November 7th, 2006

Mr. Don Cooper  
City Manager  
City of Port St. Lucie  
121 SW Port St Lucie Blvd.  
Port St Lucie, FL. 34984

Dear Mr. Cooper,

Per your request during the October 9th Council meeting, the Treasure Coast Regional Planning Council has conducted a Preliminary Estimate of Probable Cost for the Becker Road improvements as proposed in the Charrette Master Plan. Council has retained the services of LBFH Inc., Consulting Engineers to conduct this analysis, which you will find attached.

The total probable cost for construction is estimated at $33,787,455.98. This includes grading and paving, right-of-way purchases, purchase of 99 lots for drainage estimated at $10,890,000.00, construction of drainage using South Florida Water Management District rules, curbing throughout the entire stretch, on-street parking where proposed, two roundabouts, one signaled intersection, the construction of the town square, decorative lighting, signalization, landscape and irrigation.

POTENTIAL ADDITIONAL IMPLEMENTATION COSTS:

1) Drainage for private, Mixed-Use Development on three designated nodes:

The Charrette report suggests drainage for private development be provided through a Master Drainage System in the form of linear parks. The charrette master plan identifies the ideal location of this Master Drainage System, consistent with the notion of creating a parkway along certain segments of Becker Road. The City should purchase these lots and develop an implementation strategy that allows for private development to "buy into" the Master Drainage System. This implementation plan will not only help with the realization
of the citizens’ vision, but will allow the City to recover the cost of purchase, construction, and maintenance of these linear drainage areas. Pages 65 and 66 of the Charrette report outline 21 different funding sources that the City should consider as a way to fund the Master Drainage System (See Attached). Additionally, the City should consider the creation of a Special Improvement District or Community Redevelopment Area as mechanisms to fund this and other proposed improvements. At the same time, should the City choose to use this Master Drainage System as an incentive to attract development to the area consistent with the Charrette Master Plan and not to require any private developer participation to help fund it, the estimated cost – including purchase of right-of-way and excavation – is $5,000,000.00. In this case, the total probable cost for construction estimate would be in the amount of $38,787,455.98.

2) Alternative Travel Routes

The Charrette Master Plan proposes the creation of parallel east-west routes to allow for local traffic to traverse the area without impacting Becker Road, thus guaranteeing the long-term capacity of this four-lane roadway. Four connections along neighborhood streets, requiring the purchase of eight additional, unbuilt lots, are necessary to provide six additional east-west travel lanes. Although these parallel routes are proposed in excess of currently projected capacity requirements, the Master Plan recommends that the City secure these parcels to allow for future connectivity. The purchase of these parcels is estimated at $880,000.00, resulting in a final probable cost estimate of $39,667,455.98. This additional cost should be measured against the cost of expanding Becker Road to a six-lane arterial with its corresponding full intersections and drainage.

Council staff and our consultants are available to attend your November 13th Council meeting to answer any questions you or your Council members might have.

Sincerely,

[Signature]

Michael J. Busha, AICP
Executive Director

C.c: Commissioner Jeff Koons, Chairman, TCRPC
    Port St. Lucie City Council
    Cheryl Friend, City of PSL
    Walter England, City of PSL
November 3, 2006

Marcela Camblor
Urban Design Director
Treasure Coast Regional Planning Council
301 East Ocean Boulevard, Suite 300
Stuart, Florida 34994

Subject: Preparation of Engineer’s Preliminary Estimate of Probable Cost, Proposed Becker Road Improvements, City of Port St. Lucie

Dear Marcela:

In accordance with your letter of October 24, 2006, our office has prepared a preliminary estimate of probable cost for construction of the proposed Becker Road in the City of Port St. Lucie from Florida’s Turnpike on the east to I-95 on the west. The estimate is based on the plan contained in the “Becker Road Charrette Report” growing out of the November 2005 Charrette conducted by your group. The estimate was prepared by applying the appropriate current construction costs for the individual quantities of construction for the various items as outlined on the attached cost estimate. The cost information was derived from the Florida Department of Transportation (FDOT) TRNS*PORT program which are the FDOT’s construction cost estimating guidelines for their staff and consultants.

