



2300 Virginia Avenue  
Fort Pierce, FL 34982  
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[www.stlucietpo.org](http://www.stlucietpo.org)

## ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO) TECHNICAL ADVISORY COMMITTEE (TAC)

### Regular Meeting

**Date:** Tuesday, May 15, 2012  
**Time:** 2:00pm  
**Location:** Conference Room 3  
St. Lucie County Administration Building  
2300 Virginia Avenue  
Fort Pierce, Florida

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### AGENDA

1. **Call to Order**
2. **Roll Call**
3. **Approval of Agenda**
4. **Approval of Minutes**
  - *March 20, 2012 Regular Meeting*
5. **Comments from the Public**
6. **Action Items**
  - 6a. **Draft FY 2012/13 – FY 2016/17 Transportation Improvement Program (TIP):** Review of the Draft FY 2012/13 – FY 2016/17 TIP.  
  
***Action:** Review and recommend adoption of the Draft TIP, recommend adoption with conditions, or do not recommend adoption.*
  - 6b. **2012 Transportation Enhancement (TE) Grant Application:**  
Endorsement of the TE grant application for the 2012 grant cycle.  
  
***Action:** Recommend endorsement of the TE grant application, recommend endorsement with conditions, or do not recommend endorsement.*
7. **Recommendations/Comments by Members**
8. **Staff Comments**

**9. Next Meeting:** The next St. Lucie TPO TAC meeting is a regular meeting that is scheduled for 2:00pm on Tuesday, July 17, 2012, in Conference Room 3 of the St. Lucie County Administration Building located at 2300 Virginia Avenue in Fort Pierce, Florida.

**10. Adjourn**

### **NOTICES**

Anyone with a disability requiring accommodation to access the meeting facilities should contact Dan Lutzke, St. Lucie County Risk Manager, at 772-462-1546 or TDD 772-462-1428, at least 48 hours prior to the meeting. Anyone with a disability requiring transit accommodation to attend the meeting should contact Community Transit, at 772-464-7433 (Fort Pierce) or 772-879-1287 (Port St. Lucie), at least 48 hours prior to the meeting.

The St. Lucie TPO satisfies the requirements of various non-discrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons wishing to express their concerns about Title VI may contact the Title VI Coordinator at the St. Lucie TPO at 772-462-1593.

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 this meeting, that person shall need a record of the proceedings, and for such a purpose, that person may need to ensure that a verbatim record of the proceedings is made which includes the testimony and evidence upon which the appeal is to be based.

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

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**ST. LUCIE TRANSPORTATION PLANNING ORGANIZATION (TPO)  
TECHNICAL ADVISORY COMMITTEE (TAC)**

**Regular Meeting**

**DATE:** Tuesday, March 20, 2012

**TIME:** 2:00 p.m.

**LOCATION:** Conference Room 3  
St. Lucie County Administration Building, 3<sup>rd</sup> Floor  
2300 Virginia Avenue  
Fort Pierce, Florida

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**MINUTES**

**1. Call to Order**

Rogelio Gonzalez, Chairman, called the March 20, 2012 regular meeting of the St. Lucie Transportation Planning Organization Technical Advisory Committee (TAC) to order at 2:00 p.m.

**2. Roll Call**

The roll was taken via the sign-in sheet. A quorum was present and noted. Ms. Arlene Tanis was present via telephone.

**Members present:**

Rogelio Gonzalez  
John Finizio  
Lee Hoefert  
Todd Cox  
Phil Vitale  
Craig Hauschild  
Captain David Thompson  
Kim Graham  
Arlene Tanis  
Matthew Margotta

**Representing:**

Council on Aging/Community Transit  
City of Port St. Lucie Planning  
Florida Dept. of Environmental Protection  
St. Lucie County Airport  
St. Lucie County School District  
St. Lucie County Engineering  
St. Lucie County Sheriff  
City of Port St. Lucie Engineering  
FDOT D4 Office of Modal Development  
City of Fort Pierce Planning

**Others present:**

Peter Buchwald  
Ron Bowman  
Ed DeFini  
Neelam Fatima  
Mary Holleran  
Kurt Mittwede

**Representing:**

St. Lucie TPO  
St. Lucie TPO  
St. Lucie TPO  
St. Lucie TPO  
Recording Specialist  
St. Lucie County Sheriff

**3. Approval of Agenda**

\* **MOTION – MOVED** by Mr. Todd Cox to approve the agenda as presented.

\*\* **SECONDED** by Captain David Thompson      Carried **UNANIMOUSLY**

**4. Approval of Minutes – November 15, 2011 Regular Meeting**

\* **MOTION – MOVED** by Lee Hoefert to approve the minutes of the regular TAC meeting held on November 15, 2011.

\*\* **SECONDED** by Captain David Thompson      Carried **UNANIMOUSLY**

**5. Comments from the Public – None****6. Action Items****6a. Annual Officer Elections:**

Mr. Buchwald advised that the elections of Chairperson and Vice Chairperson for the St. Lucie TPO TAC and appointments of two Ex-Officio Representatives to the Martin Metropolitan Planning Organization (MPO) TAC were necessary in accordance with the TPO By-Laws.

Ms. Holleran called for nominations for Chairperson. Craig Hauschild commended Rogelio Gonzalez for doing an excellent job as Chairman and nominated him to serve again as Chairman. No other nominations were presented.

\* **MOTION – MOVED** by Craig Hauschild to nominate Rogelio Gonzalez to be elected and serve as Chairman of the TPO-TAC.

\*\* **SECONDED** by Captain David Thompson      Carried **UNANIMOUSLY**

Mr. Rogelio accepted the nomination and agreed to serve as Chairman. He called for nominations for Vice Chair.

Craig Hauschild nominated Kim Graham to serve as Vice Chair.

No other nominations were received.

- \* **MOTION – MOVED** by Mr. Hauschild to nominate Ms. Graham to be elected and serve again as Vice Chair of the TPO TAC.

- \*\* **SECONDED** by Captain David Thompson      Carried **UNANIMOUSLY**

Mr. Gonzalez called for two members to serve as Ex-Officio representatives and noted that last year he and Ms. Graham served in that capacity.

- \* **MOTION – MOVED** by Mr. Hauschild that Mr. Gonzalez as Chairman and Ms. Graham as Vice Chair again serve as Ex-Officio representatives of TPO-TAC.

- \*\* **SECONDED** by Captain David Thompson      Carried **UNANIMOUSLY**

Mr. Buchwald congratulated Mr. Gonzalez as Chairman and Ms. Graham as Vice Chair and spoke of the importance of their roles as Ex-Officio representatives. With the new Census Urban designation coming out at the end of this year, there might be some changes with regard to us and our neighbor to the south.

**6b. Draft FY 2012/13 – FY 2013/14 Unified Planning Work Program (UPWP):**

Mr. Buchwald reviewed the Unified Planning Work Program (UPWP) which, in accordance with Federal Regulations and Florida Statutes, identifies planning budgets for the TPO and is required for receipt of funding from FHWA, FTA, FCTD, and FDOT. The UPWP identifies what we will be doing in the next two years. An analysis of the schedule for the development of the 2012/13-2013/14 program, the planning efforts and priorities, the coordination with other agencies, and the program highlights was provided.

Mr. Buchwald recalled the successful Pedestrian Safety Workshop held about three years ago and said they are planning to hold another Workshop in the next two years. He elicited questions, suggestions and comments from the Committee.

Mr. Matt Margotta commented on the \$4 million HUD grant to look at things along the lines of South Florida related to transportation issues, and asked if there was funding and the concern about going south.

Mr. Buchwald explained that grant referred to the Southeast Florida Regional Partnership that is developing the 2060 Regional Vision Blueprint that was awarded over a year and a half ago. Much effort has been expended and there is a Federal requirement you have to have an MPO to participate.

We have multiple representatives from St. Lucie and will continue to participate. What would be helpful is to determine one thing to rally around in Southeast Florida that benefits the whole Southeast Florida Area such as Tri-Rail.

Mr. Hoefert commented on employers and employees saving transit time, by having available more jobs in this area. Mr. Buchwald saw this as part of coordination with the Livability Initiatives in Task 3.1. That many commuters still drive south because of affordable housing in Port St. Lucie.

Mr. Hoefert commented on needing more data. Mr. Buchwald discussed the infill development alternative in the Long Range Plan and said we will support those data efforts for additional funding.

Mr. Hoefert commented on employers in this area having more interest in supporting the transit system.

Ms. Tanis referred to Pg. 49 of the draft, U.S. #1 Retrofit and noted the budgeted figure of \$10,000 was way too low, and asked if it needed to have an additional zero and be corrected to \$100,000. Mr. Buchwald said the entire budget was \$800,000, and that would be 15 percent of the entire budget. Discussion ensued on this being a study.

Ms. Tanis commented on Pg. 32, RTO funding, and asked if the support had been corrected for 2014, as it was the same as 2012/13. Mr. Buchwald said that has been corrected. Ms. Tanis said FDOT will be completing a review and providing comments.

Mr. Todd Cox commented on Task 3.8 (pg. 43) Transportation Disadvantaged (TD) Program and suggested adding "veterans" to the TD Program description. On Task 4.2 (pg. 48) U.S. #1 Retrofit he suggested we look at connections related to the Intermodal activities along that corridor.

Ms. Tanis thought it would be looked at.

Mr. Cox commented on freight planning and recommended looking at safety and security issues from Federal and Statewide planning efforts, requirements at the airport, and outside the airport. Mr. Buchwald referred to Task 3.7, (pg. 41) Safety and Security Planning and discussion ensued.

Captain Thompson advised of the existence of a Critical Infrastructure List.

Mr. Hauschild asked if funding participation from the locals in the City of Fort Pierce and Port St. Lucie was increasing. Mr. Buchwald said the only local funding of around \$9,000 was from St. Lucie County for an FTA grant, and it is required because they are grant recipients for transit. Federal funding was discussed.

- \* **MOTION – MOVED** by Ms. Graham to recommend the Draft FY 2012/13 – FY 2013/14 UPWP to the TPO Board for adoption with the TPO staff reviewing the various comments from FDOT, Mr. Cox, the City of Fort Pierce, and anything else that was discussed.

- \* \* **SECONDED** by Mr. Cox Carried **UNANIMOUSLY**

## **7. Recommendations/Comments by Members**

Mr. Cox congratulated Mr. Buchwald on his appointment to the big board, the national Association of MPOs. Mr. Buchwald thanked the Committee and hoped to represent all of them and St. Lucie well. Mr. Cox said the appointment says a lot about Mr. Buchwald's representation on a national level about what's happening in the County, and we've seen a turning of the page in terms of everyone working together.

Mr. Buchwald said we weren't small anymore, now with the help of Port St. Lucie, which is the 8th largest city in the State of Florida.

Captain Thompson introduced Kurt Mittwede, Traffic Supervisor at the Sheriff's Office, who will act as an alternate, replacing Major Steve Reuther. Both he and Major Reuther are looking to retirement in a few years and they are trying to get others involved. They look at the traffic pattern differently than engineers and planners and add value from their perspective.

Ms. Graham questioned the impact of U.S. Senate Bill #1813 on our TPO and regional area, which was recently passed and that it is basically a 2-year transportation bill.

Mr. Buchwald said it had very little impact because of our size, it maintains the current level of funding, and it's business as usual except for the MPOs that are smaller than 200,000 people. They have a process that will qualify some of these smaller MPOs as a "Tier Two" MPO if they can demonstrate they can do certain things such as a TIP, a Long Rang Plan, do modeling, and they gave the smaller MPOs three years to do that, but it is only a 2-year bill. More important is how FDOT is responding to the designation of urbanized areas that is forthcoming. For a long time, they have wanted us to merge with Martin and all of the other urbanized areas to merge, including all of the Miami Urbanized Area. He provided further explanation of the efforts to merge.

Discussion ensued on the Senate Bill in the Florida House, tax revenue shortfalls and streamlining of funding programs from 90 to 30 programs.

With regards to a potential merger with Martin County, Mr. Buchwald said in 2009 the Board requested that discussions start and to take a look at the benefits. However, Martin shut down the discussions, and in the past few years St. Lucie County has again expressed a desire to explore the advantages of a merger. He believed the merger could work well discussing mutual beneficial projects together.

Mr. Cox spoke of the difference in the economy of scale and perceptions are different in the business and economics in both Counties. Issues and items from the past have created a stigma in St. Lucie County, which we have been working hard to eliminate. Martin may fear that stigma is still attached.

Mr. Buchwald indicated we need to find ways to connect with all of South Florida or miss out on much Federal funding.

Mr. Hoefert thought Miami Dade was getting more, that the biggest areas seemed to get more funding.

Mr. Buchwald did not know if we will get any additional funding if we connect with the South, but we surely will not get any additional funding if we do not connect.

Captain Thompson discussed the pre-census legislative districts and said to look at the State House, Senate, and Federal districts to see



why we were always left out of the equation. We had no central core or advocate, but the new legislative districts will be more favorable toward us and that will help.

Mr. Cox has seen a favorable transformation of the County to truly identify goals and establish identities. Discussions are taking place that didn't happen in the past as to what our future identity is as St. Lucie County. Captain Thompson agreed this is good for St. Lucie County, advocacy will do it, and we need it along with the important transportation connection.

8. **Staff Comments** – Mr. Buchwald requested that Member comments be provided continuously. He touched based on the agenda items for the next meeting.
9. **Next Meeting:** The next St. Lucie TPO TAC regular meeting is scheduled for 2:00 p.m. on Tuesday, May 15, 2012, in the Conference Room 3 of the St. Lucie County Administration Building, 2300 Virginia Avenue, Fort Pierce, Florida.

## 10. **ADJOURN**

The meeting was adjourned at 3:20 p.m.

Respectfully Submitted:

Approved by:

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Mary Holleran  
Recording Specialist

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Rogelio Gonzalez  
Chairman

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie TPO Technical Advisory Committee (TAC)
<b>Meeting Date:</b>	May 15, 2012
<b>Item Number:</b>	6a
<b>Item Title:</b>	Draft FY 2012/13 – FY 2016/17 Transportation Improvement Program (TIP)
<b>Item Origination:</b>	Federal and State requirements
<b>UPWP Reference:</b>	Task 3.3– TIP
<b>Requested Action:</b>	Review and recommend adoption of the Draft TIP, recommend adoption with conditions, or do not recommend adoption
<b>Staff Recommendation:</b>	As the Final Tentative Work Program appears to be consistent with the Draft Tentative Work Program that was recommended for endorsement by the TPO advisory committees, it is recommended that the draft FY 2012/13 – FY 2016/17 TIP be recommended for adoption by the TPO Board.

### **Attachments**

- Staff Report
- Draft FY 2012/13 – FY 2016/17 TIP

## **MEMORANDUM**

**TO:** St. Lucie TPO Technical Advisory Committee (TAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** May 10, 2012

**SUBJECT:** **Draft FY 2012/13 – FY 2016/17 Transportation Improvement Program (TIP)**

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### **BACKGROUND**

According to Federal and 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 a five-year period. 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 and adopted annually by the TPO in cooperation with the USDOT, FDOT, TPO advisory committees, local governments, port and aviation authorities, transit operators, 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 2012/13 – FY 2016/17 TIP, the process started in June 2011 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 and reviewed by the TPO advisory committees in July 2011 and was adopted by the TPO Board and submitted to FDOT District 4 in August 2011.

The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2012/13 – FY 2016/17. The Draft Tentative Work Program was reviewed and recommended for endorsement by the advisory committees at a joint meeting in September 2011 and was endorsed by the Board in October 2011. The Final Tentative Work Program was received from FDOT in early May 2012 and was used to prepare the attached draft TIP through the new web-based Interactive TIP. The Final Tentative Work Program is the primary component of the TIP.

The Final Tentative Work Program was reviewed by TPO staff for consistency with the Draft Tentative Work Program that was reviewed and recommended for endorsement by the advisory committees back in September 2011. The Final Tentative Work Program appears to be consistent with the Draft Tentative Work Program.

### **RECOMMENDATION**

As the Final Tentative Work Program appears to be consistent with the Draft Tentative Work Program that was recommended for endorsement by the TPO advisory committees, it is recommended that the draft FY 2012/13 – FY 2016/17 TIP be recommended for adoption by the TPO Board.



# **DRAFT**

## **TRANSPORTATION IMPROVEMENT PROGRAM**

### **FY 2012/13 - FY 2016/17**

Adopted by the St. Lucie Transportation Planning Organization

on \_\_\_\_\_

\_\_\_\_\_  
Chairman Reginald B. Sessions

#### **TIP CONTACT INFORMATION**

2300 Virginia Avenue  
Fort Pierce, FL 34982

[www.stlucietpo.org](http://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(h) 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.

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### APPENDICES

- Appendix A: Example Public Comment Notice
- Appendix B: Local Projects-City of Port St. Lucie
- Appendix C: Local Projects-City of Fort Pierce
- Appendix D: Local Projects-St. Lucie County
- Appendix E: TIP Amendment Forms

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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 receiving State and Federal funding over the next five years that are located within the Metropolitan Planning Area (MPA) of the St. Lucie Transportation Planning Organization (St. Lucie TPO).

To use the TIP:

- Locate the project in the Project Index at the end of Section C.10 or on either of the Project Location Maps in Section A.3 to identify the Project Number.
- Using the Project Number, identify the TIP Page Number for the project from the Project Index.
- Refer to the corresponding TIP Page to obtain detailed information regarding the project.
- Refer to the corresponding RL RTP Page Number to cross-reference the project, if applicable, in the St. Lucie/Martin 2030 Regional Long Range Transportation Plan.
- 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 detailed project listings.
- Refer to Sections B and C for information on other transportation programs of the TPO.
- Refer to Section 5 for the TPO List of Priority Projects.
- Refer to the Appendices for an Example Public Comment Notice and for information on locally-funded projects.
- Refer to the contact information on the cover of the TIP if you have any questions or comments.



**A.2 Project Index and TIP/RLRTP Cross Reference**

Project	Project	Project Type	Project Type		Map	TIP	RLTP
Number	Name	Limits/Location From	Limits/Location To	Project Type	Page	Page	Page
2302562	SR-713/KINGS HWY	FROM SR-70 @ TPK	TO S OF I-95 OVERPASS	ADD LANES & RECONSTRUCT	4	Sec. C 1-2	8-19
2303384	SR-614/INDRIO ROAD	FROM WEST OF SR-9/I-95 TO	EAST OF SR-670/EMERSONAV	ADD LANES & RECONSTRUCT		Sec. C 1-3	8-19
2314402	W. MIDWAY RD/CR-712	FROM S. 25TH ST/SR-615	TO SR-5/US-1	ADD LANES & RECONSTRUCT	4	Sec. C 1-4	2030*
4097303	ST.LUCIE CO SIGNAL	SYSYEM ENHANCED	OPERATIONS	TRAFFIC SIGNAL UPDATE IN SLC	4-5	Sec. C 1-5	
4097313	PORT ST.LUCIE SIGNAL	SYSTEM, ENHANCED	OPERATIONS	TRAFFIC SIGNAL UPDATE IN PSL	4-5	Sec. C 1-6	
4108444	CROSTOWN PARKWAY	FROM MANTH LANE	TO SR-5/US-1	RIGHT OF WAY ACTIVITIES	5	Sec. C 1-7	8-19
4196533	SR-A1A/OCEAN DRIVE	FROM MP 3.08	TO MP 5.7	ROAD/SLOPE PROTECTION	5	Sec. C 1-8	
4226813	I-95/SR-9	FROM N. OF GLADES C/O RD	TO S. OF SR-70	PD&E/EMO STUDY	4-5	Sec. C 1-9	8-19
4228701	ST LUCIE COUNTY	PED/SIDEWALK BOX		SIDEWALK	4-5	Sec. C 1-10	
4230221	CR-68/ORANGE AVENUE	FROM GRAVES ROAD	TO SR-713/KINGS HWY	SAFETY PROJECT	4	Sec. C 1-11	7-4
4241431	SR-713	@ SR-614		ADD TURN LANE(S)	4	Sec. C 1-12	
4247621	SR-615	FROM S. OF SR-70	TO SR-68/ORANGE AVE	RESURFACING	4	Sec. C 1-13	7-4
4257741	SR-5/US-1	FROM MARTIN CO/LINE	TO PORT ST LUCIE BLVD	SIDEWALK	5	Sec. C 1-14	7-4
4276121	SAVONA BLVD	FROM GATLIN BLVD	TO NORTH OF THE C-24	SAFETY PROJECT	5	Sec. C 1-15	7-4
4276131	31ST STREET	FROM OKEECHOBEE ROAD	TO TENNESSEE AVENUE	SAFETY PROJECT	4	Sec. C 1-16	7-4
4276141	MARIPOSA ELEMENTARY	SCHOOL		SAFETY PROJECT	5	Sec. C 1-17	7-4
4276561	MELALEUCA BLVD-PH 1	FROM CAMDEN STREET	TO BERKSHIRE BOULEVARD	SIDEWALK	5	Sec. C 1-18	7-4
4276562	MELALEUCA BLVD-PH 2	FROM BERKSHIRE BLVD	TO GREEN RIVER PARKWAY	SIDEWALK	5	Sec. C 1-19	7-4
4276563	MELALEUCA BLVD	FROM LENNARD ROAD	TO CAMDEN STREET	SIDEWALK	5	Sec. C 1-20	7-4
4278051	CITY OF FT.PIERCE	JPA SIGNAL MAINTENANCE	& OPERATIONS ON SHS	TRAFFIC SIGNALS	4	Sec. C 1-21	
4278052	ST LUCIE COUNTY	JPA SIGNAL MAINTENANCE	& OPERATIONS ON SHS	TRAFFIC SIGNALS	4-5	Sec. C 1-22	
4278053	CITY/ PORT ST.LUCIE	JPS SIGNAL MAINTENANCE	& OPERATIONS ON SHS	TRAFFIC SIGNALS	5	Sec. C 1-23	
4278054	CITY OF FT.PIERCE	JPA SIGNAL MAINTENANCE	& OPERATIONS ON SHS	TRAFFIC SIGNALS	4	Sec. C 1-24	
4278055	ST LUCIE COUNTY	JPA SIGNAL MAINTENANCE	& OPERATIONS ON SHS	TRAFFIC SIGNALS	5	Sec. C 1-25	
4278056	CITY/ PORT ST.LUCIE	JPS SIGNAL MAINTENANCE	& OPERATIONS ON SHS	TRAFFIC SIGNALS	5	Sec. C 1-26	
4281691	ST LUCIE COUNTY	CMS RESERVE		FUNDING ACTION	4-5	Sec. C 1-27	
4287281	SR-5/US-1	FROM PVMT SEAM (MP 8.47)	TO EDWARDS RD (MP 10.78)	RESURFACING	4	Sec. C 1-28	7-4
4289841	SR-70	FROM 550' W OF JENKINS RD	TO 1800' E OF JENKINS RD	ADD LANES & REHABILITATE PVMNT	4	Sec. C 1-29	2030*
4296311	BAYSHORE/AIROS BLVD	FROM PRIMA VISTA BLVD	TO ST. JAMES BLVD	BIKE LANE/SIDEWALK	5	Sec. C 1-30	

Project	Project	Project Type	Project Type		Map	TIP	RLTP
Number	Name	Limits/Location From	Limits/Location To	Project Type	Page	Page	Page
4296671	GARDEN AVENUE	FROM OLEANDER AVE	TO MAYFLOWER CANAL	SW & PED BRIDGE OVER CANAL	4	Sec. C 6-3	7-4
4299361	SR-A1A	NORTH BRIDGE OVER ICWW	BRIDGE #940045	BRIDGE-REPAIR/REHABILITATION	4	Sec. C 1-31	

\* Indicates that the project was included in the 2030 St. Lucie/Martin Regional Long Range Transportation Plan (RLRTP) Cost Feasible Plan and is now funded for construction and outside of the 2035 RL RTP planning period.

### A.3 Project Location Maps







**A.4 Glossary of Abbreviations and Phase/Funding Codes****Abbreviations and Phase Codes**

ADM	Administration	PD&E	Project Development and Environmental
BRDG	Bridge	PE	Preliminary Engineering
CEI	Construction, Engineering, & Inspection	PIP	Public Involvement Program
CIP	Capital Improvements Program	PLN	Planning
CLV	Culvert	PST DES	Post Design
CMP	Congestion Management Process	PTO	Public Transportation Office
CST	Construction	RELOC	Right of Way Relocation
CTC	Community Transportation Coordinator	RLRTP	Regional Long Range Transportation Plan
DCA	Department of Community Affairs	ROW	Right of Way Support
E/D	Engineering & Design	ROW LND	Right of Way Land
ENV	Environmental	RR CST	Railroad Construction
FAA	Federal Aviation Administration	RRX	Railroad Crossing
FDOT	Florida Department of Transportation	RRU	Railroad/Utilities Construction
FHWA	Federal Highway Administration	SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act—a Legacy for Users
FTA	Federal Transit Administration	SRA	Senior Resource Association, Inc.
INC	Construction Incentive	TD	Transportation Disadvantaged
IRC	Indian River County	TDC	Transportation Disadvantaged Commission
LAR	Local Agency Reimbursement	TIP	Transportation Improvement Program
LCB	Local Coordinating Board	TMA	Transportation Management Area
LOPP	List of Priority Projects	TPO	Transportation Planning Organization
MIT	Mitigation	UTL	Utility Coordination
MPO	Metropolitan Planning Organization		
MSC	Grant to Local Government		

