INDIAN RIVER COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

MPO BICYCLE and PEDESTRIAN ADVISORY COMMITTEE (BPAC)

Solana Morris, Indian River County BCC Representative, Vice Chairman
Chris McCarthy, City of Sebastian Representative
Maura Stokes, City of Fellsmere Representative
Robert Baus, Town of Orchid Representative
Danette Dieffenbach, Indian River Shores Representative

Hal Lambert, City of Vero Beach Representative - Chairman

AGENDA

The MPO BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE (BPAC) will meet at 2:00 PM on TUESDAY, JANUARY 27, 2026, in BUILDING B, FIRST FLOOR CONFERENCE ROOM (B1-501), County Administration, Building B, 1800 27th Street, Vero Beach, FL.

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1. **Call to Order**

2. **Election of Officers**
   Action Required

3. **Approval of Minutes TAC-CAC-BPAC Combined Meeting October 28, 2025**
   Action Required

4. **Adoption of MPO Safety Targets**
   Action Required

5. **Consideration of the Draft List of Priority Projects (LOPP)**
   Action Required

6. **Consideration of the 2026 Transit Development Plan (TDP) Annual Update**
   Action Required

7. Consideration of the Draft Unified Planning Work Program (UPWP) Tasks for FY 2026/27 – FY 2027/28
   No Action Required
8. Status Report of MPO Advisory Committees
   No Action Required
9. Other Business
10. Comments from the Public
11. Adjournment

Next Meeting: March 31, 2026 – 2:00 PM

If you have any questions concerning the items on this agenda, please contact MPO staff at (772) 226-1455. Anyone who may wish to appeal any decision which may be made at this meeting will need to ensure that a verbatim record of the proceeding is made, which includes the testimony and evidence on which the appeal is based. Anyone who needs a special accommodation for this meeting must contact the County's Americans with Disabilities Act (ADA) Coordinator at 772 226-1223 at least 48 hours in advance of the meeting.

For complaints, questions or concerns about civil rights or nondiscrimination; or for special requests under the American with Disabilities Act, please contact MPO staff at (772) 226-1455 or mpo@indianriver.gov.

Except for those matters specifically exempted under State Statute and Local Ordinance, the Committee shall provide an opportunity for public comment prior to the undertaking by the Committee of any action on the agenda. Public comment shall also be heard on any proposition which the Committee is to take action which was either not on the agenda or distributed to the public prior to the commencement of the meeting. Public participation is solicited without regard to race, color, national origin, age, sex, religion, disability or family status. Persons who require special accommodations under the Americans with Disabilities Act or persons who require translation services (free of charge) should contact MPO staff at (772) 226-1455 or mpo@indianriver.gov at least seven days prior to the meeting.

METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC), CITIZENS ADVISORY COMMITTEE (CAC), AND THE BICYCLE and PEDESTRIAN ADVISORY COMMITTEE (BPAC)

A joint meeting of the Indian River County (IRC) Metropolitan Planning Organization Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and Bicycle Pedestrian Advisory Committee (BPAC) was held at 2:00 PM on Tuesday, October 28, 2025, conducted and hosted in County Administration Building "B", Room B1-501, 1800 27th Street, Vero Beach, Florida.

Note: Audio and video recordings of the meeting can be found at

https://indianriver.gov/government/boards_and_committees/mpo_technical_advisory_committee/agendas___minutes.php
https://indianriver.gov/government/boards_and_committees/mpo_citizen_advisory_committee/agendas___minutes.php
https://indianriver.gov/government/boards_and_committees/mpo_bicycle_advisory_committee/agendas___minutes.php

TAC-CAC-BPAC Members in Attendance:

Chair, Juliana Young (CAC)
Alix Bernard (TAC)
Dylan Wassell (CAC)
Chief Tad Stone (TAC)
Maura Stokes (TAC)
Sgt. Roderick Smith (TAC)
William Parden (CAC)
Chris McCarthy (BPAC)
Ryan Sweeney (TAC alternate)
Kailey Fairchild (TAC alternate)
Lee Plourde (TAC alternate)
Brandon Dambeck (TAC alternate)
Hal Lambert (BPAC)
Solana Morris (BPAC)
Eric Boissat (CAC)
Nancy Auwaerter (CAC)
Mike Grim (CAC)
Linda Faust (CAC)
Bruce Hoffman (CAC)
Jason Jeffries (TAC)
Cherry Stowe (TAC)
Robert Baus (BPAC)
Karen Miller (TAC)
Michael Marsh (CAC)
Matthew Mitts (TAC)
Erica Ogilvie (CAC)
Danette Dieffenbach (BPAC)
Joe Storey (TAC alternate)
Anne Bert (CAC alternate)

TAC-CAC-BPAC Members Absent:

Amber Cerda (CAC, excused)
Jennifer Idlette (TAC, excused)
Robert Loring (BPAC alternate)
Vacant, IRC Public Works (TAC)
Freddie Woolfork (CAC)
Chuck Mechling (CAC, excused)
Vacant, IRC Traffic Engineering (TAC)

Staff in Attendance:

Brian Freeman, MPO Staff Director
Mark Vietze, MPO Senior Planner
Patti Johnson, MPO Staff Assistant III & Recording Secretary

Others in Attendance:

FDOT: Jim Hughes, Vandana Nagole, Emile Bastien, Tony Norat, Mark Madgar, James Brown, Tom Turberville, Mike Melendez, Victoria Peters, & Rana Keel
City of Sebastian: Jim Mann
Kimley-Horn & Associates: William Roll
WGI, Inc.: Brett Fuller
Resident: Paul Morris

Call to Order

Chair Young called the combined meeting to order at 2:04 PM. It was noted that a quorum was present.

Chair Young stated there will be a change in the order of items as a presenter is running late. Items #3 and #4 will change places.

Chair Young stated next on the agenda will be approval of meeting minutes. Each committee member will vote for their respective committee.

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Approval of the TAC Meeting Minutes of May 30, 2025.

Action Required

Chair Young asked if there were any additions or corrections to the TAC Meeting minutes of May 30, 2025. There were none.

ON MOTION by Mr. Sweeney and SECONDED by Chief Stone, the members voted (12-0) to approve May 30, 2025, Metropolitan Planning Organization Technical Advisory Committee meeting minutes, as presented.

Approval of the CAC-BPAC Joint Meeting Minutes of June 3, 2025.

Action Required

Chair Young asked if there were any additions or corrections to the CAC-BPAC Meeting minutes of June 3, 2025. There were none.

ON MOTION by Mr. Marsh and SECONDED by Mr. Lambert, the members voted (16-0) to approve June 3, 2025, joint meeting of the Metropolitan Planning Organization Citizens Advisory Committee and the Bicycle and Pedestrian Advisory Committee meeting minutes, as presented.

