St. Lucie Transportation Planning Organization

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

BICYCLE-PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Virtual Meeting

Thursday, May 21, 2020
3:00 pm

In accordance with the Centers for Disease Control and Prevention (CDC) Guidelines and the Governor's Executive Orders pertaining to the COVID-19 Pandemic, this meeting will be conducted entirely by web and teleconference accessible as follows:

For Committee Members and Presenters

An individualized invitation will be emailed to participate by computer or smartphone

For All Other Participants

Using a computer or smartphone:
Register at: https://attendee.gotowebinar.com/register/1556083138557539600

After registering, you will receive a confirmation email containing information about joining the virtual meeting.

Using a telephone only: Call (425) 436-6341 and use access code: 248737.

Written and verbal comments: Comment by email to TPOAdmin@stlucieco.org; by regular mail to the St. Lucie TPO, 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida 34953; or call 772-462-1593 until 3:00 pm on May 21, 2020.

Appearing in person: Communications media technology shall be made available to participate at the date and time of the virtual meeting at the St. Lucie TPO located at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida. Please call (772) 462-1593 for additional information and to make a reservation. *It should be noted that in-person access at the St. Lucie TPO will be limited to 9 persons.*

AGENDA

1. Call to Order

2. Roll Call

3. Comments from the Public

4. Approval of Agenda

5. Action Items

5a. Draft FY 2020/21 – FY 2024/25 Transportation Improvement Program (TIP): Review of the draft FY 2020/21 – FY 2024/25 TIP.

Action: *Review and recommend adoption of the draft TIP, recommend adoption with conditions, or do not recommend adoption.*

5b. Jobs Express Terminal Connectivity Study: Review of the draft Jobs Express Terminal Connectivity Study.

Action: *Review and recommend acceptance of the draft Jobs Express Terminal Connectivity Study, recommend acceptance with conditions, or do not recommend acceptance.*

5c. SmartMoves 2045 Long Range Transportation Plan (LRTP) Development: Review of several draft elements of the SmartMoves 2045 LRTP that is under development including Public Engagement; Study Area Review and Analysis; Goals, Objectives, and Performance Measures; Land Use and Socioeconomic Data; and Preliminary Roadway Deficiencies.

Action: *Review and recommend approval of the draft elements, recommend approval with conditions, or do not recommend approval.*

6. Discussion Items

6a. Initial Draft 2020/21 List of Priority Projects (LOPP): Review of the initial draft 2020/21 LOPP for the St. Lucie TPO.

Action: *Review and provide comments to Staff.*

7. Recommendations/Comments by Members

8. Staff Comments

9. Next Meeting: The next St. Lucie TPO BPAC meeting is a regular or virtual meeting scheduled for 3:00 pm on Thursday, July 23, 2020.

10. Adjourn

NOTICES

The St. Lucie TPO satisfies the requirements of various nondiscrimination laws and regulations including Title VI of the Civil Rights Act of 1964. Public participation is welcome without regard to race, color, national origin, age, sex, religion, disability, income, or family status. Persons wishing to express their concerns about nondiscrimination should contact Marceia Lathou, the Title VI/ADA Coordinator of the St. Lucie TPO, at 772-462-1593 or via email at lathoum@stlucieco.org.
Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Marceia Lathou at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

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

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

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

St. Lucie Transportation Planning Organization

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

AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	May 21, 2020
Item Number:	5a
Item Title:	Draft FY 2020/21 – FY 2024/25 Transportation Improvement Program (TIP)
Item Origination:	Unified Planning Work Program (UPWP) and Federal and State requirements
UPWP Reference:	Task 3.3 – TIP
Requested Action:	Review and recommend adoption of the draft TIP, recommend adoption with conditions, or do not recommend adoption.
Staff Recommendation:	As the draft FY 2020/21 – FY 2024/25 TIP appears to be consistent with the Go2040 Long Range Transportation Plan and the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees, it is recommended that the draft TIP be recommended for adoption by the TPO Board.

Attachments

- Staff Report
- Draft FY 2020/21 – FY 2024/25 TIP

St. Lucie Transportation Planning Organization

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

MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Transportation Systems Manager

DATE: May 12, 2020

SUBJECT: Draft FY 2020/21 – FY 2024/25 Transportation Improvement Program (TIP)

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 the next five years.

In addition, the TIP is used to coordinate projects among the U.S. Department of Transportation (USDOT), the Florida Department of Transportation (FDOT), and the local governments located within the TPO area. The TIP is developed by the TPO in cooperation with these agencies and the Treasure Coast International Airport, the Port of Fort Pierce, St. Lucie Community Transit, 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 2020/21 – FY 2024/25 TIP, the process started in April 2019 with a meeting with staffs from the St. Lucie TPO, FDOT District 4, and the local governments to informally discuss the TPO's Priority Projects. The List of Priority Projects (LOPP) then was developed,

reviewed by the TPO Advisory Committees, adopted by the TPO Board, and submitted to FDOT District 4 in July 2019.

The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2020/21 – FY 2024/25. The Draft Tentative Work Program was reviewed and recommended for endorsement by the TPO Advisory Committees in September 2019 and was endorsed by the TPO Board in October 2019.

The Final Tentative Work Program was received from FDOT in April 2020 and used to prepare the attached TIP through the web-based Interactive TIP on Community Remarks. The Final Tentative Work Program, which is a primary component of the draft TIP, was reviewed by TPO staff and appears to be consistent with the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees.

The draft TIP includes the following multimodal highlights:

- The widening of Port St. Lucie Boulevard from Paar Drive to Alcantarra Boulevard is programmed for construction in FY 2024/25;

- The advancement to FY 2021/22 of the construction of the widening of Port St. Lucie Boulevard from Alcantarra Boulevard to Darwin Road;

- The acquisition of right-of-way for the last segment of the widening of Kings Highway, that being from north of St. Lucie Boulevard to Indrio Road, is programmed for FY 2022/23;

- The Lakewood Park Regional Bus Route funding continues through FY 2020/21;

- The widening of the East Coast Greenway (ECG)/Florida Shared Use Network (SUN) Trail on North State Route A1A from Fort Pierce Inlet State Park to Indian River County Line is programmed for a Project Development and Environment (PD&E) Study in FY 2020/21;

- The construction of the Florida East Railroad Overpass for the ECG/SUN Trail from the Savannas Recreation Area to south of Savannah Road is programmed for FY 2024/25;

- Nearly $900,000 of funding is programmed for new sidewalks on Bell Avenue and Selvitz Road through the TPO's Transportation Alternatives Program (TAP) funding from the 2019 grant cycle;

- The resurfacing of US-1 between Virginia Avenue and Avenue O, Orange Avenue between US-1 and 13th Street, and S. 25th Street between Edwards Road and Virginia Avenue is programmed; and

- The PD&E Studies for the widening of I-95 from Okeechobee Road to the Martin County Line and of Jenkins Road from Orange Avenue to Midway Road are programmed for FY 2023/24 and FY 2024/25, respectively;

It should be further noted that the total amount of funding in the draft TIP for the TPO area approaches a total of $400 million. In addition, the draft TIP appears to be consistent with the Go2040 Long Range Transportation Plan.

RECOMMENDATION

As the draft FY 2020/21 – FY 2024/25 TIP appears to be consistent with the Go2040 Long Range Transportation Plan and the Draft Tentative Work Program that was recommended for endorsement by the TPO Advisory Committees, it is recommended that the draft TIP be recommended for adoption by the TPO Board.

DRAFT
TRANSPORTATION IMPROVEMENT PROGRAM FY 2020/21 - FY 2024/25

Adopted on _____

_____
Chairman Darrell Drummond

TIP CONTACT INFORMATION

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

Yi Ding, Program Manager
www.stlucietpo.org

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

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

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

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

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

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

TABLE OF CONTENTS

SECTION PAGE

A. INTRODUCTION
A.1 How to Use the TIP A-1
A.2 Project Index and TIP/RLRTP Cross Reference A-2
A.3 TIP Project Location Maps A-4
A.4 Glossary of Abbreviations and Phase/Funding Source Codes A-6
A.5 TPO Metropolitan Planning Area Map A-8

B. NARRATIVE
B.1 Purpose B-1
B.2 Financial Plan B-1
B.3 Project Selection B-6
B.4 Consistency with Other Plans B-6
B.5 Project Priority Statement B-6
B.6 Public Involvement B-7
B.7 TIP Amendments B-7
B.8 Annual Listing of Obligated Federal Funding/Implemented Projects B-8
B.9 Certifications B-13
B.10 Congestion Management Process (CMP) B-13
B.11 Transportation Disadvantaged (TD) Program B-14
B.12 Transportation Regional Incentive Program (TRIP) B-15

C. DETAILED PROJECT LISTINGS
C.1 Highway/Roadway/Sidewalk C 1-1
C.2 Aviation C 2-1
C.3 Transit Projects C 3-1
C.4 Miscellaneous Projects C 4-1
C.5 Planning Projects C 5-1
C.6 Bridge C 6-1
C.7 Turnpike Enterprise Projects C 7-1

D. LIST OF PRIORITY PROJECTS D-1

E. PERFORMANCE MANAGEMENT E-1

APPENDICES
Appendix A: Example Public Comment Notice
Appendix B: Local Projects City of Fort Pierce
Appendix C: Local Projects City of Port St. Lucie
Appendix D: Local Projects: St. Lucie County
Appendix E: Summary of Comments
Appendix F: TIP Comparison Table
Appendix G: TIP Amendment Forms

A. INTRODUCTION

A.1 HOW TO USE THE TIP

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

To use the TIP:

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

Explanations of the SIS and Total Project Costs

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

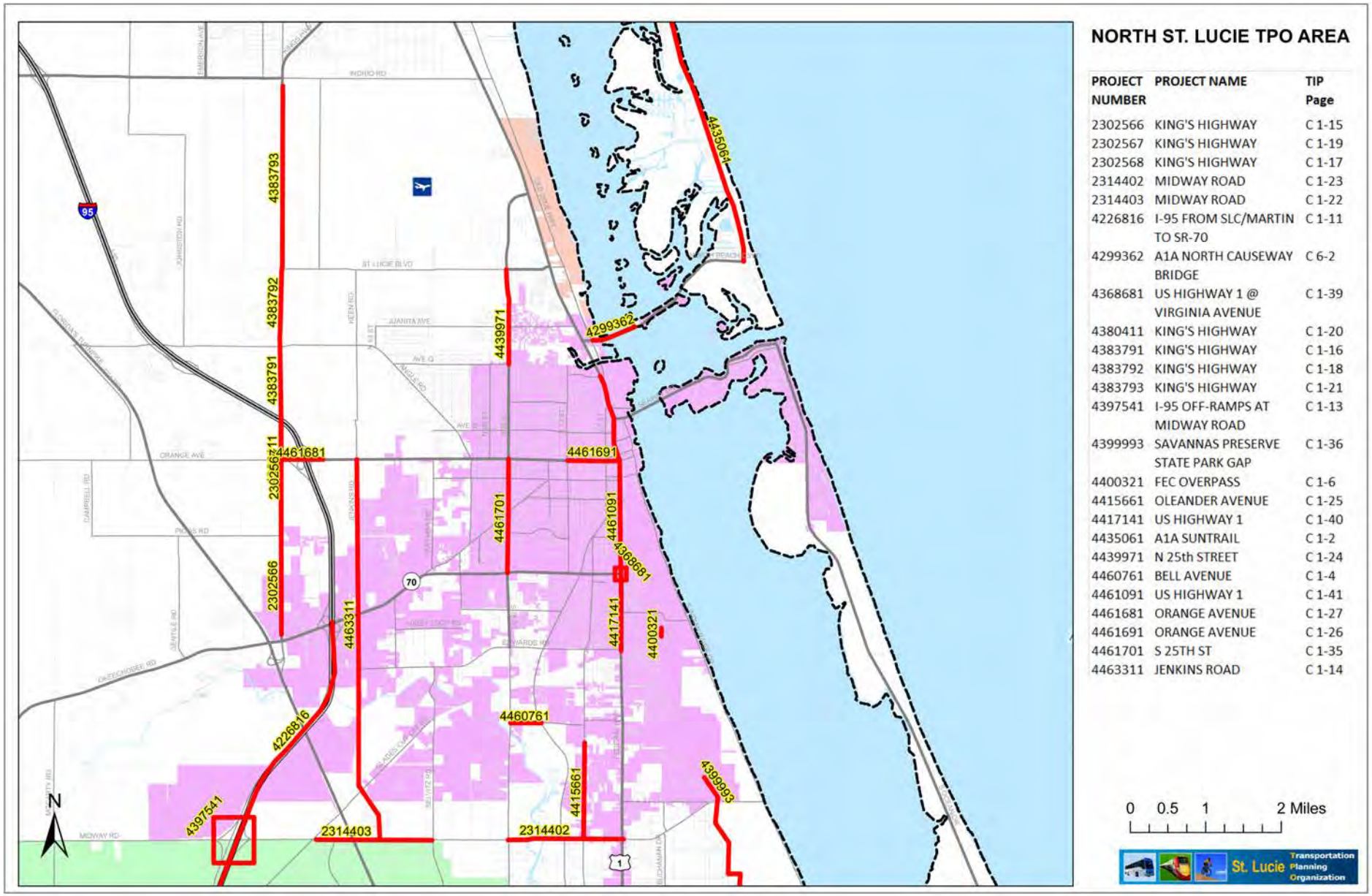
Total Project Costs: A typical project production sequence is to have a Project Development and Environment (PD&E) phase, followed by a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not include a ROW phase if land acquisition is not needed to complete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

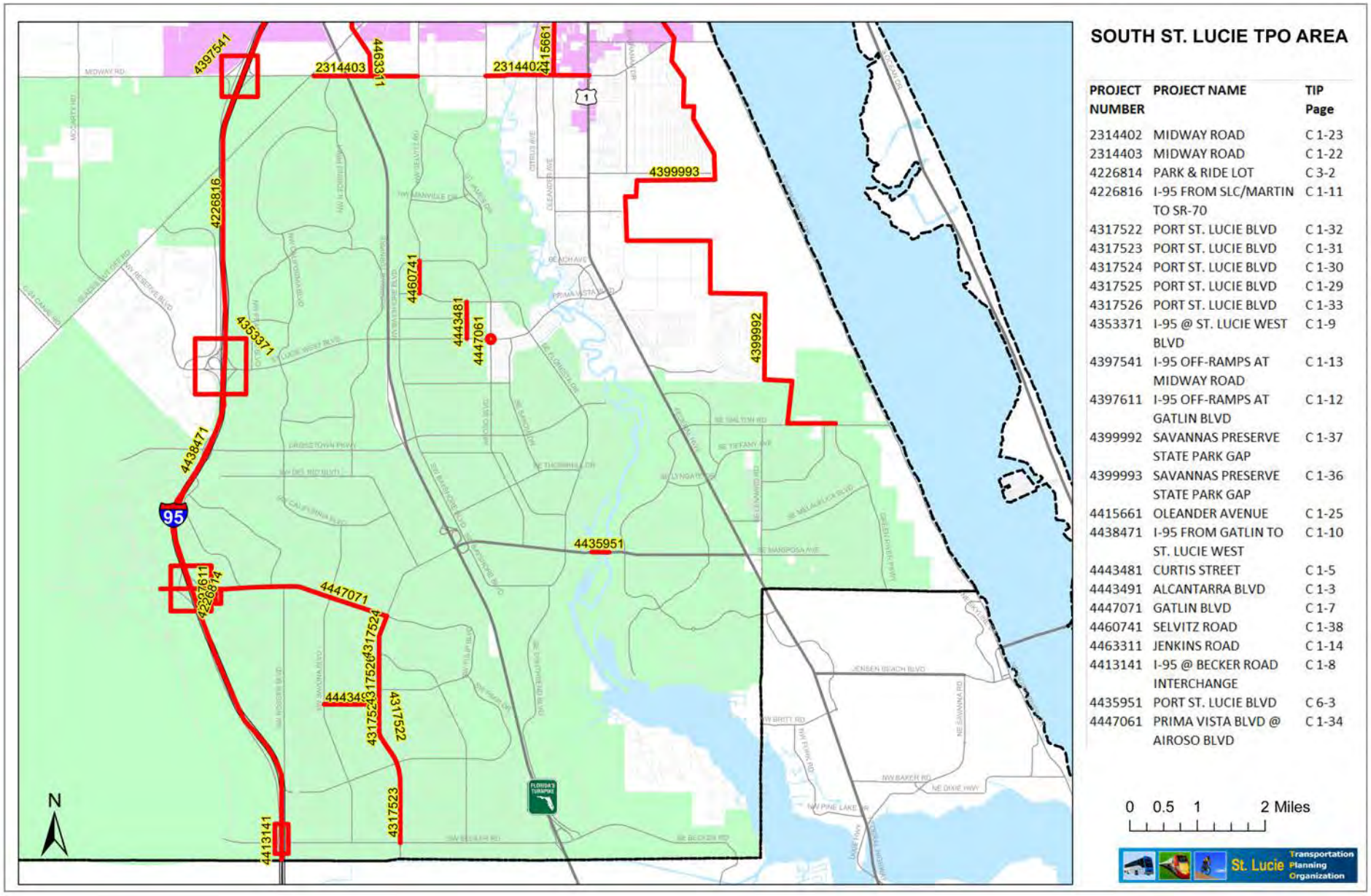
A.2 PROJECT INDEX AND TIP/LRTP CROSS REFERENCE

PROJECT NAME	PROJECT LIMITS FROM	PROJECT LIMITS TO	DESCRIPTION	PROJECT NUMBER	LRTP Page	TIP Page	TIP MAP Page
A1A NORTH CAUSEWAY BRIDGE	ENTIRE BRIDGE	ENTIRE BRIDGE	BRIDGE REPLACEMENT	4299362	6-2	C 6-2	A-4
A1A SUNTRAIL	FT PIERCE INLET STATE PARK	SLC/INDIAN RIVER COUNTY LINE	BIKE PATH/TRAIL	4435061	6-11	C 1-2	A-4
ALCANTARRA BLVD	SAVONA BLVD	PORT ST.LUCIE BLVD	SIDEWALK	4443491	6-11	C 1-3	A-5
BELL AVENUE	SOUTH 25TH STREET	SUNRISE BLVD	BIKE LANE/SIDEWALK	4460761	7-1	C 1-4	A-4
CURTIS STREET	PRIMA VISTA BLVD	FLORESTA DRIVE	SIDEWALK	4443481	6-10	C 1 -5	A-5
FEC OVERPASS	SAVANNAS RECREATION AREA	SOUTH OF SAVANNAH RD.	BIKE PATH/TRAIL	4400321	6-11	C 1-6	A-4
GATLIN BLVD	WEST OF I-95	PORT ST LUCIE BLVD	TRAFFIC CONTROL DEVICES/SYSTEM	4447071	6-5	C 1-7	A-5
I-95 @ BECKER ROAD INTERCHANGE	RAMPS AT BECKER RD	RAMPS AT BECKER RD	LANDSCAPING	4413141	7-1	C 1-8	A-5
I-95 @ ST. LUCIE WEST BLVD	INTERCHANGE	INTERCHANGE	INTERCHANGE - ADD LANES	4353371	6-2	C 1-9	A-5
I-95 FROM GATLIN TO ST. LUCIE WEST	NORTH OF GATLIN BLVD	SOUTH OF ST. LUCIE WEST BLVD	SKID HAZARD OVERLAY	4438471	7-1	C 1-10	A-5
I-95 FROM SLC/MARTIN TO SR-70	SLC/MARTIN COUNTY LINE	SR-70/OKEECHOBEE ROAD	PD&E/EMO STUDY	4226816	7-1	C 1-11	A-4, 5
I-95 OFF-RAMPS AT GATLIN BLVD	NB OFF-RAMPS AT GATLIN BLVD	SB OFF-RAMPS AT GATLIN BLVD	INTERCHANGE - ADD LANES	4397611	6-2	C 1-12	A-5
I-95 OFF-RAMPS AT MIDWAY ROAD	NB OFF-RAMPS AT MIDWAY RD	SB OFF-RAMPS AT MIDWAY RD	INTERCHANGE - ADD LANES	4397541	6-2	C 1-13	A-4, 5
JENKINS ROAD	MIDWAY ROAD	ORANGE AVENUE	PD&E/EMO STUDY	4463311	6-5	C 1-14	A-4
KING'S HIGHWAY	400 feet S OF OKEECHOBEE RD	NORTH OF PICOS ROAD	ADD LANES & RECONSTRUCT	2302566	6-5	C 1-15	A-4
KING'S HIGHWAY	NORTH OF PICOS RD	NORTH OF I-95 OVERPASS	ADD LANES & RECONSTRUCT	2302567	6-2	C 1-19	A-4
KING'S HIGHWAY	800 feet S OF OKEECHOBEE RD	NORTH OF PICOS RD	LANDSCAPING	2302568	6-5	C 1-17	A-4
KING'S HIGHWAY	NORTH OF PICOS RD	NORTH OF I-95 OVERPASS	LANDSCAPING	4380411	6-2	C 1-20	A-4
KING'S HIGHWAY	N OF I-95 OVERPASS	N OF COMMERCIAL CIR	ADD LANES & RECONSTRUCT	4383791	6-5	C 1-16	A-4
KING'S HIGHWAY	NORTH OF COMMERCIAL CIR	ST LUCIE BLVD	ADD LANES & RECONSTRUCT	4383792	6-2	C 1-18	A-4
KING'S HIGHWAY	ST LUCIE BOULEVARD	SOUTH OF INDRIO ROAD	ADD LANES & RECONSTRUCT	4383793	6-5	C 1-21	A-4
MIDWAY ROAD	S. 25TH STREET	US-1	ADD LANES & RECONSTRUCT	2314402	6-2	C 1-23	A-4, 5
MIDWAY ROAD	GLADES CUT OFF ROAD	SELVITZ ROAD	PD&E/EMO STUDY	2314403	6-5	C 1-22	A-4, 5
N. 25th STREET	NORTH OF AVE Q	ST LUCIE BLVD	RESURFACING	4439971	7-1	C 1-24	A-4

OLEANDER AVENUE	MIDWAY ROAD	SOUTH MARKET AVENUE	SIDEWALK	4415661	6-10	C 1-25	A-4, 5
ORANGE AVENUE	KINGS HWY	E OF I-95 SB RAMP	INTERCHANGE - ADD LANES	4461681	7-1	C 1-26	A-4
ORANGE AVENUE	E OF 13TH ST	US-1	RESURFACING	4461691	7-1	C 1-27	A-4
PARK & RIDE LOT	BRESCIA STREET	EDGARCE STREET	PARK AND RIDE LOTS	4226814	6-2	C 3-2	A-5
PORT ST. LUCIE BLVD	SOUTH OF PAAR DR	SOUTH OF ALCANTARRA BLVD	ADD LANES & RECONSTRUCT	4317525	6-5	C 1-29	A-5
PORT ST. LUCIE BLVD	LONG CREEK	N FORK ST LUCIE RIVER	BRIDGE-REPAIR/REHABILITATION	4435951	7-1	C 6-3	A-5
PORT ST. LUCIE BLVD	PAAR DRIVE	DARWIN BLVD	ADD LANES & RECONSTRUCT	4317522	6-5	C 1-32	A-5
PORT ST. LUCIE BLVD	BECKER ROAD	PAAR DRIVE	ADD LANES & RECONSTRUCT	4317523	6-6	C 1-31	A-5
PORT ST. LUCIE BLVD	GATLIN BLVD	DARWIN BLVD	ADD LEFT TURN LANE(S)	4317524	6-6	C 1-30	A-5
PORT ST. LUCIE BLVD	SOUTH OF ALCANTARRA BLVD	SOUTH OF DARWIN BLVD	ADD LANES & RECONSTRUCT	4317526	6-6	C 1-33	A-5
PRIMA VISTA BLVD @ AIROSO BLVD	INTERSECTION	INTERSECTION	INTERSECTION IMPROVEMENT	4447061	6-5	C 1-34	A-5
S 25TH ST	N OF EDWARDS RD	N OF VIRGINIA AVE	RESURFACING	4461701	7-1	C 1-35	A-4
SAVANNAS PRESERVE STATE PARK GAP	WALTON RD	LENNARD RD	BIKE PATH/TRAIL	4399992	6-11	C 1-37	A-5
SAVANNAS PRESERVE STATE PARK GAP	LENNARD RD	SAVANNAS RECREATION AREA	BIKE PATH/TRAIL	4399993	6-11	C 1-36	A-4, 5
SELVITZ ROAD	NW FLORESTA DRIVE	NW BAYSHORE BLVD	BIKE PATH/TRAIL	4460741	7-1	C 1-38	A-5
US HIGHWAY 1	EDWARDS ROAD	VIRGINIA AVENUE	DRAINAGE IMPROVEMENTS	4417141	7-1	C 1-40	A-4
US HIGHWAY 1	N OF VIRGINIA AVE	N OF AVE O	RESURFACING	4461091	7-1	C 1-41	A-4

A.3 TIP PROJECT LOCATION MAPS





SOUTH ST. LUCIE TPO AREA

PROJECT NUMBER	PROJECT NAME	TIP Page
2314402	MIDWAY ROAD	C 1-23
2314403	MIDWAY ROAD	C 1-22
4226814	PARK & RIDE LOT	C 3-2
4226816	I-95 FROM SLC/MARTIN TO SR-70	C 1-11
4317522	PORT ST. LUCIE BLVD	C 1-32
4317523	PORT ST. LUCIE BLVD	C 1-31
4317524	PORT ST. LUCIE BLVD	C 1-30
4317525	PORT ST. LUCIE BLVD	C 1-29
4317526	PORT ST. LUCIE BLVD	C 1-33
4353371	I-95 @ ST. LUCIE WEST BLVD	C 1-9
4397541	I-95 OFF-RAMPS AT MIDWAY ROAD	C 1-13
4397611	I-95 OFF-RAMPS AT GATLIN BLVD	C 1-12
4399992	SAVANNAS PRESERVE STATE PARK GAP	C 1-37
4399993	SAVANNAS PRESERVE STATE PARK GAP	C 1-36
4415661	OLEANDER AVENUE	C 1-25
4438471	I-95 FROM GATLIN TO ST. LUCIE WEST	C 1-10
4443481	CURTIS STREET	C 1-5
4443491	ALCANTARRA BLVD	C 1-3
4447071	GATLIN BLVD	C 1-7
4460741	SELVITZ ROAD	C 1-38
4463311	JENKINS ROAD	C 1-14
4413141	I-95 @ BECKER ROAD INTERCHANGE	C 1-8
4435951	PORT ST. LUCIE BLVD	C 6-3
4447061	PRIMA VISTA BLVD @ AIROSO BLVD	C 1-34

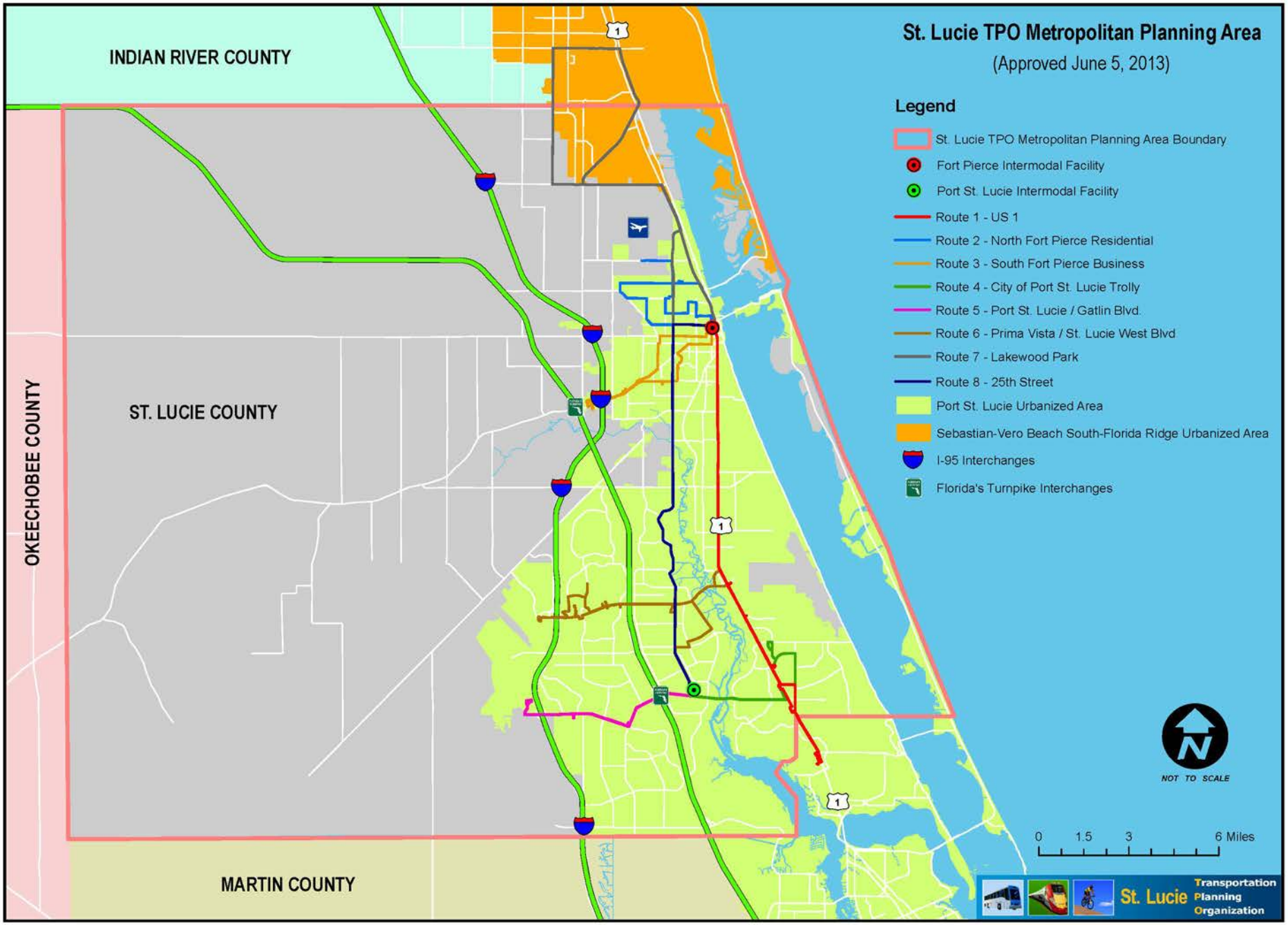
A.4 GLOSSARY OF ABBREVIATIONS AND PHASE/FUNDING SOURCE CODES

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

FUNDING SOURCE CODES

Source	Code	Fund Code Description	Source	Code	Fund Code Description
Federal	ACNP	ADVANCE CONSTRUCTION NHPP	Federal Earmark	HPP	HIGH PRIORITY PROJECTS
Federal	ACSA	ADVANCE CONSTRUCTION (SA)	State 100%	BRRP	STATE BRIDGE REPAIR & REHAB
Federal	ACBR	ADVANCE CONSTRUCTION (BRT)	State 100%	CIGP	COUNTY INCENTIVE GRANT PROGRAM
Federal	ACSU	ADVANCE CONSTRUCTION (SU)	State 100%	CIGR	GROWTH MANAGEMENT FOR CIGP
Federal	NHBR	NATIONAL HIGWAYS BRIDGES	State 100%	TRWR	2015 SB2514A-TRAN REG INCT PRG
Federal	SABR	STP, BRIDGES	State 100%	TLWR	2015 SB2514A-TRAIL NETWORK
Federal	EB	EQUITY BONUS	State 100%	DIOH	STATE 100% - OVERHEAD
Federal	EBBP	EQUITY BONUS SUPPLEMENTING BDG	State 100%	BRP	STATE BRIDGE REPLACEMENT
Federal	ACCM	ADVANCE CONSTRUCTION (CM)	State 100%	DC	STATE PRIMARY PE CONSULTANTS
Federal	ACSB	ADVANCE CONSTRUCTION (SABR)	State 100%	D	UNRESTRICTED STATE PRIMARY
Federal	ACTU	ADVANCE CONSTRUCTION (TALU)	State 100%	DDR	DISTRICT DEDICATED REVENUE
Federal	CM	CONGESTION MITIGATION & AQ	State 100%	DIH	STATE & HOUSE PRODUCT SUPPORT
Federal	DU	STATE PRIMARY/FEDERAL REIMB	State 100%	DITS	STATEWIDE ITS
Federal	FAA	FEDERAL AVIATION ADMIN	State 100%	DS	STATE PRIMARY HIGHWAYS & PTO
Federal	FTA	FEDERAL TRANSIT ADMINISTRATION	State 100%	TRIP	TRANS REGIONAL INCENTIVE PROGM
Federal	PL	METRO PLAN (85% FA; 15% OTHER)	State 100%	LF	LOCAL FUNDS
Federal	NHRE	NAT HWY PERFORMANCE PROGRAM - RESURFACING	State 100%	PORT	SEAPORTS
Federal	SA	STP, ANY AREA	Toll/Turnpike	PKYR	TURNPIKE RENEWAL & REPLACEMENT
Federal	SU	STP, URBAN AREAS > 200K	Local	LFP	LOCAL FUNDS FOR PARTICIPATING
Federal	TALT	TRANSPORTATION ALTS ANY AREA	Toll/Turnpike	PKYI	TURNPIKE IMPROVEMENT
Federal	TALU	TRANSPORTATION ALTS- >200K	R/W and Bridge Bonds	BNBR	AMENDMENT 4 BONDS (BRIDGES)

A.5 TPO METROPOLITAN PLANNING AREA MAP



B. NARRATIVE

B.1 PURPOSE

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

B.2 FINANCIAL PLAN

The Financial Plan of the TIP is based upon the FDOT District 4 Tentative Work Program for FY 2020/21 – FY 2024/25; the previous year's TIP; the Go2040 Long Range Transportation Plan (LRTP); and information provided by St. Lucie County, the City of Port St. Lucie, and the City of Fort Pierce. The Financial Plan includes Federal, State, and local transportation funding sources which are identified in the following tables based on the type of transportation improvement:

HIGHWAY/ROADWAY/SIDEWALK FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2021	2022	2023	2024	2025	TOTAL
AC FREIGHT PROG (NFP)	ACFP	-	330,000	3,825,963	487,924	345,821	4,989,708
ADVANCE CONSTRUCTION NHPP	ACNP	-	-	-	550,000	2,110,000	2,660,000
ADVANCE CONSTRUCTION (SS,HSP)	ACSS	981,064	-	9,340,497	-	-	10,321,561
ADVANCE CONSTRUCTION (SU)	ACSU	75,000	-	-	-	-	75,000
COUNTY INCENTIVE GRANT PROGRAM	CIGP	-	-	-	-	4,766,812	4,766,812
DISTRICT DEDICATED REVENUE	DDR	2,149,438	21,315,465	29,177,905	3,295,129	-	55,937,937
STATE IN-HOUSE PRODUCT SUPPORT	DIH	233,445	368,038	899,409	222,426	93,638	1,816,956
STATE PRIMARY HIGHWAYS & PTO	DS	350,455	443,873	16,569,565	24,416,190	-	41,780,083
LOCAL FUNDS	LF	2,566,203	3,618,863	188,341	-	-	6,373,407
LOCAL FUNDS FOR PARTICIPATING	LFP	10,000	-	-	-	5,141,812	5,151,812
LOCAL FUNDS/REIMBURSIBLE	LFR	-	11,304,767	125,433	-	-	11,430,200
STP, ANY AREA	SA	2,078,432	5,000	7,260,660	25,501,702	99,346	34,945,140
STP, URBAN AREAS > 200K	SU	3,069,685	3,241,878	3,056,304	3,043,001	2,533,122	14,943,990
TRANSPORTATION ALTS- ANY AREA	TALT	401,802	669,510	391,678	-	-	1,462,990
TRANSPORTATION ALTS- >200K	TALU	305,657	22,376	274,925	-	-	602,958
SB2514A-TRAIL NETWORK 2015	TLWR	6,199,631	520,000	3,300,655	60,000	2,656,976	12,737,262
TRANS REGIONAL INCENTIVE PROGM	TRIP	1,006,345	2,058,889	-	3,271,172	2,163,094	8,499,500
SB2514A-TRAN REG INCT PRG 2015	TRWR	1,323,655	551,227	-	693,281	507,186	3,075,349
GRAND TOTAL							**221,570,665**

AVIATION FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2021	2022	2023	2024	2025	TOTAL
STATE - PTO	DPTO	-	80,000	144,000	-	-	224,000
LOCAL FUNDS	LF	-	80,000	36,000	-	-	116,000
GRAND TOTAL							**340,000**

TRANSIT OPERATIONS FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2021	2022	2023	2024	2025	TOTAL
DISTRICT DEDICATED REVENUE	DDR	-	-	703,638	752,024	786,156	2,241,818
STATE - PTO	DPTO	874,957	762,108	80,000	80,000	-	1,797,065
STATE PRIMARY HIGHWAYS & PTO	DS	-	1,443,018	1,200,000	-	-	2,643,018
STATE PRIMARY/FEDERAL REIMB	DU	60,924	62,023	65,124	64,613	66,462	319,146
FEDERAL TRANSIT ADMINISTRATION	FTA	2,891,400	2,891,400	2,892,000	2,892,000	2,892,000	14,458,800
LOCAL FUNDS	LF	755,881	824,131	848,762	896,637	852,618	4,178,029
GRAND TOTAL							**25,637,876**

MISCELLANEOUS FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2021	2022	2023	2024	2025	TOTAL
UNRESTRICTED STATE PRIMARY	D	1,950,000	1,925,000	1,925,000	1,925,000	1,925,000	9,650,000
DISTRICT DEDICATED REVENUE	DDR	323,931	333,539	376,795	388,059	400,701	1,823,025
STATE IN-HOUSE PRODUCT SUPPORT	DIH	34,112	-	-	-	-	34,112
STATEWIDE ITS - STATE 100%.	DITS	263,771	270,372	243,422	250,726	266,247	1,294,538
GRAND TOTAL							**12,801,675**

PLANNING FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2021	2022	2023	2024	2025	TOTAL
STATE - PTO	DPTO	9,190	9,466	9,190	9,190	9,190	46,226
STATE PRIMARY/FEDERAL REIMB	DU	73,518	75,724	73,518	73,518	73,518	369,796
LOCAL FUNDS	LF	9,190	9,466	9,190	9,190	9,190	46,226
METRO PLAN (85% FA; 15% OTHER)	PL	585,563	545,673	545,673	545,673	545,673	2,768,255
STP, URBAN AREAS > 200K	SU	300,000	300,000	300,000	300,000	300,000	1,500,000
GRAND TOTAL							**4,730,503**

BRIDGE FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2021	2022	2023	2024	2025	TOTAL
ADVANCE CONSTRUCTION (BRT)	ACBR	4,024,040	8,819,079	3,837,532	5,836,113	-	22,516,764
AMENDMENT 4 BONDS (BRIDGES)	BNBR	-	66,428,913	-	-	-	66,428,913
STATE BRIDGE REPLACEMENT	BRP	2,318,577	22,351	-	-	-	2,340,928
STATE BRIDGE REPAIR & REHAB	BRRP	5,000	772,092	-	-	-	777,092
UNRESTRICTED STATE PRIMARY	D	52,000	52,000	52,000	52,000	52,000	260,000
DISTRICT DEDICATED REVENUE	DDR	-	12,236,938	-	630,000	-	12,866,938
STATE IN-HOUSE PRODUCT SUPPORT	DIH	-	376,308	-	-	-	376,308
STATE PRIMARY HIGHWAYS & PTO	DS	-	126,360	-	-	-	126,360
STP, ANY AREA	SA	-	-	50,000	-	-	50,000
GRAND TOTAL							**105,743,303**

TURNPIKE ENTERPRISE FUNDING SOURCES

FUND CODE DESCRIPTION	FUND	2021	2022	2023	2024	2025	TOTAL
TURNPIKE RENEWAL & REPLACEMENT	PKYR	1,500,742	1,624,000	18,523,760	-	-	21,648,502
GRAND TOTAL							**21,648,502**

FINANCIAL PLAN GRAND TOTAL **$392,472,524**

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

PROJECT FUNDING SOURCE ESTIMATES	2021	2022	2023	2024	2025	Total Program
Highway/Roadway/Sidewalk	20,750,812	44,449,886	74,411,335	61,540,825	20,417,807	221,570,665
Aviation	0	160,000	180,000	0	0	340,000
Transit Operations	4,583,162	5,982,680	5,789,524	4,685,274	4,597,236	25,637,876
Miscellaneous	2,571,814	2,528,911	2,545,217	2,563,785	2,591,948	12,801,675
Planning	977,461	940,329	937,571	937,571	937,571	4,730,503
Bridge	6,399,617	88,834,041	3,939,532	6,518,113	52,000	105,743,303
Turnpike Enterprise	1,500,742	1,624,000	18,523,760	0	0	21,648,502
						392,472,524

PROJECT COST ESTIMATES	2021	2022	2023	2024	2025	Total Program
Highway/Roadway/Sidewalk	20,750,812	44,449,886	74,411,335	61,540,825	20,417,807	216,542,907
Aviation	0	160,000	180,000	0	0	340,000
Transit Operations	4,583,162	5,982,680	5,789,524	4,685,274	4,597,236	25,637,876
Miscellaneous	2,571,814	2,528,911	2,545,217	2,563,785	2,591,948	12,801,675
Planning	977,461	940,329	937,571	937,571	937,571	4,730,503
Bridge	6,399,617	88,834,041	3,939,532	6,518,113	52,000	105,743,303
Turnpike Enterprise	1,500,742	1,624,000	18,523,760	0	0	21,648,502
						392,472,524

FUND SOURCE	2021	2022	2023	2024	2025	Total Program
Federal	14,847,085	16,962,663	31,913,874	39,294,544	8,965,942	111,984,108
Federal Earmark	-	-	-	-	-	0
Local	3,341,274	15,837,227	1,207,726	905,827	6,003,620	27,295,674
R/W and Bridge Bonds	-	66,428,913	-	-	-	66,428,913
State 100%	17,094,507	43,667,044	54,681,579	36,045,197	13,627,000	165,115,327
Toll/Turnpike	1,500,742	1,624,000	18,523,760	-	-	21,648,502
GRAND TOTAL FROM ALL JURISDICTIONS	36,783,608	144,519,847	106,326,939	76,245,568	28,596,562	**392,472,524**

Note: See page A.4 for Fund Code Source and Fund Code Description

B.3 PROJECT SELECTION

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

For the TPO's FY 2020/21 – FY 2024/25 TIP, the project selection and TIP development process started in April 2019 with a meeting with staffs from the St. Lucie TPO, FDOT District 4, and the local governments to informally discuss the priority projects. The List of Priority Projects (LOPP) then was developed based on the LRTP and other plans as identified in Section B.4, local agency input, and public comments. The LOPP was reviewed by the St. Lucie TPO Advisory Committees and was adopted by the St. Lucie TPO Board and submitted to FDOT District 4 in July 2019. The LOPP was utilized by FDOT District 4 to develop their Draft Tentative Work Program for FY 2020/21 – FY 2024/25. The Draft Tentative Work Program was reviewed and endorsed by the Board in October 2019. The Final Tentative Work Program was received from FDOT in April of 2020. The Final Tentative Work Program is the primary component of the TIP. The TPO LOPP is reproduced in Section D of the TIP.

B.4 CONSISTENCY WITH OTHER PLANS

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

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

B.5 PROJECT PRIORITY STATEMENT

The projects selected in the TIP are based upon the TPO LOPP and the corresponding prioritization methodology and the goals, objectives and performance measures identified in Table 2-5 of the LRTP. The project prioritization was based on qualitative and quantitative analyses of the transportation projects in the TPO MPA which included the scoring and ranking of multimodal project priorities as identified in Table 3-5 of the LRTP. The project priorities were further refined with the development of transportation alternatives and scenarios planning as summarized in Chapter 5 of the LRTP and the consideration of public comment as summarized in Chapter 6 of the LRTP.

B.6 PUBLIC INVOLVEMENT

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

B.7 TIP AMENDMENTS

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

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

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

FHWA OBLIGATED FUNDING

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
2302566	**SR-713/KINGS HWY FR 500 FEET S OF SR-70 TO NORTH OF PICOS ROAD**	ADD LANES & RECONSTRUCT	2.2	-38,362	SA	
				2,812,290	SU	
				26,337	TALT	**2,800,265**
2303384	**SR-614/INDRIO ROAD FROM WEST OF SR-9/I-95 TO EAST OF SR-607/EMERSON AV**	ADD LANES & RECONSTRUCT	2.709	1,057,674	NHEX	
				6,822,702	NHPP	
				-38,580	SA	**7,841,796**
2314402	**W. MIDWAY RD/CR-712 FROM S. 25TH STREET/SR-615 TO SR-5/US-1**	ADD LANES & RECONSTRUCT	1.803	-2,656	CM	
				991,861	GFSU	
				162,520	HPP	
				219,920	SA	
				56,042	SU	
				190,822	SA	
				33,888	SA	
				-451,180	SU	**1,201,217**
2314403	**W. MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD**	ADD LANES & RECONSTRUCT	1.577	4,162	SA	
				-13,000	SA	
				20,000	SA	

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
				-169,013	SU	**-157,851**
4108444	**CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1**	NEW BRIDGE CONSTRUCTION	2.651	-11,229	HPP	
				-80,268	SA	**-91,497**
4108445	**CROSSTOWN PARKWAY FROM MANTH LANE TO SR-5/US-1**	NEW BRIDGE CONSTRUCTION	2.651	1,400	EB	
				11,232	HPP	
				-11,232	SA	
				-311,280	SA	**-309,880**
4287281	**SR-5/US-1 FROM N. OF MIDWAY RD TO EDWARDS RD**	RESURFACING	2.362	-9,880	NHRE	
				103,961	SA	**94,081**
4299362	**SR-A1A NORTH BRIDGE OVER ICWW BRIDGE #940045**	BRIDGE REPLACEMENT	1	475,122	NHBR	
				456,515	SABR	
				594,196	NHBR	**1,525,833**
4316891	**HAVANA AVENUE FROM KAUFMAN AVENUE TO SOUTH 13TH STREET**	SIDEWALK	1.246	35	TALT	**35**
4317291	**DEL RIO BLVD FROM PORT ST. LUCIE BLVD TO CALIFORNIA BLVD.**	SIDEWALK	2.785	-7,413	TALT	
				1,223	TALU	**-6,190**
4317351	**SW SAVONA BLVD FROM SW BECKER ROAD TO SW GATLIN BLVD**	SIDEWALK	3.72	-13,504	SR2S	
				111	TALT	**-13,393**
4317381	**DARWIN BLVD FROM SW BECKER RD. TO SW PAAR DR.**	SIDEWALK	1.248	-4,132	TALT	**-4,132**

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4317522	**PORT ST. LUCIE BLVD FROM PAAR DRIVE TO DARWIN BLVD**	ADD LANES & RECONSTRUCT	1.946	16,473	SA	
				115	SA	
				22,947	SU	**39,535**
4331951	**CAMEO BLVD FROM PORT ST.LUCIE BLVD TO CROSSTOWN PARKWAY**	SIDEWALK	1.733	-2,023	TALT	**-2,023**
4343601	**CR-712A/MCCARTY RD. BRDG #940031 OVER TEN MILE CREEK, REPLACEMENT**	BRIDGE REPLACEMENT	0.12	-65,985	SA	
				76	NHBR	**-65,909**
4351351	**PORT ST. LUCIE BLVD @ GATLIN BLVD**	INTERSECTION IMPROVEMENT	0.642	8,400	SU	
				-406	SA	**7,994**
4352631	**SELVITZ ROAD FROM NORTH OF BAYSHORE BLVD. TO NORTH MACEDO BLVD.**	SIDEWALK	0.37	-1,053	TALT	
				-12,230	TALU	
				-3,206	TALU	**-16,489**
4368591	**TULIP BLVD. FROM COLLEGE PARK RD. TO CHERRY HILL RD.**	SIDEWALK	1.664	-225	TALT	**-225**
4368681	**SR-5/US-1 @ SR-70/VIRGINIA AVENUE**	ADD RIGHT TURN LANE(S)	0.071	160,000	SU	**160,000**
4381301	**PAAR DRIVE FROM SW PORT ST LUCIE BLVD TO SW DARWIN BLVD**	SIDEWALK	1.034	54,416	TALU	
				15,456	TALU	
				289	TALU	**70,161**
4398471	**SR-5/US-1 FROM S. OF PORT ST. LUCIE BLVD. TO NE RIOMAR DRIVE**	RESURFACING	4.987	5,000	SA	**5,000**

PROJECT NUMBER	PROJECT NAME	DESCRIPTION	LENGTH	FUND TOTAL	FUND CODE	PROJECT TOTAL
4400181	**NORTH MACEDO BLVD FROM SELVITZ RD TO ST JAMES DR**	BIKE PATH/TRAIL	1.049	343,309	TALT	**343,309**
4415661	**OLEANDER AVENUE FROM MIDWAY ROAD TO SOUTH MARKET AVENUE**	SIDEWALK	1.257	5,000	TALU	**5,000**
4428421	**HURRICANE IRMA PERMANENT SIGN REPAIR - SR-9 AT MM 121 AND 131**	EMERGENCY OPERATIONS	0.011	12,627	ER17	**12,627**
4393261	**ST. LUCIE UPWP FY 2016/2017-2017/2018**	TRANSPORTATION PLANNING	0	-1,883	PL	**-1,883**
4393262	**ST. LUCIE FY 2018/2019-2019/2020 UPWP**	TRANSPORTATION PLANNING	0	569,923	PL	
				600,000	SU	**1,169,923**
GRAND TOTAL						**14,607,304**

FTA OBLIGATED FUNDING

FTA GRANT NUMBER	COUNTY	FTA GRANTEE	FEDERAL FUND CODE	FTA PROJECT DESCRIPTION	TOTAL FTA FUNDS IN TIP	TOTAL FEDERAL FUNDS OBLIGATED	TOTAL LOCAL FUNDS	TOTAL
FL-2020-004-00	SLC	SLC	5307	Capital/Operating	$2,694,000	$2,324,371	$1,021,403	**$6,039,774**
FL-2020-003-00	SLC	SLC	5339	Bus and Bus Facilities	$197,400	$256,763	$0	**$454,163**
G1F61 (FDOT)	SLC	SLC	5311	Operating	$59,06	$58,023	$58,023	**$175,115**
TBD	SLC	SLC	5310	Elderly and individuals with disabilities	$0	$0	$0	**$0**
TOTAL					$2,950,469	$2,639,157	$1,079,426	**$6,669,052**

B.9 CERTIFICATIONS

To ensure Federal requirements are being met, the FHWA and FTA conduct Federal certification reviews on a quadrennial basis of the urbanized areas of TPOs/MPOs which also are designated by census as Transportation Management Areas (TMAs) because the population exceeds 200,000 people. The urbanized area of the St. Lucie TPO is designated as the Port St. Lucie TMA. The last Federal review of the TMA was completed in September 2017 and resulted in no corrective actions, five noteworthy practices, and six recommendations were identified to improve the current planning process of the TPO.

The TPO and FDOT also perform joint certification reviews annually to ensure that State and Federal requirements are being met. The last joint certification review was completed in July 2017 which resulted in the joint certification of the St. Lucie TPO. Support documentation concerning the Federal and joint certification reviews is on file at the St. Lucie TPO offices and available for review during normal business hours.

B.10 CONGESTION MANAGEMENT PROCESS (CMP)

The development and implementation of a CMP is a requirement to be eligible for Federal funding. CMP Box Funds in the amount of $300,000 - $400,000 annually have been established by the St. Lucie TPO. Beyond the five fiscal years of the TIP, the LRTP continues to allocate approximately $3.25 million in funding towards the CMP on a yearly basis through 2040.