## Funding Codes

FUND	DESCRIPTION	FUND	DESCRIPTION	FUND	DESCRIPTION	FUND	DESCRIPTION
ACBR	Advance Construction (BRT)	DSB7	Mid-Bay Bridge Authority	IVH	Intelligent Vehicle Highway System	TCP	Fuel Tax Compliance Project
ACCM	Advance Construction (CM)	DSB9	Navarre Bridge	LF	Local Funds	TCSF	Trans, Community and System Preservation
ACEM	Earmarks AC	DSF	State Primary Matching Funds	LFD	"LF" for STTF Utility Work	TDDR	Trans. Disadvantage DDR Use
ACEN	Advance Construction (EBNH)	DU	State Primary/Federal Reimbursement	LFF	Local Fund - for Matching F/A	TDHC	Trans. Disadvantage Health Care
ACEP	Advance Construction (EBBP)	DWS	Weigh Stations	LF1	Local Funds Interest Earned	TDTF	Trans. Disadvantage Trust Fund
ACER	Advance Construction (ER)	EB	Equity Bonus	LFNE	Local Fund Not in Escrow	TFRT	Toll Facility Revolving Trust Fund
ACIM	Advance Construction (IM)	EBBP	Equity Bonus - Bridge	LFP	Local Fund for Participating	TIF1	Transp. Infrastructure Finance & Inov. Act
ACNH	Advance Construction (NH)	EBNH	Equity Bonus – NH	LFR	Local Funds/Reimbursable	TIF2	TIFIA Loan – Rental Car Facility
ACSA	Advance Construction (SA)	EBOH	Equity Bonus - Overhead	LFRF	Local Fund Reimbursable-Future	TIMP	Transportation Improvement
ACSE	Advance Construction (SE)	EM09	GAA Earmarks FY 2009	LFU	Local Funds for Unforeseen Work	TMBC	Garcon Point Bridge
ACSL	Advance Construction (SL)	EM10	GAA Earmarks FY 2010	LHIP	Highway Infrastructure – 2010	TMBD	I-95 Express Lanes
ACSN	Advance Construction (SN)	EM11	GAA Earmarks FY 2011	LRSC	Local Reimbursable-Small Cnty	TM01	Sunshine Skyway
ACSU	Advance Construction (SU)	ER05	Hurricanes 2005	MCSA MCS	Motor Carrier Safety Assistance Motor Carrier Safety Grant	TM02	Everglades Parkway
BNBR	Amendment 4 Bonds (Bridges)	ER06	Hurricanes 2006	NCPD	National Corridor Plan & Dev	TM03	Pinellas Bayway
BNCA	Bond - Controlled Access	ER08	Hurricanes 2008	NH	Principal Arterials	TM04	Miami - Dade Expressway Authority
BNDS	Bond - State	ER09	2009 Emergency Relief Events	NHAC	NH (AC/Regular)	TM05	Beachline Expressway East
BNIR	R/W & Bridge Bonds for Intrastate	ER10	2010 Emergency Relief Events	NHBR	National Highway Bridges	TM06	Tampa-Hillsborough Expressway Authority
BNPK	Amendment 4 Bonds (TPK)	FAA	Federal Aviation Administration	NHTS	National Highway Traffic Safety	TM07	Mid-Bay Bridge Authority
BRAC	BRT (AC/Regular)	FBD	Ferryboat Discretionary	NSTP	New Starts Transit Program	TM08	Mayport Ferry Operation
BRP	State Bridge Replacement	FCO	Primary/Fixed Capital Outlay	PKBD	Turnpike Master Bond Fund	TM09	Navarre Bridge
BRRP	State Bridge Repair and Rehab	FD21	FDM – Dodge Island Tunnel	PKER	Turnpike Maintenance Reserve-ER	TM10	Sawgrass Expressway
BRT	Federal Bridge Replacement – On System	FD22	FDM – Biscayne Blvd. - Miami	PKLF	Local Support for Turnpike	TM11	Orlando – Orange County Expr. System
BRTD	Federal Bridge Replacement – Discretionary	FD34	FED - Airport Access Road - Jacksonville	PKMT	Central Florida Beltway Trust Fund	TOBC	Garcon Point Bridge
BRTZ	BRT (AC/Regular)	FEDR	Federal Research Activities	PKM1	Turnpike Toll Maintenance	TOBD	I-95 Express Lanes
CFA	Contractor Funds Advance	FEMA	Federal Emergency Management Assistance	PKOH	Turnpike Indirect Costs	TOBF	I-595
CIGP	County Incentive Grant Program	FFTF	Federal Forfeiture Trust Fund	PKYI	Turnpike Improvement	TO01	Sunshine Skyway
CIGR	CIGP for Growth Management	FGWB	Fixed Guideway Bond Projects	PKYO	Turnpike Toll Collection/Operation	TO02	Everglades Parkway
CM	Congestion Mitigation - AQ	FHPP	Federal High Priority Projects	PKYR	Turnpike Renewal and Replacement	TO03	Pinellas Bayway
COE	Corp of Engineers (Non-Budget)	FLEM	FL Div of Emergency Management	PL	Metro Plan (85% FA; 15% Other)	TO04	Miami - Dade Expressway Authority
D	Unrestricted State Primary	FMA	Federal Maritime Administration	PLAC	Metro Plan – AC/Regular	TO05	Beachline Expressway East
DC	State Primary PE Consultants	FRA	Federal Railroad Administration	PLH	Public Lands Highway	TO06	Tampa-Hillsborough Expressway Authority
DCA	Department of Community Affairs	FRAD	FRA Grant Payback	PLHD	Public Lands Highway Discretionary	TO07	Mid-Bay Bridge Authority
DDR	District Dedicated Revenue	FRM6	Highway Priority Projects	PORT	Seaports	TO08	Mayport Ferry Operation
DDRF	District Dedicated Revenue Matching Funds	FSDU	Fed Stimulus, FTA Reimb	RBRP	Reimbursable BRP Funds	TO09	Navarre Bridge
DEM	Environmental Mitigation	FSF1	Fed Stimulus, S/W Managed	RECT	Recreational Trails	TO10	Sawgrass Expressway
DEM/W	Environmental Mitigation-Wetlands	FSFB	Fed Stimulus, Ferry Boat Disc	RED	Redistr. Of FA (SEC 1102F)	TO11	Orlando-Orange County Expressway System
DEP	Department of Environmental Protection	FSSE	Fed Stimulus, Enhancement	RHH	Rail-Highway Crossings – Hazard	TRIP	Transp Regional Incentive Program
DER	Emergency Relief – State Funds	FSSL	Fed Stimulus, Areas <= 200K	RHP	Rail-Highway Crossings – Prot. Devices	TSIN	Safety for Non-Construction
DFTA	Federal Pass-Through \$ from FTA	FSSN	Fed Stimulus, Non-Urban	SA	STP, any Area	TSIR	Safety for Research Support
DI	State-Statewide Inter/Intrastate Highway	FSSU	Fed Stimulus, Urban Areas > 200K	SAFE	Secure Airports for FL Economy	TSM	Transport Systems Management
DIH	State In-house Product Support	FTA	Federal Transit Administration	SB	Scenic Byways	USFW	US Fish and Wildlife Service
DIOH	State 100% - Overhead	FTAD	FTA Funds Comm. By TD Comm.	SBPF	Safety Belt Performance – FHWA	USGS	US Geological Survey
DIRS	Advance Acquisition - Intrastate Corridor	FTAT	FHWA Transfer to FTA (Non-Budgeted)	SBPG	Safety Belt Performance Grant	USHS	US Dept of Homeland Security
DIRT	State Funds (DIRS) on TPK	F001	Fed. Discretionary – US 19	SCOP	Small County Outreach Program	VPPP	Value Pricing Pilot Program
DIS	Strategic Intermodal System	F002	Corridors/Borders – US 19	SCRA	Small County Resurfacing		
DITS	Statewide ITS	F003	I-75 Discretionary	SE	STP, Enhancement		
DL	Local Funds - PTO - Budgeted	F004	Corridors/Borders – Boca Raton	SED	State Economic Development		
DPTO	State PTO	F330	Sec 330 STP Earmarks 2003	SIBG	SIB Funds – Growth Management		
DRA	Rest Areas	GMR	General Revenue for SIS	SIB1	State Infrastructure Bank		
DS	State Primary Highways and PTO	GRSC	General Revenue for SCOP	SL	STP, Areas <= 200k		
DSB	Primary Consultant/Reimburse by Bond	GR08	General Revenue Projects for 2008 GAA	SN	STP, Mandatory Non-Urban		
DSBB	Orlando-Orange County Expressway System	HP	Federal Highway Planning	SR	STP, Railroad Hazard Elimination		
DSBC	Garcon Point Bridge	HPAC	HP (AC/Regular)	SR2N	Safe Routes to School - Non-Infrastructure		
DSBD	I – 95 Express Lanes	HPP	High Priority Projects	SR2S	Safe Routes to School – Infrastructure		
DSBE	Emerald Coast Bridge Authority	HR	Federal Highway Research	SR2E	Safe Routes – Either		
DSBF	I-595	HRRR	High Risk Rural Road	SSM	Federal Support Services/Minority		
DSBT	Turnpike/Reimbursed by Tolls	HSP	Highway Safety Program	ST10	STP Earmarks – 2010		
DSB0	Unallocated to Facility	HSRR	High Speed Rail (FRA Non-ARRA)	SU	STP, Urban Areas > 200k		
DSB1	Skyway	HSRS	High Speed Rail Stimulus (FRA)	S112	STP, Earmarks – 2006		
DSB2	Everglades Parkway/Alligator Alley	IBRC	Innovative Bridge Res. & Const.	S115	STP, Earmarks – 2004		
DSB3	Pinellas Bayway	IM	Interstate Maintenance	S117	STP, Earmarks – 2005		
DSB4	Miami - Dade Expressway Authority	IMAC	IM (AC/Regular)	S125	STP Earmarks - 2009		
DSB5	Beachline Expressway	IMD	Interstate Maintenance Discretionary	S126	Belleair Cswy Bridge Replace		
DSB6	Tampa-Hillsborough Expressway Authority	IRR	Indian Reservation Roads	S129	STP Earmarks - 2008		

## **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. 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 2010/11 – FY 2014/15; the previous year's TIP; the 2030 St. Lucie/Martin Regional Long Range Transportation Plan (RLRTP); 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:

**HIGHWAY/ROADWAY FUNDING SOURCES**

		<b>TOTAL</b>					
	<b>FUND</b>	<b>PROGRAM</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
ADVANCE CONSTRUCTION (BRT)	ACBR	11291305	0	9777412	0	1513893	0
ADVANCE CONSTRUCTION (EBBP)	ACEP	826000	0	826000	0	0	0
ADVANCE CONSTRUCTION (NH)	ACNH	4500000	0	4500000	0	0	0
ADVANCE CONSTRUCTION (SA)	ACSA	5896862	2675597	2789885	0	431380	0
STATE BRIDGE REPAIR & REHAB	BRRP	2150093	0	0	2150093	0	0
COUNTY INCENTIVE GRANT PROGRAM	CIGP	4392758	2392758	2000000	0	0	0
CONGESTION MITIGATION	CM	5255032	0	2908368	0	2346664	0
DISTRICT DEDICATED REVENUE	DDR	44860070	8599671	2647898	4896770	3894214	24821517
STATE IN-HOUSE PRODUCT SUPPORT	DIH	1460509	453010	356462	27550	11390	612097
STATE PRIMARY HIGHWAYS & PTO	DS	258170	258170	0	0	0	0
EQUITY BONUS	EB	7079716	328013	6746703	5000	0	0
HIGH PRIORITY PROJECTS	HPP	2159760	0	2159760	0	0	0
HIGH RISK RURAL ROAD	HRRR	1139073	1139073	0	0	0	0
HIGHWAY SAFETY PROGRAM	HSP	1837687	0	0	0	0	1837687
LOCAL FUNDS	LF	98886019	2026844	2000000	0	94859175	0
STP, ANY AREA	SA	46058214	1834277	27038319	0	17185618	0
STP, ENHANCEMENT	SE	1116414	804540	311874	0	0	0
SAFE ROUTES - EITHER	SR2E	127633	127633	0	0	0	0
SAFE ROUTES - INFRASTRUCTURE	SR2S	2481590	1641813	839777	0	0	0
STP, URBAN AREAS > 200K	SU	10044743	0	3904522	606000	1129698	4404523
UNKNOWN		7672264	0	7672264	0	0	0
UNKNOWN		70487	70487	0	0	0	0
	<b>TOTAL</b>	<b>259564399</b>	<b>22351886</b>	<b>76479244</b>	<b>7685413</b>	<b>121372032</b>	<b>31675824</b>



**AVIATION FUNDING SOURCES**

		<b>TOTAL</b>					
	<b>FUND</b>	<b>PROGRAM</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
STATE PTO	DPTO	7195000	2155000	3165000	1875000	0	0
FEDERAL AVIATION ADMINISTRATION	FAA	400000	0	0	0	0	400000
LOCAL FUNDING	LF	1300000	0	0	0	1300000	0
	<b>TOTAL</b>	<b>8895000</b>	<b>2155000</b>	<b>3165000</b>	<b>1875000</b>	<b>1300000</b>	<b>400000</b>

**RAIL FUNDING SOURCES**

		<b>TOTAL</b>					
	<b>FUND</b>	<b>PROGRAM</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
STATE PTO	DPTO	197182515	59332411	68152798	69697306	0	0
GENERAL REVENUE FOR SIS	GMR	118129000	118129000	0	0	0	0
FEDERAL STIMULAS ENHANCEMENT	FSSE	100	100	0	0	0	0
	<b>TOTAL</b>	<b>315311615</b>	<b>177461511</b>	<b>68152798</b>	<b>69697306</b>	<b>0</b>	<b>0</b>

**SEAPORT FUNDING SOURCES**

		<b>TOTAL</b>					
	<b>FUND</b>	<b>PROGRAM</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
DISTRICT DEDICATED REVENUE	DDR	853112	853112	0	0	0	0
STATE PTO	DPTO	2946888	2946888	0	0	0	0
LOCAL FUNDING	LF	1300000	1300000	0	0	0	0
	<b>TOTAL</b>	<b>5100000</b>	<b>5100000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**TRANSIT FUNDING SOURCES**

		<b>TOTAL</b>					
	<b>FUND</b>	<b>PROGRAM</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
STATE PTO	DPTO	2948000	541000	742000	547000	559000	559000
STATE PRIMARY FEDERAL REIMBEREMENT	DU	719000	137000	140000	144000	147000	151000
FEDERAL TRANSIT ADMINISTRATION	FTA	6000000	1500000	1500000	1500000	1500000	0
LOCAL FUNDING	LF	3112000	607000	611000	620000	635000	639000
	<b>TOTAL</b>	<b>12779000</b>	<b>2785000</b>	<b>2993000</b>	<b>2811000</b>	<b>2841000</b>	<b>1349000</b>

**FINANCIAL SUMMARY**

		<b>GRAND TOTAL</b>					
		<b>PROGRAM</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
ST. LUCIE HIGHWAY/ROADWAY PROJECTS TOTAL		259564399	22351886	76479244	7685413	121372032	31675824
ST. LUCIE AVIATION PROJECTS TOTAL		8895000	2155000	3165000	1875000	1300000	400000
ST. LUCIE RAIL PROJECTS TOTAL		315311615	177461511	68152798	69697306	0	0
ST. LUCIE SEAPORT PROJECTS TOTAL		5100000	5100000	0	0	0	0
ST. LUCIE TRANSIT PROJECTS TOTAL		12779000	2785000	2993000	2811000	2841000	1349000
HIGHWAY/ROADWAY, AVIATION, RAIL, SEAPORT, AND TRANSIT PROJECTS GRAND TOTAL		601650014	209853397	150790042	82068719	125513032	33424824

### **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 CFR 450.330(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 2.6 of the TIP.

For the TPO's FY 2012/13 – FY 2016/17 TIP, the project selection and TIP development process started in June 2011 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 RL RTP and other plans as identified in Section 2.4, 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 August 2011. The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2012/13 – FY 2016/17. The Draft Tentative Work Program was reviewed and endorsed by the Advisory Committees in September 2011 and by the Board in October 2011. The Final Tentative Work Program was received from FDOT in May of 2012. The Final Tentative Work Program is the primary component of the TIP.

The TPO LOPP is reproduced in Section 5 of the TIP, and the project selection and prioritization process is further discussed in Section 2.5.

### **B.4 Consistency with Other Plans**

The projects in the TIP are based on the RL RTP, the St. Lucie/Martin Regional Transit Development Plan, the Transportation Disadvantaged Service Plan, the 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 RL RTP in the Project Index and TIP/RL RTP Crosswalk in Section 1.2. 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. The transportation network in the TPO MPA has 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 2035 RL RTP, 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 policies of the RL RTP. The project prioritization was based on qualitative and quantitative analyses of the transportation projects in the TPO MPA. The criteria used in the analyses include the evaluation of needs, levels of service, concurrency requirements, multi-modal opportunities, cost-benefit ratios, safety and security considerations, environmental impacts, importance to the transportation network, beautification, and consistency with the plans identified previously in Section 2.4.

The RL RTP and the TIP priority projects are consistent with the planning factors of the Safe, Accountable, Flexible, Efficient Transportation Equity Act—A Legacy for Users (SAFETEA-LU) legislation. A copy of the LOPP is included in Section 5 of the TIP, and the methodology for project selection is further detailed in Chapter 4 of the RL RTP.

## **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.

Adequate and timely notice of public comment opportunities, the use of visualization techniques and electronic formats for the presentation of information, and convenient public meetings were incorporated into the public involvement process for the LOPP, Tentative Work Program, and the TIP. The notices and opportunities for public comment that were provided included the following:

- Display advertising of public meetings and comment opportunities in a daily local newspaper of general circulation.
- Posting of public meetings and comment opportunities on the TPO website.
- Providing notices of public meetings and comment opportunities to interested parties including citizens, affected public agencies, public transit providers, freight shippers, private transportation providers, bicycle/pedestrian representatives, and the disabled.
- Providing draft materials for review in person or by mail, fax or email.
- Conducting public meetings of the Advisory Committees and Board for the LOPP, Tentative Work Program and the TIP.
- Incorporating general public comment opportunities at the start of all public meetings.
- Providing comment cards at all public meetings.

All the comments that were received were considered in the preparation of the LOPP and TIP. An Example Public Comment Notice is reproduced in Appendix A.

The public involvement procedures associated with the TIP development were used to satisfy the program of projects requirements of the Section 5316 (Job Access and Reverse Commute) and the Section 5317 (New Freedom) Federal programs. The Section 5316, and Section 5317 proposed programs of projects will also be the final programs of projects, unless amended.

## **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 2.6. Upon adoption of the amendment by the TPO Board, the TIP Amendment Form is incorporated into Appendix E of the TIP.

**B.8 Annual Listing of Obligated Federal Funding/Implemented Projects**

The annual listing of implemented projects for which federal funds have been obligated in the preceding year has been made available for public review and is summarized in the following table:

PROJECT NUMBER	PROJECT NAME	PROJECT LIMITS	FUND	PROJECT DESCRIPTION	PROJECT LENGTH	PROJECT TOTAL	PRELIM ENGINEER	RIGHT-OF-WAY	RAILROAD & UTIL.	CONSTR.	GRANTS & MISC.
2302621			ACSA	PD&E/EMO STUDY	0.000	2,426,431	0	2,426,431	0	0	0
2302623	SR-70	FROM MP 5.860 TO MP 10.216	EB	ADD LANES & RECONSTRUCT	4.356	239,642	0	0	0	239,642	0
2302623	SR-70	FROM MP 5.860 TO MP 10.216	SA	ADD LANES & RECONSTRUCT	4.356	272,647	0	0	0	272,647	0
2303384	SR-614/INDRIO ROAD	FROM EAST OF SR-9/I-95 TO EAST OF SR-607/EMERSON	EB	ADD LANES & RECONSTRUCT	2.216	445,229	445,229	0	0	0	0
2314402	W. MIDWAY RD/CR-712	FROM S. 25TH ST/SR-615 TO SR-5/US-1	ACSA	ADD LANES & RECONSTRUCT	1.915	3,388	3,388	0	0	0	0
2314402	W. MIDWAY RD/CR-712	FROM S. 25TH ST/SR-615 TO SR-5/US-1	EB	ADD LANES & RECONSTRUCT	1.915	299,335	299,335	0	0	0	0
2314402	W. MIDWAY RD/CR-712	FROM S. 25TH ST/SR-615 TO SR-5/US-1	SA	ADD LANES & RECONSTRUCT	1.915	21,046	21,046	0	0	0	0
4107171	SR-70/OKEECHOBEE RD	FROM SR-713/KINGS HWY TO CROSSROADS PARKWAY	ACNH	ADD LANES & RECONSTRUCT	0.581	5,693,095	0	0	0	5,693,095	0
4107171	SR-70/OKEECHOBEE RD	FROM SR-713/KINGS HWY TO CROSSROADS PARKWAY	EB	ADD LANES & RECONSTRUCT	0.581	27	0	0	0	27	0
4108441	CROSSTOWN PARKWAY	FROM MANTH LANE TO SR-5/US-1	EB	PD&E/EMO STUDY	1.951	33,435	33,435	0	0	0	0
4108441	CROSSTOWN PARKWAY	FROM MANTH LANE TO SR-5/US-1	SA	PD&E/EMO STUDY	1.951	5,000	5,000	0	0	0	0
4108444	CROSSTOWN PARKWAY	FROM MANTH LANE TO SR-5/US-1	SA	RIGHT OF WAY ACTIVITIES	2.651	13,518	0	13,518	0	0	0
4130461	I-95/SR-9	FROM SR-70 OKEECHOBEE RD TO SR-614/INDRIO	EB	ADD LANES & REHABILITATE PVMNT	15.026	408,000	408,000	0	0	0	0

PROJECT NUMBER	PROJECT NAME	PROJECT LIMITS	FUND	PROJECT DESCRIPTION	PROJECT LENGTH	PROJECT TOTAL	PRELIM ENGINEER	RIGHT-OF-WAY	RAILROAD & UTIL.	CONSTR.	GRANTS & MISC.
4130461	I-95/SR-9	FROM SR-70/OKEECHOBEE RD TO SR-614/INDRIO RD	NHAC	ADD LANES & REHABILITATE PVMNT	15.026	-327,273	-327,273	0	0	0	0
4130471	I-95/SR-9	FROM SR-614/INDRIO TO IR/ST LUCIE CO/LINE	ACEN	ADD LANES & REHABILITATE PVMNT	4.069	124,280	0	0	0	124,280	0
4130471	I-95/SR-9	FROM SR-614/INDRIO TO IR/ST LUCIE CO/LINE	LHIP	ADD LANES & REHABILITATE PVMNT	4.069	19,801,398	0	0	0	19,801,398	0
4138461			SU	RESURFACING	0.000	240,027	0	0	0	240,027	0
4153021	SR-716/PORT ST.LUCIE	FROM TURNPIKE TO PETUNIA AVE	SA	RESURFACING	2.632	74,033	0	0	0	74,033	0
4153021	SR-716/PORT ST.LUCIE	FROM TURNPIKE TO PETUNIA AVE	SU	RESURFACING	2.632	107,872	0	0	0	107,872	0
4196531	SR-A1A/OCEAN DRIVE	FROM MARTIN COUNTY LINE TO MP 3.08	ACSA	RESURFACING	3.080	-2	0	0	0	-2	0
4196531	SR-A1A/OCEAN DRIVE	FROM MARTIN COUNTY LINE TO MP 3.08	SA	RESURFACING	3.080	57,400	0	0	0	57,400	0
4196531	SR-A1A/OCEAN DRIVE	FROM MARTIN COUNTY LINE TO MP 3.08	SL	RESURFACING	3.080	22,783	0	0	0	22,783	0
4196532	SR-A1A/OCEAN DRIVE	FROM MP 3.08 TO MP 5.70	ACSA	RESURFACING	2.724	-1	0	0	0	-1	0
4196532	SR-A1A/OCEAN DRIVE	FROM MP 3.08 TO MP 5.70	EB	RESURFACING	2.724	320	0	0	0	320	0
4196532	SR-A1A/OCEAN DRIVE	FROM MP 3.08 TO MP 5.70	SA	RESURFACING	2.724	130,713	0	0	0	130,713	0
4197152	I-95/SR-9	FROM MP 0.000/6.018 TO MP .739/7.131	NHAC	RESURFACING	7.131	132,361	0	0	0	132,361	0
4226812	I-95/SR-9	FROM N OF BECKER ROAD TO S OF SR-70	SA	PD&E/EMO STUDY	14.057	2,672,277	2,672,277	0	0	0	0
4229561	SR-70/OKEECHOBEE AVE	FROM JENKINS ROAD TO SR-5/US1	ACNH	RESURFACING	3.589	4,033,722	0	0	0	4,033,722	0

PROJECT NUMBER	PROJECT NAME	PROJECT LIMITS	FUND	PROJECT DESCRIPTION	PROJECT LENGTH	PROJECT TOTAL	PRELIM ENGINEER	RIGHT-OF-WAY	RAILROAD & UTIL.	CONSTR.	GRANTS & MISC.
4229561	SR-70/OKEECHOBEE AVE	FROM JENKINS ROAD TO SR-5/US1	ACSA	RESURFACING	3.589	467,981	0	0	0	467,981	0
4229561	SR-70/OKEECHOBEE AVE	FROM JENKINS ROAD TO SR-5/US1	HSP	RESURFACING	3.589	321,637	0	0	0	321,637	0
4229571	SR-713/KINGS HIGHWAY	FROM SR-618/INDRIO ROAD TO E. OF SPANISH LAKES BL	HSP	RESURFACING	2.017	73,905	0	0	0	73,905	0
4230221	CR-68/ORANGE AVENUE	FROM GRAVES ROAD TO SR-713/KINGS HWY	EB	SAFETY PROJECT	4.405	229,476	228,858	0	0	0	618
4230221	CR-68/ORANGE AVENUE	FROM GRAVES ROAD TO SR-713/KINGS HWY	HSP	SAFETY PROJECT	4.405	138,668	138,668	0	0	0	0
4231151	SR-5/US-1	@ SR-716/PORT ST. LUCIE BL	HSP	SAFETY PROJECT	0.117	602,370	0	0	0	602,370	0
4239781	MIDWAY AVE	FEC X-ING #272331M RR MP: 246+1963	RHP	RAIL SAFETY PROJECT	0.000	8,151	0	0	8,151	0	0
4259681	INDIAN RIVER LAGOON	TREASURE COAST ST. LUCIE CO.	EB	BIKE PATH/TRAIL	0.000	34,000	2,000	0	0	32,000	0
4259681	INDIAN RIVER LAGOON	TREASURE COAST ST. LUCIE CO.	SA	BIKE PATH/TRAIL	0.000	3,000	0	0	0	3,000	0
4259681	INDIAN RIVER LAGOON	TREASURE COAST ST. LUCIE CO.	SB	BIKE PATH/TRAIL	0.000	1,600,000	0	0	0	1,600,000	0
4262091	JUANITA AVE BRIDGE	REPLCMNT OVER TAYLOR CRK FROM N 15TH ST TO N 13TH	EB	BRIDGE REPLACEMENT	0.102	4,000	0	0	0	4,000	0
4262091	JUANITA AVE BRIDGE	REPLCMNT OVER TAYLOR CRK FROM N 15TH ST TO N 13TH	SA	BRIDGE REPLACEMENT	0.102	27,835	0	0	0	27,835	0
4262091	JUANITA AVE BRIDGE	REPLCMNT OVER TAYLOR CRK FROM N 15TH ST TO N 13TH	ACSA	BRIDGE REPLACEMENT	0.102	-48,955	-48,955	0	0	0	0
4262091	JUANITA AVE BRIDGE	REPLCMNT OVER TAYLOR CRK FROM N 15TH ST TO N 13TH	SA	BRIDGE REPLACEMENT	0.102	50,100	50,100	0	0	0	0



PROJECT NUMBER	PROJECT NAME	PROJECT LIMITS	FUND	PROJECT DESCRIPTION	PROJECT LENGTH	PROJECT TOTAL	PRELIM ENGINEER	RIGHT-OF-WAY	RAILROAD & UTIL.	CONSTR.	GRANTS & MISC.
4286521	SUNRISE & OLEANDER	FROM OHIO STREET TO VIRGINIA AVENUE	EB	RESURFACING	1.008	2,225	2,225	0	0	0	0
4286521	SUNRISE & OLEANDER	FROM OHIO STREET TO VIRGINIA AVENUE	SA	RESURFACING	1.008	31	31	0	0	0	0
4286531	29TH STREET	FROM ORANGE AVENUE TO AVENUE Q	EB	RESURFACING	1.250	1,393	1,393	0	0	0	0
4163512	ST. LUCIE UPWP	FY 2010/2011 & FY 2011/2012	PL	TRANSPORTATION PLANNING	0.000	1,049,958	1,049,958	0	0	0	0
4175862			ER05	EMERGENCY OPERATIONS	0.000	171,557	0	0	0	0	171,557
4175863			ER05	EMERGENCY OPERATIONS	0.000	335,022	0	0	0	0	335,022
4287651	SR2N PROGRAM	PURCHASE MATERIALS DISTRIBUTION TO SCHOOLS	SR2N	SAFETY PROJECT	0.000	72,350	0	0	0	0	72,350
						<b>42,075,407</b>	<b>4,984,715</b>		<b>8,151</b>	<b>34,063,045</b>	<b>579,547</b>

## 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 March 2009 and resulted in three Noteworthy Practices being identified for the St. Lucie TPO. No Corrective Actions were identified for the St. Lucie TPO as a result of the review.

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 May 2012 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 were initially established in the TIP for FY 2014/15. In addition, the RL RTP continues to allocate \$300,000 in funding towards the CMP on a yearly basis through 2035.

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 2011, and a two-tiered approach (Tier I and Tier II) was utilized in the CMP to identify projects. The Tier I analysis provided a system-wide screening for areas of concern. The Tier II analysis included a detailed evaluation of the identified areas of concern. Based on the results of the Tier 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 the TPO's List of Priority Projects (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:

**St. Lucie Transportation Disadvantaged Funding – 2012/13**

Trip & Equipment Grant - TD Commission	398,287
Local Funding	44,270
LCB Assistance – TD Commission	22,657
Voluntary Dollar – TD Commission	141

**St. Lucie TD Funding TOTAL                      465,355**

**St. Lucie Transportation Disadvantaged Project – 2012/13**

**St. Lucie TD Projects TOTAL                      465,355**

**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:

- 1) Eligible recipients must be a partner, through an Interlocal Agreement, to a regional transportation planning entity; and,
- 2) 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 was included in the respective Long Range Transportation Plans of the St. Lucie TPO/Martin MPO and the Indian River MPO.

St. Lucie TPO projects currently programmed for TRIP funding are limited to the SR-713/Kings Highway project (#2302562) which is receiving \$1,285,000 in TRIP funding and the Crosstown Parkway project (#4108441) which is receiving \$1,750,000 in TRIP funding, and the rail station project (#4297872) which is receiving \$379,054 in TRIP funding.