Approval of the TAC-CAC-BPAC Combined Meeting Minutes of August 5, 2025.

Action Required

Chair Young asked if there were any additions or corrections to the TAC-CAC-BPAC combined meeting minutes of August 5, 2025. There were none.

ON MOTION by Ms. Bernard and SECONDED by Ms. Auwaerter, the members voted (28-0) to approve the August 5, 2025, combined meeting of the Metropolitan Planning Organization Technical Advisory Committee, Citizens Advisory Committee, and the Bicycle and Pedestrian Advisory Committee meeting minutes, as presented.

Consideration of the Draft 2050 Long Range Transportation Plan.
Action Required

Mr. Jeffries entered @ 2:40pm

Mr. Freeman provided a brief overview of the 2050 Long Range Transportation Plan (LRTP) and introduced Mr. William Roll, from Kimley-Horn and Associates. Mr. Roll conducted a power point presentation and was there to answer any questions. A copy of this presentation is on file in the MPO office.

Mr. Roll reminded the Committee the deadline to approve this plan is December 2025. Failure to adopt the plan by the deadline risks the denial of federal funding for transportation projects. Mr. Freeman stated this item will be on display for public comment for a period of 30 days. Then Mr. Freeman expounded on the projects included in this plan.

Mr. Mitts stated he would like to see the widening of Aviation Blvd., from 43rd Avenue to US 1 raised on the priority list.

Mr. Lambert inquired once the Airport starts charging for parking if those funds could be used to offset costs for these work projects. Mr. Dambeck replied that federal requirements prohibit the Airport for using those funds for anything besides the Airport.

There being no further comments, the item was open for motion.

ON MOTION by Mr. Hoffman and SECONDED by Mr. Marsh, the members voted (29-0) to approve the Draft 2050 Long Range Transportation Plan, as presented

Review of FDOT's Draft Tentative Five-Year Work Program for FY 2027-2031.
Action Required

Mr. Freeman opened this item by providing some background on the Draft Tentative Work Program, stating the items presented in this Work Program will ultimately become part of the Transportation Improvement Program (TIP), which will be presented next year. Ms. Victoria Peters, Planning Manager from FDOT, conducted the presentation. Ms. Peters referenced FDOT staff that were present. A copy of this presentation is on file in the MPO office.

Ms. Peters started the presentation explaining the general work program cycle, highlighting the timeframe noting what steps occur during the calendar year. The following eight priority projects were mentioned: 45th Street from 58th Avenue to 43rd Avenue, CR-510 from 87th Street to 58th Avenue, CR-510 from 58th Avenue to US 1, 82nd Avenue from 26th Street to 69th Street, 82nd Avenue from 69th Street to CR-510, US 1 intersection at Aviation Blvd., Aviation Blvd. from 43rd Avenue to US 1, and US 1 from 53rd Street to CR-510.

Ms. Peters covered the other funded projects which are CR-512 from Willow Street to I-95 under the Transportation Regional Incentive Program (TRIP), and 41st Street from 32nd Avenue to US 1, under the Transportation Alternative (TA) Program.

There being no further comments, the item was open for motion.

ON MOTION by Mr. Mitts and SECONDED by Mr. Marsh, the members voted (29-0) to approve FDOT's Draft Tentative Five-Year Work Program for FY 2027-2031, as presented.

Consideration of a Transportation Improvement Program (TIP) Amendment.
Action Required

Mr. Freeman commented this Transportation Improvement Program (TIP) Amendment is due to more funding being programmed for 82nd Avenue's right-of-way acquisition.

There being no further comments, the item was open for motion.

ON MOTION by Ms. Bernard and SECONDED by Mr. Marsh, the members voted (29-0) to approve the Transportation Improvement Program (TIP) Amendment, as presented.

Review of the MPO Annual Certification Statement.
Action Required

Mr. Freeman explained the certification process and reviewed the findings from FDOT of the MPO Annual Certification. As it has in the past, FDOT identified a number of noteworthy practices undertaken by the MPO and found no deficiencies in this evaluation. Some the of the highlights include: long range planning efforts and visioning, excellence in public transportation (1.36 million riders, the 13th consecutive year of 1 million + riders, even during COVID), the most efficient public transportation system in Florida (number one ranking in cost per passenger trip), implemented transit service enhancements recommended by the TDP, bike/ped safety programming reaching out to the PE classes in elementary schools (issuing helmets to all participants), and cooperation in regional planning activities, also the completion of the Bicycle & Pedestrian Master Plan update.

There being no further comments, the item was open for motion.

ON MOTION by Mr. Marsh and SECONDED by Ms. Bernard, the members voted (29-0) to approve the MPO's Annual Certification Statement, as presented.

Status Report of MPO Advisory Committees.

No Action Required

Mr. Freeman reviewed his memorandum, dated October 20, 2025, included in the agenda packet and on file in the MPO Office. He also noted the next meeting dates for the MPO and its advisory committees.

Other Business

Mr. Freeman commented that the 2026 MPO and MPO Advisory Committees meeting schedule is also included in the agenda packet. Meeting invites will be emailed to all Board members.

Comments from the Public

There were none.

Adjournment

There being no further business, the meeting adjourned at 2:52 PM.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning & Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Mark Vietze
MPO Senior Planner

DATE: January 16, 2026

SUBJECT: **Adoption of MPO Safety Targets**

It is requested that the information presented herein be given formal consideration by the MPO Bicycle and Pedestrian Advisory Committee (BPAC) at its meeting of January 27, 2026.

DESCRIPTION & CONDITIONS

The "Fixing America's Surface Transportation" (FAST) Act requires MPOs to implement performance and outcome-based planning practices. Performance targets for one strategic area, Safety, must be adopted by the MPO Board on an annual basis. According to FDOT, the annual deadline for adoption is February 27, 2026. As in the past, the MPO has the option of adopting the State's performance target or developing its own.

The Florida Department of Transportation (FDOT) shares the national traffic safety vision, "Toward Zero Deaths," and in 2012 formally adopted its own version of the national vision, "Driving Down Fatalities". The Strategic Highway Safety Plan (SHSP), updated in March 2021, specifically embraces "Target Zero" and identifies potential strategies to achieve zero traffic deaths. Since 2017, FDOT has adopted a target of zero for all five safety performance measures to reflect its goal of zero deaths and injuries. Likewise, the MPO has also adopted the same target as the FDOT's Safety Targets every year to comply with the Federal requirements.

