

Reimagine MOBILITY 2050

LONG RANGE TRANSPORTATION PLAN

EXECUTIVE SUMMARY

Adopted February 4, 2026



St. Lucie

**Transportation
Planning
Organization**

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Introduction

The Reimagine Mobility 2050 Long Range Transportation Plan (LRTP) identifies the transportation investments needed for the next 25 years in the St. Lucie Transportation Planning Organization (TPO) area. This area encompasses all of St. Lucie County and includes the cities of Fort Pierce and Port St. Lucie and the town of St. Lucie Village. The St. Lucie TPO area is located in Southeast Florida and is bounded by the Atlantic Ocean to the east, Indian River County to the north, Martin County to the south, and Okeechobee County to the west, as shown in Figure 1.



Figure 1: St. Lucie TPO Area Location Map

1. Public Engagement

The development of the Reimagine Mobility 2050 LRTP was driven by a comprehensive community participation plan designed to obtain meaningful public input that ensures the LRTP reflects the community's vision. The TPO integrated public input directly into the technical planning process through three decision-making milestones: Visioning, Needs Assessment, and Project Selection/Cost Feasible Plan (CFP).

Continuous and comprehensive feedback was achieved through interactive workshops, online surveys and digital visualizations, focus group meetings, TPO Board and Advisory Committee public review meetings, and engagement specific to the Seminole Tribe of Florida and the Federal Highway Administration (FHWA) Eastern Federal Lands Highway Division. Figure 2 includes an example of one of the Public Engagement Flyers.

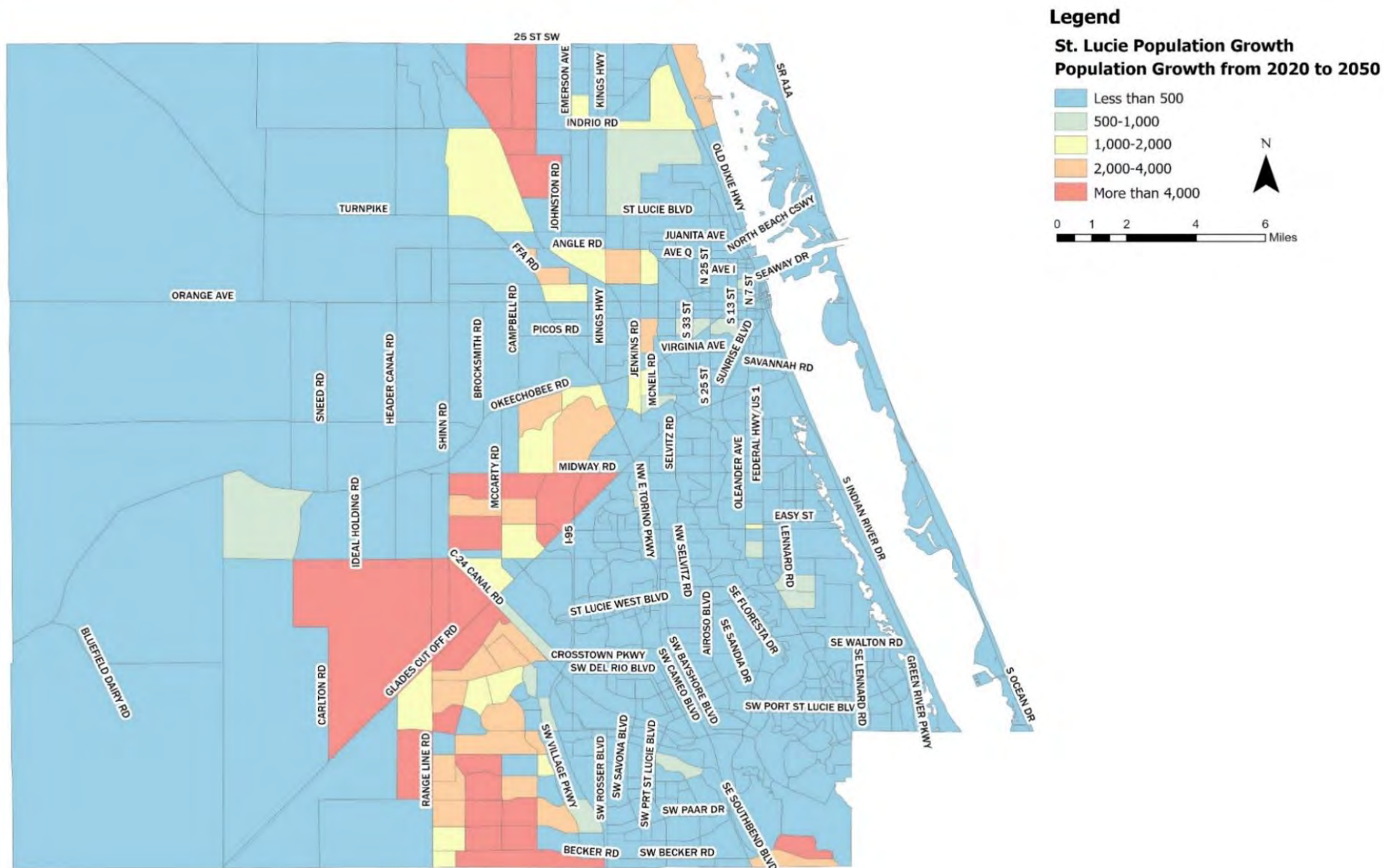


Figure 2: Public Outreach Flyer

2. Land Use and Socioeconomic Data Development

A highly functioning transportation network is multimodal, meaning it includes different ways to travel. A healthy mix of driving, bus riding, scootering, biking, and walking contributes to a community's quality of life. How this travel works together determines the success of a transportation network. A computer-based tool, known as a travel demand model, is used to analyze how this travel works together and identify the needs in the multimodal transportation network.