## **C. DETAILED PROJECT LISTINGS**

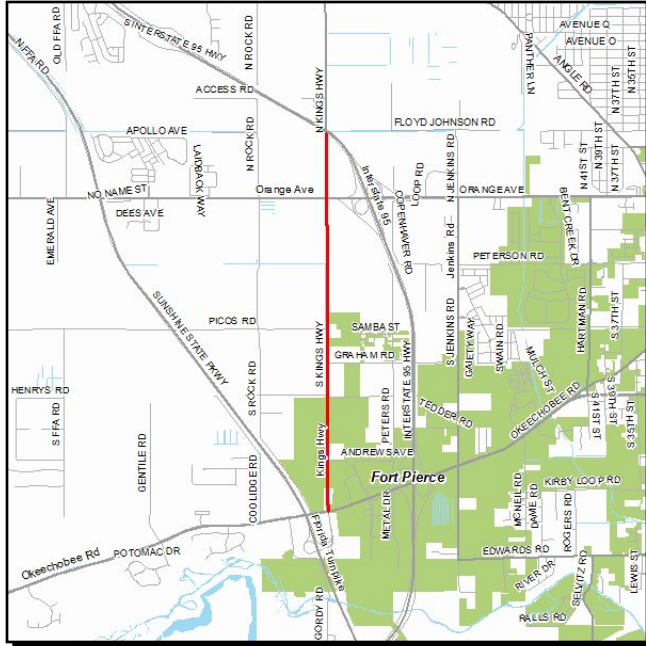
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## **Section 1 - Highway/Roadway Projects**

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2302562

SR-713/KINGS HWY



**Project Description:** Details: Design to widen road from 2 to 4 lanes with bike lanes, sidewalks,

**Work Summary:** ADD LANES & RECONSTRUCT

**From:** FROM SR-70 @ TPK

**To:** TO S OF I-95 OVERPASS

**Length:** 2.895 mi

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW (41)	DIH	0	0	0	0	612,097	<b>612,097</b>
ROW (45)	DDR	0	0	0	0	313,004	<b>313,004</b>
ROW (43)	DDR	0	0	0	0	22,172,039	<b>22,172,039</b>
ROW (4B)	DDR	0	0	0	0	2,149,874	<b>2,149,874</b>
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25,247,014</b>	<b>25,247,014</b>

**Prior Year Cost:** 2,600,316

**Future Year Cost:**

**Total Project Cost:** 27,847,330

2303384

SR-614/INDRIO ROAD

No Map  
Available

**Project Description:**

**Work Summary:** ADD LANES &  
RECONSTRUCT

**From:** FROM WEST OF SR-9/I-95 TO

**To:** EAST OF SR-670/EMERSONAV

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW (43)	SU	0	0	1,301,339	0	0	1,301,339
ROW (41)	DIH	0	0	393,382	0	0	393,382
ROW (45)	DDR	0	0	10,927	0	0	10,927
ROW (43)	DDR	0	0	5,009,331	0	0	5,009,331
ROW (4B)	DDR	0	0	521,231	0	0	521,231
ROW (43)	DS	0	0	2,455,112	0	0	2,455,112
<b>Total</b>		<b>0</b>	<b>0</b>	<b>9,691,322</b>	<b>0</b>	<b>0</b>	<b>9,691,322</b>

**Prior Year Cost:** 2,312,789

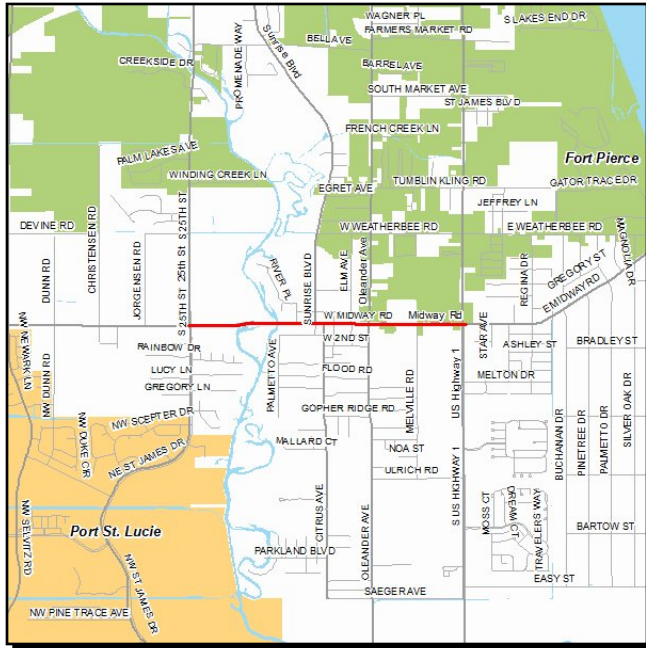
**Future Year Cost:**

**Total Project Cost:** 12,004,111



2314402

W. MIDWAY RD/CR-712



**Project Description:** Details: Construction to widen road from 2 to 4 lanes with bike lanes,

**Work Summary:** ADD LANES & RECONSTRUCT

**From:** FROM S. 25TH ST/SR-615

**To:** TO SR-5/US-1

**Length:** 1.647 mi

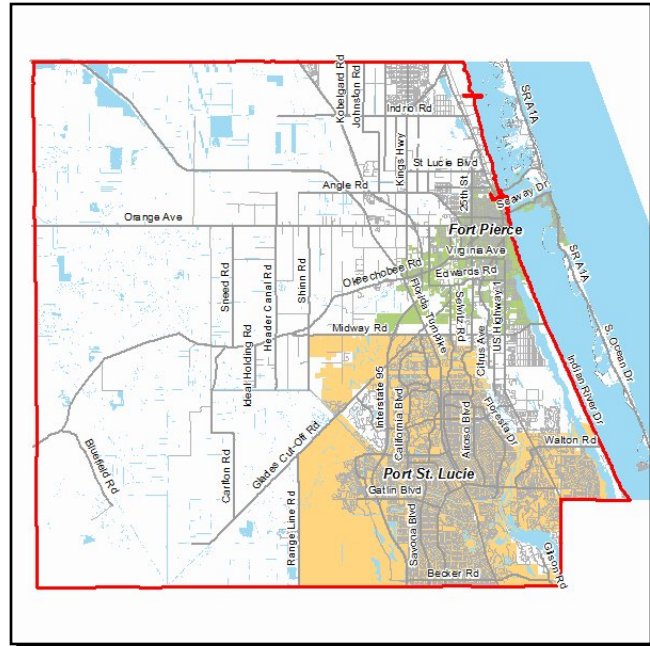
**Lead Agency:** FDOT

**Prior Year Cost:** 11,987,131  
**Future Year Cost:**  
**Total Project Cost:** 54,894,163

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW (41)	EB	250,126	0	0	0	0	250,126
ROW (43)	ACSA	2,675,597	0	0	0	0	2,675,597
ROW (43)	SA	1,324,403	8,000,000	0	0	0	9,324,403
ROW (41)	SA	509,874	0	0	0	0	509,874
CST (52)	SU	0	2,006,968	0	0	0	2,006,968
CST (52)	CM	0	1,235,971	0	0	0	1,235,971
CST (52)	ACSA	0	2,789,885	0	0	0	2,789,885
CSTS (62)	SA	0	1,763,450	0	0	0	1,763,450
CST (52)	SA	0	13,687,880	0	0	0	13,687,880
CST (52)	EB	0	6,721,703	0	0	0	6,721,703
CSTS (61)	SU	0	1,322,121	0	0	0	1,322,121
CSTS (62)	SU	0	575,433	0	0	0	575,433
ENV (C8)	SA	0	43,621	0	0	0	43,621
<b>Total</b>		<b>4,760,000</b>	<b>38,147,032</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42,907,032</b>

4097303

ST.LUCIE CO SIGNAL



**Project Description:** Details: Upgrade traffic signals in St. Lucie County

**Work Summary:** TRAFFIC SIGNAL UPDATE

**From:** SYSEEM ENHANCED

**To:** OPERATIONS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST (58)	DDR	192,555	0	0	0	0	192,555
<b>Total</b>		<b>192,555</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>192,555</b>

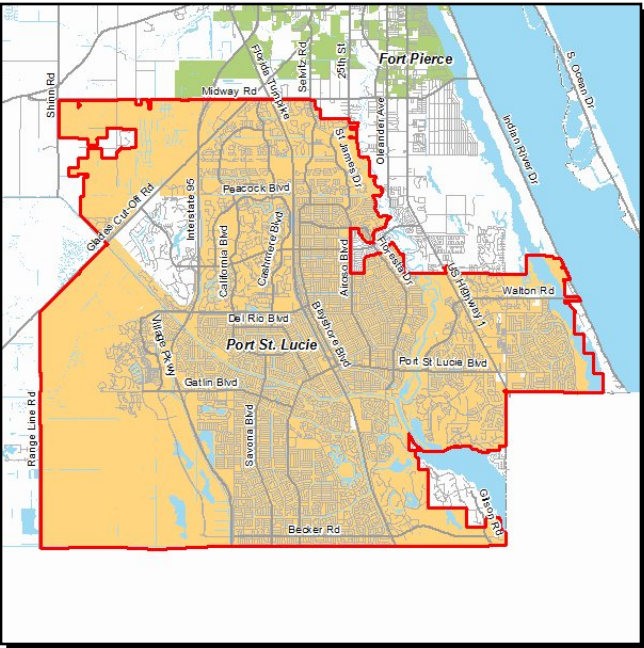
**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 192,555

4097313

PORT ST.LUCIE SIGNAL



**Project Description:** Details: Upgrade traffic signals in Port St. Lucie

**Work Summary:** TRAFFIC SIGNAL UPDATE

**From:** SYSTEM, ENHANCED

**To:** OPERATIONS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST (58)	DDR	75,150	0	0	0	0	75,150
Total		75,150	0	0	0	0	75,150

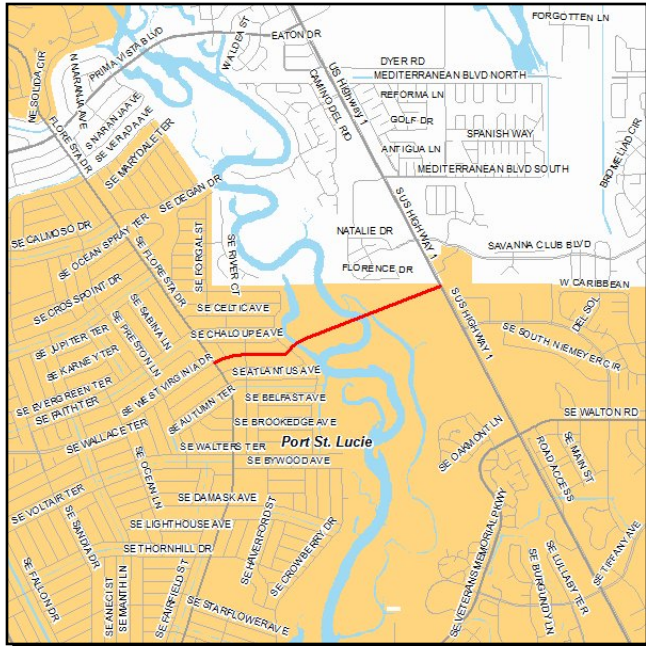
**Prior Year Cost:** 74,250

**Future Year Cost:**

**Total Project Cost:** 149,400

4108444

CROSTOWN PARKWAY



**Project Description:** Details: Right-of-way acquisition to construct bridge over St. Lucie River

**Work Summary:** RIGHT OF WAY ACTIVITIES

**From:** FROM MANTH LANE

**To:** TO SR-5/US-1

**Length:** 2.651 mi

**Lead Agency:** FDOT

**Prior Year Cost:** 848,484  
**Future Year Cost:**  
**Total Project Cost:** 159,984,880

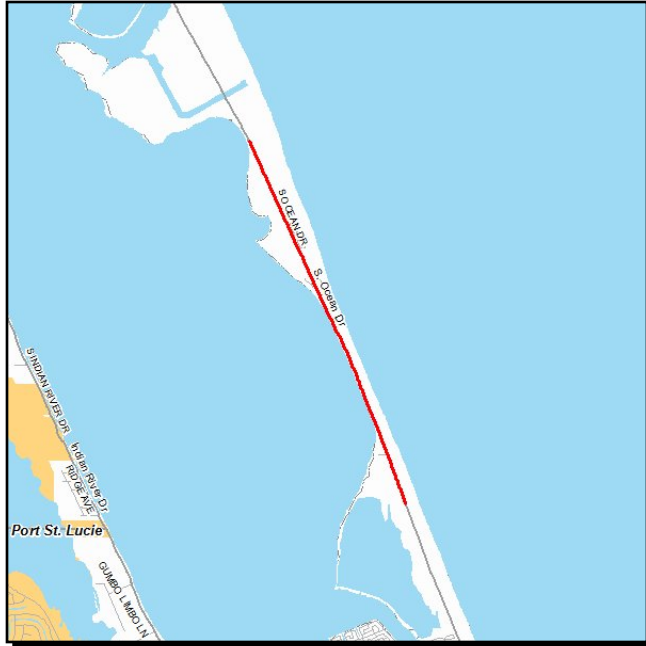
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW (43)	ACBR	0	9,777,412	0	0	0	9,777,412
ROW (43)	ACEP	0	826,000	0	0	0	826,000
ROW (45)	LF	0	2,000,000	0	0	0	2,000,000
ROW (45)	CIGP	0	2,000,000	0	0	0	2,000,000
ROW (45)	CM	0	1,571,000	0	0	0	1,571,000
ROW (4B)	CM	0	101,397	0	0	0	101,397
ROW (43)		0	7,672,264	0	0	0	7,672,264
ROW (42)	SA	0	7,608,378	0	0	0	7,608,378
ROW (43)	HPP	0	2,159,760	0	0	0	2,159,760
ROW (4B)	SA	0	3,064,990	0	0	0	3,064,990
ROW (41)	SA	0	870,000	0	0	0	870,000
CST (58)	SA	0	0	0	17,185,618	0	17,185,618
CST (58)	CM	0	0	0	2,346,664	0	2,346,664
CST (58)	SU	0	0	0	943,942	4,204,523	5,148,465
CST (58)	ACSA	0	0	0	431,380	0	431,380





4196533

SR-A1A/OCEAN DRIVE



**Project Description:** Details: Reconstruction of road embankment

**Work Summary:** ROAD/SLOPE PROTECTION

**From:** FROM MP 3.08

**To:** TO MP 5.7

**Length:** 2.620 mi

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CSTS (61)	DIH	36,936	0	0	0	0	36,936
CST (52)	DDR	4,319,632	0	0	0	0	4,319,632
CSTS (62)	DDR	662,605	0	0	0	0	662,605
<b>Total</b>		<b>5,019,173</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,019,173</b>

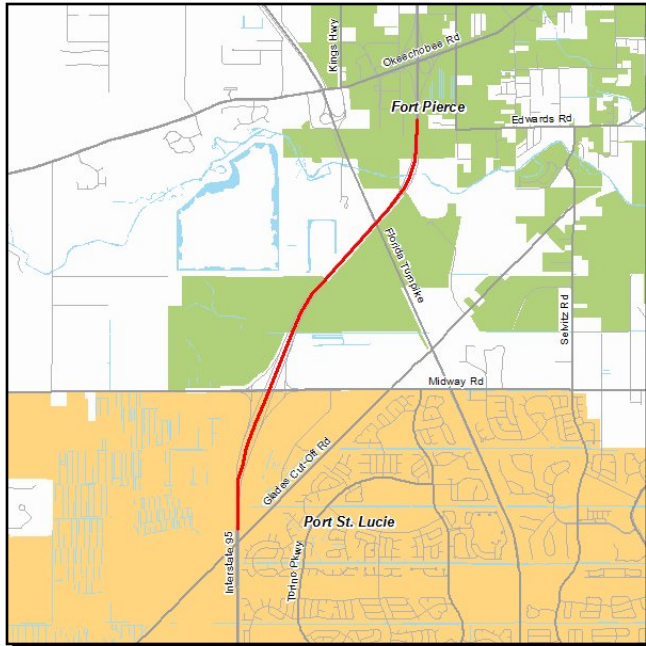
**Prior Year Cost:** 666,609

**Future Year Cost:**

**Total Project Cost:** 5,685,782

4226813

I-95/SR-9



**Project Description:** Details: Study to widen road from 6 to 8 lanes

**Work Summary:** PD&E/EMO STUDY

**From:** FROM N. OF GLADES C/O RD

**To:** TO S. OF SR-70

**Length:** 3.700 mi

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE (32)	ACNH	0	4,350,000	0	0	0	4,350,000
PE (31)	ACNH	0	150,000	0	0	0	150,000
<b>Total</b>		<b>0</b>	<b>4,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4,500,000</b>

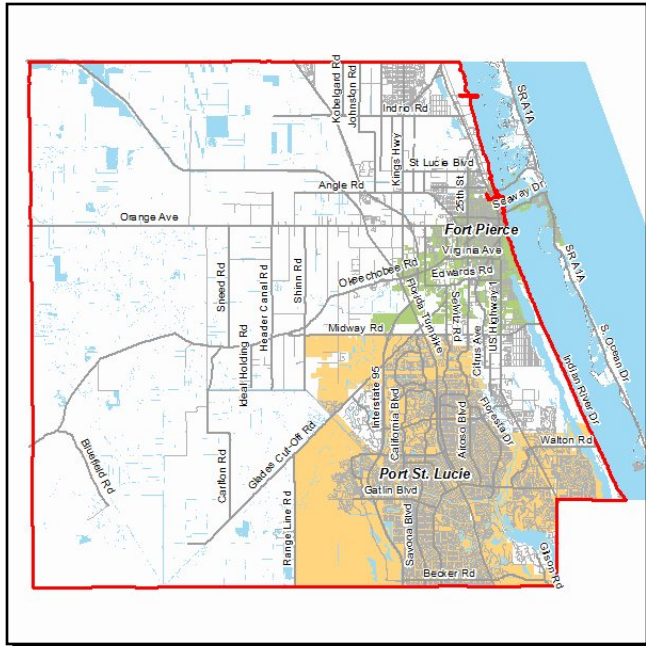
**Prior Year Cost:**

**Future Year Cost:** 29,194,176

**Total Project Cost:** 33,694,176

4228701

ST LUCIE COUNTY



**Project Description:** Details: Funding to construct future sidewalk projects to be determined

**Work Summary:** SIDEWALK

**From:** PED/SIDEWALK BOX

**To:**

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST (58)	SU	0	0	0	100,000	200,000	300,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000</b>	<b>200,000</b>	<b>300,000</b>

**Prior Year Cost:**

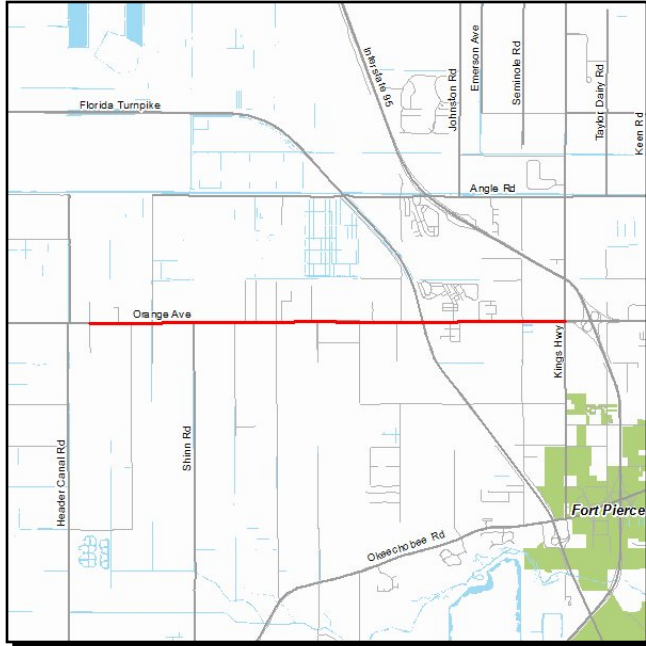
**Future Year Cost:**

**Total Project Cost:** 300,000



4230221

CR-68/ORANGE AVENUE



**Project Description:** Details: Construction of shoulders along road

**Work Summary:** SAFETY PROJECT

**From:** FROM GRAVES ROAD

**To:** TO SR-713/KINGS HWY

**Length:** 4.405 mi

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST (52)	HRRR	1,028,099	0	0	0	0	<b>1,028,099</b>
CSTS (62)	HRRR	110,974	0	0	0	0	<b>110,974</b>
CST (52)	HSP	1,523,602	0	0	0	0	<b>1,523,602</b>
CSTS (61)	EB	48,887	0	0	0	0	<b>48,887</b>
CST (52)	LF	312,128	0	0	0	0	<b>312,128</b>
CSTS (62)	HSP	486,868	0	0	0	0	<b>486,868</b>
<b>Total</b>		<b>3,510,558</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,510,558</b>

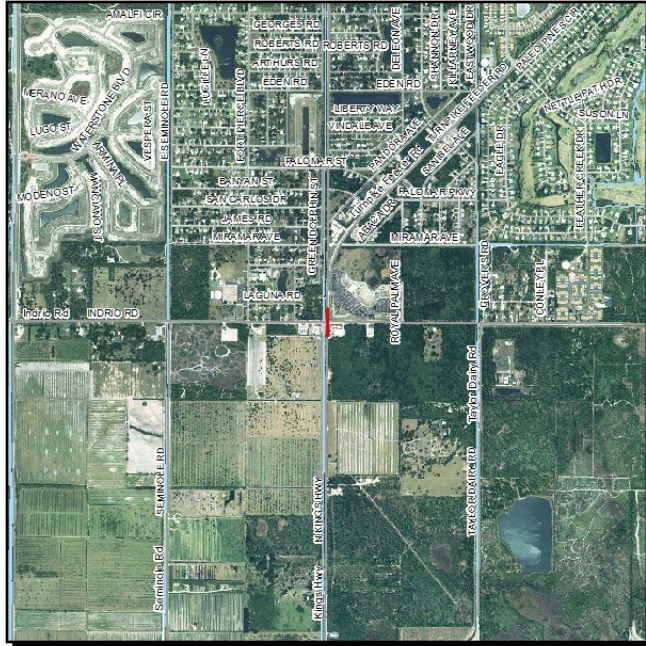
**Prior Year Cost:** 710,296

**Future Year Cost:**

**Total Project Cost:** 4,220,854

4241431

SR-713



**Project Description:** Details: Right-of-way acquisition for construction of intersection

**Work Summary:** ADD TURN LANE(S) **From:** @ SR-614

**To:**

**Length:** 1.084 mi

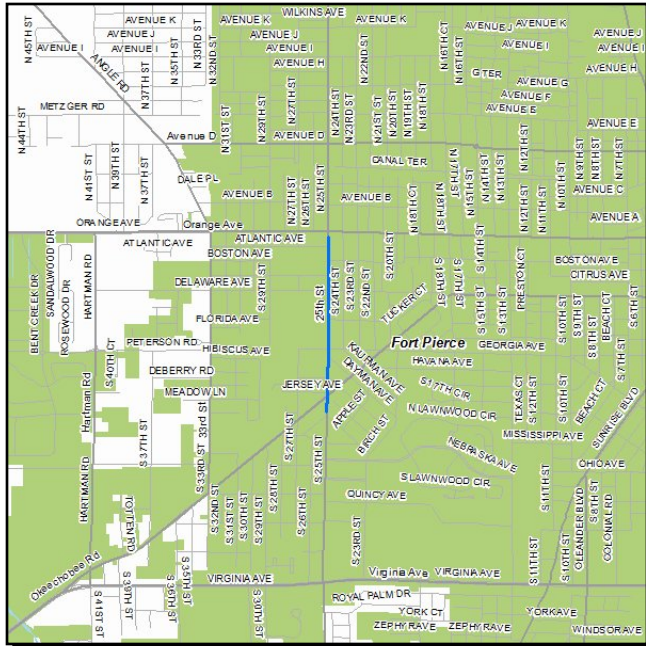
**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW (43)		70,487	0	0	0	0	70,487
ROW (43)	CIGP	2,392,758	1,317,948	0	0	0	3,710,706
ROW (43)	LF	2,026,844	682,052	0	0	0	2,708,896
<b>Total</b>		<b>4,490,089</b>	<b>2,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6,490,089</b>

**Prior Year Cost:** 5,517,041  
**Future Year Cost:**  
**Total Project Cost:** 12,007,130

4247621

SR-615



**Project Description:** Details: Resurfacing of road

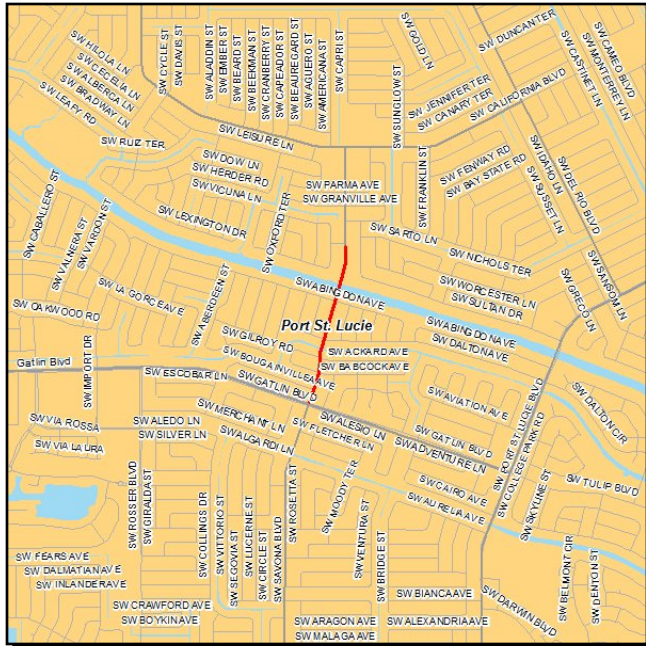
**Work Summary:** RESURFACING      **From:** FROM S. OF SR-70  
**To:** TO SR-68/ORANGE AVE  
**Length:** 1.500 mi      **Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CSTS (61)	DIH	157,141	0	0	0	0	157,141
CST (52)	SU	1,316,088	0	0	0	0	1,316,088
CSTS (62)	SU	207,670	0	0	0	0	207,670
CSTS (62)	DS	50,500	0	0	0	0	50,500
<b>Total</b>		<b>1,731,399</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,731,399</b>

**Prior Year Cost:** 395,126  
**Future Year Cost:**  
**Total Project Cost:** 2,126,525



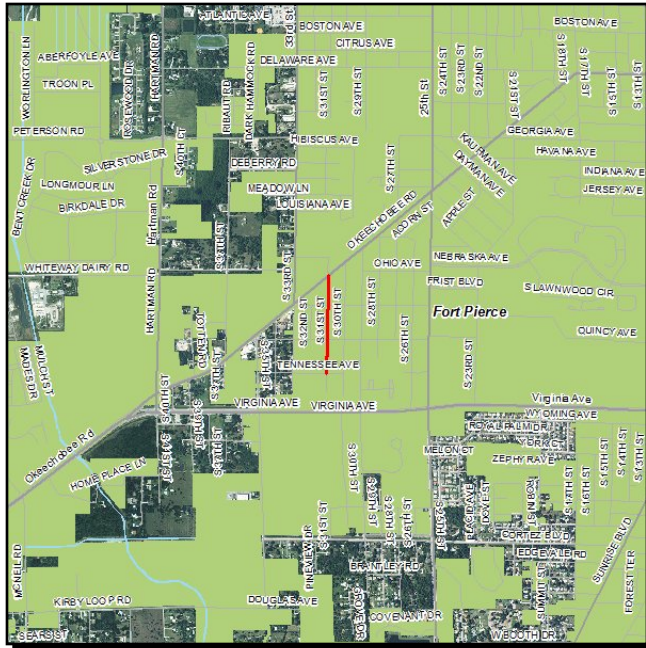




**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CSTS (61)	EB	5,000	0	0	0	0	5,000
CST (58)	SR2E	127,633	0	0	0	0	127,633
CST (58)	SR2S	1,641,813	0	0	0	0	1,641,813
CSTS (62)	EB	20,000	0	0	0	0	20,000
<b>Total</b>		<b>1,794,446</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,794,446</b>

1-15



**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE (31)	EB	2,000	0	0	0	0	2,000
CSTS (61)	EB	0	5,000	0	0	0	5,000
CST (58)	SR2S	0	383,563	0	0	0	383,563
CSTS (62)	EB	0	5,000	0	0	0	5,000
<b>Total</b>		<b>2,000</b>	<b>393,563</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>395,563</b>

**Total Project Cost:** 395,563





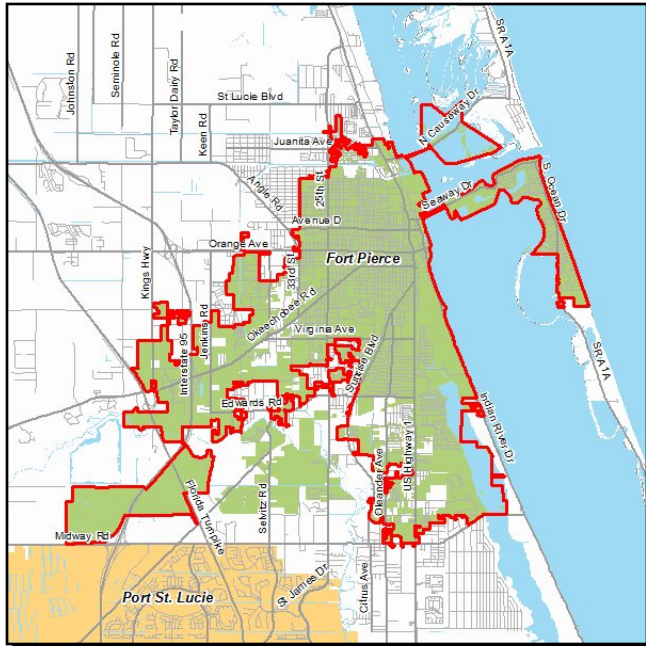






4278051

CITY OF FT. PIERCE



**Project Description:** Details: Maintenance and operation of traffic signals in Fort Pierce

**Work Summary:** TRAFFIC SIGNALS **From:** JPA SIGNAL MAINTENANCE

**To:** & OPERATIONS ON SHS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (88)	DDR	87,000	90,000	92,000	0	0	269,000
<b>Total</b>		<b>87,000</b>	<b>90,000</b>	<b>92,000</b>	<b>0</b>	<b>0</b>	<b>269,000</b>