According to statute, the MPO must select Safety Targets for each of the adopted Performance Measures. Like last year, those measures include:

1. Average Annual Fatalities;
2. Average Annual Serious Injuries;
3. Average Annual Fatality Rate per 100 Million Vehicle Miles Travelled;
4. Average Annual Serious Injury Rate per 100 Million Vehicle Miles Travelled; and
5. Average Annual Pedestrian and Bicycle Serious Injuries.

ANALYSIS

For 2026, FDOT has collected the necessary safety data for each of the adopted performance measures (Attachment #1). In smaller counties like Indian River, the relatively small number of fatalities and serious injuries could potentially allow a single major incident to bias crash numbers and crash rates. To account for the year-to-year volatility in data, FDOT reports crash statistics in five-year rolling averages (the most recent data covers the years 2020-2024). As shown in Attachment #1, decreases occurred for four of the five performance measures during the last 5-year period (2020-2024), while a 4.6% increase occurred for the fifth measure (average annual pedestrian and bicyclist fatalities and serious injuries) when compared to the preceding five-year period (2019-2023).

In addition to the performance measure data compiled by FDOT, staff has prepared an intersection crash analysis of Indian River County for the most recent five-year period (2020-2024). The analysis includes an update to the 2019-23 High Injury Network (HIN), which was identified in the Safe Streets for All Action Plan (SS4A). The analysis also identifies the intersections with the highest rate of crashes, highest rate of crashes with injuries, and highest rate of crashes with serious injuries and/or fatalities (see attachment #2).

RECOMMENDATION

Staff recommends that the BPAC recommend that the MPO approve the State's Safety Performance Targets of zero for all five safety performance measures and adopt the resolution.

ATTACHMENT

1. Indian River County Safety Data (provided by FDOT)
2. Intersection Crash Analysis
3. Vision Zero Resolution

Indian River County

Metropolitan Planning Organization

As required by federal and state laws (23 CFR 490 and 339.175(10), F.S., respectively), FDOT and Florida's 27 MPOs established quality performance measures and targets addressing safety, infrastructure condition, congestion relief, and mobility.

PM1 – Highway Safety

	2019	2020	2021	2022	2023	2024	2025 Target
Number of Fatalities	27.0	26.6	26.2	25.6	22.8	21.4	0.0
Rate of Fatalities (per 100M VMT)	1.602	1.571	1.542	1.482	1.316	1.220	0.000
# of Serious Injuries	122.4	123.2	110.2	108.0	103.4	100.8	0.0
Rate of Serious Injuries (per 100M VMT)	7.279	7.299	6.501	6.259	5.961	5.727	0.000
# of Non-Motorized Fatalities & Serious Injuries	19.8	17.4	18.2	17.2	17.2	18.0	0.0

Highway Safety measures are based on 5-year rolling average values.

PM2 – Highway Asset Management-Pavement

	2019	2020	2021	2022	2023	2024	2025 Target
% Interstate Pavement in Good Condition	84.3%	94.3%	97.3%	97.3%	92.1%	83.1%	60.0%
% Interstate Pavement in Poor Condition	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%
% Non-Interstate NHS Pavement in Good Condition	53.9%	n/a	55.2%	53.9%	51.7%	49.8%	40.0%
% Non-Interstate NHS Pavement in Poor Condition	0.2%	n/a	0.2%	0.2%	0.1%	0.1%	5.0%

n/a – The FHWA waived the reporting requirement for the 2020 non-interstate NHS pavement data.

PM2 – Highway Asset Management-Bridge

	2019	2020	2021	2022	2023	2024	2025 Target
% NHS Bridges in Good Condition	81.8%	74.8%	82.4%	82.4%	86.8%	87.2%	50.0%
% NHS Bridges in Poor Condition	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%

PM3 – Highway System Performance

	2019	2020	2021	2022	2023	2024	2025 Target
% Interstate PMT that are Reliable	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	75.0%
% Non-Interstate NHS PMT that are Reliable	94.1%	96.9%	94.8%	97.3%	95.8%	96.3%	60.0%
Truck Travel Time Reliability Index (TTTRI)	1.06	1.06	1.06	1.10	1.10	1.09	2.00

Higher percentage of reliable Person Miles Traveled (PMT) indicates better performance; the higher the TTTRI, the worse the performance.

Intersection Crash Analysis

Indian River County

1/1/2020 – 12/31/2024

Abstract:

The following report will quantify Indian River County's on roadway vehicular crash data during the reporting period of January 1, 2020, through December 31, 2024. This report will provide context on previous crash data reporting, discuss current analysis, and finally disaggregate the data at the intersection level.

Reporting Context:

Creating safer roadways is one of the MPO's core planning functions. This fundamental mission is identified in all the MPO's products yet is most identifiable in the 2050 Long Range Transportation Plan (LRTP), where one of the principal six goals is an emphasis on safety for all road users. The referenced safety goal has associated objectives (performance targets) of reaching zero on roadway serious or fatal events each year. Moreover, these objectives are reaffirmed each year by the MPO as it adopts its safety performance targets as required by the "Fixing America's Surface Transportation" (FAST) Act.

In working towards an Indian River County free of serious or fatal roadway injuries the MPO has recently undertaken two major studies in support of roadway safety as part of the modal plan development cycle building into the recently adopted 2050 LRTP. The 2024 Bicycle Pedestrian Master Plan Update and the 2025 Safe Streets for All Action Plan (SS4A) were two documents which underpinned new lines of effort in support of achieving the ambitious safety targets of zero serious injuries and fatalities.

Previous Analysis:

One of the outcomes of the SS4A Action Plan was the creation of a High Injury Network (HIN) based upon 2019-2023 Indian River County Crash data. The HIN identifies, as the name suggests, intersections with proportionally high numbers of serious or fatal crash events in comparison to other intersections within the County. The HIN is a rate-based formula, which takes the number of events and normalizes event rates through traffic count data to establish an event rate per Million Entering Vehicles (MEV). Intersections with a serious and fatal event rate of .10 MEV or higher are identified as part of the HIN (the final table in the report includes serious and fatal event rates).The Action Plan provided the equation seen on the next page for yearly review and update of the HIN.

$$R = \frac{1{,}000{,}000\ x\ C}{365\ x\ N\ x\ V} = \frac{crashes}{MEV}$$

R = Crash rate for the intersection expressed as crashes per million entering vehicles (MEV)
C = Total number of intersection crashes in the study period
N = Number of years of data
V = Traffic volumes entering the intersection daily

SS4A Tech Memo: Safety Analysis (2025).