The rapid growth in the St. Lucie TPO area is significantly impacting the multimodal transportation network resulting in a greater number of needs. The travel demand model incorporates land use, social, and economic data including projections of the growth in the population and employment in the St. Lucie TPO area. The growth projections identify the population and employment in the area doubling by 2050 as shown in Figures 3 and 4, respectively. Much of this growth is expected to occur in the southwestern portion of the St. Lucie TPO area.



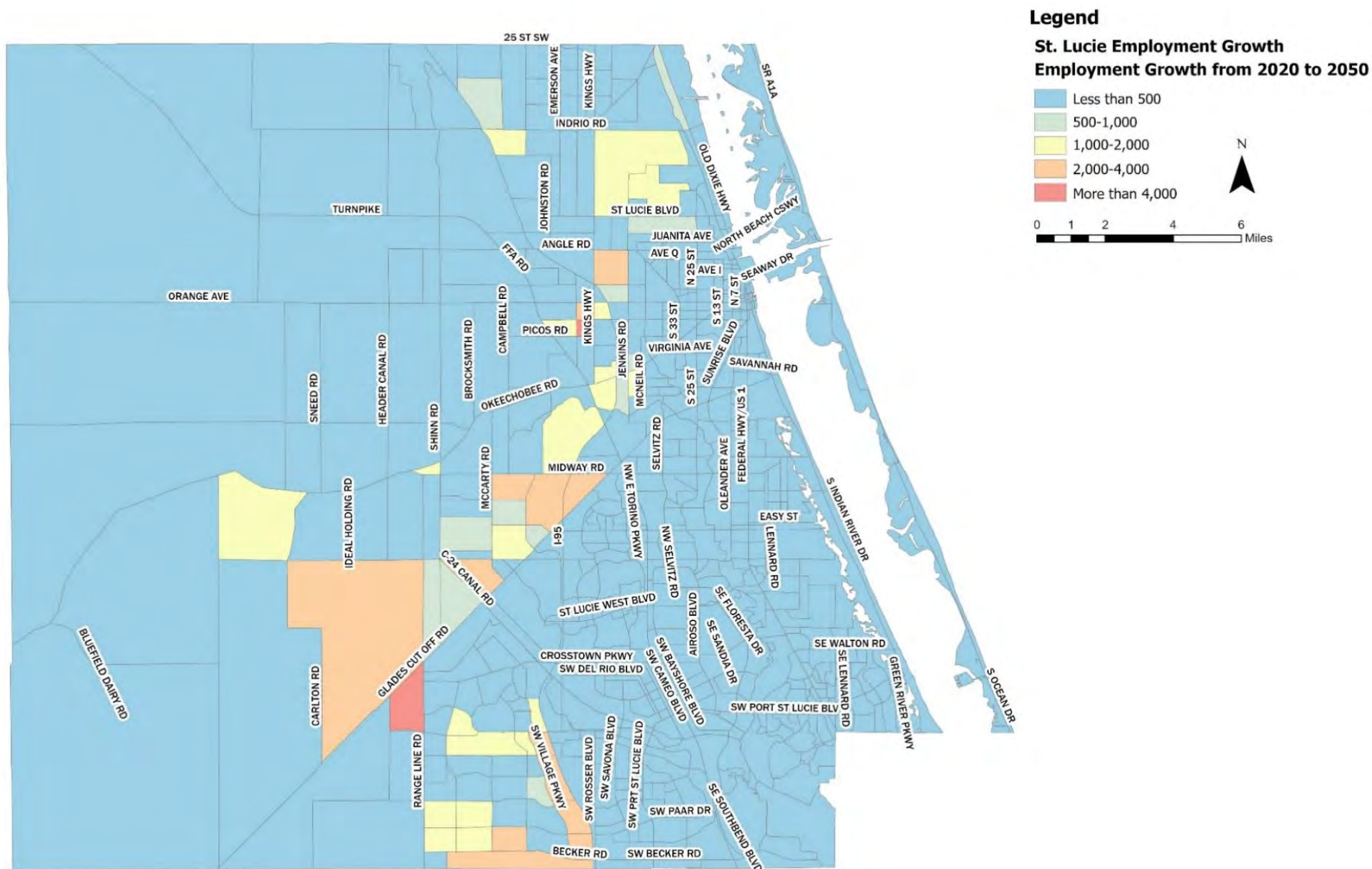


Figure 4: Projected Employment Growth from 2020 to 2050

3. Study Area Data Review and Analysis

A thorough review of major local, regional, and State planning documents was performed. These documents provided the regulatory contexts, strategic visions, and baseline data to consider in the development of the Reimagine Mobility 2050 LRTP and ensure its consistency with local, regional, and State plans.

As part of the Study Area Data Review and Analysis, a High Injury Network (HIN) was identified based on 5-year crash data. The HIN serves as a strategic tool to identify roadway segments where the highest concentrations of fatal and serious injury crashes occur. This assists in the prioritization of strategies and projects to improve safety.