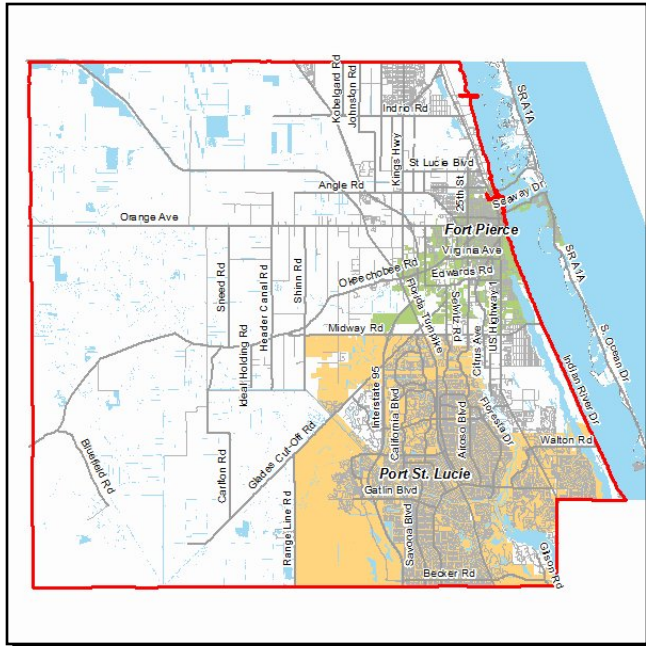
**Prior Year Cost:** 147,446

**Future Year Cost:**

**Total Project Cost:** 416,446

4278052

ST LUCIE COUNTY



**Project Description:** Details: Maintenance and operation of traffic signals in St. Lucie County

**Work Summary:** TRAFFIC SIGNALS **From:** JPA SIGNAL MAINTENANCE

**To:** & OPERATIONS ON SHS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (88)	DDR	53,000	54,500	56,100	0	0	163,600
<b>Total</b>		<b>53,000</b>	<b>54,500</b>	<b>56,100</b>	<b>0</b>	<b>0</b>	<b>163,600</b>

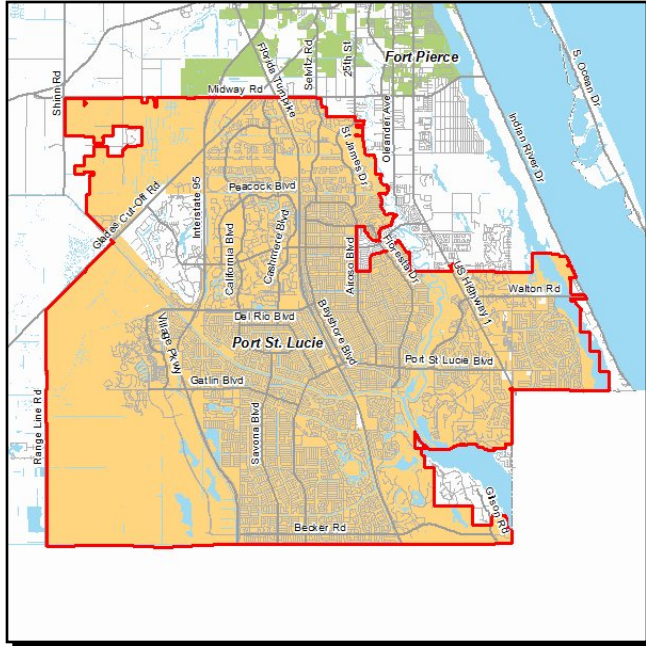
**Prior Year Cost:** 96,805

**Future Year Cost:**

**Total Project Cost:** 260,405

4278053

CITY/ PORT ST.LUCIE



**Project Description:** Details: Maintenance and operation of traffic signals in Port St. Lucie

**Work Summary:** TRAFFIC SIGNALS **From:** JPS SIGNAL MAINTENANCE

**To:** & OPERATIONS ON SHS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (88)	DDR	26,200	27,000	28,000	0	0	81,200
<b>Total</b>		<b>26,200</b>	<b>27,000</b>	<b>28,000</b>	<b>0</b>	<b>0</b>	<b>81,200</b>

**Prior Year Cost:** 49,982

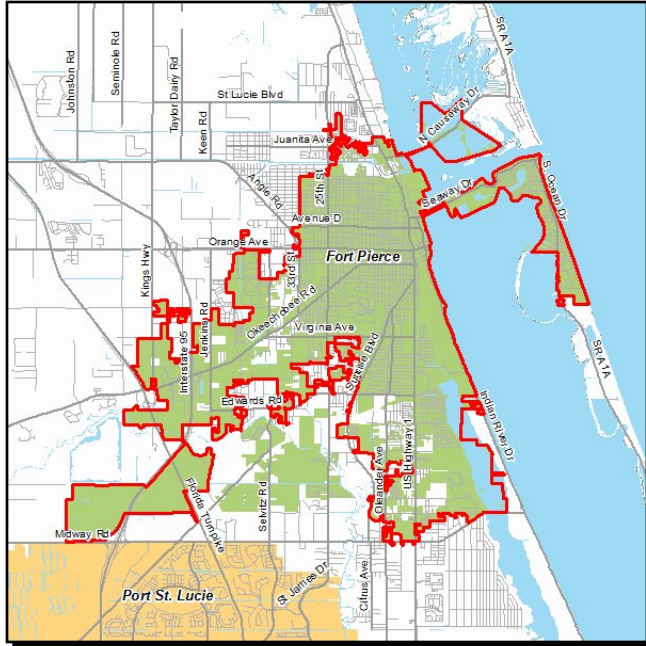
**Future Year Cost:**

**Total Project Cost:** 131,182



4278054

CITY OF FT. PIERCE



**Project Description:** Details: Maintenance and operation of traffic signals in Fort Pierce

**Work Summary:** TRAFFIC SIGNALS **From:** JPA SIGNAL MAINTENANCE

**To:** & OPERATIONS ON SHS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (88)	DDR	0	0	0	94,800	97,000	191,800
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>94,800</b>	<b>97,000</b>	<b>191,800</b>

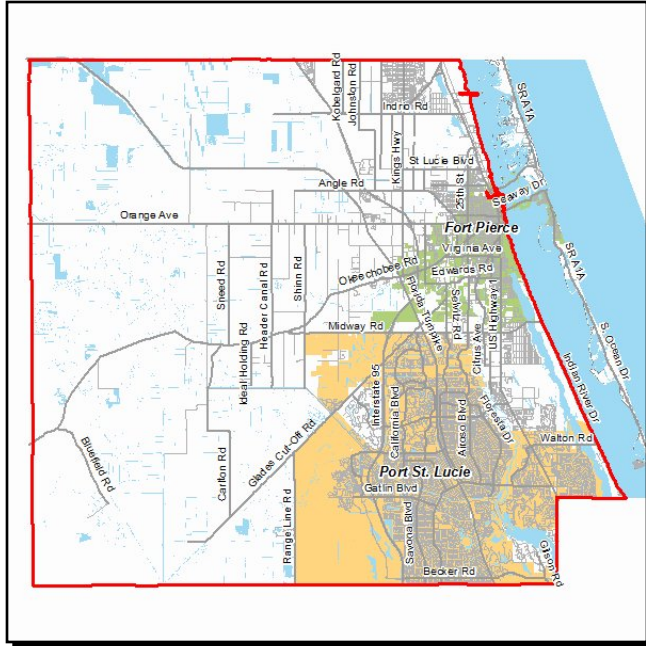
**Prior Year Cost:**

**Future Year Cost:** 291,000

**Total Project Cost:** 482,800

4278055

ST LUCIE COUNTY



**Project Description:** Details: Maintenance and operation of traffic signals in St. Lucie County

**Work Summary:** TRAFFIC SIGNALS **From:** JPA SIGNAL MAINTENANCE

**To:** & OPERATIONS ON SHS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (88)	DDR	0	0	0	57,000	59,600	116,600
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>57,000</b>	<b>59,600</b>	<b>116,600</b>

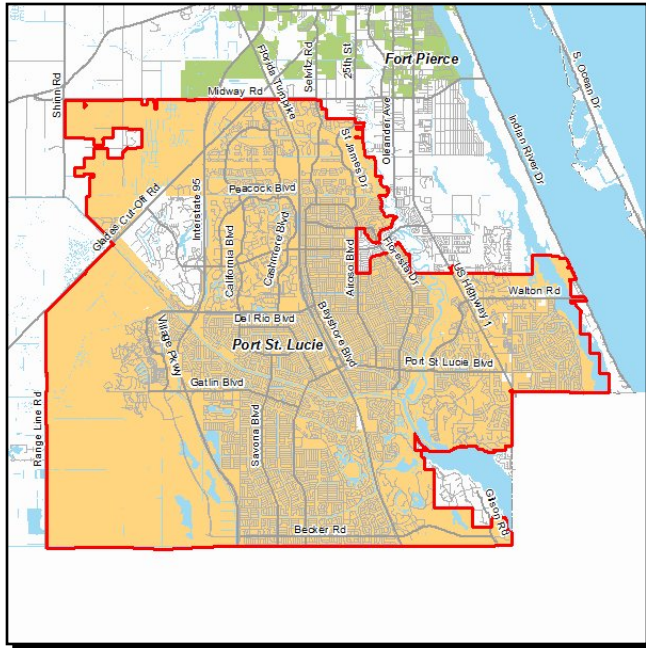
**Prior Year Cost:**

**Future Year Cost:** 178,800

**Total Project Cost:** 295,400

4278056

CITY/ PORT ST.LUCIE



**Project Description:** Details: Maintenance and operation of traffic signals in St. Lucie County

**Work Summary:** TRAFFIC SIGNALS **From:** JPS SIGNAL MAINTENANCE

**To:** & OPERATIONS ON SHS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (88)	DDR	0	0	0	28,900	30,000	58,900
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>28,900</b>	<b>30,000</b>	<b>58,900</b>

**Prior Year Cost:**

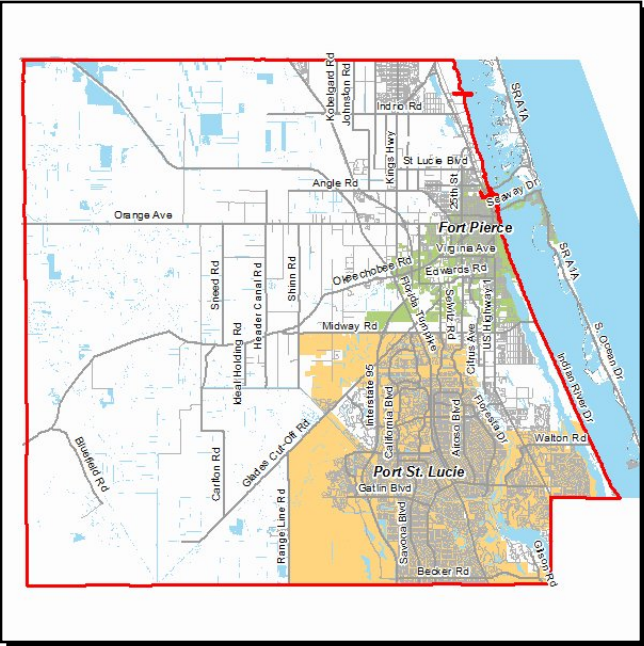
**Future Year Cost:** 90,000

**Total Project Cost:** 148,900



4281691

ST LUCIE COUNTY



**Project Description:** Details: Funding to construct future projects to be determined which

**Work Summary:** FUNDING ACTION      **From:** CMS RESERVE

**To:**

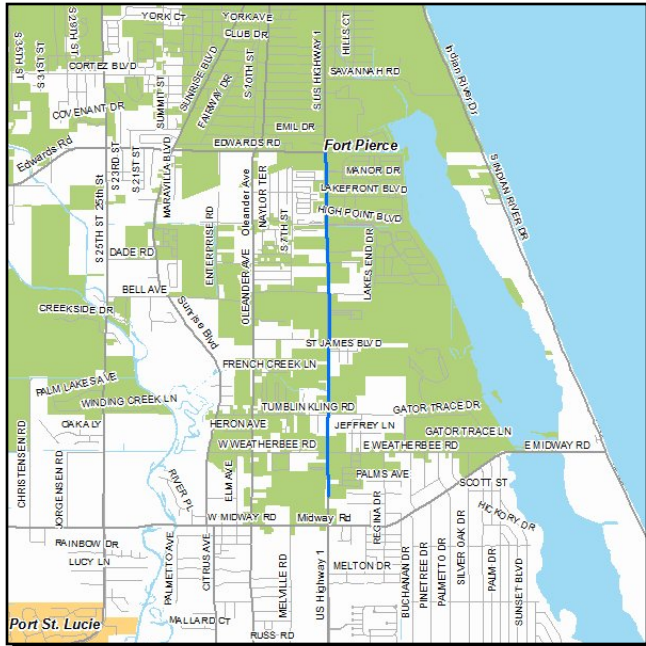
**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST (52)	SU	0	0	300,000	85,756	0	385,756
Total		0	0	300,000	85,756	0	385,756

Prior Year Cost:  
Future Year Cost:  
Total Project Cost: 385,756

4287281

SR-5/US-1



**Project Description:** Details: Resurfacing of road and construction of sidewalks to fill

**Work Summary:** RESURFACING **From:** FROM PVMT SEAM (MP 8.47)

**To:** TO EDWARDS RD (MP 10.78)

**Length:** 2.310 mi

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE (31)	DIH	5,000	0	0	0	0	5,000
CST (57)	DDR	0	50,000	0	0	0	50,000
CSTS (61)	DIH	0	0	0	11,390	0	11,390
CST (52)	DDR	0	0	0	3,342,064	0	3,342,064
CSTS (62)	DDR	0	0	0	371,450	0	371,450
<b>Total</b>		<b>5,000</b>	<b>50,000</b>	<b>0</b>	<b>3,724,904</b>	<b>0</b>	<b>3,779,904</b>

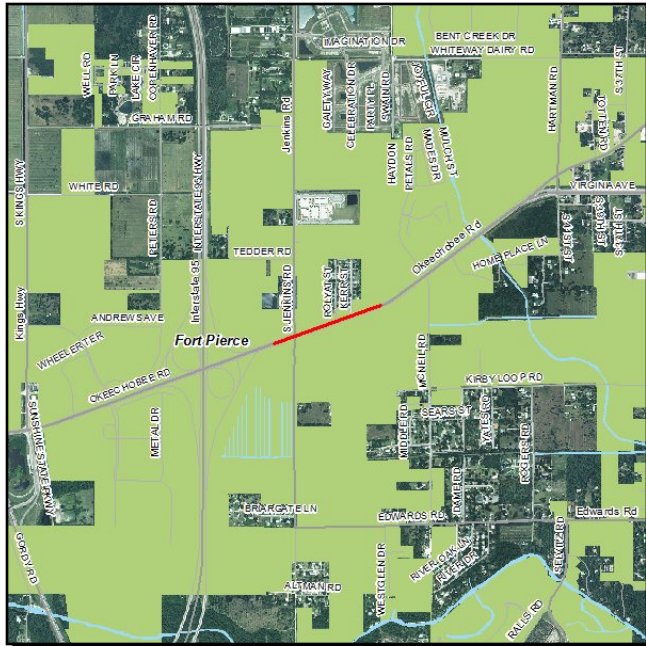
**Prior Year Cost:** 705,669

**Future Year Cost:**

**Total Project Cost:** 4,485,573

4289841

SR-70



**Project Description:** Details: Design and right-of-way acquisition to widen road from 4 to 6

**Work Summary:** ADD LANES & REHABILITATE PVMNT

**From:** FROM 550' W OF JENKINS RD

**To:** TO 1800' E OF JENKINS RD

**Length:** 1.486 mi

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ROW (41)	DIH	0	356,462	0	0	0	356,462
ROW (45)	DDR	0	44,558	0	0	0	44,558
ROW (43)	DDR	0	1,723,021	0	0	0	1,723,021
ROW (4B)	DDR	0	658,819	0	0	0	658,819
CSTS (61)	DIH	0	0	5,510	0	0	5,510
CST (52)	DDR	0	0	4,361,250	0	0	4,361,250
CSTS (62)	DDR	0	0	359,420	0	0	359,420
<b>Total</b>		<b>0</b>	<b>2,782,860</b>	<b>4,726,180</b>	<b>0</b>	<b>0</b>	<b>7,509,040</b>

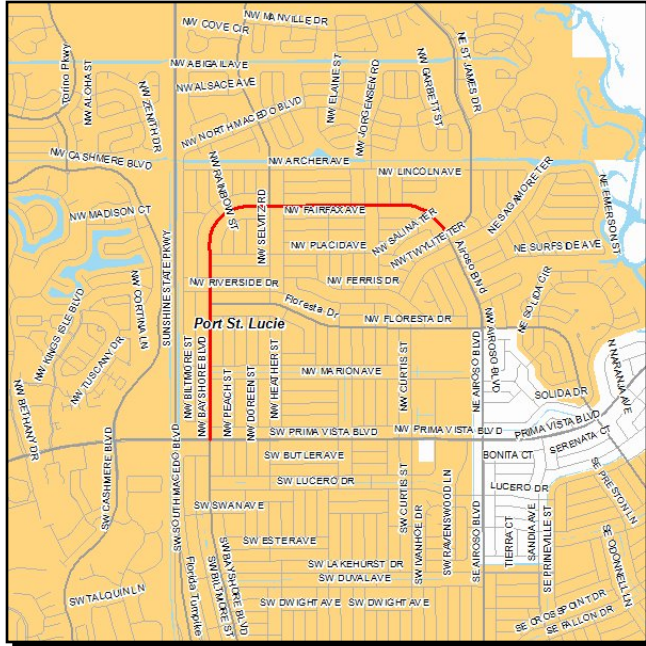
**Prior Year Cost:** 949,343

**Future Year Cost:**

**Total Project Cost:** 8,458,383

4296311

BAYSHORE/AIROSO BLVD



**Project Description:** Details: Construction of sidewalk along road

**Work Summary:** BIKE LANE/SIDEWALK **From:** FROM PRIMA VISTA BLVD

**To:** TO ST. JAMES BLVD

**Length:** 1.063 mi

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE (31)	EB	0	5,000	0	0	0	5,000
CSTS (62)	SU	0	0	6,000	0	0	6,000
CSTS (61)	EB	0	0	5,000	0	0	5,000
CST (58)	SU	0	0	300,000	0	0	300,000
<b>Total</b>		<b>0</b>	<b>5,000</b>	<b>311,000</b>	<b>0</b>	<b>0</b>	<b>316,000</b>

**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 316,000

4299361

SR-A1A



**Project Description:** Details: Rehabilitation and repair of North Causeway Bridge

**Work Summary:**

**From:** NORTH BRIDGE OVER ICWW

**To:** BRIDGE #940045

**Length:** 0.389 mi

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE (31)	DIH	240,000	0	0	0	0	240,000
CSTS (61)	DIH	0	0	22,040	0	0	22,040
CST (52)	BRRP	0	0	1,896,430	0	0	1,896,430
CSTS (62)	BRRP	0	0	253,663	0	0	253,663
<b>Total</b>		<b>240,000</b>	<b>0</b>	<b>2,172,133</b>	<b>0</b>	<b>0</b>	<b>2,412,133</b>

**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 2,412,133

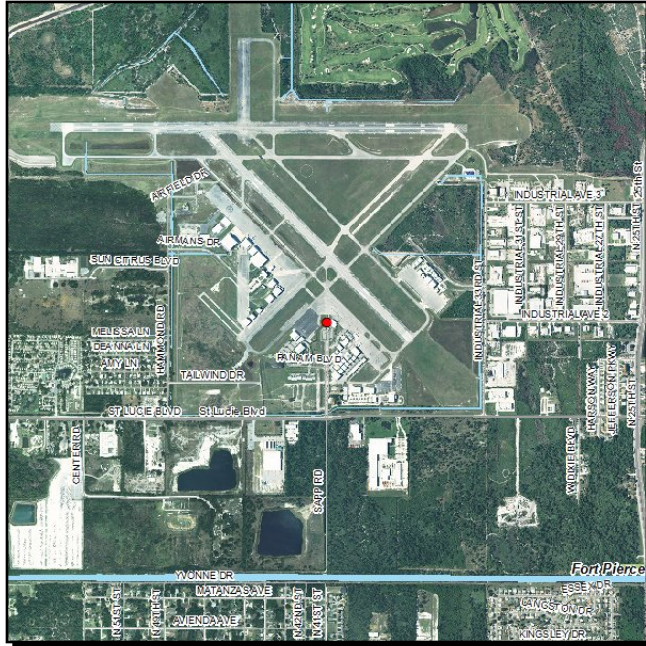
## **Section 2 - Aviation Projects**

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4181721

ST.LUCIE COUNTY



**Project Description:**

**Work Summary:** AVIATION

**From:** INTERNATIONAL AIRPORT

**To:** CONSTRUCT CUSTOM FACILITY

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	LF	190,000	0	0	0	0	190,000
CAP (94)	DPTO	760,000	0	0	0	0	760,000
<b>Total</b>		<b>950,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>950,000</b>

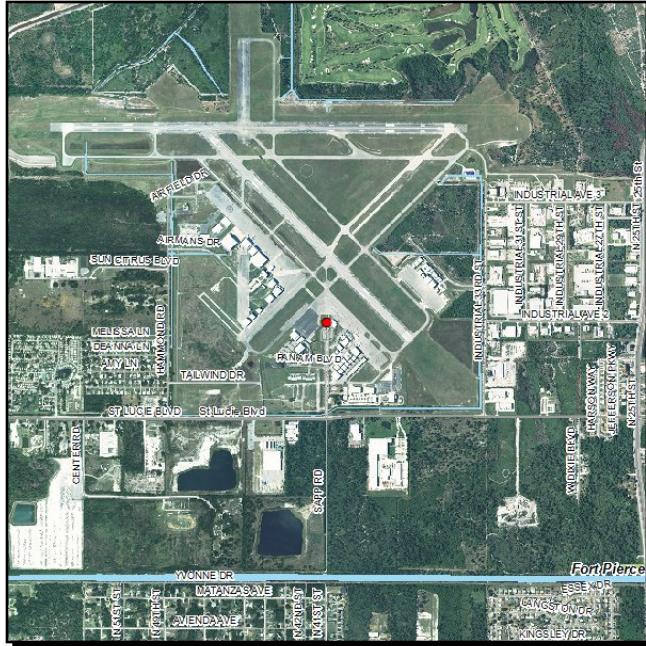
**Prior Year Cost:** 950,000

**Future Year Cost:**

**Total Project Cost:** 1,900,000

4182711

ST.LUCIE COUNTY



**Project Description:**

**Work Summary:**

AVIATION  
PRESERVATION

**From:** INTERNATIONAL AIRPORT

**To:** MICROSURFACE RUNWAY 14/32

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	LF	0	32,250	0	0	0	32,250
CAP (94)	DPTO	0	32,250	0	0	0	32,250
CAP (94)	FAA	0	1,225,500	0	0	0	1,225,500
<b>Total</b>		<b>0</b>	<b>1,290,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,290,000</b>

**Prior Year Cost:**

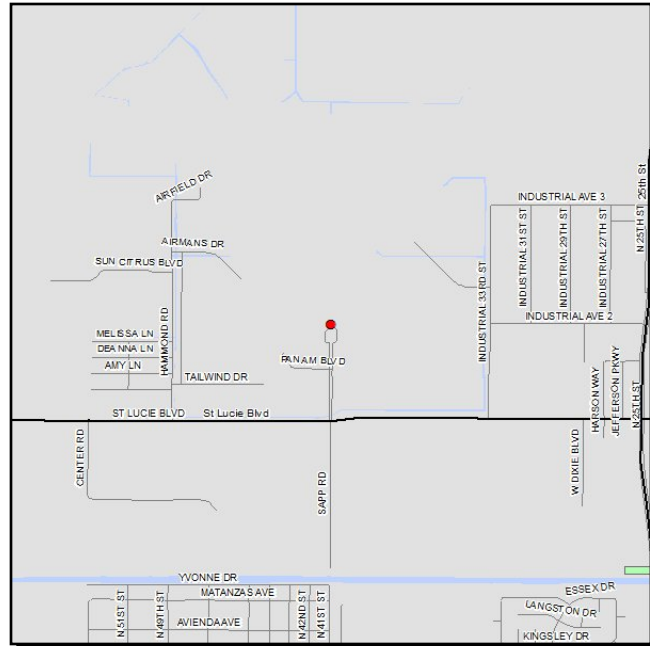
**Future Year Cost:**

**Total Project Cost:** 1,290,000



4239411

ST.LUCIE COUNTY



Project Description:

Work Summary:

AVIATION  
PRESERVATION

From: INTERNATIONAL AIRPORT

To: INSTALL REILS 28L

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	LF	16,250	0	0	0	0	16,250
CAP (94)	DPTO	65,000	0	0	0	0	65,000
<b>Total</b>		<b>81,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81,250</b>

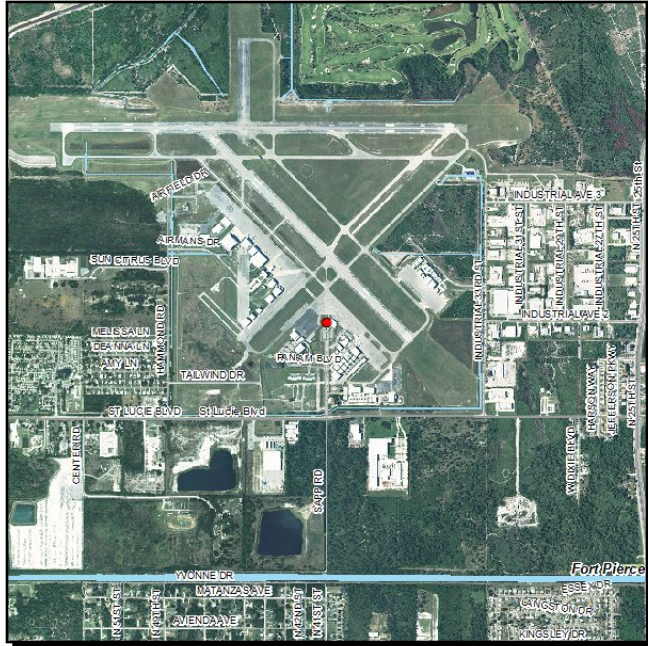
Prior Year Cost:

Future Year Cost:

Total Project Cost: 81,250

4239601

ST.LUCIE COUNTY



**Project Description:**

**Work Summary:** AVIATION CAPACITY PROJECT

**From:** INTERNATIONAL AIRPORT

**To:** CONSTRUCT TAXIWAYEXTNSN

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	LF	224,750	375,000	375,000	0	0	974,750
CAP (94)	DPTO	899,000	1,500,000	1,500,000	0	0	3,899,000
<b>Total</b>		<b>1,123,750</b>	<b>1,875,000</b>	<b>1,875,000</b>	<b>0</b>	<b>0</b>	<b>4,873,750</b>

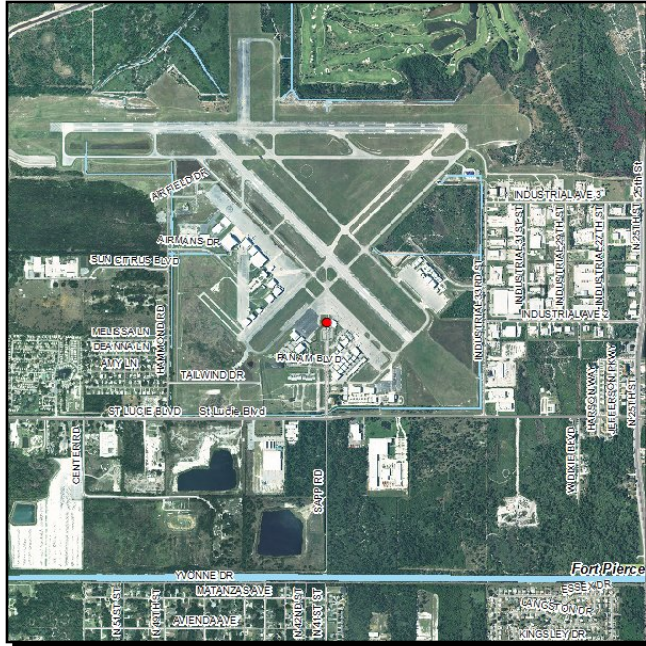
**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 4,873,750

4297131

ST. LUCIE COUNTY



Project Description:

Work Summary:

AVIATION  
ENVIRONMENTAL

From: INTERNATIONAL AIRPORT

To: EIS NORTH INDUSTRIAL PARK

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	LF	0	0	0	0	80,000	80,000
CAP (94)	DPTO	0	0	0	0	320,000	320,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>400,000</b>	<b>400,000</b>

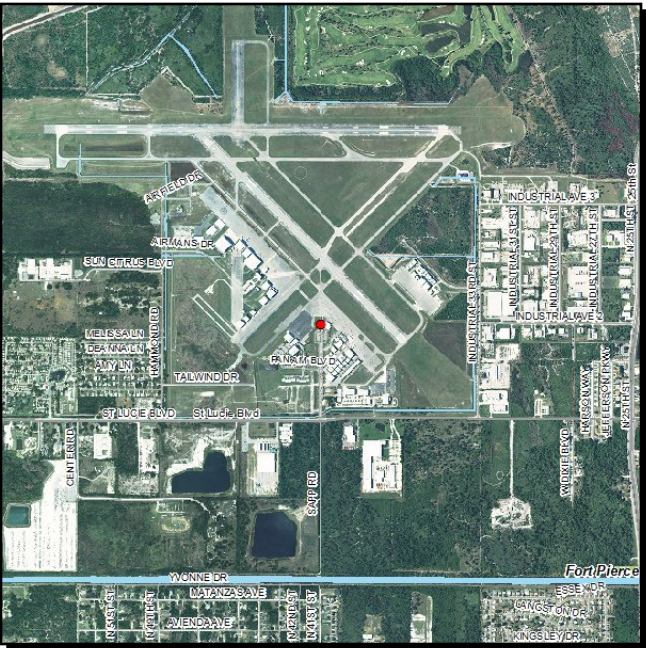
Prior Year Cost:

Future Year Cost:

Total Project Cost: 400,000

4297141

ST. LUCIE COUNTY



Project Description:

Work Summary: AVIATION PRESERVATION

From: INTERNATIONAL AIRPORT

To:

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	LF	0	0	0	30,000	0	30,000
CAP (94)	DPTO	0	0	0	120,000	0	120,000
Total		0	0	0	150,000	0	150,000

Prior Year Cost:

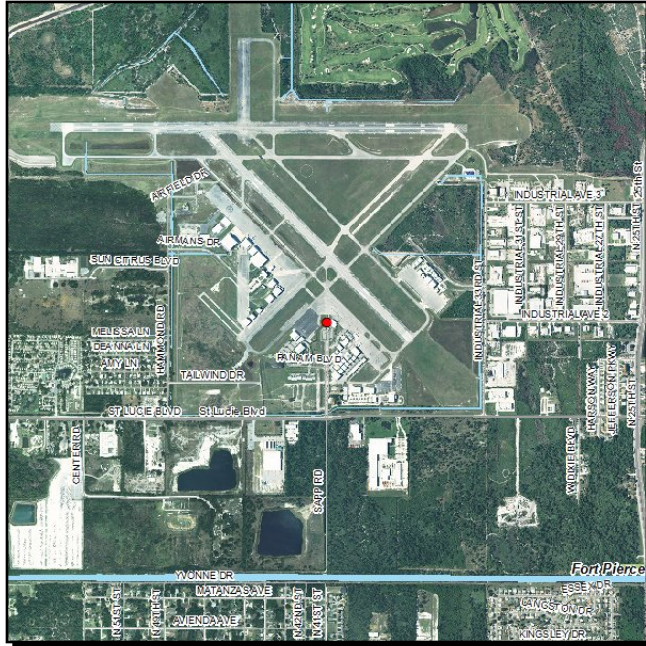
Future Year Cost:

Total Project Cost: 150,000



4297161

ST. LUCIE COUNTY



**Project Description:**

**Work Summary:** AVIATION CAPACITY PROJECT

**From:** INTERN'L AIRPORT UPDATE

**To:** AIRPORT MASTER PLAN & ALP

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	LF	0	0	0	10,000	0	10,000
CAP (94)	DPTO	0	0	0	10,000	0	10,000
CAP (94)	FAA	0	0	0	380,000	0	380,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>400,000</b>	<b>0</b>	<b>400,000</b>

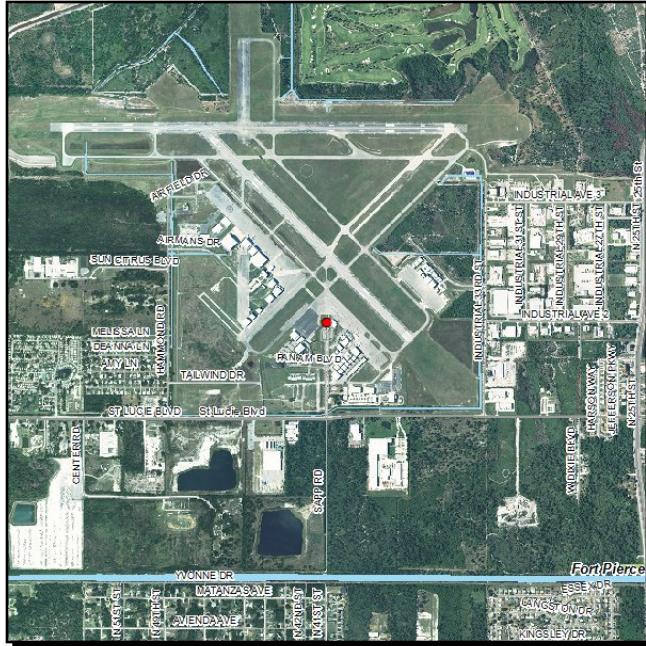
**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 400,000

4297171

ST. LUCIE COUNTY



**Project Description:**

**Work Summary:**

AVIATION  
PRESERVATION

**From:** INTERN'L AIRPORT

**To:** REHABILITATE TAXIWAY D1

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	LF	0	0	0	84,000	0	84,000
CAP (94)	DPTO	0	0	0	336,000	0	336,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>420,000</b>	<b>0</b>	<b>420,000</b>

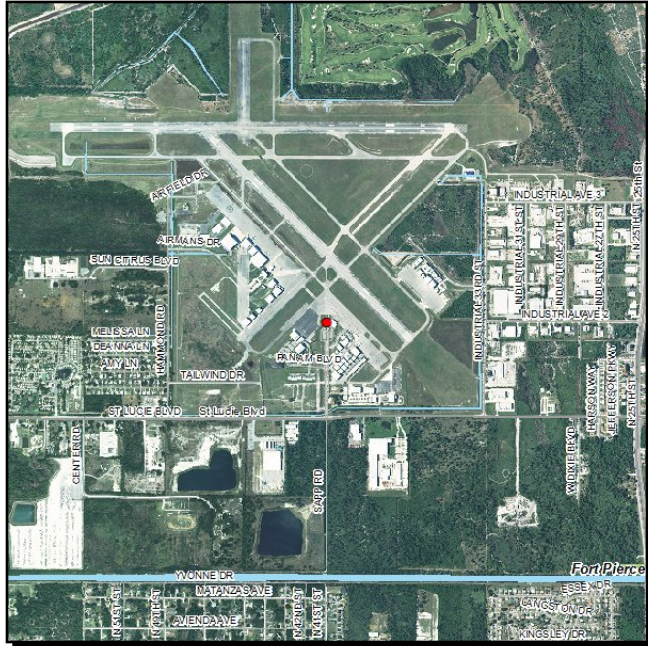
**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 420,000

4297181

ST. LUCIE COUNTY



**Project Description:**

**Work Summary:**

AVIATION  
PRESERVATION

**From:** INTERN'L AIRPORT UPDATE

**To:** MASTER DRAINAGE PLAN

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	LF	0	0	0	66,000	0	66,000
CAP (94)	DPTO	0	0	0	264,000	0	264,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>330,000</b>	<b>0</b>	<b>330,000</b>

**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 330,000

## **Section 4 - Seaport Projects**

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2368971

PORT OF FT PIERCE



Project Description:

Work Summary: SEAPORT  
REVENUE/OPERAT

From: NEW NORTH ENTRANCE

To:

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	DDR	853,112	0	0	0	0	853,112
CAP (94)	DPTO	1,646,888	0	0	0	0	1,646,888
<b>Total</b>		<b>2,500,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,500,000</b>

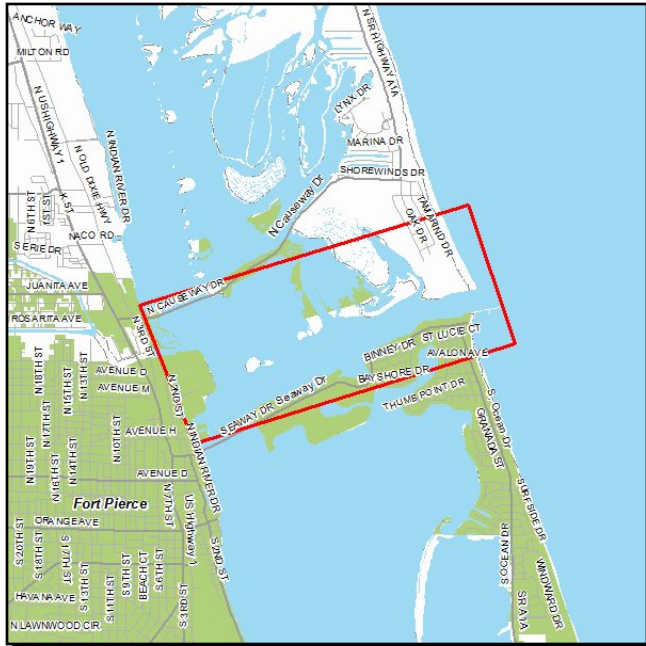
Prior Year Cost: 2,383,535

Future Year Cost:

Total Project Cost: 4,883,535

4259691

PORT OF FT. PIERCE



Project Description:

Work Summary: SEAPORT PRESERVATION

From: TAYLOR CREEK DREDGING

To: PHASE II

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	LF	1,300,000	0	0	0	0	1,300,000
CAP (94)	DPTO	1,300,000	0	0	0	0	1,300,000
<b>Total</b>		<b>2,600,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,600,000</b>

Prior Year Cost: 606,539

Future Year Cost:

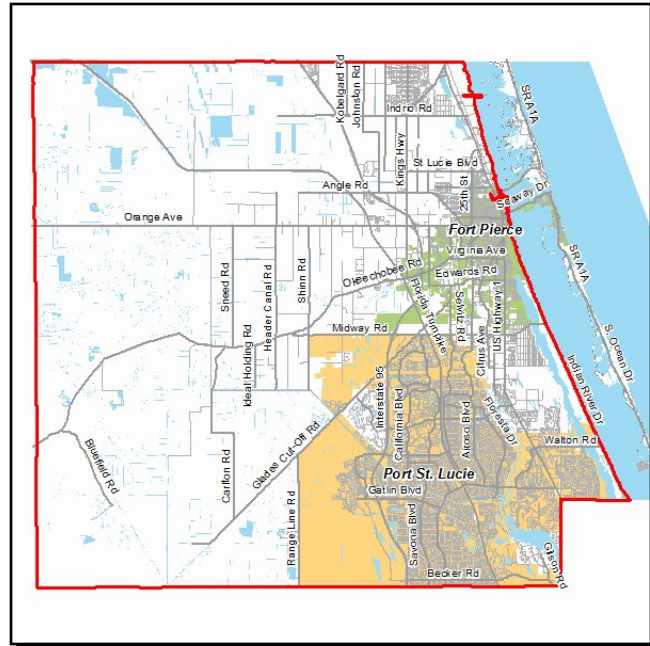
Total Project Cost: 3,206,539

## **Section 5 - Transit Projects**

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4071851

ST. LUCIE COUNTY



**Project Description:**

**Work Summary:**

OPERATING/ADMIN.  
ASSISTANCE

**From:** SECTION 5311, SMALL URBAN

**To:** /RURAL

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (84)	LF	65,623	68,904	0	0	0	134,527
OPS (84)	DU	65,623	68,904	0	0	0	134,527
<b>Total</b>		<b>131,246</b>	<b>137,808</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>269,054</b>

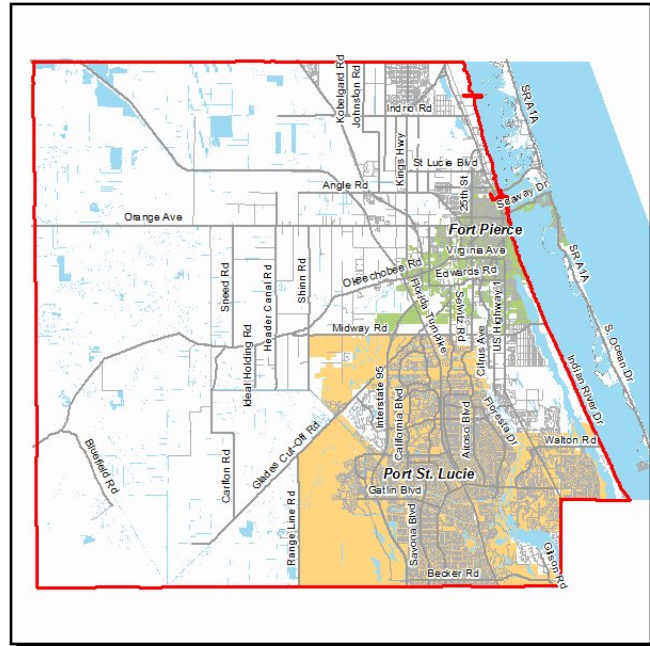
**Prior Year Cost:** 1,163,920

**Future Year Cost:**

**Total Project Cost:** 1,432,974

4071852

ST.LUCIE COUNTY



Project Description:

Work Summary: OPERATING/ADMIN. ASSISTANCE

From: SECTION 5311

To: SMALL URBAN/RURAL

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (84)	LF	0	0	72,350	75,967	79,765	228,082
OPS (84)	DU	0	0	72,350	75,967	79,765	228,082
<b>Total</b>		<b>0</b>	<b>0</b>	<b>144,700</b>	<b>151,934</b>	<b>159,530</b>	<b>456,164</b>

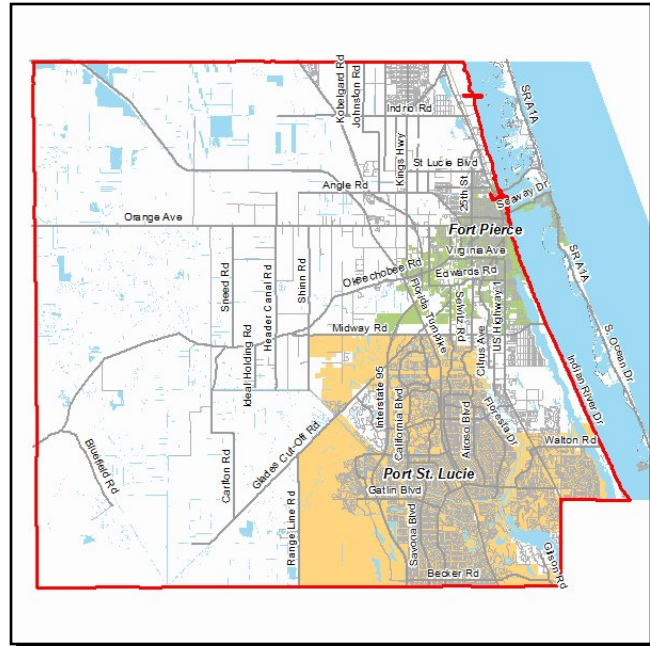
Prior Year Cost:

Future Year Cost:

Total Project Cost: 456,164

4071871

ST. LUCIE COUNTY



**Project Description:**

**Work Summary:** OPERATING/ADMIN. ASSISTANCE

**From:** BLOCK GRANT

**To:** OPERATING ASSISTANCE

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (84)	DPTO	529,209	530,409	0	0	0	1,059,618
OPS (84)	LF	529,209	530,409	0	0	0	1,059,618
<b>Total</b>		<b>1,058,418</b>	<b>1,060,818</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,119,236</b>

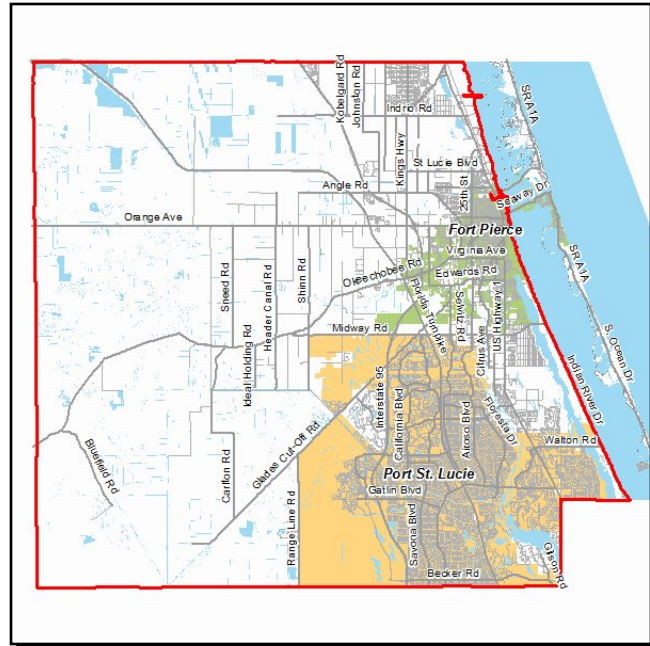
**Prior Year Cost:** 6,457,200

**Future Year Cost:**

**Total Project Cost:** 8,576,436

4071872

ST. LUCIE COUNTY



Project Description:

Work Summary:

OPERATING/ADMIN.  
ASSISTANCE

From: BLOCK GRANT

To: OPERATING ASSISTANCE

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (84)	DPTO	0	0	535,210	547,214	547,214	1,629,638
OPS (84)	LF	0	0	535,210	547,214	547,214	1,629,638
<b>Total</b>		<b>0</b>	<b>0</b>	<b>1,070,420</b>	<b>1,094,428</b>	<b>1,094,428</b>	<b>3,259,276</b>

Prior Year Cost:

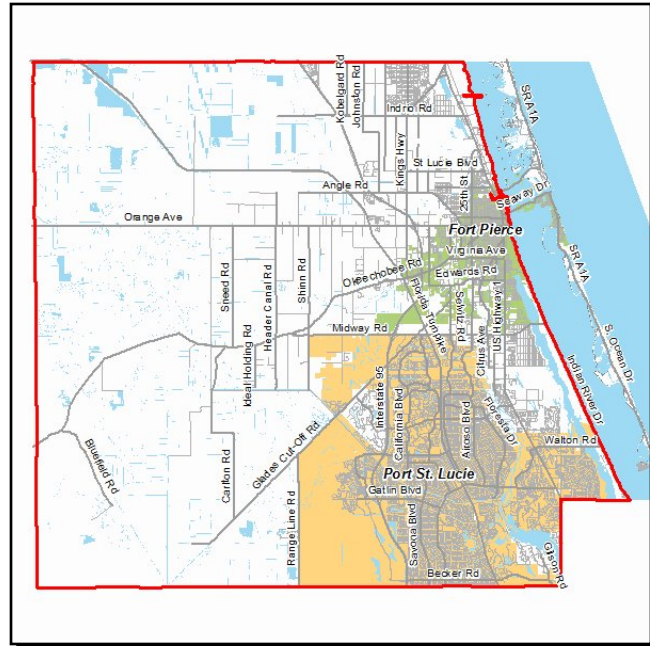
Future Year Cost: 1,958,356

Total Project Cost: 5,217,632



4134941

ST.LUCIE COUNTY



**Project Description:**

**Work Summary:**

CAPITAL FOR FIXED ROUTE

**From:** SECTION 5307

**To:** CAPITAL ASSISTANCE

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	FTA	1,500,000	1,500,000	1,500,000	1,500,000	0	6,000,000
<b>Total</b>		<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>1,500,000</b>	<b>0</b>	<b>6,000,000</b>

**Prior Year Cost:** 10,502,500

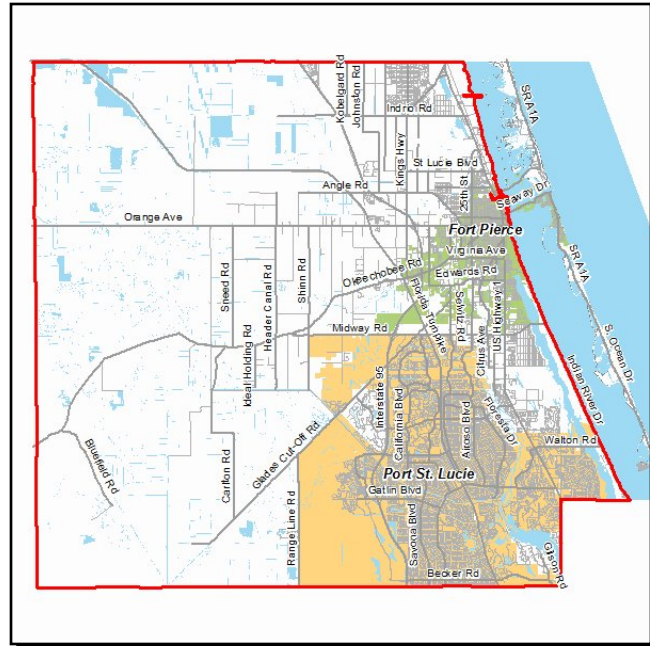
**Future Year Cost:**

**Total Project Cost:** 16,502,500



4137371

ST. LUCIE TPO



Project Description:

Work Summary: PTO STUDIES

From: SECTION 5303

To: TRANSIT PLANNING

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN (14)	LF	10,132	10,132	10,132	0	0	30,396
PLN (14)	DU	70,368	70,368	70,368	0	0	211,104
PLN (14)	DPTO	10,132	10,132	10,132	0	0	30,396
Total		90,632	90,632	90,632	0	0	271,896

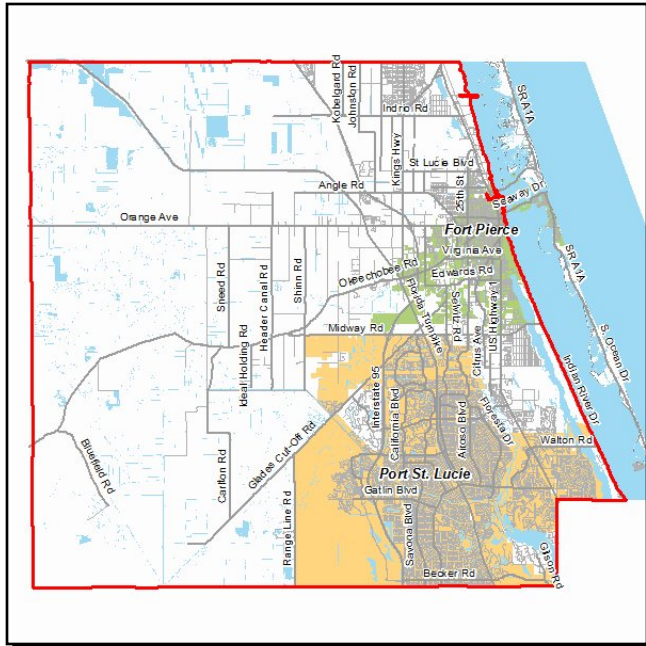
Prior Year Cost: 715,386

Future Year Cost:

Total Project Cost: 987,282

4137372

ST. LUCIE TPO



Project Description:

Work Summary: PTO STUDIES

From: SECTION 5303

To: TRANSIT PLANNING

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN (14)	LF	0	0	0	10,132	10,132	20,264
PLN (14)	DU	0	0	0	70,368	70,368	140,736
PLN (14)	DPTO	0	0	0	10,132	10,132	20,264
Total		0	0	0	90,632	90,632	181,264

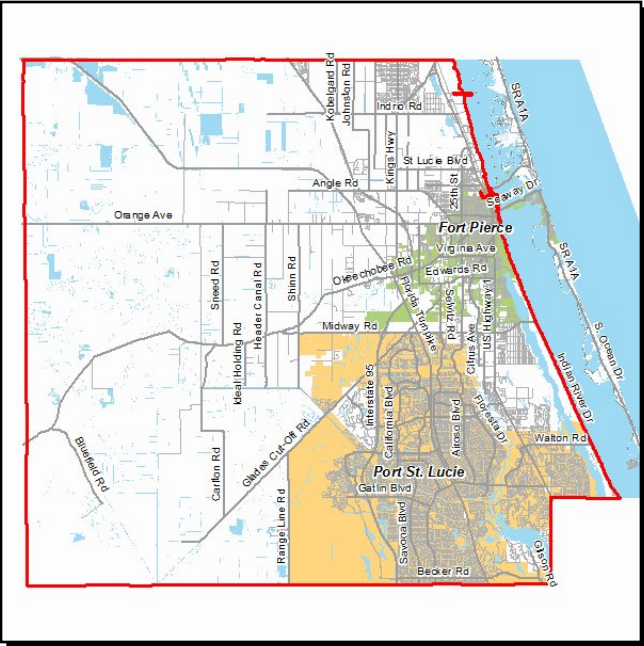
Prior Year Cost:

Future Year Cost:

Total Project Cost: 181,264

4302411

ST.LUCIE COUNTY



Project Description:

**Work Summary:** PARK AND RIDE LOTS    **From:** ADMINISTRATION BUILDING  
**To:** PARK & RIDE LOT  
**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	DPTO	0	200,000	0	0	0	200,000
Total		0	200,000	0	0	0	200,000

Prior Year Cost:  
Future Year Cost:  
Total Project Cost: 200,000

---

## **Section 6 - Miscellaneous Projects**

---

4293511

HEAVY TRUCK TURN

No Map  
Available

**Project Description:**

**Work Summary:** MISCELLANEOUS  
CONSTRUCTION

**From:** AROUND AT TPK MP 168

**To:**

**Length:** 0.200 mi

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE (32)	PKYI	0	150,000	0	0	0	150,000
CST (52)	PKYI	0	0	1,029,174	0	0	1,029,174
CSTS (62)	PKYI	0	0	192,850	0	0	192,850
<b>Total</b>		<b>0</b>	<b>150,000</b>	<b>1,222,024</b>	<b>0</b>	<b>0</b>	<b>1,372,024</b>

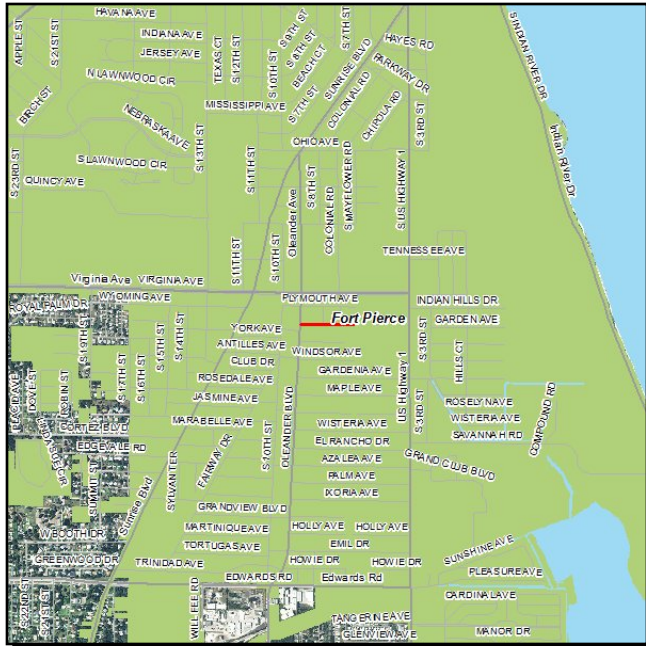
**Prior Year Cost:** 1,863

**Future Year Cost:**

**Total Project Cost:** 1,373,887

4296671

# GARDEN AVENUE



**Project Description:** Details: Construction of sidewalk along road and pedestrian bridge over canal

**Work Summary:** SIDEWALK  
**From:** FROM OLEANDER AVE  
**To:** TO MAYFLOWER CANAL

**Length:** 0.186 mi  
**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE (31)	SE	2,000	0	0	0	0	2,000
CSTS (62)	SE	0	6,440	0	0	0	6,440
CSTS (61)	SE	0	5,000	0	0	0	5,000
CST (58)	SE	0	300,737	0	0	0	300,737
<b>Total</b>		<b>2,000</b>	<b>312,177</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>314,177</b>

**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 314,177

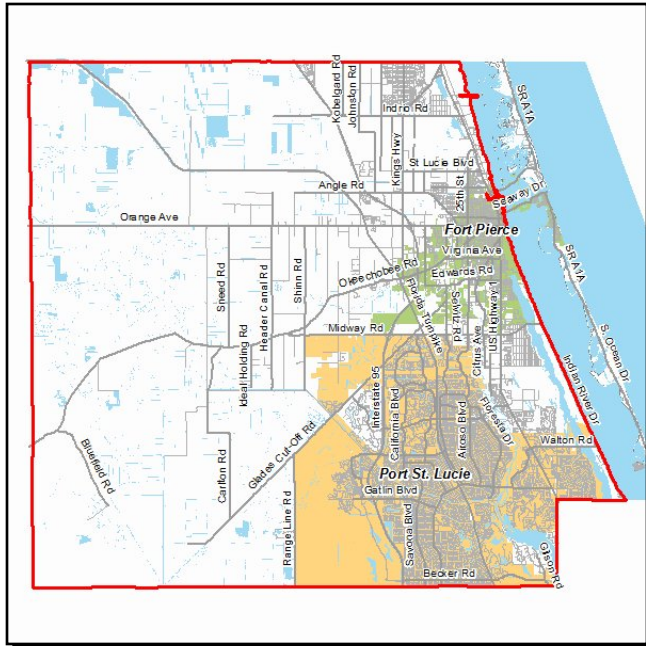
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**Section 7 - Non-Capital/Non-Capacity/Non-Infrastructure**

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2340605

DISTRICT 4 LOCAL



Project Description:

**Work Summary:** BRIDGE OPERATIONS **From:** GOVERNMENT BRIDGE  
**To:** INSPECTION SERVICES  
**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
MNT (72)	BRTZ	840,000	0	0	0	0	840,000
MNT (71)	BRTZ	15,000	0	0	0	0	15,000
<b>Total</b>		<b>855,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>855,000</b>

Prior Year Cost:

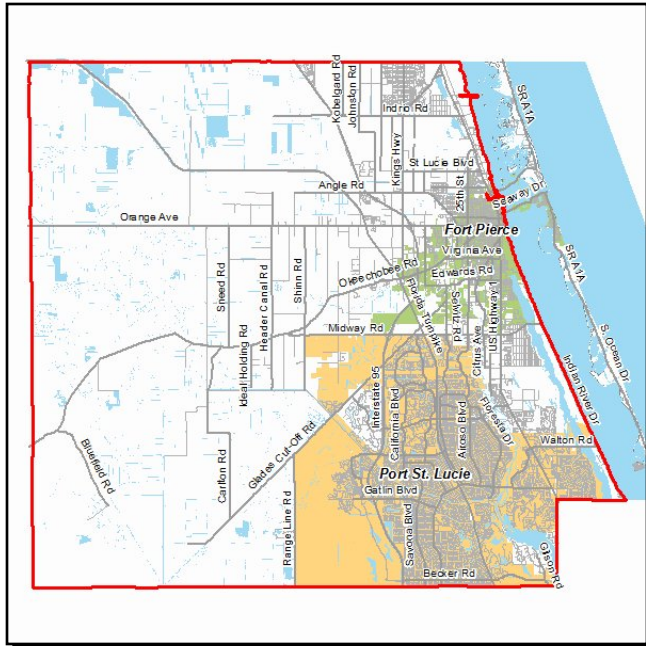
Future Year Cost:

Total Project Cost: 855,000



2340606

DISTRICT 4 LOCAL



Project Description:

**Work Summary:** BRIDGE OPERATIONS **From:** GOVERNMENT BRIDGE  
**To:** INSPECTION SERVICES  
**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
MNT (72)	BRTZ	0	0	840,000	0	0	840,000
MNT (71)	BRTZ	0	0	15,000	0	0	15,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>855,000</b>	<b>0</b>	<b>0</b>	<b>855,000</b>

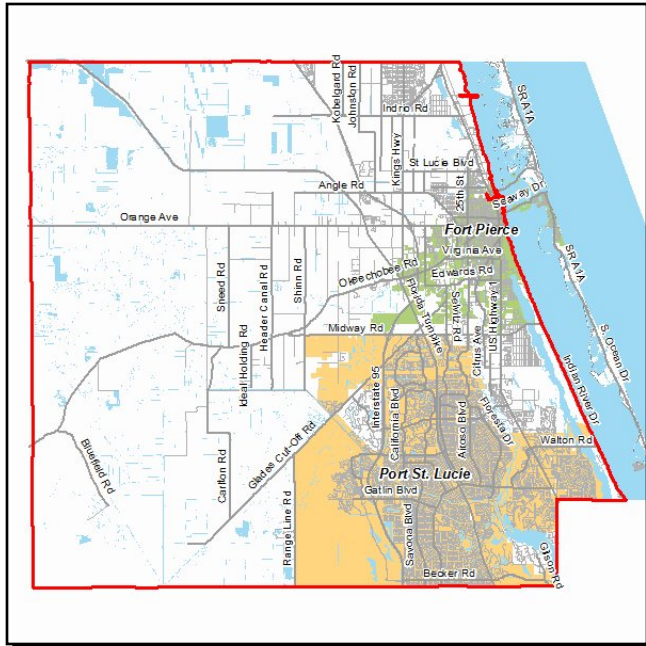
Prior Year Cost:

Future Year Cost:

Total Project Cost: 855,000

2340645

DISTRICT 4 LOCAL



Project Description:

Work Summary: BRIDGE OPERATIONS From: GOVERNMENT BRIDGE

To: INSPECTION SERVICES

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
MNT (71)	ACBR	15,000	0	0	0	0	15,000
MNT (72)	ACBR	840,000	0	0	0	0	840,000
<b>Total</b>		<b>855,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>855,000</b>

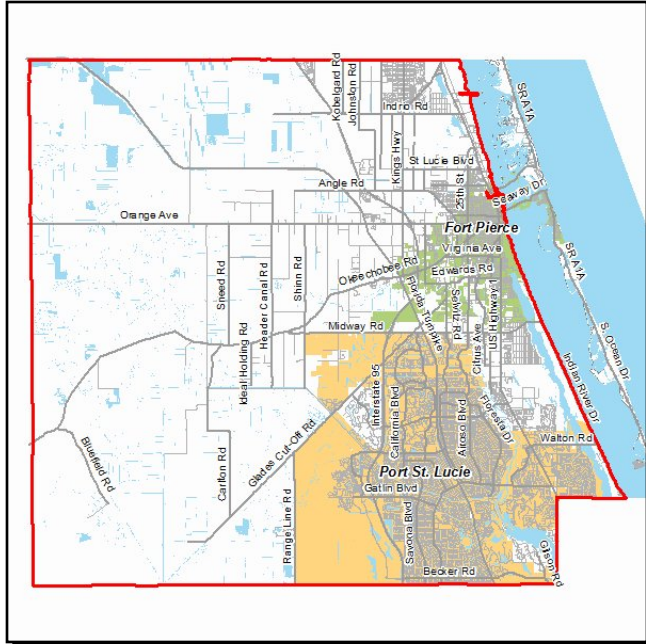
Prior Year Cost:

Future Year Cost:

Total Project Cost: 855,000

2340646

DISTRICT 4 LOCAL



Project Description:

Work Summary: BRIDGE OPERATIONS From: GOVERNMENT BRIDGE

To: INSPECTION SERVICES

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
MNT (71)	ACBR	0	0	15,000	0	0	15,000
MNT (72)	ACBR	0	0	840,000	0	0	840,000
<b>Total</b>		<b>0</b>	<b>0</b>	<b>855,000</b>	<b>0</b>	<b>0</b>	<b>855,000</b>

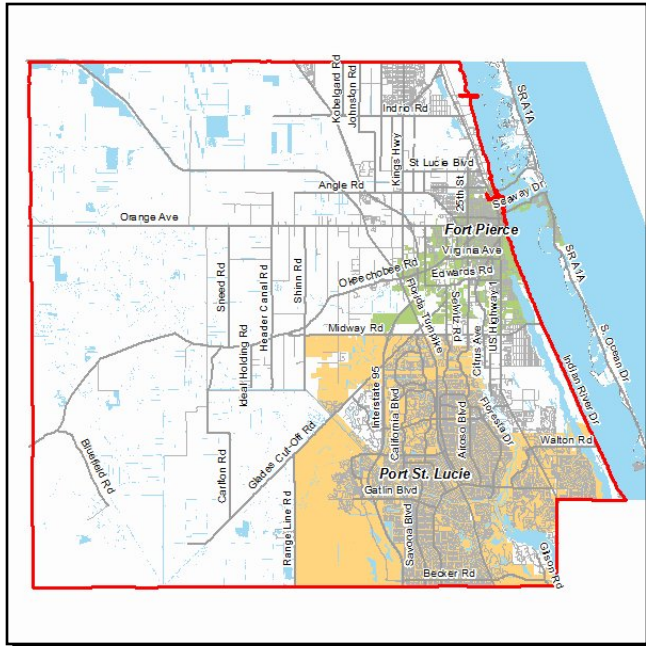
Prior Year Cost:

Future Year Cost:

Total Project Cost: 855,000

4296501

D/W



**Project Description:**

**Work Summary:** SAFETY PROJECT

**From:** ROAD SAFETY AUDIT (RSA)

**To:** & SAFETY STUDIES

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE (32)	HSP	300,000	300,000	300,000	0	0	900,000
<b>Total</b>		<b>300,000</b>	<b>300,000</b>	<b>300,000</b>	<b>0</b>	<b>0</b>	<b>900,000</b>

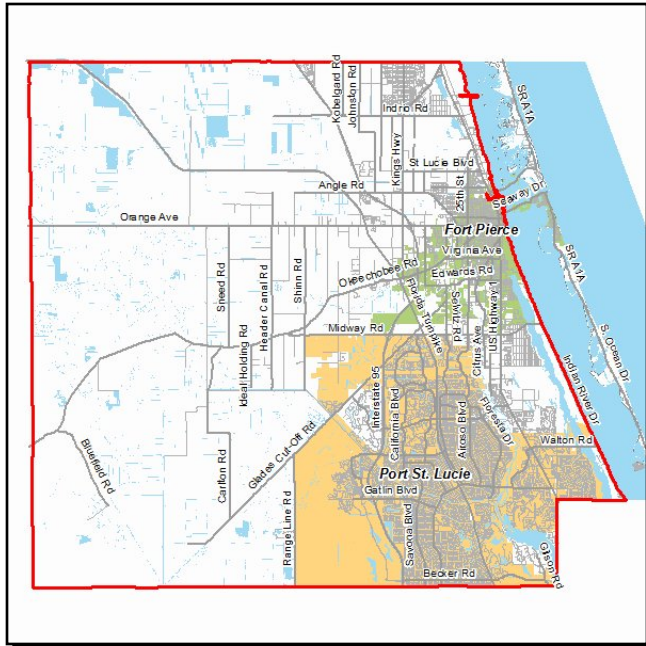
**Prior Year Cost:** 300,000

**Future Year Cost:**

**Total Project Cost:** 1,200,000

4296512

BROWARD COUNTY



**Project Description:**

**Work Summary:**

SIGNING/PAVEMENT  
MARKINGS

**From:**

PUSH BUTTON LOW-COST

**To:**

SAFETY IMPROVEMENT

**Lead Agency:**

FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CSTS (61)	DIH	0	0	62,199	0	0	62,199
CST (52)	HSP	0	0	154,802	0	0	154,802
<b>Total</b>		<b>0</b>	<b>0</b>	<b>217,001</b>	<b>0</b>	<b>0</b>	<b>217,001</b>

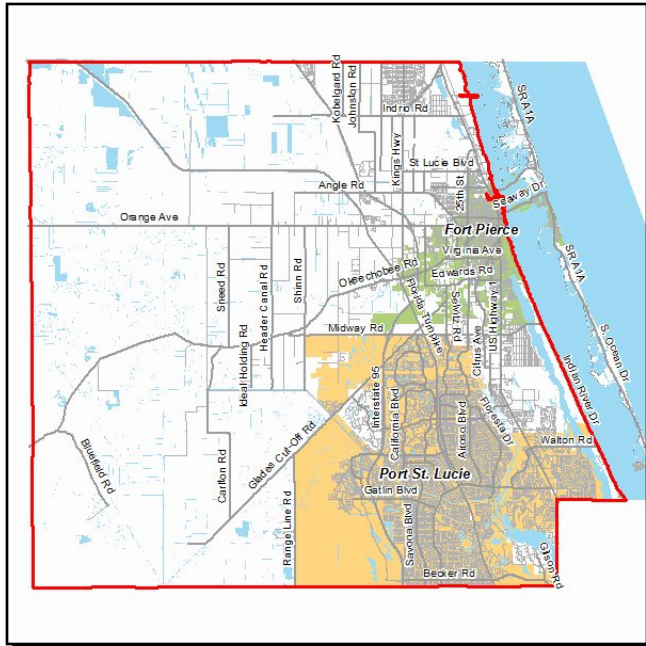
**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 217,001

4296521

D/W



**Project Description:**

**Work Summary:**

TRAFFIC SIGNAL  
UPDATE

**From:**

SAFETY SIGNAL TIMING

**To:**

ENHANCEMENTS

**Lead Agency:**

FDOT

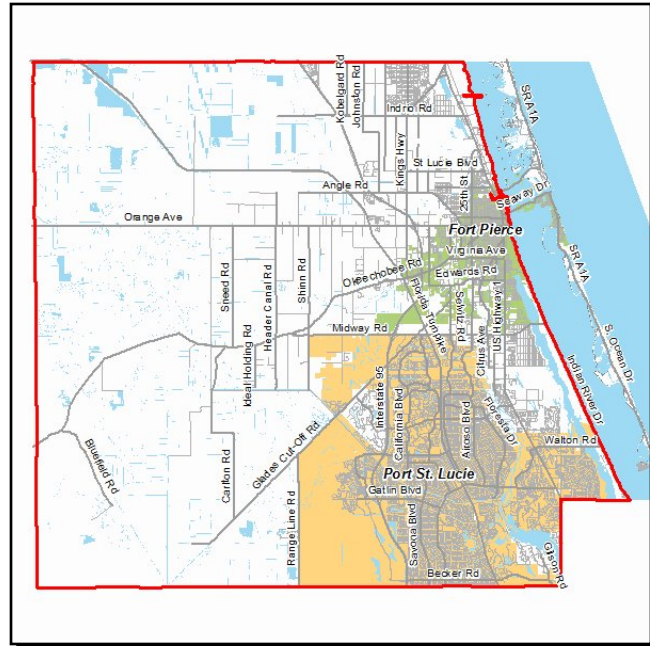
Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PE (32)	HSP	300,000	300,000	300,000	0	0	900,000
PE (31)	DIH	30,000	30,000	30,000	0	0	90,000
<b>Total</b>		<b>330,000</b>	<b>330,000</b>	<b>330,000</b>	<b>0</b>	<b>0</b>	<b>990,000</b>

Prior Year Cost: 302,000  
 Future Year Cost:  
 Total Project Cost: 1,292,000



4296981

SR2N PROGRAM



Project Description:

Work Summary: SAFETY PROJECT

From: PURCHASE OF MATERIALS

To:

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (84)	SR2N	1,592	374,166	0	0	0	375,758
<b>Total</b>		<b>1,592</b>	<b>374,166</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>375,758</b>

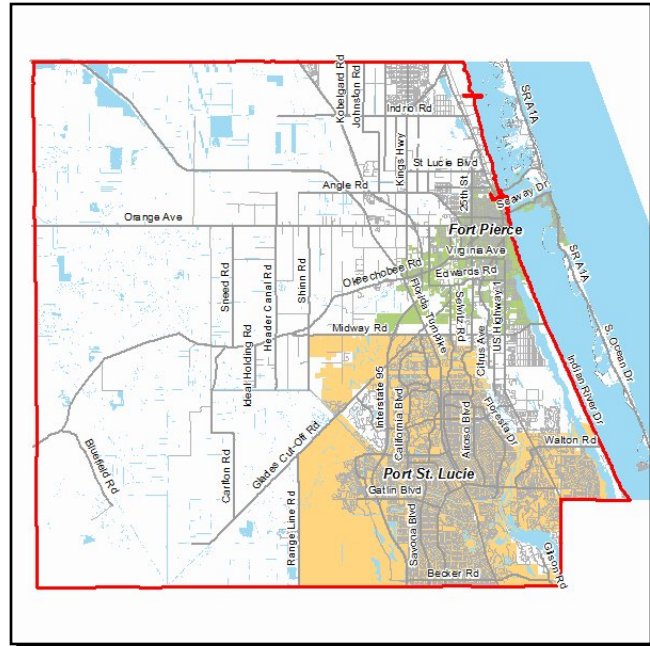
Prior Year Cost:

Future Year Cost:

Total Project Cost: 375,758

4298581

## ON-THE-JOB-TRAINING



### Project Description:

**Work Summary:** TRAINING

**From:** CONSTRUCTION CAREER DAYS

**To:**

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
ADM (A2)	SSM	95,000	80,710	80,710	80,710	80,710	417,840
<b>Total</b>		<b>95,000</b>	<b>80,710</b>	<b>80,710</b>	<b>80,710</b>	<b>80,710</b>	<b>417,840</b>

**Prior Year Cost:** 94,638

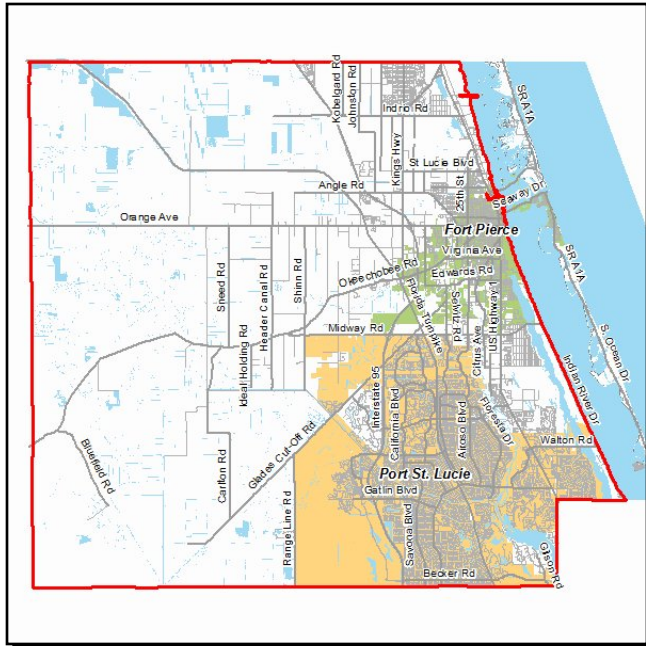
**Future Year Cost:**

**Total Project Cost:** 512,478



4300462

### 3 NORTHERN COUNTIES



#### Project Description:

#### Work Summary:

SIGNING/PAVEMENT  
MARKINGS

**From:** PUSH BUTTON LOW-COST

**To:** SAFETY IMPROVEMENTS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CSTS (61)	DIH	0	0	17,973	0	0	17,973
CST (52)	HSP	0	0	116,102	0	0	116,102
<b>Total</b>		<b>0</b>	<b>0</b>	<b>134,075</b>	<b>0</b>	<b>0</b>	<b>134,075</b>

**Prior Year Cost:**

**Future Year Cost:**

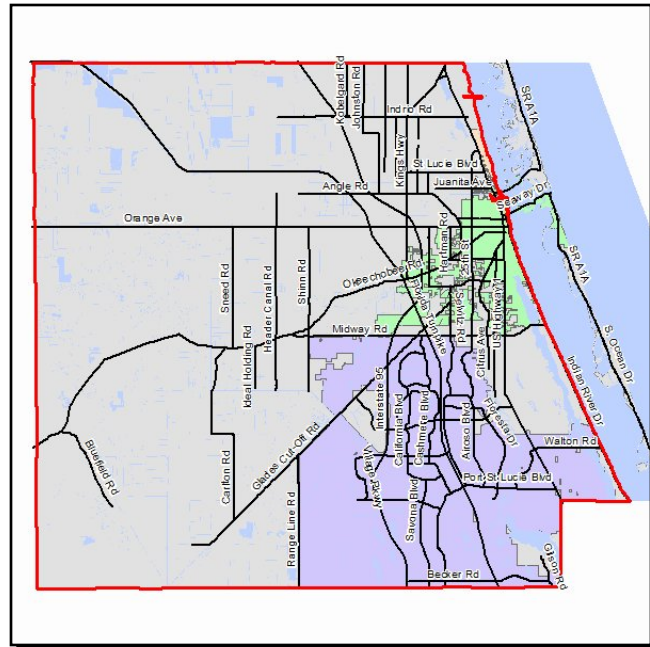
**Total Project Cost:** 134,075

## **Section 10 - Rail Enterprise Projects**

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1935292

## RR PASSENGER SERVICE



### Project Description:

**Work Summary:** RAIL CAPACITY PROJECT

**From:** DEV PRG FUNDS USED TO MAT

**To:** CH FEDERAL & LOCAL FUNDS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST (52)	DPTO	0	250,000	0	0	0	250,000
<b>Total</b>		<b>0</b>	<b>250,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>250,000</b>

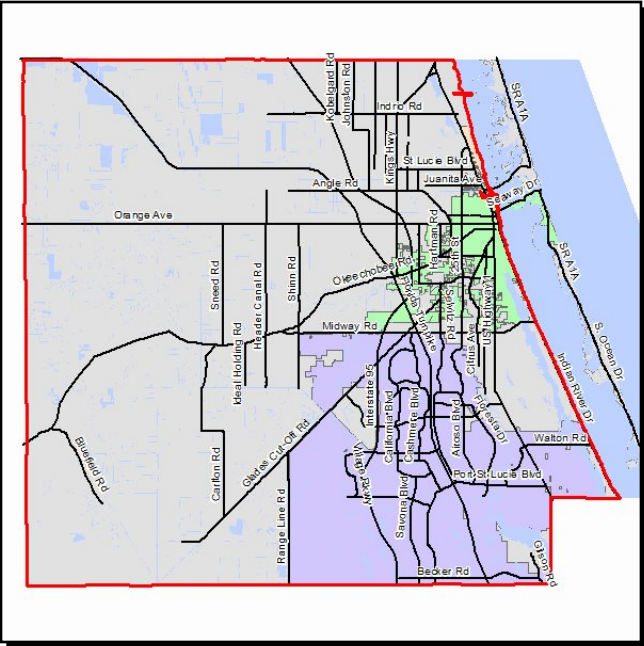
**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 250,000

1935801

STATE MATCH FOR



Project Description:

**Work Summary:** RAIL CAPACITY PROJECT

**From:** COMMUTER RAIL TO

**To:** MAXIMIZE FEDERAL FUNDS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN (12)	DPTO	0	311,940	311,940	311,940	311,940	1,247,760
Total		0	311,940	311,940	311,940	311,940	1,247,760

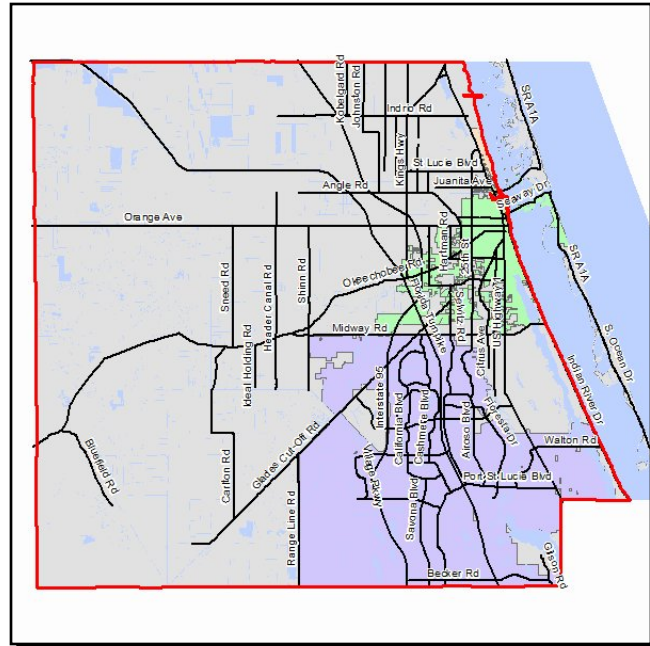
Prior Year Cost:

Future Year Cost:

Total Project Cost: 1,247,760

1935881

## PASSENGER SERVICE



### Project Description:

**Work Summary:** RAIL CAPACITY PROJECT

**From:** DEV DIST. RESERVE-USED

**To:** TO MATCH FED & LOCAL FUNDS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
OPS (84)	DPTO	0	187,246	0	0	0	187,246
<b>Total</b>		<b>0</b>	<b>187,246</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>187,246</b>

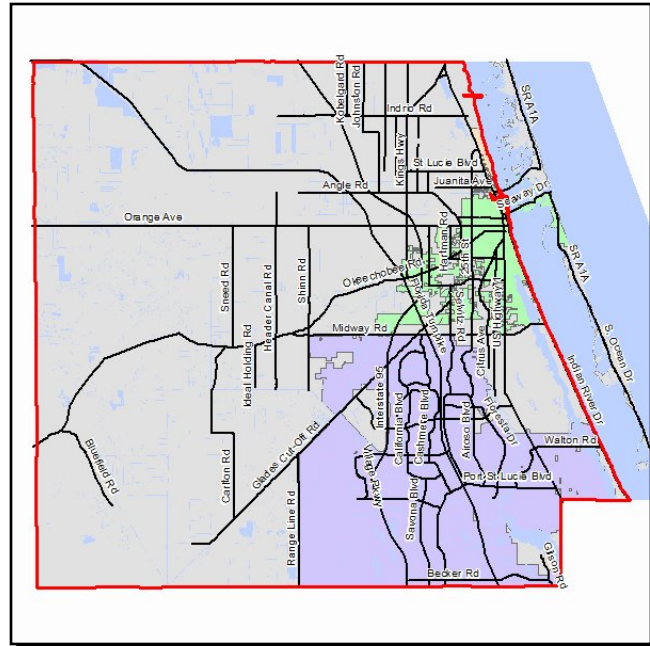
**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 187,246

4059222

## RR PASSENGER SERVICES



### Project Description:

**Work Summary:** RAIL CAPACITY PROJECT

**From:** DEV PROGRAM USED TO MATCH

**To:** FEDERAL & LOCAL FUNDS

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	DPTO	13,763,812	40,770,132	47,136,064	49,773,881	54,051,842	205,495,731
<b>Total</b>		<b>13,763,812</b>	<b>40,770,132</b>	<b>47,136,064</b>	<b>49,773,881</b>	<b>54,051,842</b>	<b>205,495,731</b>

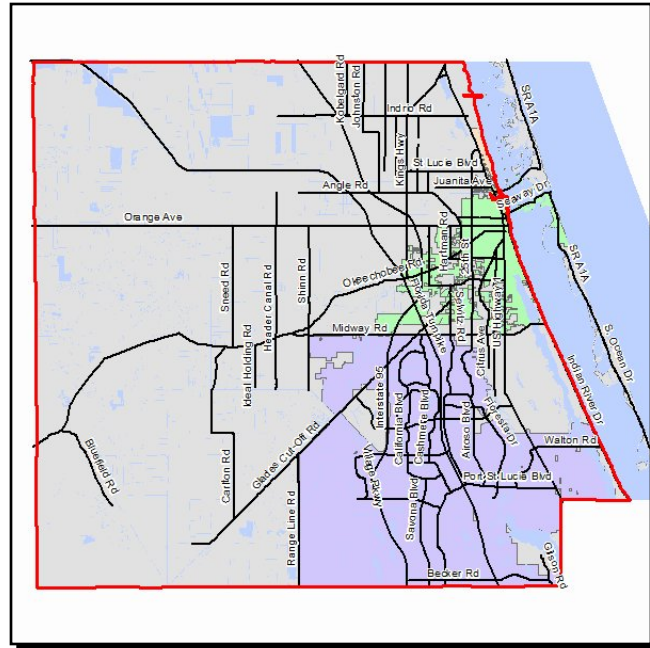
**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 205,495,731

4108901

PUBLIC TRANSPORTATION



Project Description:

Work Summary: RAIL CAPACITY PROJECT

From: N SIS FUNDING USED TO MAT

To: CH FEDERAL & LOCAL FUNDS

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
PLN (12)	DPTO	0	534,285	0	0	0	534,285
Total		0	534,285	0	0	0	534,285

Prior Year Cost:

Future Year Cost:

Total Project Cost: 534,285



4297872

ST. LUCIE COUNTY



Project Description:

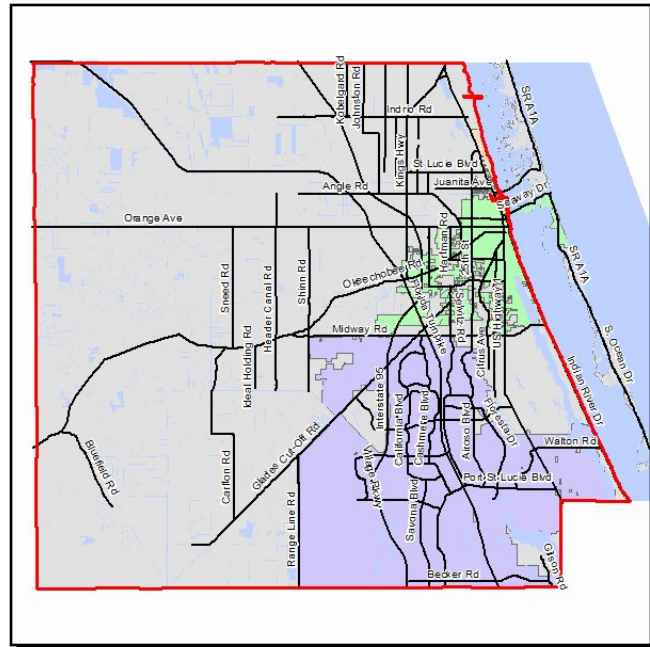
Work Summary: RAIL CAPACITY PROJECT      From: TCTC  
To:  
Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CST (58)	TRIP	0	189,527	0	0	0	189,527
CST (58)	LF	0	189,527	0	0	0	189,527
Total		0	379,054	0	0	0	379,054

Prior Year Cost:  
Future Year Cost:  
Total Project Cost: 379,054

4301261

FEC/AMTRAK PASSENGER



Project Description:

Work Summary: RAIL CAPACITY PROJECT

From: SERVICE

To:

Lead Agency: FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	GMR	0	100,000,000	0	0	0	100,000,000
<b>Total</b>		<b>0</b>	<b>100,000,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100,000,000</b>

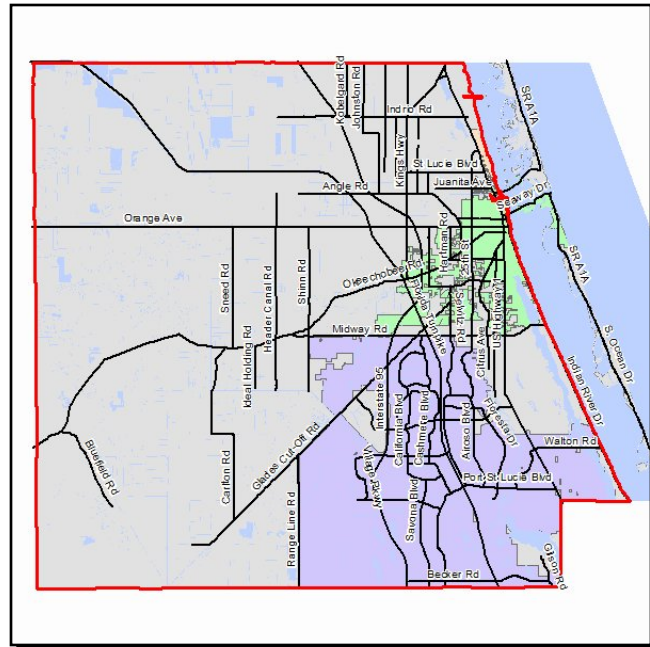
Prior Year Cost:

Future Year Cost:

Total Project Cost: 100,000,000

4301271

## FEC TRACK UPGRADE



### Project Description:

**Work Summary:** RAIL CAPACITY PROJECT

**From:**

**To:**

**Lead Agency:** FDOT

Phase	Fund Source	2012/13	2013/14	2014/15	2015/16	2016/17	Total
CAP (94)	GMR	0	18,129,000	0	0	0	18,129,000
<b>Total</b>		<b>0</b>	<b>18,129,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,129,000</b>

**Prior Year Cost:**

**Future Year Cost:**

**Total Project Cost:** 18,129,000

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## **D. OTHER MODAL PROGRAMS AND PROJECTS**



## **E. LIST OF PRIORITY PROJECTS**

## **APPENDIX A**

### **Example Public Comment Notice**

## **APPENDIX B**

### **Local Projects-City of Fort Pierce (for informational purposes)**

## **APPENDIX C**

### **Local Projects-City of Port St. Lucie (for informational purposes)**

**APPENDIX D**

**Local Projects-St. Lucie County  
(for informational purposes)**

## **APPENDIX E**

### **TIP Amendment Forms**

**(executed forms which document amendments to the TIP are inserted in this appendix)**

## **APPENDIX A**

### **Example Public Comment Notice**



## **APPENDIX B**

### **Local Projects-City of Fort Pierce (for informational purposes)**

## **APPENDIX C**

### **Local Projects-City of Port St. Lucie (for informational purposes)**

**APPENDIX D**

**Local Projects-St. Lucie County  
(for informational purposes)**

## **APPENDIX E**

### **TIP Amendment Forms**

**(executed forms which document amendments to the TIP are inserted in this appendix)**

## AGENDA ITEM SUMMARY

<b>Board/Committee:</b>	St. Lucie TPO Technical Advisory Committee (TAC)
<b>Meeting Date:</b>	May 15, 2012
<b>Item Number:</b>	6b
<b>Item Title:</b>	2012 Transportation Enhancement (TE) Grant Application
<b>Item Origination:</b>	TE Grant Process and City of Port St. Lucie
<b>UPWP Reference:</b>	Task 3.3– Transportation Improvement Program (TIP) Task 3.5– Bicycle/Pedestrian/Greenway Planning
<b>Requested Action:</b>	Recommend endorsement of the TE grant application, recommend endorsement with conditions, or do not recommend endorsement
<b>Staff Recommendation:</b>	As the application for the Cameo Boulevard Sidewalk was the only application submitted for the 2012 TE grant cycle and the proposed project is in the 2011/12 TE List of Priority Projects (LOPP), it is recommended that the TE grant application for the Cameo Boulevard Sidewalk be recommended for endorsement by the TPO Board.