The following intersections were identified in the SS4A Technical Memorandum for Safety Analysis as *Table 2.*

Intersection	Stop Control
77th Street at Old Dixie Hwy	Signal
77th Street at 58th Avenue	Beacon Signal
69th Street at 66th Avenue	Signal*
45th Street at US 1	Signal
8th Street at 20th Avenue	Signal
17th Street at 6th Avenue	Signal
21st Street at 5th Avenue/Publix Drwy	Unsignalized
US 1 at 99th Street	Unsignalized

**Note – Intersection improvements including installation of a signal were constructed beginning in 2022 and completed in 2024.*

SS4A Tech Memo: Safety Analysis (2025).

In addition to contracted “scopes of work,” MPO staff previously conducted crash safety analysis of signalized intersections in the fall of 2023 with event rates normalized by the number of approach lanes. At that time, staff performed additional spatial analysis with a focus on raster analysis of event rates. staff previously focused on raster analysis as a means of aggregating data and providing similar calculations; yet these previous data runs lacked the specified geometry needed to properly analyze the data.

With the conclusion of the SS4A Action Plan, staff were able to utilize the HIN procedures to not only create new versions of the HIN but also reproduce the discontinued *Intersection Accident Listings for Intersections with 4 or More Accidents* produced by Indian River County Public Works – Traffic Engineering Division. Between 1993 and 2018, Traffic Engineering produced the referenced report of the 25 intersections with the highest crash rate for million entering vehicles (MEV). The previous report also identifies the count of accidents per intersection for the calendar year.

Current Analysis:

In December MPO staff presented preliminary crash data findings for all Indian River County on roadway crashes for the five-year period between 2020 through 2024. These data were obtained from the University of Florida's Signal Four Analytics program in partnership with the Florida Department of Transportation (FDOT). This initial analysis identified crash hotspots, mapped all crashes by severity, road user type, and isolated intersection crash events

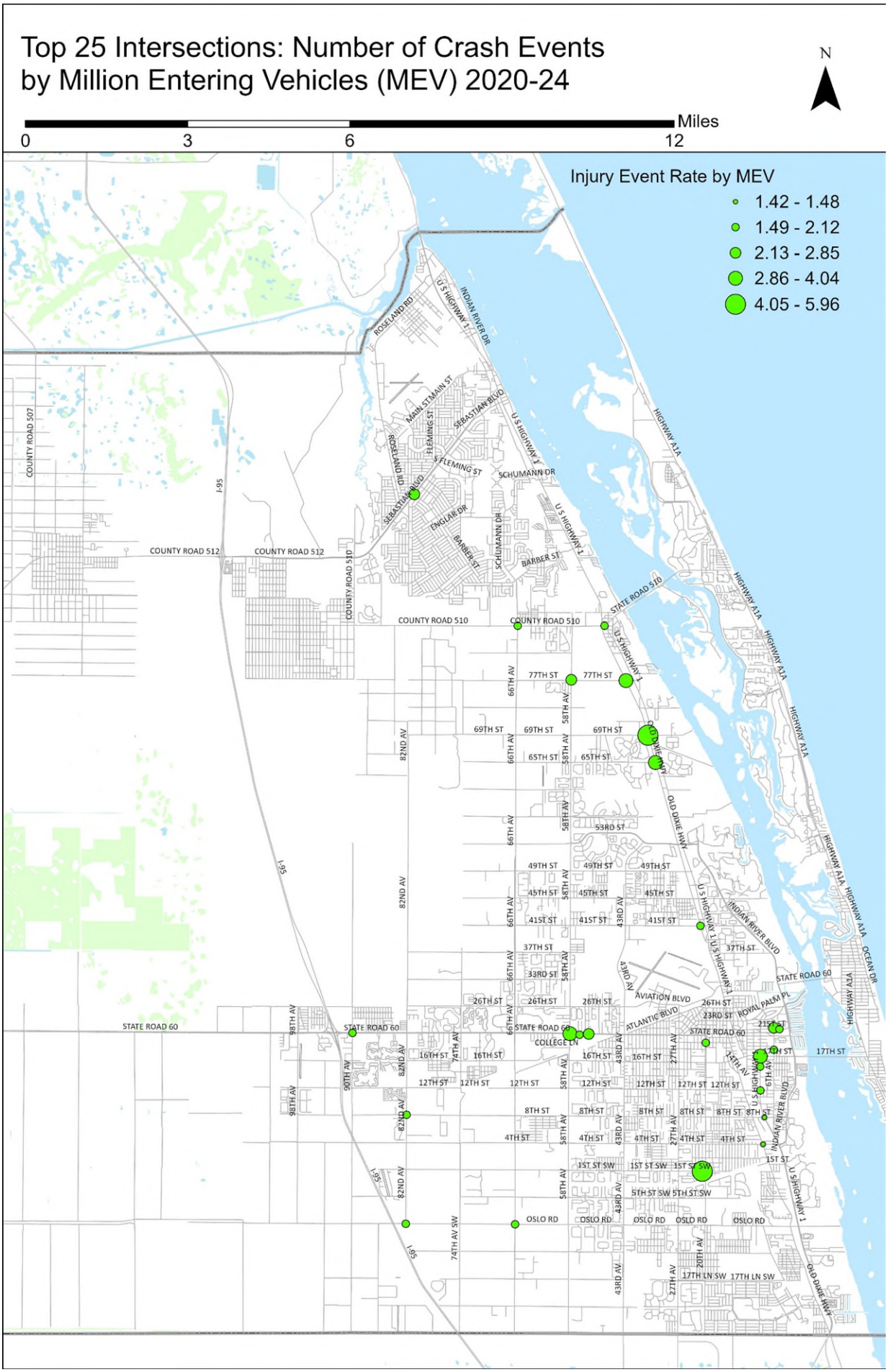
Current efforts focus on recreating a single blended product, which provides the insights of an updated HIN along with the outputs of a reinvigorated *Intersection Accident Listings for Intersections with 4 or More Accidents.* The single blended product is provided in a tabular format at the end of the report and is also available as a map product.

- The HIN update is a data run based upon updated Average Annual Daily Traffic Counts (AADT)[1] and referenced Signal Four Analytics point data.
- The reinvigorated *Intersection Accident listing* goes beyond the previous product by including all event counts and disaggregating the data by event rates at the following levels:
    - All Events
    - No Injury
    - Injury
    - Serious Injury
    - Fatal
    - Serious and Fatal

The data provided below is presented with the following scoping boundaries:

- All intersections shown below averaged at least 2 crash events per year (or 10 over the 5-year period)
- Unsignalized intersections were assigned events which occurred within 150' of the center of the intersection
- Signalized intersections were assigned events which occurred within 300' of the center of the intersection
- AADT data was utilized from years 2019, 2021, 2022, 2023, and 2024, as 2020 count data was deemed to be unreliable.

