR-A1A NORTH BRIDGE OVER ICWW BRIDGE #940045 | BRIDGE REPLACEMENT | 1.205 | 6,064 | SA | |
| | | | | 1,000 | NHBR | |
| | | | | 13,240 | NHBR | 20,304 |

| PROJECT NUMBER | PROJECT NAME | DESCRIPTION | LENGTH | FUND TOTAL | FUND CODE | PROJECT TOTAL |
|----------------|--|-------------------------|--------|------------|-----------|------------------|
| 4317522 | PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD | ADD LANES & RECONSTRUCT | 1.946 | 9,631 | SA | |
| | | | | 19,000 | SA | |
| | | | | -52,680 | SU | -24,049 |
| 4317523 | PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DR | ADD LANES & RECONSTRUCT | 1.119 | 5,500 | SA | |
| | | | | 11,541 | SU | 17,041 |
| 4317526 | PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD | ADD LANES & RECONSTRUCT | 0.713 | 1,440,439 | SA | |
| | | | | 5,572,568 | SU | 7,013,007 |
| 4368681 | SR-5/US-1 @ SR-70/VIRGINIA AVENUE | ADD RIGHT TURN LANE(S) | 0.071 | -100 | SU | |
| | | | | -14,288 | SU | -14,388 |
| 4381301 | PAAR DRIVE FROM SW PORT ST LUCIE BLVD TO SW DARWIN BLVD | SIDEWALK | 1.034 | 119,924 | SA | 119,924 |
| 4400181 | NORTH MACEDO BLVD FROM SELVITZ RD TO ST JAMES DR | BIKE PATH/TRAIL | 1.049 | -917 | TALU | -917 |
| 4415661 | OLEANDER AVENUE FROM MIDWAY ROAD TO SOUTH MARKET AVENUE | SIDEWALK | 1.257 | 858,342 | TALT | |
| | | | | 27,650 | TALU | |
| | | | | 278,007 | TALU | 1,163,999 |
| 4436851 | SR-70/OKEECHOBEE ROAD AT CR-712/MIDWAY ROAD | LIGHTING | 0.397 | 273,711 | HSP | 273,711 |
| 4438471 | SR-9/I-95 FROM NORTH OF GATLIN BLVD TO SOUTH OF ST. LUCIE WEST BLVD | SKID HAZARD OVERLAY | 2.967 | 1,392,290 | HSP | 1,392,290 |

| PROJECT NUMBER | PROJECT NAME | DESCRIPTION | LENGTH | FUND TOTAL | FUND CODE | PROJECT TOTAL |
|--------------------|--|--------------------------------|--------|------------|-----------|-------------------|
| 4443481 | CURTIS STREET FROM NW PRIMA VISTA BLVD TO NW FLORESTA DRIVE | SIDEWALK | 0.543 | 325,396 | TALT | |
| | | | | 18,716 | TALT | 344,112 |
| 4447061 | INTERSECTION IMPROVEMENT | INTERSECTION IMPROVEMENT | 0.000 | -5,000 | GFSA | -5,000 |
| 4447071 | GATLIN BLVD FROM WEST OF SR-9/I-95 TO PORT ST LUCIE BLVD | TRAFFIC CONTROL DEVICES/SYSTEM | 2.672 | 5,000 | SU | 5,000 |
| 4460741 | SELVITZ ROAD FROM NORTHWEST FLORESTA DRIVE TO NORTHWEST BAYSHORE BLVD | BIKE LANE/SIDEWALK | 0.482 | 5,000 | TALT | 5,000 |
| 4460761 | BELL AVENUE FROM SOUTH 25TH STREET TO SUNRISE BLVD | BIKE LANE/SIDEWALK | 0.400 | 5,000 | TALT | 5,000 |
| 4393262 | ST. LUCIE FY 2018/2019-2019/2020 UPWP | TRANSPORTATION PLANNING | 0.000 | -12,028 | PL | |
| | | | | -1,179 | SU | -13,207 |
| 4393263 | ST. LUCIE FY 2020/2021-2021/2022 UPWP | TRANSPORTATION PLANNING | 0.000 | 585,478 | PL | |
| | | | | 300,000 | SU | 885,478 |
| GRAND TOTAL | | | | | | 11,129,372 |

FTA OBLIGATED FUNDING

| FTA GRANT NUMBER | COUNTY | FTA GRANTEE | FEDERAL FUND CODE | FTA PROJECT DESCRIPTION | TOTAL FTA FUNDS IN TIP | TOTAL FEDERAL FUNDS OBLIGATED | TOTAL LOCAL FUNDS | TOTAL |
|------------------|--------|-------------|-------------------|---|------------------------|-------------------------------|-------------------|---------------------|
| FL-2020-059-01 | SLC | SLC | 5307 | Capital/Operating | \$12,100,000 | \$2,408,911 | \$481,692 | \$14,990,603 |
| FL-2021-060-00 | | | 5307 ARPA | Capital/Operating | | \$1,246,729 | | \$1,246,729 |
| FL-2020-059-01 | SLC | SLC | 5339 | Bus and Bus Facilities | \$1,375,000 | \$272,701 | | \$1,647,701 |
| | SLC | SLC | 5311 | Operating | \$695,292 | \$61,004 | \$61,004 | \$817,300 |
| | SLC | SLC | 5310 | Elderly and individuals with disabilities | | \$56,140 | \$6,238 | \$62,378 |
| TOTAL | | | | | \$14,170,292 | \$4,045,485 | \$548,934 | \$18,764,711 |

B.9 CERTIFICATIONS

To ensure Federal requirements are being met, the FHWA and FTA conduct Federal certification reviews on a quadrennial basis of the urbanized areas of TPOs/MPOs which also are designated by census as Transportation Management Areas (TMAs) because the population exceeds 200,000 people. The urbanized area of the St. Lucie TPO is designated as the Port St. Lucie TMA. The last Federal review of the TMA was completed in September 2021 and resulted in no corrective actions, five noteworthy practices, and two recommendations were identified to improve the current planning process of the TPO.

The TPO and FDOT also perform joint certification reviews annually to ensure that State and Federal requirements are being met. The last joint certification review was completed in January 2022 which resulted in the joint certification of the St. Lucie TPO. Support documentation concerning the Federal and joint certification reviews is on file at the St. Lucie TPO offices and available for review during normal business hours.

B.10 CONGESTION MANAGEMENT PROCESS (CMP)

The development and implementation of a CMP is a requirement to be eligible for Federal funding. CMP Box Funds in the amount of \$300,000 - \$400,000 annually have been established by the St. Lucie TPO. Beyond the five fiscal years of the TIP, the LRTP continues to allocate approximately \$3.25 million in funding towards the CMP on a yearly basis through 2045.

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

The St. Lucie TPO CMP was adopted in 2018, and a two-tiered approach (Phase I and Phase II) was utilized in the CMP to identify projects. The Phase I analysis provided a system-wide screening for areas of concern. The Phase II analysis included a detailed evaluation of the identified areas of concern. Based on the results of the Phase II evaluation, CMP projects were identified, and a project scoring criteria and the basis for the CMP Implementation Plan were developed.

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

B.11 TRANSPORTATION DISADVANTAGED (TD) PROGRAM

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

| Commission for the Transportation Disadvantaged | | | | | | | | |
|--|------------------|------------------------|------------------------|--|-------------------------------|-------------------------|---------------------------|---------------------------------|
| Trip & Equipment Grant Allocations | | | | | | | | |
| FY 2022-2023 | | | | | | | | |
| COUNTY | TRIP/EQUIP GRANT | LOCAL TRIP/EQUIP MATCH | TOTAL TRIP/EQUIP FUNDS | VOLUNTARY DOLLARS FM/Job # 43202818401 | VOLUNTARY DOLLARS LOCAL MATCH | TOTAL VOLUNTARY DOLLARS | PLANNING GRANT ALLOCATION | TOTAL ESTIMATED PROJECT FUNDING |
| Saint Lucie | \$681,204 | \$75,689 | \$756,893 | \$63 | \$7 | \$70 | \$26,725 | \$783,688 |

B.12 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

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

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

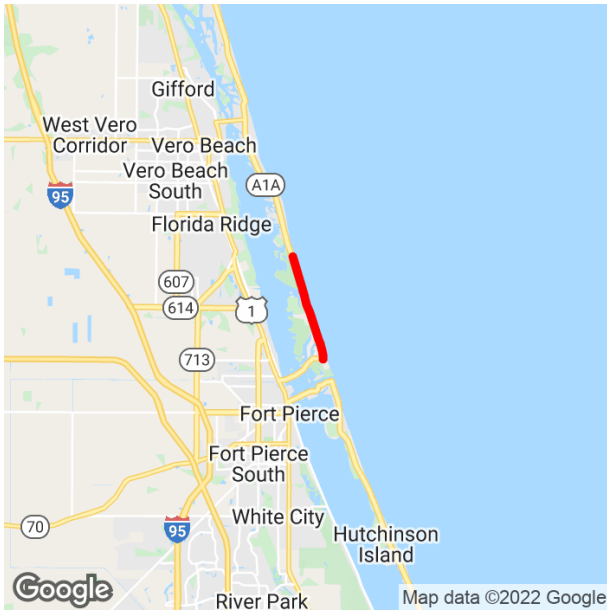
To satisfy the application requirements for TRIP funding, an Interlocal Agreement was executed by the St. Lucie TPO, Martin MPO, and Indian River MPO to create a regional transportation planning entity known as the Treasure Coast Transportation Council (TCTC). The TCTC subsequently adopted a plan to identify and prioritize regionally significant facilities for the selection of projects for TRIP funding. This plan subsequently was updated in 2016.

St. Lucie TPO projects currently programmed in this TIP include \$3,989,665 of TRIP funding. The MIDWAY RD project (#2314405) is receiving \$847,805 in TRIP funding, the PORT ST. LUCIE BLVD project (#4317525) is receiving \$2,036,960, and the JENKINS ROAD project (#4463311) is receiving \$1,104,900 in TRIP funding.

C. DETAILED PROJECT LISTINGS

C.1 HIGHWAY/ROADWAY/SIDEWALK

A1A **SUN TRAIL** FROM FT PIERCE INLET STATE PARK TO SLC/INDIAN RIVER COUNTY LINE
 4435061 Non-SIS



Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL: ST. LUCIE COUNTY NORTH A1A INDIAN RIVER LAGOON TRAIL IMPROVEMENT
Lead Agency: MANAGED BY FDOT **From:** FT PIERCE INLET STATE PARK
County: ST. LUCIE **To:** SLC/INDIAN RIVER COUNTY LINE
Length: 5.193
Phase Group: P D & E, PRELIMINARY ENGINEERING, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|----------------|---------------|------|----------------|
| PE | DIH | 0 | 0 | 33,196 | 33,196 | 0 | 66,392 |
| PE | TLWR | 0 | 0 | 624,875 | 0 | 0 | 624,875 |
| ENV | TLWR | 0 | 0 | 200,000 | 0 | 0 | 200,000 |
| | | | | 858,071 | 33,196 | | 891,267 |

Prior Year Cost: 230,269
Future Year Cost: 0
Total Project Cost: 1,121,536
LRTP: Page 8-2

BELL AVE FROM SOUTH 25TH ST TO SUNRISE BLVD
4460761 Non-SIS



Project Description: BIKE LANE/SIDEWALK
Extra Description: 2020 TPO TAP PRIORITY #12 LAP WITH ST. LUCIE COUNTY
Lead Agency: MANAGED BY FDOT **From:** SOUTH 25TH ST
County: ST. LUCIE **To:** SUNRISE BLVD
Length: 0.4
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | GFSU | 28,585 | 0 | 0 | 0 | 0 | 28,585 |
| CST | LF | 85,158 | 0 | 0 | 0 | 0 | 85,158 |
| CST | TALT | 319,427 | 0 | 0 | 0 | 0 | 319,427 |
| CST | TALU | 4,089 | 0 | 0 | 0 | 0 | 4,089 |
| | | 437,259 | | | | | 437,259 |

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 442,259
LRTP: Page 8-2

**EMERSON AVE FROM NORTH OF INDRIO RD TO SOUTH OF 25TH ST SW
4476511 Non-SIS**



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 2.236

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: NORTH OF INDRIO RD

To: SOUTH OF 25TH ST SW

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------------------|------|------|------------------|
| CST | DDR | 0 | 0 | 1,440,021 | 0 | 0 | 1,440,021 |
| CST | DIH | 0 | 0 | 53,905 | 0 | 0 | 53,905 |
| CST | DS | 0 | 0 | 181,927 | 0 | 0 | 181,927 |
| | | | | 1,675,853 | | | 1,675,853 |

Prior Year Cost: 583,845

Future Year Cost: 0

Total Project Cost: 2,259,698

LRTP: Page 3-9

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



Project Description: BIKE PATH/TRAIL

Extra Description: SUNTRAIL

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 0

Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

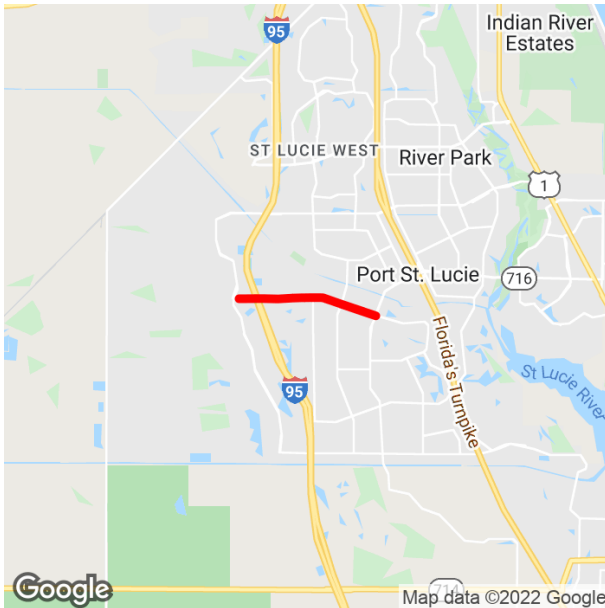
From: SAVANNAS RECREATION AREA

To: SOUTH OF SAVANNAH RD

Prior Year Cost: 646,189
Future Year Cost: 0
Total Project Cost: 3,981,125
LRTP: Page 8-2

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|---------------|------------------|------|------|------------------|
| ROW | DDR | 14,250 | 0 | 0 | 0 | 0 | 14,250 |
| ROW | DIH | 12,000 | 0 | 0 | 0 | 0 | 12,000 |
| ROW | DS | 0 | 39,151 | 0 | 0 | 0 | 39,151 |
| RRU | TLWR | 0 | 60,000 | 0 | 0 | 0 | 60,000 |
| CST | DIH | 0 | 0 | 103,643 | 0 | 0 | 103,643 |
| CST | TLWR | 0 | 0 | 2,940,892 | 0 | 0 | 2,940,892 |
| ENV | TLWR | 165,000 | 0 | 0 | 0 | 0 | 165,000 |
| | | 191,250 | 99,151 | 3,044,535 | | | 3,334,936 |

GATLIN BLVD FROM WEST OF I-95 TO PORT ST. LUCIE BLVD
4447071 Non-SIS



Project Description: TRAFFIC CONTROL DEVICES/SYSTEM

Extra Description: 2021 TPO CMP PRIORITY #1 AND #2 LAP WITH PORT ST LUCIE INSTALL TRAFFIC CAMERAS AT SIGNALIZED INTERSECTIONS; OPTIMIZE GREEN TIME, ADD ADAPTIVE TRAFFIC SIGNAL CONTROL

Lead Agency: MANAGED BY FDOT

From: WEST OF I-95

County: ST. LUCIE

To: PORT ST. LUCIE BLVD

Length: 2.672

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | GFSU | 314,000 | 0 | 0 | 0 | 0 | 314,000 |
| CST | SU | 314,000 | 0 | 0 | 0 | 0 | 314,000 |
| | | 628,000 | | | | | 628,000 |

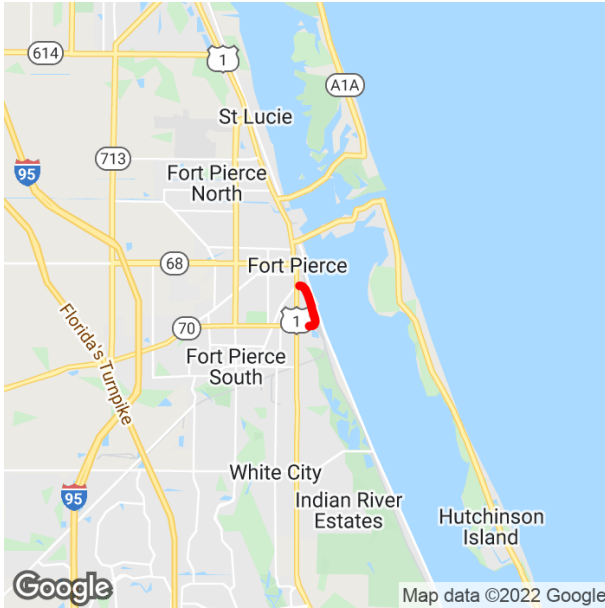
Prior Year Cost: 5,000

Future Year Cost: 0

Total Project Cost: 633,000

LRTP: Page 8-3

HISTORIC HIGHWAYMAN TRAIL GAP FROM INDIAN HILLS DR TO GEORGIA AVE
4400342 Non-SIS



Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL FY2017 PD/E DESIGN LIAISON = JULY JIIMENEZ JPA WITH THE CITY OF FT PIERCE
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE **From:** INDIAN HILLS DR
County: ST. LUCIE **To:** GEORGIA AVE
Length: 0
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | TLWR | 762,176 | 0 | 0 | 0 | 0 | 762,176 |
| | | 762,176 | | | | | 762,176 |

Prior Year Cost: 100,000
Future Year Cost: 0
Total Project Cost: 862,176
LRTP: Page 8-11

I-95 @ GATLIN BLVD
4397611 SIS



Project Description: INTERCHANGE - ADD LANES

Extra Description: GATLIN BLVD AT NORTHBOUND & SOUTHBOUND OFF-RAMP INTERSECTION
 SHORT TERM IMPROVEMENTS: A)ADD A THIRD LEFT AND TRIPLE RIGHT TURN LANES ON SB OFF-RAMP WITH MINOR WIDENING TO RECEIVING LANES ON GATLIN BLVD. B) ADD THIRD LEFT TURN LANE AND DUAL RIGHT TURN LANES ON NB OFF-RAMP. 52-01 LFA FOR PAINTED MAST ARMS (LUMPSUM)

Lead Agency: MANAGED BY FDOT

From: OFF-RAMPS

County: ST. LUCIE

To: OFF-RAMPS

Length: 1.704

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|------|------|------|------|---------------|
| CST | ACFP | 16,437 | 0 | 0 | 0 | 0 | 16,437 |
| | | 16,437 | | | | | 16,437 |

Prior Year Cost: 6,550,728
Future Year Cost: 0
Total Project Cost: 6,567,165
LRTP: Page 8-3

**I-95 @ OKEECHOBEE RD INTERCHANGE
4498111 SIS**



Project Description: LANDSCAPING

Extra Description: STANDALONE LANDSCAPE PROJECT FOR SR-9(I-95) AND SR-70 (OKEECHOBEE RD)

Lead Agency: MANAGED BY FDOT

From: I-95

County: ST. LUCIE

To: OKEECHOBEE RD INTERCHANGE

Length: 0.828

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------------------|-----------|------|------|------------------|
| PE | DDR | 225,000 | 0 | 0 | 0 | 0 | 225,000 |
| PE | DIH | 207,000 | 0 | 0 | 0 | 0 | 207,000 |
| CST | DDR | 0 | 0 | 1,146,948 | 0 | 0 | 1,146,948 |
| CST | DIH | 0 | 0 | 30,408 | 0 | 0 | 30,408 |
| | | 432,000 | 1,177,356 | | | | 1,609,356 |

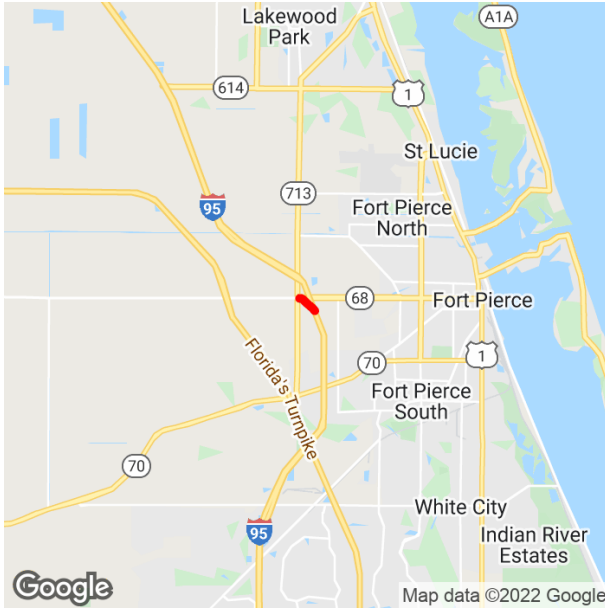
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,609,356

LRTP: Page 3-9

**I-95 @ ORANGE AVE
4492811 SIS**



Project Description: SKID HAZARD OVERLAY

Extra Description: SYSTEMATIC LOOP RAMPS SAFETY ASSESSMENT- NPV=1,508,527; B/C=3.5; WIDEN THE OUTSIDE PAVED SHOULDER ALONG THE RAMP MILL AND RESURFACE THE RAMP WITH HIGH FRICTION SURFACE ENHANCE EXISTING LIGHTING ALONG THE RAMP (BY RE-LAMPING WITH LED LIGHTS) SHSP EMPHASIS AREA- LANE DEPARTURE CRASHES

Lead Agency: MANAGED BY FDOT

From: I-95 NB EXIT RAMP

County: ST. LUCIE

To: WB ORANGE AVE

Length: 0.583

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|---------------|------|----------------|------|------------------|
| PE | ACSS | 168,011 | 28,437 | 0 | 0 | 0 | 196,448 |
| CST | ACSS | 0 | 0 | 0 | 854,281 | 0 | 854,281 |
| | | 168,011 | 28,437 | | 854,281 | | 1,050,729 |

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 1,050,729

LRTP: Page 3-9

I-95 @ ST. LUCIE WEST BLVD
4443361 SIS



Project Description: LANDSCAPING
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 1.42
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|---------------|----------------|---------|------|------------------|
| PE | DIH | 0 | 12,705 | 12,705 | 0 | 0 | 25,410 |
| PE | DS | 0 | 158,813 | 0 | 0 | 0 | 158,813 |
| CST | DDR | 0 | 0 | 0 | 831,689 | 0 | 831,689 |
| CST | DIH | 0 | 0 | 0 | 42,651 | 0 | 42,651 |
| | | 171,518 | 12,705 | 874,340 | | | 1,058,563 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,058,563
LRTP: Page 8-2

I-95 @ ST. LUCIE WEST BLVD
4353371 SIS



Project Description: INTERCHANGE - ADD LANES

Extra Description: 2017 TPO PRIORITY #5; LFA W/PORT ST. LUCIE = 3.1M LUMPSUM FROM COMMERCE CENTER DRIVE TO PEACOCK BLVD., WIDENING OF ROADWAY TO ACCOMMODATE THREE EB LANES AND TWO WB LANES ACROSS THE BRIDGE OVER I-95 AND BUILD A NEW EB BRIDGE. WIDENING THE SOUTHBOUND OFF RAMP INTERSECTION TO PROVIDE TWO LEFT TURN LANES AND ONE RIGHT TURN LANE. WIDENING THE...

Lead Agency: MANAGED BY FDOT

From: I-95

County: ST. LUCIE

To: ST. LUCIE WEST BLVD

Length: 1.814

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|------|------|------|------|---------------|
| CST | DIH | 66,125 | 0 | 0 | 0 | 0 | 66,125 |
| | | 66,125 | | | | | 66,125 |

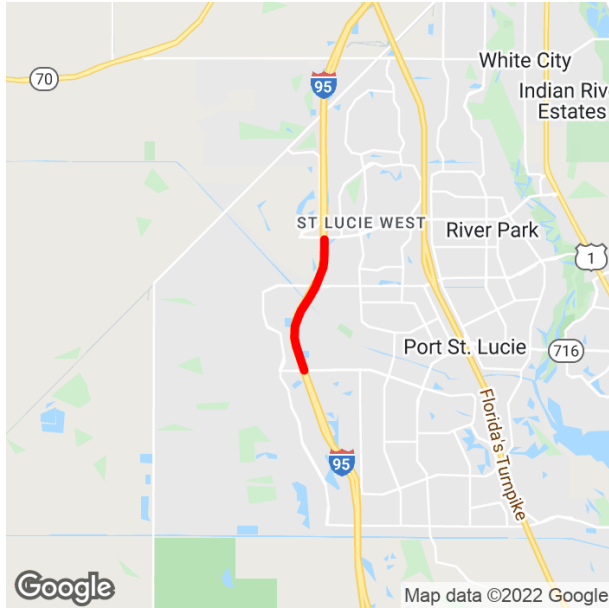
Prior Year Cost: 20,208,102

Future Year Cost: 0

Total Project Cost: 20,274,227

LRTP: Page 8-2

I-95 FROM GATLIN BLVD TO ST. LUCIE WEST BLVD
4438471 SIS



Project Description: SKID HAZARD OVERLAY

Extra Description: ANTICIPATED NPV=\$7,258,112; B/C=2.1;1)LENGTHEN ON-RAMP ACCELERATION LANES (NORTHBOUND ON-RAMP FROM GATLIN BLVD.AND SOUTHBOUND ON-RAMP FROM ST. LUCIE W. BLVD.) TO COMPLY WITH CURRENT FDOT DESIGN STANDARDS;2)INSTALL A DYNAMIC MESSAGE (DMS) IN THE NORTHBOUND DIRECTION SOUTH OF GATLIN BOULEVARD INTERCHANGE;3)INSTALL CONVENTIONAL ROADWAY LIGHTING WITH

Lead Agency: MANAGED BY FDOT

From: NORTH OF GATLIN BLVD

County: ST. LUCIE

To: SOUTH OF ST. LUCIE WEST BLVD

Length: 2.967

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|---------------|------|------|------|------------------|
| CST | ACSS | 84,412 | 0 | 0 | 0 | 0 | 84,412 |
| CST | ACSS | 6,359,082 | 0 | 0 | 0 | 0 | 6,359,082 |
| CST | DIH | 28,138 | 28,932 | 0 | 0 | 0 | 57,070 |
| | | 6,471,632 | 28,932 | | | | 6,500,564 |

Prior Year Cost: 1,535,805
Future Year Cost: 0
Total Project Cost: 8,036,369
LRTP: Page 3-9

I-95 FROM GLADES CUT-OFF RD TO FLORIDA TURNPIKE
4491631 SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 2.756

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: NORTH OF GLADES CUT-OFF RD

To: NORTH OF FLORIDA TURNPIKE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------------------|------|------------------|
| PE | DDR | 662,903 | 0 | 0 | 0 | 0 | 662,903 |
| PE | DIH | 60,000 | 0 | 0 | 0 | 0 | 60,000 |
| CST | ACNP | 0 | 0 | 0 | 3,904,151 | 0 | 3,904,151 |
| CST | DDR | 0 | 0 | 0 | 527,061 | 0 | 527,061 |
| CST | DIH | 0 | 0 | 0 | 156,167 | 0 | 156,167 |
| | | 722,903 | | | 4,587,379 | | 5,310,282 |

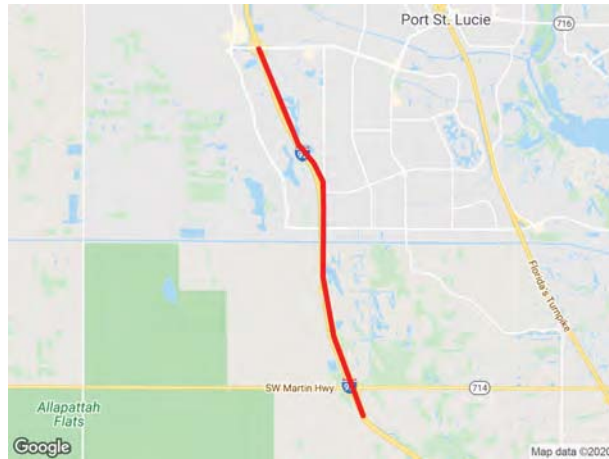
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 5,310,282

LRTP: Page 3-9

**I-95 FROM MARTIN/ST. LUCIE COUNTY LINE TO OKEECHOBEE RD
4226816 SIS**



Project Description: PD&E/EMO STUDY
Extra Description: R/W NEEDED
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 15.499
Phase Group: P D & E

From: SLC/MARTIN
To: SR-70/OKEECHOBEE RD

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|----------------|------------------|------|------|------------------|
| PDE | ACNP | 0 | 550,000 | 2,110,000 | 0 | 0 | 2,660,000 |
| | | | 550,000 | 2,110,000 | | | 2,660,000 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,660,000
LRTP: Page 8-3

**I-95 ST. LUCIE SOUTHBOUND REST AREA
4499611 SIS**

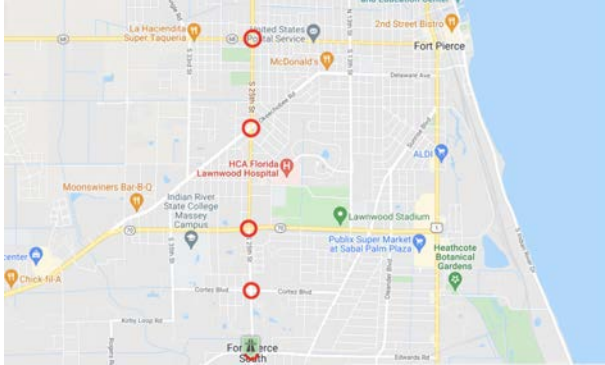


Project Description: REST AREA
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0.54
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION
From: REST AREA
To: REST AREA

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------|------------------|------|------------------|
| PE | DDR | 0 | 0 | 0 | 930,917 | 0 | 930,917 |
| PE | DIH | 0 | 0 | 0 | 122,833 | 0 | 122,833 |
| PE | DRA | 0 | 0 | 0 | 1,199,061 | 0 | 1,199,061 |
| | | | | | 2,252,811 | | 2,252,811 |

Prior Year Cost: 0
Future Year Cost: 21,953,085
Total Project Cost: 24,205,896
LRTP: Page 3-9

**INTERSECTION LIGHTING RETROFIT IMPROVEMENT
4470031 Non-SIS**



Project Description: LIGHTING

Extra Description: INTERSECTION LIGHTING RETROFIT IMPROVEMENT 25TH STREET @ EDWARDS ROAD/ CORTEZ BLVD/OKEECHOBEE RD/DELAWARE AVE./ORANGE AVE.; SR-A1A/SEAWAY DR @ BINNEY DR. GOES WITH FM# 447002.1

Lead Agency: MANAGED BY FDOT

From: VARIOUS LOCATIONS

County: ST. LUCIE

To: VARIOUS LOCATIONS

Length: 2.701

Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|----------------|------|------|------|----------------|
| RRU | ACSS | 41,877 | 0 | 0 | 0 | 0 | 41,877 |
| CST | ACSS | 0 | 336,684 | 0 | 0 | 0 | 336,684 |
| | | 41,877 | 336,684 | | | | 378,561 |

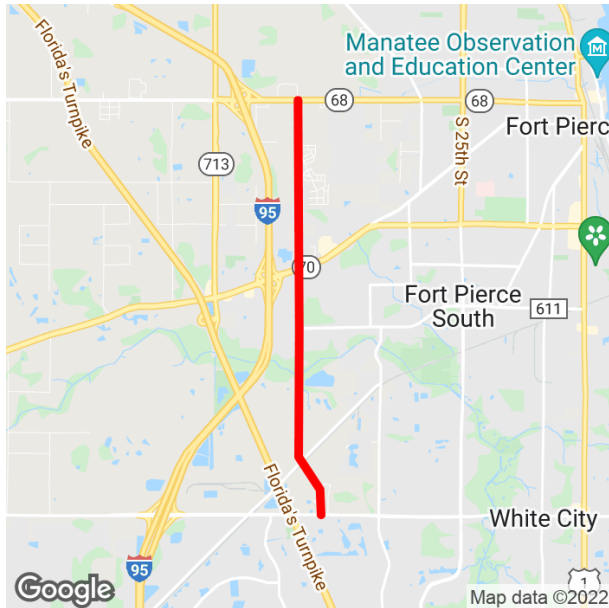
Prior Year Cost: 151,510

Future Year Cost: 0

Total Project Cost: 530,071

LRTP: Page 8-3

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



Project Description: PD&E/EMO STUDY
Extra Description: 2022 TPO PRIORITY #7 LFA WITH ST. LUCIE COUNTY IS R/W NEEDED
Lead Agency: MANAGED BY FDOT **From:** EDWARDS RD
County: ST. LUCIE **To:** ORANGE AVE
Length: 2.128
Phase Group: P D & E

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------------------|------|------|------|------------------|
| PDE | GFSU | 667,925 | 0 | 0 | 0 | 0 | 667,925 |
| PDE | LFP | 0 | 1,000,000 | 0 | 0 | 0 | 1,000,000 |
| PDE | SU | 20,000 | 20,000 | 0 | 0 | 0 | 40,000 |
| PDE | TRIP | 104,900 | 1,000,000 | 0 | 0 | 0 | 1,104,900 |
| | | 792,825 | 2,020,000 | | | | 2,812,825 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,812,825
LRTP: Page 8-3

KESTOR DR FROM DARWIN BOULEVARD TO BECKER RD
4489981 Non-SIS



Project Description: SIDEWALK
Extra Description: 2022 TAP PRIORITY #1
Lead Agency: MANAGED BY FDOT **From:** DARWIN BOULEVARD
County: ST. LUCIE **To:** BECKER RD
Length: 0
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|--------------|----------------|---------|------|------|----------------|
| PE | TALT | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| CST | LF | 0 | 0 | 187,148 | 0 | 0 | 187,148 |
| CST | TALT | 0 | 0 | 497,046 | 0 | 0 | 497,046 |
| CST | TALU | 0 | 0 | 268,446 | 0 | 0 | 268,446 |
| | | 5,000 | 952,640 | | | | 957,640 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 957,640
LRTP: Page 8-11

**KINGS HWY FROM 500 SOUTH OF OKEECHOBEE RD TO NORTH OF PICOS RD
2302566 SIS**



Project Description: ADD LANES & RECONSTRUCT

Extra Description: PE/ENGINEERING UNDER 230256-2 2012 TPO PRIORITY #2 1,550 FT OF PROJECT WILL BE CONCRETE, BALANCE IS FLEXIBLE PAVEMENT PH5202=LFA WITH ST LUCIE COUNTY; \$187,669 LF REC 3/1/17