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

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

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

B.11 TRANSPORTATION DISADVANTAGED (TD) PROGRAM

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

Commission for the Transportation Disadvantaged											
Trip & Equipment Grant Allocations											
FY 2020-2021											
COUNTY	TRIP/EQUIP GRANT	LOCAL TRIP/EQUIP MATCH	TOTAL TRIP/EQUIP FUNDS	VOLUNTARY DOLLARS FM/Job # 43202818401	VOLUNTARY DOLLARS LOCAL MATCH	TOTAL VOLUNTARY DOLLARS	HOLD HARMLESS	HOLD HARMLESS LOCAL MATCH	HOLD HARMLESS LOCAL MATCH TOTAL FUNDS	PLANNING GRANT ALLOCATION	TOTAL ESTIMATED PROJECT FUNDING
Saint Lucie	$566,748	$62,972	$629,720	$27	$3	$30	$217,382.00	$24,154.00	$241,536.00	$25,777	$897,063.00

B.12 TRANSPORTATION REGIONAL INCENTIVE PROGRAM (TRIP)

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

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

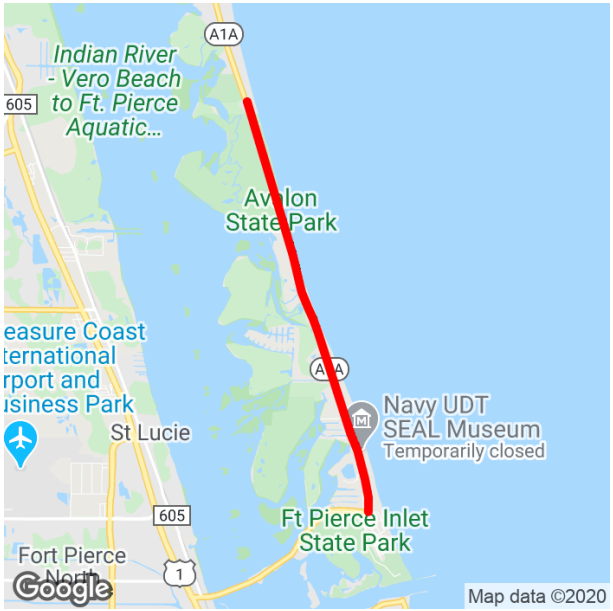
To satisfy the application requirements for TRIP funding, an Interlocal Agreement was executed by the St. Lucie TPO, Martin MPO, and Indian River MPO to create a regional transportation planning entity known as the Treasure Coast Transportation Council (TCTC). The TCTC subsequently adopted a plan to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

St. Lucie TPO projects currently programmed in this TIP include $8,499,500 of TRIP funding. The PORT ST LUCIE BLVD project (#4317524, #4317525, and #4317526) is receiving $6,065,611 in TRIP funding, the I-95 at ST LUCIE WEST BLVD INTERCHANGE project (#4353371) is receiving $2,058,889 in TRIP funding, and the JENKINS ROAD project (#4463311) is receiving $375,000 in TRIP funding.

C. DETAILED PROJECT LISTINGS

C.1 HIGHWAY/ROADWAY/SIDEWALK

A1A SUNTRAIL
4435061 Non-SIS



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

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PDE	DIH	24,692					24,692
PDE	TLWR	250,000	0	0	0	0	250,000
		274,692					**274,692**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 274,692
LRTP: Page 6-11

Notes

ALCANTARRA BLVD FROM SW SAVONA BLVD TO SW PORT ST.LUCIE BLVD
4443491 Non-SIS

Project Description: SIDEWALK
Extra Description: 2019 TPO TAP PRIORITY #2 LAP W/ THE CITY OF PORT ST. LUCIE
Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE
From: SW SAVONA BLVD
To: SW PORT ST.LUCIE BLVD
Length: .800
Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	TALT	0	325,398	0	0	0	325,398
CST	TALU	0	22,376	0	0	0	22,376
CST	LF	0	253,791	0	0	0	253,791
			601,565				**601,565**

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 606,565
LRTP: Page 6-11

Notes

BELL AVENUE FROM SOUTH 25TH STREET TO SUNRISE BLVD
4460761 Non-SIS

Project Description: BIKE LANE/SIDEWALK
Extra Description: 2020 TPO TAP PRIORITY #12 LAP WITH ST. LUCIE COUNTY
Lead Agency: MANAGED BY FDOT **From:** SOUTH 25TH STREET
Length: .400 **To:** SUNRISE BLVD
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PE	TALT	5,000	0	0	0	0	5,000
CST	TALT	0	0	312,122	0	0	312,122
CST	TALU	0	0	12,000	0	0	12,000
CST	LF	0	0	85,158	0	0	85,158
		5,000		**409,280**			**414,280**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 414,280
LRTP: Page 7-1

Notes

CURTIS STREET FROM NW PRIMA VISTA BLVD TO NW FLORESTA DRIVE
4443481 Non-SIS

Project Description: SIDEWALK
Extra Description: 2019 TPO TAP PRIORITY #1 LAP WITH CITY OF PORT ST.LUCIE
Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE
From: NW PRIMA VISTA BLVD
To: NW FLORESTA DRIVE
Length: .543
Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	TALT	0	18,716	0	0	0	18,716
CST	TALT	0	325,396	0	0	0	325,396
CST	LF	0	223,261	0	0	0	223,261
			567,373				**567,373**

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 572,373
LRTP: Page 6-10

Notes

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

Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL
Lead Agency: MANAGED BY FDOT
From: SAVANNAS RECREATION AREA
Length: .000
To: SOUTH OF SAVANNAH RD.
Phase Group: RIGHT OF WAY, P D & E, PRELIMINARY ENGINEERING, CONSTRUCTION, RAILROAD & UTILITIES, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	DS	0	0	47,377	0	0	47,377
PE	DIH	0	5,000	0	0	0	5,000
ROW	DIH	0	0	12,000	0	0	12,000
CST	DIH	0	0	0	0	93,638	93,638
PE	TLWR	0	425,000	0	0	0	425,000
RRU	TLWR	0	20,000	0	60,000	0	80,000
CST	TLWR	0	0	0	0	2,656,976	2,656,976
ENV	TLWR	0	0	115,000	0	0	115,000
			450,000	**174,377**	**60,000**	**2,750,614**	**3,434,991**

Prior Year Cost: 106,220
Future Year Cost: 0
Total Project Cost: 3,541,211
LRTP: Page 6-11

Notes

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

Project Description: TRAFFIC CONTROL DEVICES/SYSTEM
Extra Description: 2019 TPO CMP PRIORITY #4 LAP WITH PORT ST LUCIE INSTALL TRAFFIC CAMERAS AT SIGNALIZED INTERSECTIONS; OPTIMIZE GREEN TIME, ADD ADAPTIVE TRAFFIC SIGNAL CONTROL
Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE
From: WEST OF I-95
To: PORT ST LUCIE BLVD
Length: .000
Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	SU	0	0	0	293,400	0	293,400
PE	SA	0	5,000	0	0	0	5,000
			5,000		**293,400**		**298,400**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 298,400
LRTP: Page 6-5

Notes

I-95 @ BECKER ROAD INTERCHANGE
4413141 SIS

Project Description: LANDSCAPING
Extra Description: STANDALONE INDEPENDENT PROJECT
Lead Agency: MANAGED BY FDOT
From: I-95
Length: .478
To: BECKER ROAD INTERCHANGE
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	DIH	0	39,384	0	0	0	39,384
CST	DDR	0	701,871	0	0	0	701,871
			741,255				**741,255**

Prior Year Cost: 144,971
Future Year Cost: 0
Total Project Cost: 886,226
LRTP: Page 7-1

Notes

I-95 @ ST LUCIE WEST BLVD
4353371 SIS

Prior Year Cost: 1,811,418
Future Year Cost: 0
Total Project Cost: 16,811,047
LRTP: Page 6-2

Project Description: INTERCHANGE - ADD LANES
Extra Description: 2017 TPO PRIORITY #5; LFA W/PORT ST. LUCIE = 3.1M LUMPSUM FROM COMMERCE CENTER DRIVE TO PEACOCK BLVD., WIDENING OF ROADWAY TO ACCOMMODATE THREE EB LANES AND TWO WB LANES ACROSS THE BRIDGE OVER I-95 AND BUILD A NEW EB BRIDGE. WIDENING THE SOUTHBOUND OFF RAMP INTERSECTION TO PROVIDE TWO LEFT TURN LANES AND ONE RIGHT TURN LANE. WIDENING THE...
Lead Agency: MANAGED BY FDOT **From:** SR-9/I-95
Length: 1.814 **To:** ST LUCIE WEST BLVD
Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING, ENVIRONMENTAL, RAILROAD & UTILITIES, CONTRACT INCENTIVES

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	TRIP	0	2,058,889	0	0	0	2,058,889
CST	DIH	0	67,800	69,602	0	0	137,402
CST	LF	0	3,100,000	0	0	0	3,100,000
RRU	DDR	400,000	0	0	0	0	400,000
CST	DDR	0	8,602,111	0	0	0	8,602,111
INC	DDR	0	150,000	0	0	0	150,000
CST	TRWR	0	551,227	0	0	0	551,227
		400,000	**14,530,027**	**69,602**			**14,999,629**

Notes

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

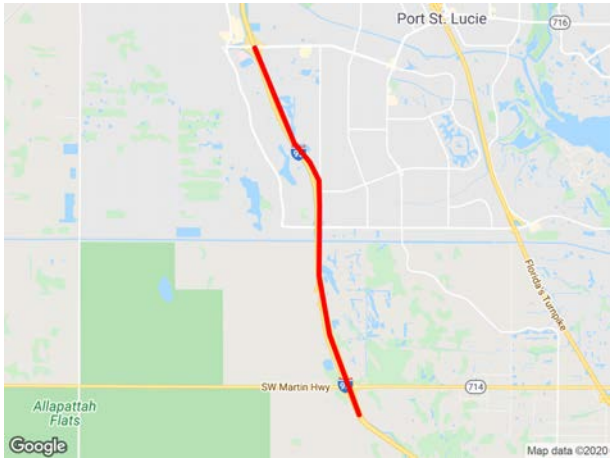
Project Description: SKID HAZARD OVERLAY
Extra Description: ANTICIPATED NPV=$7,258,112; B/C=2.1;1)LENGTHEN ON-RAMP ACCELERATION LANES (NORTHBOUND ON-RAMP FROM GATLIN BLVD.AND SOUTHBOUND ON-RAMP FROM ST. LUCIE W. BLVD.) TO COMPLY WITH CURRENT FDOT DESIGN STANDARDS;2)INSTALL A DYNAMIC MESSAGE (DMS) IN THE NORTHBOUND DIRECTION SOUTH OF GATLIN BOULEVARD INTERCHANGE;3)INSTALL CONVENTIONAL ROADWAY LIGHTING WITH
Lead Agency: MANAGED BY FDOT
From: NORTH OF GATLIN BLVD
Length: 2.967
To: SOUTH OF ST. LUCIE WEST BLVD
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PE	DIH	67,920	67,920	0	0	0	135,840
CST	DIH	0	0	40,789	41,921	0	82,710
PE	ACSS	981,064	0	0	0	0	981,064
CST	ACSS	0	0	9,340,497	0	0	9,340,497
		1,048,984	**67,920**	**9,381,286**	**41,921**		**10,540,111**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 10,540,111
LRTP: Page 7-1

Notes

I-95 FROM SLC/MARTIN TO SR-70
4226816 SIS



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

From: SLC/MARTIN COUNTY LINE
To: SR-70/OKEECHOBEE ROAD

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PDE	ACNP	0	0	0	550,000	2,110,000	2,660,000
					550,000	**2,110,000**	**2,660,000**

Prior Year Cost: 8,603,294
Future Year Cost: 0
Total Project Cost: 13,906,312
LRTP: Page 7-1

Notes

I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.
4397611 SIS

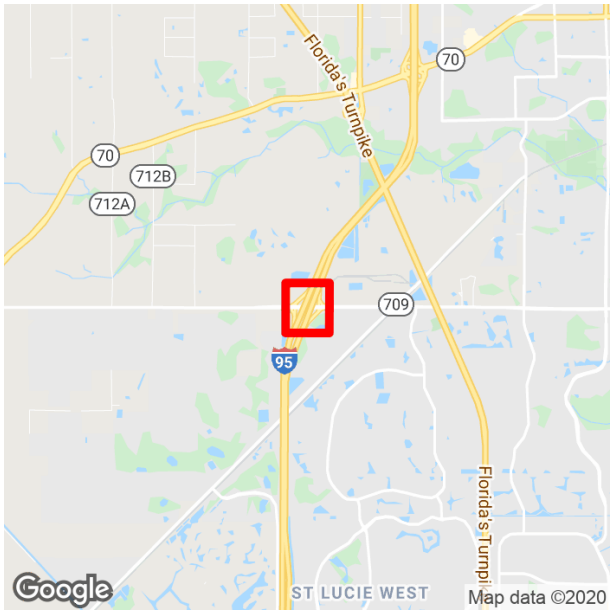
Project Description: INTERCHANGE - ADD LANES
Extra Description: GATLIN BLVD AT NORTHBOUND & SOUTHBOUND OFF-RAMP INTERSECTION SHORT TERM IMPROVEMENTS: A)ADD A THIRD LEFT AND TRIPLE RIGHT TURN LANES ON SB OFF-RAMP WITH MINOR WIDENING TO RECEIVING LANES ON GATLIN BLVD. B) ADD THIRD LEFT TURN LANE AND DUAL RIGHT TURN LANES ON NB OFF-RAMP.
Lead Agency: MANAGED BY FDOT **From:** OFF-RAMPS
Length: 1.234 **To:** GATLIN BLVD
Phase Group: ENVIRONMENTAL, PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
RRU	ACFP	0	20,000	0	0	0	20,000
CST	ACFP	0	0	3,825,963	0	0	3,825,963
			20,000	**3,825,963**			**3,845,963**

Prior Year Cost: 997,087
Future Year Cost: 0
Total Project Cost: 4,843,050
LRTP: Page 6-2

Notes

I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT MIDWAY RD.
4397541 SIS



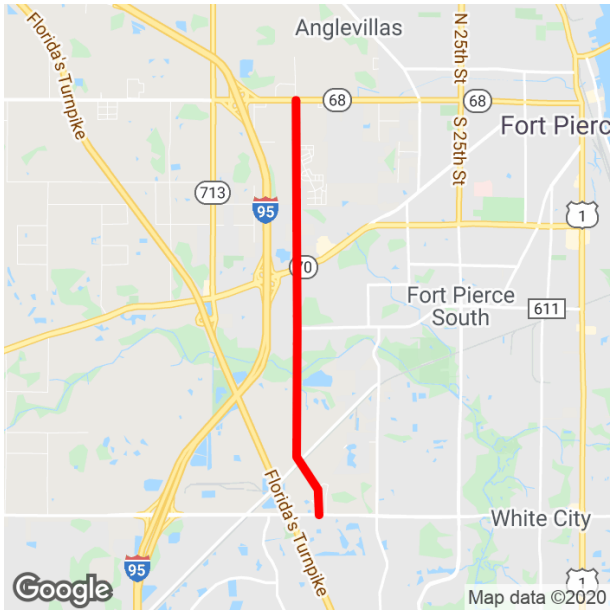
Project Description: INTERCHANGE - ADD LANES
Extra Description: MIDWAY RD AT I-95 NB & SB OFF-RAMP INTERSECTION SHORT TERM IMPROVEMENTS; A)ADD SECOND LEFT TURN LANES TO BOTH NB AND SB OFF-RAMPS
Lead Agency: MANAGED BY FDOT **From:** OFF-RAMPS
Length: .775 **To:** MIDWAY RD
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	DS	0	0	1,486,528	0	0	1,486,528
ENV	DS	30,000	0	0	0	0	30,000
CST	DIH	0	0	52,067	0	0	52,067
		30,000		**1,538,595**			**1,568,595**

Prior Year Cost: 611,554
Future Year Cost: 0
Total Project Cost: 2,180,149
LRTP: Page 6-2

Notes

JENKINS ROAD FROM MIDWAY ROAD TO ORANGE AVENUE
4463311 Non-SIS



Project Description: PD&E/EMO STUDY
Extra Description: 2020 TPO PRIORITY #7 LFA WITH ST. LUCIE COUNTY IS R/W NEEDED
Lead Agency: MANAGED BY FDOT
From: MIDWAY ROAD
Length: 2.128
To: ORANGE AVENUE
Phase Group: P D & E

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PDE	TRIP	0	0	0	0	375,000	375,000
PDE	SU	0	0	0	0	20,000	20,000
PDE	LFP	0	0	0	0	375,000	375,000
						770,000	**770,000**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 770,000
LRTP: Page 6-5

Notes

KINGS HIGHWAY FR 500 FEET S OF OKEECHOBEE ROAD TO NORTH OF PICOS ROAD
2302566 SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: PE/ENGINEERING UNDER 230256-2 2012 TPO PRIORITY #2 1,550 FT OF PROJECT WILL BE CONCRETE, BALANCE IS FLEXIBLE PAVEMENT PH5202=LFA WITH ST LUCIE COUNTY; $187,669 LF REC feetD 3/1/17
Lead Agency: MANAGED BY FDOT
From: 500 feet S OF OKEECHOBEE
Length: 2.200
To: NORTH OF PICOS ROAD
Phase Group: CONSTRUCTION, RIGHT OF WAY, RAILROAD & UTILITIES, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	SU	774,678	687,549	0	0	0	1,462,227
ROW	DS	7,000	0	0	0	0	7,000
ROW	DDR	0	627,715	750,000	0	0	1,377,715
		781,678	**1,315,264**	**750,000**			**2,846,942**

Prior Year Cost: 77,444,910
Future Year Cost: 0
Total Project Cost: 81,485,486
LRTP: Page 6-5

Notes

KINGS HIGHWAY FR N OF I-95 OVERPASS TO N OF COMMERCIAL CIR
4383791 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING 2 TO 4 LANES PD&E UNDER 230256-5
Lead Agency: MANAGED BY FDOT **From:** N OF I-95 OVERPASS
Length: 1.400 **To:** N OF COMMERCIAL CIR
Phase Group: RIGHT OF WAY, CONSTRUCTION, PRELIMINARY ENGINEERING, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	SU	550,932	0	0	0	0	550,932
CST	SA	0	0	0	19,059,878	99,346	19,159,224
CST	DS	0	0	0	24,416,190	0	24,416,190
ROW	DDR	347,013	9,558,552	5,000,000	2,290,916	0	17,196,481
ENV	DDR	0	60,000	0	0	0	60,000
		897,945	**9,618,552**	**5,000,000**	**45,766,984**	**99,346**	**61,382,827**

Prior Year Cost: 9,874,313
Future Year Cost: 0
Total Project Cost: 117,468,388
LRTP: Page 6-5

Notes

KINGS HIGHWAY FR SOUTH OF OKEECHOBEE ROAD TO NORTH OF PICOS RD
2302568 Non-SIS

Project Description: LANDSCAPING
Extra Description: STANDALONE DEPENDENT PROJECT FOR 230256-6
Lead Agency: MANAGED BY FDOT
From: 500 feet S OF OKEECHOBEE
Length: 1.890
To: NORTH OF PICOS ROAD
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PE	DIH	27,898	27,898	0	0	0	55,796
CST	DIH	0	0	57,694	0	0	57,694
PE	DDR	194,076	0	0	0	0	194,076
CST	DDR	0	0	655,611	0	0	655,611
		221,974	**27,898**	**713,305**			**963,177**

Prior Year Cost: 77,444,910
Future Year Cost: 0
Total Project Cost: 81,485,486
LRTP: Page 6-5

Notes

KINGS HIGHWAY FROM N OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD
4383792 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2017 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5
Lead Agency: MANAGED BY FDOT **From:** N OF COMMERCIAL CIRCLE
Length: 1.210 **To:** NORTH OF ST LUCIE BLVD
Phase Group: RIGHT OF WAY, CONSTRUCTION, PRELIMINARY ENGINEERING, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	SU	1,646,606	1,901,548	1,878,190	0	0	5,426,344
CST	SA	0	0	3,655,351	0	0	3,655,351
CST	DS	0	0	8,096,315	0	0	8,096,315
CST	DIH	0	0	125,524	129,007	0	254,531
CST	DDR	0	0	15,567,100	0	0	15,567,100
ROW	DDR	0	0	2,150,983	0	0	2,150,983
		1,646,606	**1,901,548**	**31,473,463**	**129,007**		**35,150,624**

Prior Year Cost: 9,874,313
Future Year Cost: 0
Total Project Cost: 117,468,388
LRTP: Page 6-5

Notes

KINGS HIGHWAY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS
2302567 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: PE/ENGINEERING UNDER 230256-2 2013 TPO PRIORITY #1 CONCRETE AT THE INTERSECTION OF ORANGE AVENUE
Lead Agency: MANAGED BY FDOT
From: NORTH OF PICOS RD
Length: 1.217
To: NORTH OF I-95 OVERPASS
Phase Group: RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL, RAILROAD & UTILITIES

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	DS	0	72,874	0	0	0	72,874
ROW	DDR	0	157,583	0	0	0	157,583
			230,457				**230,457**

Prior Year Cost: 77,444,910
Future Year Cost: 0
Total Project Cost: 81,485,486
LRTP: Page 6-2

Notes

KINGS HIGHWAY FROM NORTH OF PICOS RD TO NORTH OF I-95 OVERPASS
4380411 Non-SIS

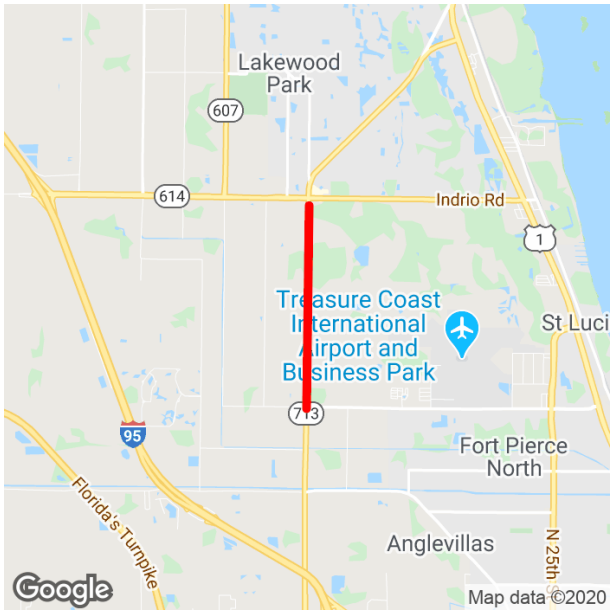
Project Description: LANDSCAPING
Extra Description: STANDALONE DEPENDENT PROJECT FOR 230256-7
Lead Agency: MANAGED BY FDOT **From:** NORTH OF PICOS RD
Length: 1.552 **To:** NORTH OF I-95 OVERPASS
Phase Group: PRELIMINARY ENGINEERING, ENVIRONMENTAL, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PE	DS	150,525	0	0	0	0	150,525
ENV	DS	5,000	0	0	0	0	5,000
PE	DIH	5,000	0	0	0	0	5,000
CST	DIH	0	0	44,730	0	0	44,730
CST	DDR	0	0	508,288	0	0	508,288
		160,525		**553,018**			**713,543**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 713,543
LRTP: Page 6-2

Notes

KINGS HIGHWAY FROM NORTH OF ST LUCIE BLVD TO INDRIO ROAD
4383793 Non-SIS



Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2020 TPO PRIORITY #5 WIDENING FROM 2 TO 4 LANES; PD&E UNDER 230256-5 R/W REQUIRED
Lead Agency: MANAGED BY FDOT
From: ST LUCIE BOULEVARD
Length: 2.190
To: SOUTH OF INDRIO ROAD
Phase Group: RIGHT OF WAY, PRELIMINARY ENGINEERING

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	SA	0	0	3,605,309	0	0	3,605,309
ROW	DS	0	0	6,939,345	0	0	6,939,345
ROW	DIH	0	0	162,000	0	0	162,000
ROW	DDR	0	0	353,970	0	0	353,970
				11,060,624			**11,060,624**

Prior Year Cost: 9,874,313
Future Year Cost: 0
Total Project Cost: 117,468,388
LRTP: Page 6-5

Notes

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

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2020 TPO PRIORITY #3 WIDENING FROM 2 TO 4 LANES LFA WITH ST. LUCIE COUNTY FOR PD&E AND DESIGN CK #09828620 REC feetD FR ST. LUCIE CO. BCC FOR 1.65M ON 10/7/14 FOR PD&E.THIS IS A CAT2 CHECK REC feetD 1/25/2017 FROM ST.LUCIE CO. $2,108,000 PH32/37
Lead Agency: MANAGED BY FDOT
From: GLADES CUT OFF ROAD
Length: 1.577
To: SELVITZ ROAD
Phase Group: RIGHT OF WAY, ENVIRONMENTAL, P D & E, PRELIMINARY ENGINEERING, RAILROAD & UTILITIES

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	SU	0	582,781	0	0	0	582,781
ROW	SA	494,625	0	0	0	0	494,625
RRU	LFP	10,000	0	0	0	0	10,000
		504,625	**582,781**				**1,087,406**

Prior Year Cost: 79,271,234
Future Year Cost: 0
Total Project Cost: 82,012,447
LRTP: Page 6-5

Notes

MIDWAY RD FROM S. 25TH STREET TO US-1
2314402 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: WIDEN 2 LANES TO 4 LANES/10MPO PRIORITY# 1 REPLACE EXISTING BRIDGE,ADA RAMPS AT 3 SIGNALIZED INTERSEC CONSTRUCT 5 FEET SIDEWALKS,LANDSCAPING,LIGHTING,BRICK PAVERS, DRAINAGE,4 FEET BIKE LANE ON ROADWAY/PD&E BY COUNTY=SEG#1 LFA WITH COUNTY FOR PHASE 4B $246,723=LFF PH 4B (SEE IC) R/W FUNDED/SAFETEA-LU EARMARK HPP 610 (FOR C2 DESC SEE SC)
Lead Agency: MANAGED BY FDOT **From:** S. 25TH STREET/SR-615
Length: 1.803 **To:** SR-5/US-1
Phase Group: CONSTRUCTION, RIGHT OF WAY, RAILROAD & UTILITIES, PRELIMINARY ENGINEERING, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	SA	1,578,807	0	0	0	0	1,578,807
ROW	ACSU	75,000	0	0	0	0	75,000
		1,653,807					**1,653,807**

Prior Year Cost: 79,271,234
Future Year Cost: 0
Total Project Cost: 82,012,447
LRTP: Page 6-2

Notes

N 25TH ST FROM NORTH OF AVE Q TO ST LUCIE BLVD
4439971 Non-SIS

Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
From: NORTH OF AVE Q
Length: 1.207
To: ST LUCIE BLVD
Phase Group: ENVIRONMENTAL, PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ENV	DS	5,000	0	0	0	0	5,000
CST	DIH	0	52,075	0	0	0	52,075
CST	DDR	0	1,346,486	0	0	0	1,346,486
		5,000	**1,398,561**				**1,403,561**

Prior Year Cost: 402,957
Future Year Cost: 0
Total Project Cost: 1,806,518
LRTP: Page 7-1

Notes

OLEANDER AVENUE FROM MIDWAY ROAD TO SOUTH MARKET AVENUE
4415661 Non-SIS

Project Description: SIDEWALK
Extra Description: 2017 TAP TPO PRIORITY #1 LAP W/ ST. LUCIE COUNTY
Lead Agency: MANAGED BY ST LUCIE COUNTY **From:** MIDWAY ROAD
Length: 1.257 **To:** SOUTH MARKET AVENUE
Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	TALT	391,802	0	0	0	0	391,802
CST	TALU	305,657	0	0	0	0	305,657
CST	LF	236,203	0	0	0	0	236,203
		933,662					**933,662**

Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 938,662
LRTP: Page 6-10

Notes

ORANGE AVE FROM KINGS HIGHWAY TO E OF I-95 SB RAMP
4461681 SIS

Project Description: INTERCHANGE - ADD LANES
Extra Description: ADD EB RIGHT TURN LANE FROM ORANGE AVE TO I-95 SB ON-RAMP & ADD WB RIGHT-TURN LANE FR ORANGE AVE TO NB KINGS HIGHWAY. NB & WB PROTECTED RIGHT TURN PHASES TO BE ADDED AT INTERSECTION OF ORANGE AVE AND KINGS HIGHWAY. EB TO SB ON-RAMP ENTRANCE TO BE RELOCATED TO THE EXISTING SIGNALIZED INTERSECTION FOR THE WB TO SB (SEE WP45)
Lead Agency: MANAGED BY FDOT
From: KINGS HIGHWAY
Length: .646
To: E OF I-95 SB RAMP
Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PDE	ACFP	0	310,000	0	0	0	310,000
PE	ACFP	0	0	0	477,924	0	477,924
ROW	ACFP	0	0	0	0	345,821	345,821
ENV	ACFP	0	0	0	10,000	0	10,000
			310,000		**487,924**	**345,821**	**1,143,745**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,143,745
LRTP: Page 7-1

Notes

ORANGE AVENUE FROM E OF 13TH ST TO US-1
4461691 Non-SIS

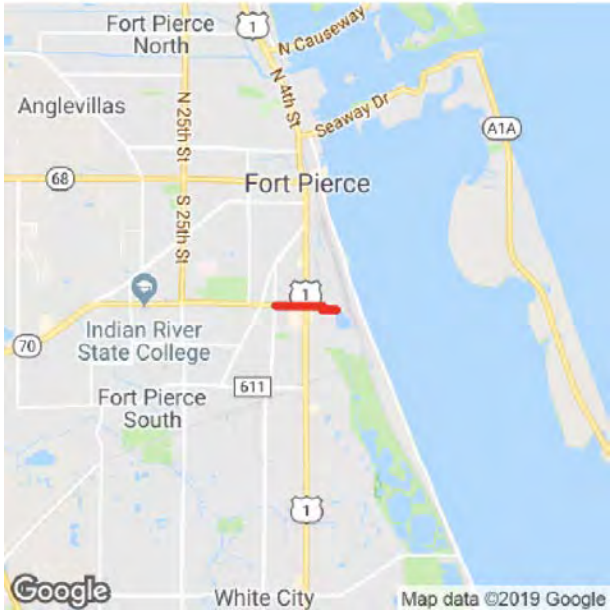
Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT **From:** E OF 13TH ST
Length: .684 **To:** US-1
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PE	DIH	15,451	15,451	0	0	0	30,902
CST	DIH	0	0	0	51,498	0	51,498
PE	DDR	250,000	0	0	0	0	250,000
CST	DDR	0	0	0	1,004,213	0	1,004,213
ENV	DDR	0	15,000	0	0	0	15,000
		265,451	**30,451**		**1,055,711**		**1,351,613**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,351,613
LRTP: Page 7-1

Notes

OUTFALL FOR VIRGINIA AVENUE
4417151 SIS



Project Description: DRAINAGE IMPROVEMENTS
Extra Description: G/W 441714-1
Lead Agency: MANAGED BY FDOT **From:**
Length: .185 **To:**
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, RAILROAD & UTILITIES, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	DS	103,680	213,295	0	0	0	316,975
ENV	DS	10,000	0	0	0	0	10,000
ROW	DIH	6,000	10,000	0	0	0	16,000
		119,680	**223,295**				**342,975**

Prior Year Cost: 816,556
Future Year Cost: 7,771,871
Total Project Cost: 8,931,402
LRTP: Page 7-1

Notes

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

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2020 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES DESIGN AND RIGHT OF WAY ON 431752-2 LFA WITH CITY OF PORT ST LUCIE
Lead Agency: MANAGED BY FDOT
From: SOUTH OF PAAR DR
Length: 1.076
To: SOUTH OF ALCANTARRA BLVD
Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
RRU	TRIP	0	0	0	29,094	0	29,094
CST	TRIP	0	0	0	0	1,788,094	1,788,094
RRU	SU	0	0	0	29,095	0	29,095
CST	SU	0	0	0	0	2,387,689	2,387,689
CST	LFP	0	0	0	0	4,766,812	4,766,812
CST	CIGP	0	0	0	0	4,766,812	4,766,812
CST	TRWR	0	0	0	0	507,186	507,186
					58,189	**14,216,593**	**14,274,782**

Prior Year Cost: 7,547,138
Future Year Cost: 0
Total Project Cost: 50,467,214
LRTP: Page 6-6

Notes

PORT ST LUCIE BLVD FROM DARWIN BLVD TO GATLIN BLVD
4317524 Non-SIS

Project Description: ADD LEFT TURN LANE(S)
Extra Description: TRIP JPA WITH CITY OF PORT ST LUCIE SIDEWALK, PED LIGHTING & CLOSED DRAINAGE
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From: DARWIN BLVD
To: GATLIN BLVD
Length: .580
Phase Group: CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	TRIP	1,006,345	0	0	0	0	1,006,345
CST	LF	2,330,000	0	0	0	0	2,330,000
CST	TRWR	1,323,655	0	0	0	0	1,323,655
		4,660,000					**4,660,000**

Prior Year Cost: 7,547,138
Future Year Cost: 0
Total Project Cost: 50,467,214
LRTP: Page 6-6

Notes

PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE
4317523 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2020 TPO PRIORITY #4 WIDENING FROM 2 TO 4 LANES
Lead Agency: MANAGED BY FDOT **From:** BECKER ROAD
Length: 1.119 **To:** PAAR DRIVE
Phase Group: RIGHT OF WAY, ENVIRONMENTAL, PRELIMINARY ENGINEERING

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	SU	0	0	915,614	0	0	915,614
ENV	SU	0	70,000	0	0	0	70,000
			70,000	**915,614**			**985,614**

Prior Year Cost: 7,547,138
Future Year Cost: 0
Total Project Cost: 50,467,214
LRTP: Page 6-6

Notes

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

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2020 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES CONSTRUCTION SPLIT OUT TO SEG 5 AND 6 PH43 INCLUDES $121 TO COVER RECORDING FEES LFA WITH CITY OF PORT ST. LUCIE
Lead Agency: MANAGED BY FDOT
From: PAAR DRIVE
Length: 1.946
To: DARWIN BLVD
Phase Group: ENVIRONMENTAL, PRELIMINARY ENGINEERING, RIGHT OF WAY

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	SU	97,469	0	0	0	0	97,469
		97,469					**97,469**

Prior Year Cost: 7,547,138
Future Year Cost: 0
Total Project Cost: 50,467,214
LRTP: Page 6-6

Notes

PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD
4317526 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: 2020 TPO PRIORITY #2 WIDENING FROM 2 TO 4 LANES DESIGN AND RIGHT OF WAY ON 431752-2 PROJECT ADVANCE TO FY22 WITH LFA WITH CITY OF PORT ST. LUCIE LOCAL FUND ADVANCE APPROVED BY S. MILLER 08/15/19
Lead Agency: MANAGED BY FDOT
From: SOUTH OF ALCANTARRA BLVD
Length: .713
To: SOUTH OF DARWIN BLVD
Phase Group: LOCAL ADVANCE REIMBURSE, CONSTRUCTION, CONTRACT INCENTIVES, RAILROAD & UTILITIES

Phase	Fund Code	2021	2022	2023	2024	2025	Total
LAR	TRIP	0	0	0	3,242,078	0	3,242,078
LAR	SU	0	0	0	2,720,506	125,433	2,845,939
LAR	SA	0	0	0	4,648,902	0	4,648,902
CST	LFR	0	11,304,767	0	0	0	11,304,767
INC	LFR	0	0	125,433	0	0	125,433
RRU	LF	0	41,811	0	0	0	41,811
LAR	TRWR	0	0	0	693,281	0	693,281
			11,346,578	**125,433**	**11,304,767**	**125,433**	**22,902,211**

Prior Year Cost: 7,547,138
Future Year Cost: 0
Total Project Cost: 50,467,214
LRTP: Page 6-6

Notes

PRIMA VISTA BLVD AT AIROSO BLVD
4447061 Non-SIS

Project Description: INTERSECTION IMPROVEMENT
Extra Description: 2019 TPO CMP PRIORITY #3 LAP WITH CITY OF PORT ST LUCIE ADD RAISED MEDIANS; EMERGENCY SIGNAL AT SW SRAVENSWOOD LN; ADD MID-BLOCK CROSSWALK
Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE
From: INTERSECTION
To: INTERSECTION
Length: .384
Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	SU	0	0	262,500	0	0	262,500
PE	SA	5,000	0	0	0	0	5,000
		5,000		**262,500**			**267,500**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 267,500
LRTP: Page 6-5

Notes

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

Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
From: N OF EDWARDS RD
Length: 1.024
To: N OF VIRGINIA AVE
Phase Group: CONSTRUCTION, PRELIMINARY ENGINEERING, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	SA	0	0	0	1,792,922	0	1,792,922
PE	DIH	27,469	27,469	0	0	0	54,938
PE	DDR	343,360	0	0	0	0	343,360
ENV	DDR	0	15,000	0	0	0	15,000
		370,829	**42,469**		**1,792,922**		**2,206,220**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,206,220
LRTP: Page 7-1

Notes

SAVANNAS PRESERVE STATE PARK FR LENNARD RD TO SAVANNAS RECREATION AREA
4399993 Non-SIS

Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL FY2017 PD&E PHASE 2; DESIGN ON 439999-1
Lead Agency: MANAGED BY FDOT **From:** LENNARD RD
Length: .000 **To:** SAVANNAS RECREATION AREA
Phase Group: RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	DS	14,250	0	0	0	0	14,250
ROW	DIH	4,000	0	0	0	0	4,000
CST	DIH	0	0	112,269	0	0	112,269
ROW	DDR	0	66,147	0	0	0	66,147
CST	TLWR	0	0	3,185,655	0	0	3,185,655
ENV	TLWR	0	75,000	0	0	0	75,000
		18,250	**141,147**	**3,297,924**			**3,457,321**

Prior Year Cost: 1,598,326
Future Year Cost: 0
Total Project Cost: 11,031,252
LRTP: Page 6-11

Notes

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

Project Description: BIKE PATH/TRAIL
Extra Description: SUNTRAIL FY2017 PD&E PHASE 1, DESIGN ON 439999-1
Lead Agency: MANAGED BY FDOT
From: WALTON RD.
Length: .000
To: LENNARD RD
Phase Group: CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	DIH	25,974	0	0	0	0	25,974
CST	TLWR	5,949,631	0	0	0	0	5,949,631
		5,975,605					**5,975,605**

Prior Year Cost: 1,598,326
Future Year Cost: 0
Total Project Cost: 11,031,252
LRTP: Page 6-11

Notes

SELVITZ ROAD FROM NORTHWEST FLORESTA DRIVE TO NORTHWEST BAYSHORE BLVD
4460741 Non-SIS

Project Description: BIKE LANE/SIDEWALK
Extra Description: 2020 TPO TAP PRIORITY #1 LAP WITH CITY OF PORT ST LUCIE
Lead Agency: MANAGED BY FDOT **From:** NORTHWEST FLORESTA DRIVE
Length: .482 **To:** NORTHWEST BAYSHORE BLVD
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PE	TALT	5,000	0	0	0	0	5,000
CST	TALT	0	0	79,556	0	0	79,556
CST	TALU	0	0	262,925	0	0	262,925
CST	LF	0	0	103,183	0	0	103,183
		5,000		**445,664**			**450,664**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 450,664
LRTP: Page 7-1

Notes

US-1 AT VIRGINIA AVENUE
4368681 SIS

Project Description: ADD RIGHT TURN LANE(S)
Extra Description: 2015 TPO #3 SOUTH BOUND RIGHT TURN LANE
Lead Agency: MANAGED BY FDOT **From:** SR-5/US-1
Length: .071 **To:** SR-70/VIRGINIA AVENUE
Phase Group: RAILROAD & UTILITIES, CONSTRUCTION, RIGHT OF WAY, ENVIRONMENTAL, PRELIMINARY ENGINEERING

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	DS	0	157,704	0	0	0	157,704
			157,704				**157,704**

Prior Year Cost: 3,260,825
Future Year Cost: 0
Total Project Cost: 3,418,529
LRTP: Page 6-2

Notes

US-1 FROM EDWARDS ROAD TO VIRGINIA AVENUE
4417141 Non-SIS

Project Description: DRAINAGE IMPROVEMENTS
Extra Description: DRAINAGE/STORM WATER UPGRADES G/W 441715-1
Lead Agency: MANAGED BY FDOT **From:** EDWARDS ROAD
Length: 1.050 **To:** VIRGINIA AVENUE
Phase Group: PRELIMINARY ENGINEERING, ENVIRONMENTAL, RIGHT OF WAY

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ENV	DS	25,000	0	0	0	0	25,000
ROW	DIH	0	26,000	75,000	0	0	101,000
		25,000	**26,000**	**75,000**			**126,000**

Prior Year Cost: 951,999
Future Year Cost: 0
Total Project Cost: 1,077,999
LRTP: Page 7-1

Notes

US-1 FROM NORTH OF VIRGINIA AVE TO NORTH OF AVE O
4461091 SIS

Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT
From: NORTH OF VIRGINIA AVE
Length: 2.704
To: NORTH OF AVE O
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PE	DIH	29,041	29,041	0	0	0	58,082
CST	DIH	0	0	147,734	0	0	147,734
PE	DDR	614,989	0	0	0	0	614,989
CST	DDR	0	0	4,191,953	0	0	4,191,953
ENV	DDR	0	15,000	0	0	0	15,000
		644,030	**44,041**	**4,339,687**			**5,027,758**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 5,027,758
LRTP: Page 7-1

Notes

C.2 AVIATION

FPR DESIGN TAXIWAY E REALIGNMENT AND C4/C5 DEMOLITION
4459761 Non-SIS

Project Description: AVIATION PRESERVATION PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: .000
Phase Group: CAPITAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CAP	DPTO	0	0	144,000	0	0	144,000
CAP	LF	0	0	36,000	0	0	36,000
				180,000			**180,000**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 180,000
LRTP: Page 7-1

Notes

FPR EA TAXIWAY E NORTH HANGAR
4459621 Non-SIS

Project Description: AVIATION ENVIRONMENTAL PROJECT
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From:
To:
Length: .000
Phase Group: CAPITAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CAP	DPTO	0	80,000	0	0	0	80,000
CAP	LF	0	80,000	0	0	0	80,000
			160,000				**160,000**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 160,000
LRTP: Page 7-1

Notes

C.3 TRANSIT PROJECTS

GATLIN BLVD. BETWEEN BRESCIA STREET AND EDGARCE STREET (JOBS EXPRESS TERMINAL)
4226814 Non-SIS

Project Description: PARK AND RIDE LOTS
Extra Description: 2014 TPO #4
Lead Agency: MANAGED BY FDOT
From: BRESCIA STREET
Length: .080
To: EDGARCE STREET
Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	DS	0	1,443,018	1,200,000	0	0	2,643,018
			1,443,018	**1,200,000**			**2,643,018**

Prior Year Cost: 8,603,294
Future Year Cost: 0
Total Project Cost: 13,906,312
LRTP: Page 6-2

Notes

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

Prior Year Cost: 1,237,372
Future Year Cost: 0
Total Project Cost: 8,955,138
LRTP: Page 7-1

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: .000 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2021	2022	2023	2024	2025	Total
OPS	DPTO	694,957	762,108	80,000	80,000	0	1,617,065
OPS	LF	694,957	762,108	783,638	832,024	0	3,072,727
OPS	DDR	0	0	703,638	752,024	0	1,455,662
		1,389,914	**1,524,216**	**1,567,276**	**1,664,048**		**6,145,454**

Notes

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

Prior Year Cost: 1,237,372
Future Year Cost: 0
Total Project Cost: 8,955,138
LRTP: Page 7-1

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: .000 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2021	2022	2023	2024	2025	Total
OPS	LF	0	0	0	0	786,156	786,156
OPS	DDR	0	0	0	0	786,156	786,156
						1,572,312	**1,572,312**

Notes

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

Prior Year Cost: 1,158,254
Future Year Cost: 0
Total Project Cost: 1,796,546
LRTP: Page 7-1

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: .000 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2021	2022	2023	2024	2025	Total
OPS	DU	60,924	62,023	65,124	64,613	0	252,684
OPS	LF	60,924	62,023	65,124	64,613	0	252,684
		121,848	**124,046**	**130,248**	**129,226**		**505,368**

Notes

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

Prior Year Cost: 1,158,254
Future Year Cost: 0
Total Project Cost: 1,796,546
LRTP: Page 7-1

Project Description: OPERATING/ADMIN. ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: .000 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2021	2022	2023	2024	2025	Total
OPS	DU	0	0	0	0	66,462	66,462
OPS	LF	0	0	0	0	66,462	66,462
						132,924	**132,924**

Notes

ST. LUCIE TRANSIT CORRIDOR LAKEWOOD PARK REGIONAL ROUTE
4446641 Non-SIS

Prior Year Cost: 360,000
Future Year Cost: 0
Total Project Cost: 540,000
LRTP: Page 6-12

Project Description: OPERATING FOR FIXED ROUTE
Extra Description: REGIONAL ROUTE, ST. LUCIE - INDIAN RIVER COUNTIES
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: .000 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2021	2022	2023	2024	2025	Total
OPS	DPTO	180,000	0	0	0	0	180,000
		180,000					**180,000**

Notes

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

Prior Year Cost: 28,660,273
Future Year Cost: 0
Total Project Cost: 42,130,273
LRTP: Page 7-1

Project Description: CAPITAL FOR FIXED ROUTE
Extra Description: FY11 - GRANT FL-90-X727 EXECUTED PER K.SCOTT-ST.LUCIE CO EMAIL FROM J. MELI 10/13/10. GRANT FL90-X765 EXECUTED 10/20/11 $1,407,322 EMAIL FROM K. SCOTT/SLC 1-11-12 TO J. MELI. ST.LUCIE COUNTY SEC 5307 OPERATING ASSISTANCE
Lead Agency: MANAGED BY ST. LUCIE COA **From:**
Length: .000 **To:**
Phase Group: OPERATIONS, CAPITAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
OPS	FTA	2,200,000	2,200,000	2,200,000	2,200,000	2,200,000	11,000,000
CAP	FTA	494,000	494,000	494,000	494,000	494,000	2,470,000
		2,694,000	**2,694,000**	**2,694,000**	**2,694,000**	**2,694,000**	**13,470,000**

Notes

ST.LUCIE COUNTY SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES
4345481 Non-SIS

Prior Year Cost: 1,381,714
Future Year Cost: 0
Total Project Cost: 2,370,514
LRTP: Page 7-1

Project Description: CAPITAL FOR FIXED ROUTE
Extra Description: ST.LUCIE CO. SECTION 5339 CAPITAL FOR BUS & BUS FACILITIES PROGRAM 16. CAPITAL FOR FIXED ROUTE
Lead Agency: MANAGED BY ST. LUCIE COUNTY **From:**
Length: .000 **To:**
Phase Group: CAPITAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CAP	FTA	197,400	197,400	198,000	198,000	198,000	988,800
		197,400	**197,400**	**198,000**	**198,000**	**198,000**	**988,800**

Notes

C.4 MISCELLANEOUS PROJECTS

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

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,496,747
LRTP: Page 7-1

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY CITY OF FORT PIERCE
Length: .000
Phase Group: OPERATIONS

From:
To:

Phase	Fund Code	2021	2022	2023	2024	2025	Total
OPS	DITS	99,096	101,573	104,315	107,445	110,668	523,097
OPS	DDR	183,941	188,961	194,063	199,845	206,840	973,650
		283,037	**290,534**	**298,378**	**307,290**	**317,508**	**1,496,747**

Notes

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

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 618,765
LRTP: Page 7-1

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY CITY OF PORT ST. LUCIE
From:
To:
Length: .000
Phase Group: OPERATIONS

Phase	Fund Code	2021	2022	2023	2024	2025	Total
OPS	DITS	78,812	80,789	48,720	50,182	59,687	318,190
OPS	DDR	36,435	37,916	73,190	75,386	77,648	300,575
		115,247	**118,705**	**121,910**	**125,568**	**137,335**	**618,765**

Notes

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

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,002,051
LRTP: Page 7-1

Project Description: TRAFFIC SIGNALS
Lead Agency: MANAGED BY ST LUCIE COUNTY **From:**
Length: .000 **To:**
Phase Group: OPERATIONS

Phase	Fund Code	2021	2022	2023	2024	2025	Total
OPS	DITS	85,863	88,010	90,387	93,099	95,892	453,251
OPS	DDR	103,555	106,662	109,542	112,828	116,213	548,800
		189,418	**194,672**	**199,929**	**205,927**	**212,105**	**1,002,051**

Notes

ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT
2340038 Non-SIS

Prior Year Cost: 2,112,781
Future Year Cost: 0
Total Project Cost: 3,237,781
LRTP: Page 7-1

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
Length: .000
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2021	2022	2023	2024	2025	Total
MNT	D	225,000	225,000	225,000	0	0	675,000
		225,000	**225,000**	**225,000**			**675,000**

Notes

ST. LUCIE - PRIMARY MOWING AND LITTER CONTRACT
2340039 Non-SIS

Prior Year Cost: 2,112,781
Future Year Cost: 0
Total Project Cost: 3,237,781
LRTP: Page 7-1

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
Length: .000
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2021	2022	2023	2024	2025	Total
MNT	D	0	0	0	225,000	225,000	450,000
					225,000	**225,000**	**450,000**

Notes

ST. LUCIE COUNTY ATMS
4352451 SIS

Prior Year Cost: 7,785,272
Future Year Cost: 0
Total Project Cost: 7,819,384
LRTP: Page 6-2

Project Description: ATMS - ARTERIAL TRAFFIC MGMT
Extra Description: 2015 TPO PRIORITY #4 US-1 FROM SAVANA CLUB BLVD. TO KINGS HIGHWAY OKEECHOBEE ROAD FROM KINGS HIGHWAY TO US-1
Lead Agency: MANAGED BY FDOT **From:**
Length: 21.767 **To:**
Phase Group: PRELIMINARY ENGINEERING, DESIGN BUILD, RAILROAD & UTILITIES, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
DSB	DIH	34,112	0	0	0	0	34,112
		34,112					**34,112**

Notes

ST. LUCIE COUNTY INTERSTATE-ROADWAY
2343761 SIS

Prior Year Cost: 6,191,427
Future Year Cost: 0
Total Project Cost: 6,701,427
LRTP: Page 7-1

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
Length: .000
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2021	2022	2023	2024	2025	Total
MNT	D	100,000	100,000	100,000	100,000	100,000	500,000
		100,000	**100,000**	**100,000**	**100,000**	**100,000**	**500,000**

Notes

ST. LUCIE COUNTY STATE HIGHWAY SYSTEM ROADWAY
2338591 Non-SIS

Prior Year Cost: 55,769,361
Future Year Cost: 0
Total Project Cost: 64,019,361
LRTP: Page 7-1

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
Length: .000
Phase Group: BRDG/RDWY/CONTRACT MAINT

From:
To:

Phase	Fund Code	2021	2022	2023	2024	2025	Total
MNT	D	1,600,000	1,600,000	1,600,000	1,600,000	1,600,000	8,000,000
		1,600,000	**1,600,000**	**1,600,000**	**1,600,000**	**1,600,000**	**8,000,000**

Notes

TREASURE COAST OPERATIONS CENTER PAINTING- FUEL STATION CANOPY
4468951 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 25,000
LRTP: Page 7-1

Project Description: FIXED CAPITAL OUTLAY
Extra Description: 55150200-100777-A9-$25,000 55041010418-FY20/21-242055
Lead Agency: MANAGED BY FDOT **From:**
Length: .000 **To:**
Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2021	2022	2023	2024	2025	Total
MNT	D	25,000	0	0	0	0	25,000
		25,000					**25,000**

Notes

C.5 PLANNING PROJECTS

ST. LUCIE FY 2020/2021-2021/2022 UPWP
4393263 Non-SIS

Prior Year Cost: 2,267,632
Future Year Cost: 0
Total Project Cost: 6,495,997
LRTP: Page 7-1

Project Description: PLANNING PROJECTS
Extra Description: 2020 TPO PRIORITY #1
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
Length: .000
Phase Group: PLANNING

From:
To:

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PLN	SU	300,000	300,000	0	0	0	600,000
PLN	PL	585,563	545,673	0	0	0	1,131,236
		885,563	**845,673**				**1,731,236**

Notes

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

Prior Year Cost: 2,267,632
Future Year Cost: 0
Total Project Cost: 6,495,997
LRTP: Page 7-1

Project Description: PLANNING PROJECTS
Extra Description: 2020 TPO PRIORITY #1
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
Length: .000
Phase Group: PLANNING

From:
To:

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PLN	SU	0	0	300,000	300,000	0	600,000
PLN	PL	0	0	545,673	545,673	0	1,091,346
				845,673	**845,673**		**1,691,346**

Notes

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

Prior Year Cost: 2,267,632
Future Year Cost: 0
Total Project Cost: 6,495,997
LRTP: Page 7-1

Project Description: PLANNING PROJECTS
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
Length: .000
Phase Group: PLANNING

From:
To:

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PLN	SU	0	0	0	0	300,000	300,000
PLN	PL	0	0	0	0	545,673	545,673
						845,673	**845,673**

Notes

ST. LUCIE TPO SECTION 5305D TRANSIT PLANNING
4137373 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 462,248
LRTP: Page 7-1

Project Description: PTO STUDIES
Extra Description: TRANSIT PLANNING STUDIES
Lead Agency: MANAGED BY ST. LUCIE MPO **From:**
Length: .000 **To:**
Phase Group: PLANNING

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PLN	DU	73,518	75,724	73,518	73,518	73,518	369,796
PLN	DPTO	9,190	9,466	9,190	9,190	9,190	46,226
PLN	LF	9,190	9,466	9,190	9,190	9,190	46,226
		91,898	**94,656**	**91,898**	**91,898**	**91,898**	**462,248**

