

# **City of Port St. Lucie**

121 SW Port St. Lucie Blvd.  
Port St. Lucie, Florida 34984



## **Meeting Agenda**

**Monday, March 16, 2026**

**9:00 AM**

**Council Chambers, City Hall**

**City Council Workshop**

**1. Meeting Called to Order**

**2. Roll Call**

**3. Pledge of Allegiance**

**4. Public to be Heard**

**5. Special Presentations**

5.a Provide a Review of the City's Debt Portfolio.

[2026-179](#)

**6. New Business**

6.a Marshall Parkway & I-95 Interchange

[2026-260](#)

**7. Adjourn**

Notice: No stenographic record by a certified court reporter will be made of the foregoing meeting. Accordingly, if a person decides to appeal any decision made by the City Council, board, agency, or commission with respect to any matter considered at such meeting or hearing, he or she will need a record of the proceedings, and that, for such purpose, he or she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based. (F.S. 286.0105)

Notice: Public and Press are invited to review all the backup for Council Meetings. Copies are available in the City Clerk's Office on Wednesday, Thursday, Friday, and Monday before Council Meetings. On Meeting nights, a copy of backup material is available in the reception area of City Hall for public review. Please leave the agenda and backup material in good order for others to review.

Notice: Anyone wishing to speak during Public to be Heard and/or on any Agenda Item is asked to fill out a white Participation Card and submit it to the City Clerk. Participation Cards are available on the side table in Council Chambers, at the reception desk in City Hall lobby, and in the City Clerk's Office.

Notice: In accordance with the Americans with Disabilities Act of 1990, persons needing special accommodation to participate in this proceeding should contact the City Clerk's Office at 772-871-5157.

As a courtesy to the people recording the meeting, please turn all cell phones to silent or off. Thank you.



Agenda Summary  
2026-179

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**Agenda Date:** 3/16/2026

**Agenda Item No.:** 5.a

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Placement: Proclamations and Special presentations

Action Requested: Discussion

Provide a Review of the City's Debt Portfolio.

Submitted By: Charlie Proulx, Deputy Director, Finance Department.

Strategic Plan Link: The City's Mission to utilize fiscal responsibility.

Executive Summary (General Business): This is a review and update on the City's debt portfolio.

Presentation Information: A PowerPoint presentation by Charlie Proulx, Deputy Director, Finance Department.

Staff Recommendation: Request that the Council acknowledge the progress made and reaffirm commitment to responsibly managing the City's long-term debt obligations.

Background: Outstanding bonded debt reached a high of \$1.042 billion during FY 2009-10; actual for FY 2024-25 was \$580 million. Total debt projected for FY 2025-26 is \$549 million.

Issues/Analysis: N/A

Financial Information: The City will continue to focus on responsible debt management, ensuring adequate funds are available to meet current obligations while also maintaining flexibility to address future needs.

Special Consideration: N/A

Location of Project: N/A

Attachments: 1. Debt Review PowerPoint

*NOTE: All of the listed items in the "Attachment" section above are in the custody of the City Clerk. Any item(s) not provided in City Council packets are available upon request from the City Clerk.*

Internal Reference Number: N/A

Legal Sufficiency Review:  
N/A



# Debt Review

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Finance Department  
City Council Workshop | February 2026

# Major Reasons for Debt

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- Capital Projects
- Investment in Public Services
- Investment in Public Enterprises
- Refinance Existing Debt



# Benefits of Issuing Debt

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- Funding Larger Projects
- Spread Cost Over Time
- Financial Flexibility



# Debt Policy



Debt **must be** approved by Council.



Authorized by Florida Constitution, State Statutes and City Charter.



Debt proceeds used for major capital projects or refunding existing debt.

## Debt Refunding Requirements:

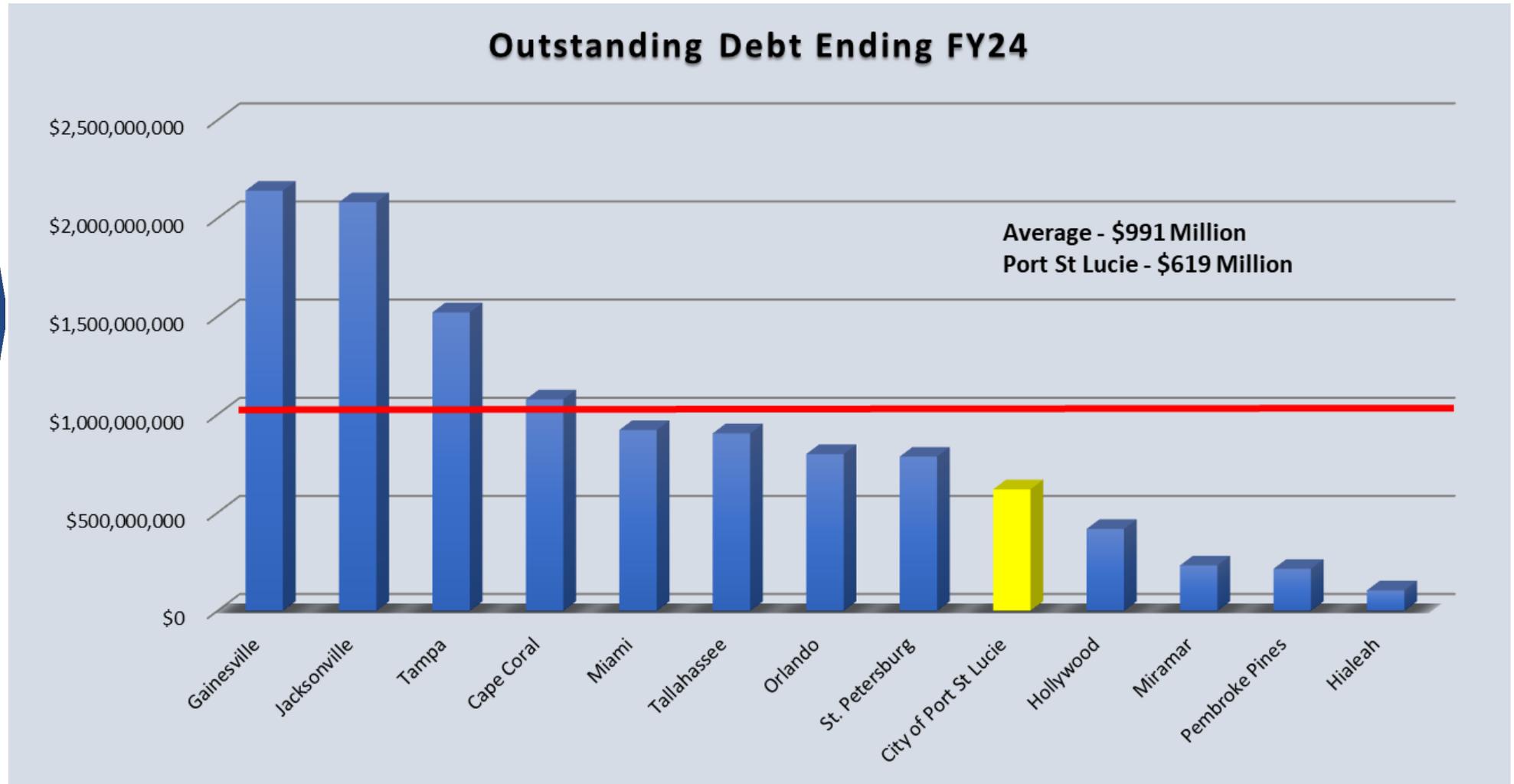
When net present value savings is equal or exceeds 3% of refunded debt