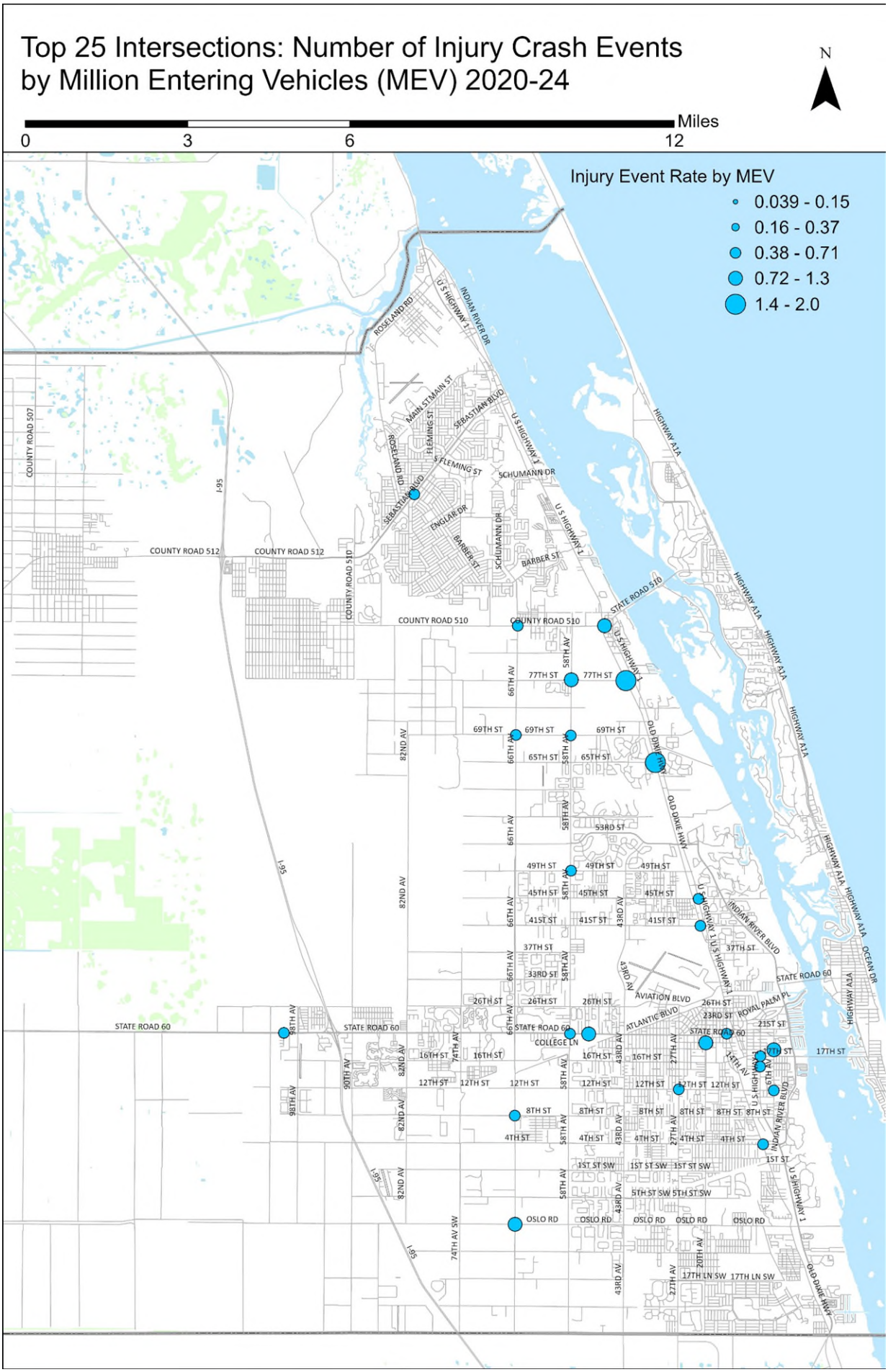
[1] Intersection rates are only available for intersections with available link data


Top 25 Intersections: Number of Crash Events
by Million Entering Vehicles (MEV) 2020-24
N
Miles
0
3
6
12
Injury Event Rate by MEV
1.42 - 1.48
1.49 - 2.12
2.13 - 2.85
2.86 - 4.04
4.05 - 5.96
ROSELAND RD
U S HIGHWAY 1
INDIAN RIVER DR
MAIN ST
SEBASTIAN BLVD
FLEMING ST
S FLEMING ST
SCHUMANN DR
ENGLAR DR
BARBER ST
HIGHWAY A1A
COUNTY ROAD 507
I-95
COUNTY ROAD 512
COUNTY ROAD 510
STATE ROAD 510
77TH ST
69TH ST
65TH ST
53RD ST
49TH ST
45TH ST
41ST ST
37TH ST
33RD ST
26TH ST
OLD DIXIE HWY
INDIAN RIVER BLVD
OCEAN DR
AVIATION BLVD
ATLANTIC BLVD
ROYAL PALM PL
STATE ROAD 60
COLLEGE LN
16TH ST
12TH ST
8TH ST
4TH ST
1ST ST SW
5TH ST SW
OSLO RD
17TH LN SW
82ND AV
98TH AV
90TH AV
74TH AV
66TH AV
58TH AV
43RD AV
27TH AV
20TH AV
14TH AV
6TH AV
74TH AV SW

Disaggregated Data:

Top 25 Intersections all Events 2020-24													
Intersection		Event Count						Rate per Million Entering Vehicles					
Intersection Name	Signalized	All Events	No Injury	Injury	Serious Injury	Fatality	Sev and Fatal	All Event	No Injury	Injury	Severe	Fatal	Sev and Fatal
1st ST SW @ 21st Ave	No	14	14	0	0	0	0	5.96	5.96	0.00	0.00	0.00	0.00
69 ST @ OLD DIXIE	Yes*	41	21	20	0	0	0	5.81	2.98	2.83	0.00	0.00	0.00
77 ST @ OLD DIXIE	Yes*	31	14	15	0	2	2	4.04	1.82	1.95	0.26	0.00	0.26
SR60 @ 58 AVE	Yes	509	425	84	0	0	0	3.90	3.26	0.64	0.00	0.00	0.00
65 ST @ OLD DIXIE	Yes*	33	14	18	0	1	1	3.75	1.59	2.04	0.11	0.00	0.11
17 ST @ US1	Yes	136	103	29	0	4	4	3.31	2.51	0.71	0.10	0.00	0.10
SR60 @ 53 AVE	Yes	87	55	28	0	4	4	2.85	1.80	0.92	0.13	0.00	0.13
21 ST @ 6 AVE	Yes	35	32	3	0	0	0	2.56	2.34	0.22	0.00	0.00	0.00
77th ST @ 58th Ave	Yes**	43	17	22	0	4	4	2.55	1.01	1.30	0.24	0.00	0.24
CR512 @ BARBER	Yes	66	52	14	0	0	0	2.35	1.85	0.50	0.00	0.00	0.00
21st ST @ 5th Ave	No	29	23	4	1	1	2	2.12	1.68	0.29	0.07	0.07	0.15
20th ST @ 56th Ave	No	58	58	0	0	0	0	1.90	1.90	0.00	0.00	0.00	0.00
15 PL @ US1	Yes	47	29	16	0	2	2	1.90	1.17	0.65	0.08	0.00	0.08
41st ST @ Old Dixie	Yes**	31	21	10	0	0	0	1.87	1.27	0.60	0.00	0.00	0.00
8th ST @ 82nd Ave	No	17	10	4	0	3	3	1.83	1.08	0.43	0.32	0.00	0.32
18th ST @ 6th Ave	No	20	9	11	0	0	0	1.82	0.82	1.00	0.00	0.00	0.00
Oslo @ 82nd Ave	No	14	9	2	0	3	3	1.81	1.17	0.26	0.39	0.00	0.39
CR510 @ US1	Yes	167	96	66	1	4	5	1.80	1.03	0.71	0.04	0.01	0.05
Oslo @ 66th Ave	No	26	12	12	0	2	2	1.78	0.82	0.82	0.14	0.00	0.14
19th ST @ 20th Ave	No	18	9	8	0	1	1	1.76	0.88	0.78	0.10	0.00	0.10
SR60 @ 90 AVE	Yes	115	91	23	1	0	1	1.75	1.39	0.35	0.00	0.02	0.02
12 ST @ US1	Yes	114	86	27	0	1	1	1.70	1.28	0.40	0.01	0.00	0.01
CR510 @ 66AVE	Yes	60	41	18	0	1	1	1.67	1.14	0.50	0.03	0.00	0.03
4 ST @ OLD DIXIE	Yes	47	28	17	2	0	2	1.48	0.88	0.53	0.00	0.06	0.06
8 ST @ US1	Yes	83	64	18	1	0	1	1.42	1.10	0.31	0.00	0.02	0.02

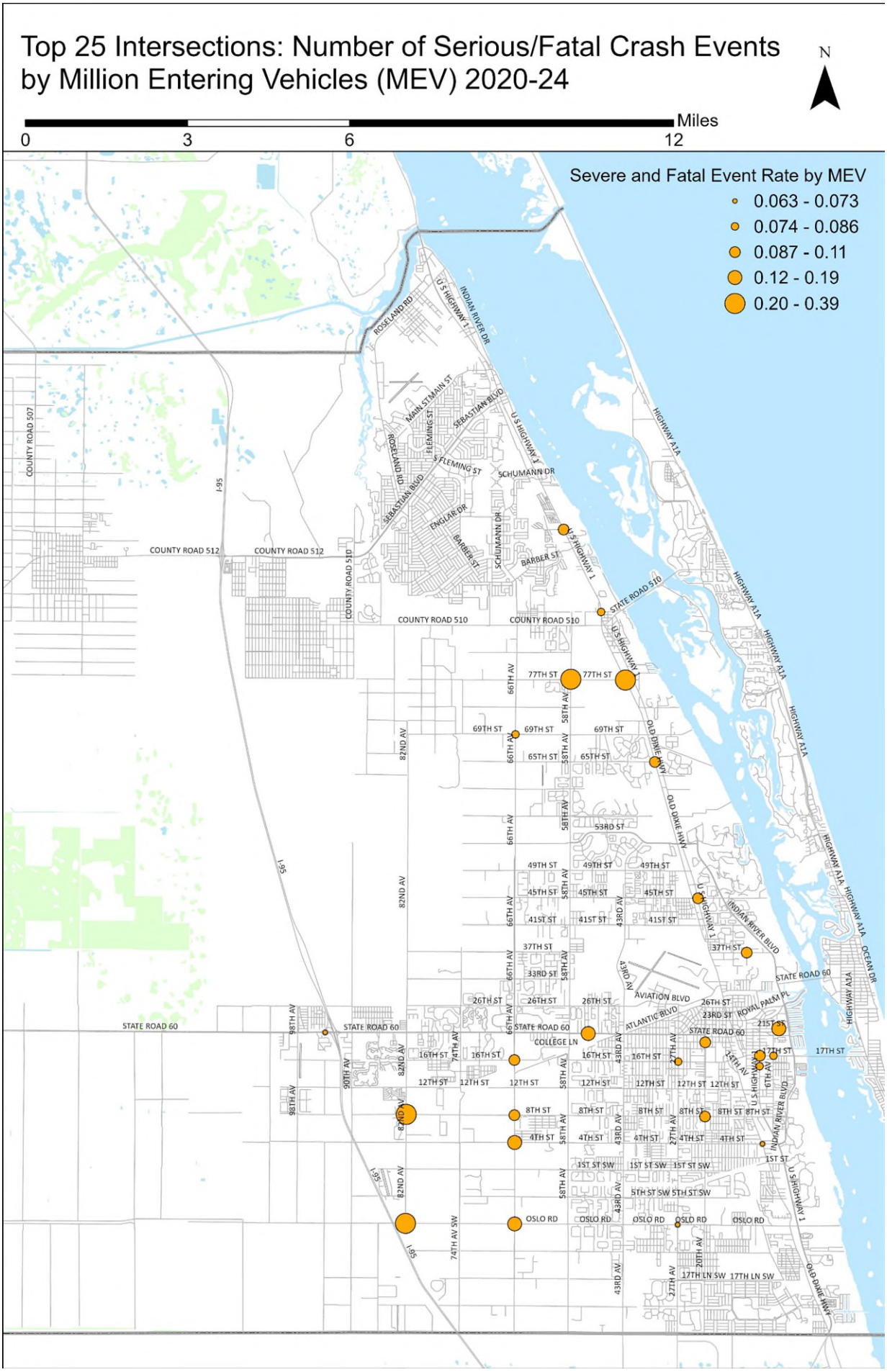
Yes- Signal installed during reporting period // Yes**- Signal installed after reporting*