Notes

C.6 BRIDGE

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

Prior Year Cost: 14,073,138
Future Year Cost: 0
Total Project Cost: 118,740,772
LRTP: Page 6-2

Project Description: BRIDGE REPLACEMENT
Extra Description: RISK WORKSHOP 32-02
Lead Agency: MANAGED BY FDOT **From:** ENTIRE BRIDGE
Length: 1.000 **To:** ENTIRE BRIDGE
Phase Group: P D & E, PRELIMINARY ENGINEERING, RIGHT OF WAY, CONSTRUCTION, ENVIRONMENTAL, CONTRACT INCENTIVES, RAILROAD & UTILITIES

Phase	Fund Code	2021	2022	2023	2024	2025	Total
ROW	SA	0	0	50,000	0	0	50,000
CST	DS	0	126,360	0	0	0	126,360
CST	DIH	0	200,419	0	0	0	200,419
ROW	DIH	0	137,312	0	0	0	137,312
ROW	BRP	2,318,577	22,351	0	0	0	2,340,928
CST	DDR	0	12,236,938	0	0	0	12,236,938
INC	DDR	0	0	0	630,000	0	630,000
ROW	BNBR	0	6,272,681	0	0	0	6,272,681
CST	BNBR	0	60,156,232	0	0	0	60,156,232
ROW	ACBR	0	157,410	3,837,532	5,836,113	0	9,831,055
RRU	ACBR	2,750,000	500,000	0	0	0	3,250,000
CST	ACBR	0	8,161,669	0	0	0	8,161,669
ENV	ACBR	20,000	0	0	0	0	20,000
ROW	ACBR	1,254,040	0	0	0	0	1,254,040
		6,342,617	**87,971,372**	**3,887,532**	**6,466,113**		**104,667,634**

Notes

PORT ST LUCIE BLVD OVER LONG CREEK & N FORK ST LUCIE RIVER BRDG
4435951 Non-SIS

Project Description: BRIDGE-REPAIR/REHABILITATION
Extra Description: BRIDGE 940139, 940144, 940140, 940145 SCOUR COUNTERMEASURES
Lead Agency: MANAGED BY FDOT **From:**
Length: .227 **To:**
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION, ENVIRONMENTAL

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	DIH	0	38,577	0	0	0	38,577
CST	BRRP	0	772,092	0	0	0	772,092
ENV	BRRP	5,000	0	0	0	0	5,000
		5,000	**810,669**				**815,669**

Prior Year Cost: 243,470
Future Year Cost: 0
Total Project Cost: 1,059,139
LRTP: Page 7-1

Notes

ST. LUCIE COUNTY HIGHWAY SYSTEM BRIDGES
2338592 Non-SIS

Prior Year Cost: 55,769,361
Future Year Cost: 0
Total Project Cost: 64,019,361
LRTP: Page 7-1

Project Description: ROUTINE MAINTENANCE
Extra Description: PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS
Lead Agency: MANAGED BY FDOT **From:**
Length: .000 **To:**
Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2021	2022	2023	2024	2025	Total
MNT	D	50,000	50,000	50,000	50,000	50,000	250,000
		50,000	**50,000**	**50,000**	**50,000**	**50,000**	**250,000**

Notes

ST. LUCIE COUNTY INTERSTATE BRIDGES
2343762 SIS

Prior Year Cost: 6,191,427
Future Year Cost: 0
Total Project Cost: 6,701,427
LRTP: Page 7-1

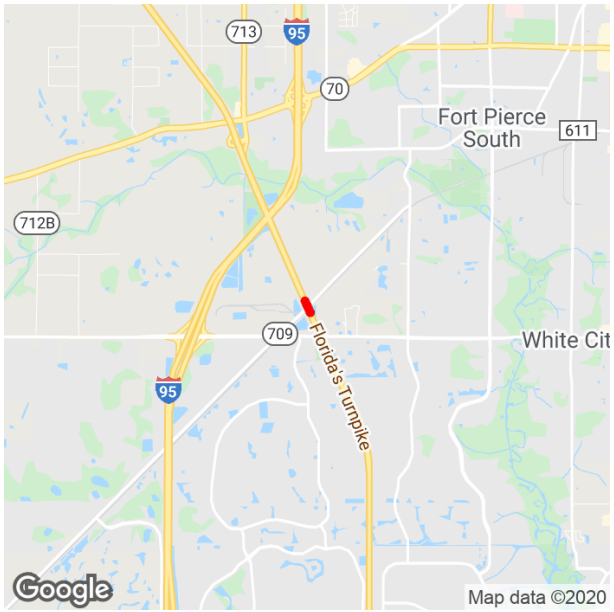
Project Description: ROUTINE MAINTENANCE
Extra Description: PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS
Lead Agency: MANAGED BY FDOT **From:**
Length: .000 **To:**
Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2021	2022	2023	2024	2025	Total
MNT	D	2,000	2,000	2,000	2,000	2,000	10,000
		2,000	**2,000**	**2,000**	**2,000**	**2,000**	**10,000**

Notes

C.7 TURNPIKE ENTERPRISE PROJECTS

BRIDGE IMPROVEMENTS TO 940076 & 940951, TPK ML ST.LUCIE CNTY, MP150.7
4379865 SIS



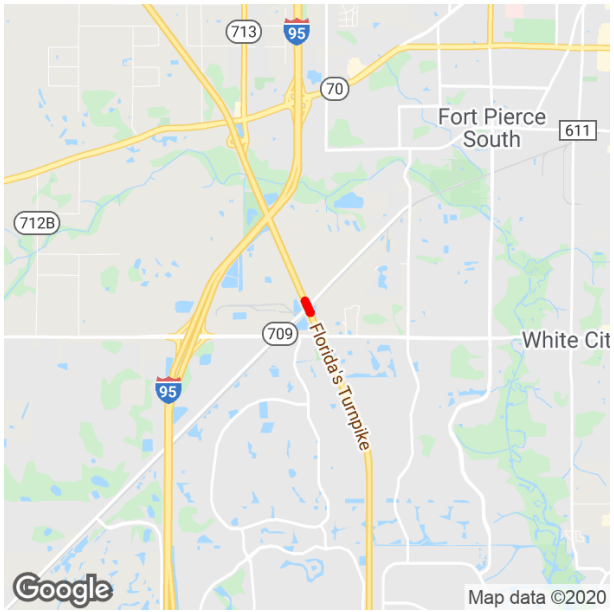
Project Description: BRIDGE REHABILITATION
Lead Agency: MANAGED BY FDOT **From:**
Length: .048 **To:**
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	PKYR	1,162,742	0	0	0	0	1,162,742
		1,162,742					**1,162,742**

Prior Year Cost: 39,126,528
Future Year Cost: 0
Total Project Cost: 40,289,270
LRTP: Page 7-1

Notes

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



Project Description: BRIDGE - PAINTING
Lead Agency: MANAGED BY FDOT **From:**
Length: .200 **To:**
Phase Group: PRELIMINARY ENGINEERING, RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
RRU	PKYR	0	0	150,000	0	0	150,000
CST	PKYR	0	0	1,569,696	0	0	1,569,696
				1,719,696			**1,719,696**

Prior Year Cost: 175,488
Future Year Cost: 0
Total Project Cost: 1,895,184
LRTP: Page 7-1

Notes

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

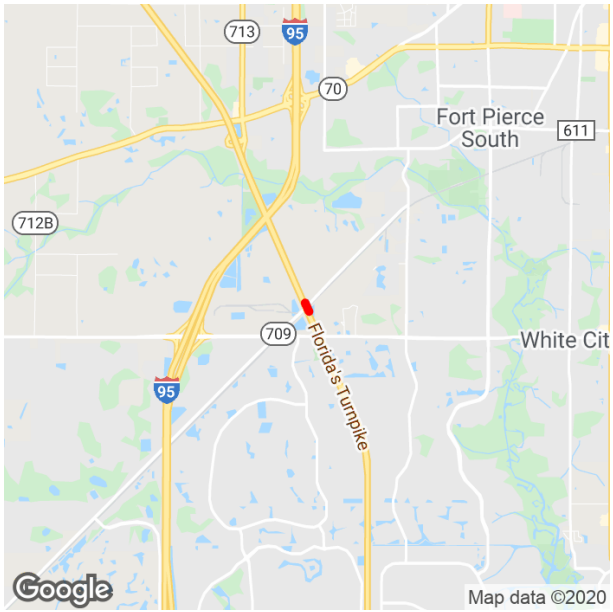
Project Description: BRIDGE - PAINTING
Lead Agency: MANAGED BY FDOT **From:**
Length: .200 **To:**
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
CST	PKYR	0	0	1,108,714	0	0	1,108,714
				1,108,714			**1,108,714**

Prior Year Cost: 108,492
Future Year Cost: 0
Total Project Cost: 1,217,206
LRTP: Page 7-1

Notes

PAINT BRIDGES IN ST. LUCIE COUNTY (940050 AT MP 150.5)(940072 AT MP 152.
4354101 SIS



Project Description: BRIDGE - PAINTING
Lead Agency: MANAGED BY FDOT **From:**
Length: .132 **To:**
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PE	PKYR	38,000	0	0	0	0	38,000
CST	PKYR	0	0	741,122	0	0	741,122
		38,000		**741,122**			**779,122**

Prior Year Cost: 182,098
Future Year Cost: 0
Total Project Cost: 961,220
LRTP: Page 7-1

Notes

RESURFACE TPK MAINLINE IN ST LUCIE COUNTY, MP 169.3 - 173
4444021 SIS

Project Description: RESURFACING
Lead Agency: MANAGED BY FDOT **From:**
Length: 3.700 **To:**
Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PE	PKYR	0	1,624,000	0	0	0	1,624,000
CST	PKYR	0	0	13,673,438	0	0	13,673,438
			1,624,000	**13,673,438**			**15,297,438**

Prior Year Cost: 4,020
Future Year Cost: 0
Total Project Cost: 16,882,248
LRTP: Page 7-1

Notes

ROADSIDE IMPROVEMENT FOR TPK MAINLINE FROM MP 169.3 - 173
4444022 SIS

Project Description: GUARDRAIL
Lead Agency: MANAGED BY FDOT **From:**
Length: 3.700 **To:**
Phase Group: P D & E, CONSTRUCTION, PRELIMINARY ENGINEERING

Phase	Fund Code	2021	2022	2023	2024	2025	Total
PDE	PKYR	300,000	0	0	0	0	300,000
CST	PKYR	0	0	1,280,790	0	0	1,280,790
		300,000		**1,280,790**			**1,580,790**

Prior Year Cost: 4,020
Future Year Cost: 0
Total Project Cost: 16,882,248
LRTP: Page 7-1

Notes

D. LIST OF PRIORITY PROJECTS

St. Lucie Transportation Planning Organization

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

2019/20 List of Priority Projects (LOPP)

(Adopted June 5, 2019)

Master List

2019/20 Priority Ranking	Major Gateway Corridor?[1]	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP[2] Cost Feasible Plan?	Estimated Cost	2018/19 Priority Ranking
			From	To					
1	N/A[3]	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program	Allocated by TPO Board for FY 2018/19 and FY 2019/20	N/A	$300,000	1
2	Yes	Port St. Lucie Boulevard	Paar Drive	Darwin Boulevard	Add 2 lanes, sidewalks, bicycle lanes	PE[4] and ROW[5] in process	Yes	$21,200,000[6]	2
3	Yes	Midway Road	Glades Cut Off Road	Selvitz Road	Add 2 lanes, sidewalks, bicycle lanes	PE in process, ROW to start in FY 2019/20	Yes	$51,200,000[6]	3
4	Yes	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes, sidewalks, bicycle lanes	PE to start in FY 2019/20, ROW to start in FY 2022/23	Yes	$ 17,000,000[6]	4
5	Yes	Kings Highway	St. Lucie Boulevard	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	PE to start in FY 2019/20	Yes	$64,400,000[6]	6
6[7]	Yes	Northern/Airport Connector	Florida's Turnpike	Kings Highway	New multimodal corridor with interchanges at Florida's Turnpike and I-95	Feasibility Study underway	Yes (Northern Connector)	$122,580,000[8]	7[7]
7[7]	Yes	Jenkins Road	Midway Road	Orange Avenue	PD&E[9] for project to add 2 and 4 new lanes, sidewalks, bicycle lanes	TRIP[10] grant application submitted for 2019		$2,135,000[11]	NR

[1]Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy
[2]LRTP: *Go2040 Long Range Transportation Plan, February 2016*
[3]N/A: Not Applicable
[4]PE: Preliminary Engineering
[5]ROW: Right-of-Way Acquisition
[6]Source of Estimated Cost: Florida Department of Transportation District 4, May 2019
[7]Any funding allocated to this project shall not reduce the funding to be allocated to higher-ranked projects that are not on the State Highway System
[8]Source of Estimated Cost: *Go2040 Long Range Transportation Plan, February 2016*
[9]PD&E: Project Development and Environment Study
[10]TRIP: Transportation Regional Incentive Program
[11]Source of Estimated Cost: TRIP grant application, February 28, 2019

Congestion Management Process (CMP) List

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

2019/20 Priority Ranking	Facility/Intersection	Project Description	Project Status/Notes	Estimated Cost[1]	CMP Plan[2] Ranking	2018/19 Priority Ranking
1	Easy Street at US-1	Reconstruct the east leg of the intersection to consist of a narrow, consistent-width median with three lanes westbound and two lanes eastbound merging into the existing Easy Street roadway with the sidewalks extended east from US-1 along both sides of Easy Street to the terminus of the merge		$300,000	1	1
2	Prima Vista Boulevard at Floresta Drive	Install fiber optic cable and traffic cameras at the signalized intersection and incorporate signal timing adjustments		$50,000	2	2
3	Port St. Lucie Boulevard from Tulip Boulevard to Gatlin Boulevard	Install fiber optic cable along Port St. Lucie Boulevard and traffic cameras at signalized intersections		$275,000	7	4
4	Cashmere Boulevard from St. Lucie West Boulevard to Peacock Boulevard	Extend the existing 4-lane, divided section to north of the intersection at Swan Lake Circle and evaluate the need for a traffic signal at the main entrance at the West Gate K-8 School		$335,000	9	6

[1]Source of Estimated Cost: CMP Plan, unless otherwise noted
[2]CMP Plan: *St. Lucie Transportation Planning Organization Congestion Management Process Major Update, June 2018*

Transit

2019/20 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP[1] or TDP[2]?	Estimated Cost[3]	2018/19 Priority Ranking
1	Treasure Coast Transit Center	Centralized facility for bus maintenance with park-and-ride component	Capital	Yes	$8,300,000	6
2	New Bus Services	New express route linking Port St. Lucie intermodal facility to Fort Pierce intermodal facility along 25th Street.	Capital & Operating	Yes	$800,000	4
3	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan	Capital	Yes	$425,000[4]	1
4	Micro-Transit (Pilot Project)	On-demand flex service to augment the fixed route, address first and last mile, and redesign existing Route 6 for improved efficiency	Operating	Yes	$300,000	7
5	Jobs Express Terminal Bus Rapid Transit	Regional bus service to West Palm Beach to provide express commuter services.	Operating	Yes	$400,000	5
6	Expanded Local Services	Improve frequency to 30 minutes on high performing routes.	Operating	Yes	$380,000	3
7	Micro-Mobility Projects	Sustain and expand multimodal options including community bike share and e-scooters.	Capital & Operating	Yes	$200,000	8
8	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	$75,000 (total for bus shelters)	2

[1]LRTP: *Go2040 Long Range Transportation Plan, February 2016*
[2]TDP: *St. Lucie County FY 2015-FY 2024 Transit Development Plan Major Update, June 2014*
[3]Source of Estimated Cost: St. Lucie County Transit Staff, May 2019, unless otherwise noted
[4]Source of Estimated Cost: *Transit Asset Management Plan*, Community Transit

Transportation Alternatives (TA) Projects

2019/20 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2018/19 Priority Ranking
			From	To				
1	42.5	Selvitz Road	Floresta Drive	Bayshore Boulevard	Sidewalk-0.4 miles	2019 TA Grant Application[3] and St. Lucie WBN[4]	$450,961[5]	16
2	29.5	Bell Avenue	Oleander Avenue	25th Street	Sidewalk-1.0 miles	2019 TA Grant Application[3] and St. Lucie WBN	$940,423[5]	57
3	58.0	East Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	St. Lucie WBN	$220,080	3
~~4~~	52.5	St. James Drive	Royce Avenue	Lazy River Parkway	Sidewalk-0.3 miles	2017 TA Grant Application and St. Lucie WBN	$260,000[6]	~~4~~
5	50.0	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	Florida SUN Trail Grant and St. Lucie WBN	TBD[7]	5
6	49.0	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	St. Lucie WBN	$489,821[6]	6
6	49.0	Floresta Drive	Port St. Lucie Boulevard	Streamlet Avenue	Sidewalk-1.0 mile	St. Lucie WBN	$850,898[8]	6
8	48.5	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	St. Lucie WBN	$3,040,000[9]	8
9	46.0	Rosser Boulevard	Openview	Bamberg Street	Sidewalk-2.1 miles	St. Lucie WBN	$708,889[8]	9
9	46.0	East Torino Parkway	Vizcaya Falls	Midway Road	Sidewalk-1.3 miles	St. Lucie WBN	$851,000[8]	9
9	46.0	Torino Parkway	Cashmere Boulevard	California Boulevard	Sidewalk-1.0 miles	St. Lucie WBN	$645,000[8]	9
12	44.0	Florida SUN Trail, Historic Highwayman Trail Gap	Indian Hills Drive	Georgia Avenue	Multi-Use Trail and Roadway Section Connections	Florida SUN Trail Grant and St. Lucie WBN	TBD	12
12	44.0	Paar Drive	Bamberg Street	Savona Boulevard	Sidewalk-0.9 miles	St. Lucie WBN	$1,136,495[8]	12
14	43.5	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.8 miles	St. Lucie WBN	$582,000[8]	14
14	43.5	Orange Avenue	Rock Road	North Kings Highway	Sidewalk-0.5 miles	St. Lucie WBN	$500,000[6]	14
16	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk-1.3 miles	St. Lucie WBN	$1,500,000[6]	16
16	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk-1.4 miles	St. Lucie WBN	$1,650,000[6]	16
18	42.0	Lakehurst Drive	Bayshore Boulevard	Airoso Boulevard	Sidewalk-1.3 miles	St. Lucie WBN	$825,000[8]	19
18	42.0	Sandia Drive	Crosstown Parkway	Thornhill Drive	Sidewalk-0.5 miles	St. Lucie WBN	$323,000[8]	19

2019/20 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2018/19 Priority Ranking
			From	To				
20	42.0	Sandia Drive	Lakehurst Drive	Crosstown Parkway	Sidewalk-0.8 miles	St. Lucie WBN	$516,000[8]	19
20	42.0	North Kings Highway	North of I-95 State Project	Indrio Road	Sidewalk-5.0 miles	St. Lucie WBN	$5,219,982[6]	19
22	41.5	Morningside Boulevard	Treasure Island Road	Cambridge Street	Sidewalk-1.3 miles	St. Lucie WBN	$342,000[8]	23
22	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk-0.2 miles	St. Lucie WBN	$225,000[6]	23
24	41.0	Savage Boulevard	Import Drive	Gatlin Boulevard	Sidewalk-1.8 miles	St. Lucie WBN	$1,448,383[8]	25
24	41.0	Import Drive	Gatlin Boulevard	Savage Boulevard	Sidewalk-2.3 miles	St. Lucie WBN	$1,405,781[8]	25
24	41.0	West Torino Parkway	Blanton Road	California Boulevard	Sidewalk-1.6 miles	St. Lucie WBN	$1,710,000[8]	25
24	41.0	Blanton Boulevard	East Torino Parkway	West Torino Parkway	Sidewalk-0.5 miles	St. Lucie WBN	$690,000[8]	25
28	40.5	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 mile	St. Lucie WBN	$645,000[8]	29
28	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk-2.6 miles	St. Lucie WBN	$3,050,790[6]	29
30	40.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	St. Lucie WBN	$1,323,840	31
31	39.5	Southbend Boulevard	Oakridge Drive	Eagle Drive	Sidewalk-0.3 miles	St. Lucie WBN	$1,709,215[8]	32
32	39.0	Hillmoor Drive	Hospital	Woodstork Trail	Sidewalk-0.5 miles	St. Lucie WBN	$348,000[8]	33
32	39.0	Hillmoor Drive	Lennard Road	Playground	Sidewalk-0.1 miles	St. Lucie WBN	$71,000[8]	33
34	38.0	Emil Avenue	Oleander Avenue	U.S. Highway 1	Sidewalk-1.7 miles	St. Lucie WBN	$347,487	35
35	37.0	Florida SUN Trail, Savannas Preserve State Park Gap	Walton Road	Savannas Recreation Area	Multi-Use Trail	Florida SUN Trail Grant and St. Lucie WBN	$6,820,000[10]	36
36	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk-1.3 miles	St. Lucie WBN	$1,461,595[6]	37
37	36.0	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	St. Lucie WBN	$222,700	38
37	36.0	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	St. Lucie WBN	$123,200	38
37	36.0	North Torino Parkway	East Torino Parkway	Blanton Road	Sidewalk-1.0 miles	St. Lucie WBN	$652,000[8]	38
40	35.0	Florida SUN Trail, Florida East Coast Railroad Overpass	Savannas Recreation Area	Savannah Road	Railroad Overpass for Multi-Use Trail	Florida SUN Trail Grant and St. Lucie WBN	$2,210,000[11]	41
40	35.0	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	St. Lucie WBN	$77,000	41
40	35.0	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	St. Lucie WBN	$197,000	41

2019/20 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2018/19 Priority Ranking
			From	To				
40	35.0	Abingdon Avenue	Import Drive	Savona Boulevard	Sidewalk-0.9 miles	St. Lucie WBN	$575,000[8]	41
40	35.0	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk-1.3 miles	St. Lucie WBN	$323,000[8]	41
40	35.0	Cadima Street	Fairgreen Road	Galiano Road	Sidewalk-0.2 miles	St. Lucie WBN	$96,000[8]	41
40	35.0	Fairgreen Road	Cadima Street	Crosstown Parkway	Sidewalk-0.8 miles	St. Lucie WBN	$523,000[8]	41
40	35.0	Galiano Road	Cadima Street	Import Drive	Sidewalk-0.5 miles	St. Lucie WBN	$290,000[8]	41
40	35.0	Kestor Drive	Darwin Boulevard	Becker Road	Sidewalk-1.3 miles	St. Lucie WBN	$865,000[8]	41
40	35.0	Volucia Drive	Blanton Boulevard	East Torino Parkway	Sidewalk-1.3 miles	St. Lucie WBN	$645,000[8]	41
50	33.5	Tiffany Avenue	Grand Drive	Green River Parkway	Sidewalk-1.0 mile	St. Lucie WBN	$670,460[8]	51
50	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	St. Lucie WBN	$445,220	51
52	32.0	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk-6.1 miles	St. Lucie WBN	$5,300,000[6]	53
52	32.0	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk-5.0 miles	St. Lucie WBN	$5,753,580[6]	53
54	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk-3.0 miles	St. Lucie WBN	$2,600,000[6]	55
55	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk-2.8 miles	St. Lucie WBN	$2,250,000[6]	56
56	29.5	Fort Pierce Boulevard	Indrio Road	Sebastian Road	Sidewalk-1.0 miles	St. Lucie WBN	$870,000[6]	57
57	27.0	Old Dixie Highway	St. Lucie Boulevard	Turnpike Feeder Road	Sidewalk-5.2 miles	St. Lucie WBN	$6,066,780[6]	59
58	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk-2.4 miles	St. Lucie WBN	$2,830,390[6]	60
58	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk-1.0 miles	St. Lucie WBN	$1,160,000[6]	60
60	25.5	Easy Street	US Highway 1	Silver Oak Drive	Sidewalk-1.0 miles	St. Lucie WBN	$1,090,396[6]	62
60	25.5	Selvitz Road	Edwards Road	Midway Road	Sidewalk-2.4 miles	St. Lucie WBN	$2,760,790[6]	62
62	24.5	Juanita Avenue	Bridge	U.S. Highway 1	Sidewalk-0.2 miles	St. Lucie WBN	$2,041,592[6]	64
62	24.5	Juanita Avenue	North 53rd Street	North 25th Street	Sidewalk-1.8 miles	St. Lucie WBN	$2,041,592[6]	64
64	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk-1.8 miles	St. Lucie WBN	$2,076,392[6]	66
65	15.0	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk-1.0 miles	St. Lucie WBN	$1,160,000[6]	67

[1]Scores are based on the *St. Lucie TPO TA Project Prioritization Methodology*
[2]Source of Estimated Cost: *Go2040 Long Range Transportation Plan, February 2016*, unless otherwise noted
[3]Project is anticipated to be programmed for construction in the FDOT FY 2020/21 - FY 2024/25 Work Program as a result of the 2019 TA Grant Cycle
[4]WBN: Walk-Bike Network
[5]Source of Estimated Cost: 2019 TA Grant Application
[6]Source of Estimated Cost: *St. Lucie County Citing FDOT Cost Per Mile @ $226,656*
[7]TBD: To be Determined
[8]Source of Estimated Cost: *City of Port St. Lucie Sidewalk Master Plan (Design and Construction) July 2017*
[9]Source of Estimated Cost: *Walton Road Multimodal Improvements Feasibility Study, April 2017*
[10]Source of Estimated Cost: *Feasibility Study, SUN Trail Savannas Preserve State Park Gap, June 2018*
[11]Source of Estimated Cost: *Feasibility Study for SUN Trail Florida East Coast Railroad Overpass, June 2018*

E. PERFORMANCE AND ASSET MANAGEMENT

E.1 PERFORMANCE MANAGEMENT

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

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

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

According to MAP-21 and the FAST Act, State DOTs are required to establish Statewide performance targets, and MPOs have the option to support the Statewide targets or adopt their own targets. In addition to the Federally-required performance targets, the St. Lucie TPO has established targets for local performance measures in the Go2040 Long Range Transportation Plan (LRTP) related to local goals. The performance targets adopted to date by the St. Lucie TPO and the FDOT are identified in the TIP/LRTP System Performance Report.

The TIP reflects the investment priorities established by the St. Lucie TPO in the Go2040 LRTP by including projects that support the goals and objectives of the Go2040 LRTP. By using the prioritization and project selection process described in Section B.3, the TIP has the anticipated effect of contributing toward the progress in meeting the performance targets. For example, the TPO will make progress toward achieving the adopted performance targets of the Safety Performance Measures by selecting and supporting the implementation of projects which address safety issues such as sidewalk and bicycle lane construction and intersection improvements. Likewise, the TPO will make progress toward achieving performance targets upon adoption in the Florida Freight Mobility and Trade Plan, dated January 2018, by selecting and supporting freight projects in the TPO area which address freight issues such as freight bottlenecks. This anticipated effect and the progress toward meeting the performance targets are confirmed annually by the TIP/LRTP System Performance Report which also demonstrates the linking of the investment priorities to the targets.

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

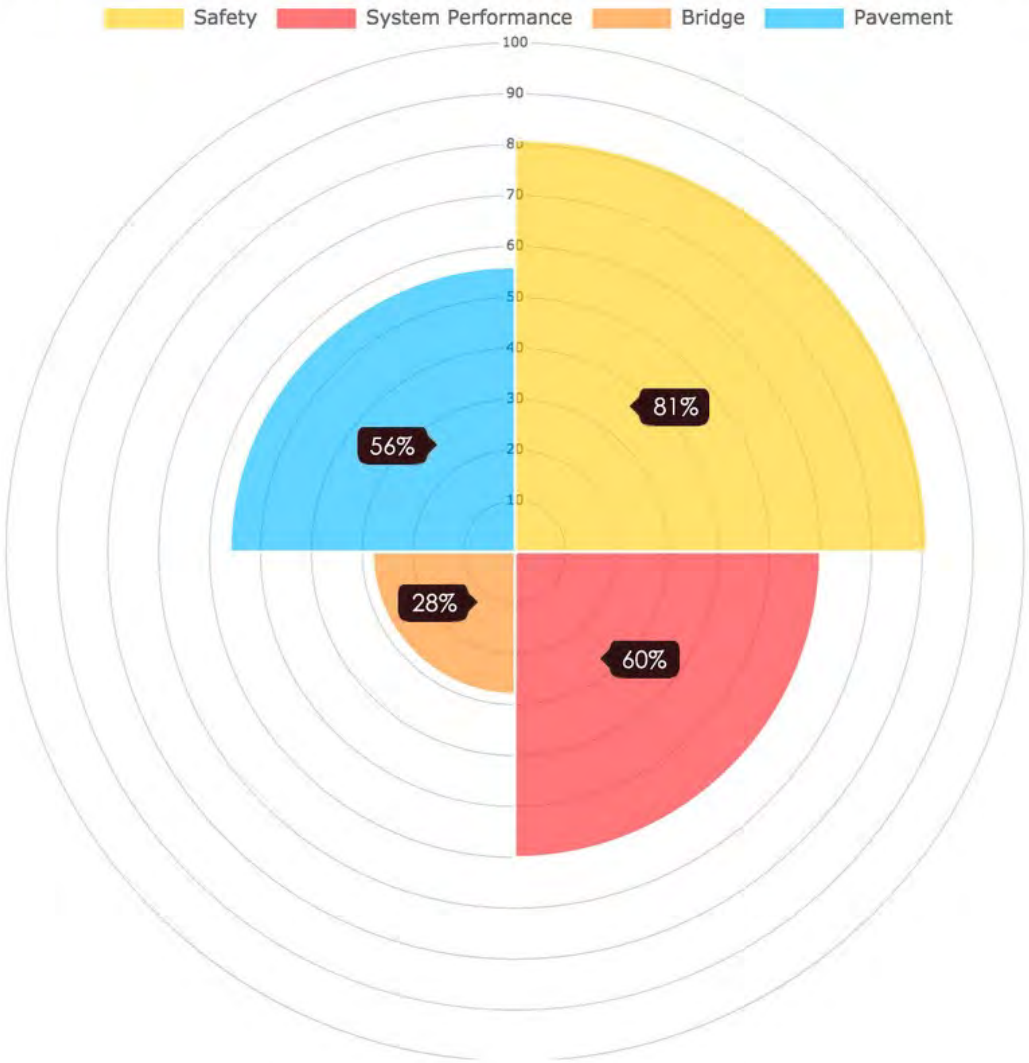
TIP/LRTP System Performance Report

Go2040 LRTP Goals	Go2040 LRTP Objectives	Go2040 and/or FAST Act Performance Measures	Federal Requirement	Data						FDOT Performance Target	St. Lucie TPO Performance Target	Progress Towards Meeting Target
				2014	2015	2016	2017	2018	2019			
Provide for efficient transportation that serves local and regional needs and stimulates economic prosperity and growth	Enable people and goods to move around efficiently.	% of person-miles traveled on the Interstate that are reliable	√	100	100	100	100	coming soon	coming soon	75% [13], 70% [14]	70%	
		% of person-miles traveled on the non-Interstate National Highway System that are reliable	√	77	68	60	95	coming soon	coming soon	50% [14]	50%	
		Truck travel time reliability index	√	1.13	1.11	1.10	1.12	coming soon	coming soon	1.75 [13], 2 [14]	2	+
	Increase transportation options and improve access to destinations that support prosperity and growth.	% population within ¼ mile of Activity Centers				10 [2]	10.3 [2]	10.5 [2]	10.7 [2]		16	+
		Transit routes providing access to Activity Centers				7 [3]	7 [3]	7 [3]	8 [3]		7	+
Ensure transportation choices for all residents, visitors, and businesses	Improve bike/pedestrian and public transportation networks.	% of roadways with sidewalks and bike lanes				26 [4]	26.3 [4]	27.9 [4]	28 [4]		43	+
		% of transit stops with sidewalk access				86 [4]	86 [4]	88 [4]	89 [4]		86	+
	Provide for transportation needs of transportation disadvantaged that may include use of automated vehicles.	Miles of fixed route transit service				74 [5]/98.9 [6]	82.5 [5]/108.8 [6]	82.5 [5]/108.8 [6]	96.7 [5]/123 [6]		74	+
		% of low-income, older adults, persons with disabilities within ¼ mile of transit route				24.2 [2]	26.6 [2]	26.9 [2]	26.8 [2]		19	+
Maintain the condition and improve the efficiency of transportation assets and services	Maintain condition of existing transportation assets.	% of Interstate pavement in good condition	√				96.3%	34.8%	coming soon	60% [14]	60%	
		% of Interstate pavement in poor condition	√				0%	0%	coming soon	5% [14]	5%	
		% of non-Interstate National Highway System pavement in good condition	√				41.1%	36.9%	coming soon	40% [13, 14]	40%	
		% of non-Interstate National Highway System pavement in poor condition	√				0.8%	0.8%	coming soon	5% [13, 14]	5%	
		% of National Highway System bridges by deck area classified as in good condition	√				72.3%	81.9%	87.4%	50% [13, 14]	50%	
		% of National Highway System bridges by deck area classified as in poor condition	√				0%	0%	0%	10% [13, 14]	10%	
		% of equipment (non-revenue support/service and maintenance vehicles) met or exceeded Useful Life Benchmark	√			0 [3]	0 [3]	0 [3]	0 [3]		0	+
		% of rolling stock (fixed route vehicles) met or exceeded Useful Life Benchmark	√			0 [3]	0 [3]	0 [3]	0 [3]		0	+
		% of rolling stock (demand response vehicles) met or exceeded Useful Life Benchmark	√			0 [3]	0 [3]	0 [3]	0 [3]		0	+
		% of facilities (Fort Pierce/Port St. Lucie intermodal facilities) with condition rating below 3.0 on FTA TERM Scale	√			0 [3]	0 [3]	0 [3]	0 [3]		0	+
	Improve efficiency of existing transportation services.	Passenger trips per vehicle mile of service				0.4 [3]	0.52 [3]	0.51 [3]	0.51 [3]		0.57	
Improve land use and transportation decision-making through community participation and intergovernmental cooperation	Facilitate unified transportation decision-making through intergovernmental cooperation.	Attendance at TPO meetings				484 [4]	445 [4]	484 [4]	472 [4]			
		Collaboration opportunities with local and resource agencies				34 [4]	61 [4]	46 [4]	56 [4]		8	+
	Ensure community participation is representative.	Collaboration opportunities with community and public groups				20 [4]	17 [4]	23 [4]	20 [4]		4	+
		Opportunities for engagement in traditionally underserved areas				6 [4]	6 [4]	7 [4]	7 [4]			
Protect and enhance public health and the environment	Support healthy living strategies, programs, and improvements.	Community walkscores				26 [8]	26.5 [8]	26.5 [8]	25.5 [8]			
		Number of bicycle riders				480 [9]	788 [9]	858 [9]	1095 [9]			
	Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation.	Number of additional roadway lane miles impacting environmentally-sensitive areas				0 [4]	0 [4]	0 [4]	0 [4]		0	+
		Increase transit frequency and span of service				Rts 1-3: 60 min, Mon-Sat; Rts 4-7: 60 min, Mon-Fri	Rts 1-6: 60 min, Mon-Sat; Rts 7: 60 min, Mon-Fri	Rts 1-6: 60 min, Mon-Sat; Rts 7: 60 min, Mon-Fri	Rts 1-6: 60 min, Mon-Sat; Rts 7-8: 60 min, Mon-Fri			
Provide safer and more secure transportation	Improve safety of transportation system that may include incorporation of infrastructure in support of automated vehicles.	Number of fatalities	√	30 [10]	31 [10]	34 [10]	33 [10]	38 [10]	coming soon	0	38/0 [12]	
		Fatality rate per 100 million vehicle miles traveled	√	0.96 [10]	0.96 [10]	1.01 [10]	1.02 [10]	1.13 [10]	coming soon	0	1.10/0 [12]	
		Number of serious injuries	√	174 [10]	167 [10]	165 [10]	158 [10]	163 [10]	coming soon	0	159/0 [12]	
		Serious injury rate per 100 million vehicle miles traveled	√	5.59 [10]	5.18 [10]	4.96 [10]	4.58 [10]	4.92 [10]	coming soon	0	4.64/0 [12]	
		Number of fatalities/serious Injuries, non-motorized	√	28 [10]	27 [10]	24 [10]	25 [10]	28 [10]	coming soon	0	25/0 [12]	
	Improve the transportation system's stability/resiliency in the event of climate change, emergencies or disasters.	Number of projects permanently inundated by Mean Sea Level + 5 inches				0 [11]	0 [11]	0 [11]	0 [11]		0	+

1-Tindale Oliver data; 2 - ACS 5-year estimates; 3 - St. Lucie County Community Service Department Transit Division; 4- St. Lucie TPO; 5 -Miles of fixed route on major road network, Tindale Oliver; 6 - Miles of fixed route on all road network, SLC; 7 - FDOT Transportation Data and Analytics Office; 8 – Estimation based on data from walkscore.com; 9 - Estimation based on Strava data; 10 - 5-year rolling average; 11 - Results from Florida Sea Level Scenario Sketch Planning Tool, based on USACE High projections in 2040; 12 - Interim Benchmark/Target; 13 - FDOT 2-year target; 14 - FDOT 4-year target

The following graphic further demonstrates how the TIP reflects the investment priorities established in the Go2040 LRTP and how those investment priorities are linked to the performance targets in the TIP:

There are 378 items totaling $392,432,634. The below graphic illustrates the percentage of projects dedicated to the following goals:



E.2 ASSET MANAGEMENT

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

In addition, MAP-21 and the FAST Act require the development of a risk-based TAMP for all pavement and bridges on the National Highway System. The initial Florida Transportation Asset Management Plan (TAMP) was completed by FDOT on April 30, 2018. The TAMP will serve as the basis for establishing in future TIPs the targets for the pavement and bridge condition performance measures identified in the TIP/LRTP System Performance Report. The TPO will make progress toward achieving performance targets upon adoption in the TAMP by selecting and supporting asset management projects in the TPO area which address asset management issues such as pavement resurfacing and bride replacement projects.

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

E.3 FLORIDA TRANSPORTATION PERFORMANCE MEASURES CONSENSUS PLANNING DOCUMENT

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

Purpose and Authority

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

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

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

- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

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

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

Roles and Responsibilities

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

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

1. Transportation performance data:

   a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area. FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.

   b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.

   c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

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

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

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

a) FDOT will select and establish a statewide target for each applicable federally required performance measure.

   i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.

   ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.

b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either:

   i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.

   ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established.

c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).

   i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180- day period within which the MPO must establish its transit-related performance targets. MPOs may choose

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

ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following of establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.

iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

v. If the MPO chooses to support the asset management and safety targets established by the provider of public transportation, the MPO will provide to FDOT and the provider of public transportation documentation that the MPO agrees to plan and program MPO projects so that they contribute toward achievement of the statewide or public transportation provider targets. If the MPO chooses to establish its own targets, the MPO will develop the target in coordination with FDOT and the providers of public transportation. The MPO will provide FDOT and the providers of public transportation documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date the final targets were established. In cases where two or more providers operate in an MPO planning area and establish different targets for a given measure, the MPO has the options of coordinating with the providers to establish a single target for the MPO planning area, or establishing a set of targets for the MPO planning area.

3. Reporting performance targets:

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

i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.

b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.

i. Each MPO will include in future updates or amendments of its metropolitan long- range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).

iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.

c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.

4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:

a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.

b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.

c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.

5. Collection of data for the State asset management plans for the National Highway System (NHS):

a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

APPENDICES

APPENDIX A: EXAMPLE PUBLIC COMMENT NOTICE

St. Lucie Transportation Planning Organization

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

TRANSPORTATION IMPROVEMENT PROGRAM
PUBLIC COMMENT OPPORTUNITIES

Public comment opportunities are provided for the draft FY 2020/21–FY 2024/25 Transportation Improvement Program (TIP) of the St. Lucie Transportation Planning Organization (TPO). The TIP identifies the phases of the transportation projects that are expected to occur within the TPO area over the next 5 years.

To Obtain the TIP for Review

1) Appear in person or write to the St. Lucie TPO at 466 SW Port St. Lucie Boulevard, Suite 111, Port St. Lucie, Florida, 34953
2) Call 772-462-1593
3) Access the TPO website at www.stlucietpo.org

To Provide Comments on the TIP

1) Write to the St. Lucie TPO at 466 SW Port St. Lucie Blvd, Suite 111, Port St. Lucie, Florida, 34953
2) Call 772-462-1593
3) Email TPOAdmin@stlucieco.org
4) Appear in person at the following public St. Lucie TPO Board Meeting:
   June 3, 2020, 2:00pm
   Coco Vista Centre
   466 SW Port St. Lucie Boulevard, Suite 111
   Port St. Lucie, Florida

For Special Assistance

Disabled: Persons who require special accommodations under the Americans with Disabilities Act (ADA) or persons who require translation services (free of charge) should contact Marceia Lathou at 772-462-1593 at least five days prior to the meeting. Persons who are hearing or speech impaired may use the Florida Relay System by dialing 711.

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

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

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

APPENDIX F: TIP COMPARISON TABLE

Projects that are in the last TIP and not in the current TIP

PROJECT NUMBER	PROJECT NAME	PROJECT LIMITS FROM	PROJECT LIMITS TO	DESCRIPTION
4241431	KING'S HIGHWAY @ INDIO ROAD	INTERSECTION	INTERSECTION	ADD TURN LANE(S)
4398471	US HIGHWAY 1	S. OF PORT ST. LUCIE BLVD	NE RIOMAR DRIVE	RESURFACING
4399991	SAVANNAS PRESERVE STATE PARK GAP	WALTON RD	SAVANNAS RECREATION AREA	BIKE PATH/TRAIL
4400181	MACEDO BLVD	SELVITZ RD	ST JAMES DR	SIDEWALK
4405681	PORT ST. LUCIE BLVD @ FLORESTA DR	INTERSECTION	INTERSECTION	TRAFFIC ENGINEERING STUDY
4432241	EDWARDS ROAD	OLEANDER AVE	US-1	HURRICANE IRMA PERMANENT RESTORATION
4436851	OKEECHOBEE ROAD @ MIDWAY ROAD	INTERSECTION	INTERSECTION	NEW LIGHTING INSTALLATION
4444571	PORT OF FORT PIERCE SOUTH DOCK	SOUTH DOCK	SOUTH DOCK	REHABILITATION

Projects in the current TIP that have phases with different dates than were in the last TIP

CATEGORY	COUNTY	ITEM_NO	PH	Phase Desc.	DESCRIPTION	FY on LAST TIP	FY on CURRENT TIP	Comments
ADVANCES	ST. LUCIE	2302568	52	Construction	SR-713/KING'S HWY FR SOUTH OF SR-70 TO NORTH OF PICOS RD	2024	2023	Phase advanced to meet Department needs
			62	CEI	SR-713/KING'S HWY FR SOUTH OF SR-70 TO NORTH OF PICOS RD	2024	2023	Phase advanced to meet Department needs
		4317526	52	Construction	PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD	2024	2022	Phase advanced with local funds
			56	Utility	PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD	2023	2022	Phase advanced with local funds
			62	CEI	PORT ST.LUCIE BLVD FROM SOUTH OF ALCANTARRA BV TO SOUTH OF DARWIN BLVD	2024	2022	Phase advanced with local funds
		4380411	52	Construction	SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF SR-9/I-95 OVERPASS	2024	2023	Phase advanced to meet Department needs
			62	CEI	SR-713/KINGS HWY FROM NORTH OF PICOS RD TO NORTH OF SR-9/I-95 OVERPASS	2024	2023	Phase advanced to meet Department needs
DEFERS	ST. LUCIE	4317523	C2	Environmental	PORT ST. LUCIE BLVD FROM BECKER ROAD TO PAAR DRIVE	2021	2022	Phase deferred to align with production schedule
		4383791	52	Construction	SR-713/KINGS HWY FR N OF SR-9/I-95 OVERPASS TO N OF COMMERCIAL CIR	2023	2024	Phase deferred to meet Department needs
			62	CEI	SR-713/KINGS HWY FR N OF SR-9/I-95 OVERPASS TO N OF COMMERCIAL CIR	2023	2024	Phase deferred to meet Department needs
		4397541	52	Construction	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT MIDWAY RD.	2022	2023	Phase deferred to meet Department needs
			62	CEI	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT MIDWAY RD.	2022	2023	Phase deferred to meet Department needs
		4397611	52	Construction	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.	2022	2023	Phase deferred to meet Department needs
			56	Utility	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.	2021	2022	Phase deferred to meet Department needs
			58	Const Other Agency	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.	2022	2023	Phase deferred to meet Department needs
			62	CEI	SR-9/I-95 NORTHBOUND AND SOUTHBOUND OFF-RAMPS AT GATLIN BLVD.	2022	2023	Phase deferred to meet Department needs
DELETIONS	ST. LUCIE	4383792	45	ROW Relocate	SR-713/KINGS HWY FROM N OF COMMERCIAL CIRCLE TO NORTH OF ST LUCIE BLVD	2021		Phase deleted base on Department no longer needing
		4385431	52	Construction	W. MIDWAY RD/CR-712 FROM GLADES CUT OFF ROAD TO SELVITZ ROAD - RESERVE	2024		Phase deleted base on Department needs
		4405681	32	Design	SR-716/PORT ST LUCIE BLVD @ FLORESTA DR	2021		Phase deleted at local request
		4438471	C2	Environmental	SR-9/I-95 FROM NORTH OF GATLIN BLVD TO SOUTH OF ST. LUCIE WEST BLVD	2021		Phase deleted base on Department no longer needing
MOVED OUT (DEF)	ST. LUCIE	4417141	52	Construction	SR-5/US-1 FROM EDWARDS ROAD TO SR-70/VIRGINIA AVENUE	2022	2026	Phase moved out based on Department needs/ added ROW phases
			57	Rail	SR-5/US-1 FROM EDWARDS ROAD TO SR-70/VIRGINIA AVENUE	2021	2026	Phase moved out based on Department needs/ added ROW phases
			62	CEI	SR-5/US-1 FROM EDWARDS ROAD TO SR-70/VIRGINIA AVENUE	2022	2026	Phase moved out based on Department needs/ added ROW phases
		4417151	52	Construction	OUTFALL FOR SR-70/VIRGINIA AVENUE	2022	2026	Phase moved out based on Department needs/ added ROW phases
			62	CEI	OUTFALL FOR SR-70/VIRGINIA AVENUE	2022	2026	Phase moved out based on Department needs/ added ROW phases
Grand Total								

St. Lucie Transportation Planning Organization

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

AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	May 21, 2020
Item Number:	5b
Item Title:	Jobs Express Terminal Connectivity Study
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.2 - Transit Planning
Requested Action:	Review and recommend acceptance of the draft Jobs Express Terminal Connectivity Study, recommend acceptance with conditions, or do not recommend acceptance.
Staff Recommendation:	Because the draft Jobs Express Terminal Connectivity Study is based on extensive analysis and is consistent with Task 3.2 of the UPWP, it is recommended that the Jobs Express Terminal Connectivity Study be recommended for approval by the TPO Board.

Attachments

- Staff Report
- Draft Jobs Express Terminal Connectivity Study

St. Lucie Transportation Planning Organization

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

MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Marceia Lathou
Transit Program Manager

DATE: May 12, 2020

SUBJECT: Jobs Express Terminal Connectivity Study

BACKGROUND

The future Jobs Express Terminal in Port St. Lucie will support regional commuter trips to and from the St. Lucie TPO area. Currently, there is no public transportation connecting St. Lucie County residents with the employment, educational, and healthcare opportunities in South Florida. The facility would provide bus access and parking spaces for users of express bus service and carpools/vanpools to address this need.

The Jobs Express Terminal is a priority project for the TPO, City of Port St. Lucie, and the Florida Department of Transportation (FDOT). The project is included in the TPO's current Transportation Improvement Program (TIP) and is fully funded for construction which is planned to start later this year.

The Jobs Express Terminal will be located just east of the interchange of I-95 and Gatlin Boulevard. Features of the project will include:

- A connection to the existing access road for the Gatlin Plaza shopping complex.
- The capacity to hold 162 vehicles
- Six bus shelters for drop-off or pick-up
- Pedestrian level lighting
- Landscaping
- Electric vehicle charging stations

Strategies are required to better connect the future Jobs Express Terminal to activity centers and multi-family residential areas in the Tradition Parkway/Gatlin Boulevard area particularly by users who do not own or choose not to use a personal automobile, a need known as the “first-last” mile.

To improve first-last mile access to the Terminal, a Jobs Express Terminal Connectivity Study was included in Task 3.2 of the FY 2018/19 – FY 2019/20 Unified Planning Work Program (UPWP). The Study identifies and evaluates infrastructure and operational solutions that improve access for bicyclists, pedestrians, and local bus riders to and from the Jobs Express Terminal.

ANALYSIS

The Jobs Express Terminal Connectivity Study focused on the following tasks:

- Conduct a multimodal safety assessment of Gatlin Boulevard/Tradition Parkway from west of Village Parkway to east of Rosser Boulevard.
- Evaluate nearby pedestrian and bicycle network connectivity.
- Evaluate transit connectivity.

The Study was conducted by Tindale Oliver, one of the General Planning Consultants of the TPO. The Scope of Services for the Study was approved by the TPO Board at its meeting in December 2019.

The Jobs Express Terminal Connectivity Study developed improvements to consider within the two-mile radius of the study area to enhance pedestrian and bicycle safety and connectivity to access the Jobs Express Terminal. Proposed improvements are based on analysis of existing conditions, future development and projects in the area, and industry best practices. The following is a generalized summary of the short-term and mid-term to long-term recommended improvements from the Study:

Short-Term Recommendations

- Widen proposed sidewalk connection at Jobs Express Terminal (west side).

- Provide additional sidewalk connection at Jobs Express Terminal (east side).

- Extend right-turn lane on eastbound approach at Jobs Express Terminal to facilitate enhanced on-site mobility.

- Install green sharrows or shared-lane bicycle markings on selected streets connecting to Gatlin Boulevard.

- Install “Turning Vehicles Stop for Pedestrians” signs at selected signalized intersections.

- Evaluate implementation of Lead Pedestrian Interval (LPI) traffic signal phasing at selected intersections.

- Install upgrades at the I-95/Gatlin Boulevard interchange to better accommodate pedestrian and bicyclist activity.

- Provide enhanced Treasure Coast Connector MOD service within designated mobility zone(s).

Mid-Term to Long-Term Recommendations

- Widen existing sidewalks on selected streets in the study area.

- Fill existing sidewalk gaps in the study area.

- Provide a bicycle link and construct sidewalks on Aledo Lane/Hayworth Avenue.

- Construct sidewalks on north-south residential streets in the study area.

- Evaluate installation of marked/protected pedestrian crossings at selected intersections.

- Evaluate lighting conditions and determine need for lighting improvements at selected locations.

- Improve bus stop facilities within the study area.

- Provide connection to a future trail south of Gatlin Boulevard.

- Review transit routes to the Jobs Express Terminal to improve connectivity to/from nearby neighborhoods.

- Provide either directly operated or purchased commuter bus service to West Palm Beach.

RECOMMENDATION

Because the draft Jobs Express Terminal Connectivity Study is based on extensive analysis and is consistent with Task 3.2 of the UPWP, it is recommended that the Jobs Express Terminal Connectivity Study be recommended for approval by the TPO Board.