Lead Agency: MANAGED BY FDOT

From: 500 SOUTH OF OKEECHOBEE RD

County: ST. LUCIE

To: NORTH OF PICOS RD

Length: 2.2

Phase Group: RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|------------------|------|------|------|------------------|
| ROW | DDR | 33,059 | 0 | 0 | 0 | 0 | 33,059 |
| ROW | DS | 0 | 7,000 | 0 | 0 | 0 | 7,000 |
| ROW | SA | 0 | 1,753,453 | 0 | 0 | 0 | 1,753,453 |
| ROW | SU | 36,941 | 133,052 | 0 | 0 | 0 | 169,993 |
| | | 70,000 | 1,893,505 | | | | 1,963,505 |

Prior Year Cost: 70,502,690

Future Year Cost: 0

Total Project Cost: 73,166,819

LRTP: Page 8-2

KINGS HWY FROM NORTH OF COMMERCIAL CIR TO NORTH OF ST. LUCIE BLVD

4383792 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5

Lead Agency: MANAGED BY FDOT

From: NORTH OF COMMERCIAL CIR

County: ST. LUCIE

To: NORTH OF ST. LUCIE BLVD

Length: 1.21

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|----------------|------------------|------------------|------------------|------------------|
| ROW | DDR | 0 | 600 | 0 | 0 | 0 | 600 |
| ROW | DDR | 0 | 0 | 0 | 0 | 3,767,912 | 3,767,912 |
| ROW | DS | 0 | 0 | 1,000,000 | 0 | 2,438,156 | 3,438,156 |
| ROW | SN | 0 | 0 | 0 | 1,166,005 | 0 | 1,166,005 |
| ROW | SU | 363,993 | 277,699 | 87,000 | 0 | 0 | 728,692 |
| | | 363,993 | 278,299 | 1,087,000 | 1,166,005 | 6,206,068 | 9,101,365 |

Prior Year Cost: 8,498,626

Future Year Cost: 0

Total Project Cost: 61,519,912

LRTP: Page 8-2

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



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

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------------------|------------------|------------------|------------------|-------------------|
| ROW | DDR | 0 | 2,496,483 | 3,812,937 | 0 | 0 | 6,309,420 |
| ROW | SA | 0 | 0 | 0 | 6,000,000 | 4,344,156 | 10,344,156 |
| ROW | SN | 0 | 0 | 135,047 | 0 | 0 | 135,047 |
| ROW | SU | 304,523 | 0 | 50,000 | 0 | 0 | 354,523 |
| | | 304,523 | 2,496,483 | 3,997,984 | 6,000,000 | 4,344,156 | 17,143,146 |

Prior Year Cost: 8,498,626
Future Year Cost: 0
Total Project Cost: 61,519,912
LRTP: Page 8-2

KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS

2302567 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: PE/ENGINEERING UNDER 230256-2 2013 TPO PRIORITY #1 CONCRETE AT THE INTERSECTION OF SR-68/ORANGE AVENUE

Lead Agency: MANAGED BY FDOT

From: NORTH OF PICOS RD

County: ST. LUCIE

To: NORTH OF I-95 OVERPASS

Length: 1.217

Phase Group: RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|----------------|------|------|------|----------------|
| ROW | DS | 0 | 205,832 | 0 | 0 | 0 | 205,832 |
| | | | 205,832 | | | | 205,832 |

Prior Year Cost: 70,502,690

Future Year Cost: 0

Total Project Cost: 73,166,819

LRTP: Page 8-2

KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS

4380411 Non-SIS



Project Description: LANDSCAPING
Extra Description: STANDALONE DEPENDENT PROJECT FOR 230256-7
Lead Agency: MANAGED BY FDOT **From:**
County: ST. LUCIE **To:**
Length: 1.576
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|----------------|------|------|------|----------------|
| CST | DDR | 0 | 736,047 | 0 | 0 | 0 | 736,047 |
| CST | DIH | 0 | 37,746 | 0 | 0 | 0 | 37,746 |
| | | | 773,793 | | | | 773,793 |

Prior Year Cost: 149,220
Future Year Cost: 0
Total Project Cost: 923,013
LRTP: Page 8-2

**KINGS HWY FROM SOUTH OF OKEECHOBEE RD TO NORTH OF PICOS RD
2302568 Non-SIS**



Project Description: LANDSCAPING
Extra Description: STANDALONE DEPENDENT PROJECT FOR 230256-6
Lead Agency: MANAGED BY FDOT **From:** SOUTH OF OKEECHOBEE RD
County: ST. LUCIE **To:** NORTH OF PICOS RD
Length: 1.397
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|----------------|------|------|------|----------------|
| CST | DDR | 0 | 454,772 | 0 | 0 | 0 | 454,772 |
| CST | DIH | 0 | 40,020 | 0 | 0 | 0 | 40,020 |
| | | | 494,792 | | | | 494,792 |

Prior Year Cost: 70,502,690
Future Year Cost: 0
Total Project Cost: 73,166,819
LRTP: Page 8-2

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



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES, PD&E UNDER 230256-5, DESIGN & ROW UNDER FM# 438379.1

Lead Agency: MANAGED BY FDOT

From: NORTH OF I-95 OVERPASS

County: ST. LUCIE

To: SOUTH OF ANGLE RD

Length: 0.97

Phase Group: CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------|------|-------------------|-------------------|
| CST | DDR | 0 | 0 | 0 | 0 | 11,898,957 | 11,898,957 |
| CST | DIH | 0 | 0 | 0 | 0 | 116,421 | 116,421 |
| CST | DS | 0 | 0 | 0 | 0 | 9,000,000 | 9,000,000 |
| CST | SA | 0 | 0 | 0 | 0 | 3,000,000 | 3,000,000 |
| CST | SU | 0 | 0 | 0 | 0 | 2,761,397 | 2,761,397 |
| | | | | | | 26,776,775 | 26,776,775 |

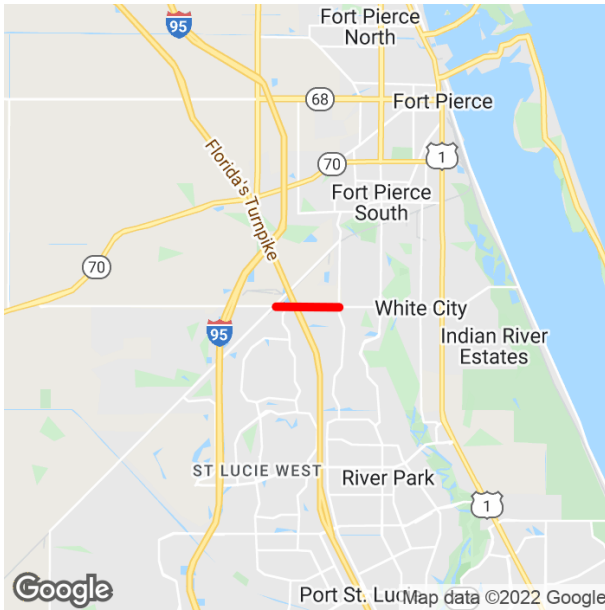
Prior Year Cost: 8,498,626

Future Year Cost: 0

Total Project Cost: 61,519,912

LRTP: Page 8-2

MIDWAY RD FROM GLADES CUT OFF RD TO SELVITZ RD
2314403 Non-SIS



Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2022 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES LFA WITH ST. LUCIE COUNTY FOR PD&E AND DESIGN CK #09828620 REC FR ST. LUCIE CO. BCC FOR 1.65M ON 10/7/14 FOR PD&E. THIS IS A CAT2 CHECK REC 1/25/2017 FROM ST. LUCIE CO. \$2,108,000 PH32/37
Lead Agency: MANAGED BY FDOT **From:** GLADES CUT OFF RD
County: ST. LUCIE **To:** SELVITZ RD
Length: 1.577
Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|---------|------|------|------|------------------|
| ROW | SA | 0 | 494,625 | 0 | 0 | 0 | 494,625 |
| ROW | SU | 0 | 973,875 | 0 | 0 | 0 | 973,875 |
| | | 1,468,500 | | | | | 1,468,500 |

Prior Year Cost: 4,851,546
Future Year Cost: 0
Total Project Cost: 29,891,313
LRTP: Page 8-2

**MIDWAY RD FROM WEST OF JENKINS RD TO SELVITZ RD
2314405 Non-SIS**



Prior Year Cost: 4,851,546
Future Year Cost: 0
Total Project Cost: 29,891,313
LRTP: Page 8-2

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2022 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES. BASED ON PD&E COMPLETED UNDER 231440-3 DESIGN AND RIGHT OF WAY ON 231440-3 56-01: UTILITIES RELOCATION 56-02: UWHCA WITH CITY OF PORT ST. LUCIE
Lead Agency: MANAGED BY FDOT **From:**
County: ST. LUCIE **To:**
Length: 0.785
Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total | |
|-------|-----------|------|------|--------|---------------|-------------------|----------------|-------------------|
| RRU | LF | 0 | 0 | 0 | 542,148 | 0 | 542,148 | |
| RRU | SU | 0 | 0 | 50,000 | 0 | 0 | 50,000 | |
| CST | CIGP | 0 | 0 | 0 | 6,819,704 | 0 | 6,819,704 | |
| CST | LF | 0 | 0 | 0 | 7,445,036 | 0 | 7,445,036 | |
| CST | SA | 0 | 0 | 0 | 4,882,592 | 104,150 | 4,986,742 | |
| CST | SU | 0 | 0 | 0 | 2,879,832 | 0 | 2,879,832 | |
| CST | TRIP | 0 | 0 | 0 | 847,805 | 0 | 847,805 | |
| | | | | | 50,000 | 23,417,117 | 104,150 | 23,571,267 |

**OKEECHOBEE RD FROM IDEAL HOLDING RD TO SOUTH ROCK RD
4476531 SIS**



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 7.858

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: IDEAL HOLDING RD

To: SOUTH ROCK RD

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------------------|---------------|------|------------------|
| CST | ACNR | 0 | 0 | 7,883,602 | 0 | 0 | 7,883,602 |
| CST | DDR | 0 | 0 | 1,142,416 | 0 | 0 | 1,142,416 |
| CST | DIH | 0 | 0 | 40,269 | 40,616 | 0 | 80,885 |
| | | | | 9,066,287 | 40,616 | | 9,106,903 |

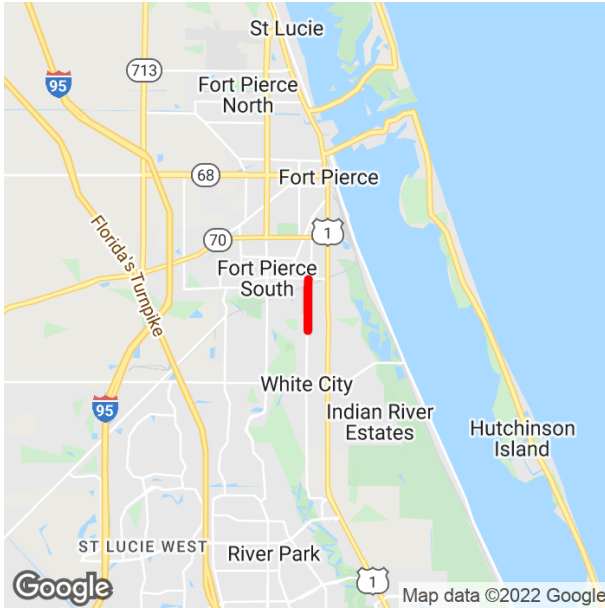
Prior Year Cost: 1,359,904

Future Year Cost: 0

Total Project Cost: 10,466,807

LRTP: Page 3-9

OLEANDER AVE FROM SOUTH MARKET AVE TO EDWARDS RD
4480661 Non-SIS



Project Description: SIDEWALK
Extra Description: FOREST GROVE MIDDLE SCHOOL SAFE ROUTES TO SCHOOL; LAP WITH ST LUCIE COUNTY
Lead Agency: MANAGED BY FDOT **From:** SOUTH MARKET AVE
County: ST. LUCIE **To:** EDWARDS RD
Length: 1.326
Phase Group: PRELIMINARY ENGINEERING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|--------------|------|------|--------------|
| PE | SR2T | 0 | 0 | 5,000 | 0 | 0 | 5,000 |
| | | | | 5,000 | | | 5,000 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 5,000
LRTP: Page 8-11

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



Prior Year Cost: 55,918
Future Year Cost: 0
Total Project Cost: 1,159,848
LRTP: Page 8-3

Project Description: INTERCHANGE - ADD LANES

Extra Description: ADD EB RIGHT TURN LANE FROM ORANGE AVE/SR-68 TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FR ORANGE AVE/SR-68 TO NB KINGS HWY/SR-713. NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE/SR-68 AND KINGS HWY/ SR-713. EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)

Lead Agency: MANAGED BY FDOT

From: KINGS HWY

County: ST. LUCIE

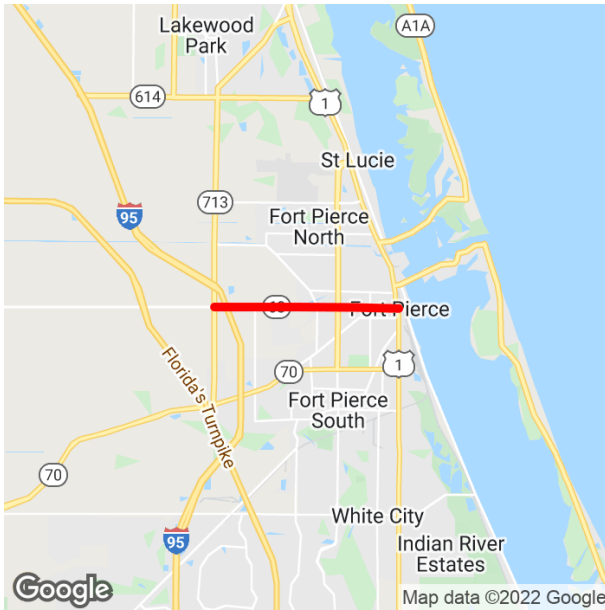
To: EAST OF I-95 SB RAMP

Length: 0.646

Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|----------------|----------------|------|------|------------------|
| PE | ACFP | 0 | 541,608 | 24,423 | 0 | 0 | 566,031 |
| ROW | ACFP | 0 | 0 | 382,386 | 0 | 0 | 382,386 |
| ROW | DDR | 0 | 0 | 145,513 | 0 | 0 | 145,513 |
| ENV | ACFP | 0 | 10,000 | 0 | 0 | 0 | 10,000 |
| | | | 551,608 | 552,322 | | | 1,103,930 |

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



Project Description: ATMS - ARTERIAL TRAFFIC MGMT
Extra Description: 2022 TPO CMP PRIORITY #3 INCLUDES SOUTH 7TH STREET FROM SR-68/ORANGE AVE TO AVE A INSTALL FIBER OPTIC CABLE, TRAFFIC CAMERAS/VIDEO DETECTORS AND ADAPTIVE SIGNAL CONTROL AT SIGNALIZED INTERSECTIONS NO R/W NEEDED
Lead Agency: MANAGED BY FDOT **From:** KINGS HWY
County: ST. LUCIE **To:** US-1
Length: 4.187
Phase Group: PRELIMINARY ENGINEERING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------|------|----------------|----------------|
| PE | DDR | 0 | 0 | 0 | 0 | 320,627 | 320,627 |
| PE | DIH | 0 | 0 | 0 | 0 | 25,650 | 25,650 |
| | | | | | | 346,277 | 346,277 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 346,277
LRTP: Page 8-11

**ORANGE AVE FROM NORTH 32ND ST TO WEST OF US-1
4461691 Non-SIS**

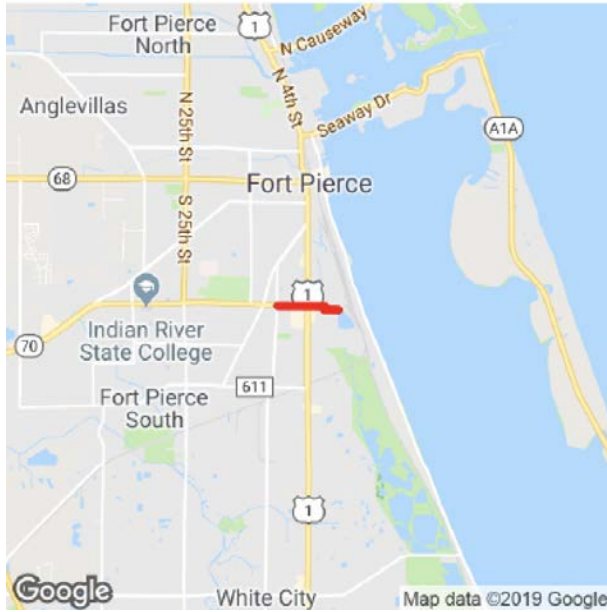


Project Description: RESURFACING
Extra Description: 52-02: LFA FOR PATTERNED PAVT & DECORATIVE LIGHTING - WITH CITY OF FORT PIERCE
Lead Agency: MANAGED BY FDOT **From:** NORTH 32ND ST
County: ST. LUCIE **To:** WEST OF US-1
Length: 1.915
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------------------|------|------|------|------------------|
| CST | DDR | 0 | 2,545,840 | 0 | 0 | 0 | 2,545,840 |
| CST | DIH | 0 | 129,571 | 0 | 0 | 0 | 129,571 |
| CST | DS | 0 | 813,621 | 0 | 0 | 0 | 813,621 |
| CST | LF | 0 | 177,594 | 0 | 0 | 0 | 177,594 |
| CST | SN | 0 | 953,146 | 0 | 0 | 0 | 953,146 |
| | | | 4,619,772 | | | | 4,619,772 |

Prior Year Cost: 550,609
Future Year Cost: 0
Total Project Cost: 5,170,381
LRTP: Page 3-9

**OUTFALL FOR VIRGINIA AVE
4417151 SIS**



Project Description: DRAINAGE IMPROVEMENTS
Extra Description: OUTFALL WILL BE ROUTED FROM CANAL 7D (CITY CANAL EAST OF OLEANDER BLVD) ALONG VIRGINIA AVE, SOUTH ON SR-5/US-1 AND THEN EAST THROUGH INDIAN HILLS DR TO ULTIMATELY OUTFALL INTO THE SAND MINE LAKE
Lead Agency: MANAGED BY FDOT **From:** OLEANDER BLVD
County: ST. LUCIE **To:** INDIAN HILLS DR
Length: 0.177
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------|------|------------------|------------------|
| RRU | SA | 0 | 0 | 0 | 0 | 50,000 | 50,000 |
| CST | DS | 0 | 0 | 0 | 0 | 236,205 | 236,205 |
| CST | SA | 0 | 0 | 0 | 0 | 6,068,242 | 6,068,242 |
| | | | | | | 6,354,447 | 6,354,447 |

Prior Year Cost: 912,387
Future Year Cost: 32,365
Total Project Cost: 7,299,199
LRTP: Page 3-9

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



Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2022 TPO PRIORITY #3 WIDENING FROM 2 TO 4 LANES
Lead Agency: MANAGED BY FDOT **From:** BECKER RD
County: ST. LUCIE **To:** PAAR DR
Length: 1.119
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|----------------|------|------|------|----------------|
| ROW | SU | 585,465 | 385,598 | 0 | 0 | 0 | 971,063 |
| | | 585,465 | 385,598 | | | | 971,063 |

Prior Year Cost: 6,521,844
Future Year Cost: 0
Total Project Cost: 24,028,578
LRTP: Page 8-2

PORT ST. LUCIE BLVD FROM PAAR DR TO DARWIN BLVD
4317522 Non-SIS



Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2020 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES CONSTRUCTION SPLIT OUT TO SEG 5 AND 6 PH43 INCLUDES \$121 TO COVER RECORDING FEES LFA WITH CITY OF PORT ST. LUCIE

Lead Agency: MANAGED BY FDOT

From: PAAR DR

County: ST. LUCIE

To: DARWIN BLVD

Length: 1.946

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| PE | LF | 131,977 | 0 | 0 | 0 | 0 | 131,977 |
| | | 131,977 | | | | | 131,977 |

Prior Year Cost: 6,521,844

Future Year Cost: 0

Total Project Cost: 24,028,578

LRTP: Page 8-2

PORT ST. LUCIE BLVD FROM SOUTH OF PAAR DR TO SOUTH OF ALCANTARRA BLVD
4317525 Non-SIS



Prior Year Cost: 6,521,844
Future Year Cost: 0
Total Project Cost: 24,028,578
LRTP: Page 8-2

Project Description: ADD LANES & RECONSTRUCT

Extra Description: 2020 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES DESIGN AND RIGHT OF WAY ON 431752-2 LFA WITH CITY OF PORT ST LUCIE 56-02 LF UWHCA 62-03 LF FOR CEI FOR UWHCA CITY OF PORT ST LUCIE

Lead Agency: MANAGED BY FDOT

From: SOUTH OF PAAR DR

County: ST. LUCIE

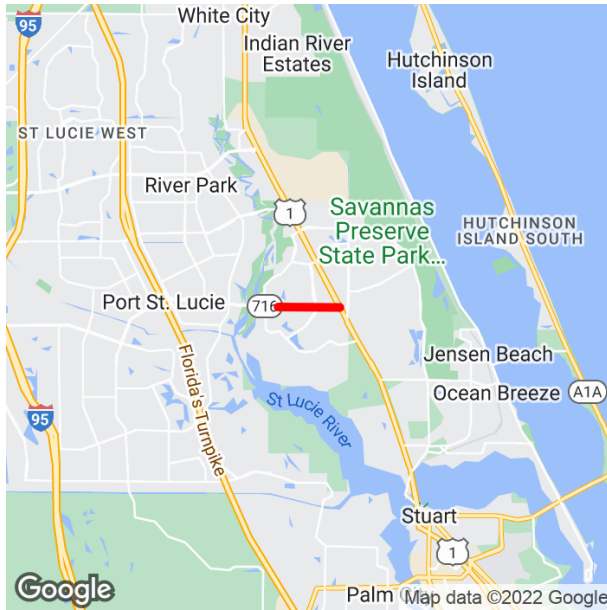
To: SOUTH OF ALCANTARRA BLVD

Length: 1.076

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------------------|-------------------|---------------|------|-------------------|
| RRU | LF | 0 | 1,807,473 | 0 | 0 | 0 | 1,807,473 |
| CST | CIGP | 0 | 0 | 3,449,137 | 0 | 0 | 3,449,137 |
| CST | LF | 0 | 33,782 | 0 | 0 | 0 | 33,782 |
| CST | LFP | 0 | 0 | 4,525,138 | 0 | 0 | 4,525,138 |
| CST | SU | 0 | 0 | 2,993,731 | 0 | 0 | 2,993,731 |
| CST | TRIP | 0 | 0 | 1,972,012 | 64,948 | 0 | 2,036,960 |
| CST | TRWR | 0 | 0 | 1,557,473 | 0 | 0 | 1,557,473 |
| | | | 1,841,255 | 14,497,491 | 64,948 | | 16,403,694 |

**PORT ST.LUCIE BLVD FROM WEST OF SE SHELTER DR TO US-1
4463761 Non-SIS**



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 1.543

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: WEST OF SE SHELTER DR

To: US-1

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|------|------------------|---------------|------|------------------|
| PE | DIH | 18,135 | 0 | 0 | 0 | 0 | 18,135 |
| CST | ACNR | 0 | 0 | 430,305 | 0 | 0 | 430,305 |
| CST | DDR | 0 | 0 | 782,372 | 0 | 0 | 782,372 |
| CST | DIH | 0 | 0 | 0 | 91,814 | 0 | 91,814 |
| CST | SA | 0 | 0 | 1,604,153 | 0 | 0 | 1,604,153 |
| | | 18,135 | | 2,816,830 | 91,814 | | 2,926,779 |

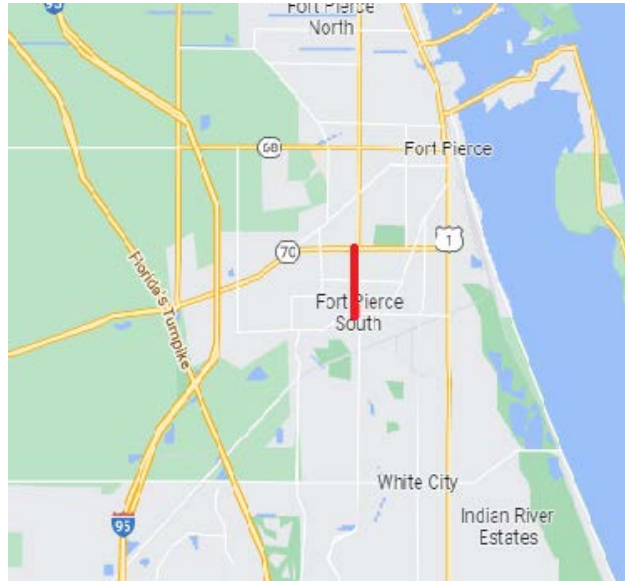
Prior Year Cost: 416,958

Future Year Cost: 0

Total Project Cost: 3,343,737

LRTP: Page 3-9

S 25TH ST FROM NORTH OF EDWARDS RD TO NORTH OF VIRGINIA AVE
4461701 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 1.024

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: NORTH OF EDWARDS RD

To: NORTH OF VIRGINIA AVE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------------------|------|------|------|------------------|
| CST | DDR | 0 | 1,967,250 | 0 | 0 | 0 | 1,967,250 |
| CST | DS | 0 | 380,355 | 0 | 0 | 0 | 380,355 |
| CST | SA | 0 | 344,269 | 0 | 0 | 0 | 344,269 |
| | | | 2,691,874 | | | | 2,691,874 |

Prior Year Cost: 434,237

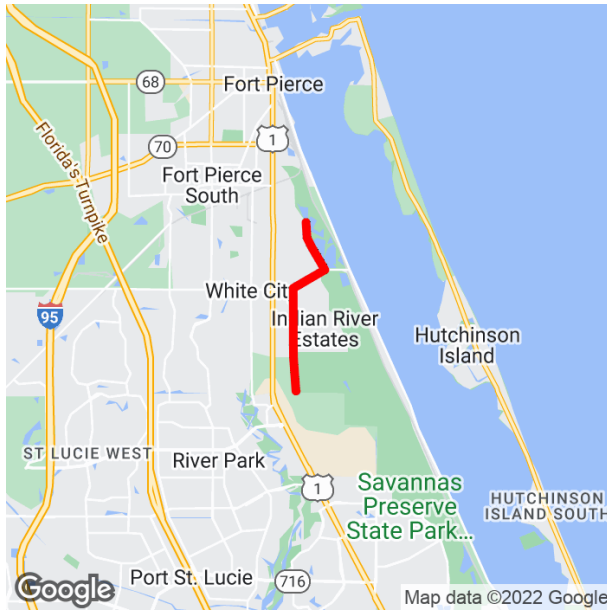
Future Year Cost: 0

Total Project Cost: 3,126,111

LRTP: Page 3-9

SAVANNAS PRESERVE STATE PARK FROM LENNARD RD TO SAVANNAS RECREATION AREA

4399993 Non-SIS

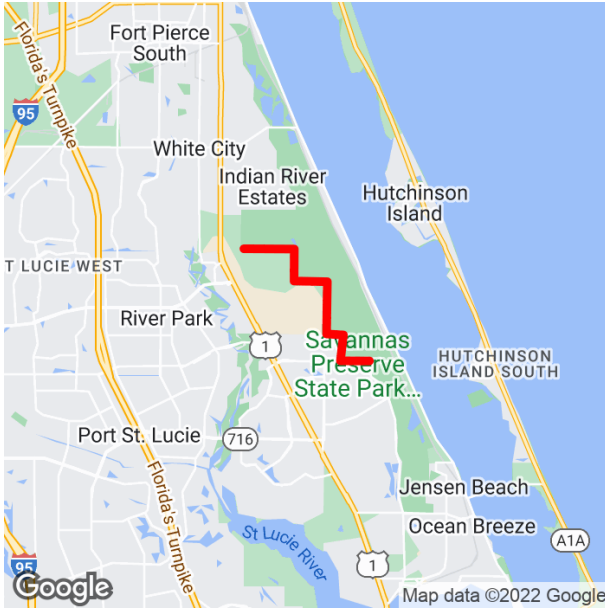


Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL FY2017 PD&E PHASE 2; DESIGN ON 439999-1
Lead Agency: MANAGED BY FDOT **From:** LENNARD RD
County: ST. LUCIE **To:** SAVANNAS RECREATION AREA
Length: 4.171
Phase Group: RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|---------------|------|------|------|------------------|
| ROW | DDR | 0 | 27,580 | 0 | 0 | 0 | 27,580 |
| CST | DIH | 105,317 | 0 | 0 | 0 | 0 | 105,317 |
| CST | TLWR | 2,988,359 | 0 | 0 | 0 | 0 | 2,988,359 |
| | | 3,093,676 | 27,580 | | | | 3,121,256 |

Prior Year Cost: 206,650
Future Year Cost: 0
Total Project Cost: 10,941,058
LRTP: Page 8-3

SAVANNAS PRESERVE STATE PARK GAP FROM WALTON RD TO LENNARD RD
4399992 Non-SIS

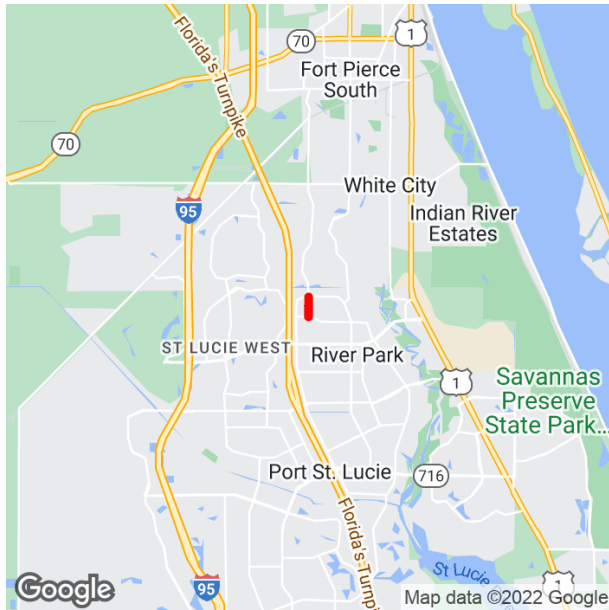


Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL FY2017 PD&E PHASE 1, DESIGN ON 439999-1
Lead Agency: MANAGED BY FDOT **From:** WALTON RD
County: ST. LUCIE **To:** LENNARD RD
Length: 0
Phase Group: CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|---------------|------|------|------|------------------|
| CST | DIH | 31,655 | 32,549 | 0 | 0 | 0 | 64,204 |
| CST | DS | 300,000 | 0 | 0 | 0 | 0 | 300,000 |
| CST | TLWR | 7,248,948 | 0 | 0 | 0 | 0 | 7,248,948 |
| | | 7,580,603 | 32,549 | | | | 7,613,152 |

Prior Year Cost: 206,650
Future Year Cost: 0
Total Project Cost: 10,941,058
LRTP: Page 8-2

SELVITZ RD FROM NORTHWEST FLORESTA DR TO NORTHWEST BAYSHORE BLVD
4460741 Non-SIS

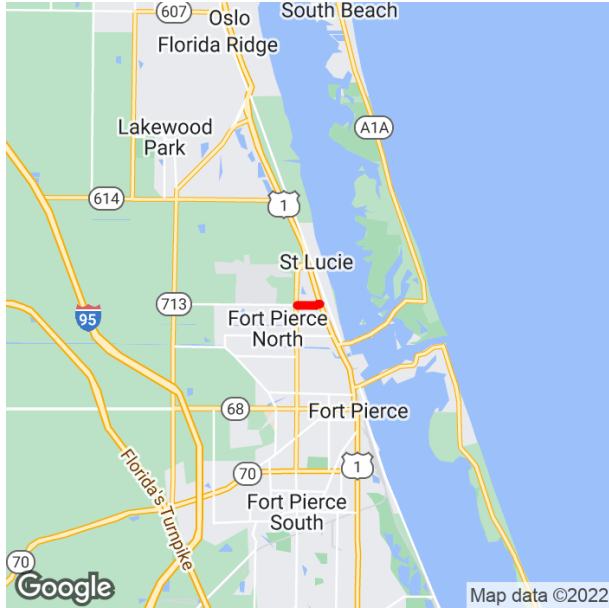


Project Description: BIKE LANE/SIDEWALK
Extra Description: 2020 TPO TAP PRIORITY #1 LAP WITH CITY OF PORT ST LUCIE
Lead Agency: MANAGED BY FDOT **From:** NORTHWEST FLORESTA DR
County: ST. LUCIE **To:** NORTHWEST BAYSHORE BLVD
Length: 0.482
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | GFSU | 17,131 | 0 | 0 | 0 | 0 | 17,131 |
| CST | LF | 103,183 | 0 | 0 | 0 | 0 | 103,183 |
| CST | TALT | 79,556 | 0 | 0 | 0 | 0 | 79,556 |
| CST | TALU | 265,963 | 0 | 0 | 0 | 0 | 265,963 |
| | | 465,833 | | | | | 465,833 |

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 475,833
LRTP: Page 8-2

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



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 0.523

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: EAST OF N 25 ST

To: WEST OF US-1

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|---------------|------|----------------|------|----------------|
| PE | DDR | 125,540 | 0 | 0 | 0 | 0 | 125,540 |
| PE | DIH | 10,359 | 10,359 | 0 | 0 | 0 | 20,718 |
| CST | DDR | 0 | 0 | 0 | 98,528 | 0 | 98,528 |
| CST | DIH | 0 | 0 | 0 | 34,774 | 0 | 34,774 |
| CST | DS | 0 | 0 | 0 | 561,918 | 0 | 561,918 |
| | | 135,899 | 10,359 | | 695,220 | | 841,478 |

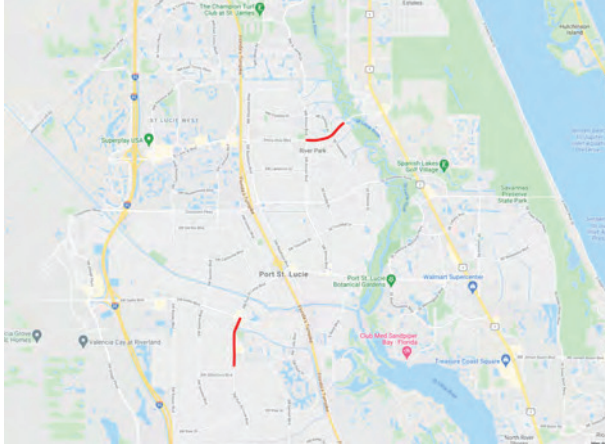
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 841,478

LRTP: Page 3-9

**TSM&O VARIOUS LOCATIONS
4481341 Non-SIS**



Project Description: ITS COMMUNICATION SYSTEM

Extra Description: 2021 ST LUCIE TPO CMP PRIORITY #3, 4 AND 5; INSTALLATION OF FIBER OPTIC CABLE INCLUDING CONDUITS, PULL BOXES, TRAFFIC CAMERAS, ADAPTIVE TRAFFIC SIGNAL CONTROL AND OTHER COMPONENTS THAT WILL BE NECESSARY FOR THE CONVERSION OF THE EXISTING TRAFFIC SYSTEM ... FOR LIMITS (SEE WP45)