# Debt Comparison

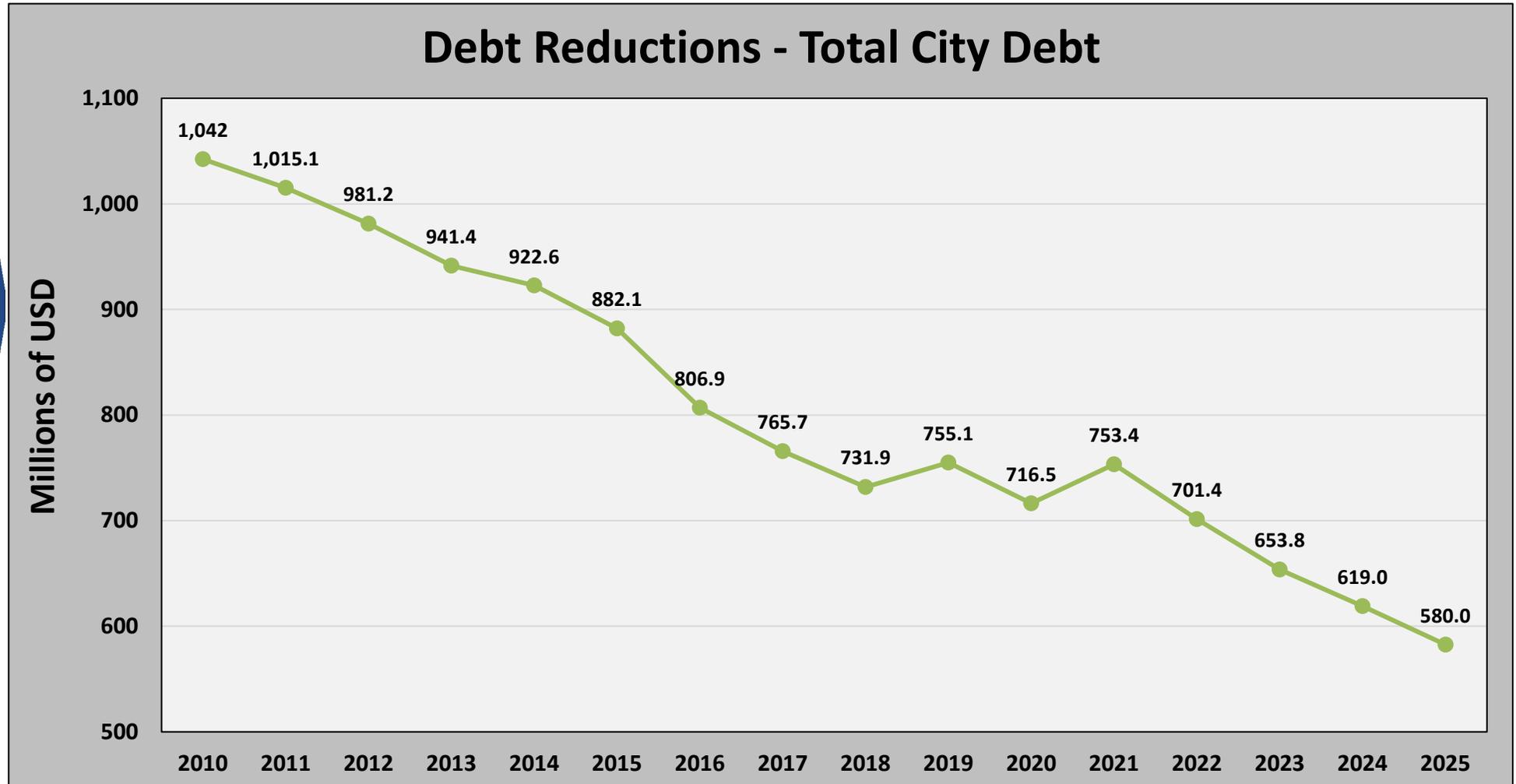
2024			2010				
City	Population	Outstanding Debt	City	Population	Outstanding Debt	Debt Reduction	Percentage
Gainesville	150,120	\$2,140,694,449	Jacksonville	901,271	\$2,731,111,076	\$649,182,076	-24%
Jacksonville	1,062,593	\$2,081,929,000	Gainesville	132,217	\$1,087,563,020	(\$1,053,131,429)	97%
Tampa	403,364	\$1,520,780,000	Orlando	233,160	\$1,067,025,462	\$268,165,212	-25%
Cape Coral	219,500	\$1,077,591,145	<b>City of Port St Lucie</b>	<b>164,603</b>	<b>\$1,042,316,195</b>	<b>\$423,306,195</b>	<b>-41%</b>
Miami	467,171	\$921,424,707	Tallahassee	178,923	\$1,008,466,000	\$103,762,000	-10%
Tallahassee	203,650	\$904,704,000	Cape Coral	163,095	\$902,587,138	(\$175,004,007)	19%
Orlando	335,066	\$798,860,250	Tampa	350,210	\$816,628,000	(\$704,152,000)	86%
St. Petersburg	267,031	\$785,768,125	Miami	399,457	\$704,277,770	(\$217,146,937)	31%
<b>City of Port St Lucie</b>	<b>253,959</b>	<b>\$619,010,000</b>	Hollywood	142,397	\$414,702,000	(\$2,711,000)	1%
Hollywood	155,038	\$417,413,000	Pembroke Pines	150,587	\$378,731,759	\$164,691,613	-43%
Miramar	139,500	\$231,559,000	St. Petersburg	244,769	\$362,711,925	(\$423,056,200)	117%
Pembroke Pines	170,892	\$214,040,146	Miramar	122,041	\$185,190,000	(\$46,369,000)	25%
Hialeah	224,362	\$104,364,513	Hialeah	226,419	\$106,634,050	\$2,269,537	-2%

**FY25 Ending \$580,070,000**

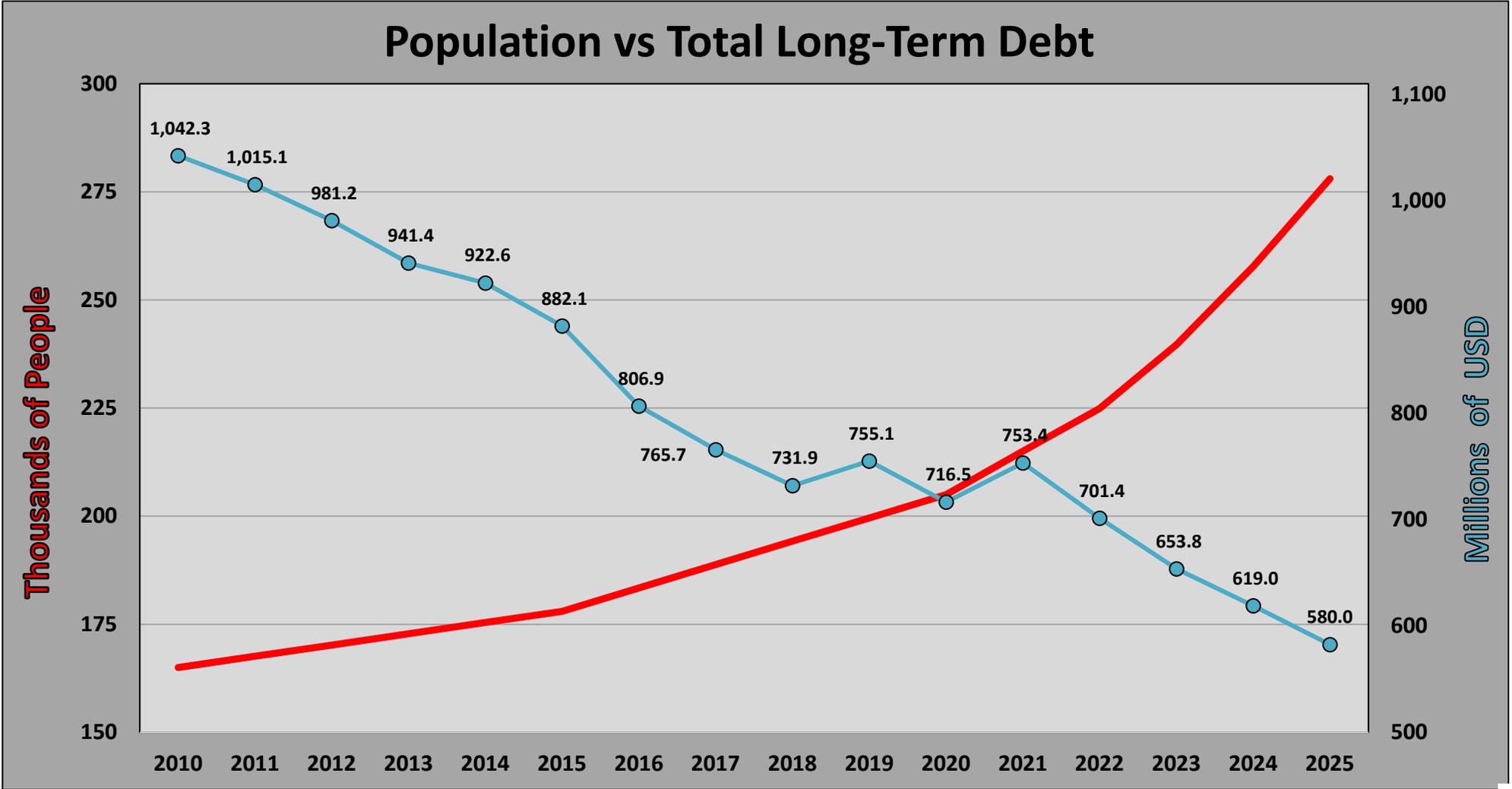
# Debt Comparison



# Port St. Lucie Debt Reduction



# Population vs. Debt



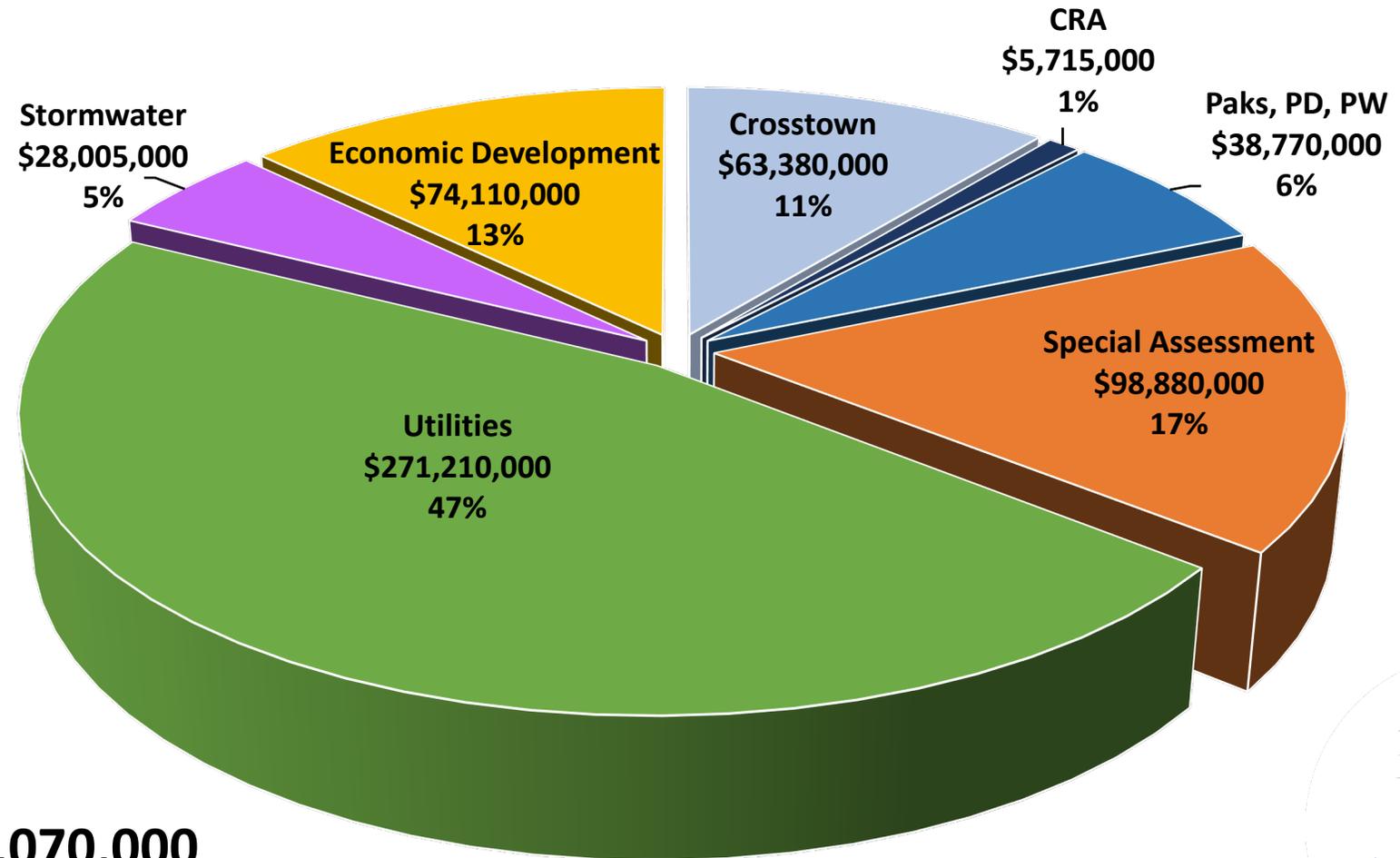
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Debt Reduction	Percentage
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# Outstanding Debt by Category