St. Lucie Transportation Planning Organization

St. Lucie TPO

Jobs Express Terminal Connectivity Study

May 2020

FINAL DRAFT

Prepared by

Tindale Oliver

Table of Contents

1.0 Introduction 1-1
2.0 Stakeholders and Public Involvement 2-1
3.0 Existing Conditions 3-1
3.1 Study Area Characteristics 3-1
3.2 Roadway Conditions 3-7
3.3 Transit Characteristics 3-12
4.0 Crash Data Review 4-1
5.0 Document Review 5-1
5.1 FDOT Five-Year Work Program 5-1
5.2 Other Reviewed Documents 5-2
6.0 Transit Review 6-1
6.1 Background 6-1
6.2 Commuter Operations and Requirements 6-2
6.3 MOD Operations and Requirements 6-5
7.0 Connectivity Improvements 7-1
7.1 Short-term Recommendations 7-1
7.2 Long-term Recommendations 7-3
8.0 Other Considerations 8-1
9.0 Recommended Improvement Summary 9-1

Appendix A Developments of Regional Impact (DRI)
Appendix B Lighting Plans Sheets FM# 439761-1
Appendix C FDOT D4 Design Bulletin Ped-Bike Treatments at Interchange
Appendix D Conceptual Designs Sheets
Appendix E Cost Estimates

FINAL DRAFT

List of Figures

Figure 1-1: Project Location 1-2
Figure 3-1: Development of Regional Impact Boundaries 3-2
Figure 3-2: Excerpt from St. Lucie County Transit Development Plan 2020–2029, Poverty and Minority Population 3-4
Figure 3-3: Excerpt from St. Lucie County Transit Development Plan 2020–2029, Zero-Vehicle Households 3-5
Figure 5-1: Excerpt from St. Lucie TPO Walk-Bike Network 2018 5-3
Figure 5-2: Excerpt from City of Port St. Lucie Ten-Year Sidewalk Plan 5-3
Figure 6-1: TCC Service Area 6-4
Figure 7-1: Improvement Diagram – Gatlin Boulevard/Tradition Parkway from Savage Boulevard to Community Boulevard 7-7

Figure 7-2: Improvement Diagram – Gatlin Boulevard/Tradition Parkway from Savona Boulevard to Savage Boulevard 7-8
Figure 7-3: Improvement Diagram – Jobs Express Terminal Plan 7-9
Figure 7-4: Gatlin Boulevard Typical Section 7-11
Figure 7-5: Aledo Lane Typical Section 7-12
Figure 7-6: Hayworth Avenue Typical Section 7-13
Figure 7-7: Village Parkway Typical Section 7-14
Figure 7-8: Residential Connectors Typical Section 7-15

List of Maps

Map 3-1: Future Land Use Map 3-6
Map 3-2: Area Major Streets Speed Limits 3-8
Map 3-3: Existing Sidewalks and Bike Lanes 3-9
Map 3-4: Existing Roadway Lighting 3-10
Map 3-5: Existing Pedestrian Lighting 3-11
Map 3-6: Existing Transit Routes and Facilities 3-14
Map 4-1: Crash Geographical Distribution 4-3
Map 6-1: Proposed New Fixed-Route Service and Microtransit Service Areas 6-3
Map 7-1: Ultimate Sidewalk and Bicycle Improvements Summary 7-10

List of Tables

Table 3-1: DRI Development Summary 3-3
Table 3-2: Major Roads AADT 3-7
Table 3-3: Signalized Intersections Along Gatlin Boulevard/Tradition Parkway 3-12
Table 3-4: Route 5 – Port St. Lucie / Gatlin Boulevard Transit Line and Stops 3-12
Table 4-1: Crash Summary (2013–2019) 4-1
Table 4-2: Fatal Crash Details 4-2
Table 6-1: Commuter Operating Plan 6-4
Table 6-2: MOD Service Scenarios 6-8
Table 9-1: Proposed Improvement Summary 9-2

FINAL DRAFT

1.0 Introduction

At the request of the St. Lucie Transportation Planning Organization (TPO), this study reviewed multimodal connectivity to/from the Jobs Express Terminal programmed for construction in 2020. The Terminal will be located along the south side of Gatlin Boulevard east of SR-9/ I-95, as shown in **Figure 1-1**. This transportation multimodal facility is a priority project for the St. Lucie TPO, the City of Port St. Lucie, and the Florida Department of Transportation District Four (FDOT D4). The proposed multimodal center is conceived to support regional commuter trips to and from the St. Lucie County area.

The Jobs Express Terminal will include:

- Connection to existing access road for Gatlin Plaza shopping complex
- Connection to the road/area to the east
- Parking capacity for 162 vehicles
- Bus parking and shelter for 6 buses
- Pedestrian-level lighting, aesthetically-pleasing landscaping, and ADA accessibility
- Bicycle racks
- Electric vehicle charging stations

This study focused on the following tasks:

- Conduct a multimodal safety assessment of Gatlin Boulevard/Tradition Parkway from west of Village Parkway to east of Rosser Boulevard.
- Evaluate nearby pedestrian and bicycle network connectivity.
- Evaluate transit connectivity.

FINAL DRAFT

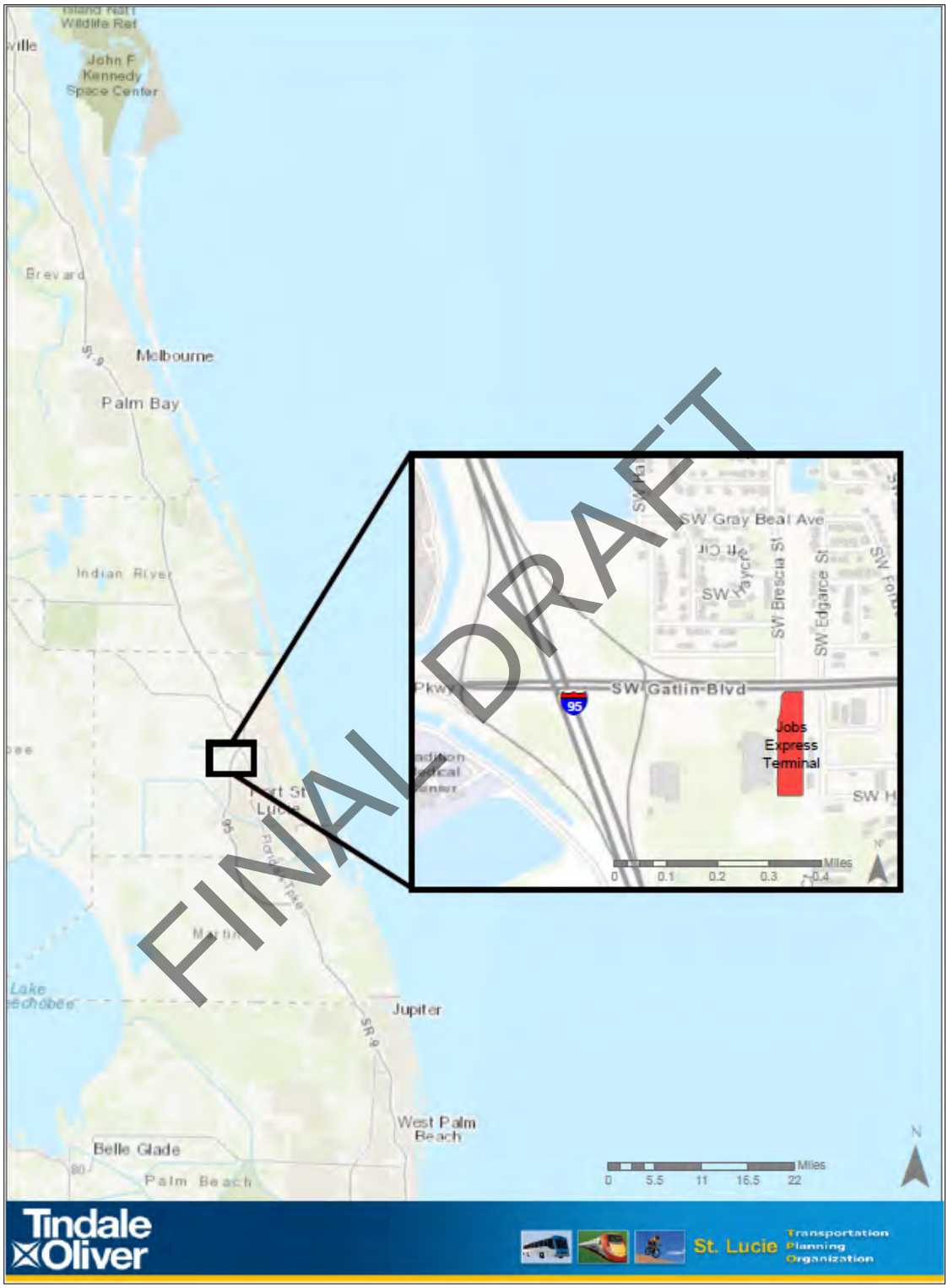


Figure 1-1: Project Location

2.0 Stakeholders and Public Involvement

Based on its adopted Public Participation Plan, the TPO used the following methods to identify the stakeholders to be involved:

- Self-Identification—Anyone who has exhibited previous interest through public meeting attendance, written comments, or contact with the TPO.
- TPO Identification—Agencies, organizations, and the general public identified from the TPO's community profiles and current mailing lists and from public records.
- Third-party Identification—General public and private groups as identified through known stakeholders.

As a result of this analysis, stakeholders identified included the following:

- General public
- Affected local and regional agencies
- Representatives of public transportation agencies
- Representatives of users of bicycle and pedestrian facilities
- Representatives of persons with disabilities and environmental justice (EJ) communities
- Tourist industry
- Native American tribal government
- Natural disaster risk reduction officials
- Community based mobility advocacy groups

Although presentations were made to agency groups such as the study's Advisory Committee, the St. Lucie-Martin Community Traffic Safety Team, and groups that included citizens such as the Bicycle-Pedestrian Advisory Committee and the Local Coordinating Board for the Transportation Disadvantaged, much of the planned grassroots outreach was curtailed by the Covid-19 closure of public facilities. Representatives of the St. Lucie TPO facilitated the public outreach.

FINAL DRAFT

3.0 Existing Conditions

3.1 Study Area Characteristics

The area surrounding the location of the proposed Jobs Express Terminal is characterized by suburban residential neighborhoods including a variety of multi-family developments and shopping centers located primarily along Gatlin Boulevard/Tradition Parkway. Major businesses include a Home Depot and a Walmart Super Center, both located east of SR-9/I-95.

A comparative review of existing and future land use showed that the most significant future growth is planned southwest of the SR-9/I-95 interchange, where an approximately 3,650-acre Community Redevelopment Area (CRA) has been designated for residential communities and commercial use. The CRA falls within the Southern Grove Development Regional Impact (DRI). Other DRIs in the vicinity of the proposed Jobs Express Terminal are the Tradition DRI, the Riverland DRI and the Wilson Grove DRI as shown in **Figure 3-1**. Considering that the Tradition DRI is almost completely developed, future

development from the other DRIs will bring approximately 30,850 new dwelling units and 8,095,047 sf of retail and office space which will generate a significant increase in the number of trips in the area. A summary of the types and size of approved development for each of these DRIs is presented in **Table 3-1**. Detailed information is included in **Appendix A**.

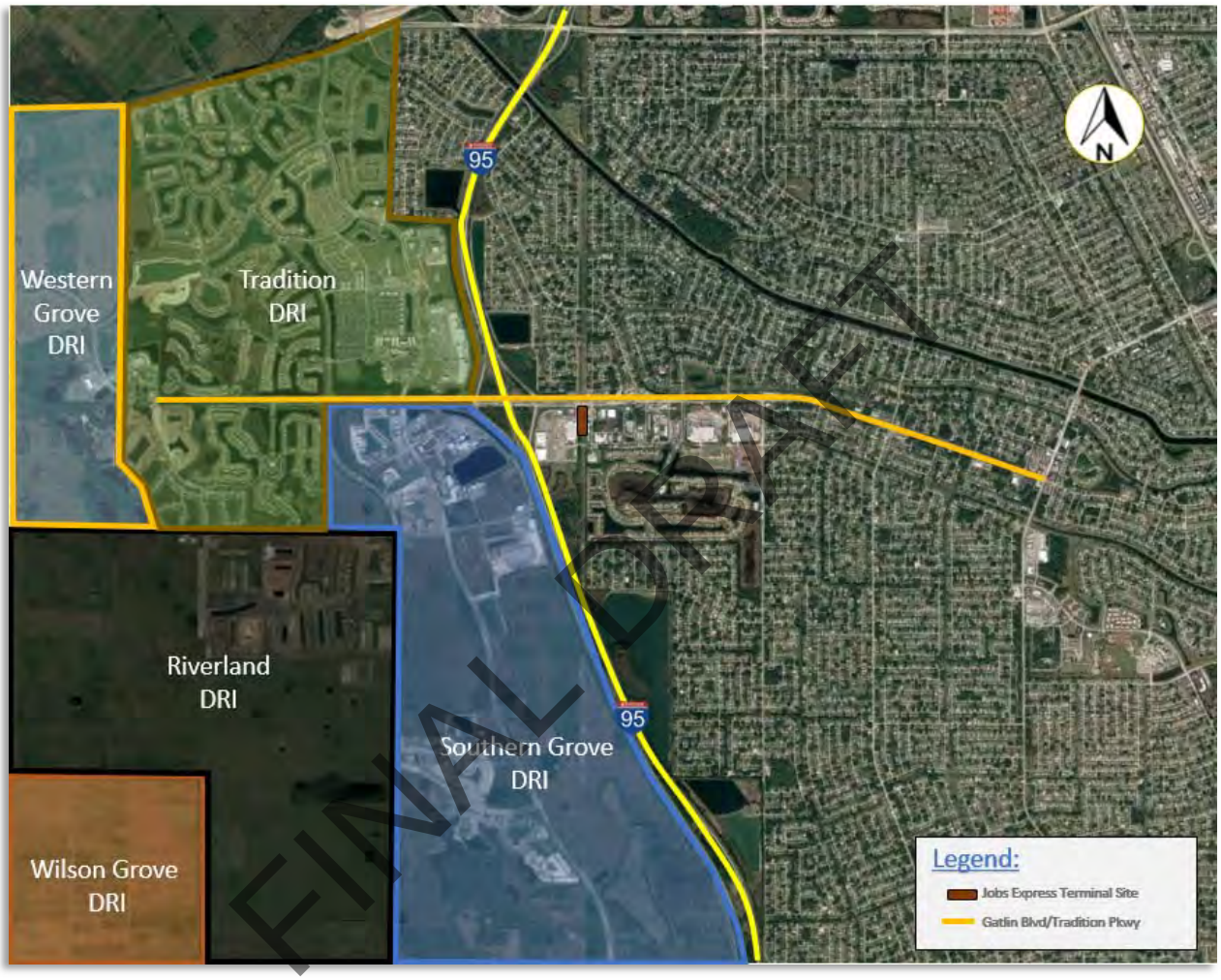


Figure 3-1: Development of Regional Impact Boundaries

Table 3-1: DRI Development Summary

DRI Name	Type/Size of Approved Development	General Location
Southern Grove	7,388 dwelling units 2,164,061 sf retail 2,073,238 sf office 1,999,404 sf industrial/warehouse 500-room hotel	W of I-95, East of Riverland DRI, S of Tradition DRI
Wilson Grove	7,700 dwelling units 765,000 sf retail 222,000 sf office 1,361,250 sf research/office 1,361,250 sf light industrial 382,872 institutional/civic	N of Martin Countyline, S and W of Riverland DRI, W of I-95
Tradition	7,245 dwelling units 675,512 sf retail 1,295,567 sf office 300-room hotel 200-bed hospital	W of I-95, E of Western Grove, N of Riverland/ Kennedy DRI
Riverland	11,700 dwelling units 892,668 sf retail 1,361,250 sf research/office 1,361,250 sf light industrial 327,327 sf private	W of I-95, between Southern Grove & Wilson Groves DRI
Western Grove	4,062 dwelling units 365,904 sf retail 250,906 sf office	W of Tradition DRI, W of 200-ft FPL easement, S of proposed Crosstown Parkway Extension, E of Range Line Road

FINAL DRAFT

Map 3-1 shows the Future Land Use designations within and surrounding the study area, which includes commercial, residential and future community development.

Previous studies from the St. Lucie County Transit Development Plan 2020–2029 showed a significant minority population and zero-vehicle households in nearby neighborhoods that could greatly benefit from the proposed Jobs Express Terminal **(Figures 3-2** and **3-3).**

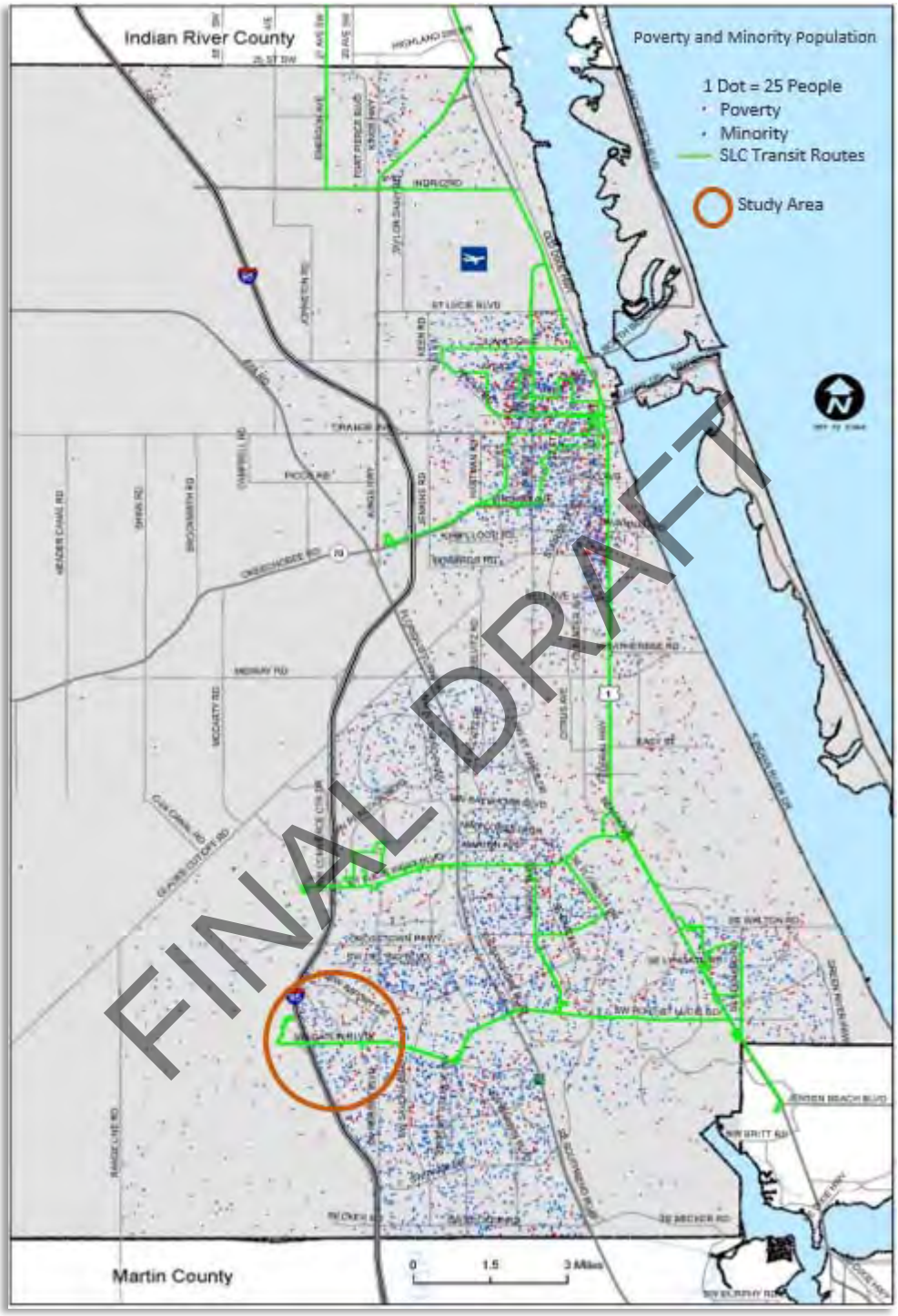
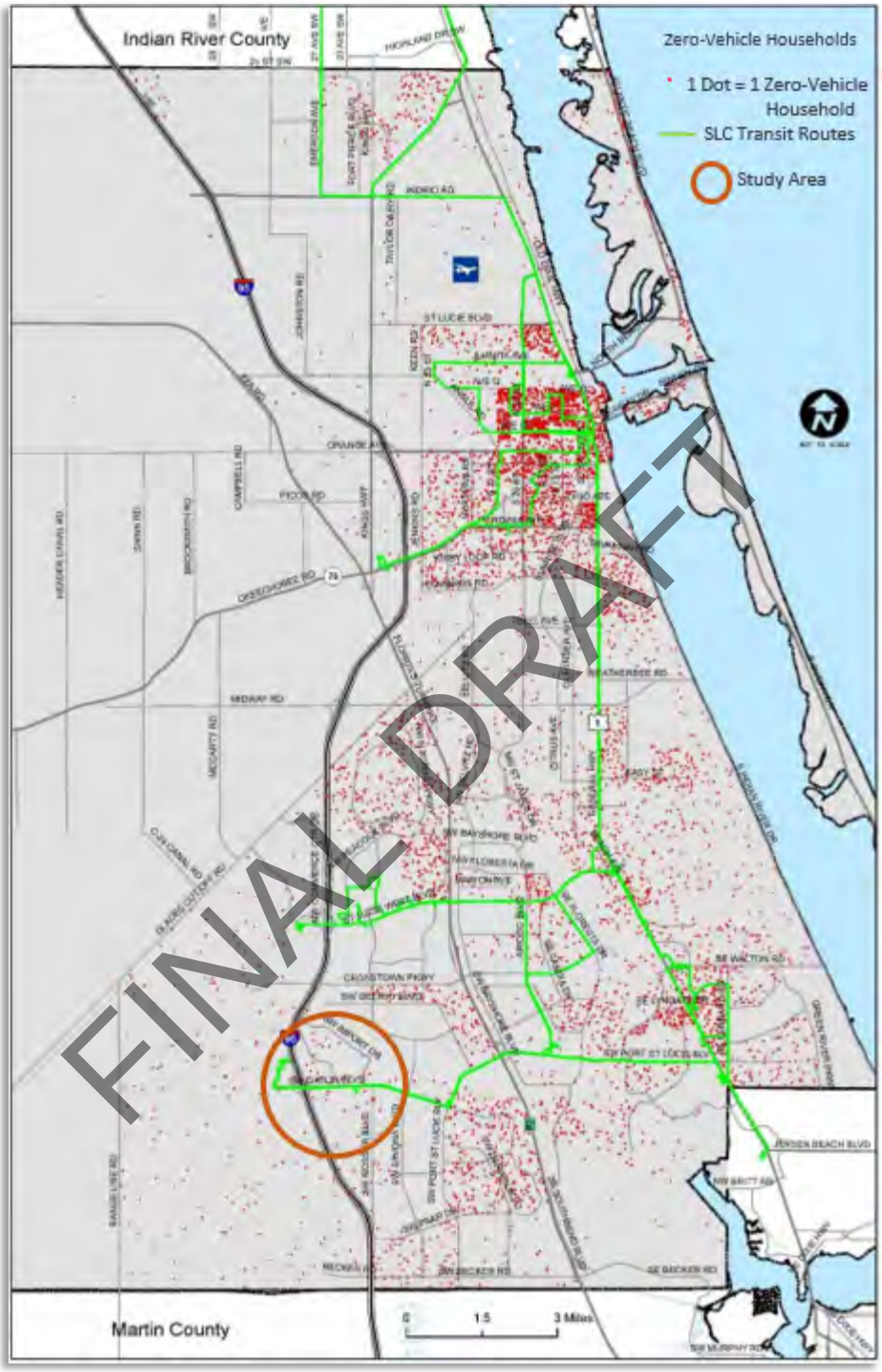
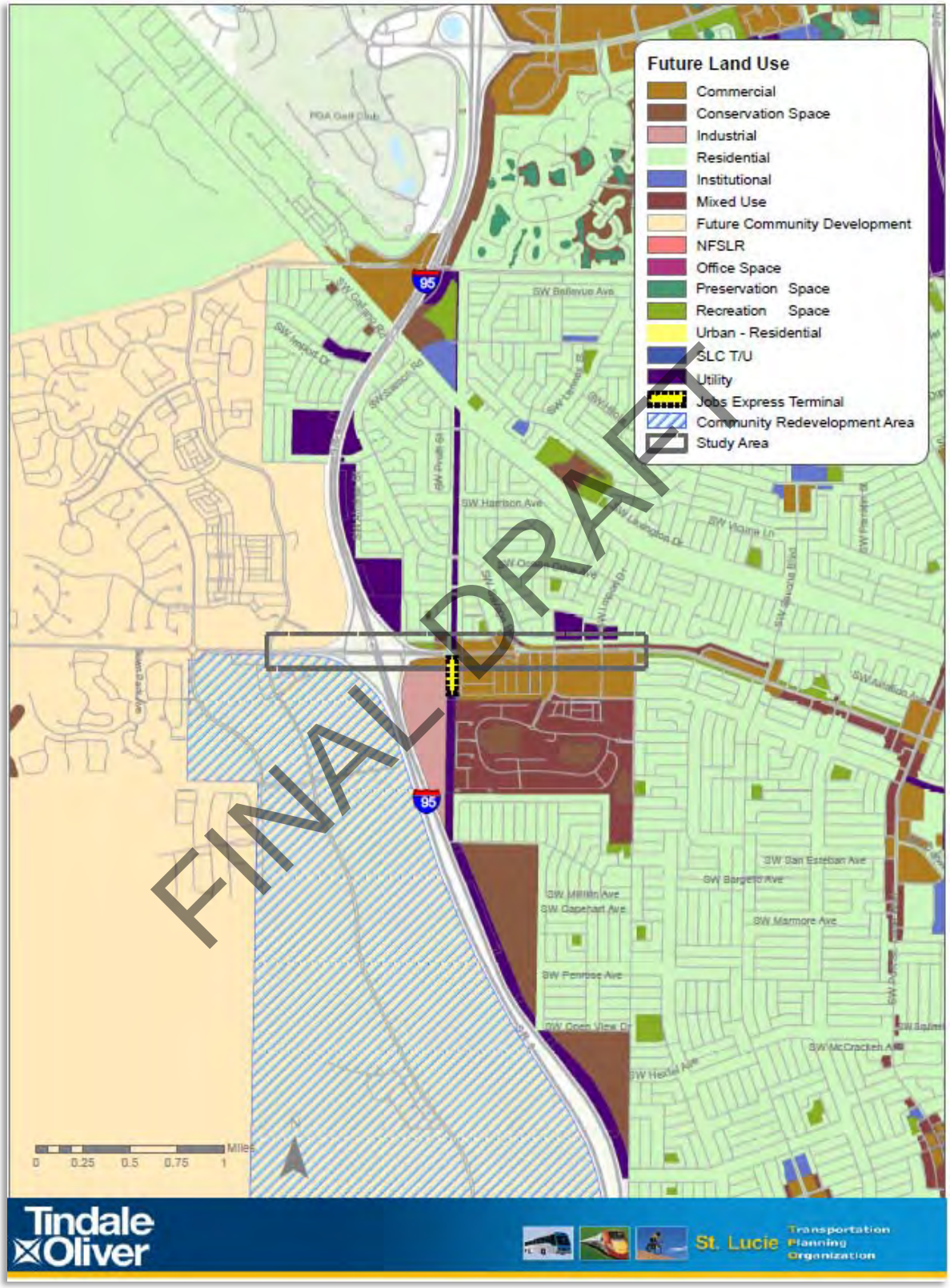


Figure 3-2: Excerpt from St. Lucie County Transit Development Plan 2020–2029, Poverty and Minority Population



FINAL DRAFT

Figure 3-3: Excerpt from St. Lucie County Transit Development Plan 2020–2029, Zero-Vehicle Households



Map 3-1: Future Land Use Map

3.2 Roadway Conditions

Within the study area, Gatlin Boulevard/Tradition Parkway is an east-west, 6-lane divided urban principal arterial with turn lanes and a raised landscaped median. The posted speed limit is 45 miles per hour (mph) along Gatlin Boulevard/Tradition Parkway; the posted speed limit on other local streets ranges from 25–40 mph, as shown in **Map 3-2**.

Sidewalks along Gatlin Boulevard/Tradition Parkway are 6–8 ft wide. Sidewalks along some secondary streets are 5–6 ft wide, except along Village Parkway and Community Boulevard, where sidewalks are 8 ft wide. Most streets in residential neighborhoods north and south of Gatlin Boulevard do not have sidewalks, creating a lack of pedestrian connectivity throughout the street network.

Existing bike lanes are limited to a section of Tradition Parkway west of Village Parkway and along Community Boulevard north of Tradition Parkway. Bike lanes are not present in the rest of the roadway network connecting to the proposed Jobs Express Terminal location. **Map 3-3** illustrates the sidewalks and bike lanes in the study area.

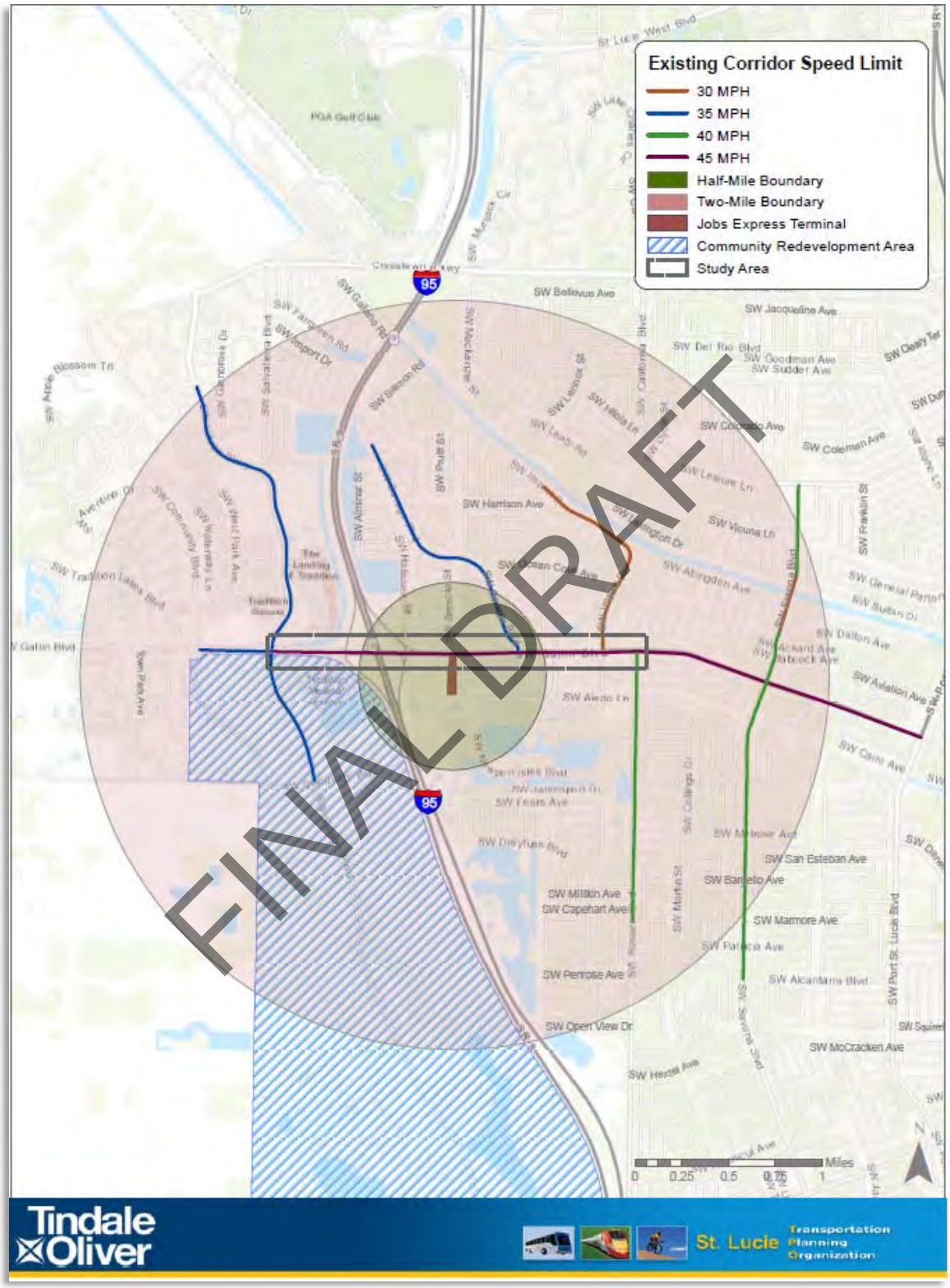
Annual Average Daily Traffic (AADT) during 2018 along major roads neighboring the study area is presented in **Table 3-2**, as extracted form FDOT's Portable Traffic Monitoring Sites (PTMS).

Table 3-2: Major Roads AADT

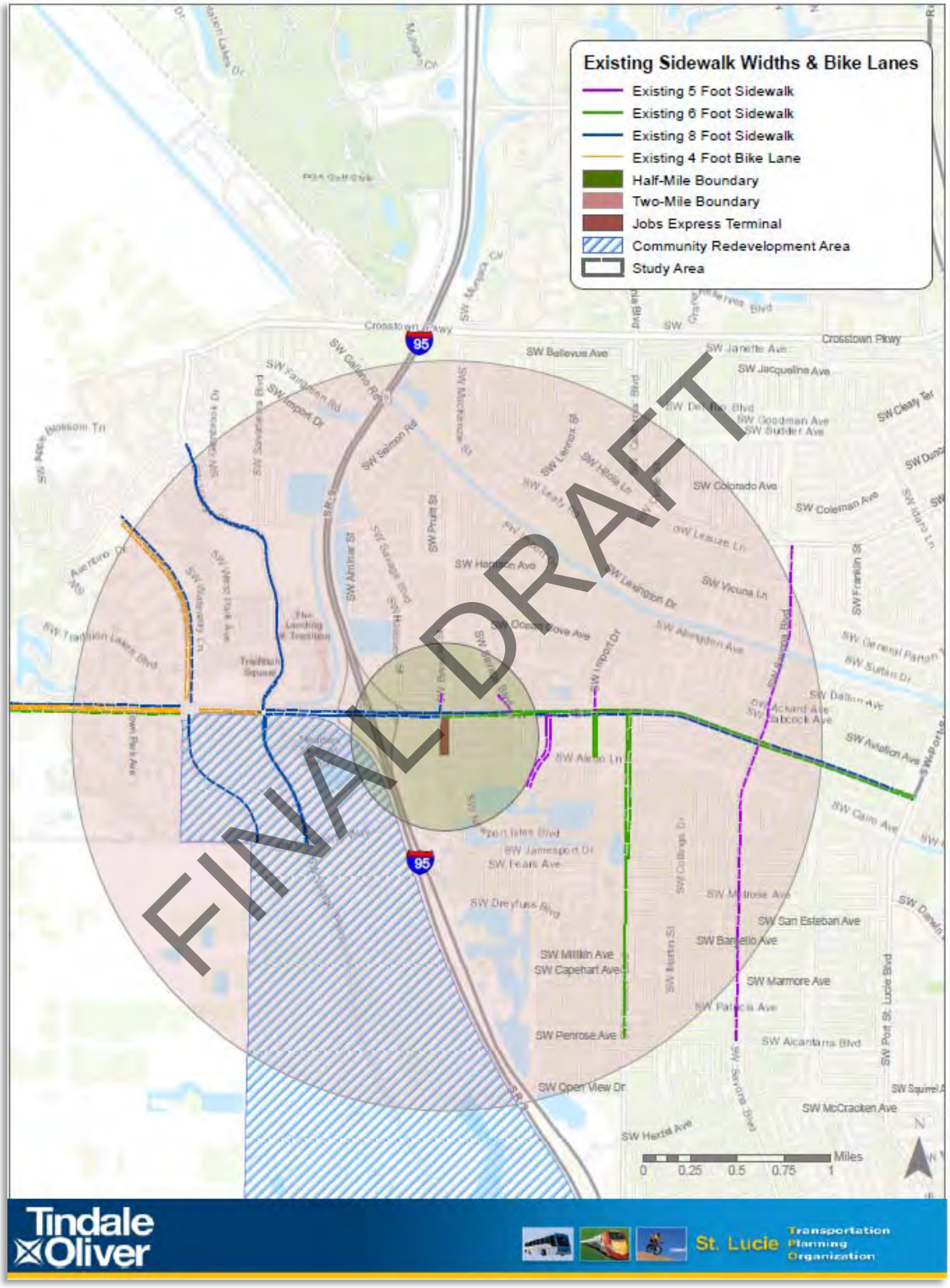
PTMS	Roadway ID	MP	Roadway	AADT	T-Factor (% Truck)
945075	94 120 000	0.8	Gatlin Blvd	38,000	4.6
948556	94 000 134	0.953	Tradition Pkwy	7,200	4.3
948510	94 000 057	1.347	Rosser Blvd	4,600	6.8
947063	94 000 109	0.104	Savona Blvd	8,400	5.8
-	-	-	Village Pkwy	10,100[1]	-
947053	94 000 107	2.002	Savage Blvd	6,400	5.8
940065	94 000 081	1.103	Import Dr	1,800	6.7

[1] *Estimated from PTMS 947067*

FINAL DRAFT

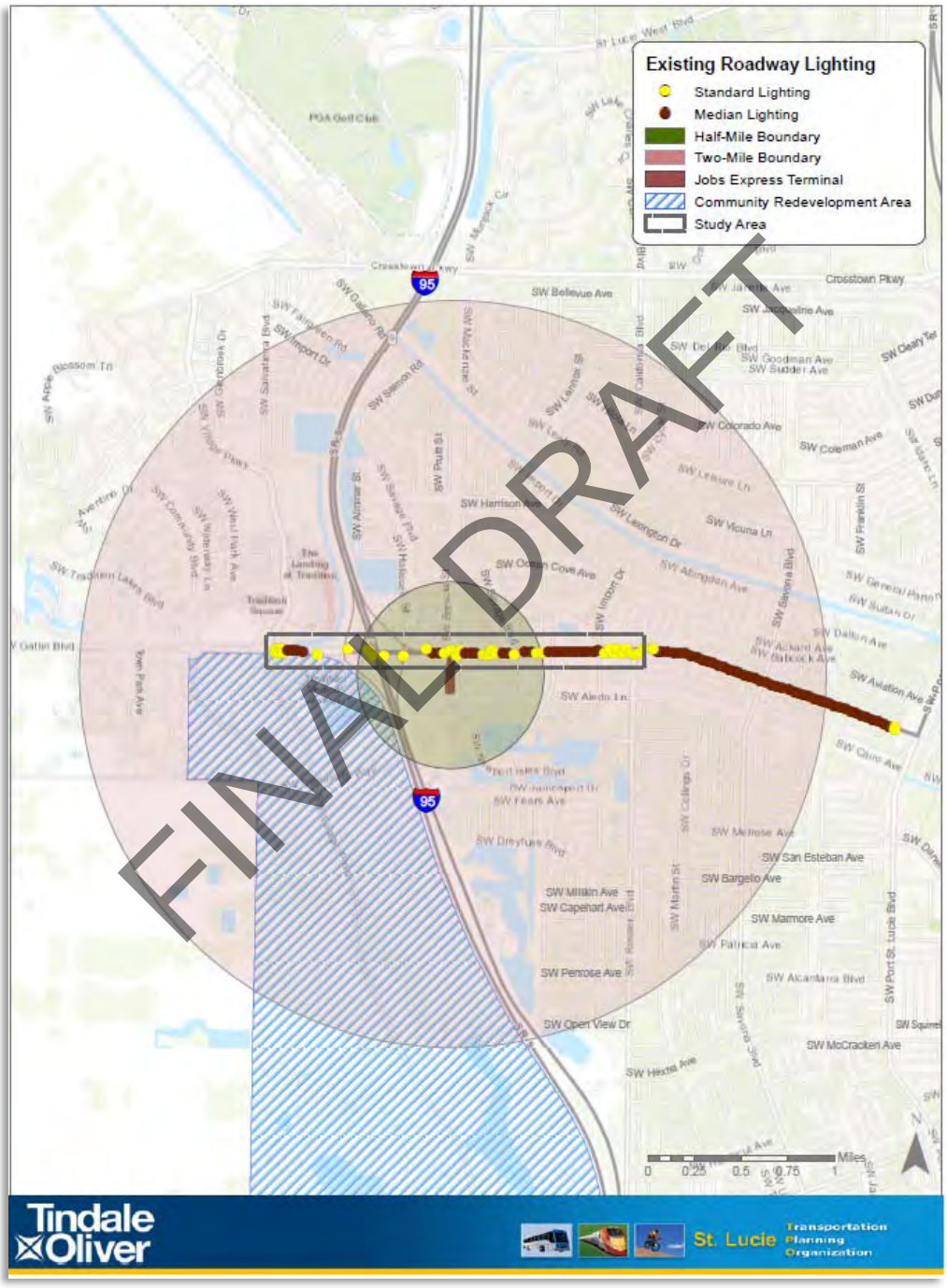


Map 3-2: Area Major Streets Speed Limits

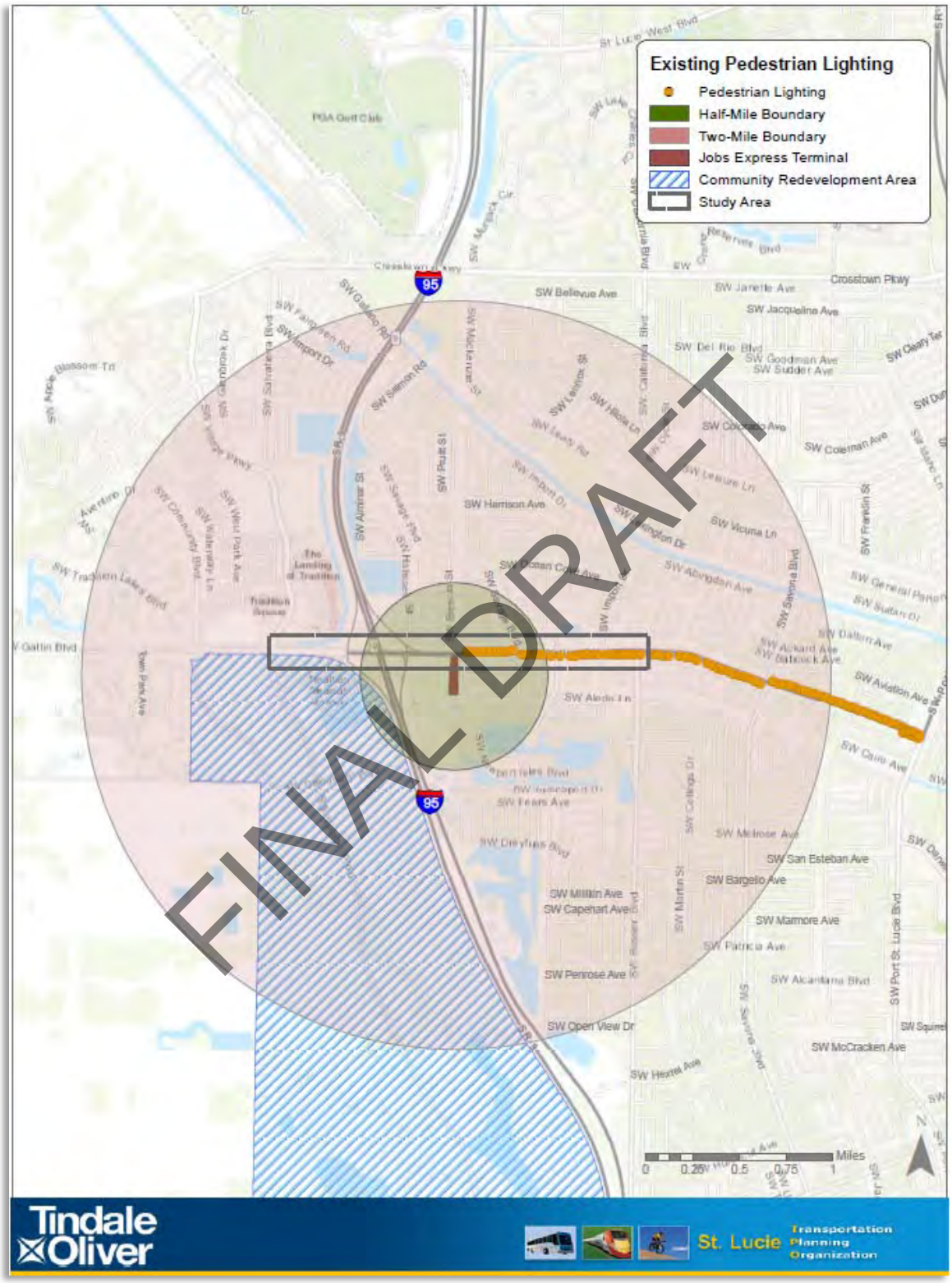


Map 3-3: Existing Sidewalks and Bike Lanes

Lighting conditions appear to be good along Gatlin Boulevard/Tradition Parkway, with lighting on both sides of the roadway and along the raised medians, alternatively, as shown in **Map 3-4**. Additional pedestrian lighting is provided along the 8-ft sidewalk on Gatlin Boulevard from Brescia Street to Port St. Lucie Boulevard, as illustrated in **Map 3-5**.



Map 3-4: Existing Roadway Lighting



Map 3-5: Existing Pedestrian Lighting

Mid-block crossings are not provided throughout the Gatlin Boulevard/Tradition Parkway corridor. Signalized intersections are controlled by mast-arm assemblies with up-to-date pedestrian features such as push buttons, countdown pedestrian signal heads, special emphasis crosswalks, and detectable warning surfaces. Signalized intersections along Gatlin Boulevard/Tradition Parkway within the study area are listed in **Table 3-3.**

Table 3-3: Signalized Intersections Along Gatlin Boulevard/Tradition Parkway

Gatlin Blvd/Tradition Pkwy at	Distance to Nearest Intersection (ft)	
	To East	To West
Village Pkwy	-	2,152
SR-9/I-95 Southbound off-ramp	2,152	1,613
SR-9/I-95 Northbound off-ramp	1,613	1,244
Brescia St	1,244	1,963
Savage Blvd/Fondura Rd	1,963	2,383
Import Dr	2,383	969
Rosser Blvd	969	3,777
Savona Blvd	3,777	-

3.3 Transit Characteristics

The area is serviced by Route 5 of the Treasure Coast Connector (TCC). Five bus stops are located within or near the study area. Route 5 has 19 bus stops, with 6 timepoint bus stops, 1 transfer stop, and 1-hour headways. **Table 3-4** shows the Route 5 – Port St. Lucie/Gatlin Boulevard transit line and stops, and **Map 3-6** shows the bus stop locations in the vicinity of the study area.

Table 3-4: Route 5 – Port St. Lucie / Gatlin Boulevard Transit Line and Stops

Route 5 – Port St. Lucie / Gatlin Blvd Transit Line & Stops, Saturday Service Hours, 8:00 am–12:00pm / 1:00–4:00 pm					
PSL Community Center	Sansom Ln	Import Dr (A)	Tradition Landings (B)	Walmart (Gatlin Blvd) (C)	Cameo Blvd
6:00	6:10	6:21	6:28	6:38	6:50
7:00	7:10	7:21	7:28	7:38	7:50
8:00	8:10	8:21	8:28	8:38	8:50
9:00	9:10	9:21	9:28	9:38	9:50
10:00	10:10	10:21	10:28	10:38	10:50
11:00	11:10	11:21	11:28	11:38	11:50
12:00	**12:10**	**12:21**	**12:28**	**12:38**	**12:50**
1:00	**1:10**	**1:21**	**1:28**	**1:38**	**1:50**
2:00	**2:10**	**2:21**	**2:28**	**2:38**	**2:50**
3:00	**3:10**	**3:21**	**3:28**	**3:38**	**3:50**
4:00	**4:10**	**4:21**	**4:28**	**4:38**	**4:50**
5:00	**5:10**	**5:21**	**5:28**	**5:38**	**5:50**
6:00	**6:10**	**6:21**	**6:28**	**6:38**	**6:50**
7:00	**7:10**	**7:21**	**7:28**	**7:38**	**7:50**
8:00[1]	-	-	-	-	-

PM times indicated in BOLD type [1] *End of line*

FINAL DRAFT

Additionally, Treasure Coast Connector On-Demand (TCC On-Demand) service provides a curb-to-curb transit option. TCC On-Demand started as a pilot program on December 9, 2019, and serves the study area. The on-demand service can be scheduled using a smart phone app for pick-up and drop-off and runs 6:00 AM to 8:00 PM Monday through Friday and 7:00 AM to 5:00 PM on Saturday. This service is not available on Sundays.

Service area for the TCC On-Demand pilot program is depicted in **Map 3-6**. Additional discussion about this service is presented in Section 6.0.

FINAL DRAFT

Map 3-6: Existing Transit Routes and Facilities

4.0 Crash Data Review

Pedestrian and bicycle crash data from January 2013 to December 2019 were extracted from Tindale Oliver's Crash Data Management System (CDMS) and Signal Four Analytics for further analysis. Data from 2020 were not used in this analysis, as processing of recent crash data is not complete. A two-mile-radius area measured from the proposed Jobs Express Terminal was selected for bicycle crashes, and a 0.5-mile-radius area was selected for pedestrian crash retrieval.

Crash data analysis focused on identifying high-crash locations and understanding probable causes to help develop safer pedestrian and bicycle connectivity along the existing and future roadway network in the vicinity of the study area.

Reviewed area crash data revealed 15 bicycle crashes and 3 pedestrian crashes. **Table 4-1** presents crash distribution by year, injury severity, lighting, and surface conditions. **Map 4-1** shows the location of crashes in an aerial image.

Table 4-1: Crash Summary (2013–2019)

Jobs Express Terminal Study Area		Years							7-Year Total	Severe Crashes	Yearly Mean Crashes	%
		2013	2014	2015	2016	2017	2018	2019				
Crash Type	Bike	4	1	2	2	1	1	4	15	2	2.1	83.3%
	Pedestrian	0	1	0	0	0	0	2	3	1	0.4	16.7%
	Total	*4*	*2*	*2*	*2*	*1*	*1*	*6*	*18*	*3*	*2.6*	*100%*
Injury Severity	Fatal	0	0	0	0	0	0	1	1	-	0.1	5.6%
	Incapacitating	0	1	0	0	1	0	0	2	-	0.3	11.1%
	Non-incapacitating	1	1	0	2	0	0	0	4	-	0.6	22.2%
	Possible injury	3	0	1	0	0	1	5	10	-	1.4	55.6%
	None	0	0	1	0	0	0	0	1	-	0.1	5.6%
	Total	*4*	*2*	*2*	*2*	*1*	*1*	*6*	*18*	*-*	*2.6*	*100%*
Lighting Condition	Daylight	3	1	2	2	0	1	6	15	2	2.1	83.3%
	Dawn	0	1	0	0	0	0	0	1	0	0.1	5.6%
	Dusk	0	0	0	0	0	0	0	0	0	0	0.0%
	Dark-lighted	1	0	0	0	1	0	0	2	1	0.3	11.1%
	Dark-not lighted	0	0	0	0	0	0	0	0	0	0	0.0%
	Total	*4*	*2*	*2*	*2*	*1*	*1*	*6*	*18*	*3*	*2.6*	*100%*
Surface Condition	Dry	3	2	2	2	1	1	6	17	0	2.4	94.4%
	Wet	1	0	0	0	0	0	0	1	0	0.1	5.6%
	Total	*4*	*2*	*2*	*2*	*1*	*1*	*6*	*18*	*0*	*2.6*	*100%*

FINAL DRAFT

Detailed review of pedestrian and bicycle crashes showed the following key points:

- 4 crashes were at mid-block locations (2 bicycle, 2 pedestrian); 1 was a fatal crash along Gatlin Boulevard.
- 7 crashes were at marked crosswalks (6 bicycles, 1 pedestrian); 6 involved turning vehicles, of which 4 were at signalized intersections along Gatlin Boulevard/Tradition Parkway.
- 10 crashes were outside Gatlin Boulevard/Tradition Parkway on residential and collector streets (9 bicycles, 1 pedestrian).

There were 1 fatal crash and 2 incapacitating crashes; non-incapacitating and possible injury crashes totaled 14. The fatal crash details are presented in **Table 4-2**.