Lead Agency: MANAGED BY FDOT

From: VARIOUS LOCATIONS

County: ST. LUCIE

To: VARIOUS LOCATIONS

Length: 1.182

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| PE | GFSU | 5,000 | 0 | 0 | 0 | 0 | 5,000 |
| CST | GFSU | 310,526 | 0 | 0 | 0 | 0 | 310,526 |
| | | 315,526 | | | | | 315,526 |

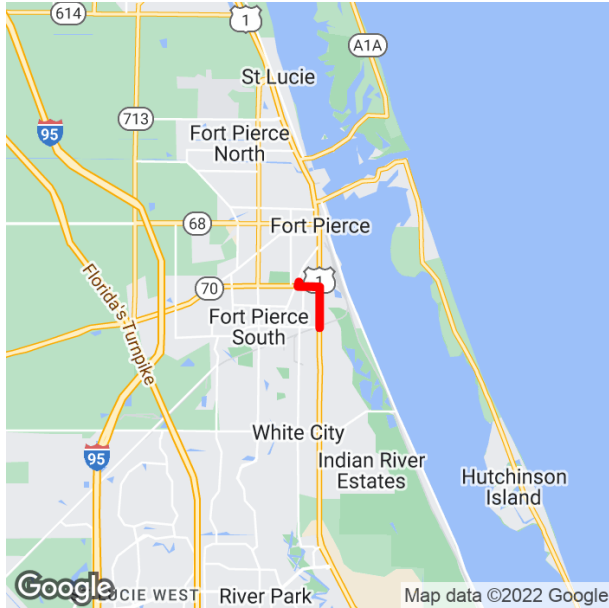
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 315,526

LRTP: Page 8-11

US HIGHWAY 1 FROM EDWARDS RD TO TENNESSEE AVE
4417141 SIS



Project Description: DRAINAGE IMPROVEMENTS

Extra Description: DRAINAGE/STORM WATER UPGRADES RESURFACING ON PHASE 52-02 INCLUDING: INTERSECTION LIGHTING RETROFIT. UPGRADE PEDESTRIAN SIGNALS TO COUNTDOWN AT THE FOLLOWING INTERSECTIONS: EDWARDS ROAD, EMIL AVE. GARDENIA AVE. AND VIRGINIA AVE

Lead Agency: MANAGED BY FDOT

From: EDWARDS RD

County: ST. LUCIE

To: TENNESSEE AVE

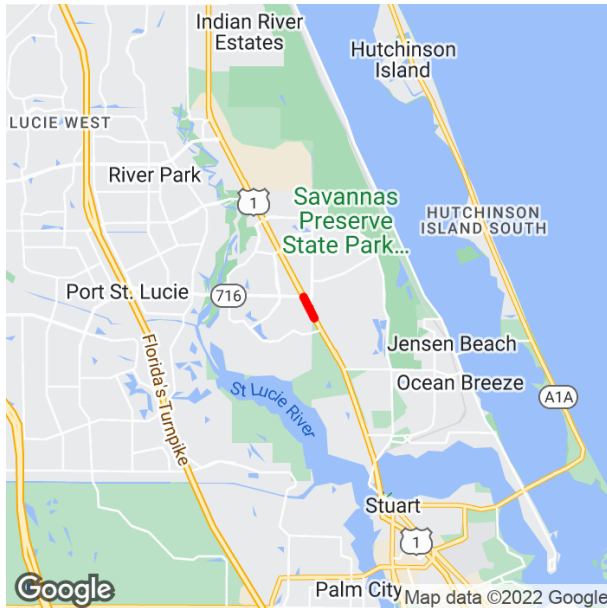
Length: 1.124

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Prior Year Cost: 1,251,458
Future Year Cost: 0
Total Project Cost: 11,186,943
LRTP: Page 3-9

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------------------|------|------------------|
| ROW | DIH | 150,000 | 0 | 0 | 0 | 0 | 150,000 |
| CST | ACNR | 0 | 0 | 0 | 1,993,755 | 0 | 1,993,755 |
| CST | DDR | 0 | 0 | 0 | 269,157 | 0 | 269,157 |
| CST | DIH | 0 | 0 | 0 | 79,750 | 0 | 79,750 |
| CST | SA | 0 | 0 | 0 | 7,442,823 | 0 | 7,442,823 |
| | | 150,000 | | | 9,785,485 | | 9,935,485 |

US HIGHWAY 1 FROM MARTIN/ST. LUCIE COUNTY LINE TO SE PORT ST. LUCIE BLVD
4476521 Non-SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 0.605

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From: MARTIN/ST. LUCIE COUNTY LINE

To: SE PORT ST. LUCIE BLVD

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------------------|------|------|------------------|
| CST | DIH | 0 | 0 | 57,208 | 0 | 0 | 57,208 |
| CST | DS | 0 | 0 | 1,564,202 | 0 | 0 | 1,564,202 |
| | | | | 1,621,410 | | | 1,621,410 |

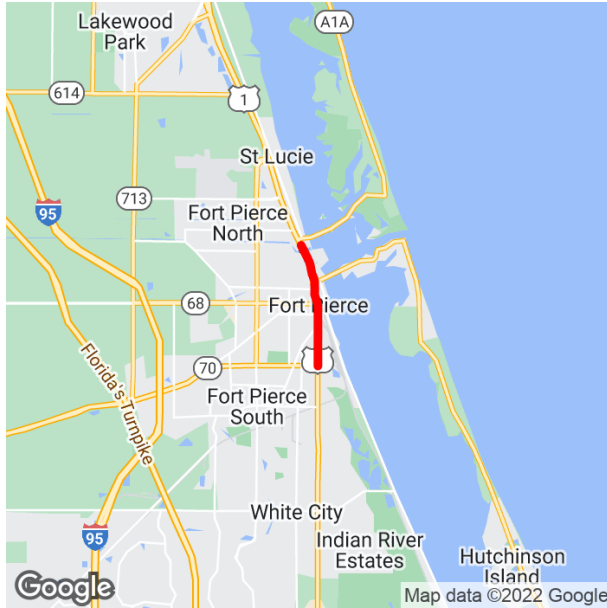
Prior Year Cost: 425,833

Future Year Cost: 0

Total Project Cost: 2,047,243

LRTP: Page 3-9

US HIGHWAY 1 FROM NORTH OF VIRGINIA AVE TO SUNNY LANE
4461091 SIS



Project Description: RESURFACING

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 2.963

Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

From: NORTH OF VIRGINIA AVE

To: SUNNY LANE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|---------------|------|------|------|------------------|
| CST | ACNR | 1,435,463 | 0 | 0 | 0 | 0 | 1,435,463 |
| CST | DDR | 4,417,131 | 0 | 0 | 0 | 0 | 4,417,131 |
| CST | DIH | 86,917 | 18,191 | 0 | 0 | 0 | 105,108 |
| | | 5,939,511 | 18,191 | | | | 5,957,702 |

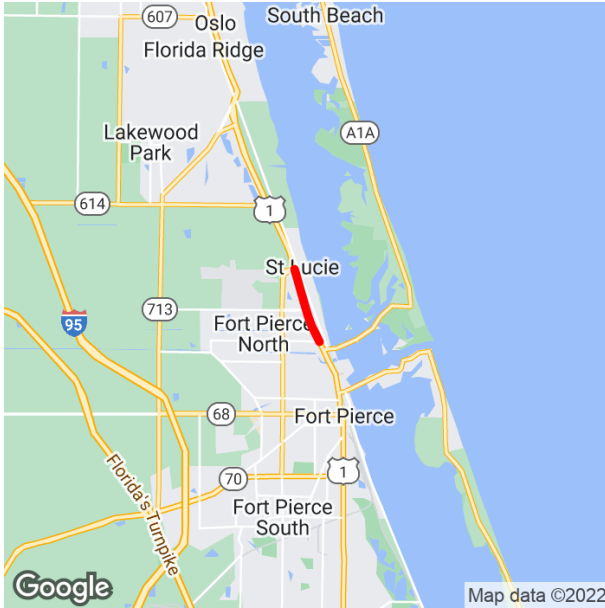
Prior Year Cost: 1,148,016

Future Year Cost: 0

Total Project Cost: 7,105,718

LRTP: Page 3-9

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



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 5.836
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

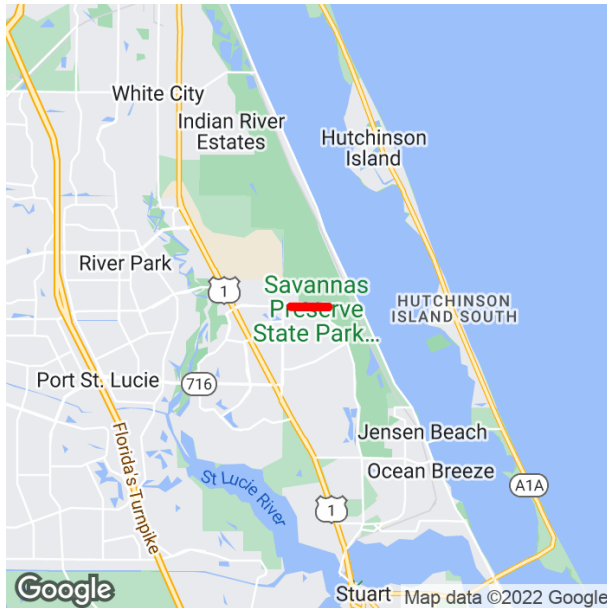
From: SOUTH OF JUANITA AVE
To: NORTH OF KINGS HWY

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|---------------|------|-------------------|---------------|-------------------|
| PE | DDR | 1,022,640 | 0 | 0 | 0 | 0 | 1,022,640 |
| PE | DIH | 72,609 | 72,609 | 0 | 0 | 0 | 145,218 |
| CST | DDR | 0 | 0 | 0 | 3,608,073 | 0 | 3,608,073 |
| CST | DIH | 0 | 0 | 0 | 45,138 | 46,550 | 91,688 |
| CST | DS | 0 | 0 | 0 | 6,728,676 | 0 | 6,728,676 |
| | | 1,095,249 | 72,609 | | 10,381,887 | 46,550 | 11,596,295 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 11,596,295
LRTP: Page 3-9

WALTON RD FROM 800 FEET EAST OF LENNARD RD TO GREEN RIVER PARKWAY

4483081 Non-SIS



Project Description: SIDEWALK

Extra Description: 2022 TPO TAP PRIORITY #1 CONSTRUCTION OF SIDEWALK, ELEVATED PEDESTRIAN BOARDWALK LAP WITH ST LUCIE COUNTY

Lead Agency: MANAGED BY FDOT

From: 800 FEET EAST OF LENNARD RD

County: ST. LUCIE

To: GREEN RIVER PARKWAY

Length: 0.946

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------------------|------|------|------|------------------|
| CST | LF | 0 | 891,990 | 0 | 0 | 0 | 891,990 |
| CST | TALT | 0 | 444,371 | 0 | 0 | 0 | 444,371 |
| CST | TALU | 0 | 290,759 | 0 | 0 | 0 | 290,759 |
| | | | 1,627,120 | | | | 1,627,120 |

Prior Year Cost: 5,000

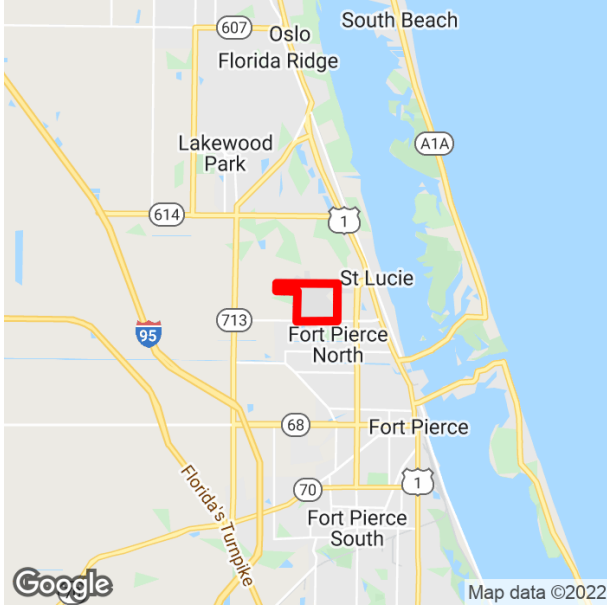
Future Year Cost: 0

Total Project Cost: 1,632,120

LRTP: Page 8-11

C.2 AVIATION

TREASURE COAST AIRPORT- CONSTRUCT SOUTHSIDE ROADWAY EXTENSION
4480781 Non-SIS

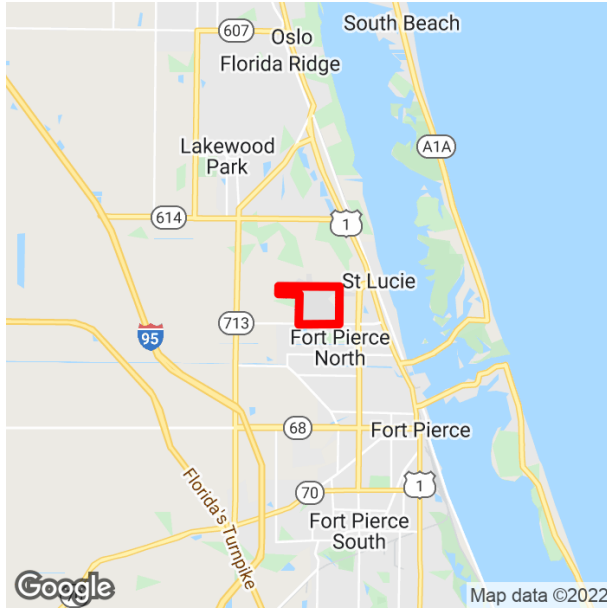


Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE **From:**
To:
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CAP | DPTO | 192,000 | 0 | 0 | 0 | 0 | 192,000 |
| CAP | LF | 48,000 | 0 | 0 | 0 | 0 | 48,000 |
| | | 240,000 | | | | | 240,000 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 240,000
LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT - CONSTRUCT TAXIWAY
4480791 Non-SIS

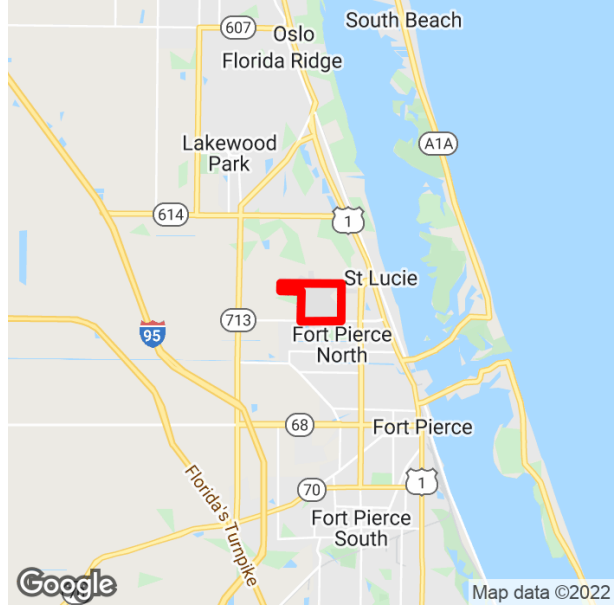


Project Description: AVIATION PRESERVATION PROJECT
Extra Description: CONSTRUCTION PHASE TAXIWAY E REALIGNMENT TAXIWAY C4 AND C5 DEMOLITION
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE **From:**
To:
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CAP | DPTO | 110,000 | 0 | 0 | 0 | 0 | 110,000 |
| CAP | FAA | 1,980,000 | 0 | 0 | 0 | 0 | 1,980,000 |
| CAP | LF | 110,000 | 0 | 0 | 0 | 0 | 110,000 |
| | | 2,200,000 | | | | | 2,200,000 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,200,000
LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT TAXIWAY REALIGNMENT PROJECTS
4480811 Non-SIS

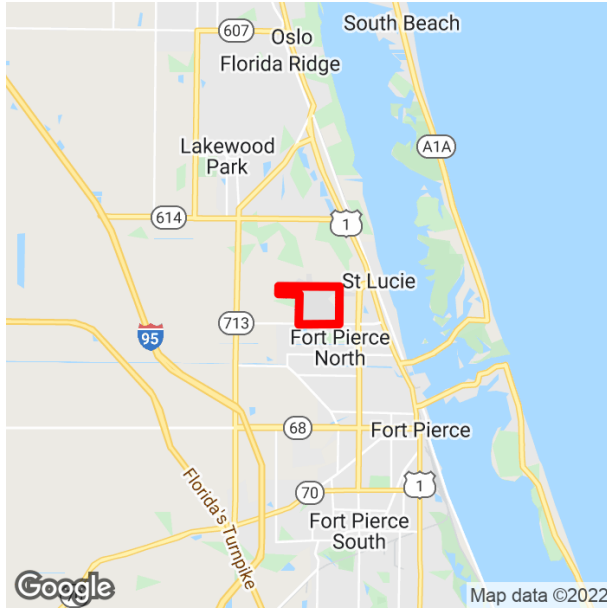


Project Description: AVIATION PRESERVATION PROJECT
Extra Description: BRAVO & CHARLIE (DESIGN)
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE **From:**
To:
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|------|------|------|------|---------------|
| CAP | DDR | 12,500 | 0 | 0 | 0 | 0 | 12,500 |
| CAP | LF | 12,500 | 0 | 0 | 0 | 0 | 12,500 |
| | | 25,000 | | | | | 25,000 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 25,000
LRTP: Page 3-9

ST. LUCIE COUNTY INTERNATIONAL AIRPORT
4480951 Non-SIS



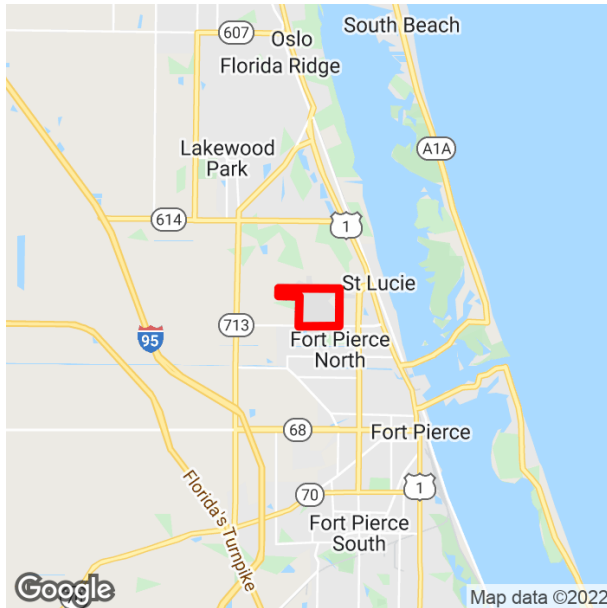
Project Description: AVIATION SAFETY PROJECT
Extra Description: GENERATOR AND TERMINAL GENERATOR (CONSTRUCTION)
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE **From:**
To:
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CAP | DPTO | 360,000 | 0 | 0 | 0 | 0 | 360,000 |
| CAP | LF | 90,000 | 0 | 0 | 0 | 0 | 90,000 |
| | | 450,000 | | | | | 450,000 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 450,000
LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT AEROWEST TAXIWAY (CONSTRUCTION)

4481151 Non-SIS



Project Description: AVIATION CAPACITY PROJECT

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

From:

To:

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------------------|------------------|------|------|------------------|
| CAP | DPTO | 0 | 1,200,000 | 1,200,000 | 0 | 0 | 2,400,000 |
| CAP | LF | 0 | 300,000 | 300,000 | 0 | 0 | 600,000 |
| | | | 1,500,000 | 1,500,000 | | | 3,000,000 |

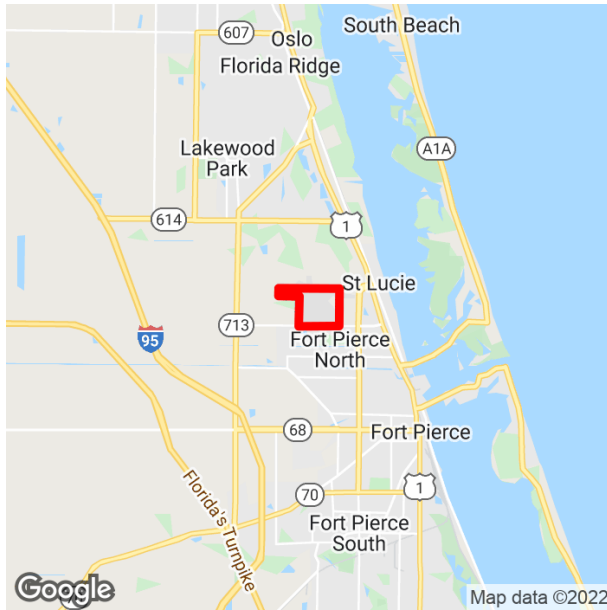
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 3,000,000

LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT TAXIWAY REALIGNMENT B AND C DEMO
4496171 Non-SIS

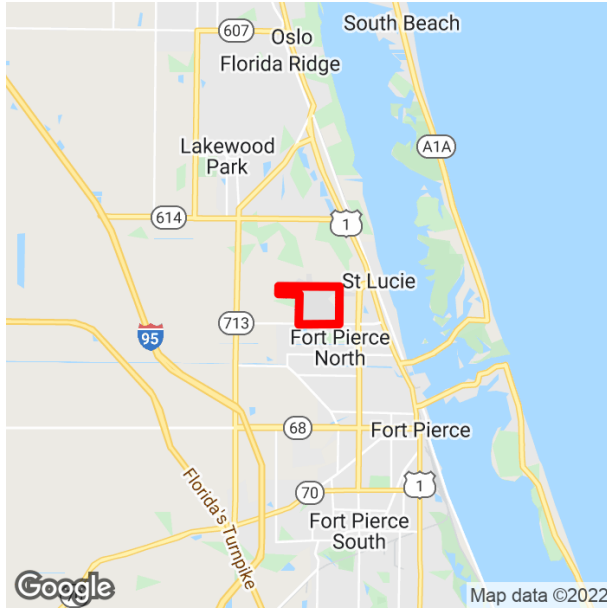


Project Description: AVIATION PRESERVATION PROJECT
Extra Description: CONSTRUCTION
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE **From:**
To:
County: ST. LUCIE
Length: 0
Phase Group: CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|---------|------|------|------|------------------|
| CAP | DPTO | 0 | 960,000 | 0 | 0 | 0 | 960,000 |
| CAP | LF | 0 | 240,000 | 0 | 0 | 0 | 240,000 |
| | | 1,200,000 | | | | | 1,200,000 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,200,000
LRTP: Page 3-9

TREASURE COAST INTERNATIONAL AIRPORT WEST COMMERCE PARK TAXIWAY
4496341 Non-SIS



Project Description: AVIATION CAPACITY PROJECT

Extra Description: (DESIGN)

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

From:

To:

County: ST. LUCIE

Length: 0

Phase Group: CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|----------------|------|------|------|----------------|
| CAP | DPTO | 0 | 280,000 | 0 | 0 | 0 | 280,000 |
| CAP | LF | 0 | 70,000 | 0 | 0 | 0 | 70,000 |
| | | | 350,000 | | | | 350,000 |

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 350,000

LRTP: Page 3-9

C.3 TRANSIT PROJECTS

**ST. LUCIE COUNTY SECTION 5311 OPERATING RURAL FUNDS
4071853 Non-SIS**

Prior Year Cost: 545,502
Future Year Cost: 0
Total Project Cost: 1,240,794
LRTP: Page 3-9

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: OPERATIONS

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|----------------|------|------|------|----------------|
| OPS | DU | 62,915 | 66,061 | 0 | 0 | 0 | 128,976 |
| OPS | LF | 62,915 | 66,061 | 0 | 0 | 0 | 128,976 |
| | | 125,830 | 132,122 | | | | 257,952 |

**ST. LUCIE COUNTY SECTION 5311 OPERATING RURAL FUNDS
4071855 Non-SIS**

Prior Year Cost: 545,502
Future Year Cost: 0
Total Project Cost: 1,240,794
LRTP: Page 3-9

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: OPERATIONS

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|----------------|----------------|----------------|----------------|
| OPS | DU | 0 | 0 | 69,364 | 72,832 | 76,474 | 218,670 |
| OPS | LF | 0 | 0 | 69,364 | 72,832 | 76,474 | 218,670 |
| | | | | 138,728 | 145,664 | 152,948 | 437,340 |

**ST. LUCIE COUNTY BLOCK GRANT OPERATING ASSISTANCE
4071873 Non-SIS**

Prior Year Cost: 3,366,788
Future Year Cost: 0
Total Project Cost: 11,542,216
LRTP: Page 3-9

Project Description: OPERATING/ADMIN. ASSISTANCE
Extra Description: BILL (SB2502) SIGNED BY THE GOVERNOR ON 6/2/2021 NO MATCH REQUIREMENT FOR FY22 BLOCK GRANT FUNDS
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: OPERATIONS

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|------------------|------|------|------|------------------|
| OPS | DDR | 0 | 713,038 | 0 | 0 | 0 | 713,038 |
| OPS | DPTO | 769,939 | 80,000 | 0 | 0 | 0 | 849,939 |
| OPS | LF | 769,939 | 793,038 | 0 | 0 | 0 | 1,562,977 |
| | | 1,539,878 | 1,586,076 | | | | 3,125,954 |

**ST. LUCIE COUNTY BLOCK GRANT OPERATING ASSISTANCE
4071874 Non-SIS**

Prior Year Cost: 3,366,788
Future Year Cost: 0
Total Project Cost: 11,542,216
LRTP: Page 3-9

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: OPERATIONS

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------------------|------------------|------------------|------------------|
| OPS | DDR | 0 | 0 | 736,829 | 841,334 | 866,574 | 2,444,737 |
| OPS | DPTO | 0 | 0 | 80,000 | 0 | 0 | 80,000 |
| OPS | LF | 0 | 0 | 816,829 | 841,334 | 866,574 | 2,524,737 |
| | | | | 1,633,658 | 1,682,668 | 1,733,148 | 5,049,474 |

**PSL UZA - ST. LUCIE COUNTY SECTION 5307 FORMULA FUNDS
4134941 Non-SIS**

Prior Year Cost: 33,774,273
Future Year Cost: 0
Total Project Cost: 45,874,273
LRTP: Page 3-9

Project Description: CAPITAL FOR FIXED ROUTE
Extra Description: FY11 - GRANT FL-90-X727 EXECUTED PER K.SCOTT-ST.LUCIE CO EMAIL FROM J. MELI 10/13/10. GRANT FL90-X765 EXECUTED 10/20/11 \$1,407,322 EMAIL FROM K. SCOTT/SLC 1-11-12 TO J. MELI. ST.LUCIE COUNTY SEC 5307 OPERATING ASSISTANCE NON-BUDGET REVENUE
Lead Agency: MANAGED BY ST. LUCIE COA **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: OPERATIONS, CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|------------------|------------------|------------------|------------------|-------------------|
| OPS | FTA | 810,000 | 810,000 | 810,000 | 810,000 | 810,000 | 4,050,000 |
| CAP | FTA | 1,610,000 | 1,610,000 | 1,610,000 | 1,610,000 | 1,610,000 | 8,050,000 |
| | | 2,420,000 | 2,420,000 | 2,420,000 | 2,420,000 | 2,420,000 | 12,100,000 |

**PSL UZA - PSL COUNTY SECT 5339 CAPITAL FOR BUS & BUS FACILITIES
4345481 Non-SIS**

Prior Year Cost: 1,854,114
Future Year Cost: 0
Total Project Cost: 3,229,114
LRTP: Page 3-9

Project Description: CAPITAL FOR FIXED ROUTE
Extra Description: ST.LUCIE CO. SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES PROGRAM 16.
 CAPITAL FOR FIXED ROUTE NON-BUDGET REVENUE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|----------------|----------------|----------------|----------------|------------------|
| CAP | FTA | 275,000 | 275,000 | 275,000 | 275,000 | 275,000 | 1,375,000 |
| | | 275,000 | 275,000 | 275,000 | 275,000 | 275,000 | 1,375,000 |

**ST. LUCIE COUNTY SERVICE DEVELOPMENT, PSL MICROTRANSIT OPERATING
4498821 Non-SIS**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,590,000
LRTP: Page 3-9

Project Description: OPERATING FOR FIXED ROUTE
Extra Description: PORT ST LUCIE MICROTRANSIT EXPANSION
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: OPERATIONS

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| OPS | DPTO | 795,000 | 0 | 0 | 0 | 0 | 795,000 |
| OPS | LF | 795,000 | 0 | 0 | 0 | 0 | 795,000 |
| | | 1,590,000 | | | | | 1,590,000 |

ST. LUCIE COUNTY SERVICE DEVELOPMENT, PSL MICROTRANSIT CAP

4499221 Non-SIS

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 150,000

LRTP: Page 3-9

Project Description: CAPITAL FOR FIXED ROUTE

Extra Description: MICROTRANSIT EXPANSION, PORT ST. LUCIE

Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**

County: ST. LUCIE **To:**

Length: 0

Phase Group: CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CAP | DPTO | 150,000 | 0 | 0 | 0 | 0 | 150,000 |
| | | 150,000 | | | | | 150,000 |

C.4 MISCELLANEOUS PROJECTS

**ST. LUCIE COUNTY STATE HWY SYSTEM ROADWAY
2338591 Non-SIS**

Prior Year Cost: 59,040,906
Future Year Cost: 0
Total Project Cost: 68,215,906
LRTP: Page 3-9

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0
Phase Group: BRDG/RDWDY/CONTRACT MAINT

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|------------------|------------------|------------------|------------------|------------------|
| MNT | D | 1,800,000 | 1,800,000 | 1,800,000 | 1,800,000 | 1,800,000 | 9,000,000 |
| | | 1,800,000 | 1,800,000 | 1,800,000 | 1,800,000 | 1,800,000 | 9,000,000 |

**ST. LUCIE COUNTY INTERSTATE-ROADWAY
2343761 SIS**

Prior Year Cost: 6,199,032
Future Year Cost: 0
Total Project Cost: 6,324,032
LRTP: Page 3-9

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 100,000 |
| | | 20,000 | 20,000 | 20,000 | 20,000 | 20,000 | 100,000 |

**CITY OF FT. PIERCE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS
4379751 Non-SIS**

Prior Year Cost: 573,571
Future Year Cost: 0
Total Project Cost: 1,640,053
LRTP: Page 3-9

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY CITY OF FORT PIERCE
County: ST. LUCIE
Length: 0
Phase Group: OPERATIONS

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|----------------|----------------|----------------|----------------|------------------|
| OPS | DDR | 96,556 | 99,251 | 102,229 | 105,509 | 129,117 | 532,662 |
| OPS | DITS | 104,315 | 107,445 | 110,668 | 113,988 | 97,404 | 533,820 |
| | | 200,871 | 206,696 | 212,897 | 219,497 | 226,521 | 1,066,482 |

**ST. LUCIE COUNTY JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS
4379761 Non-SIS**

Prior Year Cost: 436,675
Future Year Cost: 0
Total Project Cost: 1,653,626
LRTP: Page 3-9

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY ST LUCIE COUNTY **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: OPERATIONS

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|----------------|----------------|----------------|----------------|------------------|
| OPS | DDR | 138,825 | 142,760 | 147,042 | 151,696 | 147,334 | 727,657 |
| OPS | DITS | 90,387 | 93,099 | 95,892 | 98,769 | 111,147 | 489,294 |
| | | 229,212 | 235,859 | 242,934 | 250,465 | 258,481 | 1,216,951 |

**CITY OF PORT ST. LUCIE JPA SIGNAL MAINTENANCE & OPERATIONS ON SHS
4379771 Non-SIS**

Prior Year Cost: 233,864
Future Year Cost: 0
Total Project Cost: 895,590
LRTP: Page 3-9

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE
County: ST. LUCIE
Length: 0
Phase Group: OPERATIONS

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|----------------|----------------|----------------|----------------|----------------|
| OPS | DDR | 73,190 | 75,386 | 77,648 | 79,978 | 77,210 | 383,412 |
| OPS | DITS | 48,720 | 50,182 | 59,687 | 61,478 | 58,247 | 278,314 |
| | | 121,910 | 125,568 | 137,335 | 141,456 | 135,457 | 661,726 |

**TREASURE COAST OPERATIONS - ADMIN ROOF REPLACEMENT
4468956 Non-SIS**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 370,000
LRTP: Page 3-9

Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0
Phase Group: CONSTRUCTION

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|----------------|------|------|----------------|
| CST | FCO | 0 | 0 | 175,000 | 0 | 0 | 175,000 |
| | | | | 175,000 | | | 175,000 |

**TREASURE COAST OPERATIONS - CONSTRUCT EQUIPMENT STORAGE SHED
4468957 Non-SIS**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 370,000
LRTP: Page 3-9

Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0
Phase Group: CONSTRUCTION

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | FCO | 130,000 | 0 | 0 | 0 | 0 | 130,000 |
| | | 130,000 | | | | | 130,000 |

TREASURE COAST OPERATIONS - CONSTRUCT EQUIPMENT STORAGE SHED
4468958 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 370,000
LRTP: Page 3-9

Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0
Phase Group: CONSTRUCTION

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|--------|------|------|------|---------------|
| CST | FCO | 0 | 30,000 | 0 | 0 | 0 | 30,000 |
| | | 30,000 | | | | | 30,000 |

TREASURE COAST OPERATIONS - CONSTRUCT TRUCK REPAIR CANOPY (30X20)
4468959 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 370,000
LRTP: Page 3-9

Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0
Phase Group: CONSTRUCTION

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------|---------------|------|---------------|
| CST | FCO | 0 | 0 | 0 | 35,000 | 0 | 35,000 |
| | | | | | 35,000 | | 35,000 |

**ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT
4480521 Non-SIS**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 450,000
LRTP: Page 3-9

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------|----------------|----------------|----------------|
| MNT | D | 0 | 0 | 0 | 225,000 | 225,000 | 450,000 |
| | | | | | 225,000 | 225,000 | 450,000 |

TREASURE COAST OPERATIONS - EMERGENCY GENERATOR INSTALLATION
4500541 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 195,000
LRTP: Page 3-9

Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0
Phase Group: CONSTRUCTION

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|--------|------|------|------|---------------|
| CST | FCO | 0 | 40,000 | 0 | 0 | 0 | 40,000 |
| | | 40,000 | | | | | 40,000 |

TREASURE COAST OPERATIONS - REFURBISH FUEL STATION CANOPY
4500542 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 195,000
LRTP: Page 3-9

Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: BRDG/RDWY/CONTRACT MAINT

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|------|------|------|------|---------------|
| MNT | D | 35,000 | 0 | 0 | 0 | 0 | 35,000 |
| | | 35,000 | | | | | 35,000 |

TREASURE COAST OPERATIONS - GARAGE DOOR REPLACEMENT

4500543 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 195,000
LRTP: Page 3-9

Project Description: FIXED CAPITAL OUTLAY
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0
Phase Group: CONSTRUCTION

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------|----------------|------|----------------|
| CST | FCO | 0 | 0 | 0 | 120,000 | 0 | 120,000 |
| | | | | | 120,000 | | 120,000 |