Top 25 Intersections: Number of Injury Crash Events by Million Entering Vehicles (MEV) 2020-24
N
Miles
0
3
6
12
Injury Event Rate by MEV
0.039 - 0.15
0.16 - 0.37
0.38 - 0.71
0.72 - 1.3
1.4 - 2.0
COUNTY ROAD 507
I-95
ROSELAND RD
U S HIGHWAY 1
INDIAN RIVER DR
MAIN ST
FLEMING ST
SEBASTIAN BLVD
S FLEMING ST
SCHUMANN DR
ENGLAR DR
BARBER ST
HIGHWAY A1A
COUNTY ROAD 512
COUNTY ROAD 510
STATE ROAD 510
77TH ST
69TH ST
65TH ST
53RD ST
49TH ST
45TH ST
41ST ST
37TH ST
33RD ST
OLD DIXIE HWY
INDIAN RIVER BLVD
OCEAN DR
AVIATION BLVD
ATLANTIC BLVD
ROYAL PALM PL
STATE ROAD 60
COLLEGE LN
26TH ST
23RD ST
21ST ST
17TH ST
16TH ST
14TH AV
12TH ST
8TH ST
4TH ST
1ST ST SW
5TH ST SW
OSLO RD
17TH LN SW
66TH AV
58TH AV
82ND AV
74TH AV
43RD AV
27TH AV
20TH AV
98TH AV
90TH AV

Injury

Top 25 Intersections Injury 2020-24													
Intersection		Event Count						Rate per Million Entering Vehicles					
Intersection Name	Signalized	All Events	No Injury	Injury	Serious Injury	Fatality	Sev and Fatal	All Event	No Injury	Injury	Severe	Fatal	Sev and Fatal
69 ST @ OLD DIXIE	Yes*	41	21	20	0	0	0	5.81	2.98	2.83	0.00	0.00	0.00
65 ST @ OLD DIXIE	Yes*	33	14	18	0	1	1	3.75	1.59	2.04	0.11	0.00	0.11
77 ST @ OLD DIXIE	Yes*	31	14	15	0	2	2	4.04	1.82	1.95	0.26	0.00	0.26
77th ST @ 58th Ave	Yes**	43	17	22	0	4	4	2.55	1.01	1.30	0.24	0.00	0.24
18th ST @ 6th Ave	No	20	9	11	0	0	0	1.82	0.82	1.00	0.00	0.00	0.00
SR60 @ 53 AVE	Yes	87	55	28	0	4	4	2.85	1.80	0.92	0.13	0.00	0.13
Oslo @ 66th Ave	No	26	12	12	0	2	2	1.78	0.82	0.82	0.14	0.00	0.14
19th ST @ 20th Ave	No	18	9	8	0	1	1	1.76	0.88	0.78	0.10	0.00	0.10
CR510 @ US1	Yes	167	96	66	1	4	5	1.80	1.03	0.71	0.04	0.01	0.05
17 ST @ US1	Yes	136	103	29	0	4	4	3.31	2.51	0.71	0.10	0.00	0.10
SR 60 @ 100th Ave	No	10	5	5	0	0	0	1.41	0.71	0.71	0.00	0.00	0.00
15 PL @ US1	No	47	29	16	0	2	2	1.90	1.17	0.65	0.08	0.00	0.08
SR60 @ 58 AVE	Yes	509	425	84	0	0	0	3.90	3.26	0.64	0.00	0.00	0.00
20 ST @ 14 AVE	Yes	36	28	6	0	2	2	0.46	0.36	0.63	0.03	0.00	0.03
49 ST @ 58 AVE	Yes*	28	13	14	1	0	1	1.23	0.57	0.62	0.00	0.04	0.04
41st ST @ Old Dixie	Yes**	31	21	10	0	0	0	1.87	1.27	0.60	0.00	0.00	0.00
12 ST @ 6 AVE	Yes	21	7	13	1	0	1	0.88	0.29	0.54	0.00	0.04	0.04
4 ST @ OLD DIXIE	Yes	47	28	17	2	0	2	1.48	0.88	0.53	0.00	0.06	0.06
69 ST @ 58 AVE	Yes*	12	4	8	0	0	0	0.80	0.27	0.53	0.00	0.00	0.00
69th ST @ 66th Ave	Yes*	22	8	12	2	0	2	0.94	0.34	0.52	0.00	0.09	0.09
8 ST & 66 AVE	Yes*	21	10	9	0	2	2	1.18	0.56	0.51	0.11	0.00	0.11
CR510 @ 66AVE	Yes	60	41	18	0	1	1	1.67	1.14	0.50	0.03	0.00	0.03
CR512 @ BARBER	Yes	66	52	14	0	0	0	2.35	1.85	0.50	0.00	0.00	0.00
12 ST @ 27 AVE	Yes	33	19	13	0	1	1	1.25	0.72	0.49	0.04	0.00	0.04
45 ST @ US1	Yes	83	48	29	2	4	6	1.40	0.81	0.49	0.07	0.03	0.10

Yes- Signal installed during reporting period // Yes**- Signal installed after reporting period*


Top 25 Intersections: Number of Serious/Fatal Crash Events by Million Entering Vehicles (MEV) 2020-24
N
Miles
0
3
6
12
Severe and Fatal Event Rate by MEV
0.063 - 0.073
0.074 - 0.086
0.087 - 0.11
0.12 - 0.19
0.20 - 0.39
COUNTY ROAD 507
I-95
COUNTY ROAD 512
COUNTY ROAD 510
ROSELAND RD
SEBASTIAN BLVD
MAIN ST
FLEMING ST
S FLEMING ST
SCHUMANN DR
ENGLAR DR
BARBER ST
U.S HIGHWAY 1
INDIAN RIVER DR
HIGHWAY A1A
STATE ROAD 510
77TH ST
69TH ST
65TH ST
53RD ST
49TH ST
45TH ST
41ST ST
37TH ST
33RD ST
26TH ST
23RD ST
21ST ST
17TH ST
16TH ST
12TH ST
8TH ST
4TH ST
1ST ST
1ST ST SW
5TH ST SW
OSLO RD
66TH AV
58TH AV
82ND AV
74TH AV
98TH AV
90TH AV
43RD AV
27TH AV
20TH AV
6TH AV
OLD DIXIE HWY
INDIAN RIVER BLVD
OCEAN DR
STATE ROAD 60
AVIATION BLVD
ATLANTIC BLVD
ROYAL PALM PL
COLLEGE LN
17TH LN SW