### **Attachments**

- Staff Report
- Cameo Boulevard Sidewalk TE Grant Application
- Cameo Boulevard Sidewalk Cost Benefit Analysis
- 2011/12 LOPP

## **MEMORANDUM**

**TO:** St. Lucie TPO Technical Advisory Committee (TAC)

**FROM:** Peter Buchwald  
Executive Director

**DATE:** May 10, 2012

**SUBJECT:** **2012 Transportation Enhancement (TE) Grant Application**

---

### **BACKGROUND**

Federal regulations (USC Title 23) require that 10 percent of Surface Transportation Program (STP) funds be provided for Transportation Enhancement (TE) activities. TE projects are projects or project features that enhance and surpass what is routinely provided in transportation projects.

The funding available for the 2012 grant cycle for the St. Lucie TPO is \$792,277 that will be programmed by the Florida Department of Transportation (FDOT) in fiscal year 2015/16. The TPO Board prioritizes the TE grant applications prior to their final submittal to FDOT, and the advisory committees recommend prioritizations of the applications to assist the TPO Board.

To assist in the prioritization, a TE project prioritization methodology was developed for the St. Lucie TPO last year by the advisory committees. However, the use of this project prioritization methodology is unnecessary this year as only the attached TE grant application was submitted for consideration for the 2012 grant cycle. The application is from the City of Port St. Lucie for a proposed sidewalk along Cameo Boulevard from Port St. Lucie Boulevard to Crosstown Parkway.

### **ANALYSIS**

The proposed project consists of constructing approximately 1.7 miles of six-foot wide sidewalk along Cameo Boulevard from Port St. Lucie Boulevard

to Crosstown Parkway. Six bicycle racks and three bicycle fix-it stations have been incorporated into the project consistent with the past recommendations of the advisory committees.

The total project cost is approximately \$1 million, of which approximately \$792,000 of TE grant funding is being requested. The application includes a cost-benefit analysis (attached) consistent with the TE prioritization methodology. The proposed project is the #5-ranked project in the attached 2011/12 TE List of Priority Projects (LOPP) and was the subject of a TE grant application which was not funded as part of the 2011 grant cycle.

### **RECOMMENDATION**

As the application for the Cameo Boulevard Sidewalk was the only application submitted for the 2012 TE grant cycle and the proposed project is in the 2011/12 TE LOPP, it is recommended that the TE grant application for the Cameo Boulevard Sidewalk be recommended for endorsement by the TPO Board.



## Transportation Enhancement Program 2012 Application for FY 15/16 Projects

*District 4*  
*Local Programs*

### General Information:

Project Title: Cameo Boulevard Sidewalk from Port St. Lucie Blvd to Crosstown Parkway

Project Sponsor (municipal): City of Port St. Lucie

Contact Person: Jennifer M. Gent Title: Civil Engineer

Email: jgent@cityofpsl.com

Sponsor Address: 121 SW Port St. Lucie Boulevard

City: Port St. Lucie FL, Zip: 34984

Priority (relative to other applications submitted by the Project Sponsor): Priority # 1

Name of Applicant (If other than Project Sponsor): [Click here to enter text.](#)

The applicant

- ☐ seeks project-specific LAP Certification ☒ is currently LAP Certified  
☐ has never been LAP Certified ☐ has been LAP certified in the last 5 years

### 1 Qualifying Enhancement Activities:

Check the enhancement activity that the proposed project will address. (NOTE: Checking all activities possible does not ensure or increase eligibility. Each activity checked must meet all criteria listed for that activity in **Appendix A of FDOT Procedure #525-030-300-j, Transportation Enhancement Projects**).

- ☒ Provision of facilities for pedestrians and bicycles
- ☐ The provision of safety and educational activities for pedestrian and bicyclists
- ☐ Acquisition of scenic easements and scenic or historic sites
- ☐ Scenic or historic highway programs, (including the provision of tourist and welcome center facilities)
- ☐ Landscaping and other scenic beautification
- ☐ Historic preservation
- ☐ Rehabilitation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals)
- ☐ Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails)
- ☐ Inventory, control and removal of outdoor advertising
- ☐ Archaeological planning and research
- ☐ Environmental mitigation to address water pollution due to highway runoff or reduce vehicle caused wildlife mortality while maintaining habitat connectivity
- ☐ Establishment of transportation museums



**2 Project Description:** (all items are **required**, applications without this information will not be reviewed)

---

Road Name: Cameo Boulevard

Road number: N/A ☒ Local Road ☐ State Road

Project Begins: Port St. Lucie Boulevard Ends: Crosstown Parkway

Begin Project Mile Post (MP): N/A End Project MP: N/A

☒ A location map with an aerial view is attached. (Please see Attachment 1)

(a) Describe how the proposed project is related to the intermodal transportation system by function, proximity or impact. (One or more may apply)

The proposed sidewalk on Cameo Blvd is related to the intermodal transportation system by function, proximity, and impact. The sidewalk project is located within the Cameo Boulevard right-of-way and will connect to existing sidewalks on Crosstown Parkway, California Boulevard, and Port St. Lucie Boulevard providing access to the Public Transportation Stop on Port St. Lucie Boulevard. The sidewalk improvements will provide greater safety and opportunities for pedestrian mobility to nearby facilities including St. Lucie West K-8<sup>th</sup> grade School, St. Lucie West Centennial High School, Oak Hammock K-8<sup>th</sup> grade School, Turtle Run Park, McChesney Park, and Oak Hammock Park.

(b) What is the scope of work for the project and where is the project located (what are the termini)?

☒ A more detailed scope of work is attached. (Please see Attachment 2)

☐ This is a transit project and a letter of commitment from the FTA designated recipient (transit agency) that will perform the construction is attached. (note: all transit related projects shall be constructed by a FTA designated recipient)

☐ This is not a transit project

(c) Summarize any special characteristics of project. (Typical Section drawings must be provided for all projects. Include right of way lines on the typical section drawings.)

☒ Typical section is attached. (Please see Attachment 3)

The proposed project consists of constructing approximately 9,000 linear feet of six-foot wide sidewalk along Cameo Boulevard from Port St. Lucie Boulevard to Crosstown Parkway. Cameo Boulevard is a two-lane roadway that connects Crosstown Parkway to Port St. Lucie Boulevard through an established residential neighborhood. This sidewalk would provide a vital link between existing facilities on Crosstown Parkway, California Boulevard, and Port St. Lucie Boulevard. The sidewalk would provide improved pedestrian access to neighborhood schools, parks, and commercial shopping located nearby. Pedestrian safety along Cameo Boulevard and the quality of the surrounding neighborhood would be greatly enhanced by the project.

(d) Describe the project's existing right of way ownerships. This description shall identify when the right of way was acquired and how ownership is documented (i.e. plats, deeds, prescriptions, certified surveys, easements).

The Cameo Boulevard eighty (80) foot right of way was dedicated to the City of Port St. Lucie by the recording of the following plat: Port St. Lucie Section 9, Plat Book 12, page 39, 39A-I, Public Records St. Lucie County, Florida

(e) Describe any proposed right of way acquisition, including expected matching fund source, limitations on fund use or availability, and who will acquire and retain ownership of proposed right of way. Obtaining any property interest, i.e., fee title, a perpetual/permanent easement or a temporary construction easement, is considered to be right of way acquisition, even if such acquisition is from a governmental entity or via donation. Additionally, using a license agreement instead of acquiring an appropriate property interest to avoid such acquisition would not be an acceptable alternative.

☒ No Right-of-Way acquisition is proposed (Please see Attachment 4, Pictures)

(f) Describe any related project work phases that are already complete or currently underway.

☒ This is not a phased project

☐ Previous phases of this project were constructed as LAP projects or JPA using FM numbers: (Please type your description here)

(g) Provide detailed project cost estimate. Estimate shall be broken down to FDOT typical pay items to allow for verification of eligible project costs. Use the following links to access the basis of estimates manual as well as historical cost information for your area:

[Basis of Estimates Manual](#)

[Historical Cost Information](#)

☒ A detailed cost estimate is attached (Please see Attachment 5)

(h) Other specific project information that should be considered.  
(Please type your description here)

### 3 Project Implementation Information:

Attach documentation as exhibits to this application.

(a) Describe the proposed method of performing (i.e. contract or in-house) and administering (i.e. local or state) each work phase of the project. If it is proposed that the project be administered by a governmental entity other than the Department of Transportation, the agency must be certified to administer Federal Aid projects in accordance with the department's **Local Agency Program Manual (topic no. 525-010-300)**. Web site: [www.dot.state.fl.us/projectmanagementoffice/lap/default.htm](http://www.dot.state.fl.us/projectmanagementoffice/lap/default.htm)

- ☐ Design to be conducted by in-house staff
- ☐ Design to be conducted by FDOT pre-qualified consultant <sup>(1) (2)</sup>
- ☒ Design to be conducted by non-FDOT pre-qualified consultant <sup>(2)</sup>
- ☐ Right-of-Way acquisition to be conducted by in-house staff
- ☐ Right-of-Way acquisition to be conducted by FDOT staff
- ☐ CEI to be conducted by in-house staff
- ☒ CEI to be conducted by FDOT pre-qualified consultant <sup>(1) (2)</sup>
- ☐ CEI to be conducted by non-FDOT pre-qualified consultant <sup>(2)</sup>

<sup>(1)</sup> FDOT pre-qualified consultants must be used on all design and CEI work for critical projects (a project is considered critical when it features a structure, has a budget greater than \$10 million and/or is on the State Highway System (SHS))

<sup>(2)</sup> Design consultant and CEI consultant shall not be the same.

(b) Describe any public (and private, if applicable) support of the proposed project. (Examples include: written endorsement, formal declaration, resolution, financial donations or other appropriate means).

The City of Port St. Lucie developed a process in 2006 for prioritizing future sidewalk locations focusing on the immediate vicinity of schools. A committee of City Staff from Engineering, Police, Public Works, Planning & Zoning, and School Board Members from Transportation, Teaching, and Administration review proposed locations and evaluate factors like the proximity to the school, number of student users, number of bus stops, existing sidewalk networks, speed limits, existing conditions (traffic, drainage, r/w) and estimated costs. A list of the priority locations is ultimately approved by the City Council and constructed as funding permits. The sidewalk on Cameo Boulevard is the next priority on the list approved by City Council in February of 2009.

This project is also identified on the Transportation Planning Organization's 2011/12 List of Priority Transportation Enhancement Projects as priority number 5. Priorities 1 and 2 on the list have an identified funding source as a result of the 2011 TE Grant Cycle and Priorities 3 and 4 have an identified funding source as a result of the 2011 Safe Routes to School Grant Cycle.

(c) Describe the proposed ownership and maintenance responsibilities for the project when it is completed.

The City of Port St. Lucie owns the land associated with the project and will be responsible for maintenance upon completion of the project.

(d) Describe source of matching funds and any restrictions on availability.

The City of Port St. Lucie does not have matching construction funds for this project. The City of Port St. Lucie is proposing that City's Engineering Department be responsible to administer, design, and provide construction contingencies for the project utilizing in house staff and/or consultants. The City's Engineering Department is FDOT LAP certified and has extensive experience with sidewalk projects including those funded on the state and federal level managed through the Local Agency Program.

(e) Other specific implementation information that should be considered.

#### 4 Cost Estimate:

The total amount of Enhancement funds (SE) requested per project must be in excess of \$250,000 with a maximum of \$1,000,000. FDOT Enhancement Funds will be used to fund Construction, Construction Engineering and Inspection Activities (CEI) and FDOT In-House Support Activities. Local Funds (LF) will be used for all non-participating items, contingency activities and any costs in excess of the awarded enhancement (SE) allocation.

Total Construction Cost Estimate: This is the total project construction cost estimate including all enhancement related items and any additional scope of work being identified.

Item Description	Cost \$
*(A) Total Construction Cost Estimate <sup>(1)</sup>	\$686,143.11
*(B) Cost Estimate of Eligible (participating) items <sup>(2)</sup>	\$792,203.14

Funding Breakdown	Fund Source	Cost \$
*(C) FDOT In-House Design Support (phase 31) <sup>(3)</sup>	SE	\$5,000.00
*(D) (Critical projects only) FDOT In-House Design Support (phase 31) <sup>(3)</sup>	SE	\$0.00
*(E) FDOT In-House Construction Support (phase 61) <sup>(3)</sup>	SE	\$5,000.00
*(F) (Critical projects only) FDOT In-House Construction Support (phase 61) <sup>(3)</sup>	SE	\$0.00
*(G) Enhancement funds requested for Construction (phase 58)	SE	\$686,143.11
*(H) Local Funds for Construction (phase 58)	LF	\$0.00
*(I) Local Funds for Contingency (phase 58)	LF	\$137,228.62
*(J) Local Funds for Design (phase 58)	LF	\$82,337.17
*(K) Construction Engineering & Inspection Activities (CEI) (phase 68) <sup>(4)</sup>	SE	\$82,337.17
*(L) Construction Engineering & Inspection Activities (CEI) (phase 68) <sup>(4)</sup>	LF	\$0.00
*(M) Transit Related projects FTA 10% administrative fees <sup>(5)</sup>	LF	\$0.00
*(N) FDOT Oversight CEI (2% of Construction Cost Estimate) (phase 62) <sup>(6)</sup>	SE	\$13,722.86

Funding Summary	
*(O) Total SE funds	\$792,203.14
*(P) Total LF funds	\$219,565.79
<b>*(Q) Total Funds</b>	<b>\$1,011,768.94</b>

\*Letters before the descriptions in the cost estimate above relate to the detailed cost estimate spreadsheet (Cost\_Estimate.xlsx) and should match the corresponding figures exactly.

#### Notes:

- (1) The Total Construction Cost Estimate in this field must be equal to the Total Construction Cost Estimate from the attached detailed project cost estimate.
- (2) Cost Estimate of Eligible (participating) items must be equal to the Subtotal FHWA Participating from the attached detailed project cost estimate.
- (3) FDOT In-House Design and Construction Support must be included in SE funds for an amount no less than \$5,000, an additional \$2,000 is required for critical projects. This is a required item.
- (4) It is strongly recommended that the applicant allocates a nominal amount for CEI. In the event that the project is programmed without any request for Phase 68 funding, there is no opportunity to allocate CEI funds based on bid savings.
- (5) Any required Federal Transit Authority (FTA) administrative fees must be included in LF.
- (6) FDOT Oversight CEI must be included in SE funds and be equal to 2% of the Total Construction Cost Estimate.



## 5 Certification of Project Sponsor

I hereby certify that the proposed project herein described is supported by the **City of Port St. Lucie** (municipal, county, state or federal agency, or tribal council) and that said entity will: (1) provide any required funding match; (2) enter into a maintenance agreement with the Florida Department of Transportation; (3) comply with the Federal Uniform Relocation Assistance and Acquisition Policies Act for any Right of Way actions required for the project, (4) comply with NEPA process prior to construction, this may involve coordination with the State Historic and Preservation Office (SHPO) prior to construction. (Not at time of application) and (5) support other actions necessary to fully implement the proposed project. I further certify that the estimated costs and/or failure to follow through on the project once programmed in the Florida Department of Transportation's Work program included herein are reasonable. I understand that significant increases in these costs could cause the project to be removed from the Work Program.

  
Signature

Gregory J. Oravec

Name (please type or print)

City Manager

Title

March 20, 2012

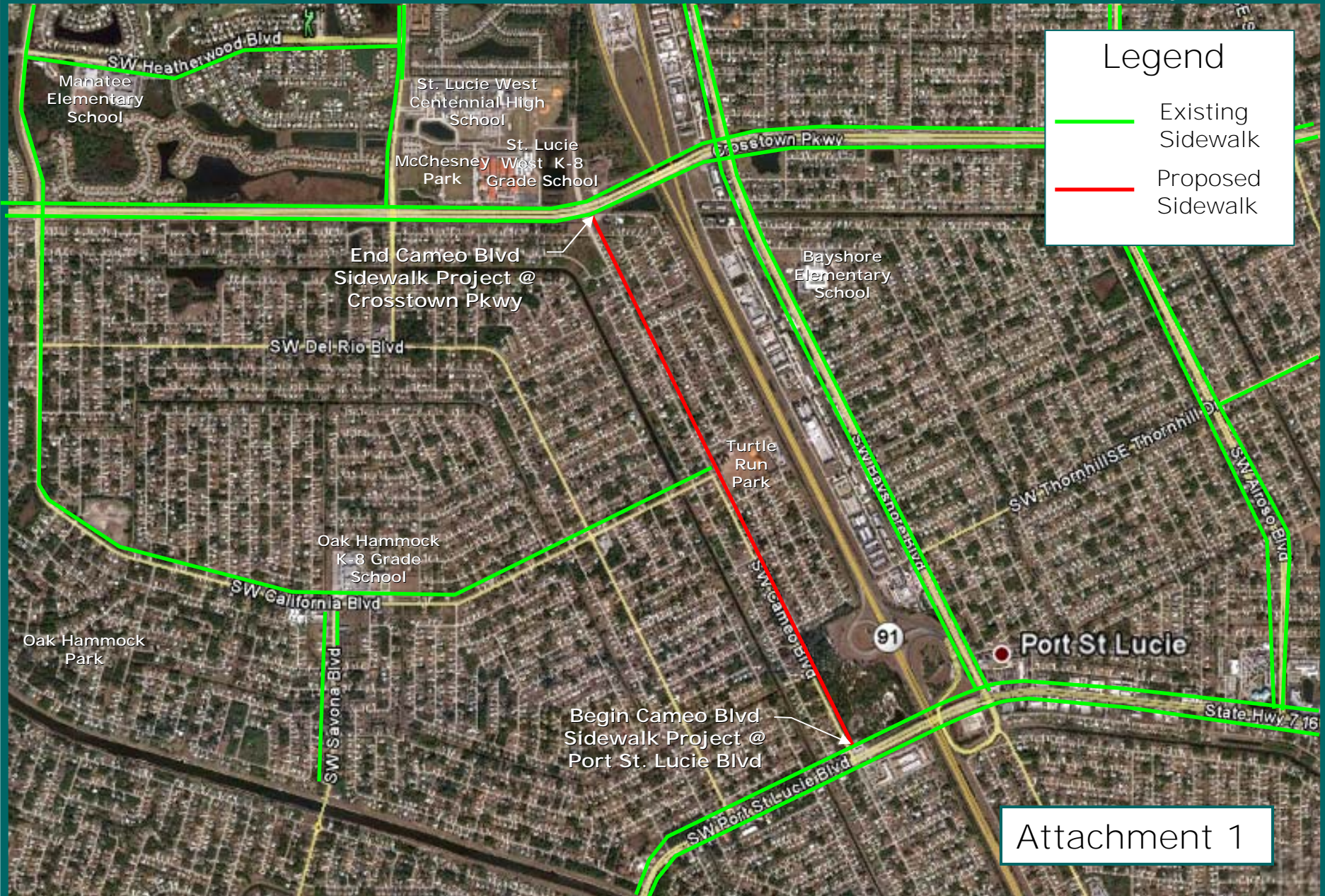
Date

### OR FDOT USE ONLY

Application Complete	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Project Eligible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Implementation Feasible	<input type="checkbox"/> Yes	<input type="checkbox"/> No
<b>Include in Work Program</b>	<input type="checkbox"/> <b>Yes</b>	<input type="checkbox"/> <b>No</b>



# Cameo Boulevard Sidewalk Project From Port St. Lucie Boulevard to Crosstown Parkway







# ***CITY OF PORT ST. LUCIE***

*Engineering Department*

*Accredited Agency – American Public Works Association*

## **Cameo Boulevard from Port St. Lucie Boulevard to Crosstown Parkway** **Sidewalk Scope**

- **Cameo Boulevard Sidewalks– From Port St. Lucie Boulevard to Crosstown Parkway**

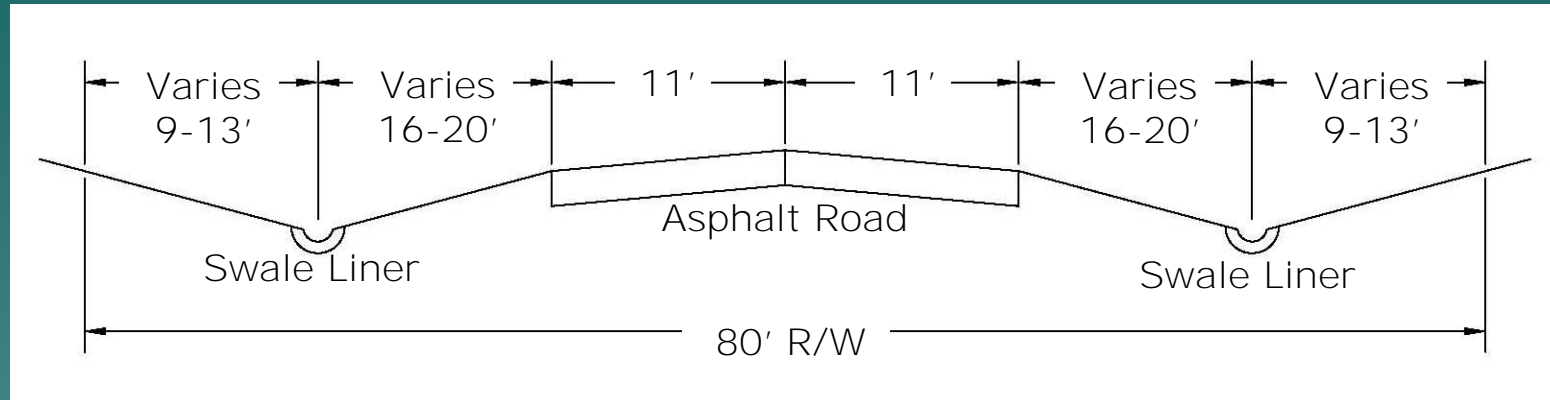
The City of Port St. Lucie aims to improve the network of pedestrian facilities throughout the City. The safety of the citizens in the City is the utmost importance and due to the general layout by the original developers and the recent growth, the City has been left with very limited facilities for pedestrians, especially in the vicinity of public schools.

Cameo Boulevard is a two lane neighborhood road with open swale drainage situated on 80-feet of right of way and has a posted speed limit of 30 mph. St. Lucie West Middle School and St. Lucie West Centennial High School are both located on Crosstown Parkway just west of Cameo Boulevard. Oak Hammock K-8th grade School is located on California Boulevard at the intersection of Savona Boulevard. Turtle Run Park is located directly on Cameo Boulevard at California Boulevard and McChesney Park is located adjacent to the St. Lucie West School. Traffic in this area has increased tremendously over the years and due to deep wet swales and uneven surfaces, many students find themselves sharing the street with heavy traffic when traveling to and from school.

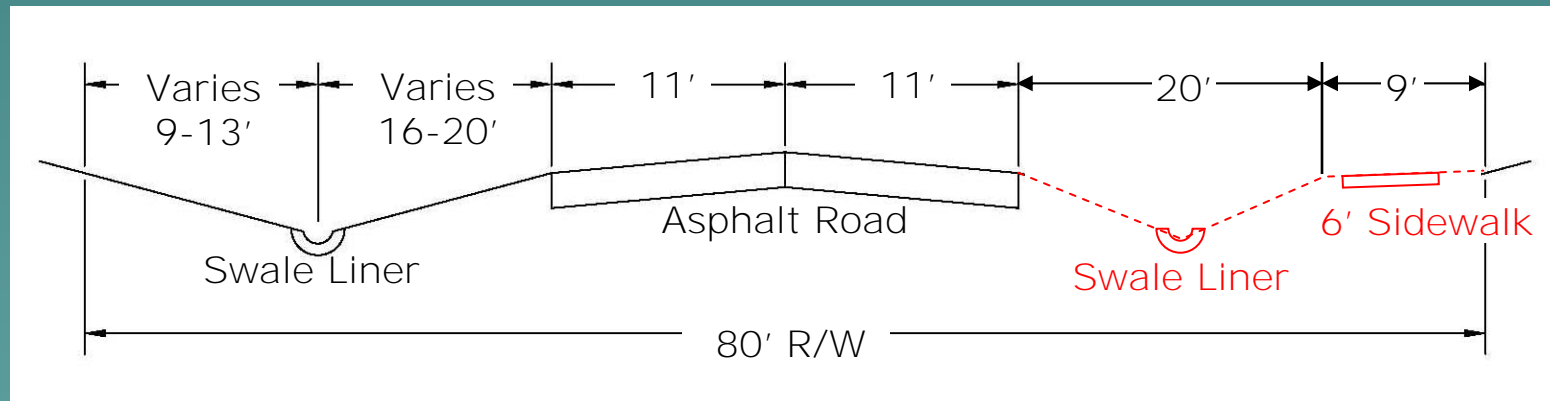
The City of Port St. Lucie proposes to add approximately one and three quarter miles of six (6) foot wide concrete sidewalk on the east side of Cameo Boulevard that will connect to the existing facilities located on Crosstown Parkway, California Boulevard and Port St. Lucie Boulevard. The project limits will extend from Crosstown Parkway to SW Port St. Lucie Boulevard. The project will include all work associated with the installation of an six-foot concrete sidewalk including but not limited to earthwork, clearing & grubbing, intersection improvements, drainage modifications including swale relocation and adjustments to the existing underground drainage facilities, driveway and culvert replacements to meet ADA specifications, and utility relocations. This sidewalk project will greatly benefit the residents of the area and increase the sidewalk network in the City of Port St. Lucie.

Attachment 2

# Cameo Boulevard Sidewalk Project From Port St. Lucie Boulevard to Crosstown Parkway



## Existing Typical Section



## Proposed Typical Section

Attachment 3

\* Sidewalk may Meander Closer to Road to Avoid Conflict Locations



## CAMEO BOULEVARD



Looking north from Natalie Terrace



Looking north from Amber Terrace



Looking north from Gulf Spray Terrace



Front of Turtle Run Park



## CAMEO BOULEVARD



Looking south from the park



Looking north from Acapulco Terrace



Looking south towards Port St. Lucie Boulevard

**Project Description: CAMEO BOULEVARD SIDEWALK FROM PORT ST. LUCIE BOULEVARD TO CROSSTOWN PARKWAY**

If you have any questions regarding a participating or non-participating item, please contact us.