C.5 PLANNING PROJECTS

**ST. LUCIE FY 2022/2023-2023/2024 UPWP
4393264 Non-SIS**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 6,402,793
LRTP: Page 3-9

Project Description: TRANSPORTATION PLANNING
Extra Description: 2022 TPO PRIORITY #1
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: PLANNING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|------------------|------|------|------|------------------|
| PLN | GFSU | 356,183 | 0 | 0 | 0 | 0 | 356,183 |
| PLN | PL | 859,946 | 784,890 | 0 | 0 | 0 | 1,644,836 |
| PLN | SU | 400,000 | 400,000 | 0 | 0 | 0 | 800,000 |
| | | 1,616,129 | 1,184,890 | | | | 2,801,019 |

**ST. LUCIE FY 2024/2025-2025/2026 UPWP
4393265 Non-SIS**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 6,402,793
LRTP: Page 3-9

Project Description: TRANSPORTATION PLANNING
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: PLANNING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------------------|------------------|------|------------------|
| PLN | PL | 0 | 0 | 794,236 | 803,769 | 0 | 1,598,005 |
| PLN | SU | 0 | 0 | 400,000 | 400,000 | 0 | 800,000 |
| | | | | 1,194,236 | 1,203,769 | | 2,398,005 |

**ST. LUCIE FY 2026/2027-2027/2028 UPWP
4393266 Non-SIS**

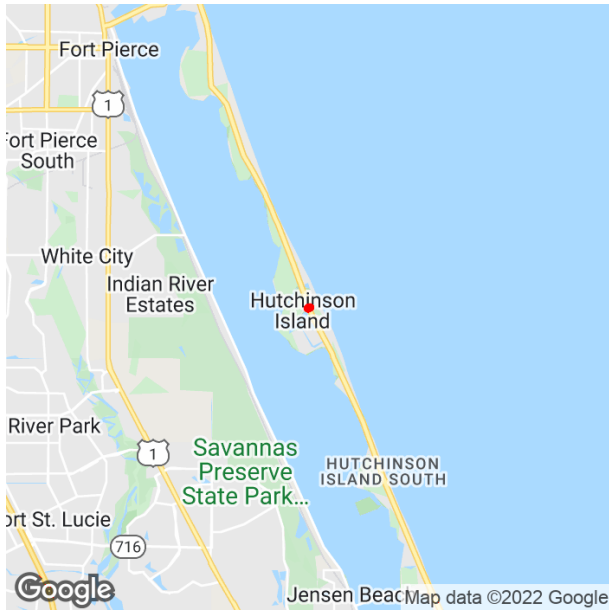
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 6,402,793
LRTP: Page 3-9

Project Description: TRANSPORTATION PLANNING
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: PLANNING

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|------|------|------|------------------|------------------|
| PLN | PL | 0 | 0 | 0 | 0 | 803,769 | 803,769 |
| PLN | SU | 0 | 0 | 0 | 0 | 400,000 | 400,000 |
| | | | | | | 1,203,769 | 1,203,769 |

C.6 BRIDGE

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



Project Description: BRIDGE REPLACEMENT
Extra Description: BRIDGE REPLACEMENT
Lead Agency: MANAGED BY FDOT **From:** ENTIRE BRIDGE
County: ST. LUCIE **To:** ENTIRE BRIDGE
Length: 0.617
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|----------------|----------------|------------------|------|------------------|
| PE | ACBR | 618,570 | 0 | 0 | 0 | 0 | 618,570 |
| RRU | ACBR | 0 | 0 | 100,000 | 0 | 0 | 100,000 |
| CST | ACBR | 0 | 0 | 0 | 4,134,049 | 0 | 4,134,049 |
| ENV | ACBR | 120,000 | 0 | 0 | 0 | 0 | 120,000 |
| | | 738,570 | 100,000 | 100,000 | 4,134,049 | | 4,972,619 |

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 4,972,619
LRTP: Page 3-9

**A1A NORTH BRIDGE OVER ICWW BRIDGE #940045
4299362 Non-SIS**



Project Description: BRIDGE REPLACEMENT

Extra Description: RISK WORKSHOP 32-02

Lead Agency: MANAGED BY FDOT

County: ST. LUCIE

Length: 1.205

Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, CONTRACT INCENTIVES, ENVIRONMENTAL

From: ENTIRE BRIDGE

To: ENTIRE BRIDGE

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|-------------------|------|------|------|-------------------|
| ROW | ACBR | 0 | 10,761,855 | 0 | 0 | 0 | 10,761,855 |
| ROW | SA | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| INC | DS | 0 | 630,000 | 0 | 0 | 0 | 630,000 |
| | | 50,000 | 11,391,855 | | | | 11,441,855 |

Prior Year Cost: 149,503,053

Future Year Cost: 0

Total Project Cost: 160,944,908

LRTP: Page 8-3

**ST. LUCIE COUNTY INTERSTATE BRIDGES
2343762 SIS**

Prior Year Cost: 6,199,032
Future Year Cost: 0
Total Project Cost: 6,324,032
LRTP: Page 3-9

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

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|--------------|--------------|--------------|--------------|--------------|---------------|
| MNT | D | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 25,000 |
| | | 5,000 | 5,000 | 5,000 | 5,000 | 5,000 | 25,000 |

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

Prior Year Cost: 59,040,906
Future Year Cost: 0
Total Project Cost: 68,215,906
LRTP: Page 3-9

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

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|---------------|---------------|---------------|---------------|---------------|----------------|
| MNT | D | 35,000 | 35,000 | 35,000 | 35,000 | 35,000 | 175,000 |
| | | 35,000 | 35,000 | 35,000 | 35,000 | 35,000 | 175,000 |

C.7 TURNPIKE ENTERPRISE PROJECTS

PAINT BRIDGES IN ST. LUCIE COUNTY (940050 @ MP 150.5)(940072 @ MP 152.4354101 SIS



Project Description: BRIDGE - PAINTING
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0.132
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | PKYR | 997,886 | 0 | 0 | 0 | 0 | 997,886 |
| | | 997,886 | | | | | 997,886 |

Prior Year Cost: 239,956
Future Year Cost: 0
Total Project Cost: 1,237,842
LRTP: Page 3-9

**PAINT BRIDGES - TURNPIKE MAINLINE OVER CR 709 (MP 150.7) (940076, 940951)
4385501 SIS**



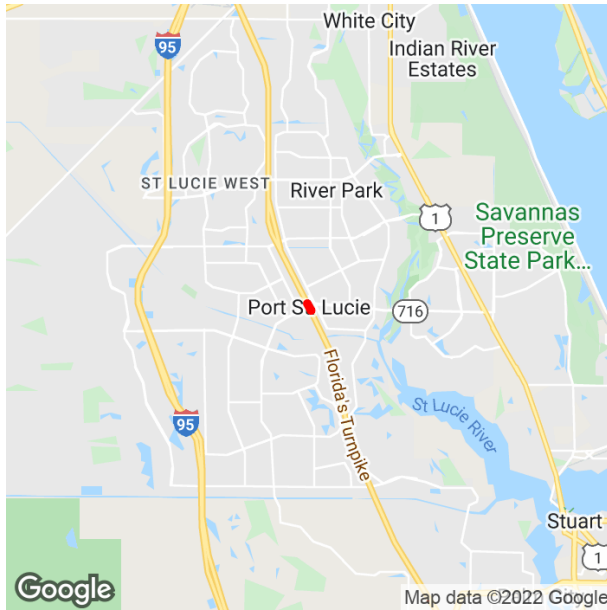
Project Description: BRIDGE - PAINTING
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0.2
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| RRU | PKYR | 300,000 | 0 | 0 | 0 | 0 | 300,000 |
| CST | PKYR | 1,122,693 | 0 | 0 | 0 | 0 | 1,122,693 |
| | | 1,422,693 | | | | | 1,422,693 |

Prior Year Cost: 262,943
Future Year Cost: 0
Total Project Cost: 1,685,636
LRTP: Page 3-9

**PAINT BRIDGES - TURNPIKE MAINLINE OVER RIM DITCH (MP142.2) (940049,940082)
4385511 SIS**



Project Description: BRIDGE - PAINTING
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 0.2
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

From:
To:

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|----------------|------|------|------|------|----------------|
| CST | PKYR | 830,267 | 0 | 0 | 0 | 0 | 830,267 |
| | | 830,267 | | | | | 830,267 |

Prior Year Cost: 143,600
Future Year Cost: 0
Total Project Cost: 973,867
LRTP: Page 3-9

**TURNPIKE RESURFACING
4444021 SIS**



Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 3.7
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION
From: MP 169.3
To: MP 173

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|-----------|------|------|------|------------------|
| CST | PKYR | 0 | 7,895,003 | 0 | 0 | 0 | 7,895,003 |
| | | 7,895,003 | | | | | 7,895,003 |

Prior Year Cost: 1,068,744
Future Year Cost: 0
Total Project Cost: 9,938,909
LRTP: Page 3-9

TURNPIKE ROADSIDE IMPROVEMENT FROM MP 169.3 - 173
4444022 SIS



Project Description: GUARDRAIL
Lead Agency: MANAGED BY FDOT
County: ST. LUCIE
Length: 3.7
Phase Group: P D & E, PRELIMINARY ENGINEERING, CONSTRUCTION

From: MP 169.3

To: MP 173

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------|----------------|------|------|------|----------------|
| CST | PKYR | 0 | 975,162 | 0 | 0 | 0 | 975,162 |
| | | | 975,162 | | | | 975,162 |

Prior Year Cost: 1,068,744
Future Year Cost: 0
Total Project Cost: 9,938,909
LRTP: Page 3-9

C.8 SEAPORT PROJECTS

**ST. LUCIE COUNTY PORT OF FT. PIERCE
4150862 Non-SIS**



Project Description: SEAPORT REVENUE/OPERAT PROJECT
Extra Description: FLORIDA SEAPORT TRANSPORTATION AND ECONOMIC DEVELOPMENT RE-ALLOCATION OF FUNDS LAND PURCHASE AND PLANNING STUDY SEQ02 HARBOUR POINTE DEVELOPMENT PFS0002759 FSTED 04012021
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE **From:**
County: ST. LUCIE **To:**
Length: 0
Phase Group: CAPITAL

| Phase | Fund Code | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-------|-----------|------------------|------|------|------|------|------------------|
| CAP | LF | 2,500,000 | 0 | 0 | 0 | 0 | 2,500,000 |
| CAP | PORT | 2,500,000 | 0 | 0 | 0 | 0 | 2,500,000 |
| | | 5,000,000 | | | | | 5,000,000 |

Prior Year Cost: 1,586,871
Future Year Cost: 0
Total Project Cost: 6,586,871
LRTP: Page 3-9

D. LIST OF PRIORITY PROJECTS
LIST OF PRIORITY PROJECTS



2021/22 List of Priority Projects (LOPP)

(Adopted June 2, 2021)

Master List

| 2021/22 Priority Ranking | Major Gateway Corridor? ¹ | Facility | Project Limits | | Project Description | Project Status/Notes | In LRTP ² Cost Feasible Plan? | Estimated Cost | 2020/21 Priority Ranking |
|--------------------------|--------------------------------------|----------------------------------|---------------------|---------------|---|--|--|----------------------------|--------------------------|
| | | | From | To | | | | | |
| 1 | N/A ³ | St. Lucie TPO | | | Planning/administration as detailed in the Unified Planning Work Program | | Yes | \$400,000 | 1 |
| 2 | Yes | Midway Road | Glades Cut Off Road | Selvitz Road | Add 2 lanes, sidewalks, bicycle lanes | PE ⁴ underway, ROW ⁵ to start in FY 21/22, construction from Jenkins Road to Selvitz Road to start in FY 25/26 | Yes | \$51,710,000 ⁶ | 2 |
| 3 | Yes | Port St. Lucie Boulevard | Becker Road | Paar Drive | Add 2 lanes, sidewalks, bicycle lanes | PE underway, ROW to start in FY 2022/23 | Yes | \$16,409,000 ⁶ | 3 |
| 4 | Yes | Midway Road Turnpike Interchange | | | New interchange at Midway Road for Florida's Turnpike | | Yes | \$42,000,000 ⁷ | 4 |
| 5 | Yes | Kings Highway | St. Lucie Boulevard | Indrio Road | Add 2 lanes, sidewalks, bicycle lanes | PE underway | Yes | \$38,077,000 ⁶ | 5 |
| 6 | Yes | Northern/Airport Connector | Florida's Turnpike | Kings Highway | New multimodal corridor with interchanges at Florida's Turnpike and I-95 | | Yes | \$137,110,000 ⁸ | 6 |
| 7 | Yes | Jenkins Road | Midway Road | Orange Avenue | Add 2 lanes to existing segments, construct 4 lanes for new segments, and add sidewalks and bicycle lanes | PD&E ⁹ to start in FY 2024/25 | Yes | \$51,890,000 ⁸ | 7 |

¹Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy

²LRTP: *SmartMoves 2045 Long Range Transportation Plan*, February 2021

³N/A: Not Applicable

⁴PE: Preliminary Engineering

⁵ROW: Right-of-Way Acquisition

⁶Source of Estimated Cost: Florida Department of Transportation District 4, July 2020

⁷Source of Estimated Cost: St. Lucie County Public Works Department, June 2020

⁸Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan*, February 2021

⁹PD&E: Project Development and Environment Study

Congestion Management Process (CMP) Projects

(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is \$300,000 - \$400,000 annually)

| 2021/22 Priority Ranking | Facility/Segment or Intersection | Project Description | Project Status/Notes | Estimated Cost ¹ | Project Source | 2020/21 Priority Ranking |
|--------------------------|--|---|--|-----------------------------|------------------|--------------------------|
| 1 | St. Lucie Transportation Management Center (TMC) | Design, construction, and installation of equipment including communication servers, video displays, and workstations that was originally included in Phase 1 of the ATMS Master Plan ² | The design-build of Phase I of the ATMS Master Plan is underway without a TMC | \$400,000 | ATMS Master Plan | 6 |
| 2 | Easy Street at US-1 | Reconstruct the east leg of the intersection to consist of a narrow, consistent-width median with three lanes westbound and two lanes eastbound merging into the existing Easy Street roadway with the sidewalks extended east from US-1 along both sides of Easy Street to the terminus of the merge | Subject to St. Lucie County conducting public/stakeholder involvement to address FDOT concerns | \$400,000 | CMP ³ | 7 |
| 3 | Orange Avenue and South 7th Street (ATMS Master Plan Phase 2A) | Install fiber optic cable along Orange Avenue from US-1 to Kings Highway and along South 7th Street from Orange Avenue to Avenue A and traffic cameras/video detectors and adaptive signal control at the signalized intersections | | \$700,000 | ATMS Master Plan | NR ⁴ |
| 4 | Midway Road (ATMS Master Plan Phase 2B) | Install fiber optic cable along Midway Road from US-1 to Selvitz Road and traffic cameras/video detectors and adaptive signal control at the signalized intersections | | \$300,000 | ATMS Master Plan | NR |
| 5 | Gatlin Boulevard at Savona Boulevard | Extend eastbound and westbound left turn lanes on Gatlin Boulevard and install dedicated northbound and southbound right turn lanes on Savona Boulevard | Right-of-way acquisition is not anticipated to be needed | \$750,000 ⁵ | CMP | NR |

¹Source of Estimated Cost is from the Project Source unless otherwise noted

²ATMS Master Plan: *Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County, February 2013*

³CMP: *St. Lucie Transportation Planning Organization Congestion Management Process Major Update, June 2018*

⁴NR: Not Ranked

⁵Source of Estimated Cost: City of Port St. Lucie

Transit Projects

| 2021/22 Priority Ranking | Facility/Equipment/Service | Project Location/Description | Is Funding for Capital and/or Operating? | In LRTP¹ or TDP²? | Estimated Cost³ | 2020/21 Priority Ranking |
|---|---|---|---|--|---------------------------------------|---|
| 1 | Transit Operations Center | Centralized operation and maintenance facility to serve the transit system fleet. | Capital | Yes | \$15,453,566 | 1 |
| 2 | Express Route Bus Service | Continuation of the express bus service linking the Port St. Lucie Intermodal Facility to the Fort Pierce Intermodal Facility along 25th Street to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years. | Capital & Operating | Yes | \$800,000 | 2 |
| 3 | Vehicle Purchases | New/replacement buses as specified in the Transit Asset Management Plan ⁴ . | Capital | Yes | \$1,455,000 | 3 |
| 4 | Micro-Transit | Expand the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years. | Capital & Operating | Yes | \$325,000 - \$450,000 ⁵ | 4 |
| 5 | Jobs Express Terminal Bus Rapid Transit | Regional bus service to West Palm Beach to provide express commuter services. | Operating | Yes | \$460,500 ⁵ | 5 |
| 6 | Expanded Local Services | Improve frequency to 30 minutes on high performing routes. | Operating | Yes | \$800,000 | 6 |
| 7 | Bus Route Infrastructure | Miscellaneous locations along the fixed routes with priority at transfer locations. | Capital | Yes | \$200,000 (total for bus shelters) | 7 |

¹LRTP: *SmartMoves 2045 Long Range Transportation Plan, February 2021*

²TDP: *Bus Plus, St. Lucie County FY 2020-FY 2029 Transit Development Plan Major Update, June 2019*

³Source of Estimated Cost: *St. Lucie County Transit Staff, May 2021, unless otherwise noted*

⁴*Transit Asset Management Plan, June 2017*

⁵*Jobs Express Terminal Connectivity Study, June 2020*

Transportation Alternatives (TA) Projects

| 2021/22 Priority Ranking | Score ¹ | Facility | Project Limits | | Project Description | Project Source ² | Estimated Cost ² | 2020/21 Priority Ranking |
|--------------------------------|--------------------|---|---------------------|-----------------------|--|--|--------------------------------|--------------------------------|
| | | | From | To | | | | |
| 1 | 35.0 | Kestor Drive | Darwin Boulevard | Becker Road | Sidewalk-1.3 miles | 2021 TA Grant Application ³ and 2045 LRTP | \$953,917 ⁴ | 29 |
| 2 | 25.5 | Easy Street | US Highway 1 | Silver Oak Drive | Sidewalk-1.0 miles | | \$1,090,396 ⁶ | 48 |
| 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 ⁵ | TBD ⁷ | 4 |
| 4 | 46.0 | Rosser Boulevard | Openview | Daemon Street | Sidewalk-2.1 miles | | \$708,889 ⁸ | 5 |
| 5 | 44.0 | Florida SUN Trail, Historic Highwayman Trail Gap | Indian Hills Drive | Georgia Avenue | Multi-use trail and roadway section connections | TIP, Florida SUN Trail Grant and St. Lucie WBN | TBD | 7 |
| 5 | 44.0 | Paar Drive | Daemon Street | Savona Boulevard | Sidewalk-0.9 miles | | \$1,136,495 ⁸ | 7 |
| 7 | 42.5 | Oleander Avenue | Edwards Road | South Market Avenue | Sidewalk-1.3 miles | | \$1,500,000 ⁶ | 10 |
| 7 | 42.5 | Oleander Avenue | Saeger Avenue | Beach Avenue | Sidewalk-1.4 miles | | \$1,650,000 ⁶ | 10 |
| 9 | 42.0 | Lakehurst Drive | Bayshore Boulevard | Airoso Boulevard | Sidewalk-1.3 miles | | \$825,000 ⁸ | 12 |
| 9 | 42.0 | Sandia Drive | Crosstown Parkway | Thornhill Drive | Sidewalk-0.5 miles | | \$323,000 ⁸ | 12 |
| 9 | 42.0 | Sandia Drive | Lakehurst Drive | Crosstown Parkway | Sidewalk-0.8 miles | | \$516,000 ⁸ | 12 |
| 12 | 41.5 | Indrio Road | U.S. Highway 1 | Old Dixie Highway | Sidewalk-0.2 miles | | \$225,000 ⁶ | 16 |
| 13 | 41.0 | Savage Boulevard | Import Drive | Gatlin Boulevard | Sidewalk-1.8 miles | | \$1,448,383 ⁸ | 17 |
| 13 | 41.0 | Import Drive | Gatlin Boulevard | Savage Boulevard | Sidewalk-2.3 miles | | \$1,405,781 ⁸ | 17 |
| 13 | 41.0 | West Torino Parkway | Blanton Road | California Boulevard | Sidewalk-1.6 miles | | \$1,710,000 ⁸ | 17 |
| 13 | 41.0 | Blanton Boulevard | East Torino Parkway | West Torino Parkway | Sidewalk-0.5 miles | | \$690,000 ⁸ | 17 |
| 17 | 40.5 | Volucia Drive | Blanton Boulevard | Torino Parkway | Sidewalk-1.0 mile | | \$645,000 ⁸ | 21 |
| 17 | 40.5 | Indrio Road | Kings Highway | U.S. Highway 1 | Sidewalk-2.6 miles | | \$3,050,790 ⁶ | 21 |
| 19 | 40.0 | Oleander Avenue | Midway Road | Saeger Avenue | Sidewalk-1.5 miles | | \$1,323,840 | 23 |
| 20 | 36.5 | Angle Road | Kings Highway | North 53rd Street | Sidewalk-1.3 miles | | \$1,461,595 ⁶ | 25 |
| 21 | 36.0 | 17th Street | Georgia Avenue | Delaware Avenue | Sidewalk-0.3 miles | | \$74,268 | 26 |

| 2021/22 Priority Ranking | Score ¹ | Facility | Project Limits | | Project Description | Project Source ² | Estimated Cost ² | 2020/21 Priority Ranking |
|--------------------------------|--------------------|----------------------|------------------------------|----------------------|---------------------|-----------------------------|--------------------------------|--------------------------------|
| | | | From | To | | | | |
| 21 | 36.0 | Boston Avenue | 25th Street | 13th Street | Sidewalk-0.8 miles | | \$123,200 | 26 |
| 21 | 36.0 | North Torino Parkway | East Torino Parkway | Blanton Road | Sidewalk-1.0 miles | | \$652,000 ⁸ | 26 |
| 24 | 35.0 | Abingdon Avenue | Import Drive | Savona Boulevard | Sidewalk-0.9 miles | | \$575,000 ⁸ | 29 |
| 24 | 35.0 | Brescia Street | Savage Boulevard | Gatlin Boulevard | Sidewalk-1.3 miles | | \$323,000 ⁸ | 29 |
| 24 | 35.0 | Cadima Street | Fairgreen Road | Galiano Road | Sidewalk-0.2 miles | | \$96,000 ⁸ | 29 |
| 24 | 35.0 | Fairgreen Road | Cadima Street | Crosstown Parkway | Sidewalk-0.8 miles | | \$523,000 ⁸ | 29 |
| 24 | 35.0 | Galiano Road | Cadima Street | Import Drive | Sidewalk-0.5 miles | | \$290,000 ⁸ | 29 |
| 29 | 33.5 | Weatherbee Road | U.S. Highway 1 | Oleander Avenue | Sidewalk-0.5 miles | | \$445,220 | 38 |
| 30 | 32.0 | Range Line Road | Glades Cut Off Road | Martin County Line | Sidewalk-6.1 miles | | \$5,300,000 ⁶ | 39 |
| 30 | 32.0 | West Midway Road | West of Glades Cut Off Road | Shinn Road Area | Sidewalk-5.0 miles | | \$5,753,580 ⁶ | 39 |
| 32 | 31.5 | St. Lucie Boulevard | Kings Highway | North 25th Street | Sidewalk-3.0 miles | | \$2,600,000 ⁶ | 41 |
| 33 | 30.5 | Sunrise Boulevard | Edwards Road | Midway Road | Sidewalk-2.8 miles | | \$2,250,000 ⁶ | 42 |
| 34 | 29.5 | Bell Avenue | Oleander Avenue | Sunrise Boulevard | Sidewalk-0.5 miles | | \$411,836 ⁹ | 43 |
| 35 | 27.0 | Old Dixie Highway | St. Lucie Boulevard | Turnpike Feeder Road | Sidewalk-5.2 miles | | \$6,066,780 ⁶ | 45 |
| 36 | 26.5 | Glades Cut Off Road | Port St. Lucie City Boundary | Range Line Road | Sidewalk-2.4 miles | | \$2,830,390 ⁶ | 46 |
| 36 | 26.5 | Keen Road | Angle Road | St. Lucie Boulevard | Sidewalk-1.0 miles | | \$1,160,000 ⁶ | 46 |
| 38 | 25.5 | Selvitz Road | Edwards Road | South of Devine Road | Sidewalk-1.8 miles | | \$562,202 | 48 |
| 39 | 24.5 | Juanita Avenue | North 53rd Street | North 41st Street | Sidewalk-1.3 miles | | \$393,004 | 50 |
| 40 | 15.5 | Silver Oak Drive | Easy Street | East Midway Road | Sidewalk-1.8 miles | | \$2,076,392 ⁶ | 52 |
| 41 | 15.0 | Taylor Dairy Road | Angle Road | St. Lucie Boulevard | Sidewalk-1.0 miles | | \$1,160,000 ⁶ | 53 |

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 2022/23 - FY 2026/27 Work Program as a result of the 2021 TA Grant Cycle

⁴Source of Estimated Cost: 2021 TA Grant Application, February 2021

⁵WBN: Walk-Bike Network

⁶Source of Estimated Cost: St. Lucie County Engineering

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: 2019 TA Grant Application

E. PERFORMANCE MANAGEMENT
PERFORMANCE MANAGEMENT

E. PERFORMANCE AND ASSET MANAGEMENT

E.1 PERFORMANCE MANAGEMENT

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

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

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

According to MAP-21 and the FAST Act, State DOTs are required to establish Statewide performance targets, and MPOs have the option to support the Statewide targets or adopt their own targets. In addition to the Federally-required performance targets, the St. Lucie TPO has established targets for local performance measures in the SmartMoves 2045 Long Range Transportation Plan (LRTP) related to local goals. The performance targets adopted to date by the St. Lucie TPO and the FDOT are identified in the TIP/LRTP System Performance Report. The St. Lucie TPO recognizes the FDOT Highway Safety Improvement Program (HSIP) Implementation Plan 2021 which demonstrates Florida’s progress toward meeting its annual safety performance targets as required by the Federal Highway Administration (FHWA).

The TIP reflects the investment priorities established by the St. Lucie TPO in the SmartMoves 2045 LRTP by including projects that support the goals and objectives of the SmartMoves 2045 LRTP. By using the prioritization and project selection process described in Section B.3, the TIP has the anticipated effect of contributing toward the progress in meeting the performance targets. For example, the TPO will make progress toward achieving the adopted performance targets of the Safety Performance Measures by selecting and supporting the implementation of projects which address safety issues such as sidewalk and bicycle lane construction and intersection improvements. Likewise, the TPO will make progress toward achieving performance targets upon adoption in the Florida Freight Mobility and Trade Plan, dated April 2020, by selecting and supporting freight projects in the TPO area which address freight issues such as freight bottlenecks. This anticipated effect and the progress toward meeting the performance targets are confirmed annually by the TIP/LRTP System Performance Report which also demonstrates the linking of the investment priorities to the targets.

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

| TIP/LRTP System Performance Report | | | | | | | | | | | |
|--|---|--|---------------------|-----------------------|----------------------|----------------------|-------------------------|--------|----------------------|----------------------------------|---------------------------------|
| SmartMoves 2045 LRTP Goals | SmartMoves 2045 LRTP Objectives | SmartMoves 2045 and/or FAST Act Performance Measures | Federal Requirement | Data | | | FDOT Performance Target | | County Target 1 Year | St. Lucie TPO Performance Target | Progress Towards Meeting Target |
| | | | | 2019 | 2020 | 2021 | 2 Year | 4 Year | | | |
| SUPPORT ECONOMIC ACTIVITIES | Enable the efficient movement of people and goods on the roadway network | % of person miles traveled on the Interstate that are Reliable | ✓ | 100% ⁽¹⁾ | 100% ⁽¹⁾ | 100% ⁽¹⁾ | 75% | 70% | | 70% | + |
| | | % of person miles traveled on the non Interstate NHS that are Reliable | ✓ | 96.4% ⁽¹⁾ | 96.8% ⁽¹⁾ | 96.8% ⁽¹⁾ | | 50% | | 50% | + |
| | | The Travel Time Reliability (TTTR) index - the average of the maximum TTTR calculated for each reporting segment on the Interstate | ✓ | 1.28 ⁽¹⁾ | 1.10 ⁽¹⁾ | 1.11 ⁽¹⁾ | 1.75 | 2 | | 2 | + |
| | Optimize the management and operations of the transportation system | TSM&O Strategic Network / ATMS Network Deployment | | n/a | 34% ⁽²⁾ | 34% ⁽²⁾ | | | | 100% | + |
| | Maximize the efficiency and effectiveness of the current transit system and improve access to destinations that support economic growth | % population within ¼ mile of Major Activity Centers (MACs) | | 10.7% ⁽³⁾ | 10.9% ⁽³⁾ | coming soon | | | | 16% | + |
| | | Transit routes providing access to MACs | | 7 ⁽⁴⁾ | 8 ⁽⁴⁾ | 8 ⁽⁴⁾ | | | | 10 | + |
| PROVIDE TRAVEL CHOICES | Encourage walking, cycling, and other micromobility options | % of roadways with sidewalks and bike lanes | | 28% ⁽²⁾ | 29% ⁽²⁾ | 30% ⁽²⁾ | | | | 43% | + |
| | Improve transit accessibility | % of transit stops with sidewalk access | | 89% ⁽²⁾ | 90% ⁽²⁾ | 90% ⁽²⁾ | | | | 100% | + |
| | | Miles of fixed route transit service | | 174 ⁽⁴⁾ | 206 ⁽⁴⁾ | 206 ⁽⁴⁾ | | | | 300 | + |
| MAINTAIN THE TRANSPORTATION SYSTEM | Maintain condition of existing transportation assets | % of Interstate pavement in good condition | ✓ | 58.9% ⁽¹⁾ | 82.3% ⁽¹⁾ | coming soon | | 60% | | 60% | + |
| | | % of Interstate pavement in poor condition | ✓ | 0% ⁽¹⁾ | 0% ⁽¹⁾ | coming soon | | 5% | | 5% | + |
| | | % of non-Interstate National Highway System pavement in good condition | ✓ | 36.7% ⁽¹⁾ | n/a | coming soon | | 40% | | 40% | |
| | | % of non-Interstate National Highway System pavement in poor condition | ✓ | 0.6% ⁽¹⁾ | n/a | coming soon | | 5% | | 5% | |
| | | % of National Highway System bridges classified as in good condition | ✓ | 87.4% ⁽¹⁾ | 83.4% ⁽¹⁾ | 83.6% ⁽¹⁾ | | 50% | | 50% | + |
| | | % of National Highway System bridges classified as in poor condition | ✓ | 0% ⁽¹⁾ | 0% ⁽¹⁾ | 0% ⁽¹⁾ | | 10% | | 10% | + |
| | Maintain condition of existing transit assets | Equipment - % of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark | ✓ | 0% ⁽⁴⁾ | 57% ⁽⁴⁾ | 57% ⁽⁴⁾ | | | 57% | 0% | + |
| | | Rolling Stock - % of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark | ✓ | 0% ⁽⁴⁾ | 0% ⁽⁴⁾ | 0% ⁽⁴⁾ | | | 80% | 0% | + |
| | | % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | ✓ | 0% ⁽⁴⁾ | 0% ⁽⁴⁾ | 0% ⁽⁴⁾ | | | 0% | 0% | + |
| PROVIDE EQUITABLE, AFFORDABLE, AND SUSTAINABLE URBAN MOBILITY | Support healthy living strategies, programs, and improvements to create more livable communities | Walking modal share | | 1.5% ⁽³⁾ | 1.9% ⁽³⁾ | coming soon | | | | Maintain or Increase | + |
| | | Bike modal share | | 0.5% ⁽³⁾ | 0.3% ⁽³⁾ | coming soon | | | | Maintain or Increase | |
| | | Transit modal share | | 0.4% ⁽³⁾ | 0.4% ⁽³⁾ | coming soon | | | | Maintain or Increase | + |
| | Ensure community participation is representative | Opportunities for engagement in traditionally underserved areas | | 7 ⁽²⁾ | 7 ⁽²⁾ | 7 ⁽²⁾ | | | | Maintain or Increase | + |
| | Provide for transportation needs of transportation disadvantaged | % of low income, older adults, persons with disabilities within ¼ mile of transit route | | 26.8% ⁽³⁾ | 27.1% ⁽³⁾ | coming soon | | | | 30% | + |
| | Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation | Number of additional roadway lane miles of impacting environmentally sensitive areas | | 0 ⁽²⁾ | 0 ⁽²⁾ | 0 ⁽²⁾ | | | | 0 | + |
| | Improve transportation system's stability/resiliency in event of climate change, emergencies, or disasters | % of roadway lane miles subject to climate change impacts | | 0% ⁽⁵⁾ | 0% ⁽⁵⁾ | 0% ⁽⁵⁾ | | | | 0% | + |
| IMPROVE SAFETY AND SECURITY | Improve safety and security in the Highway System | Number of fatalities | ✓ | 38 ⁽⁶⁾ | 41 ⁽⁶⁾ | coming soon | 0 | 0 | | 38/0 ⁽⁷⁾ | |
| | | Fatality rate per 100 million vehicle miles traveled | ✓ | 1.09 ⁽⁶⁾ | 1.15 ⁽⁶⁾ | coming soon | 0 | 0 | | 1.09/0 ⁽⁷⁾ | |
| | | Number of serious injuries | ✓ | 146 ⁽⁶⁾ | 145 ⁽⁶⁾ | coming soon | 0 | 0 | | 148/0 ⁽⁷⁾ | + |
| | | Serious injury rate per 100 million vehicle miles traveled | ✓ | 4.2 ⁽⁶⁾ | 4.12 ⁽⁶⁾ | coming soon | 0 | 0 | | 4.04/0 ⁽⁷⁾ | + |
| | Improve safety and security in the Non-Motorized System | Number of non-motorized fatalities and serious injuries combined | ✓ | 26 ⁽⁶⁾ | 28 ⁽⁶⁾ | coming soon | 0 | 0 | | 26/0 ⁽⁷⁾ | |
| | Improve safety and security in the Transit System | Total number of reportable fatalities | ✓ | n/a | 0 ⁽⁴⁾ | 0 ⁽⁴⁾ | | | 0 | SupportCounty Target | + |
| | | Rate of reportable fatalities per total vehicle revenue miles by mode | ✓ | n/a | 0 ⁽⁴⁾ | 0 ⁽⁴⁾ | | | 0 | SupportCounty Target | + |
| | | Total number of reportable injuries | ✓ | n/a | 0 ⁽⁴⁾ | 3 ⁽⁴⁾ | | | 2 | SupportCounty Target | |
| | | Rate of reportable injuries per total vehicle revenue miles by mode | ✓ | n/a | 0 ⁽⁴⁾ | 0.51 ⁽⁴⁾ | | | 0.46 | SupportCounty Target | |
| | | Total number of reportable safety events | ✓ | n/a | 0 ⁽⁴⁾ | 3 ⁽⁴⁾ | | | 2 | SupportCounty Target | |
| Rate of reportable safety events per total vehicle revenue miles by mode | | ✓ | n/a | 0 ⁽⁴⁾ | 0.51 ⁽⁴⁾ | | | 0.46 | SupportCounty Target | | |
| | Mean distance between major mechanical failures by mode | ✓ | n/a | 10,410 ⁽⁴⁾ | 9,639 ⁽⁴⁾ | | | 10,603 | SupportCounty Target | + | |

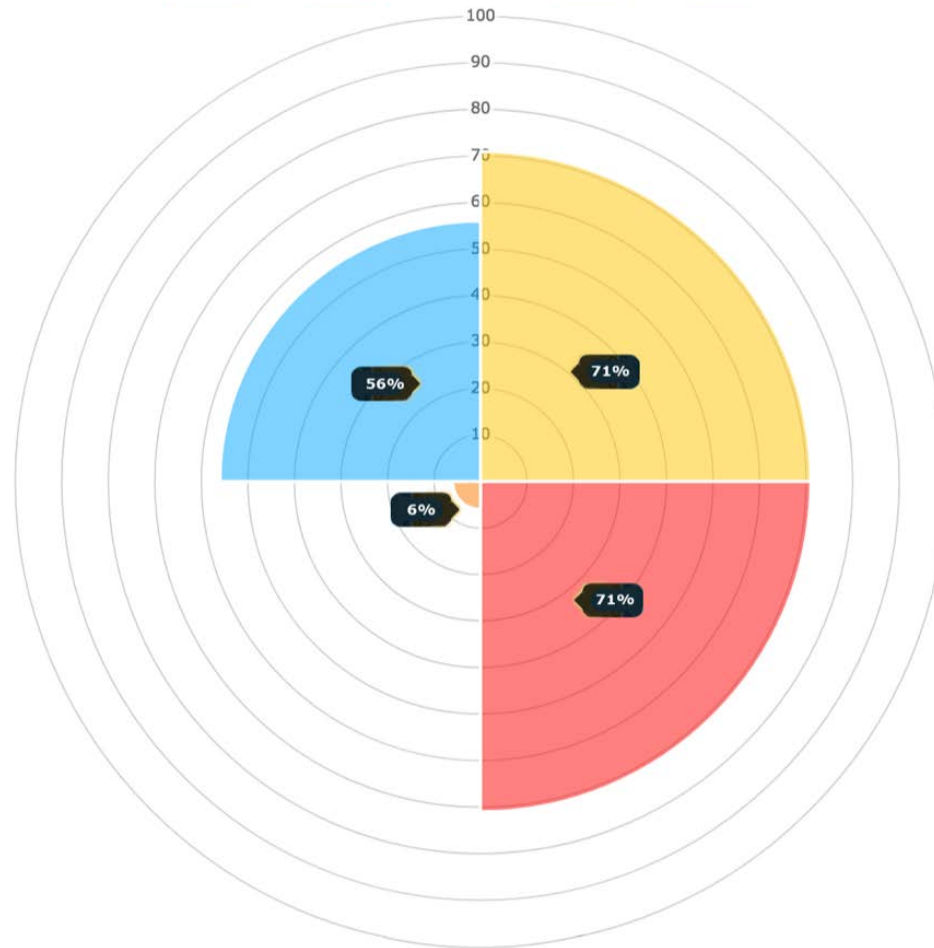
1- FDOT Data; 2 - St. Lucie TPO; 3- ACS 5-year estimates; 4 - St. Lucie County Community Service Department Transit Division; 5 - Results from Florida Sea Level Scenario Sketch Planning Tool, based on NOAA High projections in 2040; 6 - FDOT 5-year rolling average; 7 - Interim Benchmark/Target.