**Total: \$580,070,000**



# Refunding Occurrences

Bond Name	Net Present Value Savings (est.)
2016 General Obligation & Refunding	\$1,300,000
<b>2025 Total</b>	<b>\$1,300,000</b>
Prior Refunding's	\$100,800,000
<b>Total Debt Savings</b>	<b>\$102,100,000</b>

**FY26: Estimated \$2M Savings for 2016/17 Special Assessment Bonds**



# Current Bond Ratings



	FITCH RATINGS	MOODY'S	STANDARD & POOR'S
General Obligation	No rating	Aa2	AA
Utility Systems	AA	Aa3	AA
Stormwater	No rating	Aa3	No rating
Special Assessment	No rating	No rating	AA
Capital Improvement	No rating	No rating	AA
Public Service Tax	No rating	No rating	AA-



# Total Debt Portfolio

Bond Category	Bond Name	Series	Maturity Date	Issue Amount	2025 Par Value	Call Date
Utilities	Util Refunding and Improvement	2007	Sep-25	\$119,445,000	\$20,815,000	-
Utilities	Utility Refunding	2016	Sep-36	\$206,970,000	\$186,355,000	2026
Utilities	Utility Refunding Revenue	2018	Sep-35	\$8,305,000	\$6,325,000	2028
Utilities	Utility System Refunding	2021	Sep-51	\$30,635,000	\$28,350,000	2031
Utilities	Utility System Refunding Revenue	2023	Sep-34	\$21,320,000	\$17,530,000	-
Utilities	Loan: Utility System Refunding Revenue	2022	Sep-29	\$15,750,000	\$11,835,000	Anytime
Economic Development	Public Service Tax - Digital Domain	2014B	Sep-43	\$19,775,000	\$16,190,000	2024
Economic Development	Taxable Spec. Oblig. Ref. Rev. - City Center	2017	May-35	\$22,345,000	\$13,715,000	2026
Economic Development	Taxable Spec. Oblig. Ref. Rev. - FCB (VGTI)	2018A	May-42	\$54,085,000	\$44,205,000	2028
Government Revenue	Capital Refunding Revenue	2021	Sep-51	\$45,665,000	\$38,770,000	2031
General Obligation	General Obligation & Refunding	2016	Jul-35	\$37,075,000	\$6,915,000	2025
General Obligation	General Obligation & Refunding	2025	Jul-35	\$24,555,000	\$24,555,000	-
General Obligation	General Obligation & Refunding	2023	Jul-35	\$39,750,000	\$31,910,000	-
Special Assessment	Southwest Annex Refunding	2016	Jul-45	\$126,895,000	\$98,880,000	2026
Stormwater	Stormwater Revenue	2020	May-39	\$30,145,000	\$28,005,000	2029
CRA	CRA TIF Refunding Revenue	2016	Jan-26	\$38,260,000	\$5,715,000	-
				<b>\$840,975,000</b>	<b>\$580,070,000</b>	

# Questions

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Agenda Summary  
2026-260

**Agenda Date:** 3/16/2026

**Agenda Item No.:** 6.a

Placement: New Business

Action Requested: Discussion

**Marshall Parkway & I-95 Interchange**

Submitted By: Antonio Balestrieri, Public Works/Engineering

Strategic Plan Link: The City's Goal of planning for Strategic Growth for a Resilient Future.

Executive Summary (General Business): With tremendous growth that the city has experienced and continued high projected growth based on upcoming development in the Southwest annexation area and market data, a traffic analysis was conducted by 3<sup>rd</sup> party traffic engineering consultant, Kittleson & Associates. The study supports the need for an interchange facility. The Transportation Planning Organization’s (TPO’s) regional model was used, illustrating base existing conditions and separate assumptions for future development projects that the City is well informed of for forecasting. The Traffic volumes identify the impact to the roadway network, and Level of Service volume/capacity ratio taking into account future 2050 time horizon. Since initialized in 2025, the TPO has also completed similar long-range forecasting that identifies long range project plans and informs the Florida Department of Transportation (FDOT) of local recommendations for cost feasible projects. The long-range forecasting also concluded similar results as the City’s independent study which provides additional confidence in the data and recommendations.

Presentation Information: Kok Wan Mah, PE, Kittleson and Associates will provide a presentation.

Staff Recommendation: Request that the Council hear the presentation, discuss the data and analysis, and provide additional feedback to staff on the preferred interchange configuration and consensus for moving the project forward and communicating to FDOT.

Background: This study was initiated to analyze the potential impact of future growth on existing access points to the SW Annexation area at Tradition Parkway and Becker Road already exhibiting a Low Level of Service. The study was conducted to identify if data would support the need for the Interchange. It was completed concurrently with the TPO’s modeling study as a separate stand along study to be able to expedite discussions with FDOT and illustrate the positive impact the interchange would have if programmed for FDOT’s work plan soon. Additionally, the study looked at a benefit to the City as it was explained that having a completed study in hand would increase the likelihood that the two required FDOT led studies could be conducted simultaneously and expedite the timeframe, with the understanding that the Project Development and Environment (PD&E) Study could take years, it was a benefit to the City.

Issues/Analysis:

1. The FDOT requires an Interchange Justification Report (IJR) and a PD&E Study before being able to

confirm and approve the project.

2. FDOT must directly conduct the studies.
3. Braided configuration for flyover lanes provides continued movement, reducing congestion and easier navigation for freight vehicles, however this configuration reduces the possibility of a future connection to the East of the I-95 if that optionality is desired.

Financial Information: Coordination with the TPO to request the interchange facility be part of FDOT's cost feasible plan.

Special Consideration: The location of the interchange meets FDOT requirements and has been part of the Master Plan for the SW Annexation area since inception.

Location of Project: SW Annexation Area

Attachments: 1. Presentation

*NOTE: All of the listed items in the "Attachment" section above are in the custody of the City Clerk. Any item(s) not provided in City Council packets are available upon request from the City Clerk.*

Internal Reference Number: N/A

Legal Sufficiency Review:

N/A

# **Marshall Pkwy Interchange Analysis Discussion**

*March 16, 2026*



# Overview

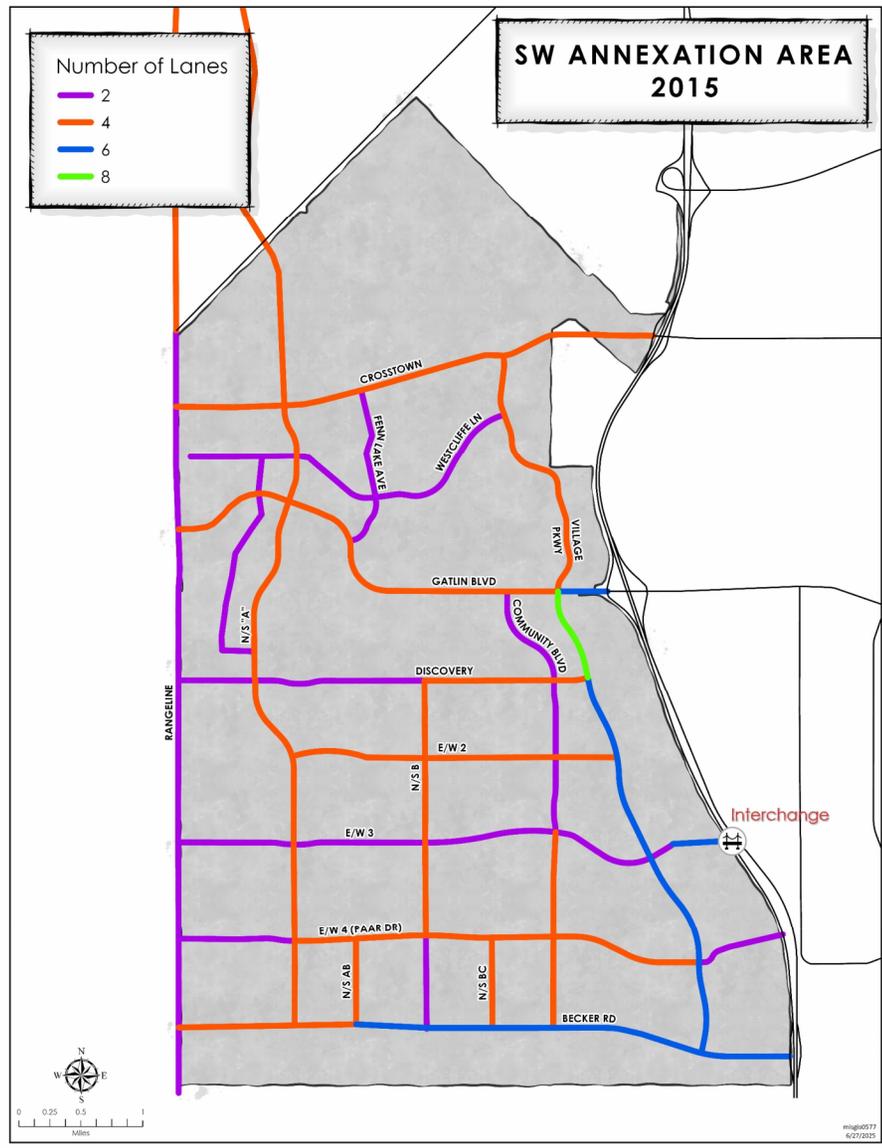
- Background
- Interchange Scenarios
  - Scenario 1: No-Build
  - Scenario 2: Connection West
  - Scenario 3: Connections West and East
- Scenario Comparisons
- Comparison vs. Corradino LRTP Model
- Interchange Configuration
- Next Steps