In addition, the existing multimodal transportation network, which includes Roadways, Transit Facilities/Services, Railroad Facilities, and the Walk/Bike Network, was evaluated to determine current capacity, connectivity, and physical condition. The review of this network established the baseline against which future scenarios were tested and assisted in the development of the LRTP's Goals, Objectives, and Performance Measures and the prioritization of strategies and projects.

A base map of environmentally sensitive areas also was updated to reflect current environmental features such as major water bodies, wetlands, parks and preserves and the Seminole Tribe of Florida's Fort Pierce reservation. Furthermore, a strategic assessment of sea level rise vulnerability and environmentally sensitive areas was conducted.

4. Goals, Objectives, and Performance Measures and System Performance Report

The following Goals were established to assist in translating the Reimagine Mobility 2050 LRTP Vision into objectives and actionable strategies:

1. Support Economic Growth
2. Ensure Safety and Security
3. Enhance Mobility Choices by Improving Connectivity/Accessibility
4. Promote Environmental Sustainability and Disaster Resiliency
5. Embrace Technology and Innovation
6. Maintain the Transportation System

Objectives and Performance Measures then were developed to support the Goals and ensure that every investment in the transportation system contributes to the following Vision: ***To Reimagine an Innovative, Safe, and Sustainable Multimodal Transportation System***. The 2050 LRTP Goals, Objectives, and Performance Measures are summarized in Table 1.

Table 1: Goals, Objectives, and Performance Measures

GOALS	OBJECTIVES	PERFORMANCE MEASURES
GOAL 1: Support Economic Growth	1.1 Improve mobility of people on the transportation network	• % of person-miles traveled on the interstate National Highway System (NHS) that are reliable • % of person-miles traveled on the non-interstate NHS that are reliable • % of uncongested roadway miles on NHS • % of uncongested roadway miles on State Highway System (SHS) • Truck Travel Time Reliability (TTTR) index
	1.2 Improve mobility of goods on the transportation network	
GOAL 2: Improve Safety and Security	2.1 Improve Safety and Security of Highway System	• Number of fatalities • Rate of fatalities per 100 million Vehicle Miles Traveled (VMT) • Number of serious injuries • Rate of serious injuries per 100 million VMT • Total number of reportable fatalities • Rate of reportable fatalities per total vehicle revenue miles by mode • Total number of reportable injuries • Rate of reportable injuries per total vehicle revenue miles by mode • Total number of reportable safety events • Rate of reportable safety events per total vehicle revenue miles by mode • Mean distance between major mechanical failures by mode • Non-motorized fatalities and serious injuries
	2.2 Improve Safety and Security of Transit System	
	2.3 Improve Safety and Security of Non-Motorized System	
GOAL 3: Enhance Mobility Choices by Improving Connectivity/Access to Destinations	3.1 Improve multimodal connectivity to public transportation	• % of roadways with transit that have sidewalks • % of pedestrian facility coverage on SHS • % of bicycle facility coverage on SHS • Combination truck miles traveled SIS • Total number of major roads lane miles • Transit passenger trips • Transit revenue miles • % of underserved population within 1/4 mile of transit route
	3.2 Improve bicycle and pedestrian infrastructure	
	3.3 Improve SIS connectivity	
	3.4 Improve roadway network connectivity	
	3.5 Improve transit service	
	3.6 Improve transit service in underserved communities	
GOAL 4: Promote Environmental Sustainability and Disaster Resilience	4.1 Limit impacts to natural resources like parks and preservation areas	• # of additional roadway lane miles impacting environmentally sensitive areas • % of roadway lane miles subject to sea level rise (National Oceanic and Atmospheric Administration Intermediate High in 2050) • % of lane miles of evacuation routes within an acceptable Level of Service (LOS)
	4.2 Promote disaster resilience by improving roadway conditions	
	4.3 Maintain mobility on evacuation routes	
GOAL 5: Embrace Technology and Innovation	5.1 Increase the use of technological and/or operational strategies	• % of miles with Transportation System Management and Operations (TSM&O) strategic network deployment

GOALS	OBJECTIVES	PERFORMANCE MEASURES
GOAL 6: Maintain the Transportation System	6.1 Maintain transportation assets	• % of pavements of the interstate system in good condition • % of pavements of the interstate system in poor condition • % of pavements of the non-interstate NHS in good condition • % of pavements of the non-interstate NHS in poor condition
	6.2 Maintain transit assets	• % of NHS bridges classified as good condition • % of NHS bridges classified as poor condition • Rolling stock-percent of revenue vehicles that have either met or exceeded their useful life benchmark • Equipment - Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark • Percentage of facilities with a condition rating below 3.0 on the Federal Transit Administration Transit Economic Requirements Model (TERM) scale

The Reimagine Mobility 2050 LRTP includes the development and assessment of performance measures and targets and integrates, directly or by reference, the goals, objectives, performance measures, and/or targets described in other local, regional, and State plans. The performance measures assessment identifies that several traffic safety indicators in the St. Lucie TPO area remained relatively stable. However, increases in both fatalities and serious injuries suggest that prioritizing targeted safety strategies, such as safety projects, pedestrian and/or bicycle safety enhancements, and traffic operation improvements, is necessary to achieve progress toward meeting the performance targets. This is accomplished in the 2050 LRTP through the Project Prioritization Process summarized in Section 6.