The following graphic further demonstrates how the TIP reflects the investment priorities established in the SmartMoves 2045 LRTP and how those investment priorities are linked to the performance targets in the TIP:

Performance Measures

There are 89 projects totaling \$286,408,489. The below graphic illustrates the percentage of projects dedicated to the following goals:

Safety System Performance Bridge Pavement



E.2 ASSET MANAGEMENT

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

In addition, MAP-21 and the FAST Act require the development of a risk-based TAMP for all pavement and bridges on the National Highway System. The most recent Florida Transportation Asset Management Plan (TAMP) was completed by FDOT on June 28, 2019. The TAMP will serve as the basis for establishing in future TIPs the targets for the pavement and bridge condition performance measures identified in the TIP/LRTP System Performance Report. The TPO will make progress toward achieving performance targets upon adoption in the TAMP by selecting and supporting asset management projects in the TPO area which address asset management issues such as pavement resurfacing and bridge replacement projects.

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

E.3 FLORIDA TRANSPORTATION PERFORMANCE MEASURES CONSENSUS PLANNING DOCUMENT

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

Purpose and Authority

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

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

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS)."
- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

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

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

Roles and Responsibilities

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

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

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area. FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

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

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

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

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
 - b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established.
 - c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
 - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose
-

to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

- ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following of establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
- iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
- iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
- v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

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

- i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
 - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state’s performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
 - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
 - b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long- range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).
 - ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT’s reporting requirements to FHWA.
 - c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA’s deadlines based upon the provider’s fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
-

- c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.
-



AGENDA ITEM SUMMARY

| | |
|-----------------------|---|
| Board/Committee: | Technical Advisory Committee (TAC) |
| Meeting Date: | May 17, 2022 |
| Item Number: | 6b |
| Item Title: | Micro-Mobility Study |
| Item Origination: | Unified Planning Work Program (UPWP) |
| UPWP Reference: | Task 3.2 – Transit Planning |
| Requested Action: | Recommend acceptance of the Micro-Mobility Study, recommend acceptance with conditions, or do not recommend acceptance. |
| Staff Recommendation: | Because micro-mobility increases transportation options and improves the quality of life in the TPO area, it is recommended that the Micro-Mobility Study be recommended for acceptance by the TPO Board. |

Attachments

- Staff Report
- Draft Micro-Mobility Study



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

MEMORANDUM

TO: Technical Advisory Committee (TAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Marceia Lathou
 Transit Program Manager

DATE: May 6, 2022

SUBJECT: Micro-Mobility Study

BACKGROUND

Trips on fixed route buses begin and end with travel to and from bus stops. Such access is known as “first-last mile” micro-mobility: walking, bicycling, wheeling or shared-ride travel.

The St. Lucie TPO uses a continuing, cooperative, and comprehensive approach to micro-mobility planning. To unify prior, current, and future efforts into a single plan, the Unified Planning Work Program (UPWP) includes a Micro-Mobility Study. The Study analyzes the deployment of micro-transit, e-scooters, car sharing, and bike sharing in the Gatlin Boulevard/Tradition Parkway, Torino Parkway, and downtown Fort Pierce areas.

ANALYSIS

The Micro-Mobility Study was conducted by The Corradino Group, one of the TPO’s General Planning Consultants. Task 1 of the Study included a review of past micro-mobility plans, related efforts, and existing performance levels. During Task 2 of the Study, micro-mobility program managers that have operated in St Lucie County were contacted to determine the key market factors and other metrics by modal type for sustainable micro-mobility systems. Concurrent with both tasks, the consultants collected and analyzed existing conditions data to measure transportation system performance for Task 3. Task 4 consisted of forming the following recommendations:

Downtown Fort Pierce

| | |
|----------------------|--|
| Overall: | Support expanded shared scooters |
| Land Use: | Zoning to require bike and scooter racks in new construction |
| Roadways: | Coordinate with Spin, the existing micro-mobility service provider, to obtain data on resurfacing needs and program |
| Buffered Bike Lanes: | <ol style="list-style-type: none"> 1) N/S 13th Street from canal to Virginia Ave to Avenue Q 2) Avenue D from N 13th Street to US-1 3) Delaware Avenue from S 13th Street to US-1 |
| Racks: | Bike racks and suitable scooter racks per TPO Bike Rack Plan, at schools and transit stops |
| Transit: | Public information on transit policies for scooter and bike |

Torino Parkway

| | |
|-----------------|---|
| Overall: | First-last-mile concepts, micro-mobility transit circulator – hybrid fixed route with route deviation with bike and scooter facilities at bus stops |
| Land Use: | <p>Zoning to require bike and scooter racks in new construction</p> <p>Zoning to require plug-in Electric Vehicle (EV) spaces</p> |
| Roadways: | Reduce speed limit along Torino Parkway |
| Multi-Use Path: | <p>Complete the existing segments with new segments</p> <ol style="list-style-type: none"> 1) All of Torino Parkway 2) California Boulevard, Torino Parkway to Somerset Preparatory School 3) California Boulevard, Peacock Boulevard to Indian River State College 4) Cashmere Boulevard, Torino Parkway to Westgate K-8 |
| Racks: | Bike racks per TPO Bike Rack Plan, at schools and transit stops |
| Micro-Transit: | Micro-transit hybrid fixed route with on-demand route deviation |

Tradition Parkway/Gatlin Boulevard

- Overall: Tradition: coordinate with TIM (Tradition in Motion) and extend Route 5 to Tradition Innovation Center and employment south of Tradition Parkway
- Gatlin: first-last-mile concepts, bike and scooter facilities at bus stops supporting connectivity and extended service area to Route 5, with multi-use paths extending south into the residential community
- Land Use: Zoning to require bike and scooter racks and plug-in EV spaces in new construction
- Multi-Use Paths: 1) SW Rosser Boulevard, Paar Drive to Nervia Ave & library
2) SW Savona Boulevard, Paar Drive to Gatlin Boulevard
3) SW Port St. Lucie Boulevard, Paar Drive to Gatlin Boulevard
- Racks: Bike racks and suitable scooter racks per TPO Bike Rack Plan, at schools and transit stops

Regulatory

- Municipalities can regulate on their own jurisdictional streets such that they are not in conflict with State regulations that are generally preemptive.
- Reduce speeds on certain collector roads that are probable for micro-mobility use.
- Promote micro-mobility by increasing safety for all users.
- TPO should monitor the results of Port St. Lucie's speed reduction on local streets and promote implementation Countywide.
- Road and lane-width diets on residential streets for mixed traffic should be considered.

RECOMMENDATION

Because micro-mobility increases transportation options and improves the quality of life in the TPO area, it is recommended that the Micro-Mobility Study be recommended for acceptance by the TPO Board.

**St. Lucie
Transportation Planning Organization**

Micro-Mobility Study

May 2022

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Technical Memorandum Appendices

(included in separate document)

- Appendix A. Task 1, Review of Existing Plans
- Appendix B Task 2, St. Lucie County Micro-Mobility Operator Summaries
- Appendix C Task 3, Study Area GIS Analysis Maps

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Introduction

The St. Lucie TPO Micro Mobility Study reviews the needs and characteristics of various low-speed transportation options, compares them to existing conditions in the transportation network, land development patterns and demographics for three distinctly different study areas and develops recommendations that the St. Lucie TPO can implement or coordinate to promote more widespread and greater density of micro-mobility options throughout St. Lucie County.

The study progresses through four tasks to develop the final recommendations:

- Task 1. Review existing plans that affect micro-mobility and affirm the 3 study areas.
- Task 2. Identify micro-mobility provider needs with a focus on the requirements and perspectives for sustainable micro-mobility systems from the supply side.
- Task 3. Assess existing conditions and analysis of the mobility network, land use and demographic characteristics providing perspectives for sustainable micro-mobility systems from the demand side.
- Task 4. Recommendations that focus on actionable strategies for the TPO, including infrastructure planning, support for regulatory changes and funding opportunities.

Each micro-mobility mode has its own characteristics of suitability that are context sensitive. Whether owned or operated by governmental entities or not, each mode has specific needs for infrastructure, regulatory support, funding, and integration with primary fixed-route transit. Each is affected by level-of-acceptance from end-users and continued innovation in technology and business models. From traditional to the cutting-edge, the range of micro-mobility technologies and delivery models include many options and are organized into modal groups:



Bicycle, Board & Skate Modal Group:

- Personal Bicycles and E-Bikes
- Bike Sharing: dock-based or dockless
- Skateboards and E-Skateboards
- Shared E-Scooters



Vehicular Modal Group:

- Low Speed Electric Vehicles (LSEV)
- Neighborhood Electric Vehicles (NEV)
- Golf Carts



Transit Modal Group:

- Micro-Transit with conventional small transit vehicles
- Micro-Transit with Low Speed Electric Vehicles
- Micro-Transit with Autonomous Vehicles (AV)
- Private Providers and Public-Private Partnerships

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Task 1 Review of Existing Plans

1.1 Introduction

Task 1 consists of identification and review of past micro-mobility plans, related efforts, and transit plans that are pertinent to the three identified study areas that include: 1) Downtown Fort Pierce, 2) the Torino Parkway Area, and 3) the Gatlin/Tradition Area. The geography and potential connections of the study areas to regional and local fixed-route transit are important toward identifying potential plans of interest to the micro-mobility plan.

To identify past and current plans, the following documents were reviewed

- Smart Moves 2045, St. Lucie TPO Long Range Transportation Plan
- St. Lucie County 10-Year Transit Development Plan and Annual Progress Report
- St. Lucie TPO Bike Facilities Map
- St. Lucie County Area Regional Transit (ART)
- Zagster Bike Share Review
- St. Lucie TPO Bike Rack Plan
- St. Lucie TPO Jobs Express Terminal Connectivity Study
- Port St. Lucie Multimodal Plan

The reviews are included in Appendix A that is included in the Micro-Mobility Study Technical Memorandum which is a separate volume from this study. The reviews have been organized as a tabular format to summarize the importance of each study component and the relevance for each study area.

As part of the Task 1 effort, site visits were made on February 16, 2022 to assess the details of land use and relevant infrastructure conditions. The findings are provided in the following subsection.

1.2 Study Area Descriptions

As part of Task 1, the study area boundaries were confirmed. The maps in Sub-Section 1.2 describe the three study areas.

Fort Pierce Downtown

The Fort Pierce downtown area is a mixed-use civic, commercial and entertainment core, that is bounded by residential areas to its north and west. West of the commercial and civic core, from 7th Street to 13th Street is the historic Peacock Arts District (PAD) which is also a community redevelopment area. Downtown Fort Pierce is well served by transit and already served by micro-mobility modes, including the Fort Pierce Trolley and Spin shared-scooters. West of 7th Street, the PAD is centered around the Creative Arts Academy along Delaware Avenue. The west area also includes the Beth Ryder Intermodal Center at Avenue D and N 8th Street. For the Micro-Mobility Study, the boundaries as depicted below with a yellow border are:

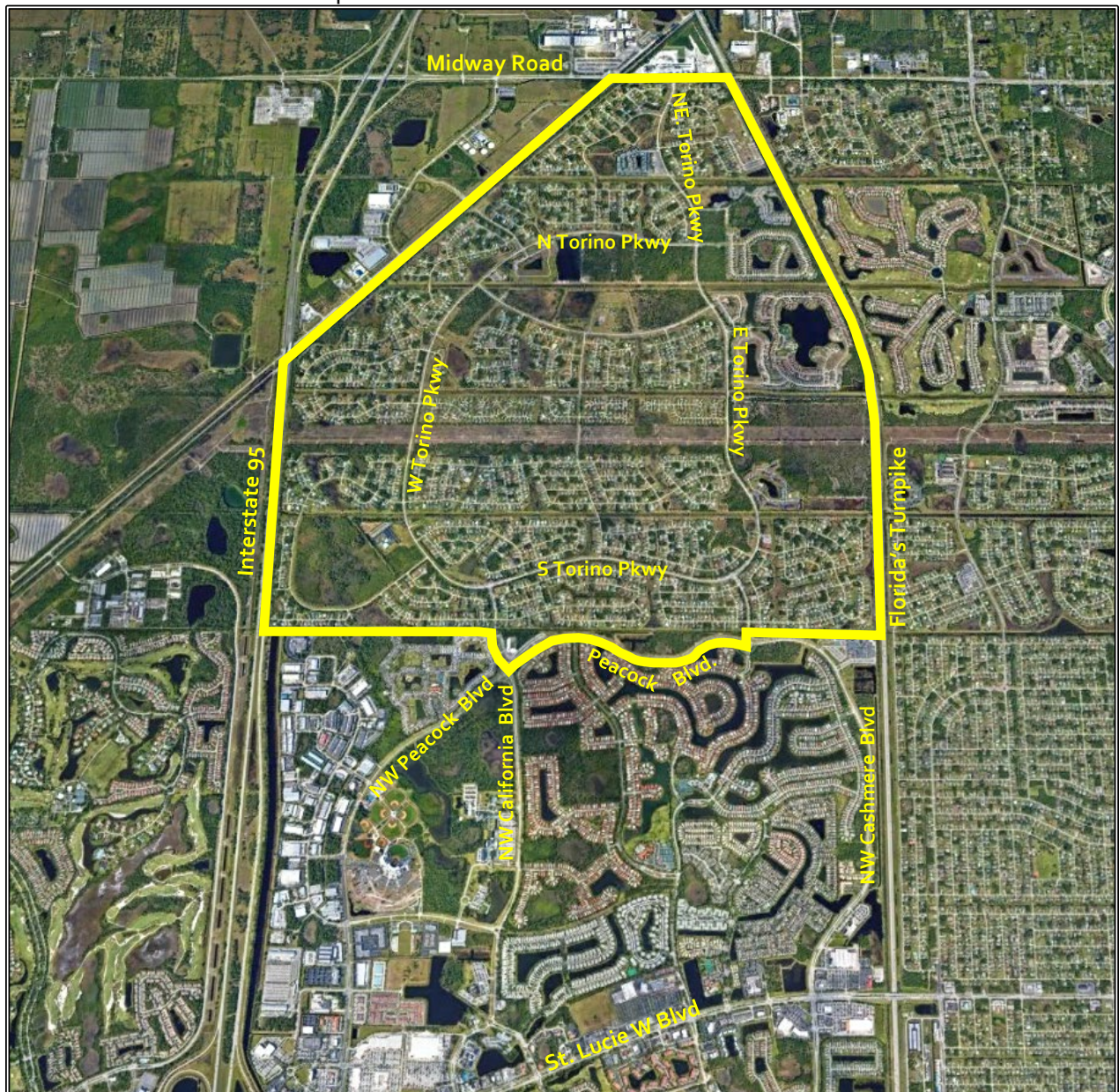
- North to Seaway Drive and Avenue D west of US-1;
- West to S 13th Street;
- South to Citrus Avenue, and Delaware Avenue west of US-1;
- East to the shoreline.



Torino

Torino is an entirely suburban residential neighborhood within the City of Port St. Lucie, that is defined by Torino Parkway which is a ring road that serves as a collector street for the individual communities. The population is approximately 9,000 . For the purposes of the Micro-Mobility Study, the boundaries of the Torino study area are defined as the entire area served by Torino Parkway. For the Micro-Mobility Study, the boundaries as depicted below with a yellow border are:

- North to Midway Road;
- West to I-95;
- South to the canal that is north of Peacock Boulevard;
- East to Florida’s Turnpike



Tradition / Gatlin

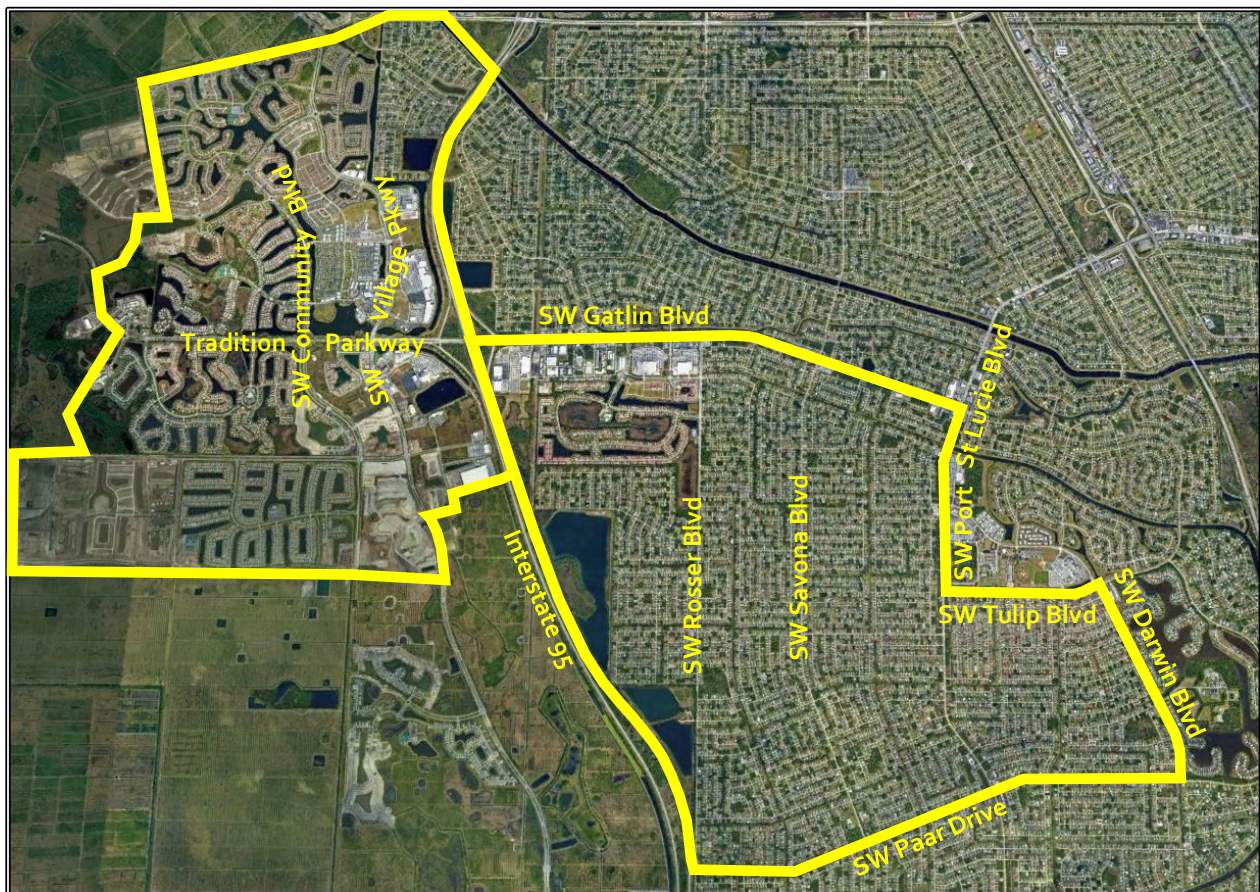
Tradition is a master-planned, mixed-use community within Port St. Lucie. The community consists of several neighborhoods with pedestrian-friendly environments and a town center that includes shops, restaurants, parks and schools. The population is approximately 6,000. Gatlin Pines is a primarily suburban residential neighborhood within Port St. Lucie with commercial uses along major corridors including Gatlin Boulevard. The population is approximately 8,000. For the purposes of the Micro-Mobility Study, the boundaries as depicted below with a yellow border are:

Tradition:

- North to the line of a westward extension of Crosstown Parkway;
- West to the limits of development and ultimately Range Line Road;
- South to the limits of development including the Center for Innovation, Cleveland Clinic Tradition Hospital, Keiser University
- East to I-95.

Gatlin:

- South of Gatlin Boulevard and SW Tulip Boulevard, west of Port St. Lucie Boulevard;
- West to I-95;
- South to Paar Drive;
- East to Darwin Boulevard



Task 2 Opportunities for Success and Micro-Mobility Provider Needs

2.1 Introduction

The objective for Task 2 is to understand the key benchmarks for micro-mobility to enter and sustain viable service in an area, and if it exits a market area, to understand if there are causes that government can ameliorate or otherwise provide support for sustaining such operations. Understanding that government organizations can provide for infrastructure needs; change regulations that are barriers; support necessary market area geography with planning and zoning efforts; and public agencies can provide assistance to integrate micro-mobility with fixed-route transit systems.

Task 2 focuses on the requirements and perspectives for sustainable micro-mobility systems from the supply side, while Task 3 focuses on the requirements for micro-mobility as part of the complete transit network from the demand side.

The scope of this effort sought to contact and interview three micro-mobility program managers that have operated in St Lucie County to determine these factors by modal type for sustainable micro-mobility systems. The companies from which information was sought included:

1. Beep, that operates the Tradition-In-Motion micro-transit system for the Tradition community
2. Spin, that provides a shared-use electric scooter program in downtown Fort Pierce, and
3. Zagster, that provided a shared-use bicycle program throughout St. Lucie County..

Initially the companies were approached by cold calls, and then survey-type questionnaires were sent to company representatives followed up by telephone calls. At the time of writing, we have not received all desired from these sources; however, while performing research for the calls and for Task 3, published interviews with program executives were found and have been used to provide much of the information sought. For each micro-mobility program, a summary sheet of referenced findings follows. The sample questionnaire is also provided in an exhibit. The summary sheets and the questionnaire are included in Appendix B that is included in the Micro-Mobility Study Technical Memorandum which is a separate volume from this study.

2.2 Key Findings

Location: Transportation Network, Land Use Patterns,

- Certain demographics and land use characteristics are important for private companies in the micro-mobility space; they are looking for a density of users, whether at employment campuses, college campuses, downtowns, or planned medium-density and greater residential campuses. One manner in which these concepts have been described is as a “geo-

fenced area,” being a planned community with a horizontal mix of uses, employment or education campus, downtown area, or even military bases.

- Most important is that micro-mobility is a business, and half of the importance of the “geofenced area” is a single-entity customer for the geographic place. The micro-mobility users are not the customer for a micro-mobility company, the manager of the area or place is the customer, whether it is a government entity, or private property manager.
- Often for public sector customers, the emphasis is on first-last-mile connectivity to the public transit systems to create greater utilization without having to go deep into the community, thereby increasing ridership density while maintaining or decreasing direct service area. with larger vehicles.
- Among demographics, age is important. User-members must be at least 18 to sign up. Depending on the need for physical fitness to use the mode, concentrations of older age groups are negatively correlated to usage and growth.
- Younger riders are more likely to patronize bike or scooter modes (especially scooters); however, for micro-transit modes higher age groups also have a higher probability for usage.
- For any micro-mobility mode, scooter, bike or transit a destination location is important. Micro-mobility has a high proportion of recreational use, so in addition to employment centers, tourist destinations are positively correlated with higher usage.
- Regarding the use of shared mobility, a study performed for shared car location analysis, provides useful demographic information, that although not directly applicable to all shared mobility modes, provides useful demographic and land use indications of where shared micro-mobility has a higher probability of sustained service. Tables summarizing these findings are excerpted as exhibits 2.2 and 2.3 and are included in Appendix B. The inference from this data that are useful for shared micro-mobility considerations are:
 - 1-person households are positively correlated with shared mobility use.
 - Households with children are negatively correlated with shared mobility use.
 - Rental households are positively correlated with shared mobility use.
 - People that drive alone or carpool to work are negatively correlated with shared mobility use.
 - People that take transit to work are positively but weakly correlated with shared mobility use.
 - People that walk to work are positively correlated with shared mobility use.
 - Household auto ownership is negatively correlated to shared mobility use: with more cars generally decreasing the likelihood of shared mobility use.
 - Residential density is strongly and positively correlated to shared mobility use.

Cost:

- In smaller cities and suburban areas, micro-mobility companies partner with governments and property managers to share the cost of providing services. Costs to the micro mobility provider are: the smart-phone application itself, vehicles (scooter, bike, transit), fixed infrastructure, operators for transit systems, repair services, rebalancing and charging services, company back-of-house operations for data and analysis, sales, and management.

- These provider costs are fixed or inelastic compared to actual usage; therefore, to reduce risk, micro-mobility companies partner with local property managers or governments. Costs for downtown areas and suburban areas, depending on deployment levels can range from \$50,000 to \$300,000, and for transit range around \$100 per vehicle service hour.
- Vehicle service life ranges from 4 months for scooters, 18 months to 2 years for bicycles, x for e-bikes. While the average life for a full size bus in public service is 12 years, most micro-transit vehicles average around 7 years, not including other specialty transit vehicles.
- Contracts range from 3 to 5 years, but are not tied to vehicle life depletion in the case of scooters and bikes which have shorter service lives than the contracts. These short-lived vehicles are either donated or sold through local channels at the end of their service lives. In shared-use, the service life of bikes and scooters are about ¼ of their service life for personal use.

Management:

- Micro-mobility companies typically provide turn-key services that include all of the operational, maintenance, management and data services. Some aggregate data may be shared with the customer (government or private property manager) but much is considered proprietary and private.
- Micro-mobility providers rely on governments and private property management for fixed infrastructure placement such as docks and bus stops, for vehicle placement for dockless systems, and for infrastructure network for non-road vehicles. Infrastructure placement is the major consideration for first-and -last-mile use to transit, in which docks, bike racks or scooter corrals are located within or adjacent to transit facilities.
- Micro-mobility providers benefit by infrastructure improvements that create more complete, safer, low stress mobility networks that are appropriate for different modes. This is especially important for bicycles, e-bikes, and scooters. It is not as critical to plan for extensive and wide networks of bike and scooter facilities (lanes, buffered lanes or multi-use paths), but more important to concentrate efforts to create complete networks in smaller areas that are planned as micro-mobility deployment service areas. Where network roadway or path facilities are unsafe, providers can use on-board GPS equipment to shut off electronically controlled equipment, especially for scooters.

Regulations:

- Micro-transit sales pipelines and service contracts are relatively short time horizons compared to land use planning and development regulations. The use of land development regulations, whether by land use policy or general zoning amendments may be inappropriate because the deployment, business models, modes and technologies of shared micro-mobility are in a rapid expansion cycle and as such are volatile regarding specifics. Micro-mobility businesses and models are more adaptable than land development controls.

- Although considering land development controls at this period is not generally recommended, some specific building requirements for safe and secure storage for bikes, scooters or low-speed electric vehicles (LSEV) (“golf carts”) are useful.
- Regulations to address sharing or dedicating roadway or path space for safe and comfortable scooter, bicycle, e-bike use and LSEV are becoming critically important as micro-mobility expands. In Florida, electric scooters without a seat are not street-legal and cannot be operated either on the road or on sidewalks. Electric scooters do not require registration, and riders over the age of 16 need not wear helmets while riding. However, riders still need to be licensed to ride a motorized scooter in Florida, though any driver’s license is accepted.

Task 3. Existing Conditions & Analysis

3.1 Introduction

The objective for Task 3 is to identify the need for micro-mobility to create a complete transportation system for the County that is sustainable, low impact, equitable to all people and carbon free to the greatest possible extent. In parallel with Task 2, the existing conditions are defined with relevance to the role of government organizations to provide for infrastructure needs; change regulations; support market area geography with planning and zoning efforts; and provide assistance to integrate micro-mobility with fixed-route transit systems.

Task 2 focused on the requirements and perspectives for sustainable micro-mobility systems from the supplier's side, while Task 3 focuses on the requirements for micro-mobility as part of the complete transit network from the County's demand side.

Following Tasks 1 and 2, insights were gained regarding the transportation network characteristics, land use characteristics, and demographic characteristics for each micro-mobility mode. Using available data from the St Lucie County transportation planning model and geographic information system (GIS), the study areas are analyzed for patterns to determine where micro-mobility will serve: 1) local trips, not requiring first-last-mile connections; 2) non-local trips that do not require transit connections, such as recreational trips; and, 3) non-local trips that do require first-last-mile transit connections, such as work, shopping, medical trips, and other necessary travel. The analysis for each area includes indicators with which to recommend different micro-mobility mode combinations that are pertinent to the projected mobility needs of each area.

These characteristics, as defined by prior research for car sharing and transit are verified in part by the outcomes of Task 2. It is important to understand the background that the shared bike and scooter space is in an extremely competitive growth phase, and the marketing and business models for these companies is in part driven by horizontal (across geographic markets) and vertical (across different modes) market dominance for the brand and application software. To some extent, this creates an environment in which the marketing strategies of these companies are less sensitive than expected to traditional criteria for identifying market potentials for mobility alternatives to private cars. To some extent, micro-mobility for a particular area is somewhat trial-and-error initially, with ongoing feedback to refine the models for greater success. This is especially applicable to more suburban environments.

Micro-mobility market segments create the boundaries for potential geofencing for shared modes, and service areas for transit modes. The market segments can be usefully divided into two broad categories: 1) the physical geography of an area, including the jurisdictional or management boundaries; and 2) demographics and the characteristics of people, households and their expected activity.

To provide guidance for shared micro-mobility based on research for carsharing, neighborhood and transportation characteristics are more important indicators for micro mobility success than the individual and household demographics. Results indicate that densities and intensities and

the presence of mixed use in a potential geo-fenced area are more important than household and individual demographics.

High Residential or Employment Density: High population density brings a large customer base within walking distance of each micro-mobility placement location. Doubling density doubles the potential customers for a given location. These potential users also will have a higher propensity to join, because dense neighborhoods typically have lower rates of vehicle ownership and vehicle travel. For example, again referring to car sharing, Zipcar used a minimum density threshold of 10,000 people per square mile and car sharing research revealed successful locations in areas of 7 to 25 units per acre in residential density. The primacy of density as a variable used to evaluate micro-mobility modes is also based on the relationship of density to transit viability and reduced car ownership. Micro-mobility is also viable in other types of market settings, such as university campuses, apartment buildings, and small towns with a strongly identified geographic and functional center.

Mixed Land Use: Business uses during the workday can be paired with residential uses in the evenings and on weekends to increase usage. Although there is a relatively strong consensus regarding these supportive characteristics, little qualitative research exists on how to apply this information to evaluate the potential of micro-mobility locations; however, transportation planning methods and shared mobility operators do look to census data to inform site selection and boundaries for new geo-fencing or service areas.

Although less important, certain demographic information is still a useful predictor, based on earlier research on the success of shared car placement and supported by the findings of Task 2.

Vehicle Ownership: Results indicate that low vehicle ownership has a strong and consistent correlation for adaptation to alternative modes, whether it is micro-mobility as an unchained destination mode or as a first-last-mile mode. Vehicle ownership is also intercorrelated with demographic factors, such as household income, but it is just as importantly correlated to geographic factors such as the scarcity of parking, cost of parking, availability of high level-of-service transit options, and the location of even a dense mixed-use district within a larger suburban setting, in which the effect of the mixed use area is diminished as efficient trip-making within the region will still require a private car. In its effect for the ability to live without a car: micro-mobility is not designed to meet a household's entire set of mobility needs but to work in concert with other modes, such as transit, and to provide an alternative for certain household trip purposes that may be: shorter in length; able to be made within a potentially geofenced area; be safe, secure and low stress on a micro-mobility mode; and have less sensitivity to time.

Household Size: From the car-sharing research, one-person households were far more common in carsharing neighborhoods. Similarly, micro-mobility placements have focused on larger urban areas, compact mixed-use downtowns and college campuses, where one-person households are prevalent. The presence of children is noticeably less likely as well. With the exception of family recreation trips, there is a logic that goes with current attitudes of parents toward safety and security for their children. For younger children, it's easier, safer and more secure for school and afternoon trips to be made with a family member in a personal car. There is also a correlation with 1-person households and rental tenure.