# Background



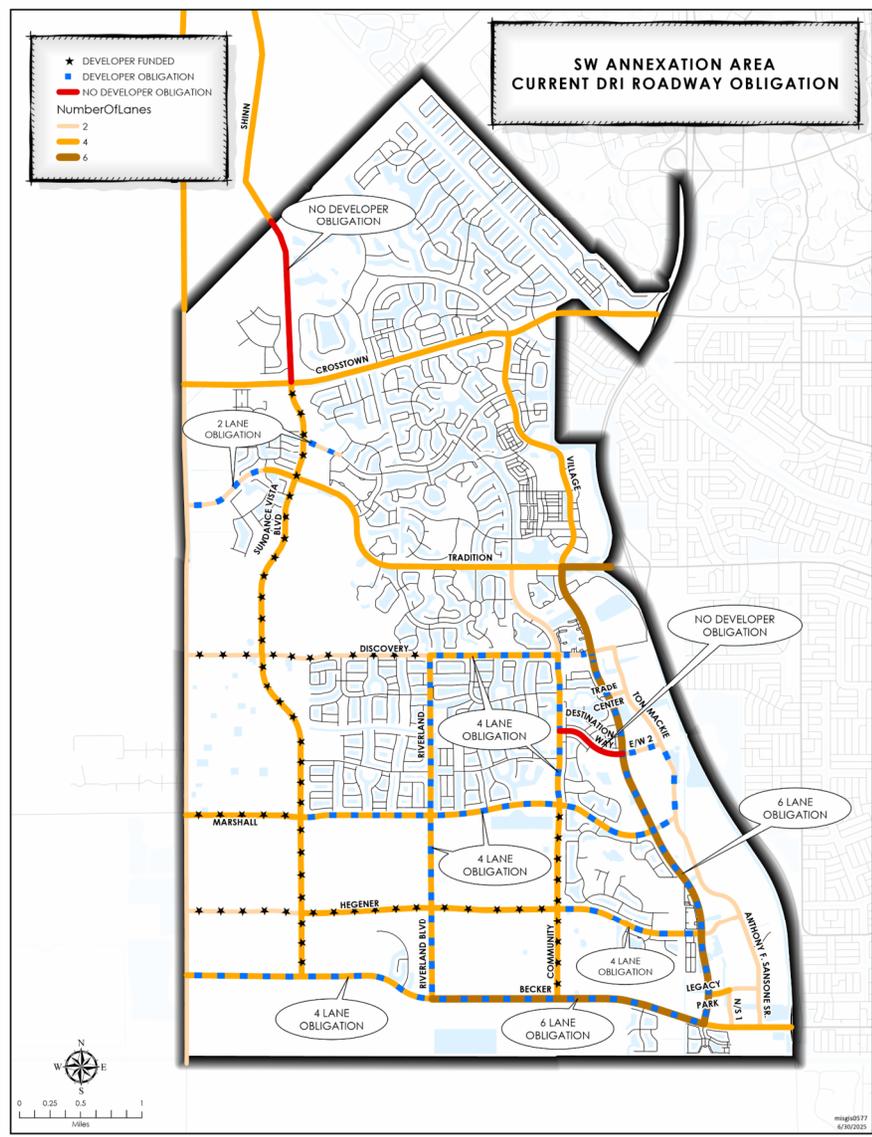
# Southwest Annexation Area

## Transportation Commitments 2015



# Southwest Annexation Area

## Transportation Commitments 2025

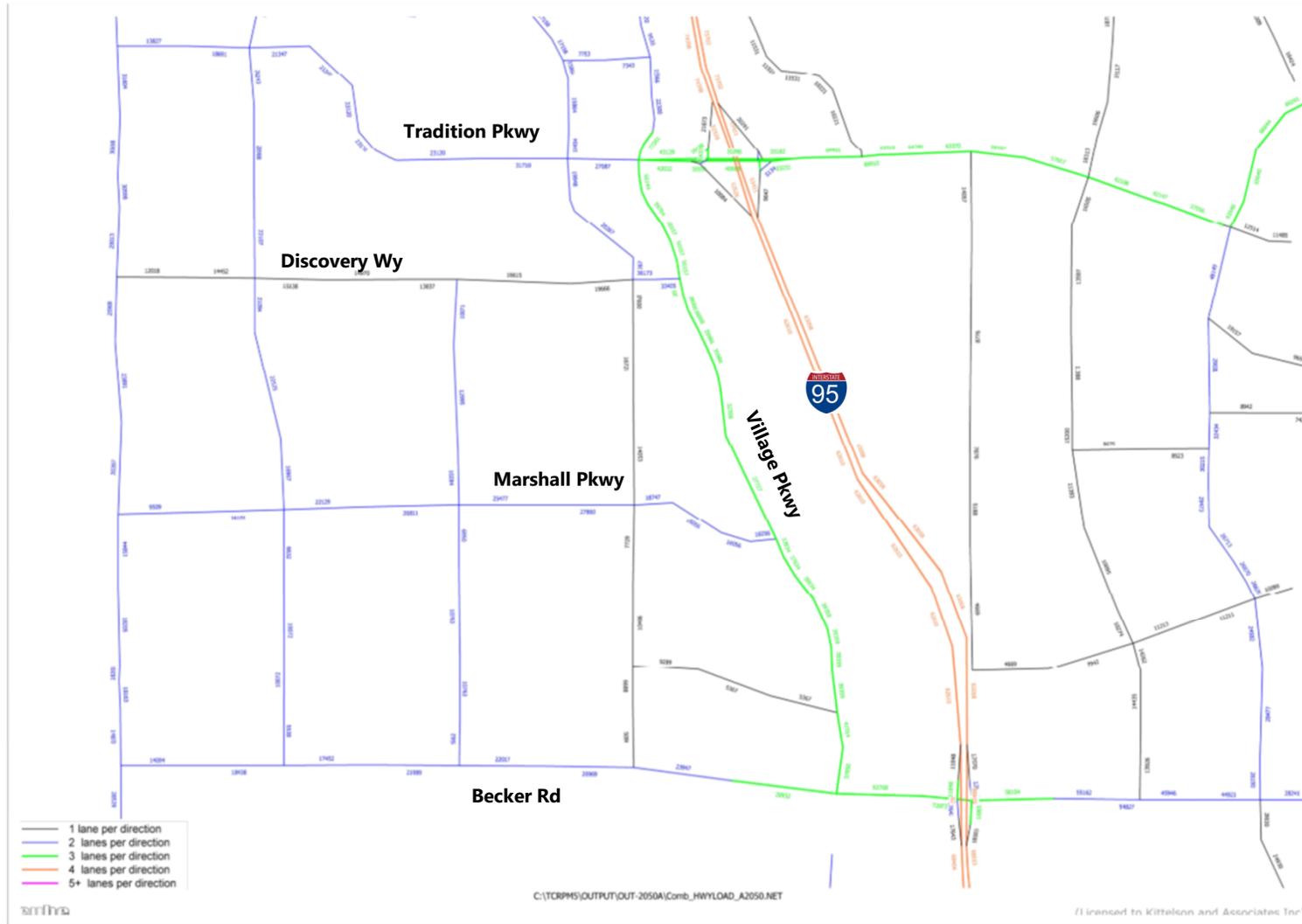




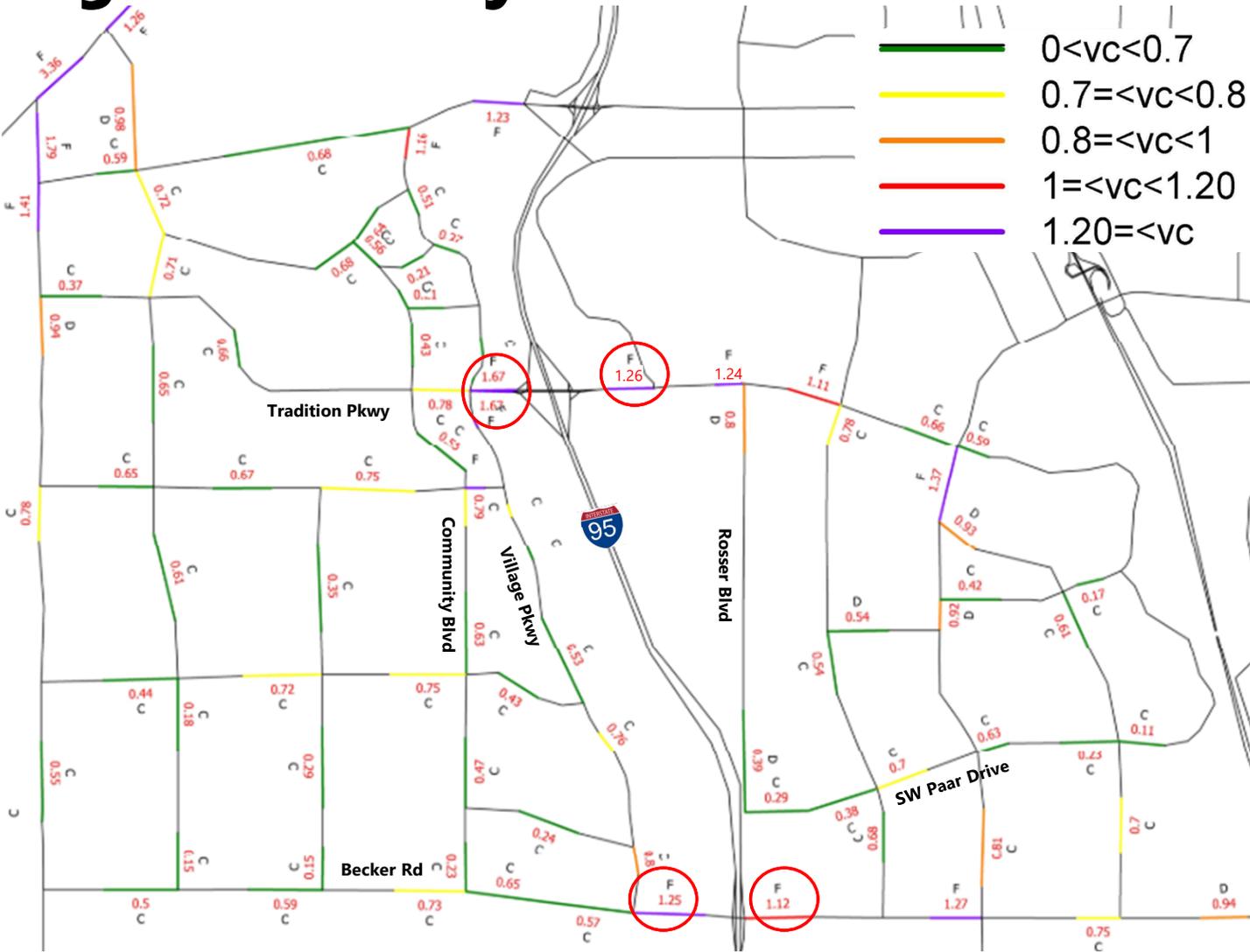
# Scenario 1

*No Build*

# Scenario 1-No Build



# Segment Analysis: Scenario 1- No Build



- 96 Total segments
  - 5 seg with v/c between 1-1.2
  - 15 seg with v/c > 1.2

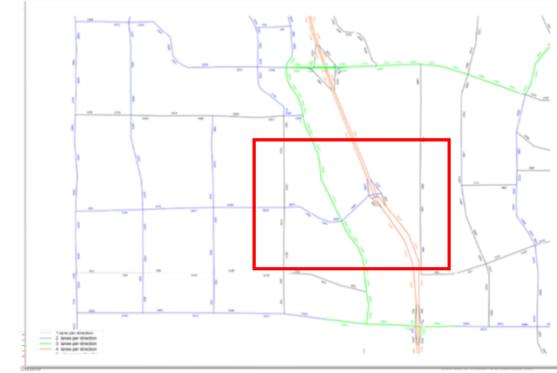
Roadway	From	To
RANGE LINE RD	TRADITION PKWY (GATLIN BLVD)	CROSTOWN PKWY
RANGE LINE RD	CROSTOWN PKWY	BOUNDARY
VILLAGE PKWY	DISCOVERY WAY	TRADITION PKWY (GATLIN BLVD)
VILLAGE PKWY	WESTCLIFFE LN	CROSTOWN PKWY
BECKER RD	VILLAGE PKWY	I-95
DISCOVERY WAY	COMMUNITY BLVD	VILLAGE PKWY
TRADITION PKWY	VILLAGE PKWY	I-95
CROSTOWN PKWY	VILLAGE PKWY	I-95
GLADES CUT-OFF RD	CARLTON RD	RANGE LINE RD
GLADES CUT-OFF RD	RANGE LINE RD	N/S A
GLADES CUT-OFF RD	N/S A	PRIVATE DRIVEWAY
GLADES CUT-OFF RD	PRIVATE DRIVEWAY	C-24 CANAL RD