Other measures of performance are the conditions of road pavements and bridges. The pavement and bridge conditions within the St. Lucie TPO area continued to be excellent. In addition, the system performance measures such as for congestion were identified to consistently exceed Statewide levels reflecting lower overall congestion, absence of major bottlenecks, and sustained investments that preserve mobility and system reliability across the transportation network in the St. Lucie TPO area.

Meanwhile, Transit Asset Management (TAM) performance measures relate to keeping buses and related buildings in good working order. The public transportation system in St. Lucie County is operated by Area Regional Transit (ART) which has identified the need to prioritize the replacement of buses to ensure the fleet does not exceed its useful life when bus conditions could rapidly deteriorate. Furthermore, transit safety performance measures relate to fatalities, injuries, safety events, and system reliability. Overall, ART's safety performance metrics are strong and consistent. However, reliability, despite showing recent improvement, remains an area of performance measurement that requires continued focus by ART to reach and surpass previous peak performance.

The St. Lucie TPO annually prepares a TIP/LRTP System Performance Report coinciding with the development of the TPO's Transportation Improvement Program (TIP). This annual report summarizes the progress toward achieving the targets for the performance measures established in the 2050 LRTP including those identified in the performance measures/targets assessment. These targets are also incorporated into the 2050 LRTP Project Prioritization Process. Ultimately, the TIP/LRTP System Performance Report demonstrates the linking of investment priorities to the targets.

5. Multimodal Needs Plan

The Multimodal Needs Plan identifies the transportation system improvements necessary to accommodate future travel demand, address safety concerns, and meet the mobility needs of the community. The Needs Plan is fiscally unconstrained, meaning it does not consider funding shortfalls when identifying potential improvements. The Needs Plan serves as the foundation for developing the Cost Feasible Plan which prioritizes projects based on the funding projected to be available over the next 25 years.

The Reimagine Mobility 2050 LRTP Needs Plan is structured by different types of project needs, including Roadway and Bridge Needs, Transportation Alternatives (TA) Needs, Transit Needs, Congestion and Safety Needs, and Reimagine Mobility Needs. The TA Needs consist primarily of sidewalks and bicycle facilities while the Reimagine Mobility Needs include forward-thinking initiatives such as facilities for electric Vertical Takeoff and Landing (VTOL) aircraft and other Advanced Air Mobility.

6. Financial Plan/Cost Feasible Plan (CFP)

The Financial Plan/CFP outlines short and long-term transportation projects and strategies to support the Reimagine Mobility 2050 LRTP goals, objectives, and vision. The Cost Feasible Plan (CFP) matches transportation improvements with projected funding sources, unlike the Needs Plan which does not consider funding. The CFP includes roads, transit, sidewalks, and bicycle facilities, and covers a 25-year planning period through 2050.

The CFP relies on various Federal, State, and local revenue sources to fund transportation projects, and several of these identified revenue sources can only be used to fund specific project types. For example, FDOT roadway funds can only be used on State Roads. The estimates of funds projected to be available were developed cooperatively with the Florida Department of Transportation (FDOT) and the public transportation operator (ART) and are presented in Table 2 in five-year time bands for the long-range period (2031-2050) and expressed in Year of Expenditure (YOE) dollars to reflect the estimated rates of inflation.

Table 2: State/Federal Revenue Projections
(in millions of YOE dollars)

Revenue Source		2031-35	2036-40	2041-50	25-Year Total
Inflation factor:		1.29	1.56	1.94	-
Federal/State Revenues for St. Lucie TPO	STBG (SU) - Federal	\$34.72	\$31.19	\$77.57	\$143.48
	Forecasted STBG (SA) - Federal	\$68.98	\$54.38	\$135.26	\$258.62
	Transportation Alternatives (TALU) - Federal	\$4.71	\$5.70	\$14.17	\$24.58
	Forecasted Transportation Alternatives (TALT) - Federal	\$2.30	\$2.79	\$6.93	\$12.02
	Carbon Reduction Program (CRP) - Federal	\$4.13	\$4.99	\$6.21	\$15.33
	Other Roads, Non-SHS, Non-SIS - Federal/State	\$9.08	\$11.43	\$28.93	\$49.44
	Transit Formula - Federal/State	\$6.25	\$7.90	\$20.04	\$34.19
	TOTAL FEDERAL/STATE REVENUES FOR CFP	\$130.17	\$118.38	\$289.11	\$537.66
State Highway System (SHS) non-SIS - State		\$15.61	\$19.62	\$49.66	\$84.89
TOTAL FEDERAL/STATE REVENUES		\$145.78	\$138.00	\$338.77	\$622.55

The Financial Plan/CFP includes planning-level project cost estimates based on the FDOT Cost per Mile (CpM) guidelines. To develop the cost estimates for roadway construction and other transportation improvement projects, the costs are categorized by urban/rural setting, roadway functional class (arterial vs. interstate), and project type (e.g. new construction, widening, resurfacing, shared-use paths, sidewalks, bicycle facilities, etc.). Where appropriate, cost estimates for projects in the Project Development and Environment (PD&E) phase or for projects where cost estimates were already determined, such as the St. Lucie TPO List of Priority Projects (LOPP), were used.