Mode to Work, Transit and Walk: Based on the car-sharing research and again supported by micro-mobility locational choices, mobility-sharing neighborhoods have a composition of residents that are more likely than their regional counterparts to take transit and walk, rather than drive, to work. The high mode share for walking is indicative of mixed-use development and a good pedestrian environment. For bike-to-work persons, the correlation is not strong which is intuitive: if a person already owns their own bicycle and uses it for work trips, the likelihood of using micro-mobility is low. Although not supportive of micro-mobility use, the end goal of reducing vehicular trips and reducing the area's mobility carbon footprint is achieved.

Non-Work Trips, Transit and Walk Modes: Micro-mobility is not designed to meet a household's entire set of mobility needs. Whether bikes, e-bikes, scooters, or micro-transit, micro-mobility often serves non-work-based trip purposes, such as shopping, recreation, and shopping linked to recreation. In either case, the user's insensitivity to time, and high sensitivity to the intangibles of low stress, enjoyable infrastructure and modal characteristics is important. The concept of linked recreation and shopping (or other errands) is facilitated in mixed-use development and a good pedestrian environment. Transferring concepts from home-work-based mode choice, a person that is willing to use alternative modes for a work trip is just as likely to use the same mods for non-work trips. In addition, when time sensitivity is lower, some that use a car for work trips are still willing to use micro-mobility for other trips.

Household Income: Surprisingly, household income, is not a noticeable factor in the profiles of carsharing or micro-mobility placements. Both appear fairly insensitive to income, again reminding that micro-mobility is not designed to meet a household's entire set of mobility needs but to work in concert with other modes. This is an important distinction from transit in which household income as a composition of an area is well correlated to transit use. The importance to having some predictive capability on new placements, micro-mobility placed with intent to serve first-and-last-mile purposes may be less effective than intended to induce new ridership by lowering the walk time barrier only. It may have less effect on other perceived barriers to transit.

Walkable Distance to Placements: Walkability to a micro-mobility stop, placement or dock is critical in addition to all other factors. The distance to or spacing of micro-mobility placements is dependent on the mode, and the relative speed and distance covered by the micro-mobility mode. Generally, for micro-transit, walk to stops should be less than 0.25 miles, even while regional transit spacings are in the range of ¼ to ½-mile. For bicycle dock placements, street grid spacing, block length, distance to crosswalks, sidewalk networks, in addition to density/intensity of land use are all important to supporting the density of micro-mobility bike or scooter placement. For example, the current deployment of 200 scooters in the downtown Fort Pierce and Hutchinson Island area (Fort Pierce Downtown west to 25th Street = 5.2 sq. mi. and Hutchinson Island south to Coconut Drive= 1.1 sq. mi.) is about 32 scooters per square mile. At the maximum allowed by contract of 500 scooters it would be 79. As a point of reference, when planning for the New York City Bike Share program the placement density goal was a bike dock per 1,000-foot (on each side) grid with an average of 16.67 bikes per dock, working out to a bike density of 465 per square mile. The National Association of City Transportation Officials (NACTO) similarly recommends a spacing for bike-sharing docks of 1,000 feet; however, the actual bike density will be lower in smaller cities.

Transportation Network: The existing transportation network is critical to the suitability of an area to micro-mobility deployment and sustainability.

Criteria that are reviewed include: the roadway network, including arterials, collectors and local roads, but not private roadways. The type of facility, including direction, number of travel lanes, on-street parking, and edge conditions are considered as required.

Roadway Traffic Volumes: Traffic volumes as annual average daily traffic in two directions (AADT) on arterial and collector streets has been collected from St. Lucie County. For road vehicle micro-mobility including micro-transit and low speed electric vehicles or neighborhood electric vehicles, the traffic volumes, level-of-service, speed limits and average vehicle speeds provide an indication of the suitability for a roadway to absorb friction caused by frequent on-street transit stops, as well as a relative indication of the suitability of an area for use of LSEV or NEV whether in mixed traffic or by dedicated lanes. The suitability of a roadway for bicycle use and scooter use are also very dependent on a combination of the type of bicycle facility available and traffic volumes. The Level of Transportation Stress (LTS) is the current approach to evaluating the suitability of roadways for bicycle or scooter travel. The LTS approach quantifies the amount of discomfort that people feel when they bicycle or scooter close to traffic. While fully evaluating LTS, transit friction or integrating NEV/LSEV's onto roadways requires further operational analysis, facility type and traffic volumes are collected as the first screen-line for this analysis.

Grid Spacing: The ability to move in different directions to improve accessibility between origins and destinations is a key concept for short-distance travel and micro-mobility. Fine street grids with block sizes in the range of 300 to 400 feet perform better than suburban blocks where block lengths of 500 to 1,000 feet cause greater distances to be traveled and inhibit walking, scooter travel, bike travel and reduce the efficiency of transit service.

Pedestrian Network: An efficient, safe, secure and enjoyable pedestrian network is an important infrastructure component for micro-mobility. For bike and scooter micro-mobility, sidewalk areas are necessary for placement locations, whether in a free-float, dockless implementation or for a dock model. For micro-transit, sidewalks are critical pathways between transit stops and the rider's origin or final destination. All travel is by a multi-modal chain, and walking is the first and last mode.

Bicycle Network: Bicycle and scooter micro-mobility depend on a complete, safe bicycle network. In shared use, both modes are not to be ridden on sidewalks. For local streets where traffic volumes and speeds are low, both modes can be used in mixed traffic safely, with high satisfaction and a correspondingly better LTS score. On multilane, high traffic and higher speed roadways, dedicated and buffered facilities are a must-have to maintain high levels of safety and satisfaction; and therefore, support greater use of bicycles and scooters for micro-mobility.

Transit Network: Where micro-mobility is purposed as a first-and-last-mile mode, the existing transit service must have density of stops and good choices regarding potential transit destinations from the linked trip. Without regional origin-destination information at a reliable micro level, and an assessment of satisfaction of potential users with total trip travel and wait time, it is difficult to fully assess the impact of micro-mobility in a first-last-mile role. To assess

this at a screen-line level, mapped data is collected to indicate the number or routes in different directions and the number of stops available in the study area. More routes are important to creating productive micro-mobility implementations. More stops (or high stop density / frequent stop spacing) are somewhat counterproductive toward productive micro-mobility, because micro-mobility is purposed to replace walking to the bus stop with a faster and more enjoyable first-last-mile mode. Fewer bus stops, with bus routes that are more streamlined to remain on major thoroughfares (where micro-mobility performs less well) provides a more efficient bus system with potentially shorter travel times that are more attractive to new users.

Organization of this Section:

This study focuses on the analysis and recommendations on three distinct study areas within St. Lucie County, each with distinctly different geographic location and built environments. For each study area, a summary table is provided to comment on the important geographic and demographic indicators. Each map is included for each area on the pages following the summary table.

The entire series of infrastructure, land use, demographic and travel pattern maps have been provided in Appendix C that is included in the Micro-Mobility Study Technical Memorandum which is a separate volume from this study.

3.2 DOWNTOWN FORT PIERCE

| Characteristic | Finding | Scooters (docked or dockless) | E-Bikes (docked) | Low Speed Electric Vehicles | Micro-Transit |
|------------------------------------|--|----------------------------------|---------------------|-----------------------------|---------------|
| BASE TRANSPORTATION NETWORK | | | | | |
| Roadway Network | Network is predominantly low speed local streets with the exceptions of Orange Avenue, US-1 and North 13 th Street. | ↑ | ↑ | ↑ | ↑ |
| Grid Spacing | Average of 300 to 400 feet. | ↑ | ↑ | ● | ↑ |
| Sidewalk Network | Mostly complete sidewalks on both sides No bike lanes on major streets. | ↑ | ↑ | ● | ↑ |
| Bike Network | No bike lanes on major streets. | ↓ | ↓ | ● | ● |
| Fixed-Route Transit | ART bus routes 1, 2, 3, 7 and 8 with seven stops total and the Fort Pierce Trolley. | ↑ | ↑ | ● | ↑ |
| LAND USE | | | | | |
| Land Use | Mixed Use: destination commercial, civic, some employment, some residential. | ↑ | ↑ | ● | ↑ |
| Residential Density | Residential area west of 7 th Street ranges from 1 to 3 dwelling units /acre. There are many vacant parcels in the redevelopment area. | ↑ | ↑ | ● | ↓ |
| Employment Total | Total employment in the Downtown Area is approximately 3,000. | ↑ | ↑ | ↑ | ↑ |
| Parking | There is on street parking throughout, off-street parking for visitors, on-site parking for residential uses. | ↑ | ↑ | ↑ | ● |
| DEMOGRAPHICS | | | | | |
| 1-Person Households | 1-person households are generally a high composition east of 7 th Street and west of 7 th Street ranges from 20% to 47% . | ↑ | ↑ | ● | ↑ |
| Students Enrolled in Schools | South of Orange Avenue and west of 7 th Street has approximately 400 students. | ↑ | ↑ | ● | ↑ |
| Average Vehicles per Household | Among the residential areas, vehicles per household range from 0.8 to 1.8. | ↑ | ↑ | ● | ↑ |
| Households with No Vehicle | Among the residential area, the percent of households that have no vehicles ranges from 7% to 44%. | ↑ | ↑ | ● | ↑ |
| TRAVEL MODE | | | | | |
| Take Transit for All Trips | Three of residential Transportation Analysis Zones (TAZ) in the Downtown study area show 2% of all trips by residents of this area are by transit. | ↓ | ↓ | ● | ↓ |
| Walk to All Trips | Among the residential areas of the Downtown study area, the percent of people that walk for their trips for any purpose range from 20% to 57%. | ↑ | ↑ | ↓ | ↑ |

Key: ↑ supportive of micro-mobility ↑ minimally supportive ↓ not supportive ● no effect

3.3 TORINO

| Characteristic | Finding | Scooters (docked or dockless) | E-Bikes (docked) | Low Speed Electric Vehicles | Micro-Transit |
|------------------------------------|---|----------------------------------|---------------------|-----------------------------|---------------|
| BASE TRANSPORTATION NETWORK | | | | | |
| Roadway Network | Predominantly low-speed local cul-de-sac streets connecting to collectors and arterials in a suburban hierarchy. | ↓ | ↓ | ↑ | ↓ |
| Grid Spacing | Network is cul-de-sac streets connecting to collectors and arterials in a suburban hierarchy. There is no continuous grid. | ↓ | ↓ | ● | ↓ |
| Sidewalk Network | The sidewalk network is incomplete along Torino Parkway and in some subdivisions. | ↓ | ↓ | ● | ↓ |
| Bike Network | There is a multi-purpose trail along parts of Torino Parkway in the south and northwest. Areas of Torino Parkway without facilities are not suitable for riding in mixed traffic. | ↓ | ↓ | ● | ● |
| Fixed-Route Transit | There is no transit service within or at the boundaries of Torino. | ↓ | ↓ | ● | ↑ |
| LAND USE | | | | | |
| Land Use | Entirely single-family residential at suburban densities. | ↓ | ↓ | ● | ↓ |
| Residential Density | Single-family residential densities are built out in the range of 0.6 to 3.3 dwelling units per acre. | ↓ | ↓ | ● | ↓ |
| Employment Total | Total employment in Torino between I-95 and the Turnpike is approximately 200. External employment areas are southwest and northwest of Torino with heavy industrial uses to the north. | ↓ | ↓ | ● | ↓ |
| Parking | There is no on street parking throughout, with on-site parking for all uses | ● | ● | ↑ | ● |
| DEMOGRAPHICS | | | | | |
| 1-Person Households | 1-person households are between 10% and 25% throughout Torino. | ↑ | ↑ | ● | ● |
| Students Enrolled in Schools | There are no students enrolled in schools in the Torino study area | ↓ | ↓ | ● | ↓ |
| Average Vehicles per Household | There is an average of 2 vehicles per household throughout Torino. | ↓ | ↓ | ● | ↓ |
| Households with No Vehicle | The percent of households that have no vehicles in Torino is generally from 2 to 4% with two subdivisions around 15%. | ↑ | ↑ | ● | ↓ |
| TRAVEL MODE | | | | | |
| Take Transit for All Trips | None of the population of the entire Torino area uses fixed-route transit for any trips. | ↓ | ↓ | ● | ↓ |
| Walk to All Trips | The percent of households that walk for any trips in Torino is generally from 1% to 5% with one subdivision at 10%. | ↑ | ↑ | ↓ | ↑ |

Key: supportive of micro-mobility minimally supportive not supportive no effect

3.4 TRADITION

| Characteristic | Finding | Scooters (docked or dockless) | E-Bikes (docked) | Low Speed Electric Vehicles | Micro-Transit |
|------------------------------------|---|----------------------------------|---------------------|-----------------------------|---------------|
| BASE TRANSPORTATION NETWORK | | | | | |
| Roadway Network | Low-speed local cul-de-sac streets connecting to collectors and arterials in a suburban hierarchy. | ↓ | ↓ | ↑ | ↓ |
| Grid Spacing | Network is cul-de-sac streets connecting to collectors and arterials in a suburban hierarchy. There is no continuous grid. | ↓ | ↓ | ● | ↓ |
| Sidewalk Network | The sidewalk network is complete throughout built-out subdivisions, Town Center, other commercial areas and the Tradition Center for Innovation. | ↑ | ↑ | ● | ↑ |
| Bike Network | There are multi-purpose trails and bike lanes along collector streets throughout the residential portions of Tradition, as well as the Town Center. | ↑ | ↑ | ● | ● |
| Fixed-Route Transit | St. Lucie ART Route 5 terminates at Tradition Parkway and stops on Tradition Parkway just west of the Wawa gas station. Tradition In Motion micro transit service connects the Town Center, major shopping and apartments in Tradition, but does not connect to the Route 5 stop. | ↑ | ↑ | ● | ↑ |
| LAND USE | | | | | |
| Land Use | Planned development with a mix of low density residential uses, geographically related to a Town Center, larger scale commercial uses and an employment center. | ↑ | ↑ | ● | ↑ |
| Residential Density | Residential densities are built out in the range of 0.3 to 2 dwelling units per acre on average by TAZ; however, higher densities are arranged closer to the Town Center and other commercial areas. | ↑ | ↑ | ● | ↑ |
| Employment Total | Total employment in Tradition is approximately 3,000. Concentrations of employment to the east at the Center for Innovation and the Town Center. | ↑ | ↑ | ● | ↑ |
| Parking | There is no on street parking throughout, with on-site parking for all uses. | ● | ● | ↑ | ● |
| DEMOGRAPHICS | | | | | |
| 1-Person Households | 1-person households are between 11% and 60% and generally average around 30%. | ↑ | ↑ | ● | ● |
| Students Enrolled in Schools | There are a significant number of students (1,400) enrolled in school in Tradition. | ↑ | ↑ | ● | ↑ |
| Average Vehicles per Household | There is an average of approximately 2 vehicles per household throughout Tradition. | ↓ | ↓ | ● | ↓ |
| Households with No Vehicle | The percent of households that have no vehicles in Tradition is generally from 2% to 6% with the only the eastern area at 20%. | ↑ | ↑ | ● | ↓ |
| TRAVEL MODE | | | | | |
| Take Transit for All Trips | A relatively small proportion of Tradition residents use transit for any trips. | ↓ | ↓ | ● | ↓ |
| Walk to All Trips | The percent of households that walk for any trips in Tradition is from 0% to 18% with the higher proportions closer to the Town Center. | ↑ | ↑ | ↓ | ↑ |

Key: ↑ supportive of micro-mobility ↑ minimally supportive ↓ not supportive ● no effect

3.5 GATLIN

| Characteristic | Finding | Scooters (docked or dockless) | E-Bikes (docked) | Low Speed Electric Vehicles | Micro-Transit |
|------------------------------------|---|----------------------------------|---------------------|-----------------------------|---------------|
| BASE TRANSPORTATION NETWORK | | | | | |
| Roadway Network | The network is predominantly low speed local streets connecting to collectors and arterials in a modified grid form. | ↑ | ↑ | ↑ | ↑ |
| Grid Spacing | The grid spacing ranges around 300 feet for one dimension of blocks and 1,000 to 1,500 feet for the other dimension. | ↑ | ↑ | ● | ↑ |
| Sidewalk Network | Except for Gatlin Boulevard, Tulip Blvd., Paar Drive and two other subdivisions, there are limited sidewalks in the area. | ↓ | ↓ | ● | ↓ |
| Bike Network | There are no dedicated bicycle facilities in the Gatlin area. | ↓ | ↓ | ● | ● |
| Fixed-Route Transit | The St. Lucie County ART Route 5 provides service along Gatlin Boulevard. | ↑ | ↑ | ● | ↑ |
| LAND USE | | | | | |
| Land Use | Predominantly single-family residential at suburban densities; with retail along Gatlin Blvd., the corner of Paar Drive & Port St. Lucie Blvd, civic uses in neighborhoods and some light industry to the northwest.. | ↑ | ↑ | ● | ↓ |
| Residential Density | Single-family residential densities at approximately 1.5 to 2.0 DU/acre. | ↓ | ↓ | ● | ↓ |
| Employment Total | Total employment in Gatlin is approximately 3,000. It is generally concentrated along Gatlin Boulevard. | ↑ | ↑ | ● | ↑ |
| Parking | There is no on street parking throughout, with on-site parking for all uses | ● | ● | ↑ | ● |
| DEMOGRAPHICS | | | | | |
| 1-Person Households | 1-person households are between 10% and 20% throughout Gatlin. | ↑ | ↑ | ● | ● |
| Students Enrolled in Schools | There are no students enrolled in schools in the Gatlin study area. | ↓ | ↓ | ● | ↓ |
| Average Vehicles per Household | There is an average of 2 vehicles per household throughout Gatlin. | ↓ | ↓ | ● | ↓ |
| Households with No Vehicle | The percent of households that have no vehicles in Gatlin is generally from 4% to 10%. | ↑ | ↑ | ● | ↑ |
| TRAVEL MODE | | | | | |
| Take Transit for All Trips | A low percentage of the population of the Gatlin area uses transit for any trips. | ↓ | ↓ | ● | ↓ |
| Walk to All Trips | The percent of households that walk for any trips in Gatlin is generally from 1% to 11% with an approximate average of 5%. | ↑ | ↑ | ↓ | ↑ |

Key: supportive of micro-mobility minimally supportive not supportive no effect

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Task 4 Recommendations

4.1 Introduction

The recommendations provided in this section are based on the findings of Tasks 1, 2 and 3 and address the four questions that were proposed at the beginning of the study:

- 1) What micro-mobility mode, or combination of modes can best address the needs of each of the study areas?
- 2) Should the micro-mobility choices be managed and operated by private providers, or should they be publicly-owned/operated, or are Public-Private Partnership models better suited?
- 3) What infrastructure investments; policy and regulatory changes; school bus stop location changes; and transit operations/ equipment modifications could be programmed to match the needs for each area and assure long-term viability and growth of the micro-mobility services?
- 4) For first-and-last-mile connections, where are the locations for potential transit hubs, and what are the specifications for the hubs?

The responses to these questions will be organized by study area, with a strong emphasis on Task 3 findings to recommend modal preferences and infrastructure changes for each study area for both unchained micro-mobility trips and infrastructure for first-last-mile trips. Policy and regulatory recommendations will be addressed in a separate subsection since these recommendations apply equally to each of the study areas.

Each of the three study areas represent very different circumstances for existing development, infrastructure and existing multi-modal options:

1. Downtown Fort Pierce is the study area that has the best opportunities for micro-mobility and also has existing micro-mobility in place;
2. Torino is a mono-use suburban residential area with minimal commercial uses or employment destinations;
3. Tradition is an expanding planned community with a variety of residential types, a town center destination of primarily smaller employment locations and small-scale shopping and eateries, large-scale commercial areas, and a large scale employment center south of Tradition Parkway. Gatlin, to the north and south of Gatlin Boulevard and west of the Florida's Turnpike is combined with this study area, and is comprised of an older suburban form of low-density single-family residential areas and a commercial corridor along Gatlin Boulevard. The two sub-areas were analyzed independently in Task 3 due to their difference, and are recombined in Task 4 recommendations as originally scoped.

The following subsections include a brief pictorial and bullet-point summary of the overall recommendation for each study area, followed by tables that provide recommendation details. Within the tables, each of the rows are topics for recommendations, including:

- Overall Recommendation
- Land Use Support

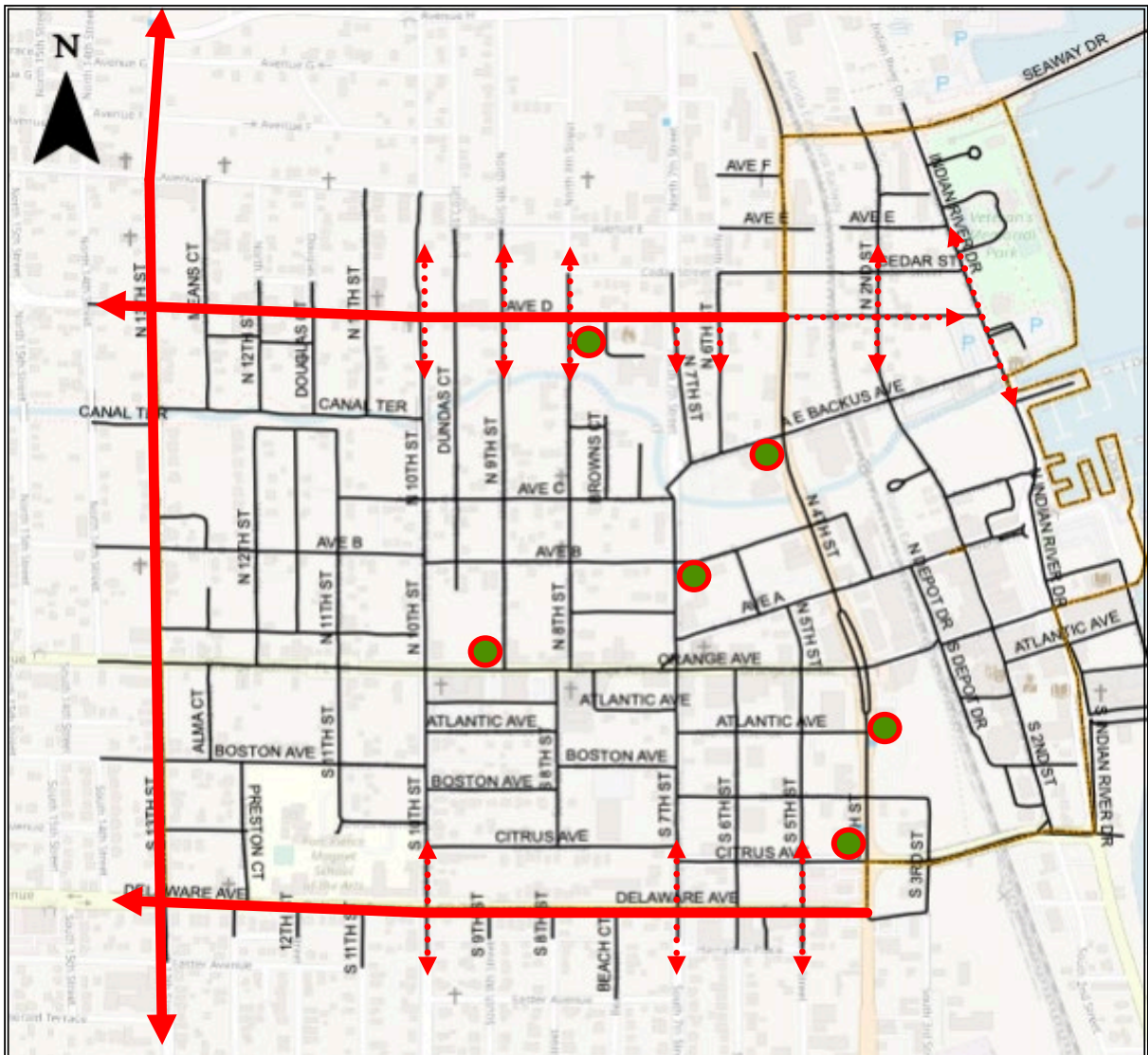
- Roadway Infrastructure
- Bicycle Infrastructure
- Roadway Operations
- Bicycle Racks
- Pedestrian Infrastructure
- Transit Service
- Transit Equipment
- Transit Stops
- School Trips

For each topic, there is a detailed description of improvements for the study area in the next column, then followed by columns for each micro-mobility mode considered and a symbol identifying that the recommendation provides support for an intended mode as well as for other modes. For example: buffered bike lane improvements improve the use, comfort and safety of bike travel but also improve the use of scooter modes, and also support greater transit utilization via first-last-mile impacts.

The regulatory and policy recommendations are not particular to the study areas, and apply County-wide. These recommendations are in a separate subsection following the study area recommendations.

4.2 Downtown Fort Pierce Study Area Recommendations

- Overall: Support expanded shared scooters
- Land Use: Zoning to require bike and scooter racks in new construction
- Roadways: Coordinate with Spin to obtain data on resurfacing needs and program
- Buffered Bike Lanes:
 - 1) N/S 13th Street from canal to Virginia Avenue to Avenue Q
 - 2) Avenue D from N 13th Street to US-1
 - 3) Delaware Avenue from S 13th Street to US-1
- Racks: Bike racks and suitable scooter racks per TPO Bike Rack Plan, at schools, and transit stops
- Transit: Public information for transit policies for scooter and bike



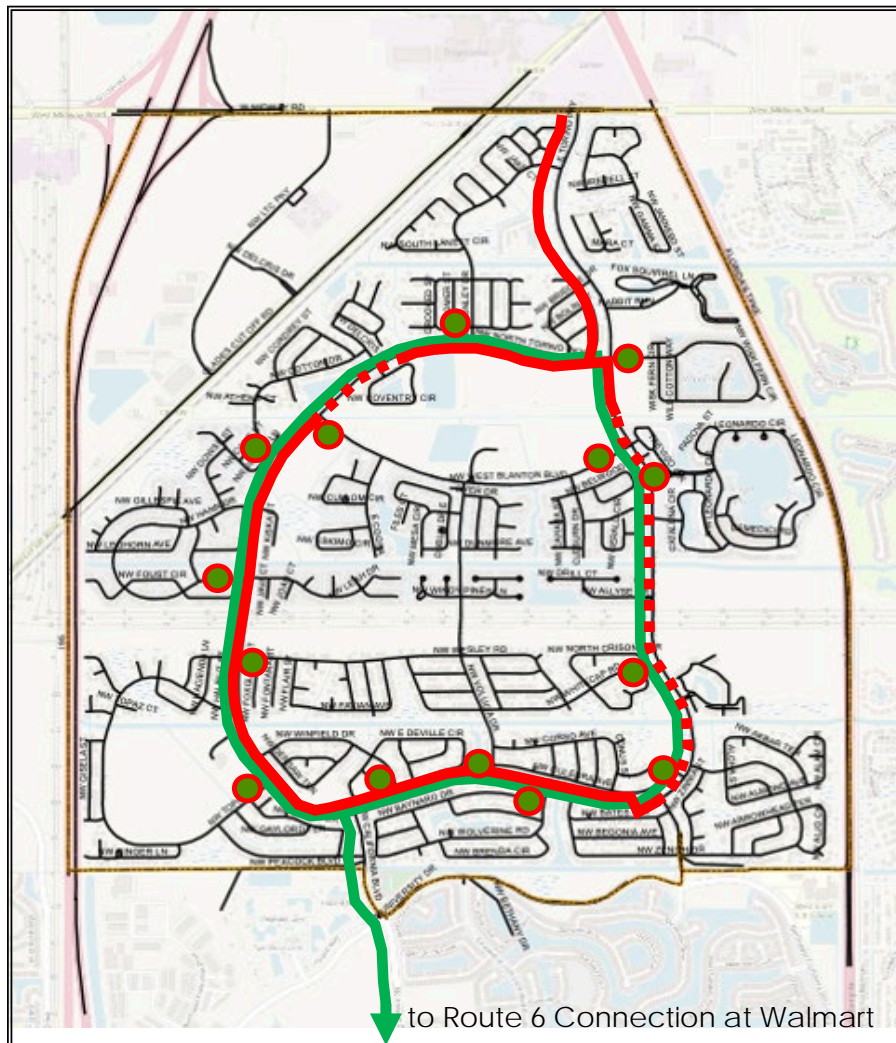
| DOWNTOWN FORT PIERCE STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|---|---|---|--------------------------------|---------------|---|
| Overall Recommendation | The overall recommendation is to support expanded shared scooters. The Downtown area has significant coverage by regional transit and a local transit circulator as well as a nearly complete network of pedestrian sidewalks east of N 7 th Street. Improving utilization of these investments is partly accomplished by supporting to the City and Spin's (current shared scooter operator) contractual maximum deployment of 500 scooters in the Fort Pierce geo-fenced area from the canal to Virginia Avenue, and from N/S 25 th Avenue to the shoreline. While the number of scooters is a private sector action, the City and County can provide support through the recommendations below that include right-of-way infrastructure, land use policy and contractual actions on the part of the City of Fort Pierce. | Directly Supportive of Scooter Mobility | Indirectly Supportive of Bicycle Mobility | No Effect | No Effect | Indirectly Supportive of Regional Transit by First-Last-Mile Improvements |
| Land Use Support | Determine zoning categories, development thresholds and criteria to require provision of on-site bicycle racks and scooter racks for personal equipment security, and provision of plug-in NEV space requirements for on-site parking in new developments. | Directly Supportive | Directly Supportive | Directly Supportive | No Effect | No Effect |
| Roadway Infrastructure | Coordinate with Spin to obtain data on scooter usage by street segment and resurfacing needs for local streets with speed limits below 30 mph, where surface conditions are not supportive of scooter use. Prioritize needs in the Capital Improvement Program. | Directly Supportive | Directly Supportive | Directly Supportive | No Effect | No Effect |
| Roadway Operations | There are no recommendations regarding traffic operations at the level of detail for this effort; however, as bicycle infrastructure is further developed in detail, traffic operations, including signage and traffic signal modifications may become necessary for safety. | No Effect | No Effect | No Effect | No Effect | No Effect |

| DOWNTOWN FORT PIERCE STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|--|--------------------------|--------------------------|--------------------------------|-----------------------|----------------------------------|
| Bicycle Infrastructure | <p>Plan and program buffered bike lanes that support scooter use along higher volume, higher speed roadway segments in downtown:</p> <ul style="list-style-type: none"> ▪ N/S 13th Street from canal to Virginia Avenue to Avenue Q and Frances K Sweet Elementary School. ▪ Avenue D from N 13th Street to US-1 ▪ Delaware Avenue from S 13th Street to US-1 <p>Of note, Orange Avenue is not recommended because Delaware Avenue and Avenue D provide nearby alternative paths on roadways with less traffic volume than Orange Avenue. Delaware Avenue is also the location of the Creative Arts Academy, and Avenue D is the location of the Bus Terminal.</p> | Directly Supportive | Directly Supportive | No Effect | Indirectly Supportive | Indirectly Supportive |
| Bicycle Racks | <p>Use the St. Lucie TPO Bike Rack Plan to further develop location criteria for secure bike racks in coordination with scooter corrals or docks. Currently the Plan shows the location at the Avenue D Bus Terminal; however, activity center, parking lot, and transit location criteria should be further refined in coordination with the shared scooter operator to assure walkable micro-mobility with maximum spacings of 1,000 feet.</p> | Directly Supportive | Directly Supportive | No Effect | No Effect | Indirectly Supportive |
| Pedestrian Infrastructure | <p>Coordinate with shared scooter operator to obtain data on scooter usage by street segment and inventory sidewalk condition, width and continuity to prioritize sidewalk improvements and support micro-mobility corral space and pedestrian facilities to access final destination. (Many sidewalks in area west of N 7th Street are in poor condition.) Prioritize needs in the Capital Improvement Program.</p> | Directly Supportive | Directly Supportive | No Effect | Indirectly Supportive | Directly Supportive |

| DOWNTOWN FORT PIERCE STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|--|-----------------------------|-----------------------------|-----------------------------------|---------------|-------------------------------------|
| Transit Service | Downtown Fort Pierce is well served by fixed transit routes as well as the Fort Pierce Trolley, providing nearly complete coverage. Ridership on the bus network is low. As a first-last-mile effort, the focus is to increase usage of micro-mobility before focusing on increasing fixed-route bus service. | No Effect | No Effect | No Effect | No Effect | Indirectly Supportive |
| Transit Equipment | Assure that all buses include signage to make clear policies regarding prohibition of shared scooter, bike or other shared micro-mobility on public buses. | Directly Supportive | Directly Supportive | No Effect | No Effect | Directly Supportive |
| Transit Stops | Downtown Fort Pierce is well served by fixed-route transit routes as well as the Fort Pierce Trolley. There are 10 bus stops including the Avenue D Bus Terminal. Most of the stops have only signage. Stops should be planned and programmed to have co-located micro-mobility facilities at the stop, including a shelter, information, a public bike rack and a shared scooter corral or dock. Prioritization should be in accord with bus boarding and alighting data and data for scooter usage. Bike rack design is to follow principles described in the TPO Bike Rack Plan. Prioritize needs in the Capital Improvement Program. | Directly Supportive | Directly Supportive | No Effect | No Effect | Directly Supportive |
| School Trips | Work with shared mobility provider, which for Downtown Fort Pierce is Spin, to assure that high schools as well as transit stops in the study area have corrals or docks for shared scooters and/or shared bike. Also, at high schools and middle schools, define and install secure racks designed for personal bicycles and secure racks designed for personal scooters. These facilities should have a design and signage to clearly differentiate them from commercial shared mobility facilities. | Supportive | Supportive | No Effect | No Effect | Indirectly Supportive |

4.3 Torino Study Area Recommendations

- Overall: First-last-mile concepts, micro-mobility transit circulator – hybrid fixed route with route deviation (in the LRTP 10-Year Implementation Plan, Option 2, "Opportunity Plus") with bike and scooter facilities at bus stops
- Land Use: Zoning to require bike and scooter racks in new construction
Zoning to require plug-in EV spaces
- Roadways: Reduce speed limit along Torino Parkway
- Multi-Use Path: complete the existing segments (shown by dotted red line) with new segment (illustrated by solid red line)
 - 1) all of Torino Parkway
 - 2) California Boulevard, Torino Parkway to Somerset Prep School
 - 3) California Boulevard, Peacock Boulevard to Indian River College
 - 4) Cashmere Boulevard, Torino Parkway to Westgate K-8
- Racks: Bike racks per TPO Bike Rack Plan, at schools and transit stops
- Micro-Transit: Micro-transit hybrid fixed route with on-demand route deviation (illustrated by green line)



| TORINO STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|--|---|---|--------------------------------|--------------------------------------|---|
| Overall Recommendation | <p>The overall recommendation is two-fold: Torino is not currently within the service area of any transit and for persons without access to a personal car, it is isolated from nearby and regional activities and employment for which distances are long for active mobility modes.</p> <p>The recommendations for the Torino Study Area are developed around a first-last-mile concept. A micro-mobility transit circulator with a hybrid route-deviation service could connect residential development along Torino Parkway and NW Cashmere Boulevard to connect to commercial and employment destinations along NW Peacock Boulevard, California Boulevard and St. Lucie West Boulevard. The existing bus stop at Walmart, a major activity center for a community, is to be the location for the transfer between the micro-mobility service and the regional bus network via the Route 6. To minimize on-demand route deviations for the micro-transit, scooter and bicycle infrastructure and facilities are to be fully developed along Torino Parkway, toward the goal of providing sufficient infrastructure to encourage a shared mobility (bike or scooter) provider to the area.</p> | Directly Supportive of Scooter Mobility | Indirectly Supportive of Bicycle Mobility | No Effect | Directly Supportive of Micro-Transit | Indirectly Supportive of Regional Transit by First-Last-Mile Improvements |
| Land Use Support | <p>Determine zoning categories, development thresholds and criteria to require provision of on-site bicycle racks and scooter racks for personal equipment security, and provision of plug-in NEV space requirements for on-site parking in new developments. The plug-in NEV spaces are to include a dedicated space for micro-transit vehicles where applicable.</p> | Directly Supportive | Directly Supportive | Directly Supportive | Directly Supportive | No Effect |