Table 4-2: Fatal Crash Details

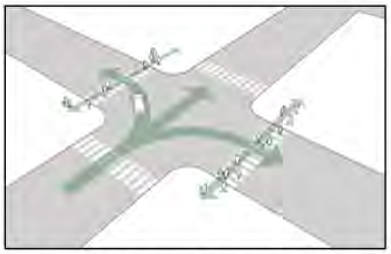
HWMV Report Number	Date	Location	Day, Time, Lighting	Crash Type	Summary
88953857	8/9/2019	Gatlin Blvd 300 ft E of Edgarce St	Friday, 7:33 AM, daylight	Pedestrian	Pedestrian crossing north to south at mid-block location hit by vehicle traveling WB

Crash data review and best practice considerations suggest the following strategies would help mitigate the observed crash trends:

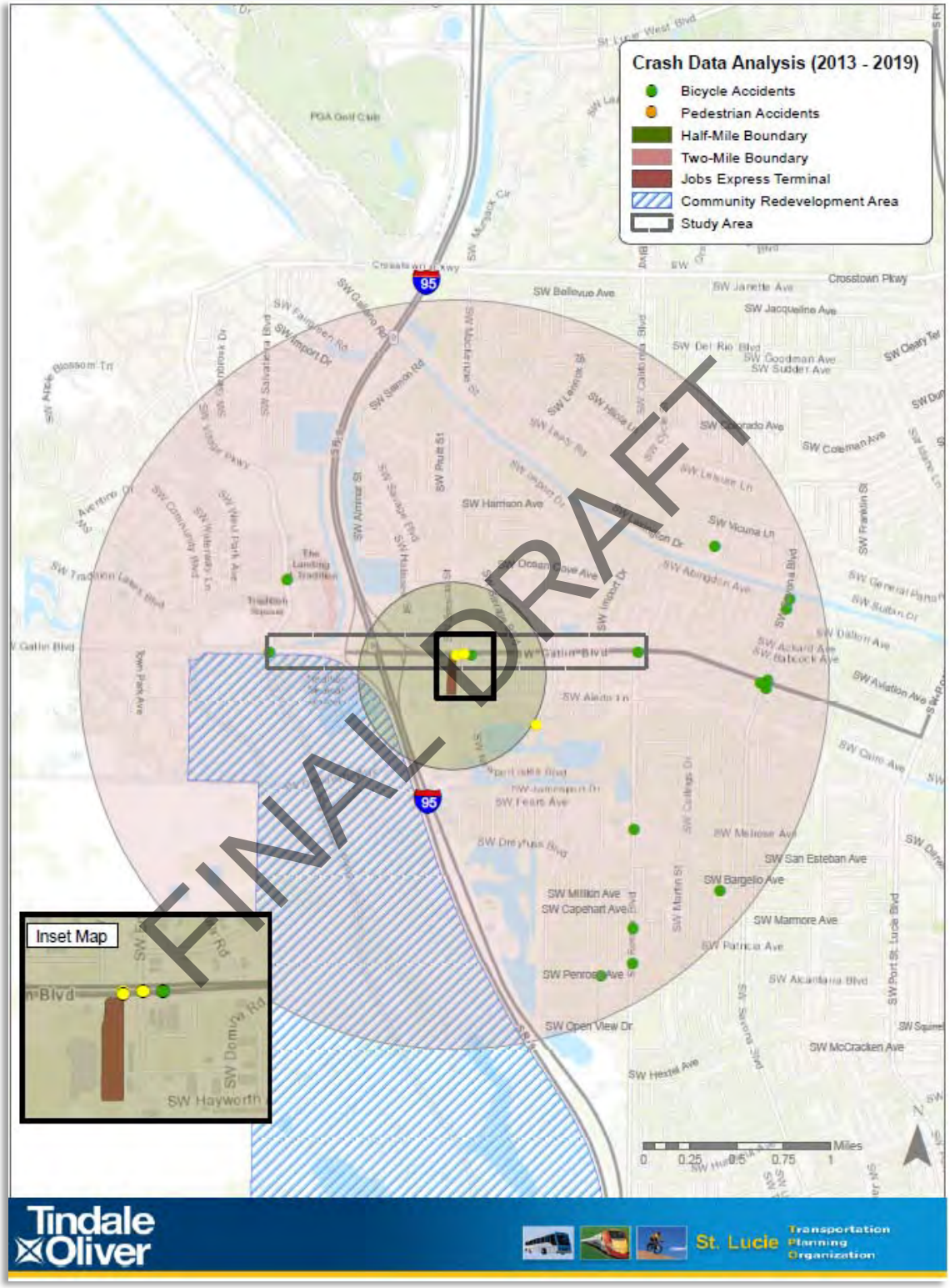
- Install R10-15 "Turning Vehicles Stop for Pedestrians" signs at signalized intersections to warn drivers of pedestrian/bicycle presence before turning.
- Increase conspicuity of pedestrians/bicycles at signalized intersections by providing Leading Pedestrian Intervals (LPI), which will provide a pedestrian indication ("Walk") to pedestrians several seconds in advance of conflicting movements and allow them to establish crosswalk presence and increase visibility to drivers. Consideration of an LPI may require an engineering study to review vehicular compliance yielding to pedestrian.
- Increase connectivity for and awareness of bicycles by creating bicycle links within residential neighborhoods.

These recommended strategies are detailed in the final recommendations in Section 7.0.

R10-15 signs remind turning drivers to stop for pedestrians on the crosswalk


LPIs have been shown to reduce pedestrian-vehicle collisions by as much as 60% at treated intersections

FINAL DRAFT



Map 4-1: Crash Geographical Distribution

5.0 Document Review

This section reviews projects that could have an impact in the study area and in the programmed Jobs Express Terminal at Gatlin Boulevard. The following documents were reviewed:

- FDOT 5-year Work Program 2014–2019 and 2020–2025
- St. Lucie TPO Transportation Improvement Plan (TIP) 2019–2024
- St. Lucie TPO Long Range Transportation Plan (LRTP) 2040
- St. Lucie TPO Walk-Bike Network 2018–2028
- St. Lucie County Transit Development Plan (TDP) 2020–2029
- St. Lucie County Five-Year Capital Improvement Plan (CIP) 2016–2020
- City of Port St. Lucie Strategic Plan Fiscal Year 2018–2019
- City of Port St. Lucie CIP 2016–2017
- City of Port St. Lucie 10-year Sidewalk Plan 2018–2028

5.1 FDOT Five-Year Work Program

A review of the FDOT Five-Year Work Program for 2020–2025 was conducted to identify any future projects scheduled within the study area. The previous five years (2014–2019) were also researched to acknowledge recent improvements related to pedestrian, bicycle, or transit facilities. This review identified the following relevant projects:

- Traffic Control Devices/Systems FM # 444707-1, Gatlin Boulevard/Tradition Parkway from west of SR-9/I-95 to Port St. Lucie Boulevard – includes installation of traffic cameras at signalized intersections, optimized green time, and addition of adaptive traffic signal control. Schedule for implementation: FY 2024
- Interchange Lane Addition FM# 439761-1, SR-9/I-95 NB and SB off-ramps at Gatlin Boulevard/ Tradition Parkway. Scheduled for construction: FY 2023

  Plans review showed the following interchange pedestrian-related work:

  - Standard crosswalk markings at signalized crossings
  - New pedestrian sign installation at off-ramps
  - Sidewalks and curb ramps rebuilt to be ADA- compliant
  - Some pedestrian signals to be replaced along with push button signs
  - Additional lighting to be installed along SR-9/I-95 NB and SB off-ramp terminals and signalized intersections
  - Existing lighting remain at unsignalized approaches along Gatlin Boulevard/Tradition Parkway

  Lighting plan sheets for FM# 439761-1 are included in **Appendix B**.
- Sidewalk FM# 431735-1, Savona Boulevard from Becker Road to Gatlin Boulevard – includes crosswalks and sidewalk installation on west side of Savona Boulevard from Gatlin Boulevard to PAAR Drive and on east side from PAAR Drive to Becker Road. Project began in FY 2015 and is complete.

FINAL DRAFT

5.2 Other Reviewed Documents

The document review also included project provisions from the St Lucie County CIP and TDP, and the St. Lucie TPO TIP, LRTP 2040, and other intermodal strategic studies. In addition, the CIP 2016–2017 (most recently available) and the Ten-Year Sidewalk Plan from the City of Port St. Lucie were reviewed.

Reviews indicated that the St Lucie TPO TIP includes the same projects identified in the FDOT Five-Year Work Program. Review of the St Lucie County CIP and TDP did not show any projects related to the study area and/or the proposed Jobs Express Terminal.

The following improvements were identified as being relevant to this study:

- The City of Port St. Lucie Ten-Year Sidewalk Plan includes the following programmed projects:
  - Sidewalk on Savage Boulevard (funded for construction FY 2023–2024)
  - Sidewalk on Import Drive (funded for construction FY 2021–2022)
  - Sidewalk on Brescia Street (funded for construction FY 2023–2024)
  - Peacock Trail from proposed Jobs Express Terminal to Peacock Park on Dreyfuss Boulevard (funded for construction FY 2027–2028)

  Projects along Savage Boulevard, Import Drive, and Brescia Street are also included in the St. Lucie TPO Walk-Bike Network 2018, as presented in **Figure 5-1**. Projects along Savage Boulevard and Import Drive are also contained in the LRTP 2040. Peacock Trail will run north-south along existing FPL right-of-way east of I-95. An excerpt from the City of Port St. Lucie Ten-Year Sidewalk Plan is presented in **Figure 5-2**.
- The St. Lucie TPO Walk-Bike Network 2018 also includes the following projects (see **Figure 5-1** for excerpt showing items in the vicinity of the study area):
  - Sidewalk on Rosser Boulevard (constructed in 2017, west side only)
  - Sidewalk on Savona Boulevard (constructed in 2015, west side only)
- St. Lucie TPO LRTP 2040 key takeaways related to the study area:
  - Largest employment growth for 2020–2040 mainly in area west of I-95 and south of Tradition Parkway
  - Roadway needs (not funded):
    - Add 2 lanes, bike lanes, and sidewalk on Savona Boulevard from Gatlin Boulevard to California Boulevard
  - Multimodal project priority includes the following segments:
    - Bike/walk, Import Drive from Gatlin Boulevard to Savage Boulevard
    - Bike/walk, Savage Boulevard from Import Drive to Gatlin Boulevard
    - Roadway, Savona Boulevard from Gatlin Boulevard to California Boulevard
  - Intersection offering greatest opportunities for safety improvements for vulnerable users, and recommended for further review for safety improvements:
    - Gatlin Boulevard/Tradition Parkway and SR-9/I-95 interchange

FINAL DRAFT

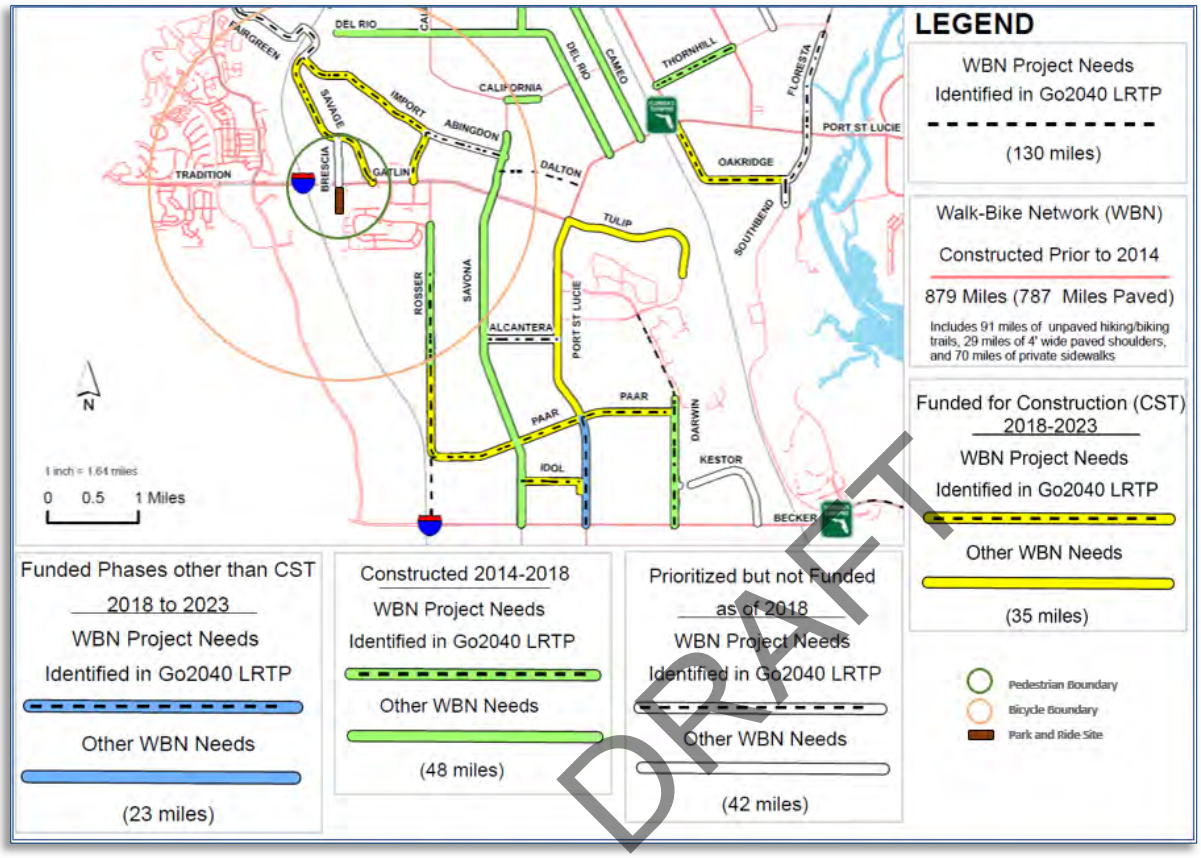


Figure 5-1: Excerpt from St. Lucie TPO Walk-Bike Network 2018

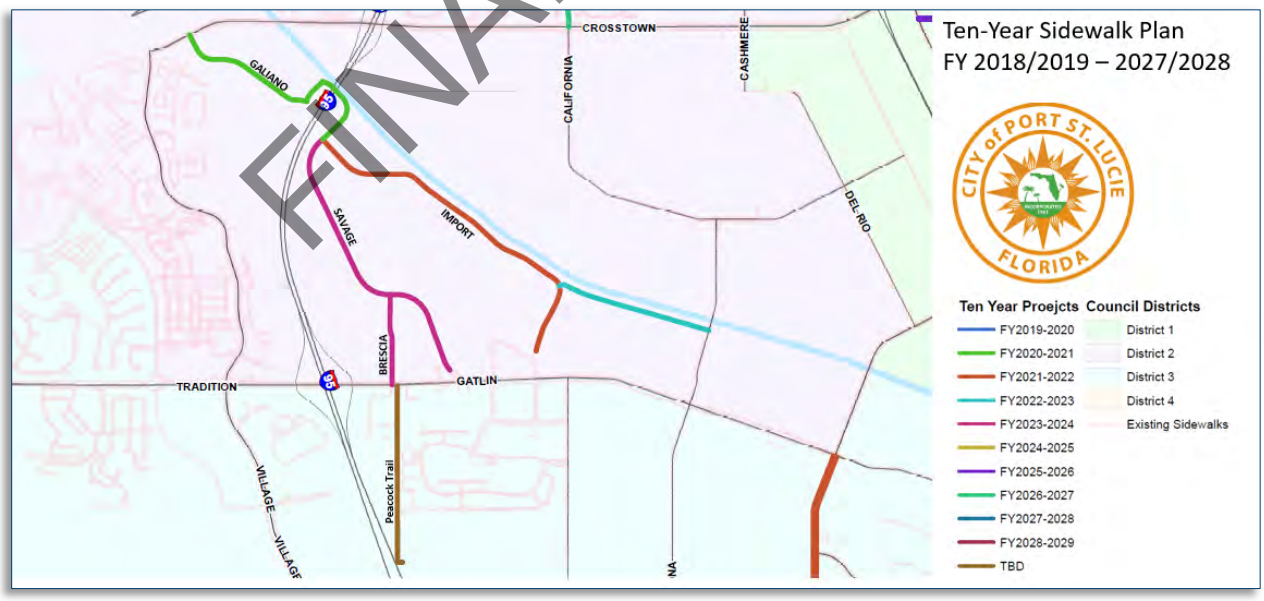


Figure 5-2: Excerpt from City of Port St. Lucie Ten-Year Sidewalk Plan

FINAL DRAFT

6.0 Transit Review

A preliminary analysis of existing transit conditions and potential transit accommodations included the following:

- Consideration of commuter travel demand for a typical weekday peak/off-peak commuter transit service between the Jobs Express Terminal and the West Palm Beach Intermodal Transit Center. Commuter travel demand is based on a low to moderate range of accepted transit productivity range (measured as boardings per vehicle revenue service hour). The commuter bus service concept is designed to serve travel to the Intermodal Transit Center in West Palm Beach at which commuters can transfer to Palm Tran bus service or connect to commuter rail (Tri-Rail and Brightline) for express or local travel to points further south. The commuter bus service may also be designed to operate to West Palm Beach International Airport after leaving the Intermodal Transit Center if demand warrants. Vehicle requirements and annual service hours are provided for a conceptual service plan between the Jobs Express Terminal and the Intermodal Transit Center.
- A mobility on-demand (MOD) connector service will be designed to provide convenient local mobility within the MOD service zone and connections to/from commuter bus.
- The MOD service operating model is described based on peak and off-peak demand based on typical productivity ranges with a focus on home locations to determine the service requirements (number of vehicles) required by time of day (AM, midday, PM, evening) and estimated annual service hours for weekday operations.
- MOD concept of operations and functionality are described for the dynamic scheduling platform and related Mobility as a Service (MaaS) functions recommended to facilitate the operations and rider access to services (ride-hailing). MOD services can be operated directly (in-house) or via contracted third party, similar to the recently deployed Treasure Coast Connector-On Demand.

Note that this is a high-level analysis only; recommendations may include more detailed studies to specifically assess the recommendations herein.

FINAL DRAFT

6.1 Background

The Transit Operations Analysis and New Mobility Planning Study, completed in 2018 for St. Lucie County, focused on emerging technologies and the positive potential application of on-demand and autonomous connected vehicle mobility solutions to better serve growing mobility demand within existing land use patterns and densities than is practicable solely with traditional fixed-route services. Key recommendations include the following:

- Pursue new mobility partnerships to meet County goals and priorities.
- Explore pilot projects with private operators.
- Create a framework to realize the benefits of emerging technologies.
- Enhance fixed-route transit to avoid increasing congestion.
- Supplement existing fixed-route service with new mobility options.

- Consider grant programs available to offset purchase of electric buses.
- Consider adding electric buses to the County Transit Asset Management (TAM) Plan.
- Consider partnering with academic institutions or private companies to develop small-scale pilot projects, particularly related to AV applications.
- Consider forming a working group with stakeholders to start dialog around goals for AV implementation and potential policy barriers.
- Explore partnerships with Transportation Network Companies (TNCs) and local taxi companies to provide demand-response trips.

The existing TDP includes transit alternatives developed for enhanced fixed-route services and the addition of three micro-transit mobility solutions areas, as shown on **Map 6-1**. One of the three micro-transit service areas is the Gatlin Boulevard/Tradition Parkway zone and is intended to provide on-demand connectivity within the zone to the proposed Jobs Express Terminal.

The County received an FDOT service development grant in 2019 for deploying flex services and associated vehicle and other capital costs. The TCC On-Demand six-month service pilot started December 9, 2019, and serves the neighborhoods in the service area shown on **Figure 6-1**. The pilot service is a shared-ride mobile app-based service operated by TransLoc (a Ford Mobility Company); the vehicles are ADA-compliant, and the service provides point-to-point mobility on-demand through the mobile app anywhere within the designated mobility zone.

In addition to the TCC and the micro-transit pilot, transit route improvements proposed in the TDP include a Palm Beach Express commuter service from the Jobs Express Terminal, a Crosstown Parkway route, splitting Route 5 to serve Gatlin Boulevard/Port St. Lucie Boulevard, and other improvements not in proximity to the Jobs Express Terminal.

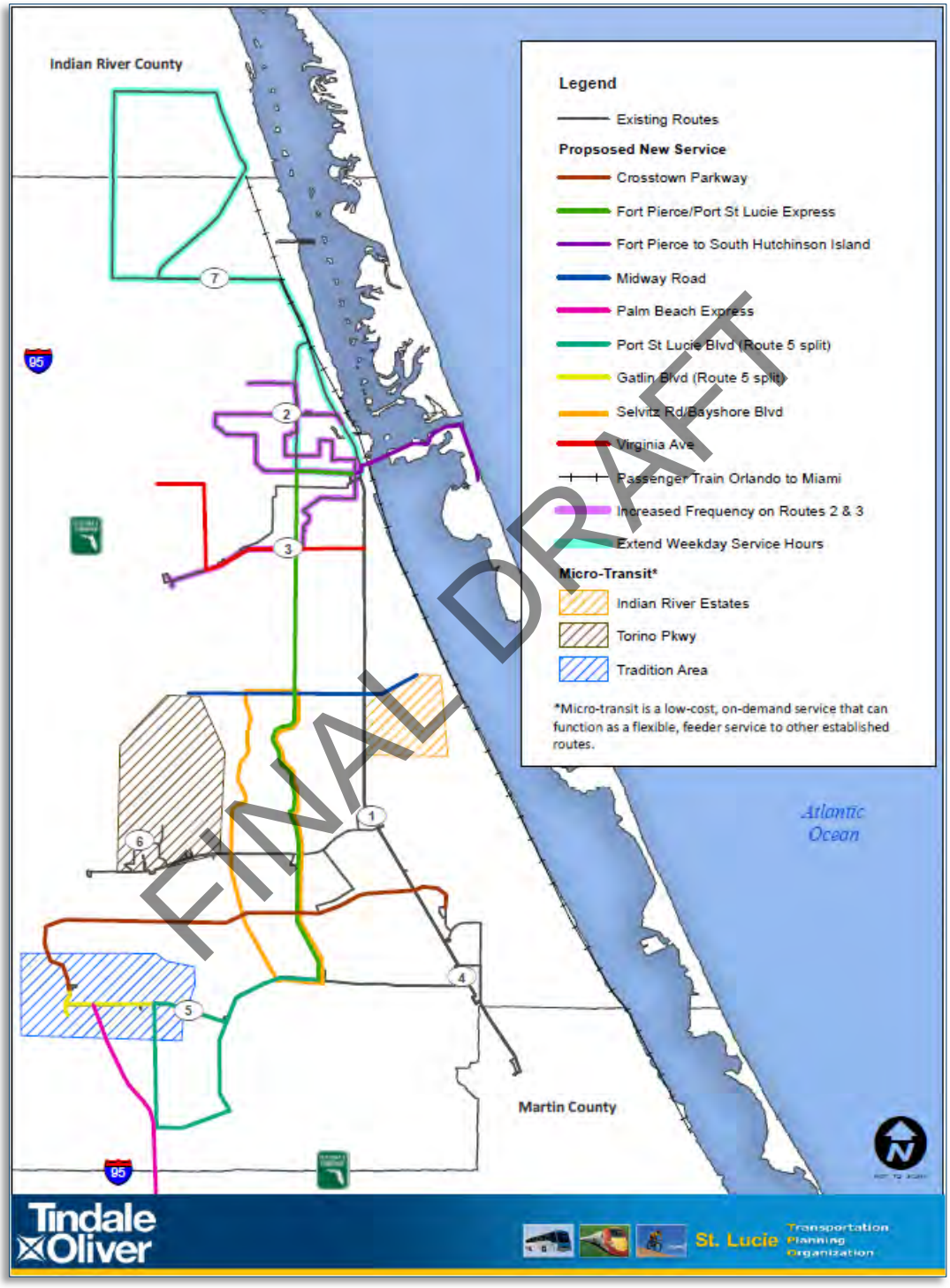
6.2 Commuter Operations and Requirements

Development of commuter services to connect residents and workers with employment in St. Lucie County, Palm Beach County, and points further south is best simplified by developing an initial recurring commuter service between the proposed Jobs Express Terminal and the West Palm Beach Intermodal Center. This will provide connections to the key employment locations within Palm Beach County, a direct connection to the Palm Tran bus network, and connections to both Tri-Rail and Brightline commuter rail services to destinations in Broward and Dade counties. The initial commuter bus service, prior to commencing, should be further defined based on examination of home-job data and cellular travel flow data to map existing origin and destination locations and volumes from which estimates of likely transit mode share capture can be made.

The analysis conducted for this effort defines the planning-level operating requirements and a ridership range based on weekday peak and off-peak commuter service. The operational analysis found that given the round-trip travel times during peak and off-peak periods, it may be desirable to operate round-trip service all day, thus serving the morning commuter peak, midday travel demand, and evening peak service. There is a benefit to ridership to provide midday commuter service; riders are less likely to use the service if they are not able to make return trips home in the middle of the day in case of an emergency. For the service to be attractive to commuters, there need to be more than

FINAL DRAFT

two morning and two evening trips; however, given the cycle time, two vehicles are required to operate on a nearly one-hour headway. The estimated cycle time and round-trip travel plus layover



FINAL DRAFT

Map 6-1: Proposed New Fixed-Route Service and Microtransit Service Areas

Figure 6-1: TCC Service Area

and recovery time at each end is 2 hours 10 minutes. Therefore, to operate service close to hourly, two vehicles will be required; to operate hourly will require an additional vehicle, and to operate less frequently (every 130 minutes), one vehicle would be required (see **Table 6-1**).

Table 6-1: Commuter Operating Plan

Bus Trips	JET	WPBIC	WPBIC	JET	Recovery
Bus 1	5:30	6:30	6:40	7:30	7:40
Bus 2	6:30	7:30	7:40	8:30	8:40
Bus 1	7:40	8:40	8:50	9:40	9:50
Bus 2	8:40	9:40	9:50	10:40	10:50
Bus 1	9:50	10:50	11:00	11:50	12:00
Bus 2	10:50	11:50	12:00	12:50	13:00
Bus 1	12:00	12:50	13:00	14:00	14:10
Bus 2	13:00	13:50	14:00	15:00	15:10
Bus 1	14:10	15:00	15:10	16:10	16:20
Bus 2	15:10	16:00	16:10	17:10	17:20
Bus 1	16:20	17:10	17:20	18:20	18:30
Bus 2	17:20	18:10	18:20	19:20	19:30
Bus 1	18:30	19:20	19:30	20:30	OOS
Bus 2	19:30	20:20	20:30	21:30	OOS

JET = Jobs Express Terminal; WPBIC = West Palm Beach Intermodal Center

FINAL DRAFT

Table 6-1 shows the conceptual commuter schedule. Given the long cycle time and with a midday round trip between 10:50 AM and 1:00 PM, the service hours required to operate all day compared to peak-only and midday round trips are not significantly more. The concept of operating close to hourly service would provide the advantage of bi-directional commuter service to serve travel demand between St. Lucie County and West Palm Beach and connections to points south. The conceptual service schedule provides approximate hourly service, with two vehicles operating from 5:30 AM to 9:30 PM, including consideration for adequate layover and recovery time, which would be essential given the long travel distance and variability of travel times along I-95.

Based on the above operating plan, the commuter service would require two vehicles plus a 20% spare. The resulting daily vehicles service hours, including deadhead travel estimates, is 32 hours. Assuming weekday operations including three no-service holidays (258 days), annual vehicle service hours are estimated to be 8,000. The actual cost of this service would depend on the directly-operated or purchased contract hourly rate. Using the fully-allocated hourly rate of $75.74 reported by the Council on Aging of St. Lucie, Inc. dba Community Transit services in the 2018 National Transit Database (NTD) report, the estimated cost of the commuter service, directly-operated, would be $605,800 annually. Using an average of the 2018 NTD hourly rates reported by Martin County for commuter bus ($60.56) and Indian River County for motor bus ($54.59) for purchased transportation, the cost of the commuter service would be $460,500 annually.

A range in ridership demand was estimated using typical transit productivity observations for commuter services for peak and off-peak service. Passenger productivity per vehicle revenue service hour for peak service ranges from 16–20 passenger boardings. For off-peak service, the productivity range is 7–16 passenger boardings per revenue vehicle hour. Applying these productivities for peak trips (12) and off-peak trips (16) equate to 28 directional vehicle trips each weekday for a daily ridership range of 304–496 boardings. Annually, assuming 258 operating days, the expected ridership range is estimated between 78,400 and 128,000 boardings. The resulting overall productivity in boardings per vehicle revenue service hour would range from 10.1 to 16.5.

FINAL DRAFT

6.3 MOD Operations and Requirements

The MOD service concept would serve the Jobs Express Terminal and provide general public on-demand services within the service zone presented in **Figure 6-1**. This service initially would be operated using vehicles driven by operators and may be transitioned to connected autonomous vehicles.

Concept of Operations

The MOD service concept is for an on-demand shared-ride service available to all riders (general public and ADA-eligible persons) and designed to provide point-to-point service within the designated service zone, including connections to/from the Jobs Express Terminal, using a Cloud-based dynamic scheduling and ride-hailing platform to be procured by the County. The service model recommendation would support a range of on-demand mobility service strategies:

- General public point-to-point MOD service for all (applies equally to ambulatory and otherwise ADA-eligible persons) and must be ADA-compliant per FTA guidelines associated with general public dial-a-ride services and other related requirements
- Point-to-point MOD service that can be applied to ADA service in other parts of the county
- First/last mile connections to the Jobs Express Terminal and fixed-route transit services
- Flex (point or route deviation) semi-fixed-route services that may be deployed to serve areas where service area development densities and roadway network are supportive

The ability to include flexibility on-demand and semi-fixed services, including the application to serve ADA demand where appropriate, provides the County with a range of service delivery strategies that can be applied when and where warranted. This strategy offers the County a more cost-effective mobility solution to mobility needs compared to traditional fixed-route and ADA paratransit services where densities are conducive.

The proposed service model for the Tradition area would provide MOD as a service overlay to commuter and fixed-routes services. This model layers service with fixed routes serving corridors with sufficient density of demand (greater than 7 persons/acre) and MOD as a zonal service to provide point-to-point service for all, including serving connections to traditional transit and could be replicated in other parts of the county where warranted.

The MOD service has potential to be more cost-effective by better fitting vehicle service hours to demand when and where needed rather than operating all day regardless of demand. The service model also provides service coverage that is not possible with fixed services. The result will be higher productivity on a per-service-hour basis.

The MOD service may be operated directly by the County, purchased through a third-party contractor, or through a partnership with a taxi or Transportation Network Companies such as Uber or Lyft. In all cases, it is recommended that the County directly license for the cloud-based MaaS or Software as a Service (SaaS) platform to ensure that the County maintains control of service quality, service supply, and operating costs.

Riders would access the service via a phone app or a web portal or by calling the County paratransit call center. The ability to facilitate access for persons without access to a smart phone or computer is a matter of Title VI compliance. In addition, all vehicles would need to be ADA-accessible, and fare payment would need to include a cash option.

MaaS/SaaS Platform Functional Requirements

To support the MOD operating concept, the County would procure, through a license agreement, a platform of cloud-based MaaS/SaaS services, including dynamic and optimized scheduling with ride-hailing and reporting capabilities. The functional requirements of the platform should support the following:

- Register all users and create user accounts that includes name, address, phone number, email, and common destinations, and the ability to link a payment account.

FINAL DRAFT

- Via mobile application, web portal, or call center, facilitate trip requests for immediate or future rides, and generate a trip ID that will be used by the vehicle operator to process passenger boarding and fare payment.
- Collect data in real time on trip requests, pick-ups, drop-offs, missed trips, cancelled trips, and revenue miles and hours, sufficient to meet NTD requirements.
- Permit the administrator to set and modify scheduling parameters to optimize service performance and service quality, including factors such as time on board, productivity, travel time, service costs, time between trip request and vehicle arrival, time between requested drop-off and actual drop-off, and connections with other services.
- Permit the administrator to set and modify the boundaries of the MOD service area(s), including identifying sub-area zones and zones where pick-ups and/or drop-offs are not permitted or not permitted at specified days and times.

The County should include similar functionalities in procurement of a MaaS platform to support the MOD service. In advance of a procurement, the County would be required to develop a full procurement document, including expanding on service concept of operations, MaaS platform functional and system requirements, legal and administrative requirements, and MOD service delivery method preference(s).

Operating Requirements and Demand Estimates

The MOD service concept for the Tradition service zone shown on **Figure 6-1** was modeled to be operated based on scenarios for low productivity (3–4 average boardings per service hour) for off-peak service hours and high productivity (4–6 average boardings per service hour) for peak service hours. The resulting findings are presented in **Table 6-2**, with a range in annual service hours of 4,340–8,680 and ridership demand of 14,600–40,900 annual boardings. It should be noted that experience reflects that ridership demand will spike during peak times and create capacity constraints. Therefore, sizing vehicle capacity and managing trips served are essential elements of the MOD operating plan. Typically, vehicle capacity should be twice the expected average peak demand to minimize trip denials and accommodate growth in demand. Further, the demand estimation methodology employed used conservative comparative examples of general public real-time on-demand services, such as NeighborLink operated by LYNX in Orlando. Rather than use existing ridership trends from the TCC-On Demand, this approach was taken for the following reasons:

- The TCC-On Demand servicessis too new, service commenced in December 2019
- Service was disrupted by Covid-19, both the public health response forcing social distancing and the significant loss of travel demand due to Safer at Home guidelines.

Therefore, the most reasonable means of modelling the expected performance of the TCC-On Demand is by comparing it to other similar services. The impacts of Covid-19 have had significant 60 to 90 percent reductions in transit ridership across the state. The impacts on transit ridership in the near-term are likely to continue due to the significant disruption to the workforce. As the community

FINAL DRAFT

recovers, we can expect to see ridership increase slowly at first as restrictions are relaxed, commercial and social activities resume, workers return to work, and displaced workers seek and find employment. The Treasure Coast Connector MOD service model is a very good fit for this resurgence of activity because the model is designed to deliver service to match demand. This is a more cost-effective service delivery strategy than for example, a fixed route service, which provides a set level of service all day regardless of demand fluctuations.

Table 6-2: MOD Service Scenarios

Scenario	Peak Vehicles	Off-peak Vehicles	Annual Service Hours	Low Demand	High Demand	Low Passengers per Hour	High Passengers per Hour
Minimal	1	1	4.340	14,600	20,500	3.4	4.7
Moderate	2	1	5,888	20,800	29,800	3.5	5.1
High	2	2	8,680	29,100	40,900	3.4	4.7

FINAL DRAFT

The service scenarios tested include assumptions of one vehicle peak and off-peak, two vehicles peak and one vehicle off-peak, and two vehicles peak and off-peak. Operating assumptions include operating weekdays (258), Saturdays (52), and Sunday/holidays (55), with a weekday and Saturday service span of 6:00 AM–8:00 PM. Recognizing that the productivity of a single vehicle is inherently limited by time and geography in serving a MOD zone, planning for multiple vehicles, especially during peak times, provides the distinct advantage of facilitating greater flexibility in assigning trips to a vehicle and optimizing the sequencing of pick-ups and drop-offs, thus mathematically resulting in a higher rate of trips successfully fulfilled, higher productivity, and higher cost-effectiveness of the service.

Based on the service scenarios model, the Moderate scenario of two peak vehicles and one off-peak vehicle would generate the most productive and cost-effective service scenario, as it leverages and balances the peak and off-peak average productivity assumptions and required service hours. Note that the low and high passenger per hour rates reflected in **Table 6-2** are resulting averages of daily productivity (peak and off-peak) for each scenario. The Moderate scenario results in the highest average boardings (5.1) with peak averages of 6.0) and likely spiking of demand up to twice the peak.

As modeled in this analysis, vehicle capacity requirements suggest the need for a 12-person vehicle to minimize the potential of capacity constraints during peak demand and to allow for growth in demand as service becomes more popular and to minimize trip denials due to capacity constraints during spikes in demand. It also should be noted that with the popularity of ride-hailing services, the MOD service is likely to attract higher demand and more choice riders than would be the case in previous years. Therefore, the Moderate scenario, with two vehicles operating during the peak, would provide the County with the ability to use the second vehicle in the off-peak when needed.

The cost of MOD services is comprised of two basic elements, per vehicle licensing associated with the SaaS or MaaS service, and a per vehicle revenue service hour rate for operating the vehicles. The licensing costs tend to range between $600 and $800 per vehicle per month. In terms of vehicle operations, the costs are generally consistent with regional costs for contracted services. However,

the St. Lucie Community Transit costs are rather high for demand response services ($92.02 per hour) and for fixed route bus operating costs ($75.74 per hour) based on the 2018 NTD. By comparison, the rates for Palm Beach, Indian River, and Martin counties are significantly lower, $14-$36 per hour lower for demand response. While the Palm Tran fixed route costs are higher than Community Transit, the costs for Martin and Indian River are $16-$21 per hour lower than St. Lucie County for fixed route services.

Therefore, the using a more common range for hourly purchased service operating rates for demand responsive service, $40-$60 per hour, the operating cost of the Treasure Coast Connector MOD would be expected to be $235,500 to $353,300. To this is added the per vehicle licensing fee at a range of $600-$800 per vehicle. Assuming four vehicles, including spares and extra vehicle for increased demand and daily spikes in demand, the annual licensing fee would range from $28,800 to $38,400. The total annual operation costs range is thus $264,300 to $391,700. It is recommended that once recovery is underway, an analysis of operations, especially peak demand, vehicle utilization, and unfulfilled service requests be conducted to better assess the existing service and make adjustments to increase awareness and service performance metrics.

The MOD service should be expanded in a phased manner to ensure that demand and service supply is observed and used to project near-term requirements and peaking of demand by time of day and origin and destination. The requirement that all rides must be requested provides the County with the information required to manage and grow the services, and the MaaS/SaaS platform provides the infrastructure required to expand service without significant infrastructure. Ensuring the ability to add vehicles to the service via use of existing operating contracts or through lease agreements or partnerships with taxi and TNC services will allow the County to adjust to growth in demand quickly and expand the service to other parts of the county as demand warrants.

FINAL DRAFT

7.0 Connectivity Improvements

The following are improvements for consideration within the two-mile radius of the study area to enhance pedestrian and bicycle safety and connectivity to access the Jobs Express Terminal. Proposed improvements are based on analysis of existing conditions, future development and projects in the area, and industry best practices.

Recommendations herein are categorized as short-term, mid- and long-term referring to the anticipated implementation timeline that includes vetting, design, etc. Generally, based on the magnitude of the project.

7.1 Short-term Recommendations

- To facilitate enhanced on-site mobility, the following are recommended to be incorporated into the Jobs Express Terminal design plans (see **Figure 7-3**):
  - Upgrade proposed 6-ft sidewalk to 12-ft concrete sidewalk connection from Gatlin Boulevard on north access.
  - Construct 12-ft concrete sidewalk on east side connection from Gatlin Boulevard and from Hayworth Avenue to create direct connection to bike racks.
  - Extend existing right-turn lane on EB approach at Brescia Street past the intersection to north driveway of the Jobs Express Terminal at Gatlin Boulevard; extended section would be right-turn/bus-only lane to access site eastbound from Gatlin Boulevard. Evaluate providing bus priority at signal.

  These improvements would need to be coordinated with the coming work program project and may not be feasible due to current project schedule.
- Provide enhanced Treasure Coast Connector MOD service within designated mobility zone(s) including connecting persons to the Jobs Express Terminal, fixed route, and commuter bus service. Will require monitoring and assessment of existing TCC service to adjust for COVID-19 and as the community returns to normalcy.
- Provide bicycle connections using green sharrows or standard shared-lane markings on collectors and/or residential streets connecting to Gatlin Boulevard. Proposed routes are as follows (refer to **Figure 7-8** and **Appendix D** for conceptual representation of improvements):
  - Brescia Street from Gatlin Boulevard to Savage Boulevard
  - Savage Boulevard from Gatlin Boulevard to Galiano Road
  - Import Drive from Gatlin Boulevard to Savage Boulevard

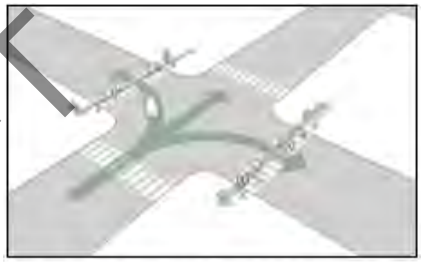
Green sharrows on residential streets increase driver attention to bikes on the road

FINAL DRAFT

- Install R10-15 "Turning Vehicles Stop for Pedestrians" signs at the following signalized intersections to warn drivers of pedestrian/bicycle presence before turning:
  - Brescia Street
  - Savage Boulevard/Fondura Road
  - Import Drive
  - Rosser Boulevard
  - Savona boulevard

R10-15 signs remind turning drivers to stop for pedestrians on the crosswalk

- Review pedestrian clearance times and evaluate implementation of LPIs following guidance from the *FDOT Traffic Engineering Manual* (TEM) 2020 at the following signalized intersections (recommendations could be included in scope of project FM # 444707-1):
  - Brescia Street
  - Savage Boulevard/Fondura Road
  - Import Drive
  - Rosser Boulevard
  - Savona Boulevard


LPIs have been shown to reduce pedestrian-vehicle collisions by as much as 60% at treated intersections

TEM Section 3.11.3 (2)(3) offers the following guidelines for LPI implementation based on Context Classification:

a) Within following context class no need for traffic engineering study:
   - C4-Urban General
   - C5-Urban Center
   - C6-Urban Core

b) All other context class a traffic engineering study shall be required.

When required, the engineering study will include a Failure to Yield study. A vehicular yielding compliance condition is intended for applications at an approach to a signalized intersection where vehicular compliance yielding-to-pedestrian is the principal reason to consider LPI.

Other LPI implementation guidelines are detailed in the TEM Section 3.11.3 (1) and (4), and 3.11.4.

According to the Refined Smoothed 2040 Context Classifications map from FDOT D4, Gatlin Boulevard/Tradition Parkway fall in the following context classifications:

- C4–Urban General from west of Community Blvd to west of I-95 SB off-ramp
- C3C–Suburban Commercial from west of I-95 SB off-ramp to Edgarce St
- C4–Urban General from Edgarce St to west of Rosser Blvd
- C3R–Suburban Residential from west of Rosser Blvd to the east of study area

LPI at the following intersections would require an engineering study:

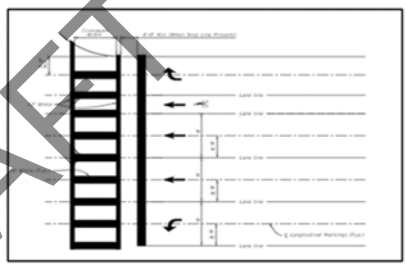
- Brescia Street (C3C-Suburban Commercial)
- Rosser Boulevard (C3R-Suburban Residential)
- Savona Boulevard (C3R-Suburban Residential)

FINAL DRAFT

The following intersections would not require an engineering study, as they fall within the Context Classification of C4–Urban General. However, a review should be conducted to verify need due to pedestrian demand after construction and operation of the Jobs Express Terminal. In the absence of demonstrated pedestrian demand, LPI implementation may not be appropriate.

  - Savage Boulevard/Fondura Road
  - Import Drive

- Upgrade SR-9/I-95 interchange at Gatlin Boulevard/Tradition Parkway to better accommodate pedestrian and bicycle activity. If feasible, Improvements could be incorporated into future interchange improvement project FM # 439761-1. Proposed recommendations include:
  - Install special emphasis crosswalks at all pedestrian crosswalks.
  - A review of the proposed project indicates that existing lighting is to remain and new lighting will be installed. The proposed condition does not provide for a typical lighting layout for a large intersection per FDM Figure 231.3.4, and is not likely to provide adequate pedestrian lighting at the crosswalks. For further reference Lighting Plans for FM# 439761-1 are included in **Appendix B**.



Special Emphasis Crosswalks improve crosswalk conspicuity

  - Evaluate lighting at all pedestrian crossings, approaches on Gatlin Boulevard/Tradition Parkway to signals at interchange, and underneath overpass. Based on the results of this evaluation, upgrade lighting as needed. Follow required light level criteria as outlined in FDM Section 231.2.
  - Upgrade pedestrian crossings at free-flow on-ramps to include RRFBs. Follow guidance from FDOT D4 Design Guidance Document (2019-2): Pedestrian and Bicycle Treatments at Interchange Ramps. The D4 Design Bulletin is provided in **Appendix C**, and plans can be obtained from Steve Braun, P.E., District Four Design Engineer.

FINAL DRAFT

7.2 Mid- and Long-term Recommendations

- On Gatlin Boulevard/Tradition Parkway from Savona Boulevard to Community Boulevard, provide 12-ft concrete sidewalk along north and south sides to better accommodate pedestrians and bicycles. FDM 2020 recommends 12-ft width when considering two-directional use; however, 10-ft and 8-ft sections may be used in constrained and limited right-of-way conditions. Specifics of this recommendations are as follows:

Wide sidewalks provide a travel area separate from motorized traffic

  - Upgrade existing sections of 8-ft sidewalk along Gatlin Boulevard/Tradition Parkway from Savona Boulevard to east of Community Boulevard to a 12-ft concrete sidewalk (see **Figure 7-4**).
  - Convert existing sections of 6-ft sidewalk along Gatlin Boulevard from Savona Boulevard to Brescia Street to 12-ft concrete sidewalk (12-ft desired, 8-ft minimum).
  - Complete approximately 800 ft of sidewalk gap east of Community Boulevard with 12-ft concrete sidewalk to match proposed sidewalk section to the east (12-ft desired, 8-ft minimum).
  - Give priority to completion of sidewalk gap and 6-ft sidewalk to 12-ft sidewalk upgrade. Upgrading existing 8-ft sidewalk to a 12-ft concrete sidewalk is a low priority recommendation to be considered as a long-term strategic plan to be considered in future construction project. Conceptual representations of improvements are included in **Appendix D**.

- On Aledo Lane/Hayworth Avenue, provide east-west bicycle link, extended from Rosser Boulevard to Jobs Express Terminal south access. This link will provide bicyclists coming from the southeast area with an alternate route that avoids busy intersections at Gatlin Boulevard, which represents a higher number of vehicle-bike conflicts.
  Provide the following improvements along the proposed bicycle link (refer to **Figures 7-5** and **7-6**, and **Appendix D** for conceptual representation of improvements):
  - Install Special Emphasis crosswalk for all legs at intersection of Brigantine Place and Aledo Lane.
  - Install ADA-compliant curb ramps along route.
  - Install 12-ft concrete sidewalk along Aledo Lane from Rosser Boulevard to Brigantine Place.
  - Install 12-ft concrete sidewalk connection from Brigantine Place to Buckhart Street along north side of Tire Kingdom Shop.
  - Install 12-ft concrete sidewalk along Hayworth Avenue from Buckhart Street to south access of the Jobs Express Terminal.
  - Provide pedestrian lighting along Hayworth Avenue.
  - Provide wayfinding signs to notify bicyclists of available bicycle routes.
- Along east side of Village Parkway to the north and south of Tradition Parkway, provide 12-ft concrete sidewalk to improve bicycle mobility and safety. Conceptual representation of improvements is presented in **Figure 7-7** and **Appendix D**.
- Provide standard 6-ft concrete sidewalk along following residential streets connecting north to Gatlin Boulevard (refer to **Figure 7-8**, and **Appendix D** for conceptual representation of improvements):
  - Brescia Street
  - Savage Boulevard
  - Import Drive

FINAL DRAFT

- Evaluate installation of marked/protected pedestrian crossings at Brigantine Place and Edgarce Street across Gatlin Boulevard.

  As outlined in TEM Section 3.8.7 (3a), Rectangular Rapid Flashing Beacons (RRFB) should be limited to roadways with four or fewer lanes. Section 3.8.7 (2b) also indicates Pedestrian Hybrid Beacons (PHB) are not intended for use at intersections and should be installed at mid-block locations 100 ft from side streets.

  At the proposed locations, conduct an engineering study to evaluate installation of pedestrian signals following guidance from TEM Section 3.8.7 (2a). Consideration should be given to adjacent coordinated traffic control signals as well as signal spacing. Pedestrian crossings, if warranted, would include two-stage crossing with refuge islands, pavement markings, signs, and lighting. From Brigantine Place to Rosser Boulevard, no additional pedestrian crossings were deemed necessary.
- Conduct pedestrian level lighting study to evaluate lighting conditions and determine need for lighting improvements along Tradition Parkway between Village Parkway and SR-9/I-95 SB on-ramp, where lighting currently provided only on median.
- Conduct pedestrian-level lighting study to evaluate lighting conditions and determine need for lighting improvements at the following signalized intersections (see concept of lighting layout in **Appendix D**):
  - Brescia Street
  - Savage Boulevard/Fondura Road
  - Import Drive
  - Rosser Boulevard
  - Savona Boulevard
- For Gatlin Boulevard, improve bus stop facilities within the study area to include:
  - Boarding/alighting area
  - Sidewalk connection
  - Shelter and bench
  - ADA accessibility

Basic layout of a bus stop

- Review transit routes to the Jobs Express Terminal to improve connectivity to/from nearby neighborhoods (i.e., circulator routes) with peak-period short headways.
- Based on input from stakeholders, the City of Port St. Lucie is planning Peacock Trail to connect the Jobs Express Terminal to Dreyfuss Boulevard. This connection would improve bicycle connectivity in the area to the south.

A summary of recommended improvements is graphically presented in **Figures 7-1** and **7-2**, and a summary table is provided in Section 9. The ultimate proposed grid showing existing to remain and proposed pedestrian/bike facilities is presented in **Map 7-1.**

Cost estimates based on the FDOT Long Range Estimates (LRE) and FDOT Historical Cost Average were prepared for the following improvements. Cost estimates are included in **Appendix E**.