The project prioritization process for the CFP integrates both quantitative travel demand model-based measures, system performance measures, and qualitative planning criteria. Each project in the CFP was evaluated based on how effectively the project supported the 2050 LRTP's goals and objectives, the potential of the project to meet the performance targets, and the circumstances that reflect the project's need and feasibility. Additional criteria incorporated into the scoring process included potential conflicts with railroad rights-of-way, projects identified through public engagement efforts, and projects undergoing a current planning study. The scores were then used to rank the projects to assist in the development of the CFP. Table 3 summarizes the project prioritization methodology and the potential score available for each criteria.

Table 3: Project Scoring Criteria

Goals	Objectives	Project Scoring Criteria
GOAL 1: Support Economic Growth	1.1 Improve mobility of people on the transportation network	Measured using Volume-to-Capacity (V/C) ratios: • 10 points: V/C > 1.20 (Severe Congestion) • 5 points: V/C 1.00 - 1.20 (Moderate Congestion) • 2 points: V/C 0.8 - 1.00 (Approaching Congestion)
	1.2 Improve mobility of goods on the transportation network	5 points: On the designated freight network
		5 points: Access to a designated freight hub
GOAL 2: Improve Safety and Security	2.1 Improve Safety and Security of Highway System	• 10 points: HIN High Priority Tier • 8 points: HIN Medium Priority Tier • 6 points: HIN Low Priority Tier
	2.2 Improve Safety and Security of Transit System	• 10 points: HIN High Priority Tier • 8 points: HIN Medium Priority Tier • 6 points: HIN Low Priority Tier
	2.3 Improve Safety and Security of Non-Motorized System	• 10 points: HIN High Priority Tier • 8 points: HIN Medium Priority Tier • 6 points: HIN Low Priority Tier
GOAL 3: Enhance Mobility Choices by Improving Connectivity/Access to Destinations	3.1 Improve multimodal connectivity to public transportation	• 5 points: Within 0.25-mile of a bus stop • 3 points: Within 0.5-mile of a bus stop
	3.2 Improve bicycle and pedestrian infrastructure	3 points: Fills a gap in the Walk/Bike Network
	3.3 Improve SIS connectivity	5 points: Connect freight vehicles to the Strategic Intermodal System (SIS)
	3.4 Improve roadway network connectivity	5 points: Creates a new roadway connection
	3.5 Improve transit service	5 points: Expands Transit Service
	3.6 Improve transit service in underserved communities	5 points: Improves Transit Service Area

Goals	Objectives	Project Scoring Criteria
GOAL 4: Promote Environmental Sustainability and Disaster Resilience	4.1 Limit impacts to natural resources like parks and preservation areas	-10 points: Intersects an environmentally sensitive area
	4.2 Promote disaster resilience by improving roadway conditions	2 points: On a roadway vulnerable to sea level rise
	4.3 Maintain mobility on evacuation routes	5 points: On an evacuation route
GOAL 5: Embrace Technology and Innovation	5.1 Increase the use of technological and/or operational strategies	4 points: On a Transportation System Management and Operations (TSM&O)/Advanced Transportation Management System (ATMS) Network
GOAL 6: Maintain the Transportation System	6.1 Maintain transportation assets	5 points: Improve pavement or bridge conditions
	6.2 Maintain transit assets	5 points: Replace aging fleet
Other Scoring Criteria		-10 points: Crossing a railroad right-of-way (ROW)
		5 points: Public concern addressed
		10 points: Undergoing a Project Development and Environment (PD&E)/Planning Study

The CFP projects are programmed in specific time bands of 2026–2030, 2031–2035, 2036–2040, and 2041–2050 based on the revenue projections and project prioritizations. Prioritized projects that cannot be funded with projected revenues within the time bands remain in the Needs Plan. The TA, transit, and congestion/safety projects are programmed within time bands with dedicated funds (boxed funds) to add flexibility for the TPO to prioritize them with additional local coordination and updates to various local short-range plans.

7. Short-Range Strategies/Projects

Projects identified in the 2050 LRTP first five-year time band (2026–2030) reflect those projects programmed in the TPO’s TIP. Programmed means the project or project phases have secured State or Federal funds and are ready to go. The TIP is updated annually. Because TIP projects are already funded, they are excluded from the projected 20-year long-range budget. The goal of the Cost Feasible Plan is to fund as many prioritized Needs List projects as possible based on funding available from 2031 through 2050.

8. Long-Range Strategies/Projects

Long-Range Strategies/Projects include roadway projects on the State Highway System (SHS) and on Florida’s Turnpike planned for implementation from 2031–2050. These projects are summarized in Table 4 and depicted in Figure 5. The projects are funded with State and/or Florida’s Turnpike revenues, and the specific time band for these projects is determined by FDOT District 4 and Florida’s Turnpike.

Table 4: SHS and Turnpike Projects

Project ID	Project/Roadway	From	To	Project Phase/Type	Length (miles)	Cost (YOE millions)
1106	Kings Highway/ SR-713	Commercial Circle	St. Lucie Boulevard	Construction/Widen 2 lanes to 4 lanes	0.860	\$79.3 ¹
1050	Kings Highway/ SR-713	St. Lucie Boulevard	Indrio Road	Construction/Widen 2 lanes to 4 lanes	2.401	\$96.5 ¹
1109	Florida's Turnpike/ SR-91	Midway Road Interchange		Right of Way and Construction of Northern Ramps		\$32.3 ²
1108	Florida's Turnpike/ SR-91	Becker Road	Crosstown Parkway	Right-of-Way and Construction/Widen 4 lanes to 8 Lanes	9.010	\$388.4 ³

¹FDOT District 4 Long Range Estimate, April 2025

²Assumes similar cost as for southern ramps at Midway Road from Florida's Turnpike Enterprise Tentative Five-Year Work Program FY 2026/27-2030/31, October 2025

³Florida's Turnpike Enterprise, Major Projects List, St Lucie County, December 2025

In addition, the Long-Range Strategies/Projects include projects to be funded by developers through agreements with local agencies. These projects are summarized in Table 5 and depicted in Figure 5. The specific time bands for these projects are determined by their respective developer agreements.