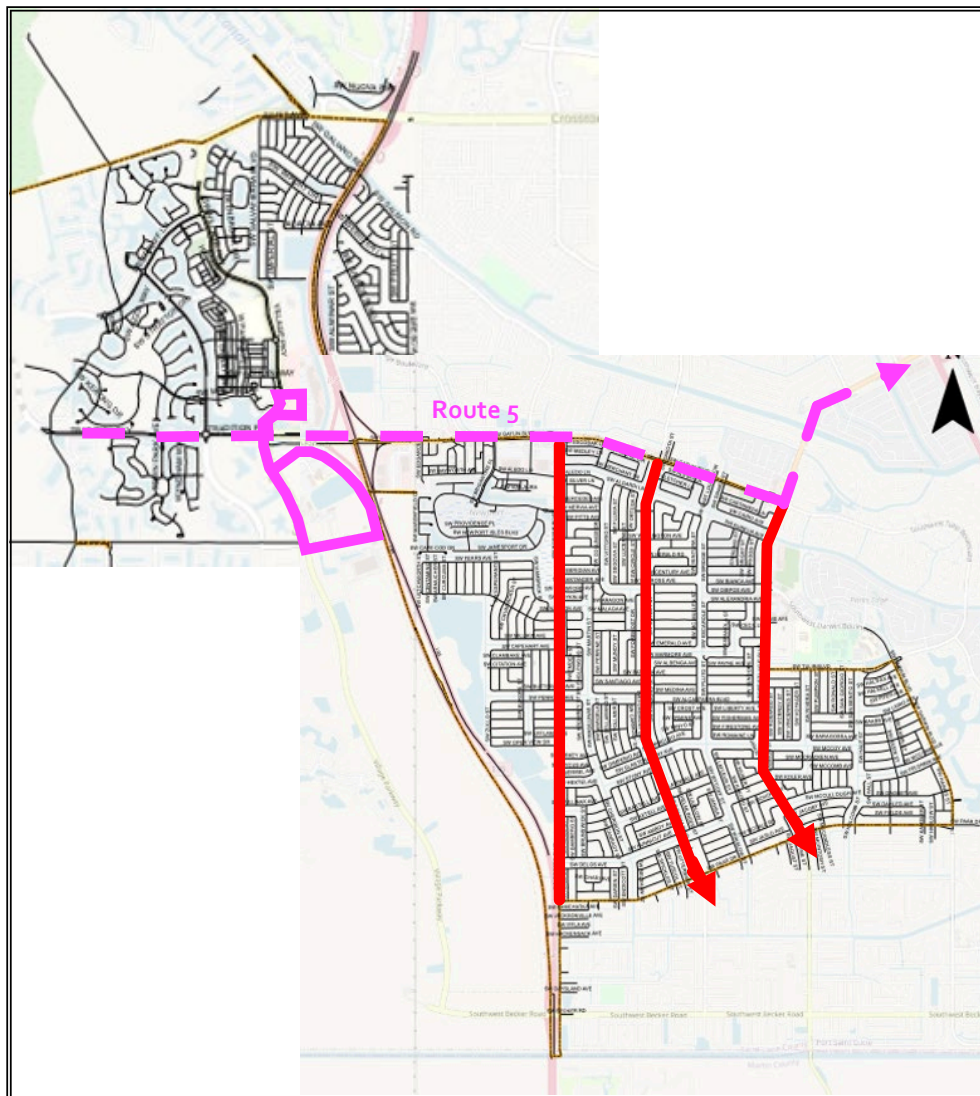
| TORINO STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|---|--------------------------|--------------------------|--------------------------------|-----------------------|----------------------------------|
| Roadway Infrastructure | None at this time | Directly Supportive | No Effect | No Effect | No Effect | No Effect |
| Roadway Operations | Reduce speed along Torino Parkway to 30 mph to increase safety for NEV use and for micro-mobility stops. As the multi-use path along Torino Parkway is further developed in detail, traffic operations, including signage and traffic signal modifications may become necessary for safety. | Indirectly Supportive | Indirectly Supportive | Directly Supportive | Directly Supportive | No Effect |
| Bicycle Infrastructure | Plan and program completion and widening of the sidewalk segment along Torino Parkway to complete a continuous multi-use path that includes: <ul style="list-style-type: none"> All of Torino Parkway The segment of California Blvd. from Torino Parkway to Somerset College Prep Academy (with reduced width at the canal bridge) The segment of California Boulevard from NW Peacock Boulevard to Indian River State College, Pruitt Campus The segment of NW Cashmere Boulevard from East Torino Parkway to West Gate K-8 School. The recommendation is consistent with the Multimodal Project Recommendations (Appendix A) of the Port St. Lucie Multimodal Plan. The multi-purpose path design is to include: <ul style="list-style-type: none"> Minimum cross-section width of 10 feet Separation from the vehicular travel lanes Clearance to roadway signs, 4-foot minimum Sloped swale area (2% minimum) between roadway pavement and path to assure drainage Minimum width from edge of path to top of slope of 2 feet Bicycle racks and corrals as described below | Directly Supportive | Directly Supportive | No Effect | Indirectly Supportive | Indirectly Supportive |

| TORINO STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|--|--------------------------|--------------------------|--------------------------------|-----------------------|----------------------------------|
| Bicycle Racks | <p>Bike racks are to be collocated with transit infrastructure and located along Torino Parkway at the entrances of residential communities, and to include:</p> <ul style="list-style-type: none"> ▪ Canopy shelter from weather that provides shelter for both bicycles, scooters and people waiting for a micro-mobility vehicle. ▪ Illumination for secure and safe night-time use ▪ Bike racks as described in the TPO bike Rack Plan ▪ Scooter corral area ▪ Wayfinding signage, maps and details about micro-mobility and County transit service | Directly Supportive | Directly Supportive | No Effect | Directly Supportive | Indirectly Supportive |
| Pedestrian Infrastructure | <p>Plan and program completion and widening of the sidewalk segment along Torino Parkway to complete a continuous multi-use path as described in the bicycle infrastructure recommendation, as described under bicycle infrastructure. The recommendation is consistent with the Multimodal Project Recommendations (Appendix A) of the Port St. Lucie Multimodal Plan.</p> | Directly Supportive | Directly Supportive | No Effect | Indirectly Supportive | Directly Supportive |
| Transit Service | <p>The Torino study area is not currently served by transit service. The recommendations for the Torino Study Area are developed around a first-last-mile concept. A micro-mobility transit circulator with a hybrid route-deviation service could connect residential development along Torino Parkway and NW Cashmere Boulevard to connect to commercial and employment destinations along NW Peacock Boulevard, California Boulevard and St. Lucie West Boulevard.</p> | No Effect | No Effect | No Effect | Directly Supportive | Indirectly Supportive |
| Transit Equipment | <p>Assure that all buses include signage to make clear policies regarding prohibition of shared scooter, bike or other shared micro-mobility on public buses.</p> | Directly Supportive | Directly Supportive | No Effect | Directly Supportive | Directly Supportive |

| TORINO STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|--|-----------------------------|-----------------------------|-----------------------------------|---------------------|-------------------------------------|
| Transit Stops | <p>A micro-mobility transit circulator with a hybrid route-deviation service could connect residential development along Torino Parkway and NW Cashmere Boulevard to connect to commercial and employment destinations along NW Peacock Boulevard, California Boulevard and St. Lucie West Boulevard. The existing bus stop at Walmart, a major activity center for a community, is to be the location for the transfer between the micro-mobility service and the regional bus network via Route 6.</p> <p>Transit stops along Torino Parkway are as described in the Bike Racks recommendation.</p> | Directly Supportive | Directly Supportive | No Effect | Directly Supportive | Directly Supportive |
| School Trips | <p>At high schools and middle schools, install secure racks designed for personal bicycles and secure racks designed for personal scooters. These facilities should have a design and signage to clearly differentiate them from commercial shared mobility facilities. Just outside the Torino study area is West Gate K-8 along NW Cashmere Boulevard, Somerset College Preparatory Academy and Indian River State College, Pruitt Campus, both along California Boulevard. Although outside of the Study area, the recommendations should be applied to these schools. In addition, the bicycle facility recommendation includes accommodation to have continuous paths to these schools.</p> | Supportive | Supportive | No Effect | No Effect | Indirectly Supportive |

4.4 Tradition / Gatlin Study Area Recommendations

- Overall: Tradition: coordinate with TIM and extend Route 5 to Tradition Innovation Center and employment south of Tradition Parkway (illustrated by solid magenta line, with existing alignment in dashed line)
 Gatlin: first-last-mile concepts, bike and scooter facilities at bus stops supporting connectivity and extended service area to the Route 5, with multi-use paths extending south into the residential community (illustrated by red lines)
- Land Use: Zoning to require bike and scooter racks and plug-in EV spaces in new construction
- Multi-Use Paths: 1) SW Rosser Boulevard, Paar Drive to Nervia Av & library
 2) SW Savona Boulevard, Paar Drive to Gatlin Boulevard
 3) SW Port St. Lucie Boulevard, Paar Drive to Gatlin Boulevard
- Racks: Bike racks and suitable scooter racks per TPO Bike Rack Plan, at schools and transit stops



| TRADITION / GATLIN STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|---|-----------------------------|-----------------------------|-----------------------------------|--------------------------------------|---|
| Overall Recommendation | <p>The overall recommendation is comprised of two parts for the two distinct sub-areas of Tradition and Gatlin.</p> <p>Tradition: Tradition operates and manages its own automatic guided vehicle (AGV) micro-mobility service, Tradition-In-Motion operated by Beep. The completely planned and phased development of Tradition also includes extensive multi-use trails for pedestrians, bicycles and scooters. As Tradition develops and expands through phases of its development, it will expand these networks to serve the entire community. There are inadequate connections to the Tradition Innovation Center, the Cleveland Clinic, Keiser University and other major employment destinations south of Tradition Parkway.</p> <p>Gatlin is within or adjacent to the service area of St. Lucie County Route 5 going east to Tradition and west to the Port St. Lucie Intermodal Facility. Most of the areas south of Abingdon Avenue are farther than the comfortable walking distance of ¼ mile. The area is comprised mainly of single-family homes located on a broken grid street network; however, three collector streets provide a good opportunity for micro-mobility using shared bikes or scooters. The recommendation for the Gatlin sub-area is to provide a complete, safe street network that provides for scooter or bicycle connections from residential development to Gatlin Boulevard destinations and transit transfers.</p> | No Effect | No Effect | No Effect | Directly Supportive of Micro-Transit | Directly Supportive of Regional Transit |
| Land Use Support | Determine zoning categories, development thresholds and criteria to require provision of on-site bicycle racks and scooter racks for personal equipment security, and provision of plug-in NEV space requirements for on-site parking in new and existing commercial developments. | No Effect | No Effect | No Effect | No Effect | No Effect |

| TRADITION / GATLIN STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|---|-----------------------------|-----------------------------|-----------------------------------|-----------------------|-------------------------------------|
| Roadway Infrastructure | None at this time | No Effect | No Effect | No Effect | No Effect | No Effect |
| Roadway Operations | None at this time | No Effect | No Effect | No Effect | No Effect | No Effect |
| Bicycle Infrastructure | <p>Plan and program separated multi-use paths of minimum 8 to 10 foot width, and separated by a minimum of 4 feet from the edge of travel lane pavement.</p> <ul style="list-style-type: none"> SW Rosser Boulevard from Paar Drive to Nervia Avenue (and library) SW Savona Boulevard from Paar Drive to Gatlin Boulevard SW Port St. Lucie Boulevard from Paar Drive to Gatlin Boulevard (narrower section from SW Aurelia Avenue to SW Cairo Avenue) <p>The recommendation is consistent with the Multimodal Project Recommendations (Appendix A) of the Port St. Lucie Multimodal Plan.</p> <p>Buffered bike lanes on both sides of the street with a minimum 4-foot cross-section and 2-foot painted buffer for safe and comfortable private bicycle and scooter travel in support of transit service:</p> <ul style="list-style-type: none"> SW Rosser Boulevard from Nervia Avenue to Gatlin Boulevard | Directly Supportive | Directly Supportive | No Effect | Indirectly Supportive | Indirectly Supportive |
| Bicycle Racks | Plan and program bike racks as described in the TPO Bike Rack Plan for shopping areas, parks, and institutions, particularly along Gatlin Boulevard and SW Port St. Lucie Boulevard. At minimum bike racks are to be collocated with Route 5 bus stops along Gatlin Boulevard. | Directly Supportive | Directly Supportive | No Effect | No Effect | Indirectly Supportive |

| TRADITION / GATLIN STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|--|--------------------------|--------------------------|--------------------------------|-----------------------|----------------------------------|
| Pedestrian Infrastructure | <p>Plan and program separated multi-use paths of minimum 8 to 10 foot width, and separated by a minimum of 4 feet from the edge of travel lane pavement.</p> <ul style="list-style-type: none"> ▪ SW Rosser Boulevard from Paar Drive to Nervia Avenue (and library) ▪ SW Savona Boulevard from Paar Drive to Gatlin Boulevard ▪ SW Port St. Lucie Boulevard from Paar Drive to Gatlin Boulevard (narrower section from SW Aurelia Avenue to SW Cairo Avenue) <p>The recommendation is consistent with the Multimodal Project Recommendations (Appendix A) of the Port St. Lucie Multimodal Plan.</p> | Directly Supportive | Directly Supportive | No Effect | Indirectly Supportive | Directly Supportive |
| Transit Service | <p>For the Tradition Area, plan for extension of the Route 5 south along Village Parkway to provide direct transit service between the Port St. Lucie Intermodal Facility and the large employment centers of the Tradition Innovation Center. If the TIM micro-mobility is extended here as anticipated, the County should coordinate but still provide direct transit service to these employment centers.</p> | No Effect | No Effect | No Effect | Directly Supportive | Directly Supportive |
| Transit Equipment | <p>Assure that all regional buses include signage to make clear policies regarding prohibition of shared scooter, bike or other shared micro-mobility on public buses.</p> | Directly Supportive | Directly Supportive | No Effect | No Effect | Directly Supportive |
| Transit Stops | <p>Plan and program bike racks as described in the TPO Bike Rack Plan to be collocated with Route 5 bus stops along Gatlin Boulevard, Tradition Parkway, Village Parkway and The Landing at Tradition stop.</p> | Directly Supportive | Directly Supportive | No Effect | No Effect | Indirectly Supportive |

| TRADITION / GATLIN STUDY AREA MICRO-MOBILITY RECOMMENDATIONS | | Scooter & Shared Scooter | Bicycle & Shared Bicycle | Neighborhood Electric Vehicles | Micro-Transit | Area Transit and First-Last-Mile |
|---|--|-----------------------------|-----------------------------|-----------------------------------|---------------|-------------------------------------|
| School Trips | <p>At high schools and middle schools, install secure racks designed for personal bicycles and secure racks designed for personal scooters. These facilities should have a design and signage to clearly differentiate them from commercial shared mobility facilities. For the Gatlin study subarea, this includes Treasure Coast High School and Windmill Point Elementary School, both along SW Darwin Boulevard.</p> <p>There is an existing multi-use path along Darwin Boulevard from SW Port St. Lucie Boulevard to Tulip Boulevard *(and along Tulip Boulevard that provides safe connectivity to nearby schools.)</p> | Supportive | Supportive | No Effect | No Effect | Indirectly Supportive |

4.5 Regulatory and Policy Framework Recommendations

The regulatory and policy framework for micro-mobility is primarily focused on shared scooters, shared bicycles and neighborhood electric vehicles, and autonomous guided vehicles (AGV) operating as micro-transit. Each of these technologies are relatively new and through rapid adoption and use have compelled federal, state and local jurisdictions to address, licensing, roadworthiness and safety issues for each, as well as defining the limits of home rule versus state pre-emptive legislation in Florida. A short synopsis of State of Florida regulations that affect each of these technologies as of April 2022 is provided below.

Autonomous Guided Vehicles (AGV), are defined by Section 316.003 Florida Statutes as vehicles equipped with an Automated Driving System which is hardware and software that are collectively capable of performing the entire dynamic driving task of an autonomous vehicle on a sustained basis, regardless of whether it is limited to a specific operational design domain.

AGVs must be federally certified as AGV in compliance with national traffic safety requirements. Operation on public roadways is permitted if they are capable of being operated in accordance with all applicable traffic and motor vehicle laws of Florida. Operation of Autonomous vehicles is regulated by §319.145 F.S.

Where AGVs do have an onboard attendant or operator, it is generally for the comfort and confidence of passengers to use the new technology.

Neighborhood Electric Vehicles (NEV), alternatively referred to as Low Speed Electric Vehicles (LSEV) or Low Speed Vehicles (LSV) are regulated by §319.145 F.S. and do not include AGVs. Municipalities are authorized to regulate the use of golf carts and utility vehicles as defined by §320.01 F.S. upon any state, county or municipal roads within the jurisdiction subject to conditions that the NEV, LSEV or LSV:

- must comply with operational and safety requirements of the state and any more restrictive local requirements;
- must be equipped with sufficient lighting and turn signal equipment;
- may be operated only on state roads that have a posted speed limit of 30 mph or less;
- on portions of the State Highway System that have a posted speed limit of 45 mph or more, they may only cross the road;
- They may be operated on public roads within a residentially zoned areas that has a posted speed limit of 30 mph or less, unless the municipality having jurisdiction over the public road has enacted an ordinance restricting such use;
- Government use of NEV and utility vehicles is permitted in sidewalks adjacent to state highways only if the vehicles yield to pedestrians and the sidewalk is at least 5 feet wide;
- The driver must possess a valid driver's license if operated on a public street.

Micro-Mobility Devices, Motorized Scooters and Miniature Motorcycles:

The operator of a motorized scooter or micro-mobility device has all of the rights and duties applicable to the rider of a bicycle under §316.2065. A local government, may adopt an ordinance governing the operation of micro-mobility devices and motorized scooters on streets, highways, sidewalks, and sidewalk areas under the local government's jurisdiction.

A motorized scooter or micro-mobility device is not required to satisfy registration and insurance requirements. A person is not required to have a driver license to operate a motorized scooter or micro-mobility device. Such vehicles are not legal to operate on public roads, may not be registered as motor vehicles, and may not be operated on sidewalks unless authorized by a local jurisdiction ordinance enacted pursuant to s. 316.008(7)(a) or s. 316.212(8).

A person who offers motorized scooters or micro-mobility devices for hire is responsible for securing all such devices located in any area of the state where an active tropical storm or hurricane warning has been issued.

Electric Bicycles, as defined by § 316.003 F.S. as a bicycle or tricycle equipped with fully operable pedals, a seat or saddle for the use of the rider, and an electric motor of less than 750 watts which meets the requirements of one of the following three classifications:

- (a) "Class 1 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.
- (b) "Class 2 electric bicycle" means an electric bicycle equipped with a motor that may be used exclusively to propel the electric bicycle and that ceases to provide assistance when the electric bicycle reaches the speed of 20 miles per hour.
- (c) "Class 3 electric bicycle" means an electric bicycle equipped with a motor that provides assistance only when the rider is pedaling and that ceases to provide assistance when the electric bicycle reaches the speed of 28 miles per hour.

Motorized Scooter, as defined by § 316.003 F.S. as any vehicle or micro-mobility device that is powered by a motor with or without a seat or saddle for the use of the rider, which is designed to travel on not more than three wheels, and which is not capable of propelling the vehicle at a speed greater than 20 miles per hour on level ground. The term does not include an electric bicycle. In addition, Micro-Mobility Device is defined as any motorized transportation device made available for private use by reservation through an online application, website, or software for point-to-point trips and which is not capable of traveling at a speed greater than 20 miles per hour on level ground. This term includes motorized scooters and bicycles as defined in this chapter.

Electric Personal Assistive Mobility Device, as defined by § 316.003 F.S. as any self-balancing, two-nontandem-wheeled device, designed to transport only one person, with an electric propulsion system with average power of 750 watts (1 horsepower), the maximum speed of

which, on a paved level surface when powered solely by such a propulsion system while being ridden by an operator who weighs 170 pounds, is less than 20 miles per hour. They are not defined as road vehicles.

Electric Personal Assistive Mobility Devices are regulated by §316.2068 F.S. may be operated on a road or street where the posted speed limit is 25 miles per hour or less; on a marked bicycle path; on any street or road where bicycles are permitted; at an intersection, to cross a road or street even if the road or street has a posted speed limit of more than 25 miles per hour; on a sidewalk, if the person operating the device yields the right-of-way to pedestrians and gives an audible signal before overtaking and passing a pedestrian. A valid driver license is not a prerequisite to operating an electric personal assistive mobility device. Electric personal assistive mobility devices do not need to be registered and insured. A person who is under the age of 16 years may not operate or ride without an approved helmet. A county or municipality may regulate the operation of electric personal assistive mobility devices on any road, street, sidewalk, or bicycle path under its jurisdiction in the interest of safety. The Florida Department of Transportation may prohibit the operation of electric personal assistive mobility devices on any road under its jurisdiction in the interest of safety.

Recommendations: The infrastructure recommendations summarized for each study area considered the regulatory framework, particularly in terms of where to plan for bicycle facilities and where to default to allowing for local, low speed streets to provide for micro-mobility movement. Sidewalk infrastructure has generally not been recommended for improvements in this study because micro-mobility devices are unsuitable to be operated on sidewalks in general, and such operation is unsafe and a detractor to pedestrianism. Where streets are unsuitable for micro-mobility devices, wide and buffered multi-use paths are recommended that can satisfy regulations and provide for safe interaction between micro-mobility users and pedestrians.

We note that in late 2021, the City of Port St. Lucie engaged in an effort to reduce the speed limit on all neighborhood roads within the city's jurisdiction (over 1,100 miles of streets). The effort, to be fully implemented by summer of 2022, was in response to the well-established safety consideration that vehicular / pedestrian accidents at 25 mph incur lower probability of injury and fatalities than at 30 mph. The reduction, implemented countywide would have the additional benefit of promoting micro-mobility by increasing safety for micro-mobility users, and by better aligning the maximum speed of micro-mobility devices with the maximum vehicular travel speed. If vehicles and micro-mobility travel at the same speed, there is less passing, better spacing, and less collisions. The study recommends that the TPO monitor the results of Port St. Lucie's speed reduction, and promote its implementation County-wide for safety reasons and to improve public acceptance of micro-mobility in mixed traffic.

The Port St. Lucie Multimodal Plan also recommends roadway speed management as a policy and regulatory strategy. It provides a menu of speed management techniques that include:

- road & lane diets;
- enhanced / raised crosswalks;
- median and pedestrian crossing islands;
- horizontal deflections (chicanes, roundabouts);

- vertical deflections (speed humps, raised intersections); and
- traffic control elements (Rectangular Rapid Flash Beacons (RRFB)).

To increase adaptation to micro-mobility modes, most of these strategies are also effective for context-sensitive adoption County-wide; however, for the purposes of improving infrastructure for bicycles and especially small-wheeled scooters, the following recommendations are important to adopt as design policies:

- Road and lane width diets on residential streets for mixed traffic should be considered for lower peak-hour volume streets first to provide lower probabilities of automobile and bicycle or scooter passing instances.
- Require minimum lane width and/or pavement width, albeit reduced, that provides a minimum of 4-feet of separation between a car or truck and a bicycle or scooter in a passing situation.
- Where vertical deflections are warranted, provide a gap to each side of the speed bump, speed hump, or speed table to allow for unperturbed passage by bicycles and especially scooters.
- Municipalities can regulate on their own jurisdictional streets such that they are not in conflict with State regulations that are generally pre-emptive.
- Reduce speeds on certain collector roads that are probable for micro-mobility use.
- Promote micro-mobility by increasing safety for all users.
- TPO to monitor the results of Port St. Lucie's speed reduction on local streets and promote implementation County-wide



AGENDA ITEM SUMMARY

| | |
|-----------------------|--|
| Board/Committee: | Technical Advisory Committee (TAC) |
| Meeting Date: | May 17, 2022 |
| Item Number: | 6c |
| Item Title: | 2022/23 List of Priority Projects (LOPP) |
| Item Origination: | Unified Planning Work Program (UPWP) |
| UPWP Reference: | Task 3.3 – Transportation Improvement Program |
| Requested Action: | Recommend adoption of the draft 2022/23 LOPP, recommend adoption with conditions, or do not recommend adoption. |
| Staff Recommendation: | Because the projects in the draft 2022/23 LOPP are consistent with the SmartMoves 2045 Long Range Transportation Plan and are prioritized in accordance with the TPO's adopted prioritization methodologies, it is recommended that the draft 2022/23 LOPP be recommended for adoption by the TPO Board. |

Attachments

- Staff Report
- Draft 2022/23 LOPP
- 2021/22 LOPP



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

MEMORANDUM

TO: Technical Advisory Committee (TAC)

FROM: Peter Buchwald
 Executive Director

DATE: May 10, 2022

SUBJECT: 2022/23 List of Priority Projects (LOPP)

BACKGROUND

As part of the annual development of the St. Lucie TPO's Transportation Improvement Program (TIP), the LOPP is developed for submittal to the Florida Department of Transportation District 4 (FDOT) for the allocation of funding to projects that are or will be programmed in the TIP. The projects identified in the LOPP subsequently are funded and included in the FDOT Work Program to the maximum extent feasible. The St. Lucie TPO's TIP for FY 2023/24 – FY 2027/28 then will be developed based on the LOPP and the FDOT Work Program. The LOPP is required to be submitted to FDOT by August 1st, and the TPO Advisory Committees are requested to review it, provide input, and develop recommendations for the TPO Board regarding its adoption.

ANALYSIS

The draft 2022/23 LOPP is attached. The revisions from the 2021/22 LOPP, also attached, are summarized in the following.

Master List: The Project Status/Notes were updated based on the FY 2022/23 – FY 2026/27 TIP, and the Estimated Costs are being updated based on the latest information.

Congestion Management Process (CMP) Projects: The Project Status/Notes were updated based on the FY 2022/23 – FY 2026/27 TIP, and the Estimated Costs are being updated based on the latest information.

Transit Projects: The Project Status/Notes were updated based on the FY 2022/23 – FY 2026/27 TIP, and the Estimated Costs are being updated based on the latest information.

Transportation Alternatives (TA) Projects: This list was updated to reflect the results of the 2022 TA grant cycle which prioritized the Volucia Drive Trail Project, to remove the Kestor Drive Sidewalk Project because it is programmed for construction in the FY 2022/23 – FY 2026/27 TIP, and to remove projects that have been completed or programmed for construction with local funds based on input from local agency staffs.

The projects in the draft 2022/23 LOPP are consistent with the SmartMoves 2045 Long Range Transportation Plan (LRTP) and are prioritized in accordance with the prioritization methodologies adopted by the St. Lucie TPO.

RECOMMENDATION

Because the projects in the draft 2022/23 LOPP are consistent with the SmartMoves 2045 LRTP and are prioritized in accordance with the TPO's adopted prioritization methodologies, it is recommended that the draft 2022/23 LOPP be recommended for adoption by the TPO Board.



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

DRAFT
 2022/23 List of Priority Projects (LOPP)
 (Adopted _____)

Master List

| 2022/23 Priority Ranking | Major Gateway Corridor? ¹ | Facility | Project Limits | | Project Description | Project Status/Notes | In LRTP ² Cost Feasible Plan? | Estimated Cost | 2021/22 Priority Ranking |
|--------------------------|--------------------------------------|----------------------------------|---------------------|---------------|---|---|--|----------------------------|--------------------------|
| | | | From | To | | | | | |
| 1 | N/A ³ | St. Lucie TPO | | | Planning/administration as detailed in the Unified Planning Work Program | | Yes | \$400,000 | 1 |
| 2 | Yes | Midway Road | Glades Cut Off Road | Jenkins Road | Add 2 lanes, sidewalks, bicycle lanes | PE ⁴ underway, ROW ⁵ to start in FY 23/24 | Yes | \$51,710,000 ⁶ | 2 |
| 3 | Yes | Port St. Lucie Boulevard | Becker Road | Paar Drive | Add 2 lanes, sidewalks, bicycle lanes | PE underway, ROW to start in FY 2022/23 | Yes | \$16,409,000 ⁶ | 3 |
| 4 | Yes | Midway Road Turnpike Interchange | | | New interchange at Midway Road for Florida's Turnpike | | Yes | \$40,600,000 ⁷ | 4 |
| 5 | Yes | Kings Highway | St. Lucie Boulevard | Indrio Road | Add 2 lanes, sidewalks, bicycle lanes | PE underway | Yes | \$38,077,000 ⁶ | 5 |
| 6 | Yes | Northern/Airport Connector | Florida's Turnpike | Kings Highway | New multimodal corridor with interchanges at Florida's Turnpike and I-95 | I-95 Interchange Justification Report to start in FY 2022/23 | Yes | \$137,110,000 ⁸ | 6 |
| 7 | Yes | Jenkins Road | Midway Road | Orange Avenue | Add 2 lanes to existing segments, construct 4 lanes for new segments, and add sidewalks and bicycle lanes | PD&E ⁹ to start in FY 2022/23 | Yes | \$51,890,000 ⁸ | 7 |

¹Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy
²LRTP: *SmartMoves 2045 Long Range Transportation Plan*, February 2021
³N/A: Not Applicable
⁴PE: Preliminary Engineering
⁵ROW: Right-of-Way Acquisition
⁶Source of Estimated Cost: Florida Department of Transportation District 4, July 2020
⁷Source of Estimated Cost: Florida's Turnpike, March 2022
⁸Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan*, February 2021
⁹PD&E: Project Development and Environment Study

Congestion Management Process (CMP) Projects

(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is \$300,000 - \$400,000 annually)

| 2022/23 Priority Ranking | Facility/Segment or Intersection | Project Description | Project Status/Notes | Estimated Cost ¹ | Project Source | 2021/22 Priority Ranking |
|--------------------------|--|---|--|-----------------------------|------------------|--------------------------|
| 1 | St. Lucie Transportation Management Center (TMC) | Design, construction, and installation of equipment including communication servers, video displays, and workstations that was originally included in Phase 1 of the ATMS Master Plan ² | Phase I of the ATMS Master Plan was completed without a TMC | \$400,000 | ATMS Master Plan | 1 |
| 2 | Easy Street at US-1 | Reconstruct the east leg of the intersection to consist of a narrow, consistent-width median with three lanes westbound and two lanes eastbound merging into the existing Easy Street roadway with the sidewalks extended east from US-1 along both sides of Easy Street to the terminus of the merge | Subject to St. Lucie County conducting public/stakeholder involvement to address FDOT concerns | \$400,000 | CMP ³ | 2 |
| 3 | Orange Avenue and South 7th Street (ATMS Master Plan Phase 2A) | Install fiber optic cable along Orange Avenue from US-1 to Kings Highway and along South 7th Street from Orange Avenue to Avenue A and traffic cameras/video detectors and adaptive signal control at the signalized intersections | PE ⁴ to start in FY 2026/27 | \$700,000 | ATMS Master Plan | 3 |
| 4 | Midway Road (ATMS Master Plan Phase 2B) | Install fiber optic cable along Midway Road from US-1 to Selvitz Road and traffic cameras/video detectors and adaptive signal control at the signalized intersections | | \$300,000 | ATMS Master Plan | 4 |
| 5 | Gatlin Boulevard at Savona Boulevard | Extend eastbound and westbound left turn lanes on Gatlin Boulevard and install dedicated northbound and southbound right turn lanes on Savona Boulevard | Right-of-way acquisition is not anticipated to be needed | \$750,000 ⁵ | CMP | 5 |

¹Source of Estimated Cost is from the Project Source unless otherwise noted

²ATMS Master Plan: *Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County*, February 2013

³CMP: *St. Lucie Transportation Planning Organization Congestion Management Process Major Update*, June 2018

⁴PE: Preliminary Engineering

⁵Source of Estimated Cost: City of Port St. Lucie

Transit Projects

| 2022/23 Priority Ranking | Facility/Equipment/Service | Project Location/Description | Is Funding for Capital and/or Operating? | In LRTP ¹ or TDP ² ? | Estimated Cost ³ | 2021/22 Priority Ranking |
|--------------------------|--|---|--|--|------------------------------------|--------------------------|
| 1 | Transit Operations Center | Centralized operation and maintenance facility to serve the transit system fleet. | Capital | Yes | \$15,453,566 | 1 |
| 2 | Express Route Bus Service | Continuation of the express bus service linking the Port St. Lucie Intermodal Facility to the Fort Pierce Intermodal Facility along 25th Street to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years. | Capital & Operating | Yes | \$800,000 | 2 |
| 3 | Vehicle Purchases | New/replacement buses as specified in the Transit Asset Management Plan ⁴ . | Capital | Yes | \$90,000 - \$450,000 | 3 |
| 4 | Micro-Transit | Expand the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years. | Capital & Operating | Yes | \$325,000 - \$450,000 ⁵ | 4 |
| 5 | Jobs Express Terminal Regional Service | Regional bus service to West Palm Beach with express commuter services. | Operating | Yes | \$460,500 ⁵ | 5 |
| 6 | Expanded Local Services | Improve frequency to 30 minutes on high performing routes. | Operating | Yes | \$800,000 | 6 |
| 7 | Bus Route Infrastructure | Miscellaneous locations along the fixed routes with priority at transfer locations. | Capital | Yes | \$200,000 (total for bus shelters) | 7 |

¹LRTP: *SmartMoves 2045 Long Range Transportation Plan*, February 2021

²TDP: *Bus Plus, St. Lucie County FY 2020-FY 2029 Transit Development Plan Major Update*, June 2019

³Source of Estimated Cost: St. Lucie County Transit Staff, May 2021, unless otherwise noted