Item Description		Cost \$	
(A) Total Construction Cost Estimate <sup>(1)</sup>		\$686,143.11	
(B) Cost Estimate of Eligible (participating) items <sup>(2)</sup>		\$792,203.14	
Funding Breakdown		Fund Source	Cost \$
(C) FDOT In-House Design Support (phase 31) <sup>(3)</sup>		SE	\$5,000.00
(D) (Critical projects only) FDOT In-House Design Support (phase 31) <sup>(3)</sup>		SE	\$0.00
(E) FDOT In-House Construction Support (phase 61) <sup>(3)</sup>		SE	\$5,000.00
(F) (Critical projects only) FDOT In-House Construction Support (phase 61) <sup>(3)</sup>		SE	\$0.00
(G) Enhancement funds requested for Construction (phase 58)		SE	\$686,143.11
(H) Local Funds for Construction (phase 58)		LF	\$0.00
(I) Local Funds for Contingency (phase 58)		LF	\$137,228.62
(J) Local Funds for Design (phase 58)		LF	\$82,337.17
(K) Construction Engineering & Inspection Activities (CEI) (phase 68) <sup>(4)</sup>		SE	\$82,337.17
(L) Construction Engineering & Inspection Activities (CEI) (phase 68) <sup>(4)</sup>		LF	\$0.00
(M) Transit Related projects FTA 10% administrative fees <sup>(5)</sup>		LF	\$0.00
(N) FDOT Oversight CEI (2% of Construction Cost Estimate) (phase 62) <sup>(6)</sup>		SE	\$13,722.86
Funding Summary			
(O) Total SE funds <sup>(7)</sup>		\$792,203.14	
(P) Total LF funds <sup>(8)</sup>		\$219,565.79	
(Q) Total Funds		\$1,011,768.94	

## **Cameo Boulevard Cost Benefit Analysis Sidewalk from Port St. Lucie Boulevard to Crosstown Parkway**

Walking is a critical component of the transport system, and that improved walk ability and increased walking can provide significant benefits to society. Improved walk ability increases accessibility, provides consumer and public cost savings, increases community livability, improves public health and supports strategic economic development, land use and equity objectives.

This Cost Benefit Analysis will investigate the savings associated with installing a six (6) foot sidewalk along the east side of Cameo Boulevard from Crosstown Parkway to Port St. Lucie Boulevard, approximately 1.7 miles. The savings associated with the consumer (vehicle owner/operator) will be called Internal Saving and will include those saving associated with reduced gas, maintenance (oil & tires), crashes, tickets, tolls, and parking. Savings associated with road construction, construction of parking facilities, traffic congestion, crash risk, and environmental damages will be referred to as External Saving. These savings are associated with the costs that are typically the responsibility of the public, government, and/or developer and change depending on the travel shift for example like changing from a car to riding public transit or walking. The benefits of community livability and improved fitness and public health will also be investigated. Other benefits include efficient land use and economic development but due to the restriction on time, these benefits could not be thoroughly evaluated.

Walking is a fundamental activity for physical and mental health, providing physical exercise and relaxation. It is a social and recreational activity. Environments that are conducive to walking are conducive to people. Walking is also a critical component of the transportation system, providing connections between homes and transit, parking lots and destinations, and within airports. Often, the best way to improve another form of transportation is to improve walkability.

This analysis has been compiled with the support and collaboration of the School Board of St. Lucie County Transportation Department and the location selected is next highest ranked location on the City's Priority Sidewalk List and the TPO Transportation Enhancement Project list (2011/2012 List of Priority Projects).

The Cameo Boulevard Sidewalk will link three (3) existing sidewalks together improving accessibility for the physically disabled and over 4,300 residents. The sidewalks that will be linked include the sidewalks on Port St. Lucie Boulevard, the sidewalk on California Boulevard, and the sidewalks on Crosstown Parkway. This connection will provide access to four (4) schools located within two (2) miles, three (3) parks, over twenty-seven (27) school bus stops, the transit stop located on Port St. Lucie Boulevard just east of Cameo Boulevard, and the Coco Vista shopping center which includes a day care, gym, gas station, and multiple restaurants, bars, and grocery stores. Seven (7) side street intersections will be improved to include vehicle stop bars and crosswalks. Countdown pedestrian signals will be provided at Port St. Lucie Boulevard to enhance the pedestrian accommodations at that intersection which is over one hundred (100) feet wide.

Cameo Boulevard is a collector roadway with a posted speed limit of 30 MPH situated in the center of an 80-foot right-of-way. Turtle Run Park is located directly on the corridor. Cameo Boulevard is two lanes and is constructed in a rural fashion with open swale drainage on either side of the roadway. The City owns all property in which the sidewalk is proposed and will assume all maintenance responsibilities once the project construction is completed.

The Cost Benefit Ratio for the project was determined to be 4.7. The analysis that follows goes through the resources and thought process used to determine the cost benefit associated with savings in the internal costs, external costs, community livability, and improved public health if all students along the Cameo Boulevard sidewalk corridor within (2) miles of their school or bus stop walked, rather than rode in a vehicle with their parents.

## Cost Savings

Walk ability affects consumer transport costs. Improved walk ability allows consumers to save on vehicle expenses (“Affordability,” VTPI 2008). For example, one study found that households in automobile-dependent communities devote 50% more to transportation (more than \$8,500 annually) than households in communities with more accessible land use and more multi-modal transportation systems (less than \$5,500 annually) (McCann 2000).

Consumer savings from improved walk ability can be evaluated based on potential transportation cost savings. For example, walk ability improvements that allow more people to walk or ride transit, rather than drive, can reduce vehicle ownership and operating costs.

At a minimum, reduced driving saves fuel and oil, which typically total about 10-15¢ per vehicle-mile reduced, and more under congested conditions. Vehicle operating cost savings can be particularly large because walking tends to substitute for short trips when vehicle engines are cold, during which they are less efficient. In addition, depreciation, insurance and parking costs are partly variable, since increased driving increases the frequency of vehicle repairs and replacement, reduces vehicle resale value, and increases the risks of crashes, traffic and parking citations. These additional mile age related costs typically average 10-15¢ per mile, so cost savings total 20-25¢ per mile reduced. Savings are greater if improved travel options allow a household to own fewer vehicles. Potential savings are summarized in the table below and average out at about \$18,400 per year in vehicle-mile savings from student trips to school alone.

Potential Vehicle Cost Savings (“Vehicle Costs,” VTPI 2008)

Category	Description	How It Can Be Measured	Typical Values
Vehicle Operating Costs	Fuel, oil and tire wear.	Per-mile costs times mileage reduced.	10-15¢ per vehicle-mile. Higher under congested conditions.
Long-Term Mileage-Related Costs	Mileage-related depreciation, mileage lease fees, user costs from crashes and tickets.	Per-mile costs times mileage reduced.	10¢ per vehicle-mile.
Special Costs	Tolls, parking fees, Parking Cash Out, PAYD insurance.	Specific market conditions.	Varies.
Vehicle Ownership	Reductions in fixed vehicle costs.	Reduced vehicle ownership times vehicle ownership costs.	\$3,000 per vehicle-year.
Residential Parking	Reductions in residential parking costs due to reduced vehicle ownership.	Reduced vehicle ownership times savings per reduced residential parking space.	\$100-1,200 per vehicle-year.

*Reducing automobile travel can provide a variety of consumer savings. (2001 U.S. dollars).*

Motor vehicle use imposes various public costs for road and parking facilities, traffic congestion, crash risk, and environmental damages (Murphy and Delucchi 1998; Litman 2010). Shifting travel from motorized to non-motorized modes reduces these external costs. In particular, energy consumption and pollution emissions are several times higher than average for short trips when engines are cold and parking costs are high when measured per vehicle-mile, since these costs are divided into few miles.

External Savings Due to Travel Shifts (\$ Per Passenger-Mile)

	Peak Shifting	Compact Car	Electric Car	Rideshare Passenger	Diesel Bus	Electric Trolley	Bicycle	Walk	Tele-work
Urban-Peak	\$0.33	\$0.03	\$0.06	\$0.62	\$0.24	\$0.21	\$0.69	\$0.85	\$0.53
Urban Off-Peak	N/A	\$0.02	\$0.04	\$0.29	\$-0.16	\$-0.15	\$0.38	\$0.52	\$0.21
Rural	N/A	\$0.01	\$0.02	\$0.18	\$-0.28	\$-0.25	\$0.27	\$0.41	\$0.13
Average	N/A	\$0.02	\$0.03	\$0.31	\$-0.13	\$-0.12	\$0.39	\$0.54	\$0.24

*This table indicates the estimated external cost savings (reductions in vehicle costs, congestion, parking, roadway costs, etc.) due to a shift from Average Car travel to another mode. Negative values for off-peak and average transit reflect low average ridership on buses in the US.*

The “Costs of Driving” and “Affordability” chapters of the Online TDM Encyclopedia (VTPI 2008), and the “Vehicle Costs” chapter of Transportation Cost and Benefit Analysis (Litman 2009) provide additional information on potential cost savings.



High Range per Year External Cost Savings Due to Travel Shift (\$143,990)

Passenger-Miles per Year (Student Walkers 16) =  $31,475 * \$0.85 = \$26,755$

Passenger-Miles per Year (Bus Stop Walkers 114) =  $104,310 * \$0.85 = \$88,665$

(Each Household is estimated to have 1.5 children in addition to the adult driving.

There are 183 School Days per Calendar Year, Two trips per school day)

Passenger-Miles per Year (Park Users 209) =  $39,125 * \$0.52 = \$20,345$

(Each Trip has 1 child in addition to the adult driving during off-Peak Hours.

Estimated that 20% of persons under the age of 18 years old walk to a park a minimum of once a week

Population Census states 4,338 persons within ¼ mile of project, 24.4% under age of 18 years old)

Passenger-Miles per Year (Public Transit Users) =  $384 * \$0.85 = \$325$

(Current Ridership at the Cameo Blvd Stop is 7 Trips per month, average Trip Length is 8 miles. Estimated that two extra round trips are made using transit during peak hours each month. Recent report found 5.2% of households do not have access to a vehicle, this could be as high as 225 people in this location.)

Passenger-Miles per Year (Commercial Users) =  $15,186 * \$0.52 = \$7,900$

(Population Census states 4,338 persons within ¼ mile of project, 37.4% between 14 and 45 years old.

Estimate 10% will walk to the store 1 time per week during off peak hours)

Low Range per Year External Cost Savings Due to Travel Shift (\$94,140)

Passenger-Miles per Year (Student Walkers 16) =  $21,228 * \$0.85 = \$18,045$

Passenger-Miles per Year (Bus Stop Walkers 114) =  $73,017 * \$0.85 = \$62,065$

(Each Household is estimated to have 1.5 children in addition to the adult driving

There are 183 School Days per Calendar Year, Two trips per school day)

Passenger-Miles per Year (Park Users 105) =  $19,656 * \$0.52 = \$10,220$

(Each Trip has 1 child in addition to the adult driving during off-Peak Hours

Estimated that 10% of persons under the age of 18 years old walk to park a minimum of once a week

Population Census states 4,338 persons within ¼ mile of project, 24.4% under age of 18 years old)

Passenger-Miles per Year (Public Transit Users) =  $192 * \$0.85 = \$165$

(Current Ridership at the Cameo Blvd Stop is 7 Trips per month, average Trip Length is 8 miles. Estimated that one extra round trip is made using transit during peak hours each month. Recent report found 5.2% of households do not have access to a vehicle, this could be as high as 225 people in this location.)

Passenger-Miles per Year (Commercial Users) =  $7,010 * 0.52 = \$3,645$

(Population Census states 4,338 persons within ¼ mile of project, 37.4% between 14 and 45 years old.

Estimate 10% will walk to/from the store 2 times a month up to 1 mile during off peak hours)

All cost values are rounded to the nearest \$. The information regarding the census was provided by the Treasure Coast Transportation Planning Organization. The information regarding student and transit users was provided by the School Board of St. Lucie County and the St. Lucie County Community Services Department.



## ***Community Livability and Cohesion***

Community Livability refers to the environmental and social quality of an area as perceived by residents, employees and visitors (Weissman and Corbett 1992; “Livability,” VTPI 2008). Community cohesion (also called social capital) refers to the quality of relationships among people in a community, as indicated by the frequency of positive interactions, the number of neighborhood friends and acquaintances, and their sense of community connections, particularly among people of different economic classes and social backgrounds (Forkenbrock and Weisbrod, 2001). These are valuable themselves and can provide indirect benefits including increased safety and health, and increased property values and economic development (CTE 2007; Litman 2011).

Walk ability has major impacts on community livability. Streets are a major portion of the public realm, that is, places where people interact with their community. More attractive, safe and walkable streets increase community livability (Forkenbrock and Weisbrod 2001). Residents on streets with higher traffic volumes and speeds are less likely to know their neighbors, and show less concern for their local environment, than residents on streets with less vehicle traffic (Appleyard 1981).

Community livability and cohesion provide various direct and indirect benefits. It can affect property values and business activity in an area. This may not reflect total livability benefits, since benefits to non-residents are not necessarily reflected in property values.

To the degree that improved walk ability increases community cohesion, it may help reduce crime and other social problems in an area (Litman 2002). However, such relationships are difficult to measure and walk ability is just one of many related factors that affect community cohesion.

The study, *Walking the Walk: How Walkability Raises Housing Values in U.S. Cities*, by Joseph Copyright (2009) found that improved walk ability tends to increase home values. It analyzed 94,000 residential real estate transactions in 15 major U.S. markets to evaluate how various factors affect sale values, including conventional factors such as size, number of bedrooms and bathrooms, age, neighborhood income, distance from Central Business District, and access to jobs, plus Walk Score ([www.walkscore.com](http://www.walkscore.com)), which calculates proximity to amenities (restaurants, coffee shops, schools, parks, stores, libraries, etc.) and assigns a rating from 0 (least walkable) to 100 (most walkable). Walk Scores of 70+ indicate neighborhoods where it’s possible to get by without a car. The study found that a one-point Walk Score increase is typically associated with an increase of \$700 to \$3,000 in house values, depending on the market. Shifting from average to above-average Walk Scores typically increased a home’s value by \$4,000 to \$34,000, depending on the metro area. The gains were larger in denser, urban areas like Chicago and San Francisco and smaller in less dense markets like Tucson and Fresno.

According to WalkScore.com, housing located in the 34953 area code has an average Walk Score of twenty (20); more specifically houses adjacent to Cameo Blvd have an average Walk Score of about thirty-four (34). Housing located on streets with existing sidewalks that are within one (1) mile from amenities like schools, parks, shopping, restaurants and transit stops score significantly higher beginning at forty-five (45). Looking at these factors, it is conservative to assume that adding sidewalk on Cameo Blvd that would connect to Parks, Schools, Shopping, Restaurants, and a Transit Stop would increase the Walk Score for not only the properties in which the sidewalk is placed immediately adjacent to, but also the properties located on the opposite side of the road and on connecting side streets.

There are fifty-two (52) houses located on the east side of Cameo Boulevard, placing a sidewalk in front of these homes has the potential to raise the property values by an average of \$3,000 per house (assuming a raise in the walk score by a single point and using the average value found in the Walk Score study) for a total property value increase of about \$156,000. There are sixty-three (63) houses located on the west side of Cameo Boulevard which may see a minimal increase of \$700 to property values for having a sidewalk across the street. This increase in property value could amount to as much as \$44,100, for total increase to the property values on Cameo Boulevard of \$200,100.

## Health

Analysis by Lovegrove and Litman (2008) using community-based, macro-level collision prediction models suggests that improving transportation options (better walking and cycling conditions, and improved ridesharing and public transit services) could reduce collision frequency by 14% (total) and 15% (severe). The study suggest that vehicle miles traveled (VMT) and safety are so closely correlated that VMT can be used as a proxy for predicting the safety impacts of specific policies and programs. Mobility management safety impacts are affected by the travel changes they cause. The results suggest strategies that shift travel from driving to transit or ridesharing tend to provide medium to large safety benefits, depending on specific conditions. Strategies that shift automobile travel to non-motorized modes (walking and cycling) may increase per-mile risk for the people who change mode, but tend to reduce total crashes in an area due to reduced trip length and reduced risk to other road users. Non-motorized travel also provides health benefits that may more than offset any increased risk to users.

Physical Activity refers to physical exercise. Inadequate physical activity is a major contributor to health problems (Litman 2004). Health experts recommend at least 30 minutes of moderate exercise a day, at least 5 days a week, in intervals of ten-minutes or more (Surgeon General 1999).

Land Transport New Zealand's *Economic Evaluation Manual* (EEM) provides monetary values for the health benefits of active transportation resulting from both TDM measures and active transportation infrastructure (LTNZ 2006). It assumes that half of the benefit is internal to the people who increase their activity level by walking or cycling, and half are external benefits to society such as hospital cost savings. The values for cyclists and pedestrians are shown in the table below; the last column is US dollar per mile and is used in the following analysis.

**Active Transportation Health Benefits (LTNZ 2006)**

	2005 \$ NZ/km	2007 USD/km	2007 USD/mile
Cycling	0.16	0.12	0.19
Walking	0.40	0.30	0.48

*These values reflect the health benefits of increased walking and cycling for economic analysis.*

One-hundred and thirty (130) students that live on or adjacent to Cameo Boulevard that attend nearby schools will be shifting from riding with their parents to the School or Bus Stop (vehicle miles) to walking to School or the Bus Stop (walking miles) for an average of approximately 300 miles per day. With one hundred and eighty-three (183) school days in a calendar year, the yearly miles walked will be 54,900 for a net savings of \$26,352 per year caused directly by health benefits.

Walking has a relatively high crash fatality rate per mile of travel, but this is offset by reduced risk to other road users and by the fact that pedestrians tend to travel less overall than motorists (for example, a walking trip to a local store often substitutes for a longer car trip to a more distant shopping center). International research suggests that shifts to non-motorized transport increases road safety overall (Litman and Fitzroy 2005; "Safety Evaluation," VTPI 2008). Due to the relatively short time in which this cost-benefit analysis was completed, traffic accident history specific to this locations was unattainable and a net value of saving associated with the risk of traffic accidents could not be determined.

Conventional transportation planning practices treat walking as a minor transport mode and recognize only modest benefits from improved walk ability and increased walking activity. This results from evaluation practices that undercount non-motorized travel and undervalue walking benefits.

From other perspectives it is clear that walking is a critical component of the transport system, and that improved walk ability and increased walking can provide significant benefits to society. Improved walk ability increases accessibility, provides consumer and public cost savings, increases community livability, improves public health and supports strategic economic development, land use and equity objectives. Based upon the savings evaluated in this cost benefit analysis, the Cameo Boulevard Sidewalk Projects would pay for itself in the benefits within five (5) years. Cost/Benefit Ratio = 4.96

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## 2011/12 List of Priority Projects (LOPP)

*(adopted August 3, 2011)*

### Master List

2011/12 Priority Ranking	Facility	Project Limits		Project Description	Project Status/Notes	On RLRTP <sup>1</sup> Needs List?	In RLRTP Cost Feasible Plan?	Estimated Cost <sup>2</sup>	2010/11 Priority Ranking
		From	To						
1	Crosstown Parkway	Manth Lane	US-1 (SR-5)	New bridge (6 lanes)	PD&E <sup>3</sup> in process	Yes	Yes	\$170,000,000	2
2	Kings Highway (SR-713)	Okeechobee Road (SR-70)	I-95 Overpass	Add lanes (2)	PD&E in process	Yes	Yes	\$25,700,000	3
3	Indrio Road (SR-614)	I-95	Emerson Avenue (SR-607)	Add lanes (2)	PE <sup>4</sup> in process	Yes	Yes	\$19,300,000	4
4	Port St. Lucie Boulevard	Parr Drive <sup>5</sup>	Darwin Boulevard	Add lanes (2)		Yes	Yes	\$22,200,000	NR
5	Kings Highway Intersection	At Indrio Road		Intersection improvements		Yes	Yes	\$12,500,000	NR

<sup>1</sup>RLRTP: 2035 St. Lucie/Martin Regional Long Range Transportation Plan, February 2011

<sup>2</sup>Source: RLRTP, unless otherwise noted

<sup>3</sup>PD&E: Project Development & Environmental Study

<sup>4</sup>PE: Preliminary Engineering

<sup>5</sup>Project Limits of PD&E for Port St. Lucie Boulevard shall be from Darwin Boulevard to Becker Road

## Transit

2011/12 Priority Ranking	Facility/Equipment	Project Location/Description	Project Status/Notes	In RLRTP <sup>1</sup> or TDP <sup>2</sup> ?	Estimated Cost <sup>3</sup>	2010/11 Priority Ranking
1	Maintain Existing Level of Service	Maintain span, frequency & number of routes		Yes	\$5,004,016 <sup>4</sup>	1
2	Vehicle Purchases	Replacement only vehicles specified by the TDP-Paratransit Cutaway Buses		Yes	\$2,051,654	2
3	Enclosed Bus Shelters	Miscellaneous locations along fixed routes with priority at transit transfer locations	Regional route shelters to include funding from Treasure Coast RTO	Yes	\$15,750 <sup>5</sup>	3
4	Park & Ride Infrastructure	Miscellaneous locations		Yes	Not available	4
5	Increase Span of Service	Increase Weekday Span of Service to 6:00am to 8:00pm on TCC Routes 1,2,3		Yes	\$186,127	7
6	Implement New Routes	Port St. Lucie to Fort Pierce Intermodal Facility via US-1		Yes	\$209,455	8
7	Increase Frequency of Service	Increase frequency to every 30 minutes weekdays on TCC Routes 1-6		Yes	\$1,412,328	9
8	Fort Pierce Operations Facility	Transit operations facility with bus storage		Yes	\$7,250,000	5
9	Passenger Rail Station	Downtown Fort Pierce		Yes	\$4,000,000 <sup>7</sup>	6

<sup>1</sup>RLRTP: 2035 Martin-St. Lucie Regional Long Range Transportation Plan, February 2011

<sup>2</sup>TDP: FY 2009/10 – FY 2018/19 Regional Transit Development Plan for the Port St. Lucie Urbanized Area

<sup>3</sup>Source: Tables 7-1 and 8-5 of TDP, unless otherwise noted

<sup>4</sup>St. Lucie Community Transit, September 2010

<sup>5</sup>Estimated cost is per enclosed bus shelter; Source: St. Lucie County Housing and Community Services Department, July 2009

<sup>7</sup>Source: City of Fort Pierce Planning Department, July 2010

### Transportation Enhancement (TE) Projects

2011/12 Priority Ranking	Score <sup>1</sup>	Facility	Project Limits		Project Description	Project Source	Estimated Cost	2010/11 Priority Ranking
			From	To				
1	ACP <sup>2</sup>	Cashmere Boulevard	Del Rio Blvd	SW Janette Ave	Sidewalk-0.7 miles	2011 TE Grant Application	\$374,025 <sup>3</sup>	NR <sup>4</sup>
2	ACP	21st Street/Havana Avenue	Nebraska Ave	13th Street	Sidewalk-1.0 miles	2011 TE Grant Application	\$345,602 <sup>3</sup>	NR
3	53.0	Del Rio Boulevard	Port St. Lucie Blvd	Cashmere Blvd	Sidewalk-2.8 miles	2010/11 LOPP	\$771,080 <sup>5</sup>	5
4	48.0	Savona Blvd	Gatlin Blvd	Parr Drive	Sidewalk-2.8 miles	Port St. Lucie Sidewalk List	\$1,214,020 <sup>5</sup>	NR
5	47.0	Cameo Boulevard	Crosstown Pkwy	Port St. Lucie Blvd	Sidewalk-1.7 miles	2011 TE Grant Application	\$761,319 <sup>3</sup>	NR
6	46.5	Tulip Boulevard	Cherry Hill Drive	Port St. Lucie Blvd	Sidewalk-3.3 miles	2010/11 LOPP	\$976,540 <sup>5</sup>	3
6	46.5	Walton Road	Lennard Rd	Green River Pkwy	Sidewalk-1.1 miles	St. Lucie County School District	\$483,000 <sup>6</sup>	NR
8	43.5	17th Street - portions missing	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	2010/11 LOPP	\$170,000 <sup>7</sup>	8
9	43.0	East Torino Parkway	Volucia Dr	Conus St	Sidewalk-0.4 miles	St. Lucie County School District	\$168,000 <sup>6</sup>	NR
10	42.0	East Torino Parkway	Peacock Apts	C-106 Canal	Sidewalk-0.3 miles	Port St. Lucie Sidewalk List	\$237,220 <sup>5</sup>	NR
11	41.5	North Macedo Blvd	Selvitz Road	St. James Drive	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$525,220 <sup>5</sup>	NR
11	41.5	Selvitz Road	Milner Drive	Peachtree Blvd	Sidewalk-0.8 miles	2010/11 LOPP	\$337,920 <sup>5</sup>	4
11	41.5	Selvitz Road	Bayshore Blvd	North Macedo	Sidewalk-0.4 miles	St. Lucie County School District	\$189,000 <sup>6</sup>	NR
14	40.0	Parr Drive	Port St. Lucie Blvd	Darwin Blvd	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$442,420 <sup>5</sup>	NR
15	38.5	Thornhill Drive	Bayshore Blvd	Airoso Blvd	Sidewalk-1.0 miles	Port St. Lucie Sidewalk List	\$594,820 <sup>5</sup>	NR
16	36.5	Parr Drive	Savona Blvd	Port St. Lucie Blvd	Sidewalk-0.8 miles	Port St. Lucie Sidewalk List	\$344,050 <sup>5</sup>	NR
16	36.5	29th Street - portions missing	Avenue I	Avenue Q	Sidewalk-0.5 miles	2010/11 LOPP	\$50,000 <sup>7</sup>	7
16	36.5	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	2010/11 LOPP	\$80,000 <sup>7</sup>	9
19	36.0	Savona Blvd	Parr Drive	Becker Road	Sidewalk-0.9 miles	Port St. Lucie Sidewalk List	\$442,420 <sup>5</sup>	NR
20	35.5	Curtis Street	Prima Vista Blvd	Floresta Drive	Sidewalk-0.5 miles	Port St. Lucie Sidewalk List	\$461,620 <sup>5</sup>	NR
21	34.5	Weatherbee Road	US-1	Oleander Ave	Sidewalk-0.5 miles	St. Lucie County School District	\$226,000 <sup>6</sup>	NR

2011/12 Priority Ranking	Score <sup>1</sup>	Facility	Project Limits		Project Description	Project Source	Estimated Cost	2010/11 Priority Ranking
			From	To				
22	34.0	Oleander Avenue	Midway Rd	S Market Ave	Sidewalk-1.3 miles	St. Lucie County School District	\$554,400 <sup>6</sup>	NR
22	34.0	Oleander Avenue	Midway Rd	Saeger Ave	Sidewalk-1.5 miles	St. Lucie County School District	\$672,000 <sup>6</sup>	NR
22	34.0	Volucia Drive	Blanton Blvd	E Torino Pkwy	Sidewalk-1.0 miles	St. Lucie County School District	\$441,840 <sup>6</sup>	NR
22	34.0	Darwin Boulevard	Becker Road	Paar Drive	Sidewalk-1.1 miles	2010/11 LOPP	\$308,580 <sup>5</sup>	10
26	32.5	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	2010/11 LOPP	\$10,000 <sup>7</sup>	6
27	31.5	Alcantarra Boulevard	PSL Blvd	Savona Blvd	Sidewalk-0.8 miles	St. Lucie County School District	\$357,000 <sup>6</sup>	NR
28	20.0	Traffic Signal Preemption Technology	Various	Various	50 Intersections 55 Fire/EMS vehicles	St. Lucie County Fire District	\$750,000 <sup>8</sup>	NR
29	17.0	Bicycle Facilities Improvement Program	Various	Various	Install various bicycle facilities	2011 TE Grant Application	\$401,353 <sup>3</sup>	NR
30	5.0	West Cedar Pedestrian Mall	2nd Street	FEC Railroad	Streetscape improvements	2011 TE Grant Application	\$440,756 <sup>3</sup>	NR

<sup>1</sup>Scoring is based on the St. Lucie TPO Transportation Enhancement Project Prioritization Methodology

<sup>2</sup>ACP: Construction is anticipated to be programmed in FDOT Tentative Work Program as a result of 2011 TE Grant Cycle

<sup>3</sup>Source: TE grant applications for 2011

<sup>4</sup>NR: Not ranked

<sup>5</sup>Source: City of Port St. Lucie Engineering Department, July 2011

<sup>6</sup>Source: St. Lucie County School District, January 2011

<sup>7</sup>Estimated cost is based on an assumed cost of \$100,000 per mile

<sup>8</sup>Source: St. Lucie County Fire District, July 2011

#### Scoring Assumptions/Notes

- 1) All Bicycle and Pedestrian Projects are assumed to Improve Accessibility for the Physically Disabled and are given 5 points (*Project Need & Function*).
- 2) All Bicycle and Pedestrian Projects are assumed to Connect to School Bus Stops or Transit Facilities and are given 10 points (*Project Need & Function*).
- 3) All Bicycle and Pedestrian Projects are assumed to be Included in an adopted bicycle pedestrian plan and are given 5 points (*Project Need & Function*).
- 4) All Bicycle and Pedestrian Projects are assumed to provide a Paved Pathway (Sidewalk) that Meets Applicable Requirements and are given 2.5 points except Walton Road which is assumed to provide a bike lane and 8' sidewalk (*Project Details*).
- 5) Existing speed limits and proposed intersection improvements were not provided and were not considered in the scoring.