Table 5: Developer Projects

Project ID	Project/Roadway	From	To	Project Phase/Type	Length (miles)	Cost (YOE millions)
1003	Arterial A	Glades Cut-Off Road	Midway Road	Widen 2L to 4L	2.34	\$42.9
1008	Becker Road	Range Line Road	N-S Road B	Widen 2L to 4L	2.03	\$37.2
1009	Becker Road	N-S Road B	Village Parkway	Widen 4L to 6L	2.26	\$33.6
1023	Community Boulevard	Becker Road	Discovery Way	Widen 2L to 4L	2.80	\$42.7
1024	Crosstown Parkway Extension	Glades Cut-Off Road	Range Line Road	New 2 Lanes	0.58	\$8.4
1028	Discovery Way	N-S Road B	Village Parkway	Widen 2L to 4L	1.31	\$20.0
1031	E-W Road 6	Shinn Road	Glades Cut-Off Road	New 4 Lanes	2.30	\$40.8
1033	Fern Lake Drive	Tradition Parkway	Westcliff Lane	New 2 Lanes	0.44	\$6.4
1051	McCarty Road	Glades Cut-Off Road	Williams Road	New 4 Lanes	1.98	\$30.1
1052	McCarty Road	Williams Road	Midway Road	Widen 2L to 4L	1.27	\$22.5
1053	N-S Road A	Crosstown Parkway Extension	Glades Cut Off Road	New 2 Lanes	1.99	\$30.3
1054	N-S Road A	Becker Road	Discovery Way	Widen 2L to 4L	2.91	\$44.4

Project ID	Project/Roadway	From	To	Project Phase/Type	Length (miles)	Cost (YOE millions)
1055	N-S Road B	Becker Road	Discovery Way	Widen 2L to 4L	2.80	\$26.7
1056	Newell Road	Shinn Road	Arterial A	New 4 Lanes	2.54	\$45.1
1063	Marshall Parkway	N-S Road A	Village Parkway	Widen 2L to 4L	2.97	\$54.6
1064	Marshall Parkway	Range Line Road	N-S Road A	New 2 Lanes	0.95	\$13.8
1065	Hegener Drive	N-S Road A	Village Parkway	Widen 2L to 4L	3.30	\$50.4
1078	Shinn Road	Glades Cut Off Road	Midway Road	New 4 Lanes	4.49	\$79.7
1084	Trade Center/Tom Mackie	Village Parkway	Discovery Way	New 2 Lanes	0.36	\$5.2
1085	Tradition Parkway	Range Line Road	SW Stony Creek Way	Widen 2L to 4L	2.05	\$37.7
1086	Tradition Parkway Extension	Glades Cut-Off Road	Range Line Road	New 2 Lanes	1.60	\$23.3
1091	Village Parkway	Becker Road	Discovery Way	Widen 4L to 6L	3.26	\$48.5
1093	Westcliffe Lane	N-S Road A	SW Tremonte Avenue	New 4 Lanes	1.15	\$31.2
1094	Williams Extension	McCarty Road	Glades Cut-Off Road	Widen 2L to 4L	1.76	\$26.8
1095	Williams Road	McCarthy Road	Midway Bypass Greenway	New 2 Lanes	1.04	\$15.1
1096	Williams Road	Shinn Road	McCarty Road	New 2 Lanes	1.52	\$22.1
1131	SW Discovery Way	Range Line	N-S Road B	Widen 2L to 4L	1.99	\$30.4
1133	N-S Road A	Discovery Way	Crosstown Parkway	New 4 Lanes	2.25	\$39.8