⁴*Transit Asset Management Plan*, November 2020

⁵*Jobs Express Terminal Connectivity Study*, June 2020

Transportation Alternatives (TA) Projects

| 2022/23 Priority Ranking | Score ¹ | Facility | Project Limits | | Project Description | Project Source ² | Estimated Cost ² | 2021/22 Priority Ranking |
|--------------------------------|--------------------|--|--------------------------------|-----------------------|--|--|--------------------------------|--------------------------------|
| | | | From | To | | | | |
| 1 | 40.5 | Volucia Drive Trail | Blanton Boulevard | Torino Parkway | Sidewalk-1.0 mile | 2022 TA Grant Application ³ and 2045 LRTP | \$1,061,178 ⁴ | 17 |
| 2 | 25.5 | Easy Street | US Highway 1 | Silver Oak Drive | Sidewalk-1.0 miles | | \$1,090,396 ⁶ | 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 ⁵ | TBD ⁷ | 3 |
| 4 | 44.0 | Florida SUN Trail, Historic Highwayman Trail Gap | Indian Hills Drive | Georgia Avenue | Multi-use trail and roadway section connections | TIP, Florida SUN Trail Grant and St. Lucie WBN | TBD | 5 |
| 5 | 42.5 | Oleander Avenue | Edwards Road | South Market Avenue | Sidewalk-1.3 miles | | \$1,500,000 ⁶ | 7 |
| 5 | 42.5 | Oleander Avenue | Saeger Avenue | Beach Avenue | Sidewalk-1.4 miles | | \$1,650,000 ⁶ | 7 |
| 7 | 42.0 | Lakehurst Drive | Bayshore Boulevard | Airoso Boulevard | Sidewalk-1.3 miles | Under design by City of Port St. Lucie | \$825,000 ⁸ | 9 |
| 8 | 41.5 | Indrio Road | U.S. Highway 1 | Old Dixie Highway | Sidewalk-0.2 miles | | \$225,000 ⁶ | 12 |
| 9 | 40.5 | Indrio Road | Kings Highway | U.S. Highway 1 | Sidewalk-2.6 miles | | \$3,050,790 ⁶ | 17 |
| 10 | 40.0 | Oleander Avenue | Midway Road | Saeger Avenue | Sidewalk-1.5 miles | | \$1,323,840 | 19 |
| 11 | 36.5 | Angle Road | Kings Highway | North 53rd Street | Sidewalk-1.3 miles | | \$1,461,595 ⁶ | 20 |
| 12 | 36.0 | 17th Street | Georgia Avenue | Delaware Avenue | Sidewalk-0.3 miles | | \$74,268 | 21 |
| 12 | 36.0 | Boston Avenue | 25th Street | 13th Street | Sidewalk-0.8 miles | | \$123,200 | 21 |
| 14 | 35.0 | Abingdon Avenue | Import Drive | Savona Boulevard | Sidewalk-0.9 miles | Under design by City of Port St. Lucie | \$575,000 ⁸ | 24 |
| 14 | 35.0 | Brescia Street | Savage Boulevard | Gatlin Boulevard | Sidewalk-1.3 miles | | \$323,000 ⁸ | 24 |
| 16 | 33.5 | Weatherbee Road | U.S. Highway 1 | Oleander Avenue | Sidewalk-0.5 miles | | \$445,220 | 29 |
| 17 | 32.0 | Range Line Road | Glades Cut Off Road | Martin County Line | Sidewalk-6.1 miles | | \$5,300,000 ⁶ | 30 |
| 17 | 32.0 | West Midway Road | West of Glades Cut Off Road | Shinn Road Area | Sidewalk-5.0 miles | | \$5,753,580 ⁶ | 30 |
| 19 | 31.5 | St. Lucie Boulevard | Kings Highway | North 25th Street | Sidewalk-3.0 miles | | \$2,600,000 ⁶ | 32 |
| 20 | 30.5 | Sunrise Boulevard | Edwards Road | Midway Road | Sidewalk-2.8 miles | | \$2,250,000 ⁶ | 33 |
| 21 | 29.5 | Bell Avenue | Oleander Avenue | Sunrise Boulevard | Sidewalk-0.5 miles | | \$411,836 ⁹ | 34 |

| 2022/23 Priority Ranking | Score ¹ | Facility | Project Limits | | Project Description | Project Source ² | Estimated Cost ² | 2021/22 Priority Ranking |
|--------------------------|--------------------|---------------------|------------------------------|----------------------|---------------------|-----------------------------|-----------------------------|--------------------------|
| | | | From | To | | | | |
| 22 | 27.0 | Old Dixie Highway | St. Lucie Boulevard | Turnpike Feeder Road | Sidewalk-5.2 miles | | \$6,066,780 ⁶ | 35 |
| 23 | 26.5 | Glades Cut Off Road | Port St. Lucie City Boundary | Range Line Road | Sidewalk-2.4 miles | | \$2,830,390 ⁶ | 36 |
| 23 | 26.5 | Keen Road | Angle Road | St. Lucie Boulevard | Sidewalk-1.0 miles | | \$1,160,000 ⁶ | 36 |
| 25 | 25.5 | Selvitz Road | Edwards Road | South of Devine Road | Sidewalk-1.8 miles | | \$562,202 | 38 |
| 26 | 24.5 | Juanita Avenue | North 53rd Street | North 41st Street | Sidewalk-1.3 miles | | \$393,004 | 39 |
| 27 | 15.5 | Silver Oak Drive | Easy Street | East Midway Road | Sidewalk-1.8 miles | | \$2,076,392 ⁶ | 40 |
| 28 | 15.0 | Taylor Dairy Road | Angle Road | St. Lucie Boulevard | Sidewalk-1.0 miles | | \$1,160,000 ⁶ | 41 |

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 2022/23 - FY 2026/27 Work Program as a result of the 2021 TA Grant Cycle

⁴Source of Estimated Cost: 2022 TA Grant Application, February 2022

⁵WBN: Walk-Bike Network

⁶Source of Estimated Cost: St. Lucie County Engineering

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: 2019 TA Grant Application



2021/22 List of Priority Projects (LOPP)

(Adopted June 2, 2021)

Master List

| 2021/22 Priority Ranking | Major Gateway Corridor? ¹ | Facility | Project Limits | | Project Description | Project Status/Notes | In LRTP ² Cost Feasible Plan? | Estimated Cost | 2020/21 Priority Ranking |
|--------------------------|--------------------------------------|----------------------------------|---------------------------|---------------|---|--|--|----------------------------|--------------------------|
| | | | From | To | | | | | |
| 1 | N/A ³ | St. Lucie TPO | | | Planning/administration as detailed in the Unified Planning Work Program | | Yes | \$400,000 | 1 |
| 2 | Yes | Midway Road | Glades Cut Off Road | Selvitz Road | Add 2 lanes, sidewalks, bicycle lanes | PE ⁴ underway, ROW ⁵ to start in FY 21/22, construction from Jenkins Road to Selvitz Road to start in FY 25/26 | Yes | \$51,710,000 ⁶ | 2 |
| 3 | Yes | Port St. Lucie Boulevard | Becker Road | Paar Drive | Add 2 lanes, sidewalks, bicycle lanes | PE underway, ROW to start in FY 2022/23 | Yes | \$16,409,000 ⁶ | 3 |
| 4 | Yes | Midway Road Turnpike Interchange | | | New interchange at Midway Road for Florida's Turnpike | | Yes | \$42,000,000 ⁷ | 4 |
| 5 | Yes | Kings Highway | St. Lucie Boulevard | Indrio Road | Add 2 lanes, sidewalks, bicycle lanes | PE underway | Yes | \$38,077,000 ⁶ | 5 |
| 6 | Yes | Northern/Airport Connector | Florida's Turnpike | Kings Highway | New multimodal corridor with interchanges at Florida's Turnpike and I-95 | | Yes | \$137,110,000 ⁸ | 6 |
| 7 | Yes | Jenkins Road | Midway Road | Orange Avenue | Add 2 lanes to existing segments, construct 4 lanes for new segments, and add sidewalks and bicycle lanes | PD&E ⁹ to start in FY 2024/25 | Yes | \$51,890,000 ⁸ | 7 |

¹Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy

²LRTP: *SmartMoves 2045 Long Range Transportation Plan*, February 2021

³N/A: Not Applicable

⁴PE: Preliminary Engineering

⁵ROW: Right-of-Way Acquisition

⁶Source of Estimated Cost: Florida Department of Transportation District 4, July 2020

⁷Source of Estimated Cost: St. Lucie County Public Works Department, June 2020

⁸Source of Estimated Cost: *SmartMoves 2045 Long Range Transportation Plan*, February 2021

⁹PD&E: Project Development and Environment Study

Congestion Management Process (CMP) Projects

(The St. Lucie TPO's allocation of Surface Transportation Block Grant funds to CMP projects is \$300,000 - \$400,000 annually)

| 2021/22 Priority Ranking | Facility/Segment or Intersection | Project Description | Project Status/Notes | Estimated Cost ¹ | Project Source | 2020/21 Priority Ranking |
|--------------------------|--|---|--|-----------------------------|------------------|--------------------------|
| 1 | St. Lucie Transportation Management Center (TMC) | Design, construction, and installation of equipment including communication servers, video displays, and workstations that was originally included in Phase 1 of the ATMS Master Plan ² | The design-build of Phase I of the ATMS Master Plan is underway without a TMC | \$400,000 | ATMS Master Plan | 6 |
| 2 | Easy Street at US-1 | Reconstruct the east leg of the intersection to consist of a narrow, consistent-width median with three lanes westbound and two lanes eastbound merging into the existing Easy Street roadway with the sidewalks extended east from US-1 along both sides of Easy Street to the terminus of the merge | Subject to St. Lucie County conducting public/stakeholder involvement to address FDOT concerns | \$400,000 | CMP ³ | 7 |
| 3 | Orange Avenue and South 7th Street (ATMS Master Plan Phase 2A) | Install fiber optic cable along Orange Avenue from US-1 to Kings Highway and along South 7th Street from Orange Avenue to Avenue A and traffic cameras/video detectors and adaptive signal control at the signalized intersections | | \$700,000 | ATMS Master Plan | NR ⁴ |
| 4 | Midway Road (ATMS Master Plan Phase 2B) | Install fiber optic cable along Midway Road from US-1 to Selvitz Road and traffic cameras/video detectors and adaptive signal control at the signalized intersections | | \$300,000 | ATMS Master Plan | NR |
| 5 | Gatlin Boulevard at Savona Boulevard | Extend eastbound and westbound left turn lanes on Gatlin Boulevard and install dedicated northbound and southbound right turn lanes on Savona Boulevard | Right-of-way acquisition is not anticipated to be needed | \$750,000 ⁵ | CMP | NR |

¹Source of Estimated Cost is from the Project Source unless otherwise noted

²ATMS Master Plan: *Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County*, February 2013

³CMP: *St. Lucie Transportation Planning Organization Congestion Management Process Major Update*, June 2018

⁴NR: Not Ranked

⁵Source of Estimated Cost: City of Port St. Lucie

Transit Projects

| 2021/22 Priority Ranking | Facility/Equipment/Service | Project Location/Description | Is Funding for Capital and/or Operating? | In LRTP ¹ or TDP ² ? | Estimated Cost ³ | 2020/21 Priority Ranking |
|--------------------------|---|---|--|--|------------------------------------|--------------------------|
| 1 | Transit Operations Center | Centralized operation and maintenance facility to serve the transit system fleet. | Capital | Yes | \$15,453,566 | 1 |
| 2 | Express Route Bus Service | Continuation of the express bus service linking the Port St. Lucie Intermodal Facility to the Fort Pierce Intermodal Facility along 25th Street to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years. | Capital & Operating | Yes | \$800,000 | 2 |
| 3 | Vehicle Purchases | New/replacement buses as specified in the Transit Asset Management Plan ⁴ . | Capital | Yes | \$1,455,000 | 3 |
| 4 | Micro-Transit | Expand the on-demand flex service to augment the fixed-route bus service with first and last mile connectivity to sustain the existing service levels beyond the current FDOT Service Development Grant life of three years. | Capital & Operating | Yes | \$325,000 - \$450,000 ⁵ | 4 |
| 5 | Jobs Express Terminal Bus Rapid Transit | Regional bus service to West Palm Beach to provide express commuter services. | Operating | Yes | \$460,500 ⁵ | 5 |
| 6 | Expanded Local Services | Improve frequency to 30 minutes on high performing routes. | Operating | Yes | \$800,000 | 6 |
| 7 | Bus Route Infrastructure | Miscellaneous locations along the fixed routes with priority at transfer locations. | Capital | Yes | \$200,000 (total for bus shelters) | 7 |

¹LRTP: *SmartMoves 2045 Long Range Transportation Plan*, February 2021

²TDP: *Bus Plus, St. Lucie County FY 2020-FY 2029 Transit Development Plan Major Update*, June 2019

³Source of Estimated Cost: St. Lucie County Transit Staff, May 2021, unless otherwise noted

⁴*Transit Asset Management Plan*, June 2017

⁵*Jobs Express Terminal Connectivity Study*, June 2020

Transportation Alternatives (TA) Projects

| 2021/22 Priority Ranking | Score ¹ | Facility | Project Limits | | Project Description | Project Source ² | Estimated Cost ² | 2020/21 Priority Ranking |
|--------------------------|--------------------|---|---------------------|-----------------------|--|--|-----------------------------|--------------------------|
| | | | From | To | | | | |
| 1 | 35.0 | Kestor Drive | Darwin Boulevard | Becker Road | Sidewalk-1.3 miles | 2021 TA Grant Application ³ and 2045 LRTP | \$953,917 ⁴ | 29 |
| 2 | 25.5 | Easy Street | US Highway 1 | Silver Oak Drive | Sidewalk-1.0 miles | | \$1,090,396 ⁶ | 48 |
| 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 ⁵ | TBD ⁷ | 4 |
| 4 | 46.0 | Rosser Boulevard | Openview | Daemon Street | Sidewalk-2.1 miles | | \$708,889 ⁸ | 5 |
| 5 | 44.0 | Florida SUN Trail, Historic Highwayman Trail Gap | Indian Hills Drive | Georgia Avenue | Multi-use trail and roadway section connections | TIP, Florida SUN Trail Grant and St. Lucie WBN | TBD | 7 |
| 5 | 44.0 | Paar Drive | Daemon Street | Savona Boulevard | Sidewalk-0.9 miles | | \$1,136,495 ⁸ | 7 |
| 7 | 42.5 | Oleander Avenue | Edwards Road | South Market Avenue | Sidewalk-1.3 miles | | \$1,500,000 ⁶ | 10 |
| 7 | 42.5 | Oleander Avenue | Saeger Avenue | Beach Avenue | Sidewalk-1.4 miles | | \$1,650,000 ⁶ | 10 |
| 9 | 42.0 | Lakehurst Drive | Bayshore Boulevard | Airoso Boulevard | Sidewalk-1.3 miles | | \$825,000 ⁸ | 12 |
| 9 | 42.0 | Sandia Drive | Crosstown Parkway | Thornhill Drive | Sidewalk-0.5 miles | | \$323,000 ⁸ | 12 |
| 9 | 42.0 | Sandia Drive | Lakehurst Drive | Crosstown Parkway | Sidewalk-0.8 miles | | \$516,000 ⁸ | 12 |
| 12 | 41.5 | Indrio Road | U.S. Highway 1 | Old Dixie Highway | Sidewalk-0.2 miles | | \$225,000 ⁶ | 16 |
| 13 | 41.0 | Savage Boulevard | Import Drive | Gatlin Boulevard | Sidewalk-1.8 miles | | \$1,448,383 ⁸ | 17 |
| 13 | 41.0 | Import Drive | Gatlin Boulevard | Savage Boulevard | Sidewalk-2.3 miles | | \$1,405,781 ⁸ | 17 |
| 13 | 41.0 | West Torino Parkway | Blanton Road | California Boulevard | Sidewalk-1.6 miles | | \$1,710,000 ⁸ | 17 |
| 13 | 41.0 | Blanton Boulevard | East Torino Parkway | West Torino Parkway | Sidewalk-0.5 miles | | \$690,000 ⁸ | 17 |
| 17 | 40.5 | Volucia Drive | Blanton Boulevard | Torino Parkway | Sidewalk-1.0 mile | | \$645,000 ⁸ | 21 |
| 17 | 40.5 | Indrio Road | Kings Highway | U.S. Highway 1 | Sidewalk-2.6 miles | | \$3,050,790 ⁶ | 21 |
| 19 | 40.0 | Oleander Avenue | Midway Road | Saeger Avenue | Sidewalk-1.5 miles | | \$1,323,840 | 23 |
| 20 | 36.5 | Angle Road | Kings Highway | North 53rd Street | Sidewalk-1.3 miles | | \$1,461,595 ⁶ | 25 |
| 21 | 36.0 | 17th Street | Georgia Avenue | Delaware Avenue | Sidewalk-0.3 miles | | \$74,268 | 26 |

| 2021/22 Priority Ranking | Score ¹ | Facility | Project Limits | | Project Description | Project Source ² | Estimated Cost ² | 2020/21 Priority Ranking |
|--------------------------|--------------------|----------------------|------------------------------|----------------------|---------------------|-----------------------------|-----------------------------|--------------------------|
| | | | From | To | | | | |
| 21 | 36.0 | Boston Avenue | 25th Street | 13th Street | Sidewalk-0.8 miles | | \$123,200 | 26 |
| 21 | 36.0 | North Torino Parkway | East Torino Parkway | Blanton Road | Sidewalk-1.0 miles | | \$652,000 ⁸ | 26 |
| 24 | 35.0 | Abingdon Avenue | Import Drive | Savona Boulevard | Sidewalk-0.9 miles | | \$575,000 ⁸ | 29 |
| 24 | 35.0 | Brescia Street | Savage Boulevard | Gatlin Boulevard | Sidewalk-1.3 miles | | \$323,000 ⁸ | 29 |
| 24 | 35.0 | Cadima Street | Fairgreen Road | Galiano Road | Sidewalk-0.2 miles | | \$96,000 ⁸ | 29 |
| 24 | 35.0 | Fairgreen Road | Cadima Street | Crosstown Parkway | Sidewalk-0.8 miles | | \$523,000 ⁸ | 29 |
| 24 | 35.0 | Galiano Road | Cadima Street | Import Drive | Sidewalk-0.5 miles | | \$290,000 ⁸ | 29 |
| 29 | 33.5 | Weatherbee Road | U.S. Highway 1 | Oleander Avenue | Sidewalk-0.5 miles | | \$445,220 | 38 |
| 30 | 32.0 | Range Line Road | Glades Cut Off Road | Martin County Line | Sidewalk-6.1 miles | | \$5,300,000 ⁶ | 39 |
| 30 | 32.0 | West Midway Road | West of Glades Cut Off Road | Shinn Road Area | Sidewalk-5.0 miles | | \$5,753,580 ⁶ | 39 |
| 32 | 31.5 | St. Lucie Boulevard | Kings Highway | North 25th Street | Sidewalk-3.0 miles | | \$2,600,000 ⁶ | 41 |
| 33 | 30.5 | Sunrise Boulevard | Edwards Road | Midway Road | Sidewalk-2.8 miles | | \$2,250,000 ⁶ | 42 |
| 34 | 29.5 | Bell Avenue | Oleander Avenue | Sunrise Boulevard | Sidewalk-0.5 miles | | \$411,836 ⁹ | 43 |
| 35 | 27.0 | Old Dixie Highway | St. Lucie Boulevard | Turnpike Feeder Road | Sidewalk-5.2 miles | | \$6,066,780 ⁶ | 45 |
| 36 | 26.5 | Glades Cut Off Road | Port St. Lucie City Boundary | Range Line Road | Sidewalk-2.4 miles | | \$2,830,390 ⁶ | 46 |
| 36 | 26.5 | Keen Road | Angle Road | St. Lucie Boulevard | Sidewalk-1.0 miles | | \$1,160,000 ⁶ | 46 |
| 38 | 25.5 | Selvitz Road | Edwards Road | South of Devine Road | Sidewalk-1.8 miles | | \$562,202 | 48 |
| 39 | 24.5 | Juanita Avenue | North 53rd Street | North 41st Street | Sidewalk-1.3 miles | | \$393,004 | 50 |
| 40 | 15.5 | Silver Oak Drive | Easy Street | East Midway Road | Sidewalk-1.8 miles | | \$2,076,392 ⁶ | 52 |
| 41 | 15.0 | Taylor Dairy Road | Angle Road | St. Lucie Boulevard | Sidewalk-1.0 miles | | \$1,160,000 ⁶ | 53 |

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 2022/23 - FY 2026/27 Work Program as a result of the 2021 TA Grant Cycle

⁴Source of Estimated Cost: 2021 TA Grant Application, February 2021

⁵WBN: Walk-Bike Network

⁶Source of Estimated Cost: St. Lucie County Engineering

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: 2019 TA Grant Application



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

AGENDA ITEM SUMMARY

Board/Committee: Technical Advisory Committee (TAC)

Meeting Date: May 17, 2022

Item Number: 7a

Item Title: Crosswalk Markings Visibility Study
Implementation

Item Origination: Unified Planning Work Program (UPWP)

UPWP Reference: Task 3.7 – Safety and Security Planning

Requested Action: Discuss and provide comments

Staff Recommendation: It is recommended that the update on the implementation of the Crosswalk Markings Visibility Study be reviewed and comments be provided.

Attachments

- Staff Report
- Crosswalk Markings Visibility Inventory
- Crosswalk Markings Implementation Summary



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

MEMORANDUM

TO: Technical Advisory Committee (TAC)

THROUGH: Peter Buchwald
 Executive Director

FROM: Yi Ding
 Transportation Systems Manager

DATE: May 10, 2022

SUBJECT: Crosswalk Markings Visibility Study Implementation

BACKGROUND

To improve the visibility of pedestrians at the crosswalk intersections and to reduce fatalities pursuant to the TPO's Vision Zero commitment, a Crosswalk Markings Visibility Study was completed by the TPO last year. The TPO's current Unified Planning Work Program (UPWP) includes an update on the implementation of the Crosswalk Markings Visibility Study to provide the statuses of the improvements to the intersections with crosswalk markings in poor or fair condition.

ANALYSIS

The Crosswalk Markings Visibility Study completed by the TPO in March 2021 identified a total of 57 intersections on the St. Lucie Walk-Bike Network with multiple pedestrian/bicycle crashes. Further examination of these intersections identified the following as detailed in the attached inventory:

- 7 crosswalks in poor condition
- 12 crosswalks in fair condition
- 38 crosswalks in good condition

TPO staff recently worked with FDOT and local jurisdictions to update the statuses of the improvements to those intersections identified to have crosswalk markings in poor or fair condition.

The statuses of the improvements to the crosswalks at those intersections are detailed in the attached implementation summary which is synopsized as follows:

- 7 crosswalks in poor condition
 - 2 were upgraded by resurfacing projects
 - 4 are programmed for resurfacing
 - 1 City of Fort Pierce intersection is unprogrammed
- 12 crosswalk markings in fair condition
 - 4 were upgraded by resurfacing projects
 - 6 are programmed for resurfacing
 - 2 FDOT intersections are unprogrammed

A total of 16 of the 19 intersections (approximately 84 percent) have been or are in the process of being addressed. This demonstrates tremendous progress over the course of a little more than a year to improve the visibility of pedestrians at the crosswalks in the TPO area. The local agencies and the Florida Department of Transportation (FDOT) should be commended for their prompt responses to the Crosswalk Markings Visibility Study and the implementation of the intersection improvements.

The TPO staff will continue to collaborate with the local agency and FDOT staffs to identify the best approach to address the three unprogrammed intersections and keep track of the progress of the upgrades for the programmed intersections.

RECOMMENDATION

It is recommended that the update on the implementation of the Crosswalk Markings Visibility Study be reviewed and comments be provided.

Crosswalk Markings Visibility Inventory

| Intersection | Bike/Ped Crashes 2016-2020 | City | State Highway System | Intersection Type | Cross Marking Type | Cross Marking Condition |
|---|----------------------------|----------------|----------------------|--------------------|---------------------|-------------------------|
| AVENUE D & N 13TH ST | 2 | Fort Pierce | No | Cross-Intersection | Solid | Good |
| AVENUE G & N 23RD ST | 3 | Fort Pierce | No | Cross-Intersection | Standard | Poor |
| CROSTOWN PKWY & AIROSO BLVD | 2 | Port St Lucie | No | Cross-Intersection | Solid | Good |
| CROSTOWN PKWY & BAYSHORE BLVD | 2 | Port St Lucie | No | Cross-Intersection | Solid | Good |
| CROSTOWN PKWY & CALIFORNIA BLVD | 3 | Port St Lucie | No | Cross-Intersection | Solid | Good |
| CROSTOWN PKWY & CASHMERE BLVD | 4 | Port St Lucie | No | Cross-Intersection | Solid | Good |
| DEL RIO BLVD & CALIFORNIA BLVD | 2 | Port St Lucie | No | Cross-Intersection | Ladder | Good |
| DELAWARE AVE & S 13TH ST | 2 | Fort Pierce | No | Cross-Intersection | Standard | Poor |
| DELAWARE AVE & S 6TH ST | 2 | Fort Pierce | No | Cross-Intersection | Standard | Good |
| EDWARDS RD & OLEANDER AVE | 2 | Unincorporated | No | Cross-Intersection | Continental | Poor |
| GATLIN BLVD & SAVONA BLVD | 4 | Port St Lucie | No | Cross-Intersection | Ladder | Good |
| GATLIN BLVD & VILLAGE PKWY | 2 | Port St Lucie | No | Cross-Intersection | Ladder | Good |
| LENNARD RD & SE MARIPOSA AVE | 2 | Port St Lucie | No | Cross-Intersection | Ladder | Good |
| LENNARD RD & SE WALTON RD | 3 | Port St Lucie | No | Cross-Intersection | Continental | Good |
| LYNGATE DR & MORNINGSIDE BLVD | 2 | Port St Lucie | No | Cross-Intersection | Continental | Good |
| ORANGE AVE & 17TH ST | 3 | Fort Pierce | Yes | Cross-Intersection | Standard | Good |
| ORANGE AVE & ALMA CT | 2 | Fort Pierce | Yes | T-Intersection | Solid | Good |
| ORANGE AVE & N 12TH ST | 2 | Fort Pierce | Yes | T-Intersection | Solid | Good |
| ORANGE AVE & N 22ND ST | 2 | Fort Pierce | Yes | T-Intersection | Standard | Good |
| ORANGE AVE & S 13TH ST | 2 | Fort Pierce | Yes | Cross-Intersection | Standard | Poor |
| ORANGE AVE & S 5TH ST | 2 | Fort Pierce | Yes | Cross-Intersection | Solid | Good |
| ORANGE AVE & S 8TH ST | 2 | Fort Pierce | Yes | T-Intersection | Solid | Good |
| PORT ST LUCIE BLVD & AIROSO BLVD | 3 | Port St Lucie | Yes | Cross-Intersection | Standard | Fair |
| PORT ST LUCIE BLVD & BAYSHORE BLVD | 4 | Port St Lucie | Yes | Cross-Intersection | Ladder | Good |
| PORT ST LUCIE BLVD & DARWIN BLVD | 4 | Port St Lucie | No | Cross-Intersection | Continental | Good |
| PORT ST LUCIE BLVD & GATLIN BLVD | 6 | Port St Lucie | No | Cross-Intersection | Standard | Good |
| PORT ST LUCIE BLVD & VETERANS MEMORIAL PKWY | 3 | Port St Lucie | Yes | Cross-Intersection | Standard | Good |
| PRIMA VISTA BLVD & AIROSO BLVD | 2 | Unincorporated | No | Cross-Intersection | Ladder and Standard | Poor |
| PRIMA VISTA BLVD & IRVING ST | 2 | Port St Lucie | No | Cross-Intersection | Ladder | Good |

Crosswalk Markings Visibility Inventory

| Intersection | Bike/Ped Crashes | City | State Highway System | Intersection Type | Cross Marking Type | Cross Marking Condition |
|---|------------------|----------------|----------------------|--------------------|------------------------|-------------------------|
| S 25TH ST & DELAWARE AVE | 2 | Fort Pierce | Yes | Cross-Intersection | Ladder | Fair |
| S 25TH ST & EDWARDS RD | 2 | Unincorporated | Yes | Cross-Intersection | Standard | Fair |
| S 25TH ST & FRIST BLVD | 2 | Fort Pierce | Yes | T-Intersection | Standard | Good |
| S 25TH ST & ORANGE AVE | 2 | Fort Pierce | Yes | Cross-Intersection | Ladder | Good |
| ST LUCIE WEST BLVD & BAYSHORE BLVD | 5 | Port St Lucie | No | Cross-Intersection | Ladder | Good |
| ST LUCIE WEST BLVD & BETHANY DR | 4 | Port St Lucie | No | Cross-Intersection | Continental | Fair |
| ST LUCIE WEST BLVD & CALIFORNIA BLVD | 2 | Port St Lucie | No | Cross-Intersection | Continental | Poor |
| ST LUCIE WEST BLVD & CASHMERE BLVD | 2 | Port St Lucie | No | Cross-Intersection | Continental | Fair |
| ST LUCIE WEST BLVD & COUNTRY CLUB DR | 2 | Port St Lucie | No | Cross-Intersection | Continental | Good |
| ST LUCIE WEST BLVD & NW KINGS ISLE BLVD | 3 | Port St Lucie | No | Cross-Intersection | Ladder and Continental | Fair |
| ST LUCIE WEST BLVD & PEACOCK BLVD | 3 | Port St Lucie | No | Cross-Intersection | Continental | Fair |
| STERRET CIR & TUNIS AVE & DARWIN BLVD | 2 | Port St Lucie | No | Cross-Intersection | Ladder and Standard | Fair |
| US-1 & AVENUE D | 5 | Fort Pierce | Yes | Cross-Intersection | Ladder | Poor |
| US-1 & Crosstown Pkwy | 3 | Port St Lucie | Yes | Cross-Intersection | Standard | Good |
| US-1 & DELAWARE AVE | 2 | Fort Pierce | Yes | Cross-Intersection | Continental | Fair |
| US-1 & EDWARDS RD | 2 | Fort Pierce | Yes | Cross-Intersection | Ladder | Good |
| US-1 & KITTERMAN RD | 2 | Unincorporated | Yes | Cross-Intersection | Standard | Good |
| US-1 & ORANGE AVE | 2 | Fort Pierce | Yes | Cross-Intersection | Continental and Solid | Good |
| US-1 & PRIMA VISTA BLVD | 3 | Unincorporated | Yes | Cross-Intersection | Standard | Good |
| US-1 & RIOMAR DR | 2 | Unincorporated | Yes | T-Intersection | Standard | Good |
| US-1 & SAVANNA CLUB BLVD | 2 | Unincorporated | Yes | Cross-Intersection | Standard | Good |
| US-1 & SE JENNINGS RD | 2 | Port St Lucie | Yes | Cross-Intersection | Standard | Fair |
| US-1 & SE PORT ST LUCIE BLVD & CANE SLOUGH RD | 3 | Port St Lucie | Yes | Cross-Intersection | Ladder | Good |
| US-1 & SE TIFFANY AVE & SE LYNGATE DR | 2 | Port St Lucie | Yes | Cross-Intersection | Standard | Fair |
| US-1 & ST LUCIE BLVD | 3 | Unincorporated | Yes | Cross-Intersection | Standard | Fair |
| US-1 & VIRGINIA AVE | 3 | Fort Pierce | Yes | T-Intersection | Continental | Good |
| US-1 & W WEATHERBEE RD | 2 | Fort Pierce | Yes | Cross-Intersection | Ladder | Good |
| VIRGINIA AVE & COLONIAL RD | 2 | Fort Pierce | Yes | T-Intersection | Standard | Good |

| Poor Crosswalk Marking Status | | | | | |
|--------------------------------------|----------------|----------------------|---------------------|-------------------------|---|
| Intersection | City | State Highway System | Cross Marking Type | Cross Marking Condition | Status as May 2022 |
| AVENUE G & N 23RD ST | Fort Pierce | No | Standard | Poor | City Intersection - Will work with Road & Bridge to update |
| DELAWARE AVE & S 13TH ST | Fort Pierce | No | Standard | Poor | Programed for resurfacing & Stripping by County Sales Tax fund |
| ORANGE AVE & S 13TH ST | Fort Pierce | Yes | Standard | Poor | FDOT Intersection - Will be incorporated into the Orange Ave Resurfacing TIP project #4461691 |
| US-1 & AVENUE D | Fort Pierce | Yes | Ladder | Poor | FDOT Intersection - Will be incorporated into the US 1 Resurfacing TIP project #4461091 |
| ST LUCIE WEST BLVD & CALIFORNIA BLVD | Port St Lucie | No | Continental | Poor | Completed with new Special Emphasis (Ladder) Marking |
| EDWARDS RD & OLEANDER AVE | Unincorporated | No | Continental | Poor | County Engineering Project underway for the reconstruction of Edwards Road from US-1 to West of Oleander. |
| PRIMA VISTA BLVD & AIROSO BLVD | Unincorporated | No | Ladder and Standard | Poor | Restripped by SLC Engineering resurfacing Project. |

| Fair Crosswalk Marking Status | | | | | |
|---|----------------|----------------------|------------------------|-------------------------|--|
| Intersection | City | State Highway System | Cross Marking Type | Cross Marking Condition | Status as May 2022 |
| S 25TH ST & DELAWARE AVE | Fort Pierce | Yes | Ladder | Fair | FDOT Intersection - will work with FDOT to update |
| US-1 & DELAWARE AVE | Fort Pierce | Yes | Continental | Fair | FDOT Intersection - Will be incorporated into the US 1 Resurfacing project #4461091. |
| PORT ST LUCIE BLVD & AIROSO BLVD | Port St Lucie | Yes | Standard | Fair | FDOT Intersection - will work with FDOT to update |
| ST LUCIE WEST BLVD & BETHANY DR | Port St Lucie | No | Continental | Fair | Completed by City with new Special Emphasis (Ladder) Marking |
| ST LUCIE WEST BLVD & CASHMERE BLVD | Port St Lucie | No | Continental | Fair | Completed by City with new Special Emphasis (Ladder) Marking |
| ST LUCIE WEST BLVD & NW KINGS ISLE BLVD | Port St Lucie | No | Ladder and Continental | Fair | Completed by City with new Special Emphasis (Ladder) Marking |
| ST LUCIE WEST BLVD & PEACOCK BLVD | Port St Lucie | No | Continental | Fair | Completed by City with new Special Emphasis (Ladder) Marking |
| STERRET CIR & TUNIS AVE & DARWIN BLVD | Port St Lucie | No | Ladder and Standard | Fair | Private Community - Programed for FY 2022/23 including SW Belmont Cir and entrance to Villas of Rosewood |
| US-1 & SE JENNINGS RD | Port St Lucie | Yes | Standard | Fair | FDOT Intersection - Will be incorporated into the US 1 Resurfacing TIP project #4398471 |
| US-1 & SE TIFFANY AVE & SE LYNGATE DR | Port St Lucie | Yes | Standard | Fair | FDOT Intersection - Will be incorporated into the US 1 Resurfacing TIP project #4398471 |
| S 25TH ST & EDWARDS RD | Unincorporated | Yes | Standard | Fair | County Engineering Project underway for the widening of Edwards Road from Jenkins Road to 25th Street |
| US-1 & ST LUCIE BLVD | Unincorporated | Yes | Standard | Fair | FDOT Intersection - Will be incorporated into the US 1 Resurfacing TIP project #4484501 |