FINAL DRAFT

- Installation of shared lane marking and standard 6-ft sidewalk along Brescia Street, Import drive and Savage Boulevard.
- Installation of new 12-ft sidewalk on south side of Tradition Parkway east of community Boulevard, and widening of existing 6-ft/8-ft sidewalk along both sides of Gatlin boulevard/Tradition Boulevard from Community Boulevard to Savona Boulevard
- East-west bicycle link along Aledo Lane and Hayworth Avenue.
- Widening of existing 8-ft sidewalk along east side of Village Parkway north and south of Tradition Boulevard
- Lighting improvements at signalized intersections along Gatlin Boulevard

FINAL DRAFT

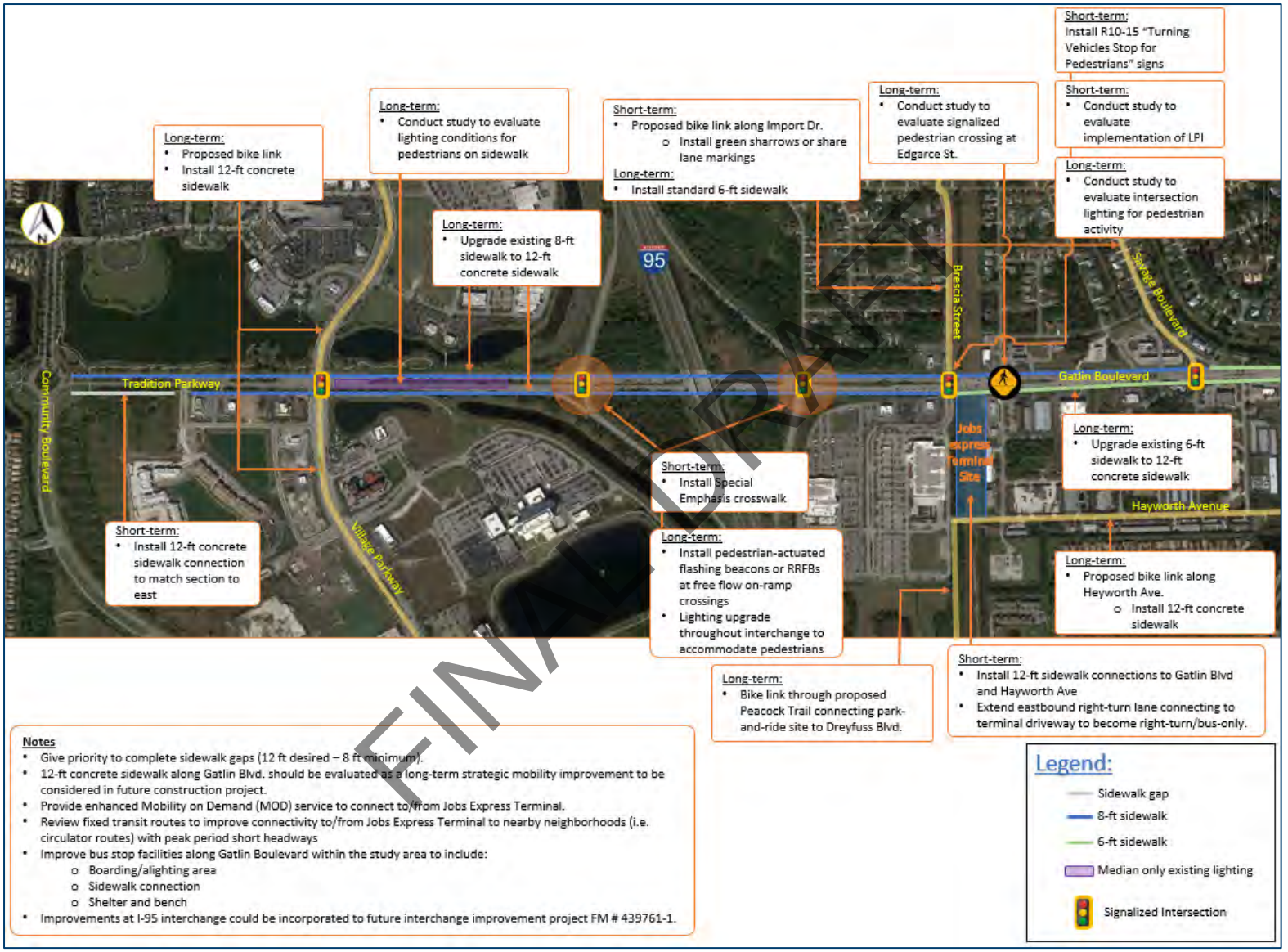


Figure 7-1: Improvement Diagram – Gatlin Boulevard/Tradition Parkway from Savage Boulevard to Community Boulevard

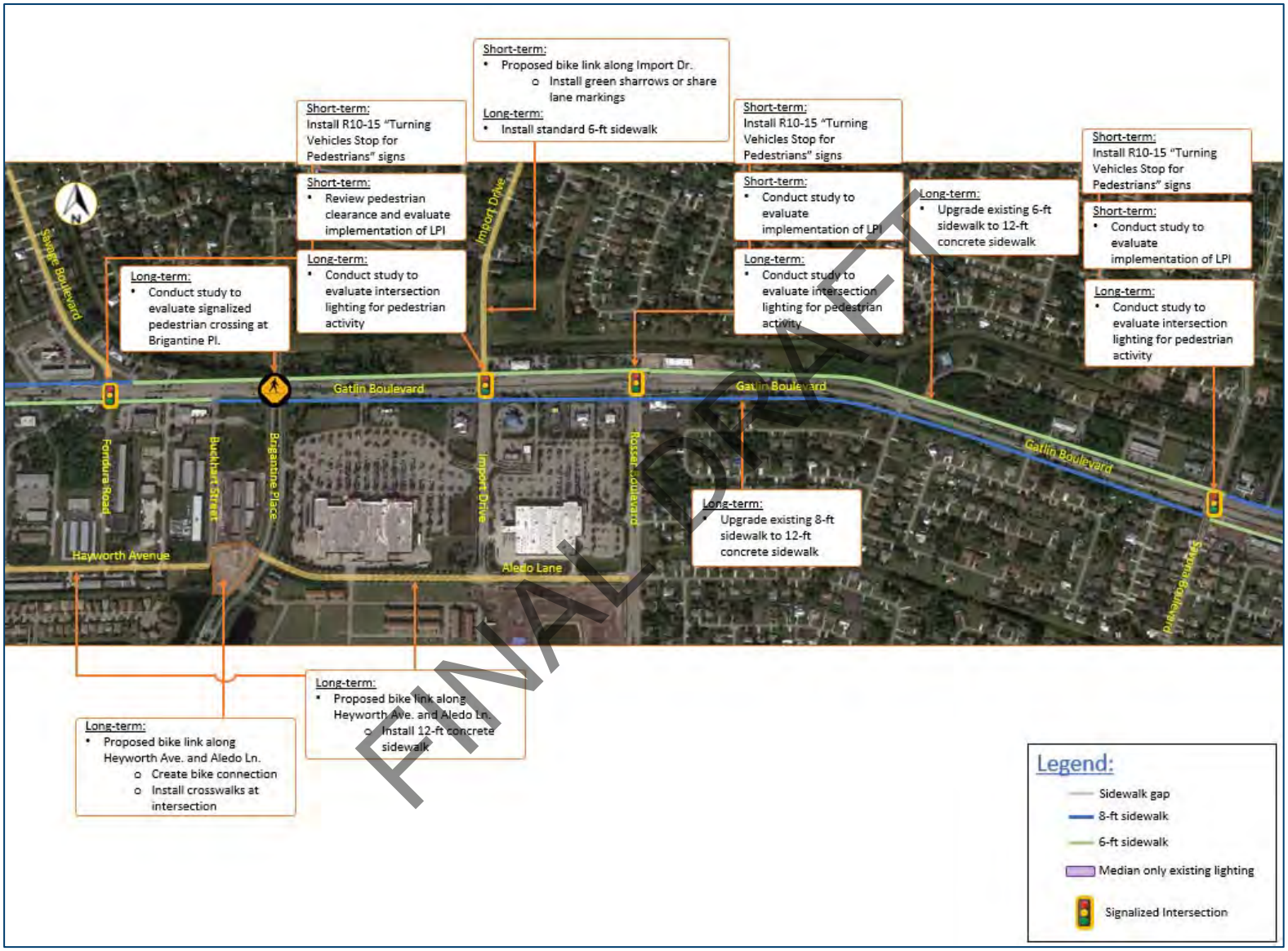


Figure 7-2: Improvement Diagram – Gatlin Boulevard/Tradition Parkway from Savona Boulevard to Savage Boulevard

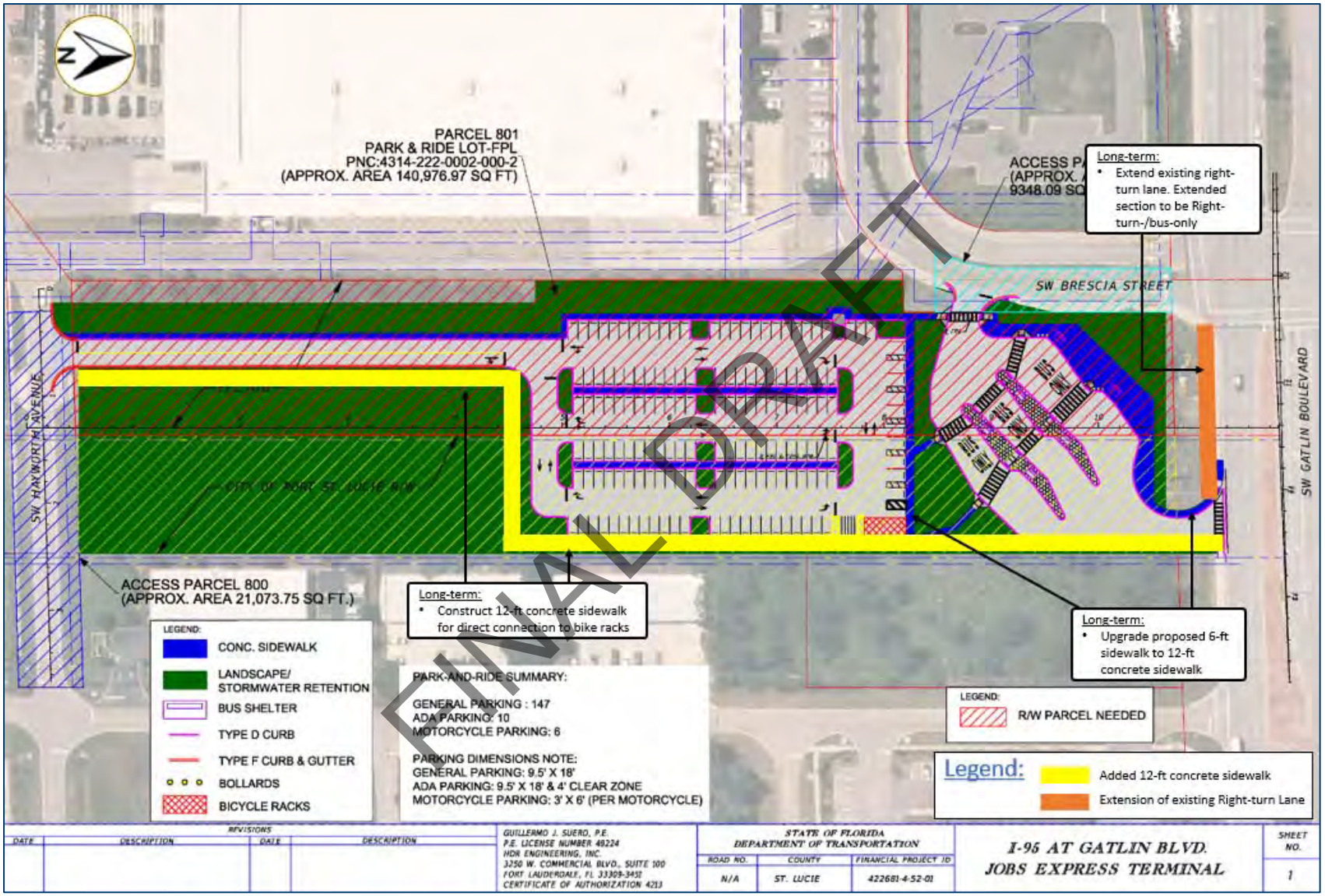
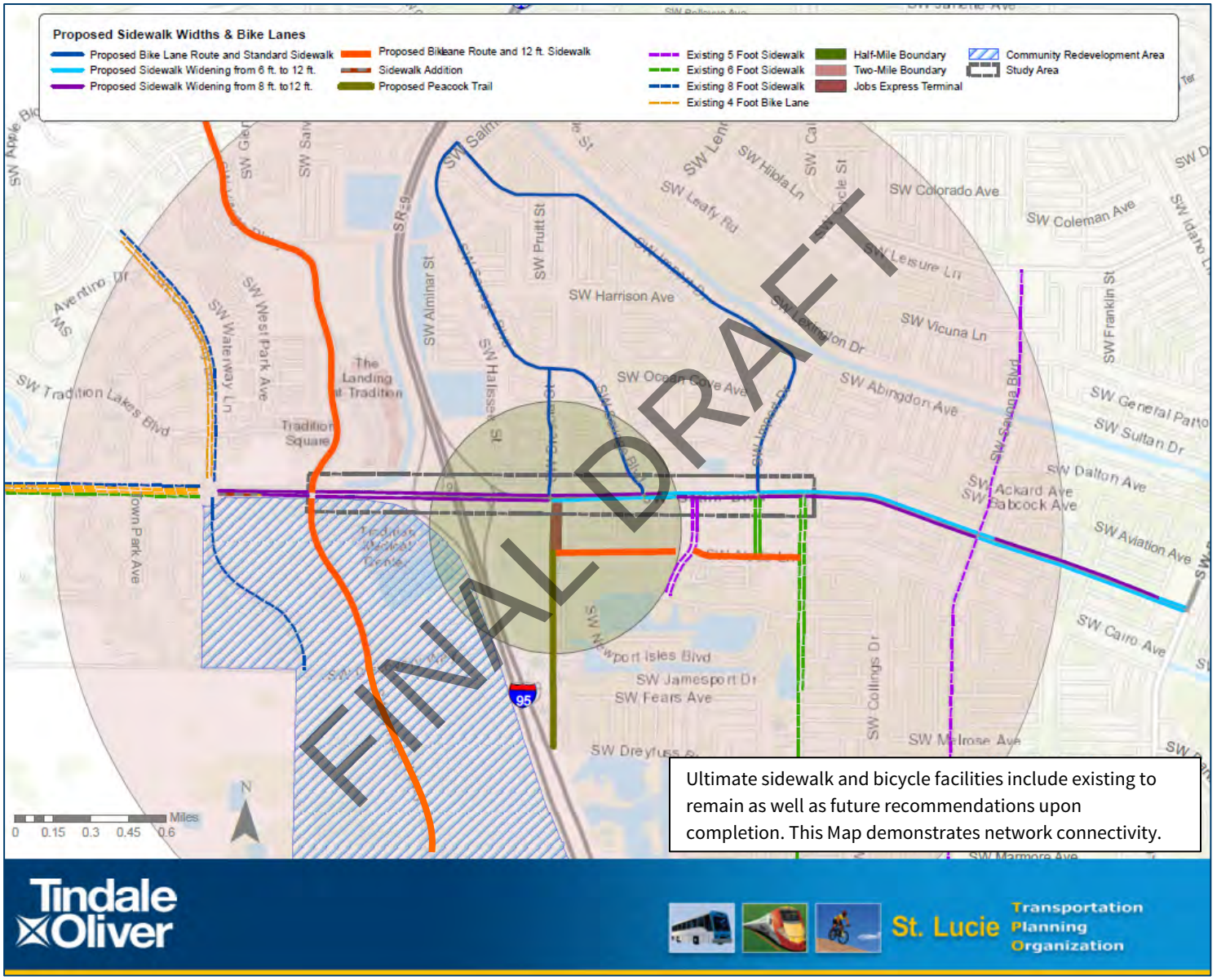


Figure 7-3: Improvement Diagram – Jobs Express Terminal Plan



Map 7-1: Ultimate Sidewalk and Bicycle Improvements Summary

FINAL DRAFT

Figure 7-4: Gatlin Boulevard Typical Section

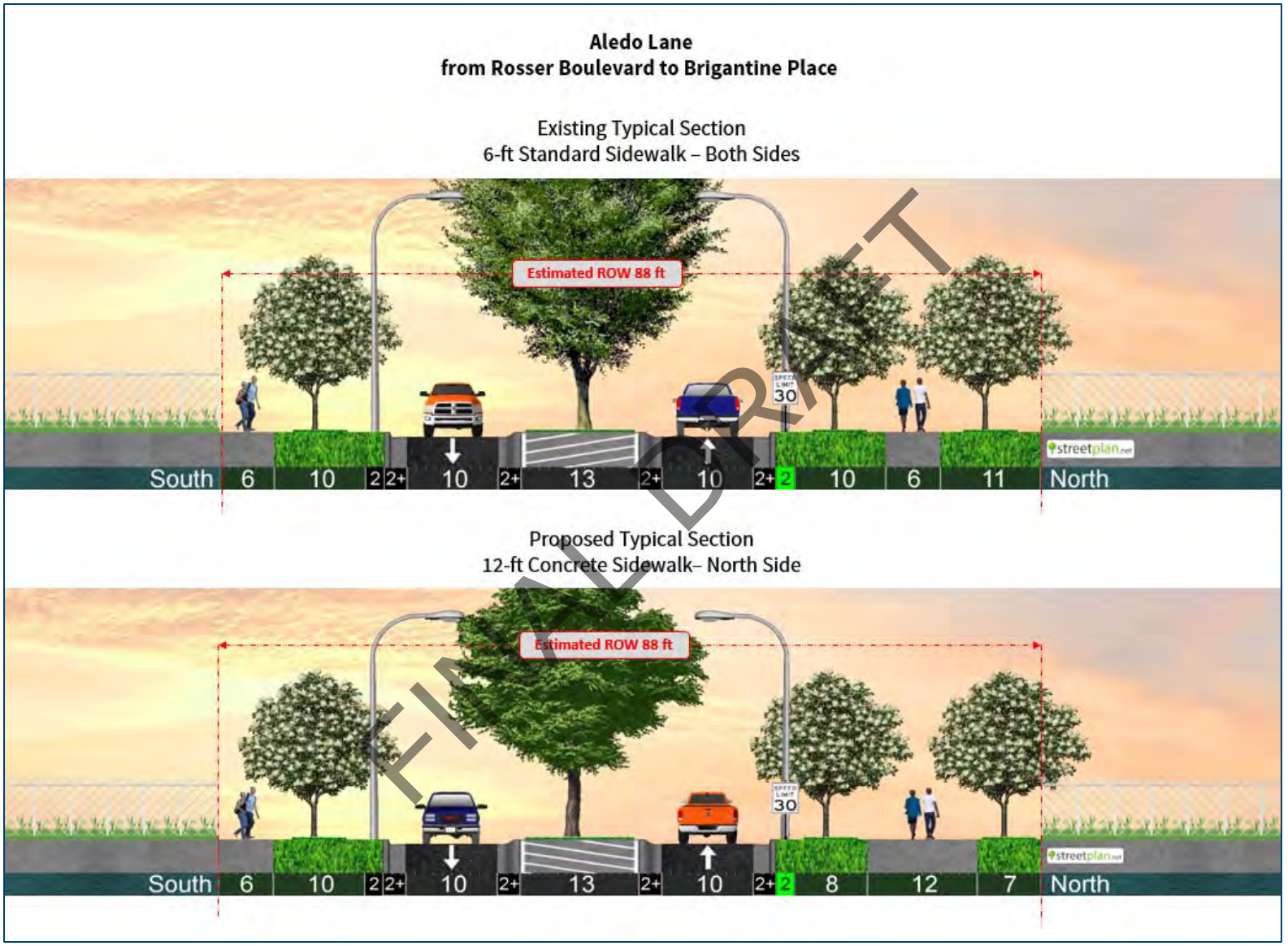


Figure 7-5: Aledo Lane Typical Section

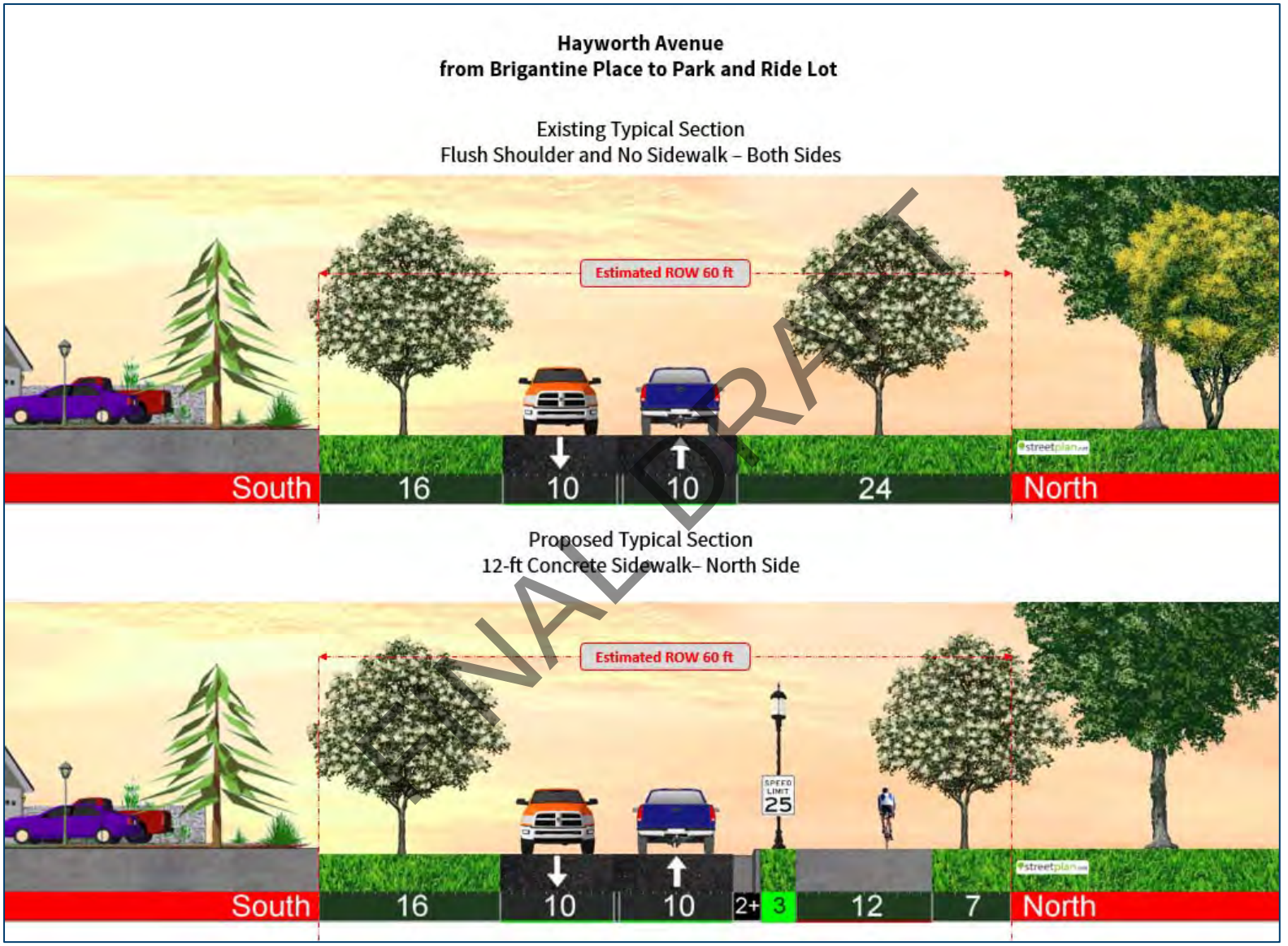


Figure 7-6: Hayworth Avenue Typical Section

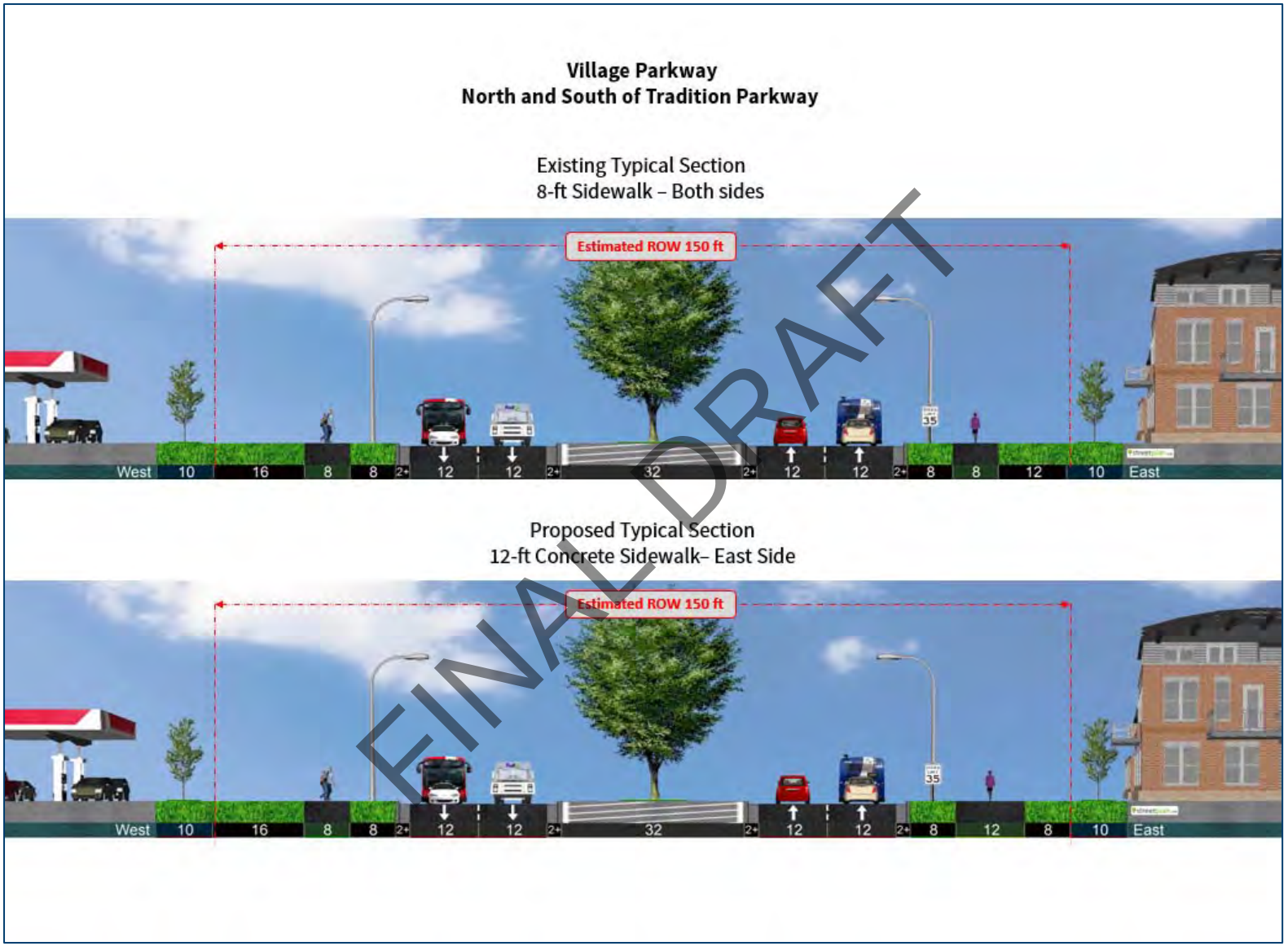
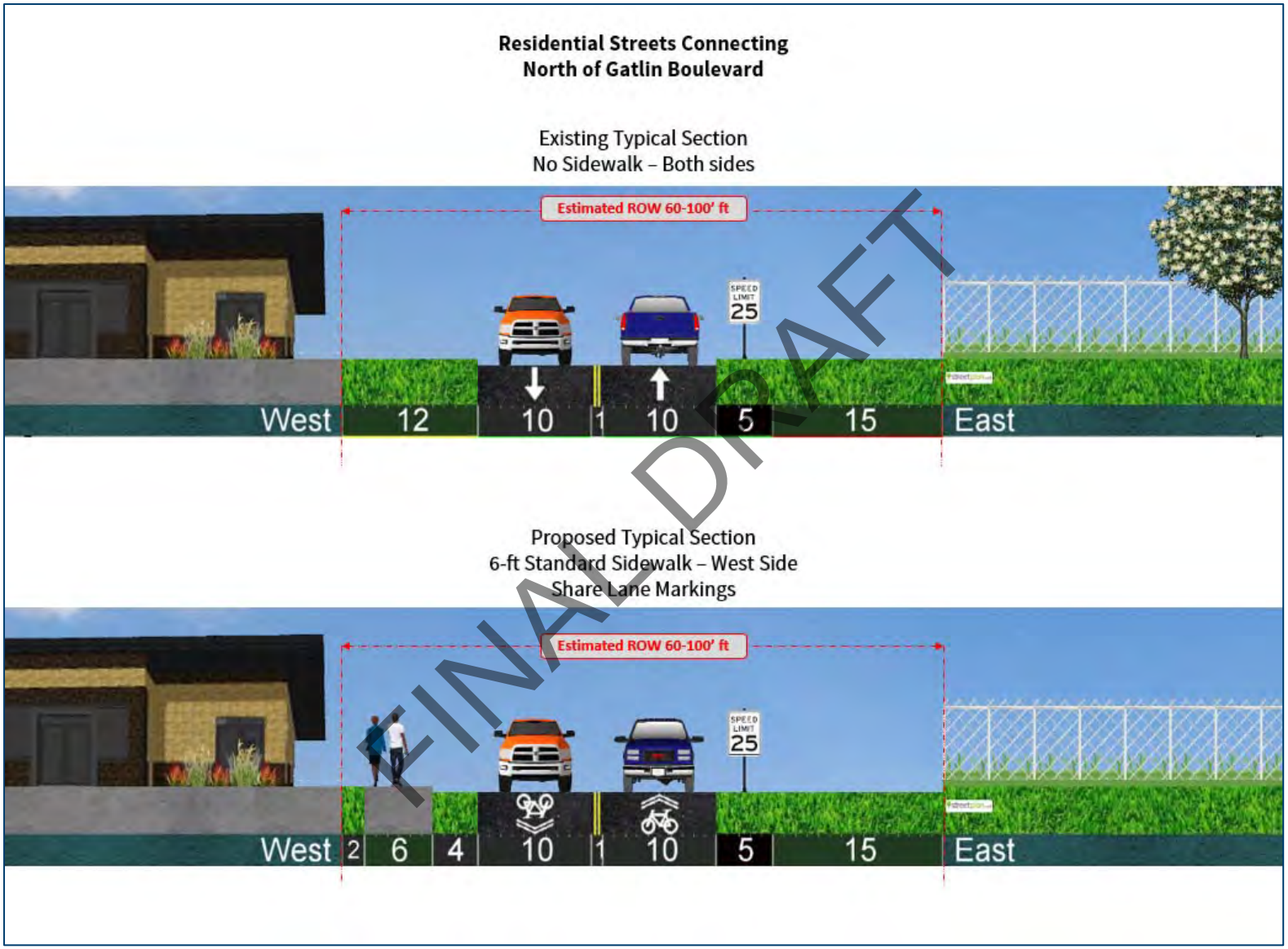


Figure 7-7: Village Parkway Typical Section



FINAL DRAFT

Figure 7-8: Residential Connectors Typical Section

8.0 Other Considerations

At the request of stakeholders, consideration was given to an exclusive pedestrian phase at the intersection of Gatlin Boulevard and Brescia Street, which would stop all vehicular traffic and allow pedestrians to cross all legs of the intersection simultaneously; in some instances, it also would allow crossing diagonally.

America Walks provides the following guidance for implementation of an exclusive pedestrian phase, also called Pedestrian Scramble or Barnes Dance (see https://americawalks.org/pedestrian-scramble-or-barnes-dance/):

- Benefits:
  - Improves pedestrian safety by removing conflicting traffic from the pedestrian crossing phase
  - Provides better separation between vehicles and pedestrians
- Considerations:
  - Potentially increases wait times for pedestrians and the possibility of pedestrians crossing against the signal
  - Potentially confuses visually impaired pedestrians who rely on traffic sounds to decide when and where to cross
  - Potentially hampers ability to synchronize timing at adjacent traffic signals
- Where to use it:
  - Areas with high pedestrian volumes (e.g. >1,200 pedestrians crossing per day)
  - Area with high speed turning vehicles that threaten pedestrians
  - Area with heavy conflicts between turning vehicles and crossing pedestrians

The intent of requesting an exclusive pedestrian phase at this location was to allow easy access to retail/restaurant uses on the north side of Gatlin Boulevard from the Jobs Express Terminal. This request was reviewed and was not recommended based on the following:

- The application of an exclusive pedestrian phase is rare and typically is applied only in dense downtown or urban areas.
- An exclusive pedestrian phase is typically deployed on lower-speed dense urban locations with high pedestrian traffic. This location is a suburban major arterial with anticipated higher speeds and low pedestrian volumes.
- An exclusive pedestrian phase would have significant impacts on delay for vehicular traffic along Gatlin Boulevard.
- This location has pedestrian crossings on all legs to allow pedestrians access to uses on all quadrants of the intersection through controlled crossings.

Based on the information and analysis above, an exclusive pedestrian phase is not recommended at the intersection of Gatlin Boulevard and Brescia Street.

FINAL DRAFT

9.0 Recommended Improvement Summary

Table 9-1 summarizes the recommended improvement from this study. The following notes apply to the table below:

1. Short-term vs. Mid- and Long-term refer to the anticipated implementation timeline that includes vetting, design, etc. Generally, based on the magnitude of the project.
2. Priority ranks projects based on their ease of implementation and/or the near-term benefit to the Jobs Express Terminal and nearby mobility. Medium and Low priority items are estimated to have lower impact or improvement to Jobs Express Terminal operations and mobility and therefore may be deferred and implemented based on post-opening need. High priority items would be anticipated to have an immediate impact and improvement on operations and mobility.
3. Cost estimates are planning level and include a 30% contingency. Cost estimates do not include estimated design costs. Cost sources included the FDOT LRE, X-month statewide averages, and other sources. All costs are in 2020 dollars.

FINAL DRAFT

Table 9-1: Proposed Improvement Summary

Roadway	Description	Improvement	Notes	Priority	Cost Estimate (Includes 30% Contingency)	Concept Drawings (Appendix D)
Short-term						
Jobs Express Terminal	On site	Improve bike connectivity including:	Improvements should be coordinated with the coming Work Program project to construct the Jobs Express Terminal, if schedule permits.	High	To be coordinated with construction project	-
		• Upgrade proposed 6-ft sidewalk to 12-ft concrete sidewalk connection from Gatlin Blvd.		High		
		• Provide 12-ft concrete sidewalk connection from Gatlin Blvd and from Hayworth Ave to bike racks.		High		
		Extend right-turn lane on eastbound approach at Brescia St past intersection connecting to the Jobs Express Terminal driveway. Extended right-turn section to be right-turn/bus-only lane. Evaluate providing bus priority at signal.		High		
Jobs Express Terminal	Mobility On-Demand (MOD) Service.	Provide enhanced Treasure Coast Connector MOD service within designated mobility zone(s) including connecting persons to the Jobs Express Terminal, fixed route, and commuter bus service. Will require monitoring and assessment of existing TCC service to adjust for COVID-19 and as the community returns to normalcy.	See Section 6.3 for details.	High	$264,300 to $391,700	-
Brescia St	From Gatlin Blvd to Savage Blvd	Install green sharrows or shared-lane markings.	See also sidewalk recommendation in long-term improvements, below.	High	$16,531.29	Pages D-2 to D-3
Savage Blvd	From Gatlin Blvd to Galiano Rd	Install green sharrows or shared-lane markings.	See also sidewalk recommendation in long-term improvements, below. Identified in LRTP 2040 as bike/walk multimodal project priority.	High	$80,176.77	Pages D-4 to D-6
Import Dr	From Gatlin Blvd to Savage Blvd	Install green sharrows or shared-lane markings.	See also sidewalk recommendation in long-term improvements, below. Identified in LRTP 2040 as bike/walk multimodal project priority.	High	$90,922.11	Pages D-7 to D-9

FINAL DRAFT

Gatlin Blvd	At Brescia Street	Install R10-15 "Turning Vehicles Stop for Pedestrians" signs at signalized intersections.		High	$9,176.00	-
Gatlin Blvd	At Savage Blvd/Fondura Rd	Install R10-15 "Turning Vehicles Stop for Pedestrians" signs at signalized intersections.		High	$9,176.00	-
Gatlin Blvd	At Import Dr	Install R10-15 "Turning Vehicles Stop for Pedestrians" signs at signalized intersections.		High	$9,176.00	-
Gatlin Blvd	At Rosser Blvd	Install R10-15 "Turning Vehicles Stop for Pedestrians" signs at signalized intersections.		High	$9,176.00	-
Gatlin Blvd	At Savona Blvd	Install R10-15 "Turning Vehicles Stop for Pedestrians" signs at signalized intersections.		High	$9,176.00	-
Gatlin Blvd	At Brescia Street	Review pedestrian clearance times and evaluate implementation of LPIs.	LPI implementation requires an engineering study per TEM Section 3.8. If warranted, evaluate incorporation into FM# 444707-1 scheduled for implementation in FY 2024.	High	N/A	-
Gatlin Blvd	At Savage Blvd/Fondura Rd	Review pedestrian clearance times and evaluate implementation of LPIs.	LPI implementation does not require an engineering study. Recommend verifying need based on pedestrian demand. Evaluate incorporation into FM# 444707-1 scheduled for implementation in FY 2024.	High	N/A	-
Gatlin Blvd	At Import Dr	Review pedestrian clearance times and evaluate implementation of LPIs.	LPI implementation does not require an engineering study. Recommend verifying need based on pedestrian demand. Evaluate incorporation into FM# 444707-1 scheduled for implementation in FY 2024.	High	N/A	-

FINAL DRAFT

Gatlin Blvd	At Rosser Blvd	Review pedestrian clearance times and evaluate implementation of LPIs.	LPI implementation requires an engineering study per TEM Section 3.8. If warranted, evaluate incorporation into FM# 444707-1 scheduled for implementation in FY 2024.	High	N/A	-
Gatlin Blvd	At Savona Blvd	Review pedestrian clearance times and evaluate implementation of LPIs.	LPI implementation requires an engineering study per TEM Section 3.8. If warranted, evaluate incorporation into FM# 444707-1 scheduled for implementation in FY 2024.	High	N/A	-
Gatlin Blvd/Tradition Pkwy	At SR-9/I-95 Interchange	Upgrade to accommodate pedestrian activity including: • Install Special Emphasis markings at all crosswalks. • Conduct pedestrian level lighting study at all pedestrian crossings, approaches on Gatlin Boulevard/Tradition Parkway to signals at interchange, and underneath overpass. Based on the results of this evaluation, upgrade lighting as needed. Follow required light level criteria as outlined in FDM Section 231.2. • Installation of RRFBs at free flow on-ramps. Follow guidance from FDOT D4 Design Guidance Document (2019-02): Pedestrian and Bicycle Treatments at Interchange Ramps.	Coordinate recommendations for inclusion in the scope of project FM # 439761-1 scheduled for construction in FY 2023.	 High High High	To be coordinated with construction project	-

FINAL DRAFT

Roadway	Description	Improvement	Notes	Priority	Cost Estimate (Includes 30% Contingency)	Concept Drawings
Mid-term / Long-term						
Gatlin Blvd/Tradition Pkwy	From Community Blvd to Savona Blvd	Provide 12-ft concrete sidewalk along both sides of roadway:	Give priority to south side of Gatlin Blvd (12-ft desired, 8-ft minimum). North side should be considered optional.			Pages D-10 to D-13
		• Complete 800 ft of sidewalk gap east of Community Blvd with 12-ft concrete sidewalk.		High	$73,297.89	
		• If feasible, upgrade existing section of 6-ft sidewalk from Savona Boulevard to Brescia Street to 12-ft concrete sidewalk.		Medium	$316,494.06	
		• If feasible, upgrade existing section of 8-ft sidewalk from Savona Boulevard to east of Community Boulevard to 12-ft concrete sidewalk.		Low	$1,493,851.95	
Aledo Ln/Hayworth Ave	From Rosser Boulevard to Jobs Express Terminal	Provide east-west bike link including:				
		• 12-ft concrete sidewalk along Aledo Ln from Rosser Blvd to Brigantine Pl		Medium	$662,780.06	Page D-14
		• Special emphasis crosswalk at intersection of Brigantine Pl and Aledo Ln		Medium		
		• 12-ft concrete sidewalk connection from Brigantine Pl to Buckhart St along north side of Tire Kingdom Shop		Medium		
		• 12-ft concrete sidewalk along Hayworth Ave from Buckhart St to south access of the Jobs Express Terminal		Medium		
		• Pedestrian lighting along Hayworth Ave		Medium		
		• Wayfinding signs to notify bicyclists of available bicycle route		High	To be determined	
Village Pkwy	North and south of Tradition Pkwy	Provide 12-ft concrete sidewalk along east side to improve pedestrian and bike mobility and safety.	Will require a detailed review of potential ROW impacts, impacts to the bridge N of Tradition Pkwy, and impacts to existing lighting.	High	$2,791,477.58	Pages D-15 to D-20

FINAL DRAFT

Brescia St	From Gatlin Blvd to Savage Blvd	Provide standard 6-ft concrete sidewalk to improve pedestrian and bike connectivity to Gatlin Blvd.	See also share lane markings recommendation in short-term improvements, above. Coordinate with SOURCE project programmed/funded for construction FY 2023-2024.	High	$94,850.65	Pages D-2 to D-3
Savage Blvd	From Gatlin Blvd to Galiano Rd	Provide standard 6-ft concrete sidewalk to improve pedestrian and bike connectivity to Gatlin Blvd.	See also share lane markings recommendation in short-term improvements, above. Coordinate with SOURCE project programmed/funded for construction FY 2023-2024. Identified in LRTP 2040 as bike/walk multimodal project priority.	High	$460,025.65	Pages D-4 to D-6
Import Dr	From Gatlin Blvd to Savage Blvd	Provide standard 6-ft concrete sidewalk to improve pedestrian and bike connectivity to Gatlin Blvd.	See also share lane markings recommendation in short-term improvements, above. Coordinate with SOURCE project programmed/funded for construction FY 2021-2022. Identified in LRTP 2040 as bike/walk multimodal project priority.	High	$521,678.57	Pages D-7 to D-9
Gatlin Blvd	At Brigantine Place	Conduct engineering study to evaluate installation of marked/protected pedestrian crossings. If warranted, crossings would include refuge islands, stop bars, pedestrian signs, lighting.	Analysis per TEM Section 3.8.	Low	N/A	-

FINAL DRAFT

Gatlin Blvd	At Edgarce St	Conduct engineering study to evaluate installation of marked/protected pedestrian crossings. If warranted, crossings would include refuge islands, stop bars, pedestrian signs, lighting.	Analysis per TEM Section 3.8.	Low	N/A	-
Tradition Pkwy	From Village Pkwy to SR 9/ I-95 SB on- and off-ramps	Conduct pedestrian level lighting study to evaluate lighting conditions on sidewalk as existing lighting currently provided only on median.	Requires a detailed lighting analysis and design.	Medium	N/A	-
Gatlin Blvd	At Brescia Street	Conduct pedestrian level lighting study to evaluate lighting conditions and determine need for lighting improvements.	Requires a detailed lighting analysis and design.	High	$110,746.39	Page D-21
Gatlin Blvd	At Savage Blvd/Fondura Rd	Conduct pedestrian level lighting study to evaluate lighting conditions and determine need for lighting improvements.	Requires a detailed lighting analysis and design.	Medium	$110,746.39	Page D-21
Gatlin Blvd	At Import Dr	Conduct pedestrian level lighting study to evaluate lighting conditions and determine need for lighting improvements.	Requires a detailed lighting analysis and design.	Medium	$110,746.39	Page D-21
Gatlin Blvd	At Rosser Blvd	Conduct pedestrian level lighting study to evaluate lighting conditions and determine need for lighting improvements.	Requires a detailed lighting analysis and design.	Medium	$110,746.39	Page D-21
Gatlin Blvd	At Savona Blvd	Conduct pedestrian level lighting study to evaluate lighting conditions and determine need for lighting improvements.	Requires a detailed lighting analysis and design.	Medium	$110,746.39	Page D-22
Gatlin Blvd/Tradition Pkwy	Along study section (5 stops)	Improve bus stop facilities within study area to include: • Boarding/alighting area • Sidewalk connection • Shelter and bench		High	$75,000.00	-
Proposed Peacock Trail	From Dreyfuss Blvd to Jobs Express Terminal	Provide a connection from Peacock Trail to Jobs Express Terminal.	Planned by the City for construction in FY 2027-2028, will provide shared-use trail connection improving bicycle connectivity in area to south.	Low	N/A	-
Jobs Express Terminal	Connection to nearby neighborhoods	Directly-operated Commuter Service Commuter Service through purchased transportation option	See Section 6.0 for details.	Medium	$605,800.00 $460,500.00	-

FINAL DRAFT

St. Lucie Transportation Planning Organization

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

AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	May 21, 2020
Item Number:	5c
Item Title:	SmartMoves 2045 Long Range Transportation Plan (LRTP) Development
Item Origination:	2045 LRTP Development Process
UPWP Reference:	Task 3.1 – Long Range Transportation Planning
Requested Action:	Review and recommend approval of the draft elements, recommend approval with conditions, or do not recommend approval.
Staff Recommendation:	It is recommended that the draft elements of the SmartMoves 2045 LRTP be reviewed and recommended for approval by the TPO Board.

Attachments

- Staff Report
- SmartMoves 2045 LRTP Presentation

St. Lucie Transportation Planning Organization

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

MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

THROUGH: Peter Buchwald
Executive Director

FROM: Yi Ding
Transportation Systems Manager

DATE: May 12, 2020

SUBJECT: SmartMoves 2045 Long Range Transportation Plan (LRTP) Development

---

BACKGROUND

At the meetings in September 2019, the Advisory Committees reviewed and commented on the scope of services for the SmartMoves 2045 LRTP that was prepared by Kimley-Horn & Associates (KHA). Subsequently, the scope of services was approved by the TPO Board at their October meeting. Since then, several elements in the scope of services have been drafted for review and comments.

ANALYSIS

- Public Engagement: Different public participation methods were identified to help ensure the greatest degree of public input, involvement, and education during the development of SmartMoves 2045 LRTP. A variety of cooperative outreach tools and techniques includes website, online surveys, stakeholder interviews, pop-up outreach, focus groups, and workshops.

- Study Area Review and Analysis: The draft Study Area Review and Analysis ensures the SmartMoves 2045 LRTP is consistent with Federal and Florida Department of Transportation (FDOT) plans and requirements. In addition, regional and local plans and initiatives were reviewed for consistency to ensure that projects and areas of emphasis identified by the

local jurisdictions in the TPO area are included in the SmartMoves 2045 LRTP. Environmental Justice considerations were identified to incorporate fairness and equity into the development of transportation policies and funding decisions for long range planning. Local Sea Level Rise mapping was reviewed in keeping with the goal to incorporate climate resiliency into the development of the SmartMoves 2045 LRTP. Transit routes, the St. Lucie Walk-bike network and shared micromobility studies were reviewed to ensure a multimodal system planning being developed.

- Goals, Objectives, and Performance Measures: The vision for the SmartMoves 2045 LRTP was drafted as "A balanced and funded transportation system that meets the community's needs". The goals and objectives, which support achieving the vision, were developed by reviewing the federal requirements known as MAP-21, local plans, and the state long range transportation plan.

  Five goals are proposed which focus on the following issues:

  - Ø Support economic activity
  - Ø Provide travel choices
  - Ø Maintain the transportation system
  - Ø Provide equitable, affordable, and sustainable urban mobility
  - Ø Improve safety and security

  Objectives are proposed to support the goals and reflect desired outcomes and performance measures are proposed to enable the monitoring of progress toward achieving the outcomes.

- Land Use and Socioeconomic (SE) Data: As part of the development of the SmartMoves 2045 LRTP, a travel demand model, known as the Treasure Coast Regional Planning Model Version 5 (TCRPM 5), is being used to project future throughput and traffic volumes. Inputs into this model include the Bureau of Economic and Business Research at the University of Florida (BEBR) population and employment projections for the year 2045.

  A parcel-based land use allocation model, known as ULAM, was used to allocate the control total of 2045 population and employment to each traffic analysis zone (TZA) within the TPO area and ensure the consistency with the zoning and land use policies of the local jurisdictions. The initial Land Use and SE Data zonal data was reviewed by the LRTP Modeling Focus Group during the coordination phase and subsequently updated based on the input provided by the focus group members.

- Preliminary Roadway Deficiencies: The updated SE data projections and the existing plus committed (E+C) network, which consists of those

improvements in the TPO's recently adopted five-year Transportation Improvement Program (TIP), were input into the TCRPM 5 model to project future roadway deficiencies of the E+C network in the year 2045. A volume-to-capacity (V/C) ratio map was completed on the model output to identify those roadways of the E+C Network that potentially will be deficient in 2045. The roadways are considered to be deficient where the LOS is projected to be worse than level "D", which generally is the adopted LOS of the local jurisdictions.

A deficient E+C roadways map was completed by removing some of the roadways shown as overcapacity but are not good candidates for the Needs Plan, such as Indian River Drive, Green River Parkway, and sections of State Route A1A that have few traffic signals and therefore have a higher actual capacity than what the model indicates. The deficient E+C roadways formed the basis for the initial Needs Plan.

RECOMMENDATION

It is recommended that the draft elements of the SmartMoves 2045 LRTP be reviewed and recommended for approval by the TPO Board.

St. Lucie Transportation Planning Organization

SMART MOVES 2045

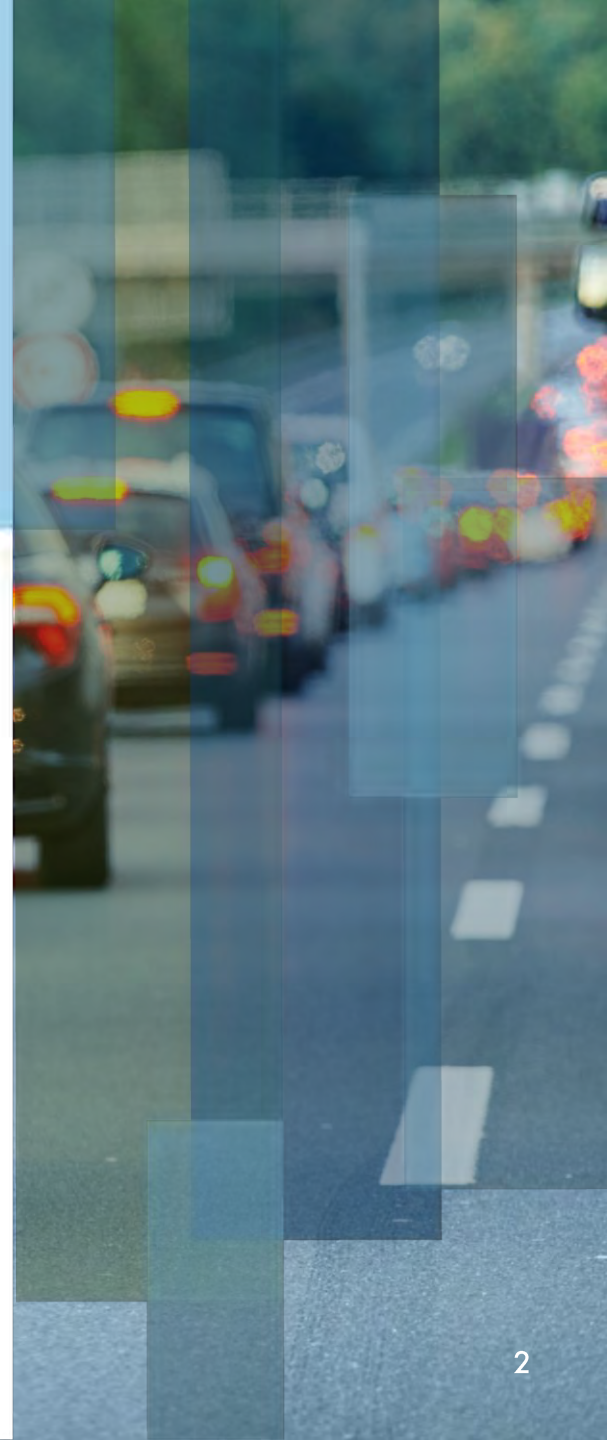
St. Lucie TPO Long Range Transportation Plan

May 2020

Committee Meetings

Agenda

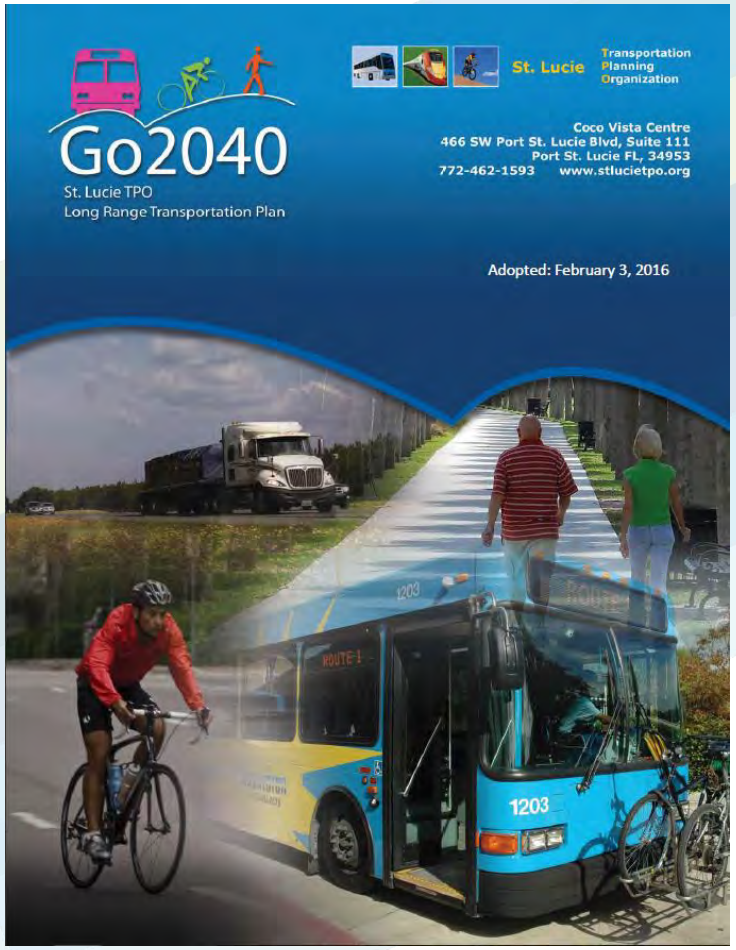
- Overview
- Public Engagement
- Study Area Review
- Goals, Objectives, and Performance Measures
- Land Use and Socioeconomic Data
- 2045 Preliminary Roadway Deficiencies



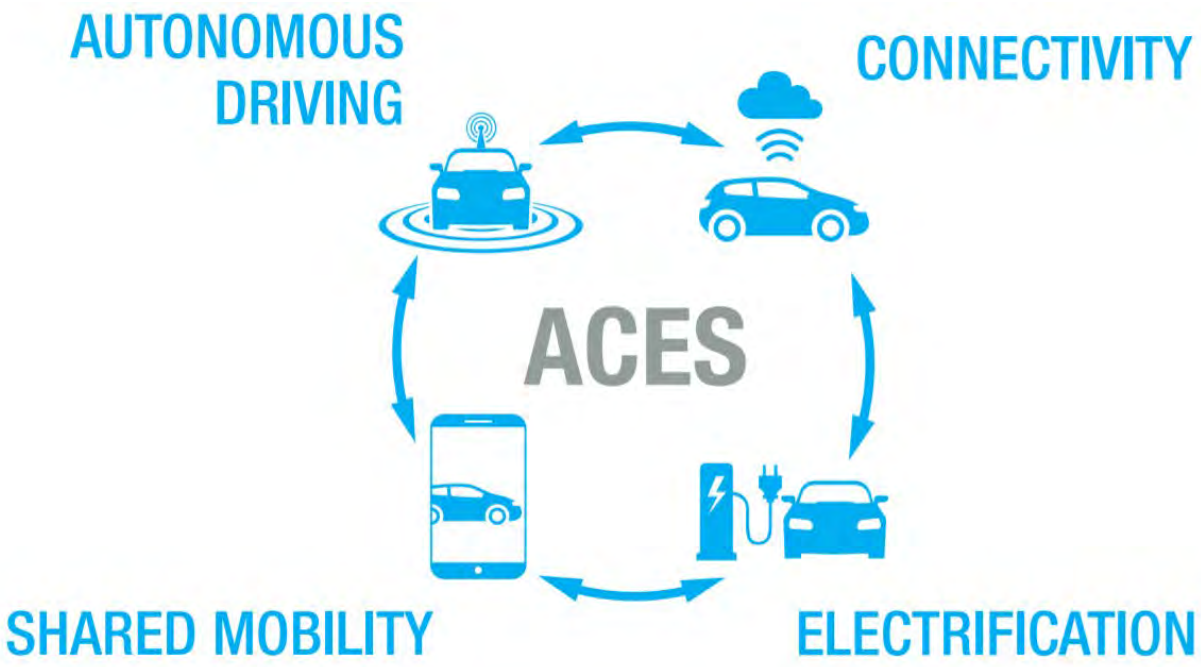
Overview

Background

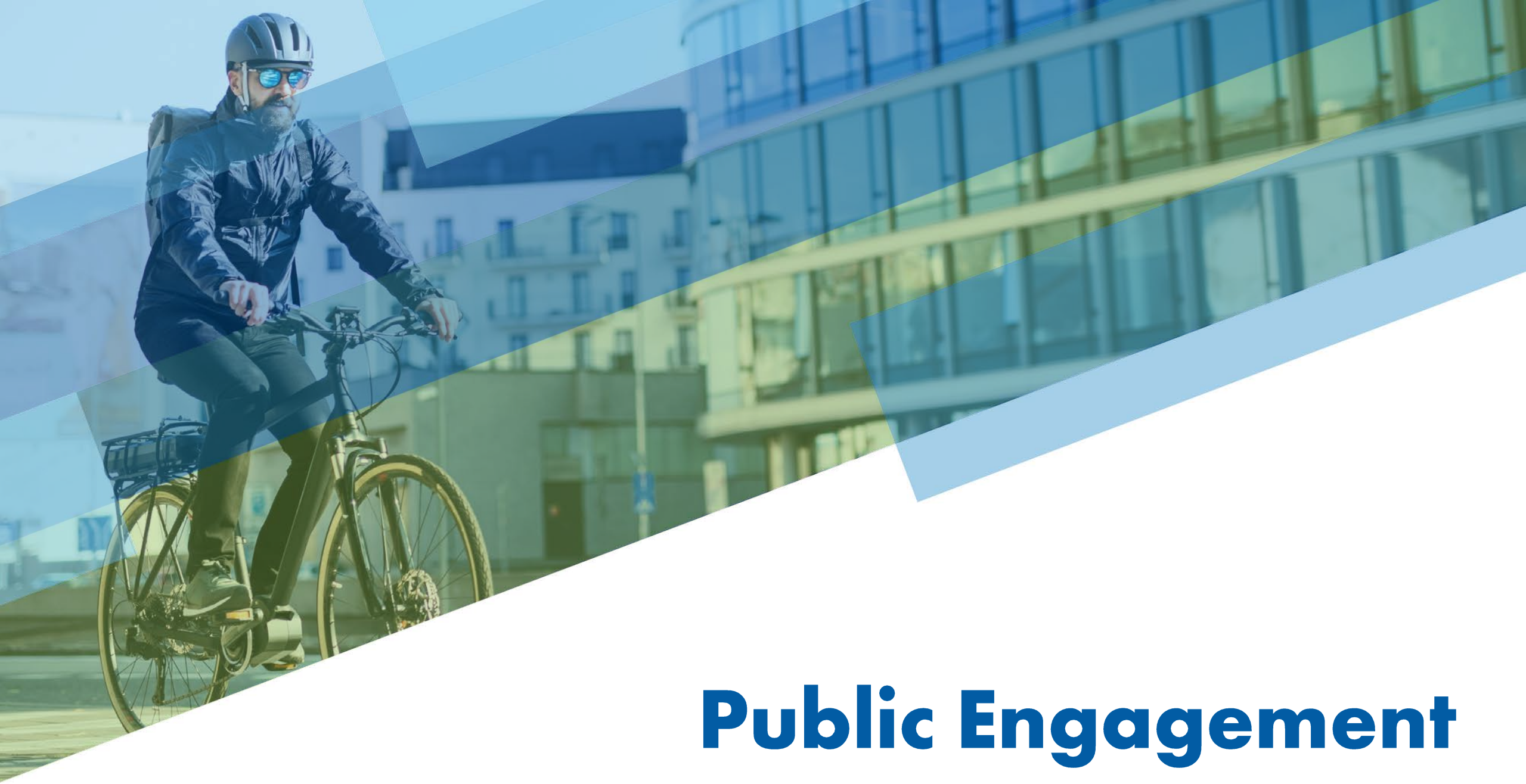
- The Long Range Transportation Plan (LRTP) 2045 describes how St. Lucie County's multimodal transportation system will evolve over the next 25 years.
- The St. Lucie Transportation Planning Organization (TPO) is required by federal law to review and update its transportation plan every five (5) years.
- The St. Lucie 2040 LRTP, referred to as *Go2040*, was adopted by the TPO Governing Board in February 2016.