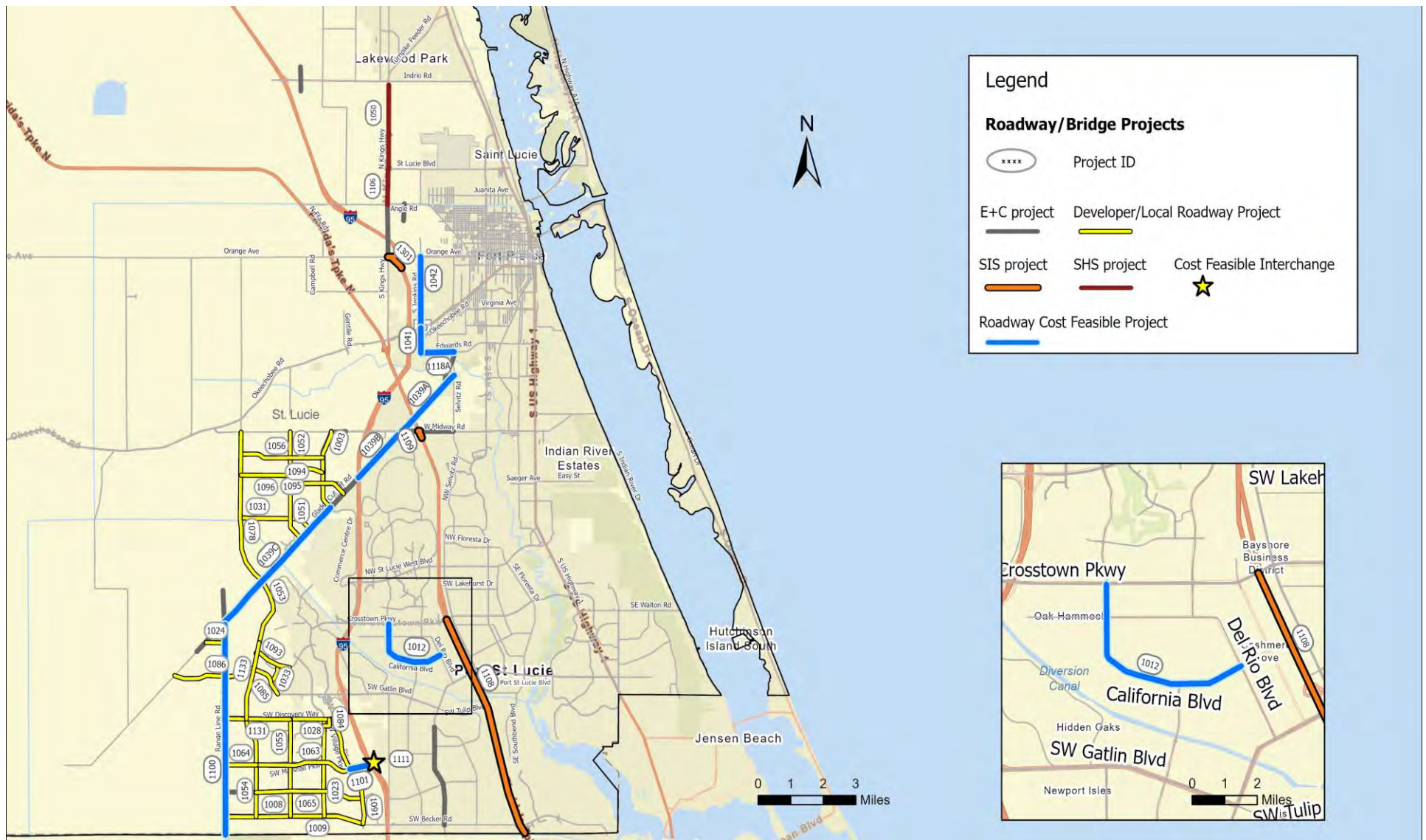
Finally, and most importantly for the purposes of the Reimagine Mobility 2050 LRTP, the Long-Range Strategies/Projects include the strategies and projects prioritized by the St. Lucie TPO for implementation from 2031-2050. These strategies and projects are funded by Federal and State revenues and organized into the three time bands of 2031-35, 2036-40 and 2041-50. In addition to funding the identified Roadway Projects, dedicated funding is allocated in each of the time bands for the TPO's Unified Planning Work Program (UPWP) Planning Projects, Congestion Management Process (CMP) Projects that address congestion and safety, TA Projects, and Transit Projects. The St. Lucie TPO Long-Range Strategies/Projects are summarized in Table 6 and depicted in Figure 5.

Table 6: St. Lucie TPO Long-Range Strategies/Projects

ID #	Strategy/Project	From	To	Project Type	Length (miles)	Time Band	Cost (YOE millions)
	TA Projects	Tables 5-4 and 5-5 in 2050 LRTP		Pedestrian/ Bicycle		2031-50	\$36.60
	Transit Projects	Table 5-6 in 2050 LRTP		Transit		2031-50	\$34.19
	St. Lucie TPO	Unified Planning Work Program		Planning		2031-50	\$20.19
	CMP Strategy/Projects	St. Lucie TPO CMP and ATMS Master Plan		Congestion/ Safety		2031-50	\$23.67
Roadway Projects							
1042	Jenkins Road	Orange Avenue	Okeechobee Road	Widen 2L to 4L with Ped/Bike Facilities	2.058	2031-35	\$33.92
1041	Jenkins Road	Okeechobee Road	Edwards Road	Widen 2L to 4L with Ped/Bike Facilities	0.716	2031-35	\$11.81
1012	California Boulevard	Crosstown Parkway	Del Rio Boulevard	Widen 2L to 4L with Ped/Bike Facilities	2.474	2031-35	\$34.08
1118A	Edwards Road	Selvitz Road	Jenkins Road	Widen 2L to 4L with Ped/Bike Facilities	0.984	2031-35	\$12.21
1039C	Glades Cut Off Road	Commerce Centre Drive	Range Line Road	Widen 2L to 4L with Ped/Bike Facilities	4.614	2036-40	\$71.19
1039B	Glades Cut Off Road	Midway Road	I-95	Widen 2L to 4L with Ped/Bike Facilities	1.800	2041-50	\$41.85
1039A	Glades Cut Off Road	Selvitz Road	Midway Road	Widen 2L to 4L with Ped/Bike Facilities	2.268	2041-50	\$52.73
1100	Range Line Road	Crosstown Parkway	Martin County Line	Widen 2L to 4L with Ped/Bike Facilities	5.576	2041-50	\$78.99
1101	Marshall Parkway Extension	Tom Mackie Boulevard	I-95	New 2 Lanes	0.698	2041-50	\$9.89
1111	Interchange at I-95 and Marshall Parkway			New Interchange	-	2041-50	\$76.34
Total Project Cost							\$537.66
Total Federal/State Revenues for St. Lucie TPO CFP							\$537.66