GLADES CUT-OFF RD	C-24 CANAL RD	BURNSIDE DR
GLADES CUT-OFF RD	BURNSIDE DR	RESERVE BLVD
PORT ST LUCIE BLVD	DARWIN BLVD	TULIP BLVD
BECKER RD	I-95	SAVONA BLVD
BECKER RD	SAVONA BLVD	PORT ST LUCIE BLVD
GATLIN BLVD	E OF I-95	SAVAGE BLVD
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD
GATLIN BLVD	ROSSER BLVD	SAVONA BLVD

Segments with a v/c > 1

# Scenario 2

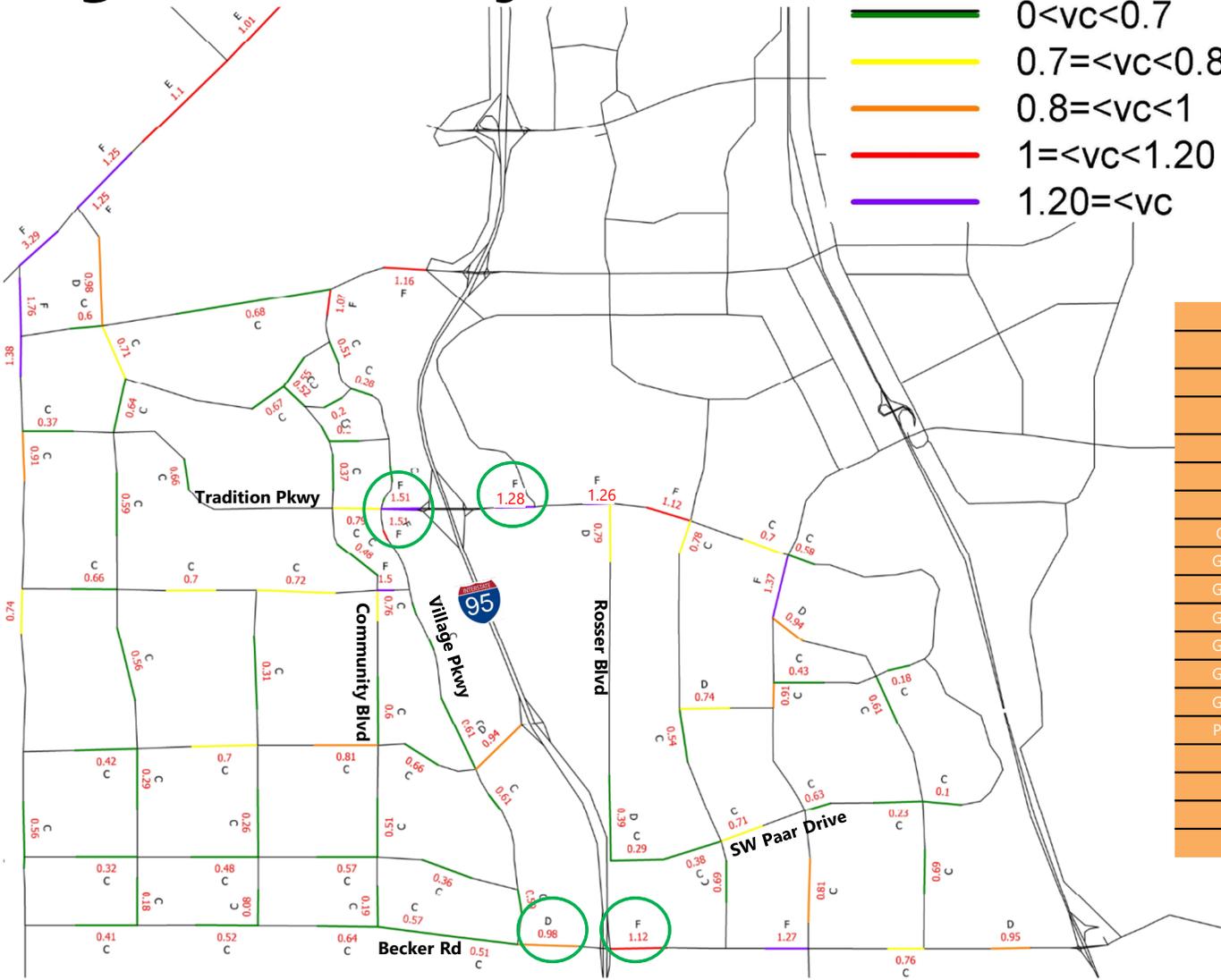
*Interchange to the West*

# Scenario 2-Marshall Pkwy West



**Marshall Pkwy Interchange**

# Segment Analysis: Scenario 2- Marshall Pkwy West



- $0 < v/c < 0.7$
- $0.7 \leq v/c < 0.8$
- $0.8 \leq v/c < 1$
- $1 \leq v/c < 1.20$
- $1.20 \leq v/c$

- 100 Total segments
  - 7 seg with v/c between 1-1.2
  - 12 seg with v/c > 1.2

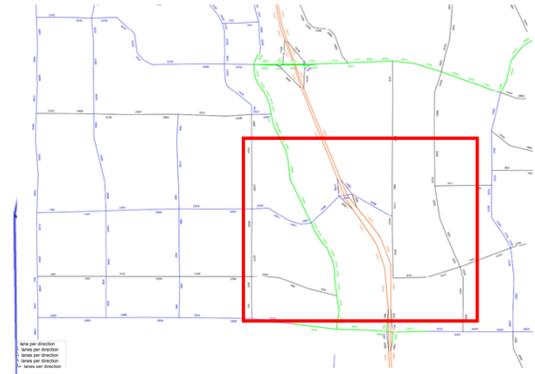
Roadway	From	To
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GLADES CUT-OFF RD	RANGE LINE RD	N/S A
GLADES CUT-OFF RD	N/S A	PRIVATE DRIVEWAY
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GATLIN BLVD	E OF I-95	SAVAGE BLVD
GATLIN BLVD	SAVAGE BLVD	ROSSER BLVD