Major Theme



- Planning concepts of Autonomous, Connected, Electric, and Shared Vehicle (ACES).
- Benefits of ACES are expected to align with traditional objectives of shared vehicle use, strong urban centers, efficient travel corridors, and inclusive access.



Public Engagement

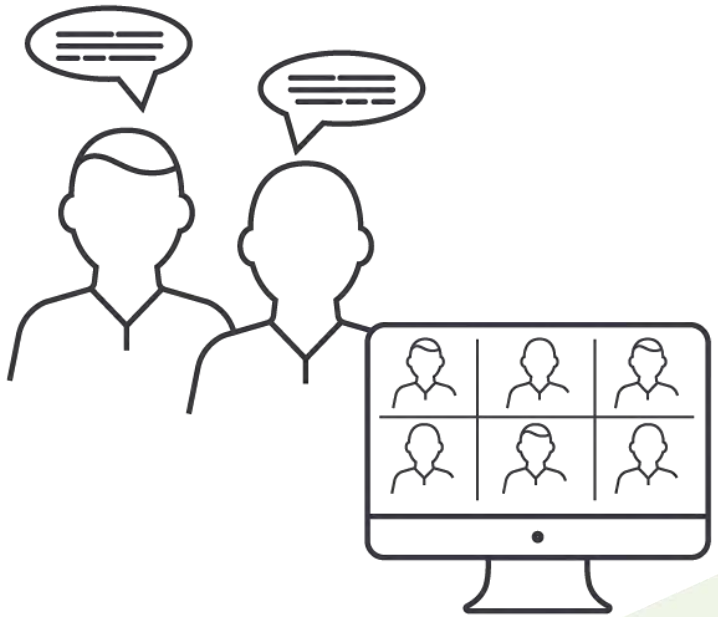
Self-Identification
Anyone who has exhibited previous interest through public meeting attendance, written comments, or contact with the TPO.

TPO Identification
Agencies, organizations, and the general public identified from the TPO's current mailing lists and from public records.

Third-party Identification
General public and private groups as identified through known shareholders.

Different methods to identify the public to be involved

Public Participation Methods



HIGH-TOUCH & VIRTUAL HIGH-TOUCH

- » Focus Groups
- » Workshops
- » Regional Coordination
- » Committee Meetings

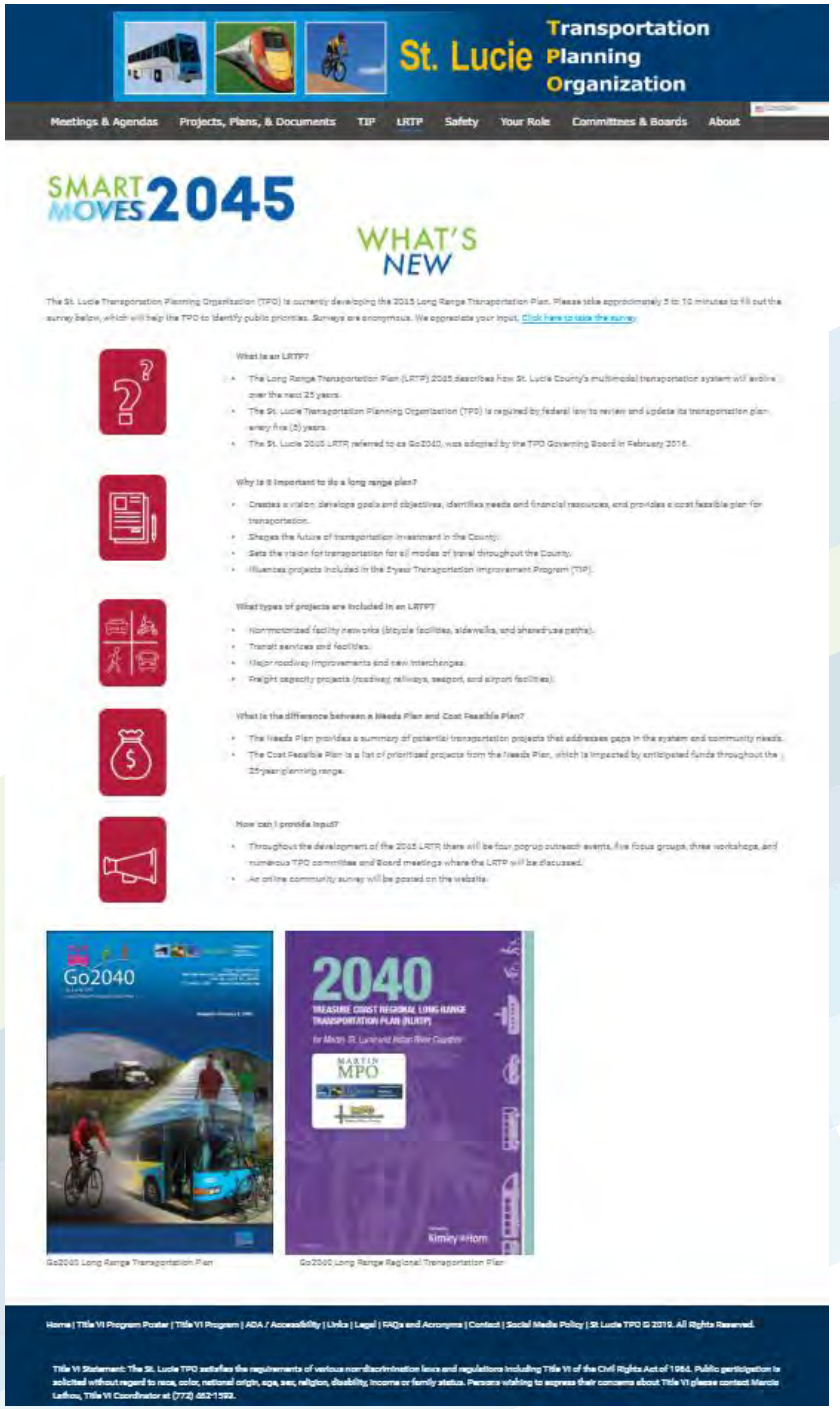
HIGH-TECH

- » Community Survey
- » Website
- » Media

SMART MOVES 2045

Project Website

» http://www.stlucietpo.org/lrtp/



St. Lucie TPO 2045 Long Range Transportation Plan Survey

The St. Lucie Transportation Planning Organization (TPO) is currently developing the 2045 Long Range Transportation Plan. Please take approximately 5 to 10 minutes to fill out the survey below, which will help the TPO to identify public priorities. Surveys are anonymous. We appreciate your input.

OK

* 1. What is your home zip code?

https://www.surveymonkey.com/r/PGQH87L

0 of 10 answered

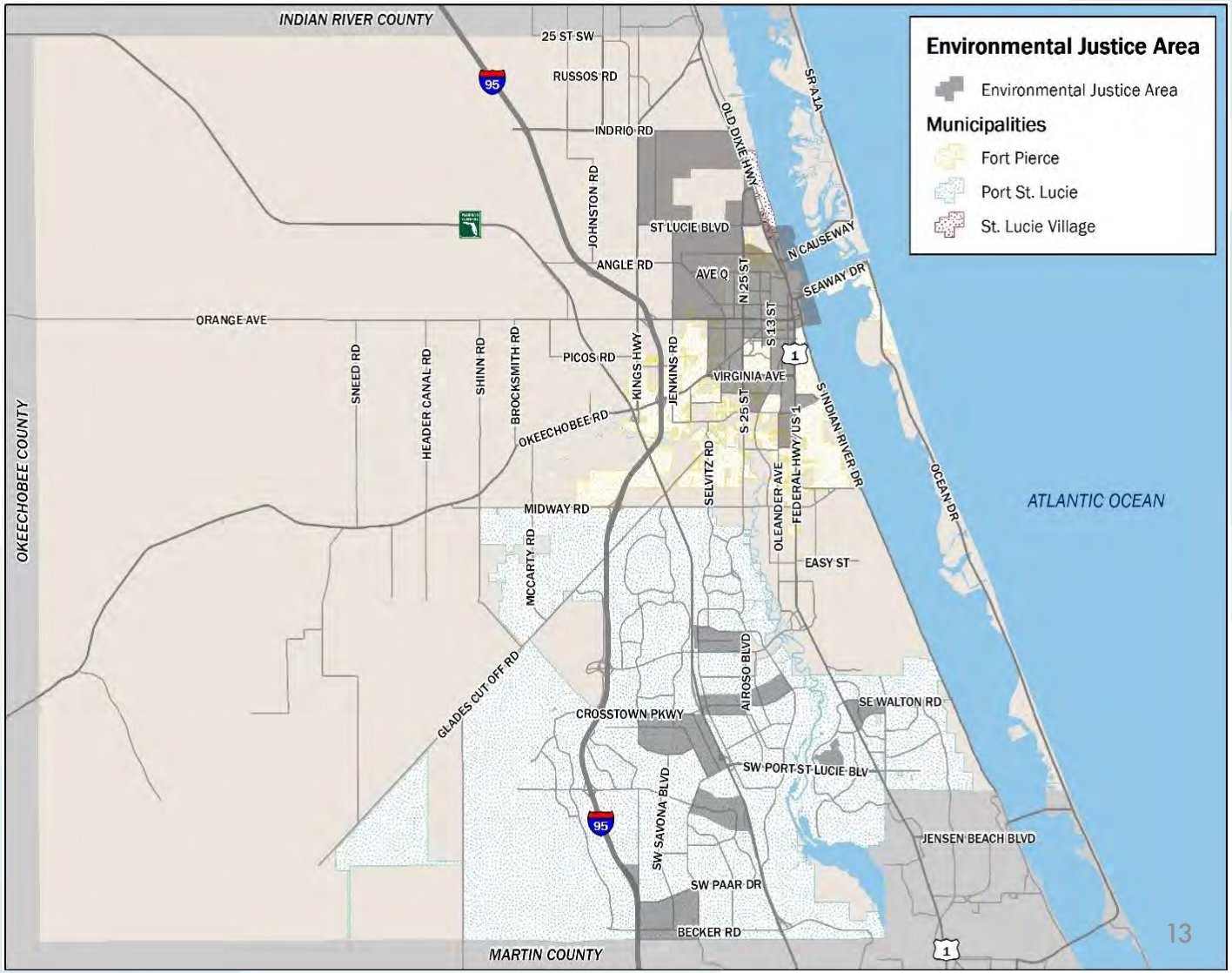
Outreach

» Pop-up outreach events, focus groups, and workshops

Study Area Review

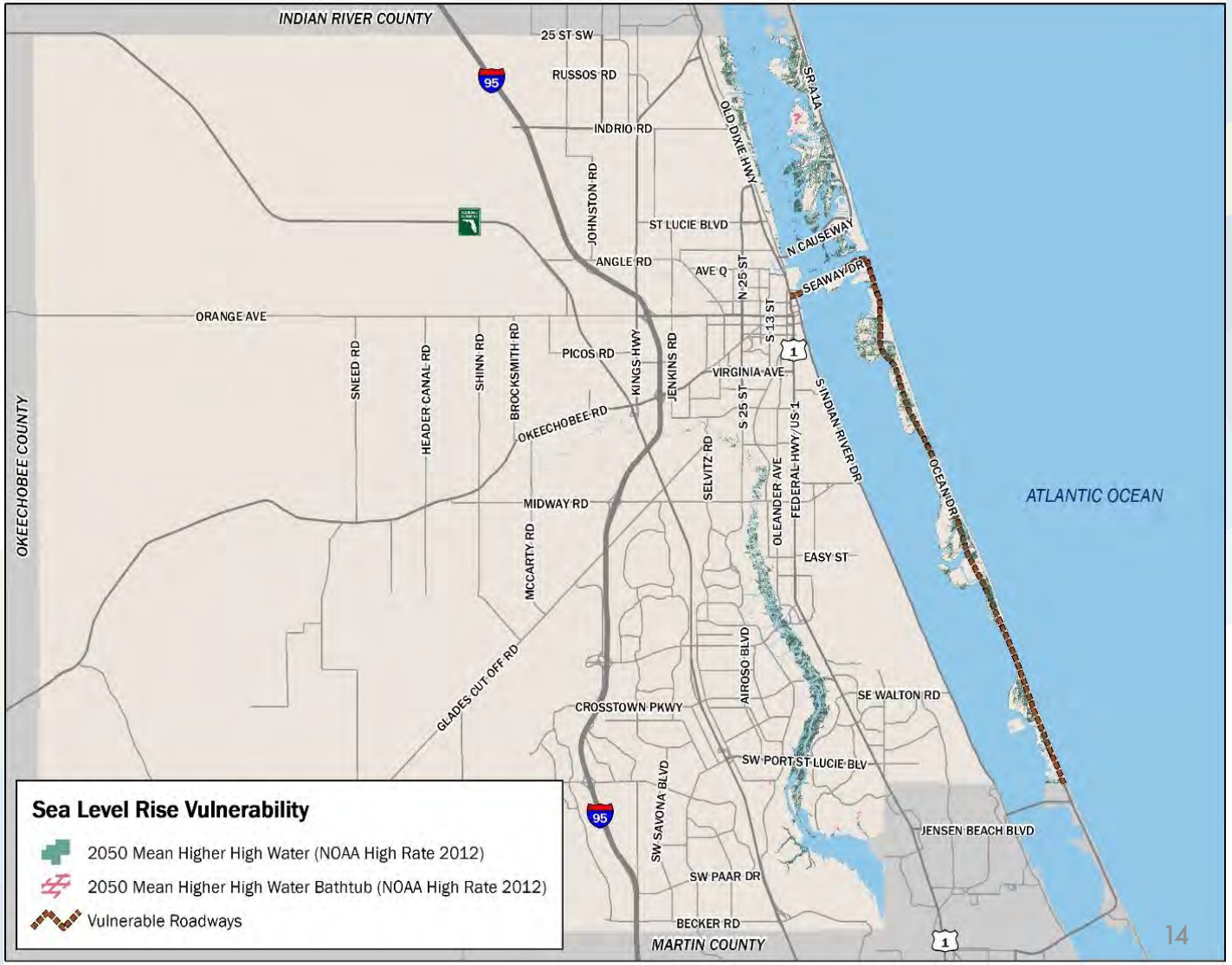
Environmental Justice Area

- Defined by the TPO as a census tract where 50 percent (50%) or more individuals live in poverty or 50 percent (50%) or more of the population is minority.



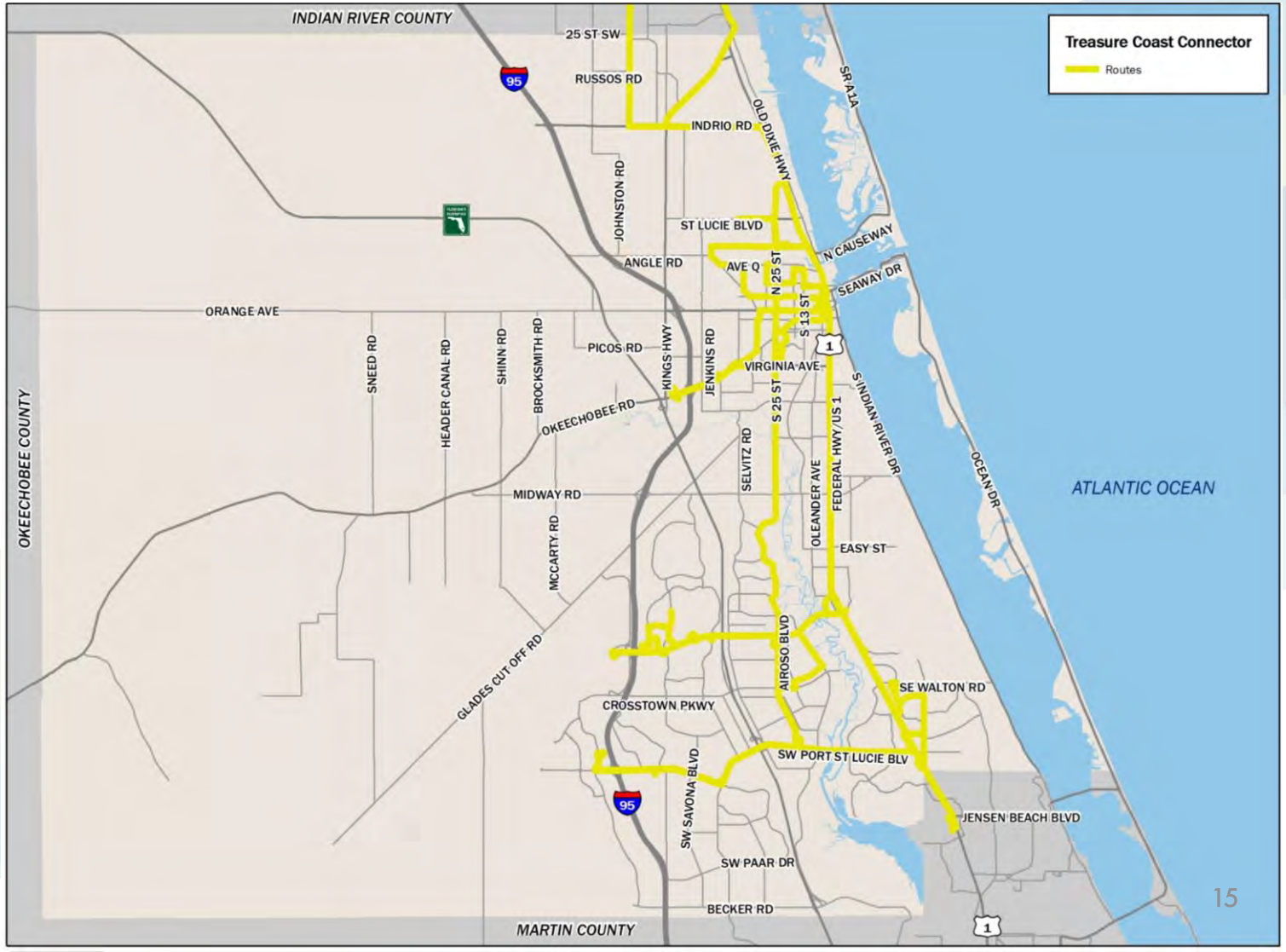
Sea Level Rise Vulnerability

- In the past 50 years, mean sea level has risen 5.5 inches in the Treasure Coast and Southeast Florida according to NOAA tide gauge data.
- The most aggressive projection, the 2012 NOAA High Rate, in the year 2050, minor impacts to the County's roadways could be experienced.



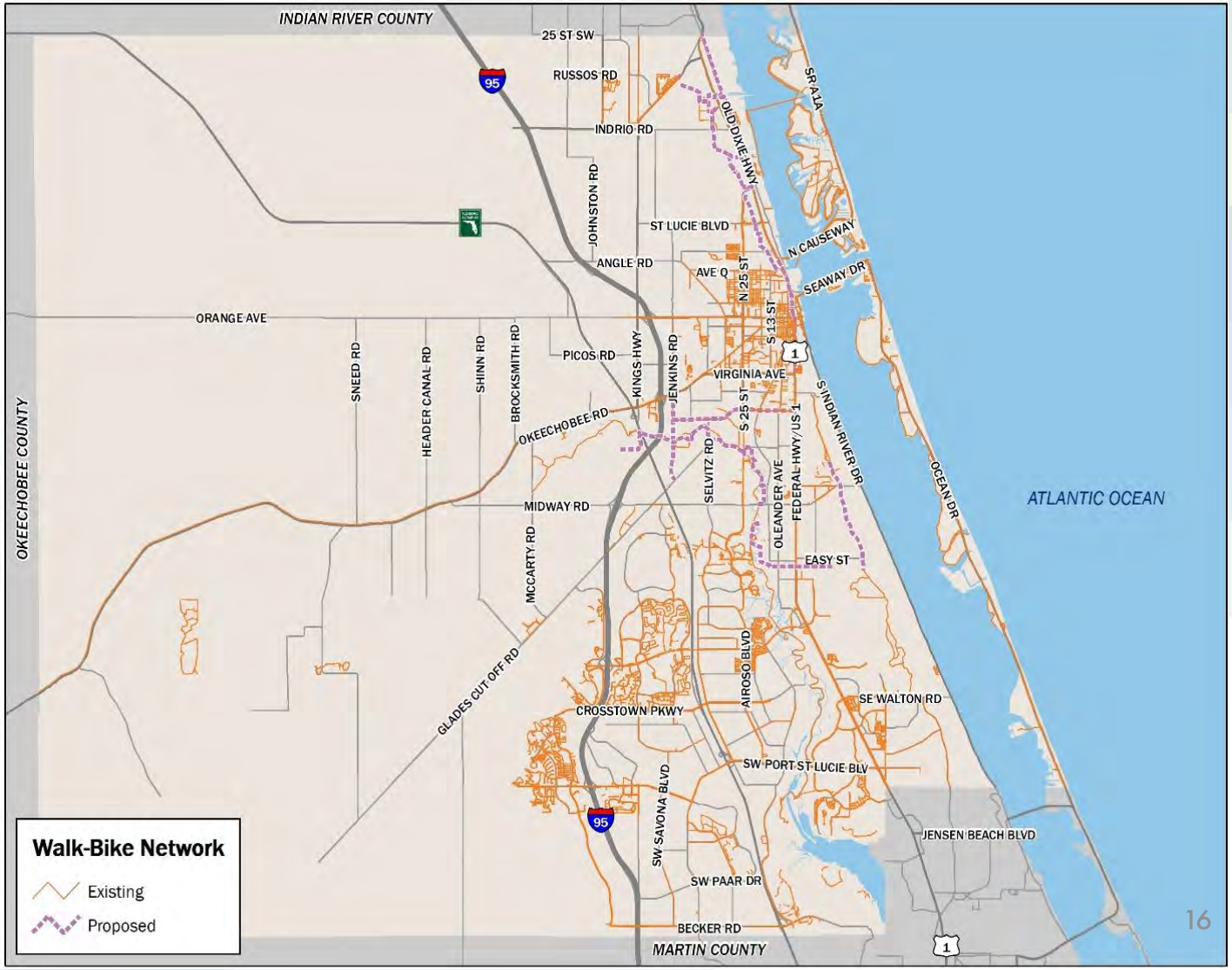
Treasure Coast Connector

- Public transit provider for St. Lucie County through a contract with the Board of County Commissioners of St. Lucie County.



Walk-Bike Network, 2018

Facility Type	Miles
8′-12′ Wide Sidewalks	178
4′-6′ Wide Sidewalks	518
Marked Bike Lanes	111
4′ Wide Paved Shoulders	29
Unpaved Hiking-Bike Trails	92
Total	927

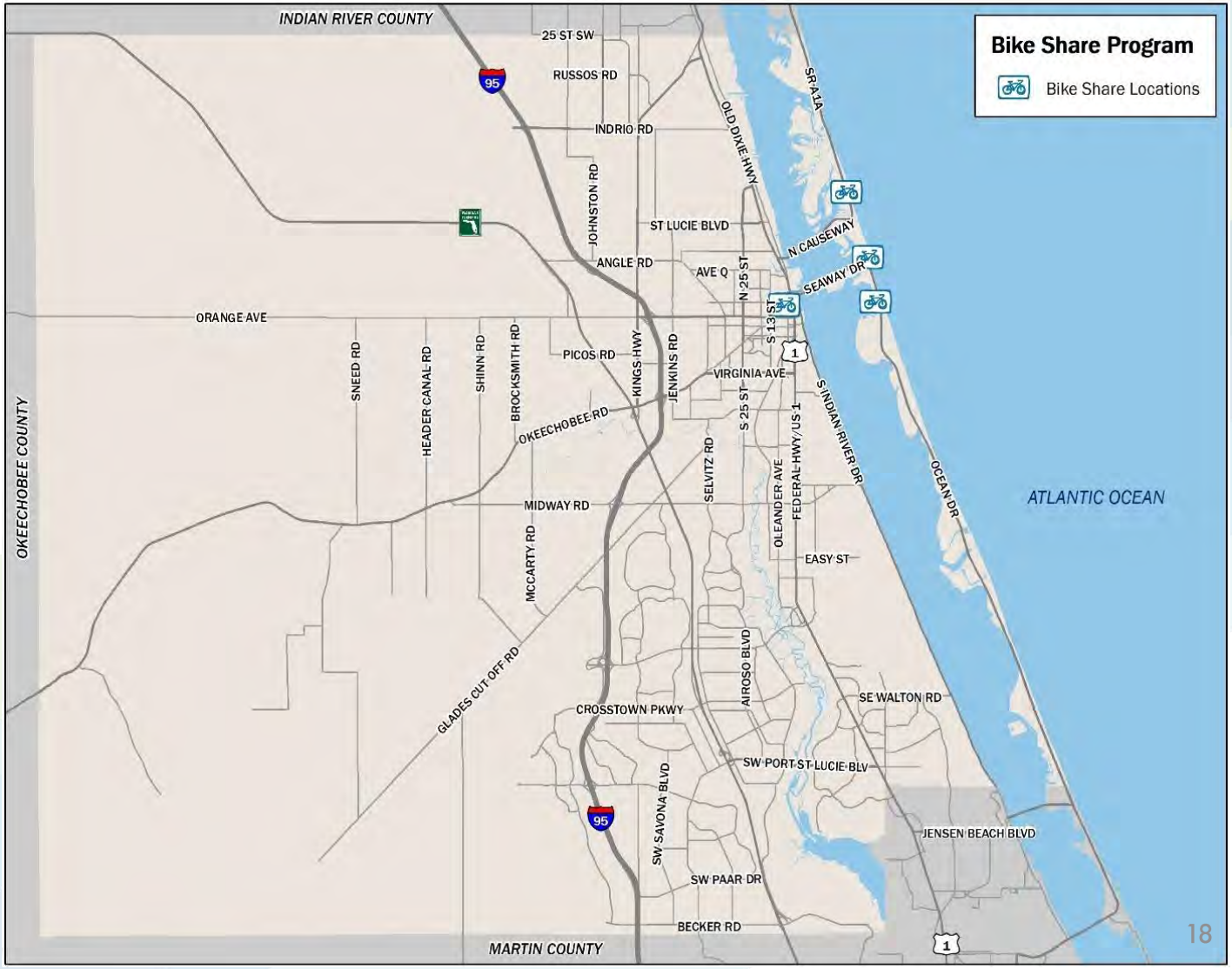


Existing Bicycle Facilities

- Conventional Bike Lane
- Multi-Use Pathway
- Paved Shoulder
- Suggested Connections

Shared Micromobility

- Includes several modes of transportation, namely docked and dockless bikeshare systems, electric bikes and electric scooters.
- St. Lucie County launched a bike share program in January 2018 and electric scooter share program in September 2019 both in City of Fort Pierce.



Goals, Objectives, and Performance Measures

Vision

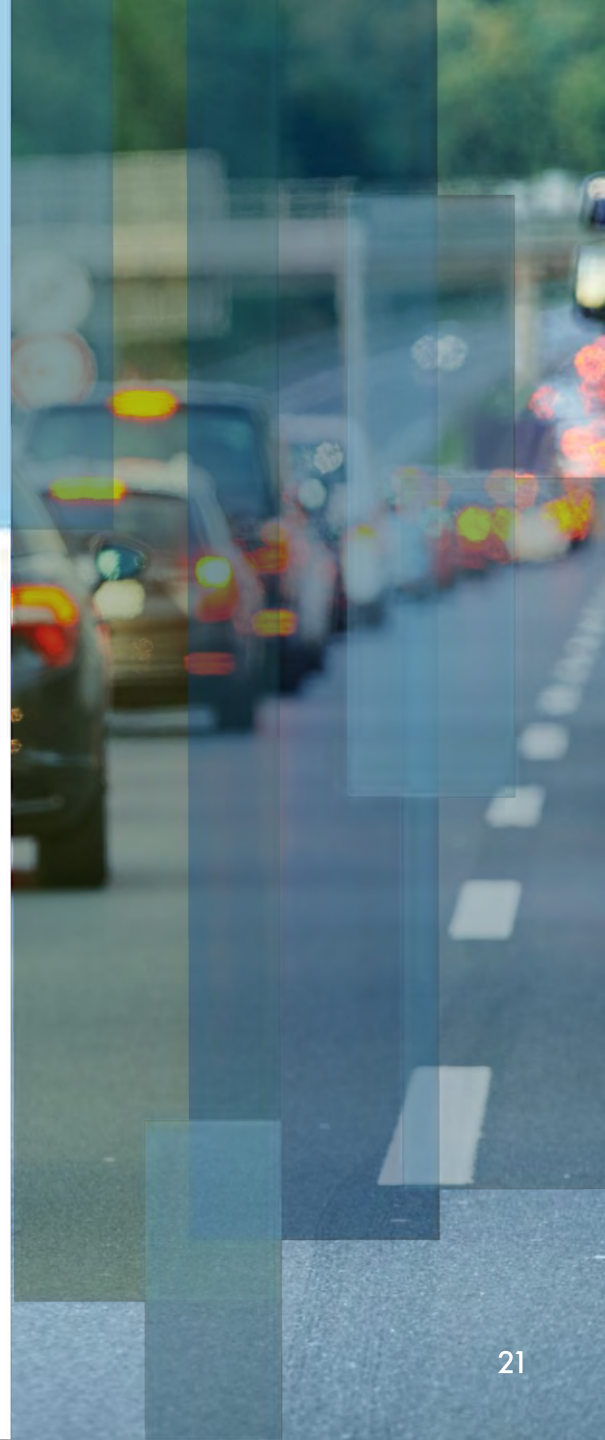
To provide the public a

SAFE AND EFFICIENT

multimodal transportation system.

Goals, Objectives, and Performance Measures

1. Support Economic Activities
2. Provide Travel Choices
3. Maintain the Transportation System
4. Provide Equitable, Affordable, and Sustainable Urban Mobility
5. Improve Safety and Security



Goal 1: Support Economic Activity

Objectives	Performance Measures
Enable the efficient movement of people and goods on the roadway network	% of person-miles traveled on the Interstate that are Reliable
	% of person-miles traveled on the non-Interstate NHS that are Reliable
	The sum of maximum Truck Travel Time Reliability (TTTR) for each reporting segment, divided by the total Interstate System miles
Optimize the management and operations of the transportation system	TSM&O Strategic Network Deployment
Maximize the efficiency and effectiveness of the current transit system and improve access to destinations that support economic growth	Ridership
	Cost per passenger trip
	% of routes that serve Major Activity Centers (MACs)

Goal 2: Provide Travel Choices

Objectives	Performance Measures
Encourage walking, cycling, and other micromobility options	% of roadways with sidewalks
	Miles of multi-use pathways
	% of roadways with bike lanes
Improve transit accessibility	% of transit stops with sidewalk access
	Number of shared bike and/or e-scooter locations

Goal 3: Maintain the Transportation System

Objectives	Performance Measures
Maintain condition of existing roadway transportation assets	% of pavements of the Interstate System in Good Condition
	% of pavements of the Interstate System in Poor Condition
	% of pavements of the non-Interstate NHS in Good Condition
	% of pavements of the non-Interstate NHS in Poor Condition
	% of NHS Bridges Classified as Good Condition
	% of NHS Bridges Classified as Poor Condition
Maintain condition of existing transit assets	Equipment - Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their useful life benchmark
	Rolling Stock - Percentage of revenue vehicles within a particular asset class that have either met or exceeded their useful life benchmark
	Percentage of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale

Goal 4: Provide Equitable, Affordable, & Sustainable Urban Mobility

Objectives	Performance Measures
Support healthy living strategies, programs, and improvements to create more livable communities	Walking modal share
	Bicycle modal share
	Transit modal share
Ensure community participation is representative	Opportunities for engagement in traditionally underserved areas
Provide for transportation needs of transportation disadvantaged	% of low-income, older adults, persons with disabilities within ¼ mile of transit route
Make transportation investments that minimize impacts to natural environment and allocate resources toward mitigation	Number of additional roadway lane miles of impacting environmentally-sensitive areas
Improve transportation system's stability/resiliency in event of climate change, emergencies, or disasters	% of roadway lane miles subject to climate change impacts

Goal 5: Improve Safety & Security

Objectives	Performance Measures
Improve safety and security in the Highway System	Number of fatalities
	Rate of fatalities per 100 million vehicle miles traveled (VMT)
	Number of serious Injuries
	Rate of serious injures per 100 million VMT
Improve safety and security in the Transit System *(if applicable)*	Total number of reportable fatalities
	Rate of reportable fatalities per total vehicle revenue miles by mode
	Total number of reportable injuries
	Rate of reportable injuries per total vehicle revenue miles by mode
	Total number of reportable safety events
	Rate of reportable safety events per total vehicle revenue miles by mode
	Mean distance between major mechanical failures by mode
Improve safety and security in the Non-Motorized System	Number of non-motorized fatalities and serious injuries combined

Land Use and Socioeconomic Data

Socioeconomic Updates

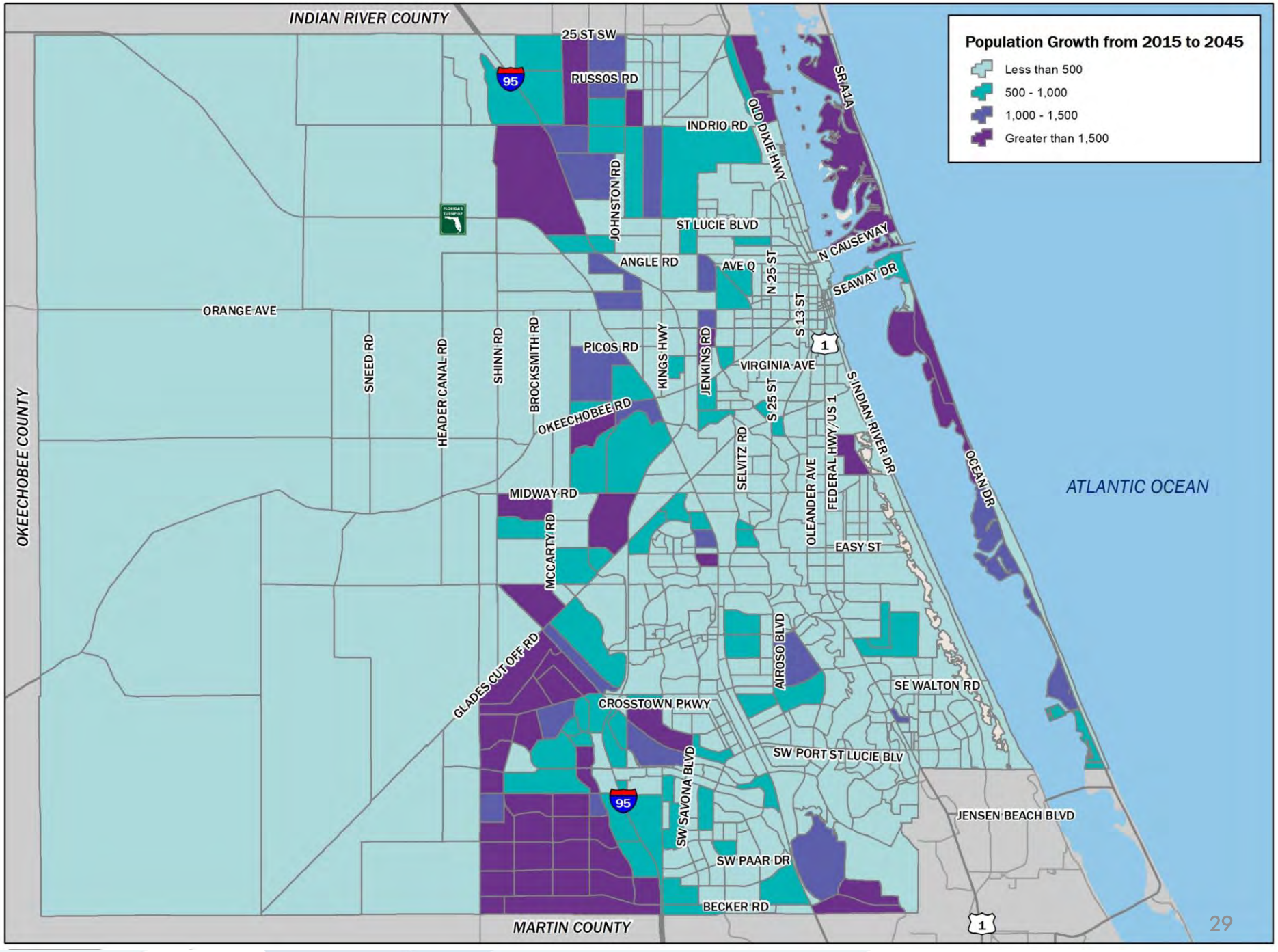
	Population	Household (Dwelling Units)	Total Employment
2045	525,100	211,538	183,300
Total Growth	232,738	94,683	75,203
Percent Growth	79.61%	81.03%	69.57%

Original

	Population	Household (Dwelling Units)	Total Employment
2045	548,395	221,665	236,745
Total Growth	248,037	100,288	132,304
Percent Growth	82.58%	82.63%	126.68%