9. CFP Performance

The travel demand model discussed in Section 2 was used to evaluate the transportation system's performance if all of the transportation improvements in the CFP were implemented by 2050. The modeling results conclude that the CFP improves the traffic flow across the primary transportation network of the TPO area. On major roadway corridors such as I-95 and Florida's Turnpike, the plan effectively addresses projected travel demand, particularly at key interchanges. Significant improvements are also confirmed on primary north-south roads, such as US Highway 1 and Kings Highway, Jenkins Road, Glades Cut Off Road, and Range Line Road ensuring that these essential routes operate within their capacities. Furthermore, the model confirms the effectiveness of these strategic investments on major east-west connectors including Midway Road, St. Lucie West Boulevard, Crosstown Parkway, and Port St. Lucie Boulevard. The results of this analysis are depicted in Figure 6.



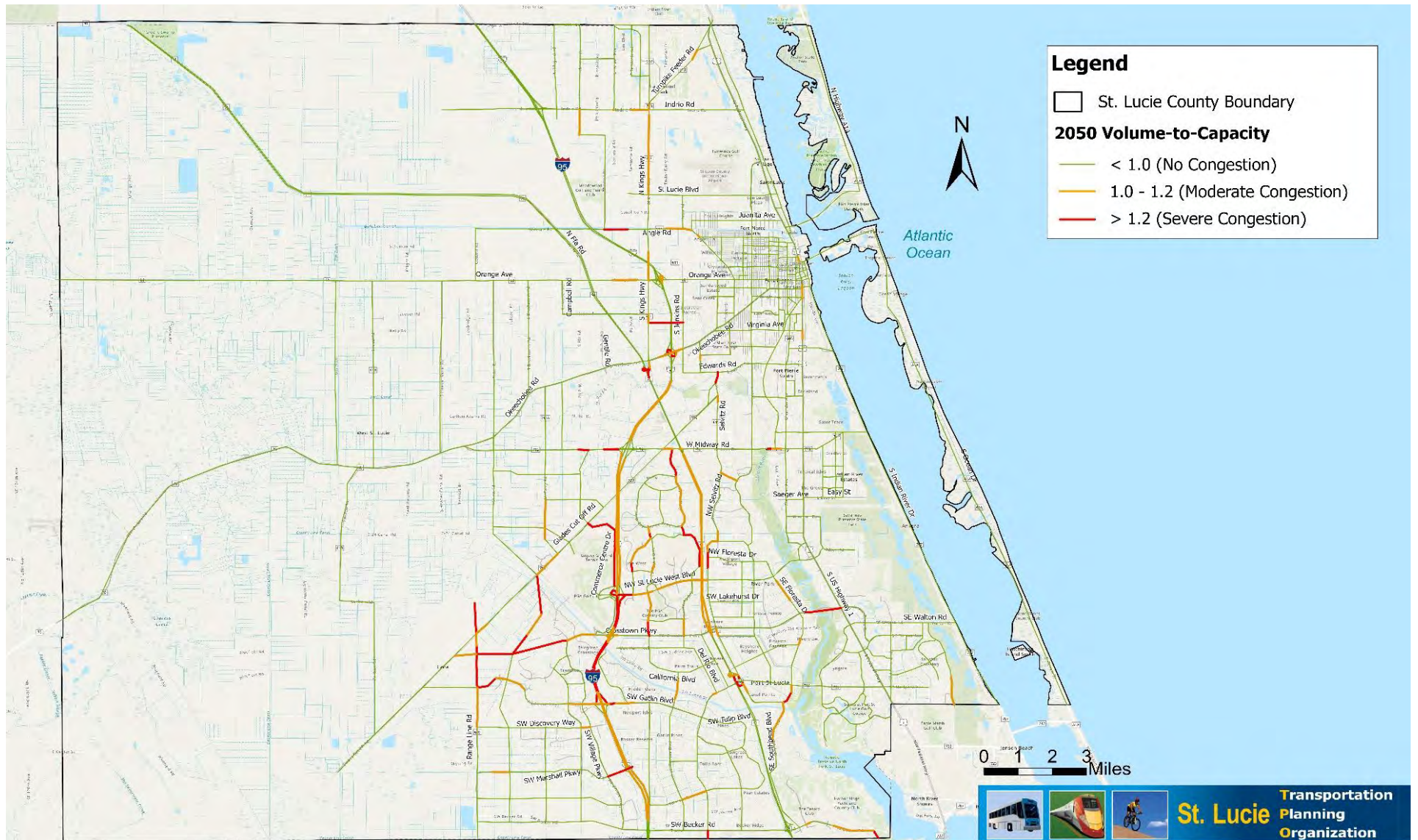


Figure 6: Cost Feasible Plan Modeling Results

10. Conclusion

The development of the St. Lucie TPO Reimagine Mobility 2050 LRTP was the culmination of a comprehensive, cooperative, and continuing transportation planning process of technical analyses, community input, and consensus building as documented throughout the LRTP report.