Segments with a v/c > 1

# Scenario 3

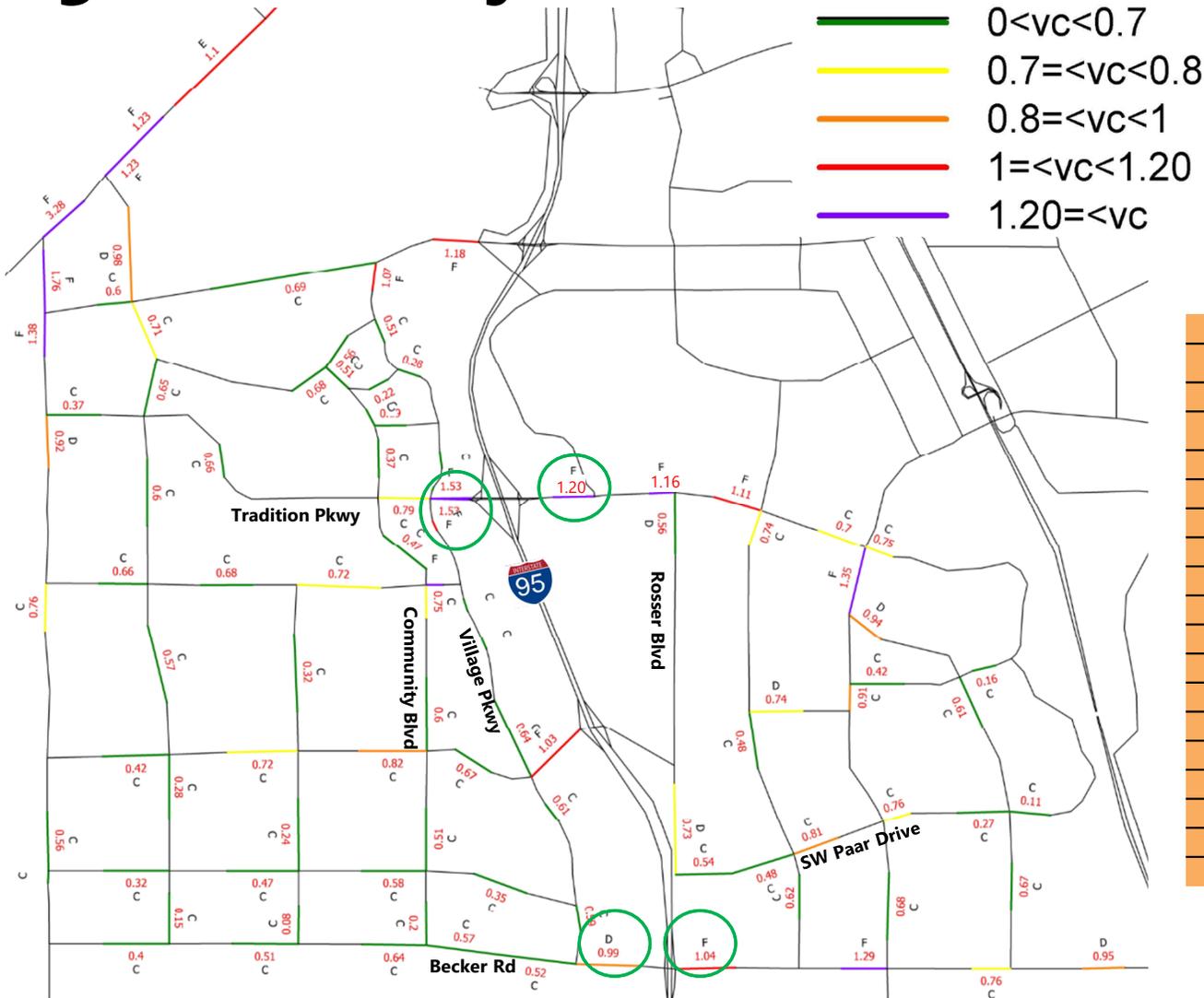
*Interchange to the West and East*

# Scenario 3 - Marshall Pkwy East/West



## Marshall Pkwy Interchange

# Segment Analysis: Scenario 3- Marshall Pkwy East/West



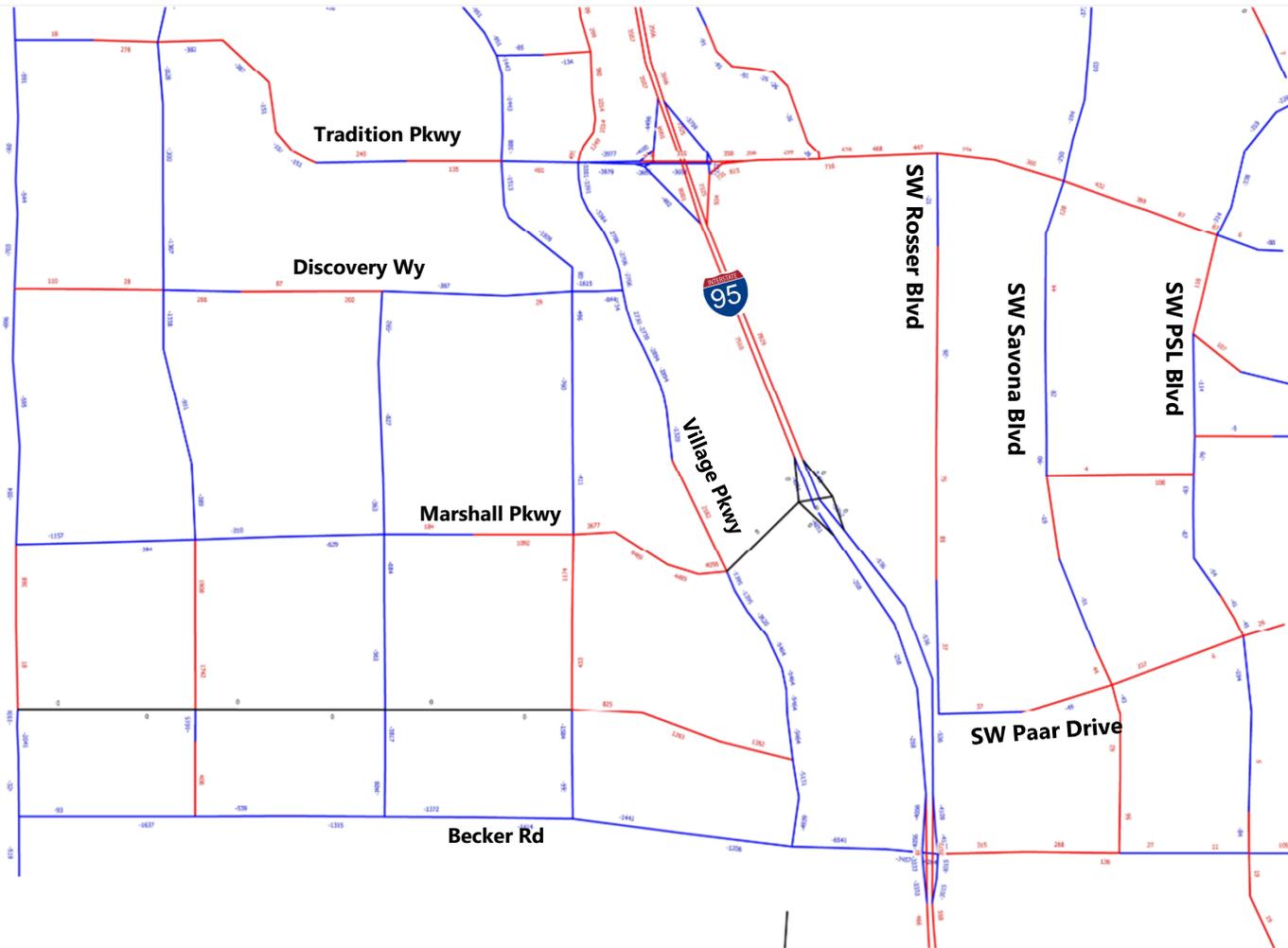
- 100 Total segments
  - 8 seg with v/c between 1-1.2
  - 12 seg with v/c > 1.2

Roadway	From	To
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Segments with a v/c > 1