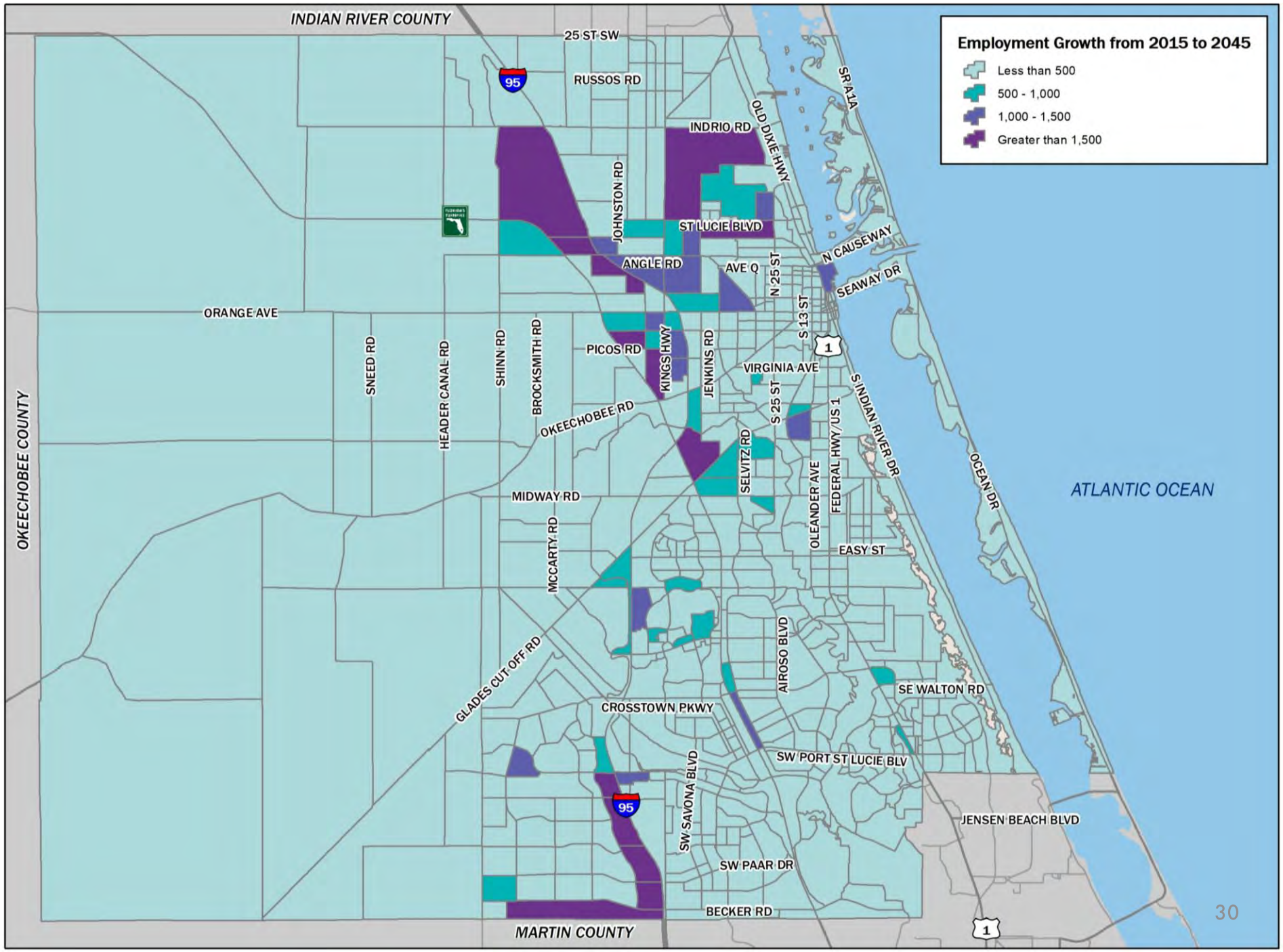
Updated

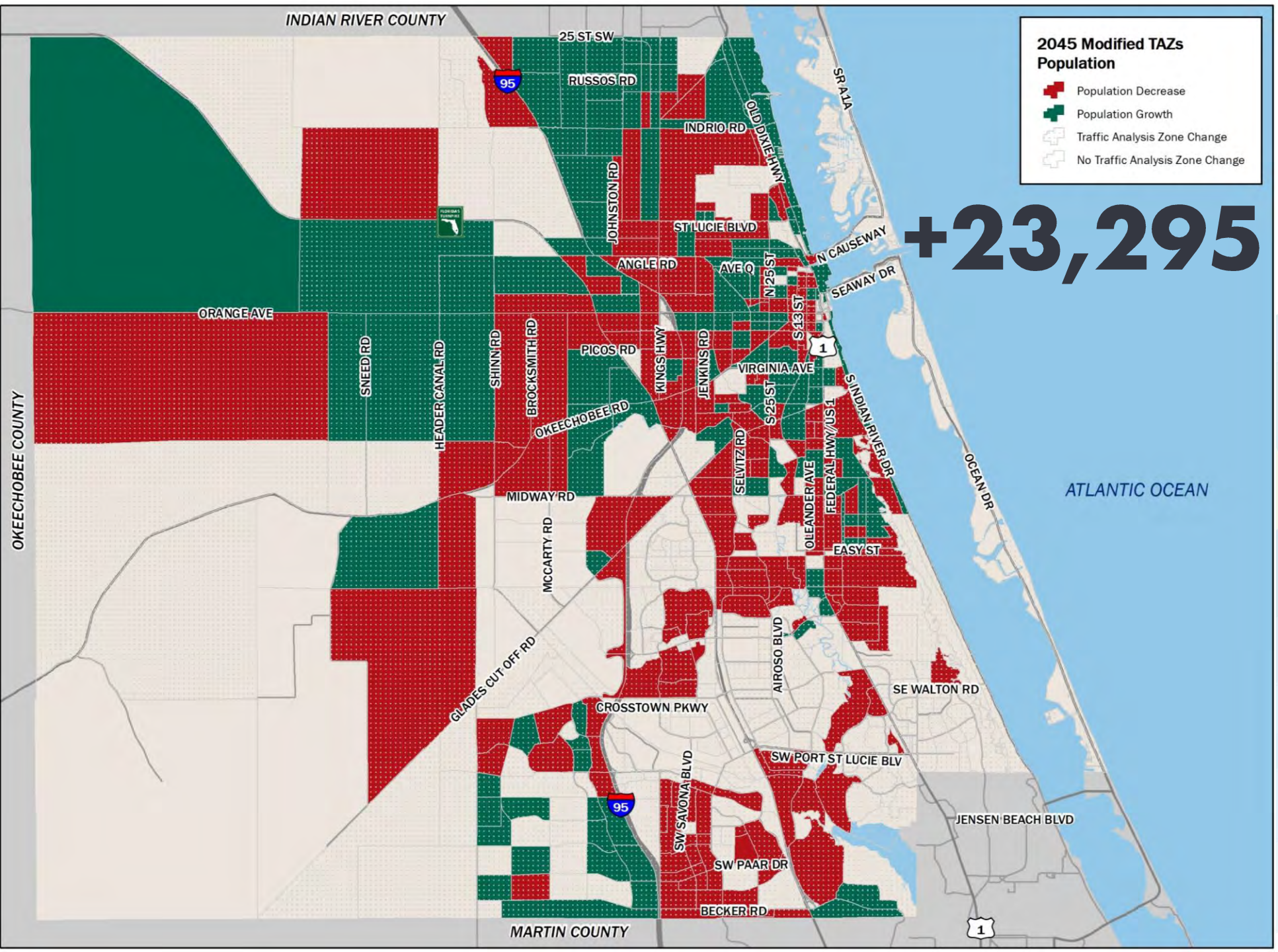
Population Growth from 2015 to 2045



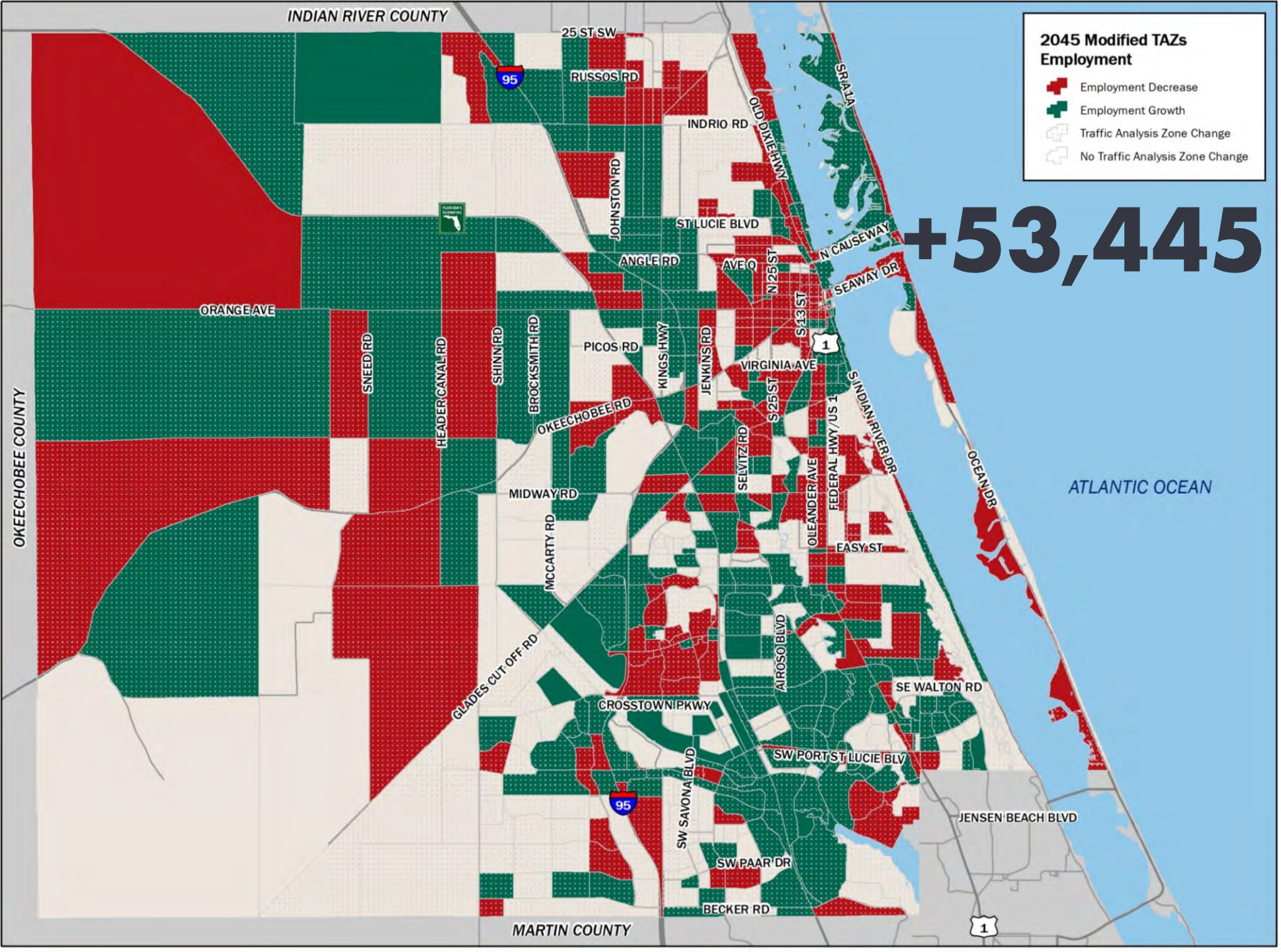
SMART MOVES 2045

Employment Growth from 2015 to 2045



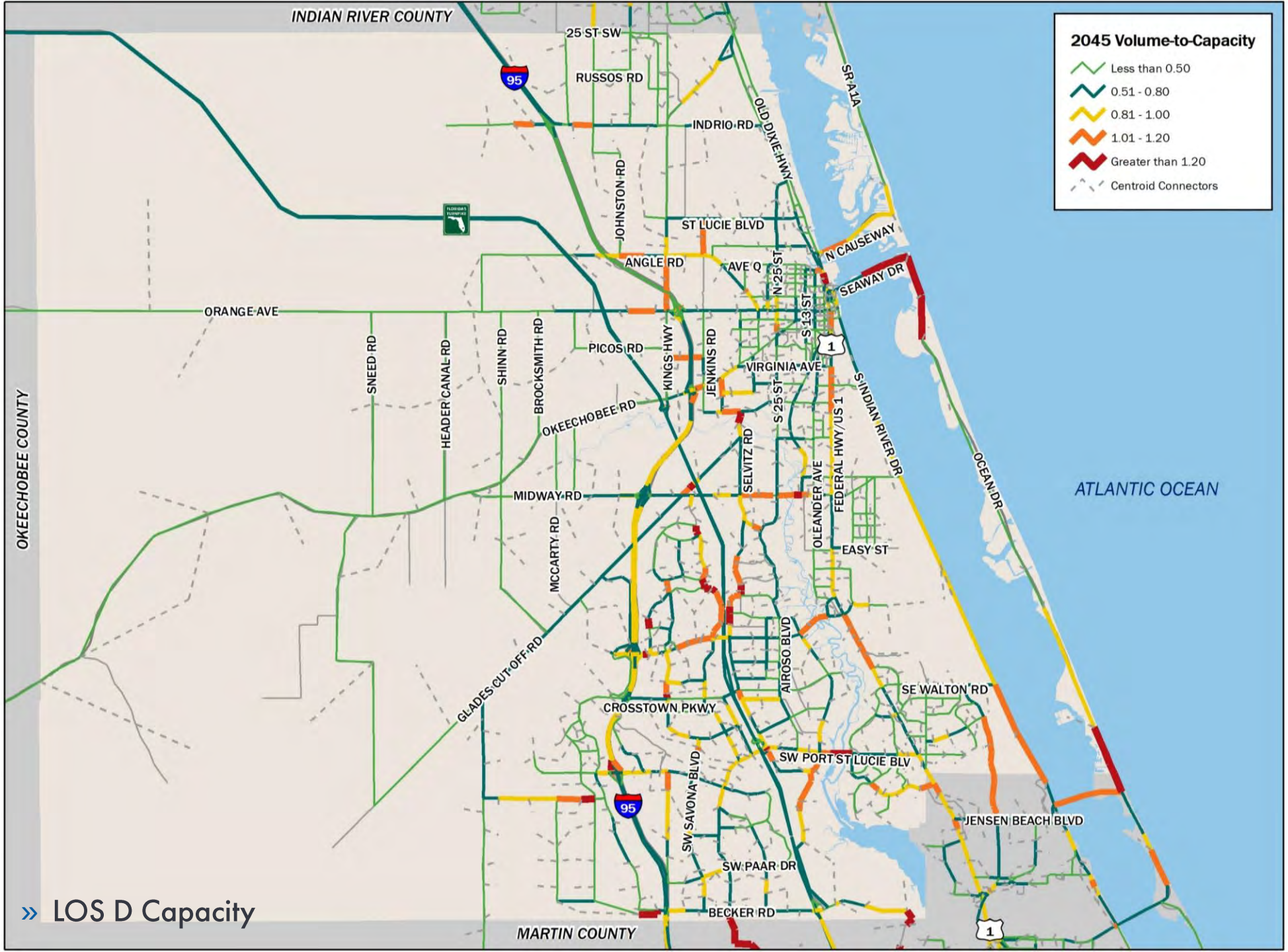


2045 Modified TAZs Population

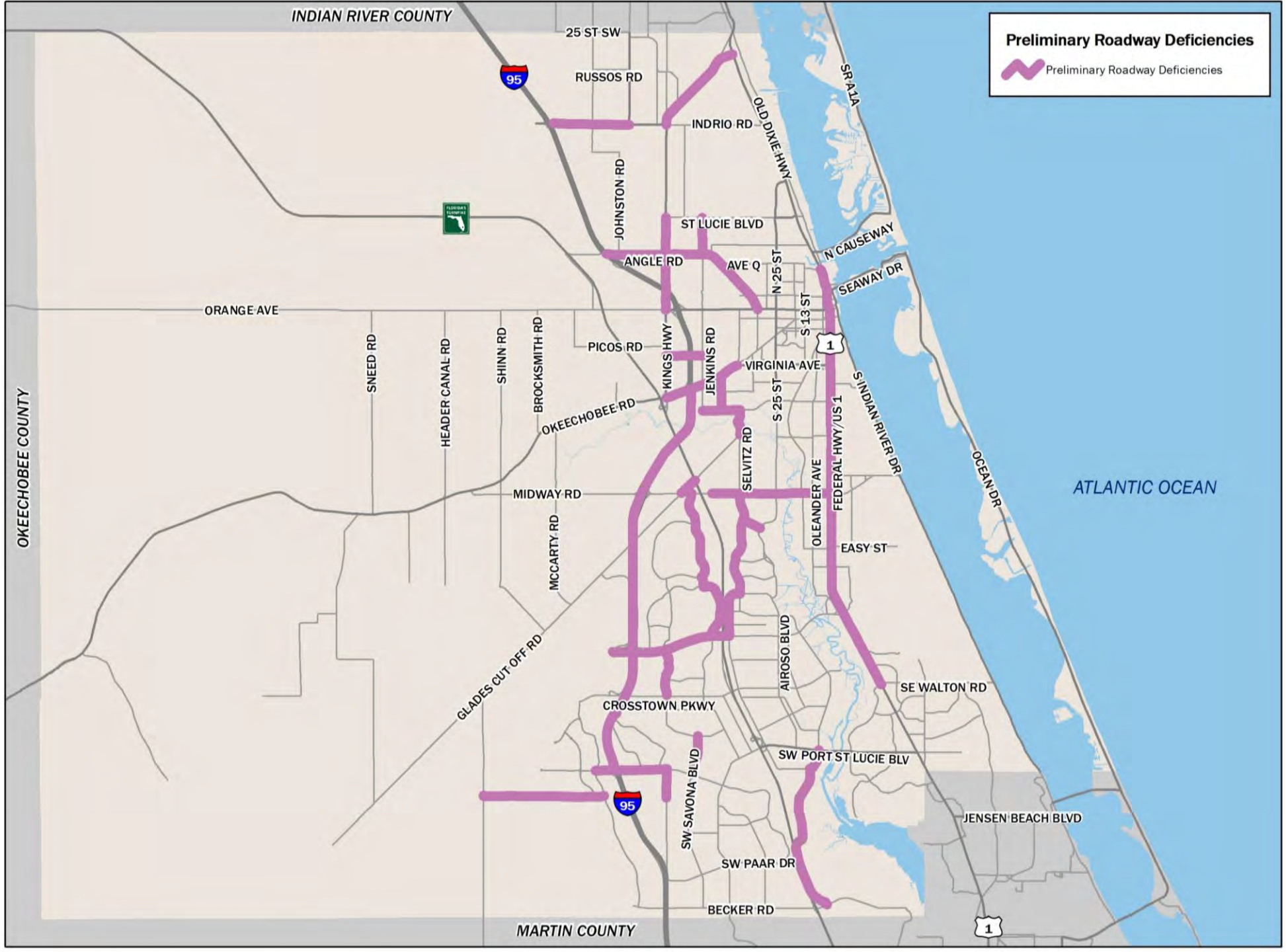


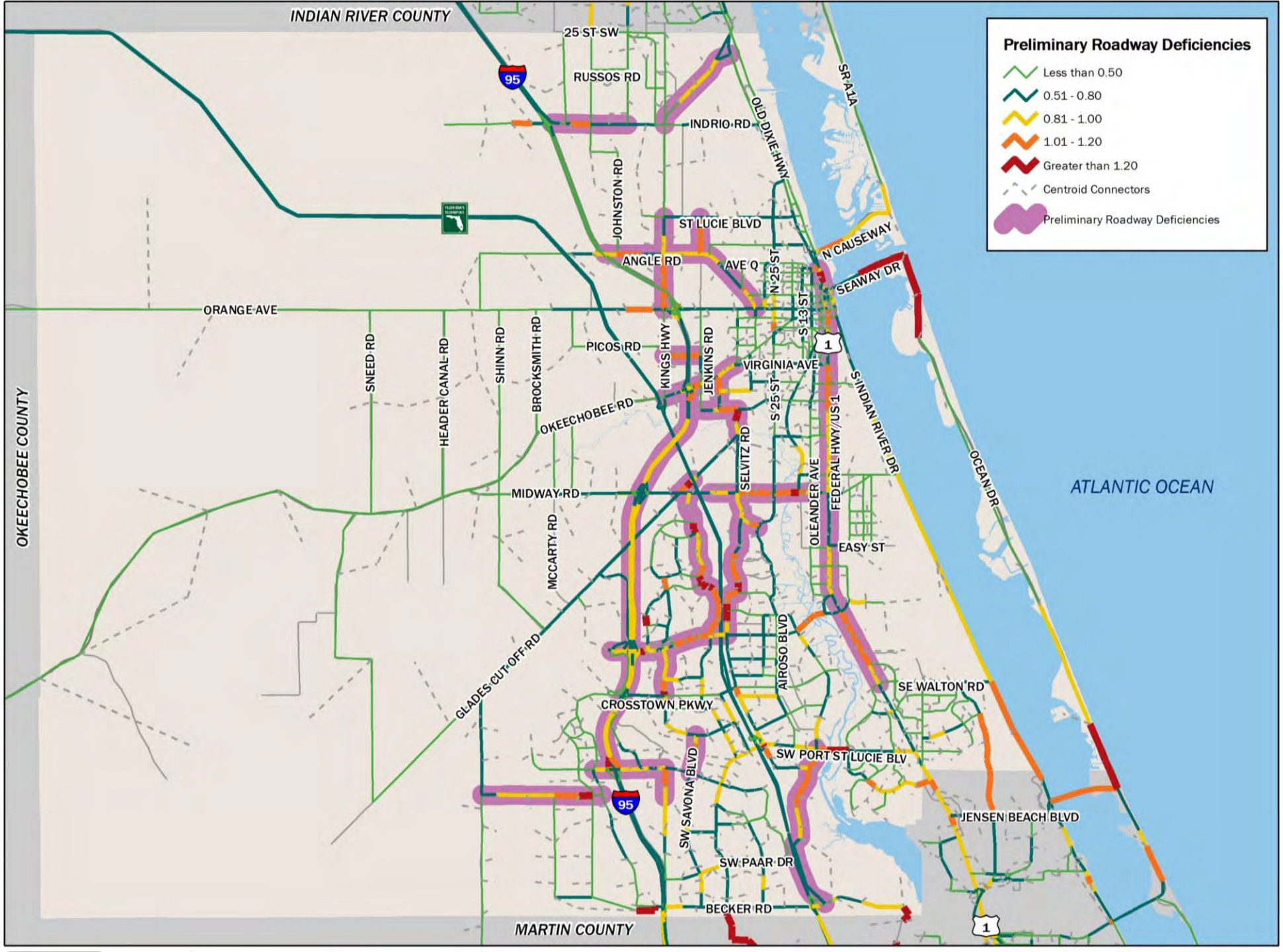
2045 Modified TAZs Employment

2045 Preliminary Roadway Deficiencies



» LOS D Capacity


Preliminary Roadway Deficiencies
Preliminary Roadway Deficiencies
INDIAN RIVER COUNTY
OKEECHOBEE COUNTY
MARTIN COUNTY
ATLANTIC OCEAN
25 ST SW
RUSSOS RD
INDRIO RD
JOHNSTON RD
OLD DIXIE HWY
SR A1A
ST LUCIE BLVD
N CAUSEWAY
ANGLE RD
AVE Q
N 25 ST
SEAWAY DR
ORANGE AVE
S 13 ST
SNEED RD
HEADER CANAL RD
SHINN RD
BROCKSMITH RD
PICOS RD
KINGS HWY
JENKINS RD
VIRGINIA AVE
S INDIAN RIVER DR
OKEECHOBEE RD
S 25 ST
SELVITZ RD
FEDERAL HWY/US 1
OCEAN DR
MIDWAY RD
OLEANDER AVE
EASY ST
MCCARTY RD
AIROSO BLVD
GLADES CUT OFF RD
SE WALTON RD
CROSSTOWN PKWY
SW PORT ST LUCIE BLV
SW SAVONA BLVD
JENSEN BEACH BLVD
SW PAAR DR
BECKER RD
95
1



SMART MOVES 2045

Thank you!

St. Lucie Transportation Planning Organization

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

AGENDA ITEM SUMMARY

Board/Committee:	Bicycle-Pedestrian Advisory Committee (BPAC)
Meeting Date:	May 21, 2020
Item Number:	6a
Item Title:	Initial Draft 2020/21 List of Priority Projects (LOPP)
Item Origination:	Unified Planning Work Program (UPWP)
UPWP Reference:	Task 3.3 – Transportation Improvement Program
Requested Action:	Review and provide comments to Staff.
Staff Recommendation:	It is recommended that the initial draft 2020/21 LOPP is reviewed and comments are provided to Staff.

Attachments

- Staff Report
- Initial Draft 2020/21 LOPP
- 2019/20 LOPP

St. Lucie Transportation Planning Organization

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

MEMORANDUM

TO: Bicycle-Pedestrian Advisory Committee (BPAC)

FROM: Peter Buchwald
Executive Director

DATE: May 12, 2020

SUBJECT: Initial Draft 2020/21 List of Priority Projects (LOPP)

BACKGROUND

As part of the annual development of the St. Lucie TPO's Transportation Improvement Program (TIP), the LOPP is developed for submittal to the Florida Department of Transportation District 4 (FDOT) for the allocation of funding to projects that are or will be programmed in the TIP. The projects identified in the LOPP subsequently are funded and included in the FDOT Work Program to the maximum extent feasible. The St. Lucie TPO's TIP for FY 2021/22 – FY 2025/26 then will be developed based on the LOPP and the FDOT Work Program.

Florida Statute 339.175(8)(b) specifies the LOPP submittal process and includes that the LOPP is required to be submitted to FDOT by October 1st. However, as FDOT is attempting to change the submittal process and due to the potential local impacts from the COVID-19 Pandemic, it appears to be appropriate to initiate the earlier discussion of the 2020/21 LOPP.

ANALYSIS

The initial draft 2020/21 LOPP is attached that identifies the initial proposed revisions from the 2019/20 LOPP, which also is attached, mostly with strike-throughs and underlines. The revisions are based on initial discussions with local agency staffs and on updated information pertaining to the status and estimated costs of the projects. The revisions are summarized in the following.

Master List: The Port St. Lucie Boulevard from Paar Drive to Darwin Boulevard project is deleted because it is programmed for construction, the remaining projects are reprioritized accordingly, and the statuses of the projects are updated in this list.

Congestion Management Process (CMP) Projects: This list is significantly revised based on updated project costs, project issues, and input from local agency staffs making it difficult to identify the revisions with strike-throughs and underlines. Therefore, this initial draft version should be compared to the 2019/20 version to identify the revisions.

Transit Projects: No revisions to this list have been incorporated to date.

Transportation Alternatives (TA) Projects: This list is significantly revised to reflect the results of the 2020 TA grant cycle which prioritized the Walton Road Sidewalk Project for TA Program grant funding, to remove projects programmed for construction with local funds based on input from local agency staffs, and to update project costs.

The Advisory Committees are requested to review the initial draft version of the 2020/21 LOPP and provide comments. The final draft version of the 2020/21 LOPP will be presented to the Advisory Committees for review and recommendation at their July meetings prior to review and adoption of the 2020/21 LOPP by the TPO Board at its August 5th meeting.

RECOMMENDATION

It is recommended that the initial draft 2020/21 LOPP is reviewed and comments are provided to Staff.

St. Lucie Transportation Planning Organization

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

INITIAL DRAFT

2020/21 List of Priority Projects (LOPP)

(Adopted _____)

Master List

2020/21 Priority Ranking	Major Gateway Corridor?[1]	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP[2] Cost Feasible Plan?	Estimated Cost	2019/20 Priority Ranking
			From	To					
1	N/A[3]	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program		N/A	~~$3~~400,000	1
~~2~~	~~Yes~~	~~Port St. Lucie Boulevard~~	~~Paar Drive~~	~~Darwin Boulevard~~	~~Add 2 lanes, sidewalks, bicycle lanes~~	~~PE[4] and ROW[5] in process~~	~~Yes~~	~~$21,200,000[6]~~	~~2~~
~~3~~ 2	Yes	Midway Road	Glades Cut Off Road	Selvitz Road	Add 2 lanes, sidewalks, bicycle lanes	PE and ROW in process~~, ROW to start in FY 2019/20~~	Yes	$51,200,000[6]	3
~~4~~ 3	Yes	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes, sidewalks, bicycle lanes	PE underway ~~to start in FY 2019/20~~, ROW to start in FY 2022/23	Yes	$17,000,000[6]	4
~~5~~ 4	Yes	Kings Highway	St. Lucie Boulevard	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	PE underway ~~to start in FY 2019/20~~	Yes	$64,400,000[6]	6
~~6[7]~~ 5	Yes	Northern/Airport Connector	Florida's Turnpike	Kings Highway	New multimodal corridor with interchanges at Florida's Turnpike and I-95	Feasibility Study underway	Yes (Northern Connector)	$122,580,000[8]	7[7]
~~7[7]~~ 6	Yes	Jenkins Road	Midway Road	Orange Avenue	PD&E[9] for project to add 2 and 4 new lanes, sidewalks, bicycle lanes	~~TRIP[10] grant application submitted for 2019~~ PD&E to start in FY 2024/25		$2,135,000[11]	NR[12]

[1]Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy
[2]LRTP: *Go2040 Long Range Transportation Plan, February 2016*
[3]N/A: Not Applicable
[4]PE: Preliminary Engineering
[5]ROW: Right-of-Way Acquisition
[6]Source of Estimated Cost: Florida Department of Transportation District 4, May 2019
[7]Any funding allocated to this project shall not reduce the funding to be allocated to higher-ranked projects that are not on the State Highway System
[8]Source of Estimated Cost: *Go2040 Long Range Transportation Plan, February 2016*
[9]PD&E: Project Development and Environment Study
[10]TRIP: Transportation Regional Incentive Program
[11]Source of Estimated Cost: TRIP grant application, February 28, 2019
[12]Not Ranked

Congestion Management Process (CMP) Projects

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

2020/21 Priority Ranking	Facility/Intersection	Project Description	Project Status/Notes	Estimated Cost[1]	Project Source and Priority	2019/20 Priority Ranking
1	Gatlin Boulevard from West of I-95 to Port St. Lucie Boulevard Phase 1	Install traffic cameras and adaptive traffic signal control at I-95, Brescia Street, and Savage Boulevard intersections	To be programmed for construction in FY 2022/23 with funding from FM#444706-1 after its deletion from Work Program.	$300,000	CMP[2] #7	NR[3] (#4 on 2018/19 CMP List)
2	Gatlin Boulevard from West of I-95 to Port St. Lucie Boulevard Phase 2	Install traffic cameras and adaptive traffic signal control at Import Drive, Rosser Boulevard, Savona Boulevard, and Port St. Lucie Boulevard intersections	Programmed for construction in FY 2023/24 (FM#444707-1). Project limits need to be changed.	$300,000	CMP #7	NR (#4 on 2018/19 CMP List)
3	Prima Vista Boulevard at Floresta Drive Phase 1	Install fiber optic cable along Prima Vista Boulevard from Airoso Boulevard to Floresta Drive and traffic cameras and adaptive traffic signal control at signalized intersections		$400,000	CMP#2, ATMS Master Plan[4] Phase 2	2
4	Prima Vista Boulevard at Floresta Drive Phase 2	Install fiber optic cable along Prima Vista Boulevard from Floresta Drive to Naranja Avenue and traffic cameras and adaptive traffic signal control at signalized intersections		$400,000	CMP #2, ATMS Master Plan Phase 2	2
5	Port St. Lucie Boulevard from Tulip Boulevard to Gatlin Boulevard	Install fiber optic cable along Port St. Lucie Boulevard and traffic cameras and adaptive traffic signal control at signalized intersections		$400,000	CMP #8, ATMS Master Plan PSL Phase[5]	3
6	St. Lucie Transportation Management Center (TMC)	Design, construction, and installation of equipment including communication servers, video displays, and workstations	FDOT awarding a design-build contract in April 2020 for ATMS Master Plan Phase 1 without a TMC	$400,000[6]	ATMS Master Plan Phase 1	NR
7	Easy Street at US-1	Reconstruct the east leg of the intersection to consist of a narrow, consistent-width median with three lanes westbound and two lanes eastbound merging into the existing Easy Street roadway with the sidewalks extended east from US-1 along both sides of Easy Street to the terminus of the merge	St. Lucie County is conducting public/stakeholder involvement to address FDOT concerns	$400,000	CMP #1	1

[1]Source of Estimated Cost: Local staffs, unless otherwise noted
[2]CMP: *St. Lucie Transportation Planning Organization Congestion Management Process Major Update, June 2018*
[3]NR: Not Ranked
[4]ATMS Master Plan: *Advanced Transportation Management System (ATMS) Master Plan for St. Lucie County, February 2013*
[5]PSL Phase: City of Port St. Lucie Phase
[6]Source of Estimated Cost: ATMS Master Plan

Transit Projects

2020/21 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP[1] or TDP[2]?	Estimated Cost[3]	2019/20 Priority Ranking
1	Treasure Coast Transit Center	Centralized facility for bus maintenance with park-and-ride component	Capital	Yes	$8,300,000	6
2	New Bus Services	New express route linking Port St. Lucie intermodal facility to Fort Pierce intermodal facility along 25th Street.	Capital & Operating	Yes	$800,000	4
3	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan	Capital	Yes	$425,000[4]	1
4	Micro-Transit (Pilot Project)	On-demand flex service to augment the fixed route, address first and last mile, and redesign existing Route 6 for improved efficiency	Operating	Yes	$300,000	7
5	Jobs Express Terminal Bus Rapid Transit	Regional bus service to West Palm Beach to provide express commuter services.	Operating	Yes	$400,000	5
6	Expanded Local Services	Improve frequency to 30 minutes on high performing routes.	Operating	Yes	$380,000	3
7	Micro-Mobility Projects	Sustain and expand multimodal options including community bike share and e-scooters.	Capital & Operating	Yes	$200,000	8
8	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	$75,000 (total for bus shelters)	2

[1]LRTP: *Go2040 Long Range Transportation Plan, February 2016*
[2]TDP: *St. Lucie County FY 2015-FY 2024 Transit Development Plan Major Update, June 2014*
[3]Source of Estimated Cost: St. Lucie County Transit Staff, May 2019, unless otherwise noted
[4]Source of Estimated Cost: *Transit Asset Management Plan*, Community Transit

Transportation Alternatives (TA) Projects

2020/21 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2019/20 Priority Ranking
			From	To				
~~1~~	~~42.5~~	~~Selvitz Road~~	~~Floresta Drive~~	~~Bayshore Boulevard~~	~~Sidewalk-0.4 miles~~	~~2019 TA Grant Application[3] and St. Lucie WBN[4]~~	~~$450,961[5]~~	~~16~~
1	48.5	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	St. Lucie WBN	$1,628,446[9]	8
2	29.5	Bell Avenue	Oleander Avenue	~~25th Street~~ Sunrise Boulevard	Sidewalk-~~1.0~~ 0.5 miles	~~2019 TA Grant Application[3] and~~ St. Lucie WBN	~~$940,423[5]~~	~~57~~ 2
~~3~~	~~58.0~~	~~East Torino Parkway~~	~~Volucia Drive~~	~~Conus Street~~	~~Sidewalk-0.4 miles~~	~~St. Lucie WBN~~	~~$220,080~~	~~3~~
~~4~~	~~52.5~~	~~St. James Drive~~	~~Royce Avenue~~	~~Lazy River Parkway~~	~~Sidewalk-0.3 miles~~	~~2017 TA Grant Application and St. Lucie WBN~~	~~$260,000[6]~~	~~4~~
5	50.0	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	Florida SUN Trail Grant and St. Lucie WBN	TBD[7]	5
~~6~~	~~49.0~~	~~Floresta Drive~~	~~Port St. Lucie Boulevard~~	~~Southbend Boulevard~~	~~Sidewalk-0.6 miles~~	~~St. Lucie WBN~~	~~$489,821[6]~~	~~6~~
~~6~~	~~49.0~~	~~Floresta Drive~~	~~Port St. Lucie Boulevard~~	~~Streamlet Avenue~~	~~Sidewalk-1.0 mile~~	~~St. Lucie WBN~~	~~$850,898[8]~~	~~6~~
~~8~~	~~48.5~~	~~Walton Road~~	~~Lennard Road~~	~~Green River Parkway~~	~~Sidewalk-1.1 miles~~	~~St. Lucie WBN~~	~~$3,040,000[9]~~	~~8~~
9	46.0	Rosser Boulevard	Openview	Bamberg Street	Sidewalk-2.1 miles	St. Lucie WBN	$708,889[8]	9
~~9~~	~~46.0~~	~~East Torino Parkway~~	~~Vizcaya Falls~~	~~Midway Road~~	~~Sidewalk-1.3 miles~~	~~St. Lucie WBN~~	~~$851,000[8]~~	~~9~~
9	46.0	Torino Parkway	Cashmere Boulevard	California Boulevard	Sidewalk-1.0 miles	St. Lucie WBN	$645,000[8]	9
12	44.0	Florida SUN Trail, Historic Highwayman Trail Gap	Indian Hills Drive	Georgia Avenue	Multi-Use Trail and Roadway Section Connections	Florida SUN Trail Grant and St. Lucie WBN	TBD	12
12	44.0	Paar Drive	Bamberg Street	Savona Boulevard	Sidewalk-0.9 miles	St. Lucie WBN	$1,136,495[8]	12
~~14~~	~~43.5~~	~~Selvitz Road~~	~~Milner Drive~~	~~Peachtree Boulevard~~	~~Sidewalk-0.8 miles~~	~~St. Lucie WBN~~	~~$582,000[8]~~	~~14~~
14	43.5	Orange Avenue	Rock Road	North Kings Highway	Sidewalk-0.5 miles	St. Lucie WBN	$500,000[6]	14
16	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk-1.3 miles	St. Lucie WBN	$1,500,000[6]	16
16	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk-1.4 miles	St. Lucie WBN	$1,650,000[6]	16
18	42.0	Lakehurst Drive	Bayshore Boulevard	Airoso Boulevard	Sidewalk-1.3 miles	St. Lucie WBN	$825,000[8]	19

2020/21 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2019/20 Priority Ranking
			From	To				
18	42.0	Sandia Drive	Crosstown Parkway	Thornhill Drive	Sidewalk-0.5 miles	St. Lucie WBN	$323,000[8]	19
20	42.0	Sandia Drive	Lakehurst Drive	Crosstown Parkway	Sidewalk-0.8 miles	St. Lucie WBN	$516,000[8]	19
20	42.0	North Kings Highway	North of I-95 State Project	Indrio Road	Sidewalk-5.0 miles	St. Lucie WBN	$5,219,982[6]	19
~~22~~	~~41.5~~	~~Morningside Boulevard~~	~~Treasure Island Road~~	~~Cambridge Street~~	~~Sidewalk-1.3 miles~~	~~St. Lucie WBN~~	~~$342,000[8]~~	~~23~~
22	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk-0.2 miles	St. Lucie WBN	$225,000[6]	23
24	41.0	Savage Boulevard	Import Drive	Gatlin Boulevard	Sidewalk-1.8 miles	St. Lucie WBN	$1,448,383[8]	25
24	41.0	Import Drive	Gatlin Boulevard	Savage Boulevard	Sidewalk-2.3 miles	St. Lucie WBN	$1,405,781[8]	25
24	41.0	West Torino Parkway	Blanton Road	California Boulevard	Sidewalk-1.6 miles	St. Lucie WBN	$1,710,000[8]	25
24	41.0	Blanton Boulevard	East Torino Parkway	West Torino Parkway	Sidewalk-0.5 miles	St. Lucie WBN	$690,000[8]	25
28	40.5	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 mile	St. Lucie WBN	$645,000[8]	29
28	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk-2.6 miles	St. Lucie WBN	$3,050,790[6]	29
30	40.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	St. Lucie WBN	$1,323,840	31
~~31~~	~~39.5~~	~~Southbend Boulevard~~	~~Oakridge Drive~~	~~Eagle Drive~~	~~Sidewalk-0.3 miles~~	~~St. Lucie WBN~~	~~$1,709,215[8]~~	~~32~~
~~32~~	~~39.0~~	~~Hillmoor Drive~~	~~Hospital~~	~~Woodstork Trail~~	~~Sidewalk-0.5 miles~~	~~St. Lucie WBN~~	~~$348,000[8]~~	~~33~~
~~32~~	~~39.0~~	~~Hillmoor Drive~~	~~Lennard Road~~	~~Playground~~	~~Sidewalk-0.1 miles~~	~~St. Lucie WBN~~	~~$71,000[8]~~	~~33~~
34	38.0	Emil Avenue	Oleander Avenue	U.S. Highway 1	Sidewalk-1.7 miles	St. Lucie WBN	$347,487	35
~~35~~	~~37.0~~	~~Florida SUN Trail, Savannas Preserve State Park Gap~~	~~Walton Road~~	~~Savannas Recreation Area~~	~~Multi-Use Trail~~	~~Florida SUN Trail Grant and St. Lucie WBN~~	~~$6,820,000[10]~~	~~36~~
36	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk-1.3 miles	St. Lucie WBN	$1,461,595[6]	37
37	36.0	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	St. Lucie WBN	$222,700	38
37	36.0	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	St. Lucie WBN	$123,200	38
37	36.0	North Torino Parkway	East Torino Parkway	Blanton Road	Sidewalk-1.0 miles	St. Lucie WBN	$652,000[8]	38
~~40~~	~~35.0~~	~~Florida SUN Trail, Florida East Coast Railroad Overpass~~	~~Savannas Recreation Area~~	~~Savannah Road~~	~~Railroad Overpass for Multi-Use Trail~~	~~Florida SUN Trail Grant and St. Lucie WBN~~	~~$2,210,000[11]~~	~~41~~
40	35.0	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	St. Lucie WBN	$77,000	41

2020/21 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2019/20 Priority Ranking
			From	To				
40	35.0	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	St. Lucie WBN	$197,000	41
40	35.0	Abingdon Avenue	Import Drive	Savona Boulevard	Sidewalk-0.9 miles	St. Lucie WBN	$575,000[8]	41
40	35.0	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk-1.3 miles	St. Lucie WBN	$323,000[8]	41
40	35.0	Cadima Street	Fairgreen Road	Galiano Road	Sidewalk-0.2 miles	St. Lucie WBN	$96,000[8]	41
40	35.0	Fairgreen Road	Cadima Street	Crosstown Parkway	Sidewalk-0.8 miles	St. Lucie WBN	$523,000[8]	41
40	35.0	Galiano Road	Cadima Street	Import Drive	Sidewalk-0.5 miles	St. Lucie WBN	$290,000[8]	41
40	35.0	Kestor Drive	Darwin Boulevard	Becker Road	Sidewalk-1.3 miles	St. Lucie WBN	$865,000[8]	41
40	35.0	Volucia Drive	Blanton Boulevard	East Torino Parkway	Sidewalk-1.3 miles	St. Lucie WBN	$645,000[8]	41
~~50~~	~~33.5~~	~~Tiffany Avenue~~	~~Grand Drive~~	~~Green River Parkway~~	~~Sidewalk-1.0 mile~~	~~St. Lucie WBN~~	~~$670,460[8]~~	~~51~~
50	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	St. Lucie WBN	$445,220	51
52	32.0	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk-6.1 miles	St. Lucie WBN	$5,300,000[6]	53
52	32.0	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk-5.0 miles	St. Lucie WBN	$5,753,580[6]	53
54	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk-3.0 miles	St. Lucie WBN	$2,600,000[6]	55
55	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk-2.8 miles	St. Lucie WBN	$2,250,000[6]	56
56	29.5	Fort Pierce Boulevard	Indrio Road	Sebastian Road	Sidewalk-1.0 miles	St. Lucie WBN	$870,000[6]	57
57	27.0	Old Dixie Highway	St. Lucie Boulevard	Turnpike Feeder Road	Sidewalk-5.2 miles	St. Lucie WBN	$6,066,780[6]	59
58	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk-2.4 miles	St. Lucie WBN	$2,830,390[6]	60
58	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk-1.0 miles	St. Lucie WBN	$1,160,000[6]	60
60	25.5	Easy Street	US Highway 1	Silver Oak Drive	Sidewalk-1.0 miles	St. Lucie WBN	$1,090,396[6]	62
60	25.5	Selvitz Road	Edwards Road	Midway Road	Sidewalk-2.4 miles	St. Lucie WBN	$2,760,790[6]	62
62	24.5	Juanita Avenue	Bridge	U.S. Highway 1	Sidewalk-0.2 miles	St. Lucie WBN	$2,041,592[6]	64
62	24.5	Juanita Avenue	North 53rd Street	North 25th Street	Sidewalk-1.8 miles	St. Lucie WBN	$2,041,592[6]	64
64	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk-1.8 miles	St. Lucie WBN	$2,076,392[6]	66
65	15.0	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk-1.0 miles	St. Lucie WBN	$1,160,000[6]	67

[1]Scores are based on the *St. Lucie TPO TA Project Prioritization Methodology*
[2]Source of Estimated Cost: *Go2040 Long Range Transportation Plan, February 2016*, unless otherwise noted
[3]Project is anticipated to be programmed for construction in the FDOT FY 2020/21 - FY 2024/25 Work Program as a result of the 2019 TA Grant Cycle
[4]WBN: Walk-Bike Network
[5]Source of Estimated Cost: 2019 TA Grant Application
[6]Source of Estimated Cost: *St. Lucie County Citing FDOT Cost Per Mile @ $226,656*
[7]TBD: To be Determined
[8]Source of Estimated Cost: *City of Port St. Lucie Sidewalk Master Plan (Design and Construction) July 2017*
[9]Source of Estimated Cost: ~~*Walton Road Multimodal Improvements Feasibility Study, April 2017*~~ *Revised 2020 TA Grant Application, May 2020*
[10]Source of Estimated Cost: *Feasibility Study, SUN Trail Savannas Preserve State Park Gap, June 2018*
[11]Source of Estimated Cost: *Feasibility Study for SUN Trail Florida East Coast Railroad Overpass, June 2018*

St. Lucie Transportation Planning Organization

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

2019/20 List of Priority Projects (LOPP)

(Adopted June 5, 2019)

Master List

2019/20 Priority Ranking	Major Gateway Corridor?[1]	Facility	Project Limits		Project Description	Project Status/Notes	In LRTP[2] Cost Feasible Plan?	Estimated Cost	2018/19 Priority Ranking
			From	To					
1	N/A[3]	St. Lucie TPO			Planning/administration as detailed in the Unified Planning Work Program	Allocated by TPO Board for FY 2018/19 and FY 2019/20	N/A	$300,000	1
2	Yes	Port St. Lucie Boulevard	Paar Drive	Darwin Boulevard	Add 2 lanes, sidewalks, bicycle lanes	PE[4] and ROW[5] in process	Yes	$21,200,000[6]	2
3	Yes	Midway Road	Glades Cut Off Road	Selvitz Road	Add 2 lanes, sidewalks, bicycle lanes	PE in process, ROW to start in FY 2019/20	Yes	$51,200,000[6]	3
4	Yes	Port St. Lucie Boulevard	Becker Road	Paar Drive	Add 2 lanes, sidewalks, bicycle lanes	PE to start in FY 2019/20, ROW to start in FY 2022/23	Yes	$ 17,000,000[6]	4
5	Yes	Kings Highway	St. Lucie Boulevard	Indrio Road	Add 2 lanes, sidewalks, bicycle lanes	PE to start in FY 2019/20	Yes	$64,400,000[6]	6
6[7]	Yes	Northern/Airport Connector	Florida's Turnpike	Kings Highway	New multimodal corridor with interchanges at Florida's Turnpike and I-95	Feasibility Study underway	Yes (Northern Connector)	$122,580,000[8]	7[7]
7[7]	Yes	Jenkins Road	Midway Road	Orange Avenue	PD&E[9] for project to add 2 and 4 new lanes, sidewalks, bicycle lanes	TRIP[10] grant application submitted for 2019		$2,135,000[11]	NR

[1]Landscape funding eligibility for capacity projects based on 2012 FDOT Landscape Policy
[2]LRTP: *Go2040 Long Range Transportation Plan, February 2016*
[3]N/A: Not Applicable
[4]PE: Preliminary Engineering
[5]ROW: Right-of-Way Acquisition
[6]Source of Estimated Cost: Florida Department of Transportation District 4, May 2019
[7]Any funding allocated to this project shall not reduce the funding to be allocated to higher-ranked projects that are not on the State Highway System
[8]Source of Estimated Cost: *Go2040 Long Range Transportation Plan, February 2016*
[9]PD&E: Project Development and Environment Study
[10]TRIP: Transportation Regional Incentive Program
[11]Source of Estimated Cost: TRIP grant application, February 28, 2019

Congestion Management Process (CMP) List

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

2019/20 Priority Ranking	Facility/Intersection	Project Description	Project Status/Notes	Estimated Cost[1]	CMP Plan[2] Ranking	2018/19 Priority Ranking
1	Easy Street at US-1	Reconstruct the east leg of the intersection to consist of a narrow, consistent-width median with three lanes westbound and two lanes eastbound merging into the existing Easy Street roadway with the sidewalks extended east from US-1 along both sides of Easy Street to the terminus of the merge		$300,000	1	1
2	Prima Vista Boulevard at Floresta Drive	Install fiber optic cable and traffic cameras at the signalized intersection and incorporate signal timing adjustments		$50,000	2	2
3	Port St. Lucie Boulevard from Tulip Boulevard to Gatlin Boulevard	Install fiber optic cable along Port St. Lucie Boulevard and traffic cameras at signalized intersections		$275,000	7	4
4	Cashmere Boulevard from St. Lucie West Boulevard to Peacock Boulevard	Extend the existing 4-lane, divided section to north of the intersection at Swan Lake Circle and evaluate the need for a traffic signal at the main entrance at the West Gate K-8 School		$335,000	9	6

[1]Source of Estimated Cost: CMP Plan, unless otherwise noted
[2]CMP Plan: *St. Lucie Transportation Planning Organization Congestion Management Process Major Update, June 2018*

Transit

2019/20 Priority Ranking	Facility/Equipment/Service	Project Location/Description	Is Funding for Capital and/or Operating?	In LRTP[1] or TDP[2]?	Estimated Cost[3]	2018/19 Priority Ranking
1	Treasure Coast Transit Center	Centralized facility for bus maintenance with park-and-ride component	Capital	Yes	$8,300,000	6
2	New Bus Services	New express route linking Port St. Lucie intermodal facility to Fort Pierce intermodal facility along 25th Street.	Capital & Operating	Yes	$800,000	4
3	Vehicle Purchases	New/replacement buses as specified in the Transit Asset Management Plan	Capital	Yes	$425,000[4]	1
4	Micro-Transit (Pilot Project)	On-demand flex service to augment the fixed route, address first and last mile, and redesign existing Route 6 for improved efficiency	Operating	Yes	$300,000	7
5	Jobs Express Terminal Bus Rapid Transit	Regional bus service to West Palm Beach to provide express commuter services.	Operating	Yes	$400,000	5
6	Expanded Local Services	Improve frequency to 30 minutes on high performing routes.	Operating	Yes	$380,000	3
7	Micro-Mobility Projects	Sustain and expand multimodal options including community bike share and e-scooters.	Capital & Operating	Yes	$200,000	8
8	Bus Route Infrastructure	Miscellaneous locations along the fixed routes with priority at transfer locations	Capital	Yes	$75,000 (total for bus shelters)	2

[1]LRTP: *Go2040 Long Range Transportation Plan, February 2016*
[2]TDP: *St. Lucie County FY 2015-FY 2024 Transit Development Plan Major Update, June 2014*
[3]Source of Estimated Cost: St. Lucie County Transit Staff, May 2019, unless otherwise noted
[4]Source of Estimated Cost: *Transit Asset Management Plan*, Community Transit

Transportation Alternatives (TA) Projects

2019/20 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2018/19 Priority Ranking
			From	To				
1	42.5	Selvitz Road	Floresta Drive	Bayshore Boulevard	Sidewalk-0.4 miles	2019 TA Grant Application[3] and St. Lucie WBN[4]	$450,961[5]	16
2	29.5	Bell Avenue	Oleander Avenue	25th Street	Sidewalk-1.0 miles	2019 TA Grant Application[3] and St. Lucie WBN	$940,423[5]	57
3	58.0	East Torino Parkway	Volucia Drive	Conus Street	Sidewalk-0.4 miles	St. Lucie WBN	$220,080	3
~~4~~	52.5	St. James Drive	Royce Avenue	Lazy River Parkway	Sidewalk-0.3 miles	2017 TA Grant Application and St. Lucie WBN	$260,000[6]	~~4~~
5	50.0	Florida SUN Trail, Historic Fort Pierce Downtown Retrofit	Georgia Avenue	North State Route A1A	Bicycle Boulevard, Roadway Section Connections, and Railroad Crossing Improvements	Florida SUN Trail Grant and St. Lucie WBN	TBD[7]	5
6	49.0	Floresta Drive	Port St. Lucie Boulevard	Southbend Boulevard	Sidewalk-0.6 miles	St. Lucie WBN	$489,821[6]	6
6	49.0	Floresta Drive	Port St. Lucie Boulevard	Streamlet Avenue	Sidewalk-1.0 mile	St. Lucie WBN	$850,898[8]	6
8	48.5	Walton Road	Lennard Road	Green River Parkway	Sidewalk-1.1 miles	St. Lucie WBN	$3,040,000[9]	8
9	46.0	Rosser Boulevard	Openview	Bamberg Street	Sidewalk-2.1 miles	St. Lucie WBN	$708,889[8]	9
9	46.0	East Torino Parkway	Vizcaya Falls	Midway Road	Sidewalk-1.3 miles	St. Lucie WBN	$851,000[8]	9
9	46.0	Torino Parkway	Cashmere Boulevard	California Boulevard	Sidewalk-1.0 miles	St. Lucie WBN	$645,000[8]	9
12	44.0	Florida SUN Trail, Historic Highwayman Trail Gap	Indian Hills Drive	Georgia Avenue	Multi-Use Trail and Roadway Section Connections	Florida SUN Trail Grant and St. Lucie WBN	TBD	12
12	44.0	Paar Drive	Bamberg Street	Savona Boulevard	Sidewalk-0.9 miles	St. Lucie WBN	$1,136,495[8]	12
14	43.5	Selvitz Road	Milner Drive	Peachtree Boulevard	Sidewalk-0.8 miles	St. Lucie WBN	$582,000[8]	14
14	43.5	Orange Avenue	Rock Road	North Kings Highway	Sidewalk-0.5 miles	St. Lucie WBN	$500,000[6]	14
16	42.5	Oleander Avenue	Edwards Road	South Market Avenue	Sidewalk-1.3 miles	St. Lucie WBN	$1,500,000[6]	16
16	42.5	Oleander Avenue	Saeger Avenue	Beach Avenue	Sidewalk-1.4 miles	St. Lucie WBN	$1,650,000[6]	16
18	42.0	Lakehurst Drive	Bayshore Boulevard	Airoso Boulevard	Sidewalk-1.3 miles	St. Lucie WBN	$825,000[8]	19
18	42.0	Sandia Drive	Crosstown Parkway	Thornhill Drive	Sidewalk-0.5 miles	St. Lucie WBN	$323,000[8]	19

2019/20 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2018/19 Priority Ranking
			From	To				
20	42.0	Sandia Drive	Lakehurst Drive	Crosstown Parkway	Sidewalk-0.8 miles	St. Lucie WBN	$516,000[8]	19
20	42.0	North Kings Highway	North of I-95 State Project	Indrio Road	Sidewalk-5.0 miles	St. Lucie WBN	$5,219,982[6]	19
22	41.5	Morningside Boulevard	Treasure Island Road	Cambridge Street	Sidewalk-1.3 miles	St. Lucie WBN	$342,000[8]	23
22	41.5	Indrio Road	U.S. Highway 1	Old Dixie Highway	Sidewalk-0.2 miles	St. Lucie WBN	$225,000[6]	23
24	41.0	Savage Boulevard	Import Drive	Gatlin Boulevard	Sidewalk-1.8 miles	St. Lucie WBN	$1,448,383[8]	25
24	41.0	Import Drive	Gatlin Boulevard	Savage Boulevard	Sidewalk-2.3 miles	St. Lucie WBN	$1,405,781[8]	25
24	41.0	West Torino Parkway	Blanton Road	California Boulevard	Sidewalk-1.6 miles	St. Lucie WBN	$1,710,000[8]	25
24	41.0	Blanton Boulevard	East Torino Parkway	West Torino Parkway	Sidewalk-0.5 miles	St. Lucie WBN	$690,000[8]	25
28	40.5	Volucia Drive	Blanton Boulevard	Torino Parkway	Sidewalk-1.0 mile	St. Lucie WBN	$645,000[8]	29
28	40.5	Indrio Road	Kings Highway	U.S. Highway 1	Sidewalk-2.6 miles	St. Lucie WBN	$3,050,790[6]	29
30	40.0	Oleander Avenue	Midway Road	Saeger Avenue	Sidewalk-1.5 miles	St. Lucie WBN	$1,323,840	31
31	39.5	Southbend Boulevard	Oakridge Drive	Eagle Drive	Sidewalk-0.3 miles	St. Lucie WBN	$1,709,215[8]	32
32	39.0	Hillmoor Drive	Hospital	Woodstork Trail	Sidewalk-0.5 miles	St. Lucie WBN	$348,000[8]	33
32	39.0	Hillmoor Drive	Lennard Road	Playground	Sidewalk-0.1 miles	St. Lucie WBN	$71,000[8]	33
34	38.0	Emil Avenue	Oleander Avenue	U.S. Highway 1	Sidewalk-1.7 miles	St. Lucie WBN	$347,487	35
35	37.0	Florida SUN Trail, Savannas Preserve State Park Gap	Walton Road	Savannas Recreation Area	Multi-Use Trail	Florida SUN Trail Grant and St. Lucie WBN	$6,820,000[10]	36
36	36.5	Angle Road	Kings Highway	North 53rd Street	Sidewalk-1.3 miles	St. Lucie WBN	$1,461,595[6]	37
37	36.0	17th Street Sidewalk Gaps	Georgia Avenue	Avenue Q	Sidewalk-1.7 miles	St. Lucie WBN	$222,700	38
37	36.0	Boston Avenue	25th Street	13th Street	Sidewalk-0.8 miles	St. Lucie WBN	$123,200	38
37	36.0	North Torino Parkway	East Torino Parkway	Blanton Road	Sidewalk-1.0 miles	St. Lucie WBN	$652,000[8]	38
40	35.0	Florida SUN Trail, Florida East Coast Railroad Overpass	Savannas Recreation Area	Savannah Road	Railroad Overpass for Multi-Use Trail	Florida SUN Trail Grant and St. Lucie WBN	$2,210,000[11]	41
40	35.0	29th Street Sidewalk Gaps	Avenue I	Avenue Q	Sidewalk-0.5 miles	St. Lucie WBN	$77,000	41
40	35.0	29th Street	Avenue Q	Avenue T	Sidewalk-0.1 miles	St. Lucie WBN	$197,000	41

2019/20 Priority Ranking	Score[1]	Facility	Project Limits		Project Description	Project Source	Estimated Cost[2]	2018/19 Priority Ranking
			From	To				
40	35.0	Abingdon Avenue	Import Drive	Savona Boulevard	Sidewalk-0.9 miles	St. Lucie WBN	$575,000[8]	41
40	35.0	Brescia Street	Savage Boulevard	Gatlin Boulevard	Sidewalk-1.3 miles	St. Lucie WBN	$323,000[8]	41
40	35.0	Cadima Street	Fairgreen Road	Galiano Road	Sidewalk-0.2 miles	St. Lucie WBN	$96,000[8]	41
40	35.0	Fairgreen Road	Cadima Street	Crosstown Parkway	Sidewalk-0.8 miles	St. Lucie WBN	$523,000[8]	41
40	35.0	Galiano Road	Cadima Street	Import Drive	Sidewalk-0.5 miles	St. Lucie WBN	$290,000[8]	41
40	35.0	Kestor Drive	Darwin Boulevard	Becker Road	Sidewalk-1.3 miles	St. Lucie WBN	$865,000[8]	41
40	35.0	Volucia Drive	Blanton Boulevard	East Torino Parkway	Sidewalk-1.3 miles	St. Lucie WBN	$645,000[8]	41
50	33.5	Tiffany Avenue	Grand Drive	Green River Parkway	Sidewalk-1.0 mile	St. Lucie WBN	$670,460[8]	51
50	33.5	Weatherbee Road	U.S. Highway 1	Oleander Avenue	Sidewalk-0.5 miles	St. Lucie WBN	$445,220	51
52	32.0	Range Line Road	Glades Cut Off Road	Martin County Line	Sidewalk-6.1 miles	St. Lucie WBN	$5,300,000[6]	53
52	32.0	West Midway Road	West of Glades Cut Off Road	Shinn Road Area	Sidewalk-5.0 miles	St. Lucie WBN	$5,753,580[6]	53
54	31.5	St. Lucie Boulevard	Kings Highway	North 25th Street	Sidewalk-3.0 miles	St. Lucie WBN	$2,600,000[6]	55
55	30.5	Sunrise Boulevard	Edwards Road	Midway Road	Sidewalk-2.8 miles	St. Lucie WBN	$2,250,000[6]	56
56	29.5	Fort Pierce Boulevard	Indrio Road	Sebastian Road	Sidewalk-1.0 miles	St. Lucie WBN	$870,000[6]	57
57	27.0	Old Dixie Highway	St. Lucie Boulevard	Turnpike Feeder Road	Sidewalk-5.2 miles	St. Lucie WBN	$6,066,780[6]	59
58	26.5	Glades Cut Off Road	Port St. Lucie City Boundary	Range Line Road	Sidewalk-2.4 miles	St. Lucie WBN	$2,830,390[6]	60
58	26.5	Keen Road	Angle Road	St. Lucie Boulevard	Sidewalk-1.0 miles	St. Lucie WBN	$1,160,000[6]	60
60	25.5	Easy Street	US Highway 1	Silver Oak Drive	Sidewalk-1.0 miles	St. Lucie WBN	$1,090,396[6]	62
60	25.5	Selvitz Road	Edwards Road	Midway Road	Sidewalk-2.4 miles	St. Lucie WBN	$2,760,790[6]	62
62	24.5	Juanita Avenue	Bridge	U.S. Highway 1	Sidewalk-0.2 miles	St. Lucie WBN	$2,041,592[6]	64
62	24.5	Juanita Avenue	North 53rd Street	North 25th Street	Sidewalk-1.8 miles	St. Lucie WBN	$2,041,592[6]	64
64	15.5	Silver Oak Drive	Easy Street	East Midway Road	Sidewalk-1.8 miles	St. Lucie WBN	$2,076,392[6]	66
65	15.0	Taylor Dairy Road	Angle Road	St. Lucie Boulevard	Sidewalk-1.0 miles	St. Lucie WBN	$1,160,000[6]	67

[1]Scores are based on the *St. Lucie TPO TA Project Prioritization Methodology*
[2]Source of Estimated Cost: *Go2040 Long Range Transportation Plan, February 2016*, unless otherwise noted
[3]Project is anticipated to be programmed for construction in the FDOT FY 2020/21 - FY 2024/25 Work Program as a result of the 2019 TA Grant Cycle
[4]WBN: Walk-Bike Network
[5]Source of Estimated Cost: 2019 TA Grant Application
[6]Source of Estimated Cost: *St. Lucie County Citing FDOT Cost Per Mile @ $226,656*
[7]TBD: To be Determined
[8]Source of Estimated Cost: *City of Port St. Lucie Sidewalk Master Plan (Design and Construction) July 2017*
[9]Source of Estimated Cost: *Walton Road Multimodal Improvements Feasibility Study, April 2017*
[10]Source of Estimated Cost: *Feasibility Study, SUN Trail Savannas Preserve State Park Gap, June 2018*
[11]Source of Estimated Cost: *Feasibility Study for SUN Trail Florida East Coast Railroad Overpass, June 2018*