The following is a summary of conditions under which the estimate was prepared:

A) Roadway Elements

1) Pavement Section

   12” Stabilized Subgrade
   8” Limerock Base
   2” Type S-1 Asphallic Concrete Surface

2) Sidewalks

   4” Concrete as per typical section shown in the charrette report.
3) Concrete Curbing

Concrete curbing Type F curb and gutter and Type D concrete curb were placed adjacent to all pavement edges depending on proposed adjacent land area. Concrete valley gutter was also placed adjacent to on street parking.

B) Drainage

1) Using South Florida Water Management District rules, wet detention basins were proposed to meet the District’s water quality requirements.

2) Curb inlets were located to collect pavement surface runoff.

3) The inlets were connected to a primary concrete pipe culvert system leading to the detention ponds.

4) Detention ponds were located convenient for discharge to existing drainage either in the internal system of the City of Port St. Lucie or C-23 Canal. Approximately 100 lots will need to be acquired adjacent to the roadway for they ponds.

5) All drainage elements were preliminarily sized based on the Engineer’s experience with roadway drainage of this type and size in south Florida.

C) Landscaping and Irrigation

This item was estimated based on the cost of landscape and irrigation of the Burns Road Improvements for the City of Palm Beach Gardens which were constructed in 2004. ENR index costing was used to update the costs to 2007 and prorated for the length of the project.

D) Street Lighting

Street lighting proposed for the project was estimated by the LBFH electrical engineering consultant for a major collector road in an urban setting.
E) General Conditions

The general conditions, Items 1 through 5, were estimated based on percentages utilized by the Broward County Highway Construction and Engineering Division for highway projects.

A contingency of 20% was added to the cost estimate to cover such items as utility relocations, intersection street transitions and other necessary items for which design has not been prepared at this time.

Please let us know if you have any questions regarding this cost estimate.

Very truly yours,

[Signature]

Howard L. Searcy, P. E.

HLS/dw

Encl.
ENGINEER’S PRELIMINARY ESTIMATE OF COST
for
BECKER ROAD
LBHF PROJECT No. 06-0269
November 7, 2006

All bid items shall include costs for furnishing to the City all materials, equipment, and supplies and for all cost incurred in providing all work shown on the plans for roadway, curb and gutter, storm sewer, erosion and water pollution control devices, complete and ready for operation; including all labor, supervision, servicing, permit fees, taxes, insurance, miscellaneous costs, warrants, overhead and profit.

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<tr>
<th>ITEM No.</th>
<th>DESCRIPTION</th>
<th>EST. QUANTITY</th>
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<th>UNIT PRICE</th>
<th>TOTAL</th>
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Total Preliminary Estimate of Construction Costs (P,G&D): $19,081,213.18
20% Contingency: $3,816,242.80
Total: $22,897,455.98
IMPLEMENTATION

Residents plan their neighborhood.

The City should consider holding design competitions for bridges, bus stops, and entry features proposed within the study area. Design competitions are good ways to merge aesthetic and functional considerations, to encourage community spirit, and to draw attention to the area.

Funding Sources

Once the city develops the necessary implementation tools (new FLUM, Comp. Plan, LDR's, and Architectural Design Guidelines) the majority of the improvements proposed in the Becker Road Community Master Plan will be funded by the private sector. Funding for the widening of Becker Road to four lanes and provide drainage for six lanes is a condition for development of the western annexation area. The fact that the Community's Master Plan limits the width of Becker Road to four lanes frees up funding that would otherwise be dedicated to future drainage to fund other public R.O.W improvements like roundabouts, sidewalk improvements, or additional street furniture. Funding dedicated to the many proposed roundabouts in the first plan for Becker can be diverted to fund the proposed roundabouts at Savona and Darwin Boulevards. Drainage for the proposed mixed use and more intense commercial development along Becker Road should be paid for, through a fair-share system, by those developers benefiting from not having to provide such drainage on site.

Capital Level in the Direction of Construction.

Longer Term Priorities

Tax Increment Revenues: Tax Increment Revenue is typically the major source of funding for redevelopment projects under the State of Florida Community Redevelopment Act

Redevelopment Revenue Bonds: Section 163.385 of the Florida Statute empowers the City to issue Revenue Bonds to finance redevelopment projects with the security of the bonds based on the anticipated assessed valuations of the completed community redevelopment. In this way, “tax increment” is used to finance the long-term bond debt.