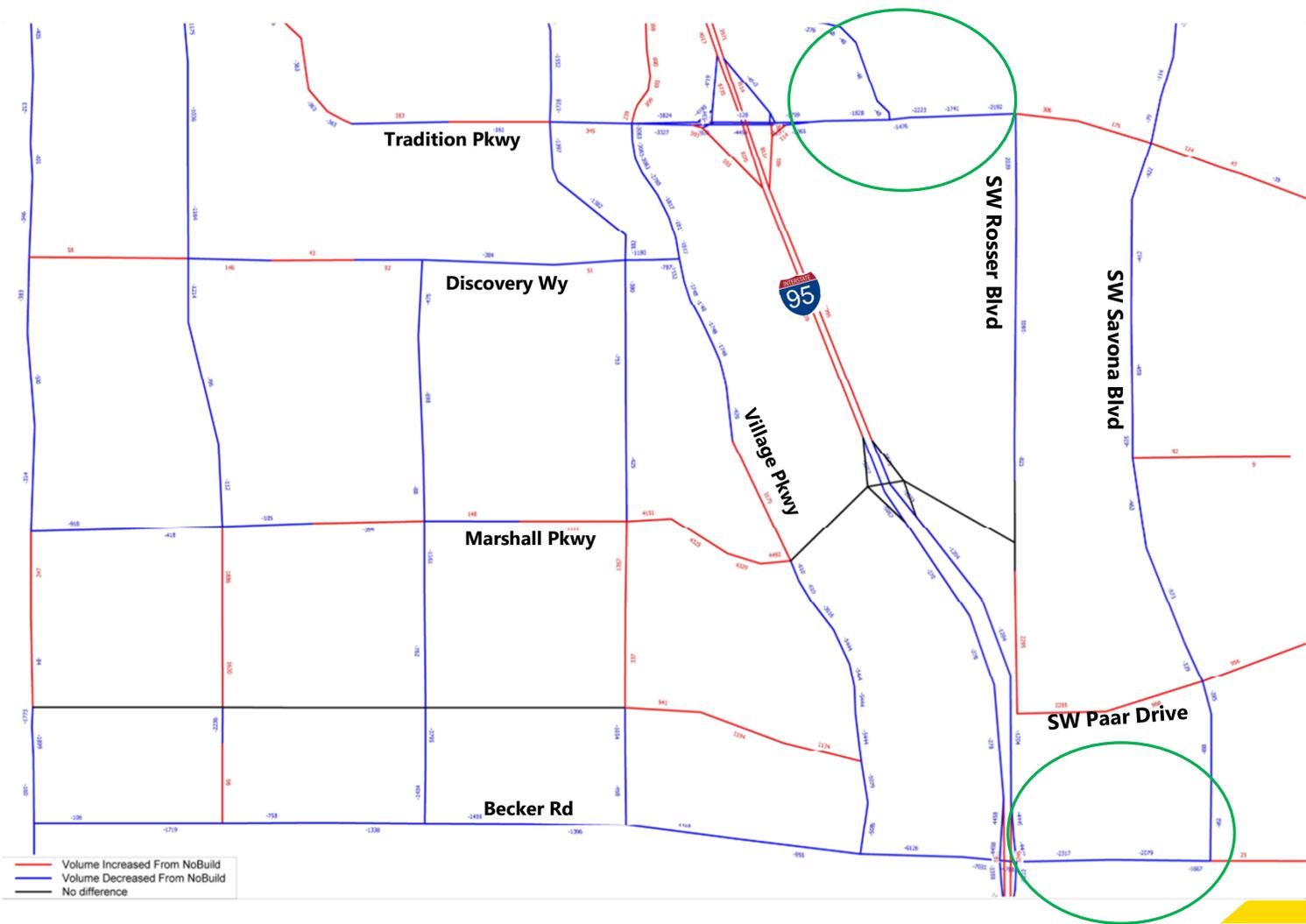
# **Scenario Comparisons**

# Comparison Scenario 1 & 2



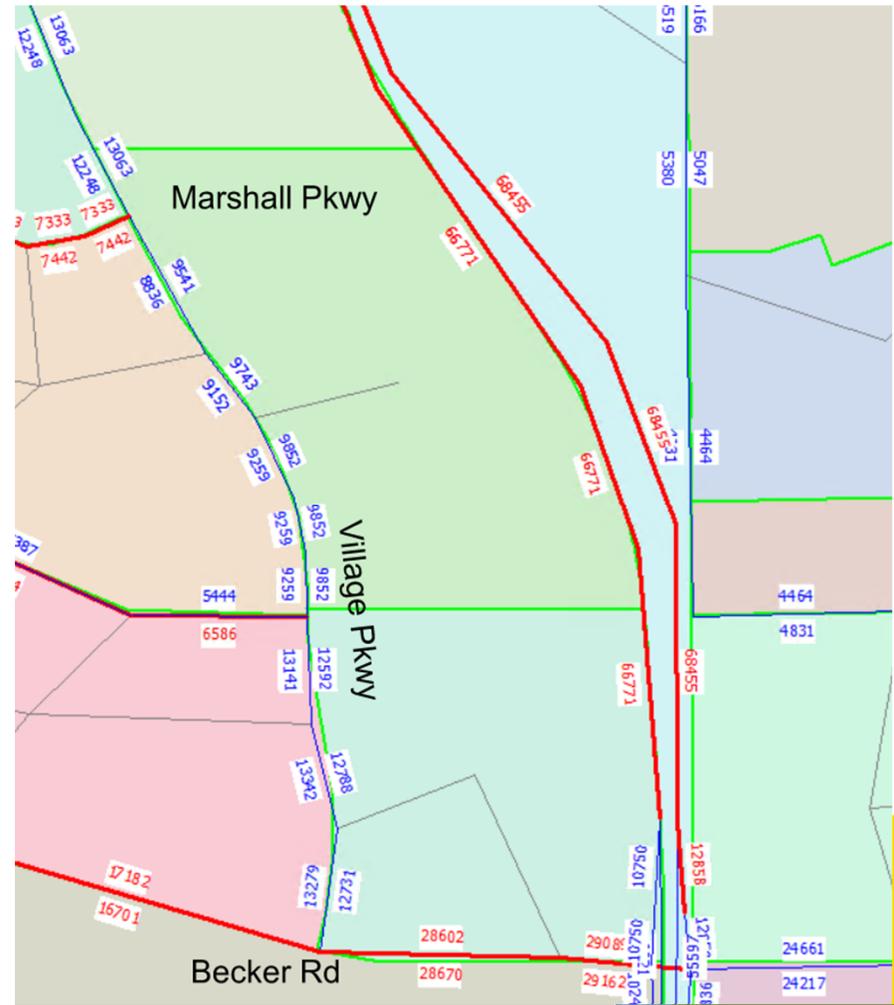
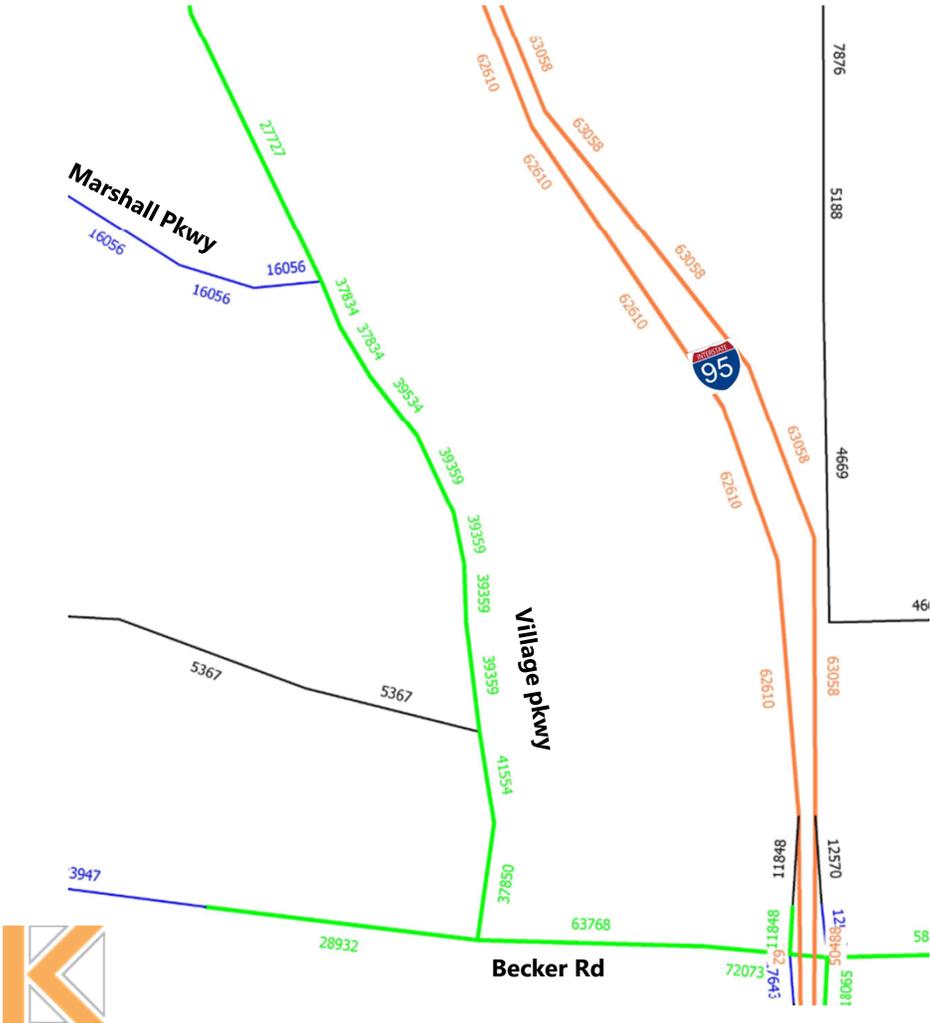
- Volume Increased From NoBuild
- Volume Decreased From NoBuild
- No difference