Interest on Redevelopment Trust Funds: Any interest that may be earned from deposit of Trust Fund monies may become a part of the funds used for redevelopment activities.

Industrial Revenue Bonds: Chapter 139, Florida Statute, cites the Florida Industrial Development Act, which authorizes the use of Industrial Development Revenue Bonds to finance certain types of capital projects for private development.

TREASURE COAST REGIONAL PLANNING COUNCIL
INDIAN RIVER - ST. LUCIE - MARTIN - PALM BEACH
General Obligation Bonds: Some jurisdictions have also issued General Obligation Bonds for projects within the CRA area. These bonds are secured by debt service millage on the real property within the City and typically must receive voter approval. For example, sports stadiums are often partially funded by such bonds.

Special Improvement Districts: A Special Improvement District is a type of public/private partnership used to develop or revitalize communities. It is used when public improvements are needed but not otherwise feasible due to lack of funds or lack of collaboration. The district can be formed by local government with the authority to collect assessments.

Special Assessment Districts: This is a tax system whereby property owners within the district agree to pay an additional fee or an ad valorem tax to raise funds for specific projects, which will benefit them.

Land Sales and Leases: Cities may acquire and sell land or property.

Contributions and Donations: Voluntary contributions by private companies, service organizations, individuals or foundations are a potential source of income for special or popular projects, particularly those of a civic nature, such as building parks, or perhaps a beautiful bridge or public building.

Foundations: Several communities have focused on the purpose and intent of foundations and designed portions of their Plan to attract grants from a particular foundation. Foundation money is often a good source for training and education programs.

Public/Private Ventures and Partnerships: Some redevelopment projects have been designed to stimulate additional private investment and are accomplished through public/private venture or partnerships. The City can give assistance to a developer in the assembly of land for private development. In return, the developer may be obligated for building renovations, street, landscaping, sidewalks and other redevelopment improvements. The private contribution may also be through direct contributions, or payment to assessment districts.

Community Contribution Tax Incentive Program: This program was created by the Florida legislature to encourage corporate involvement in community revitalization. This program allows businesses to receive a tax credit on Florida corporate income tax or insurance premium tax for donations to local community development projects. Donations must be made through an eligible non-profit corporation conducting a City approved community development project such as affordable housing.

Direct Borrowing: The City is empowered to fund redevelopment projects and programs through direct borrowing of funds. Depending on the particular projects, the City may utilize both short and long-term borrowing.

Enterprise Zone Investment: This program is designed to encourage increased business in distressed areas. The State provides property tax credits, job tax credits, partial sales tax refunds, and partial sales tax refund to new business equipment purchased.

Utility Enterprise Funds: Several communities in Florida have used "enterprise funds" to fund infrastructure improvements in their redevelopment areas.

Private Business Development Program with Banks: Some banks may incorporate a subsidiary to provide loan assistance not normally permitted for commercial banks. The loans are used to help start or expand business operations, as long as the purpose is related to community development and not just simply provide a conventional commercial loan.

Bank Reinvestment Pool: Many cities have developed a cooperative approach with local lending institutions to supplement the funding for their community redevelopment programs. The Community Reinvestment Act of 1977 requires banks to define a service area, assess local credit needs and make efforts to meet the community's needs. The Community's Master Plan may serve as the basis for goal establishment and planning by local lending institutions.

Property Improvement Grant Programs: Several communities have established grant programs that are used for facade improvements and building renovation. These programs are usually directed towards improvements that have a high potential for stimulating additional private development in the area. Several communities have used State Programs and private investments to initiate a revolving grant program. For example, (Chapter 80-249 of the Laws of Florida offers a 50% credit against state corporate income taxes for contributions of up to $200,000) for community development with the contributions used as a direct grant or to start a revolving loan fund.

County, State and Federal Grant Programs: Funding may be available from several Federal and State agencies, such as the Department of Community Affairs and the Florida Department of Transportation.

Economic Development Administration Grants: This federal agency provides grants to fund public works projects. This grant program assists distressed communities in attracting business, encourages business expansions and primarily focuses on generating long-term, private sector employment opportunities.

Small Business Administration (SBA): The Small Business Administration is a federal agency that provides low-interest loans to business people who cannot qualify for standard commercial loans. This loan program has been used to encourage economic development by assisting small business start-up and expansion within the CRA districts.