# Comparison- Scenario 1 & 3



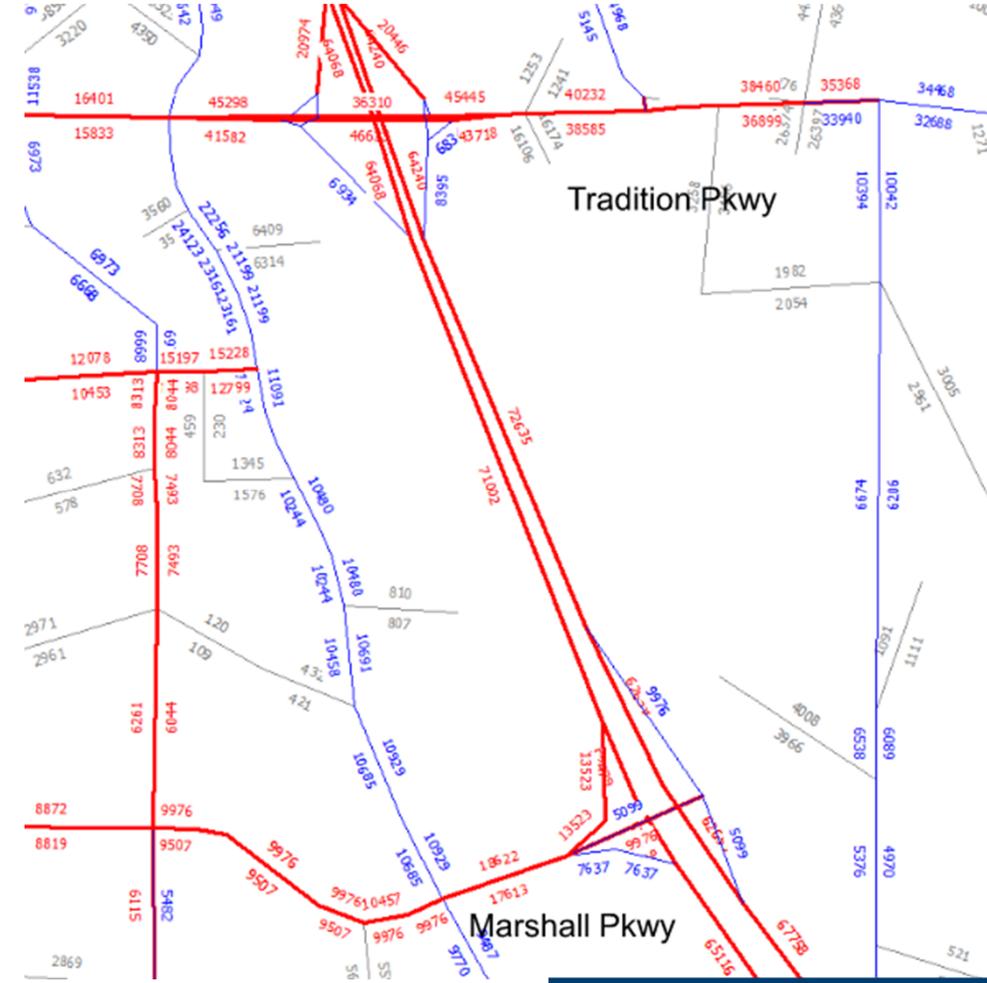
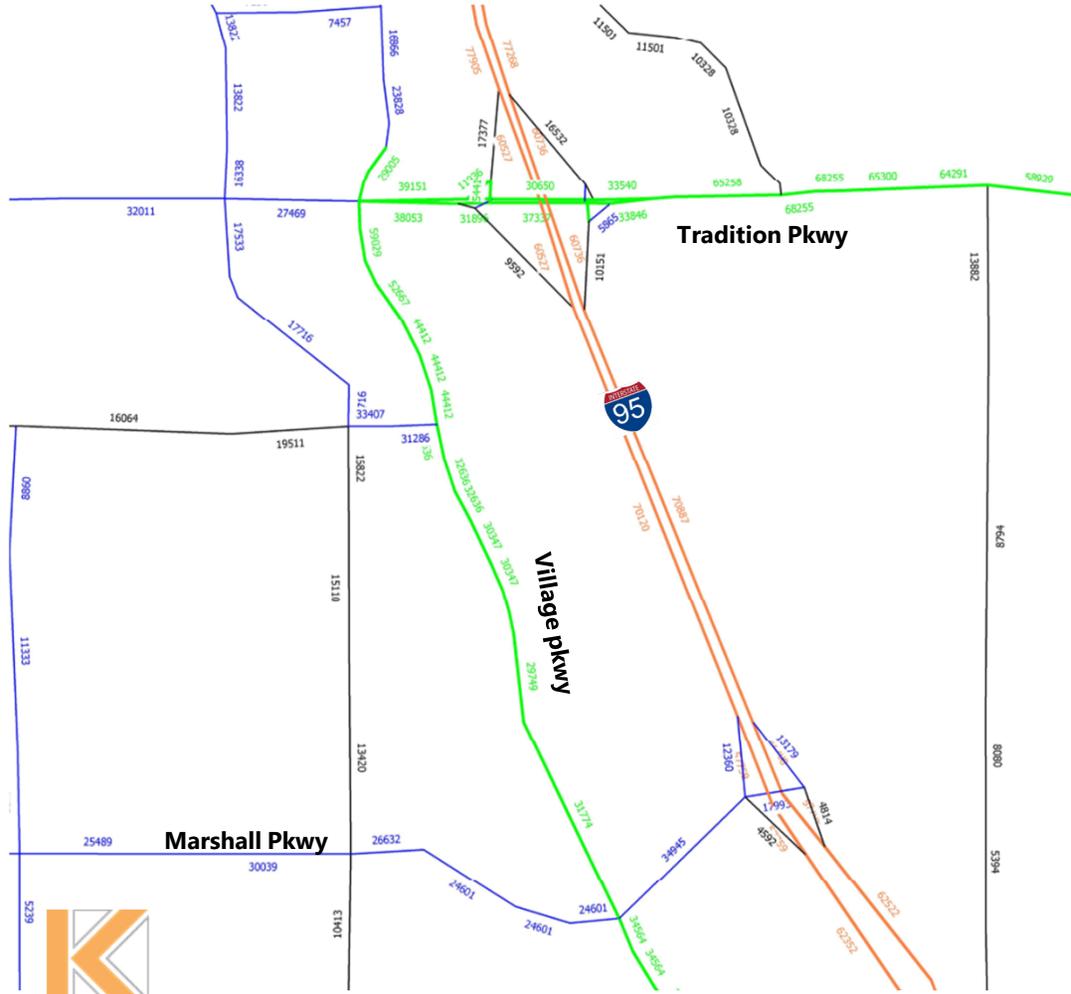
# **Comparison vs. Corradino LRTP Model**

# Scenario 1 Vs Corradino Model



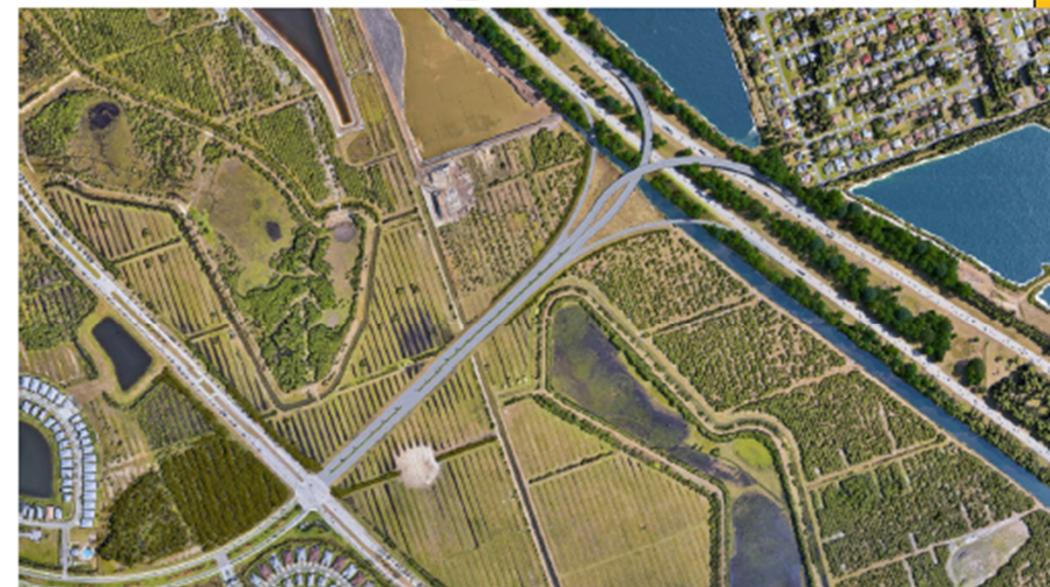
THE CORRADINO GROUP

# Scenario 2 Vs Corradino Model



**THE CORRADINO GROUP**

# T-Interchange vs Braided Interchange



T interchange

Braided Ramps

Image source: [THE CORRADINO GROUP](#)

Benefits:

- Less expensive
- Provides path for future connection to the east, if desired

Benefits:

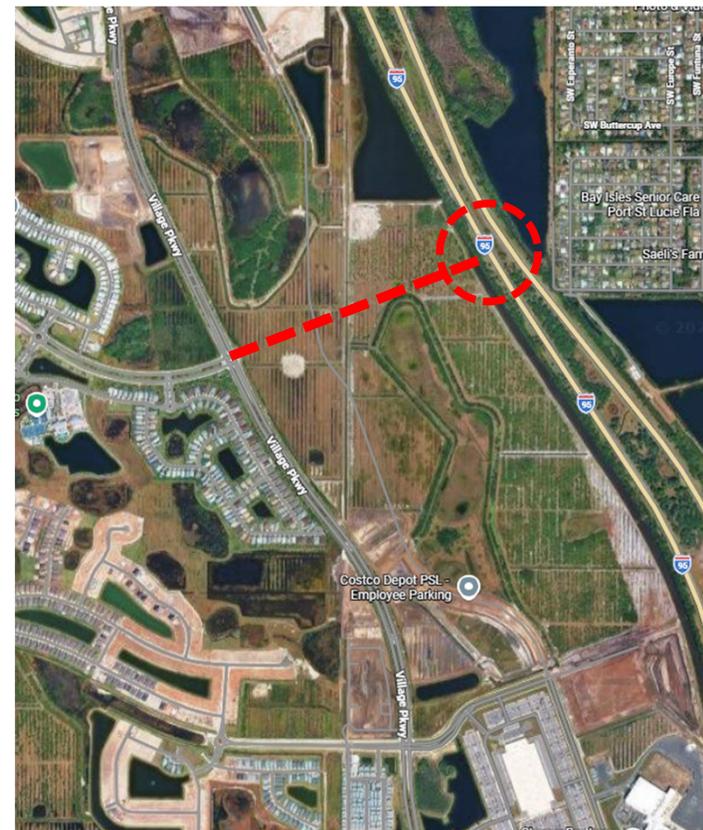
- Less disruption/delay for vehicles and freight to north or from south
- Easier for freight



# Next Steps

# Summary of Findings

- Marshall Parkway interchange provides relief to Tradition interchange and Becker interchange
- Marshall Parkway between Village Parkway and I-95 will support need for 6 lanes to accommodate demand in 2050
- Marshall Parkway interchange creates induced traffic in the area between Discovery Way and Paar Drive
- Marshall Parkway interchange will provide freight traffic and alternate means than Becker to the industrial uses in Southern Grove
- Connection to/from the east would provide regional relief, but would require multiple property takings and change the character of Rosser Blvd



# Next Steps

- Schedule
  - Meet with FDOT D4 to discuss results and formal IJR and PD&E programming
  - Finalize with a Summary Memo
- Scenarios to present to District 4?
  - No Build + West Only; or
  - No Build + West Only + West & East
  - T or Braided Interchange?
- Ensure consistency with LRTP