Serious and Fatal

Top 25 Intersections Serious and Fatal 2020-24													
Intersection		Event Count						Rate per Million Entering Vehicles					
Intersection Name	Signalized	All Events	No Injury	Injury	Serious Injury	Fatality	Sev and Fatal	All Event	No Injury	Injury	Severe	Fatal	Sev and Fatal
Oslo @ 82nd Ave	No	14	9	2	0	3	3	1.81	1.17	0.26	0.39	0.00	0.39
8th ST @ 82nd Ave	No	17	10	4	0	3	3	1.83	1.08	0.43	0.32	0.00	0.32
77 ST @ OLD DIXIE	Yes*	31	14	15	0	2	2	4.04	1.82	1.95	0.26	0.00	0.26
77th ST @ 58th Ave	Yes**	43	17	22	0	4	4	2.55	1.01	1.30	0.24	0.00	0.24
4th ST @ 66th Ave	No	10	4	4	1	1	2	0.93	0.37	0.37	0.09	0.09	0.19
21st ST @ 5th Ave	No	29	23	4	1	1	2	2.12	1.68	0.29	0.07	0.07	0.15
Oslo @ 66th Ave	No	26	12	12	0	2	2	1.78	0.82	0.82	0.14	0.00	0.14
SR60 @ 53 AVE	Yes	87	55	28	0	4	4	2.85	1.80	0.92	0.13	0.00	0.13
65 ST @ OLD DIXIE	Yes*	33	14	18	0	1	1	3.75	1.59	2.04	0.11	0.00	0.11
8 ST & 66 Ave	Yes*	21	10	9	0	2	2	1.18	0.56	0.51	0.11	0.00	0.11
16 ST @ 66 Ave	Yes	20	11	5	0	4	4	0.56	0.31	0.14	0.11	0.00	0.11
99th ST @ US1	No	17	8	4	2	3	5	0.35	0.16	0.08	0.06	0.04	0.10
45 ST @ US1	Yes	83	48	29	2	4	6	1.40	0.81	0.49	0.07	0.03	0.10
8 ST @ 20 Ave	Yes	35	19	13	1	2	3	1.16	0.63	0.43	0.07	0.03	0.10
37 ST @ 10CT	Yes	10	5	3	0	2	2	0.49	0.25	0.15	0.10	0.00	0.10
19th ST @ 20th Ave	No	18	9	8	0	1	1	1.76	0.88	0.78	0.10	0.00	0.10
17 ST @ US1	Yes	136	103	29	0	4	4	3.31	2.51	0.71	0.10	0.00	0.10
69th ST @ 66th Ave	Yes*	22	8	12	2	0	2	0.94	0.34	0.52	0.00	0.09	0.09
16 ST @ 27 Ave	Yes	33	25	6	0	2	2	1.35	1.02	0.24	0.08	0.00	0.08
15 PL @ US1	Yes	47	29	16	0	2	2	1.90	1.17	0.65	0.08	0.00	0.08
17 ST @ 6 Ave	Yes	25	12	10	1	2	3	0.65	0.31	0.26	0.05	0.03	0.08
87th ST @ US1	No	21	15	2	2	2	4	0.41	0.29	0.04	0.04	0.04	0.08
SR60 @ I-95 SB	Yes	13	10	2	0	1	1	0.95	0.73	0.15	0.07	0.00	0.07
OSLO @ 27 Ave	Yes	96	57	34	1	4	5	1.34	0.79	0.47	0.06	0.01	0.07
4 ST @ OLD DIXIE	Yes	47	28	17	2	0	2	1.48	0.88	0.53	0.00	0.06	0.06

Yes- Signal installed during reporting period // Yes**- Signal installed after reporting period // Intersection names highlighted in Orange indicate 2019-2023 HIN inclusion*

Analysis Findings:

In aggregate, the data show a small decline in the number of serious or fatal events within Indian River County (21.4 / 100.8 fatal / serious events per year for 2020-24 vs 22.8 / 103.4 fatal / serious events for 2019-23). The data also show a reduction in the number of serious injuries and fatalities per 100 million vehicles miles traveled. It should be noted that several intersections with high rates received traffic signal improvements between 2023 and 2025. These signalization improvements are anticipated to lower serious and fatal event rates in the coming years.

The data also show that though two of the eight intersections identified as part of the 2019-2023 HIN have moved below the threshold of .10 serious or fatal events per MEV, ten new intersections along with the remaining six intersections from the 2019-23 run, a total of sixteen intersections are now considered part of the HIN.

MPO RESOLUTION NO. 2026-01

A RESOLUTION SUPPORTING THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION'S VISION ZERO GOAL TO ELIMINATE ALL TRAFFIC-RELATED FATALITIES AND SERIOUS INJURIES BY 2045

WHEREAS, traffic crashes are among the leading cause of death and injury within the United States, State of Florida, and Indian River County; and

WHEREAS, death and injury on our streets is unacceptable and serious crashes can be preventable; and

WHEREAS, traffic deaths and serious injuries in the United States have disproportionately impacted pedestrians, cyclists, people of color, low-income households, older adults and youths, people with disabilities, and households with limited vehicle access; and

WHEREAS, an average of 21 people die and 100 people are seriously hurt annually on Indian River County roadways; and

WHEREAS, the Indian River County Metropolitan Planning Organization (MPO) hereby recognizes that these crash statistics are not acceptable for citizens, commuters, and tourists who live, work, and play in Indian River County; and

WHEREAS, the MPO recognizes that if these crash trends continue for the foreseeable future, they would put into jeopardy the future growth of the residential population and employment base, and our reputation as a desirable County for future generations; and

WHEREAS, the MPO will hereby commit to decreasing these crash statistics by endorsing Vision Zero, which is a safe systems approach and strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all; and

WHEREAS, the Florida Department of Transportation and Indian River County have formally adopted "Target Zero" towards the goal of zero deaths.

NOW, THEREFORE, BE IT RESOLVED that the Indian River County Metropolitan Planning Organization hereby:

1) Adopts the goal of eliminating traffic deaths and serious injuries by 2045; and

2) Endorses Vision Zero as a comprehensive and collaborative approach which involves all member municipalities and the county to achieve this goal.

PASSED AND DULY ADOPTED BY THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION THIS 11th DAY OF FEBRUARY 2026.

MPO RESOLUTION NO. 2026-01

INDIAN RIVER COUNTY

METROPOLITAN PLANNING ORGANIZATION

_____

Chair

ATTEST:

_____

APPROVED AS TO FORM AND

LEGAL SUFFICIENCY:

_____

Susan J. Prado

Deputy County Attorney

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning & Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: January 16, 2026

SUBJECT: **Consideration of the Draft List of Priority Projects (LOPP)**

It is requested that the information presented herein be given formal consideration by the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC) at its meeting of January 27, 2026.

DESCRIPTION, CONDITIONS & ANALYSIS

Each year the MPO is required to submit its List of Project Priorities (LOPP) for consideration of funding for what will become the new fifth year of the Florida Department of Transportation's (FDOT) Work Program. Priority projects must be selected from the adopted Long Range Transportation Plan (LRTP). Projects already in the Work Program remain on the list to guide in programming funds until the final phase is fully funded.

By March 1 of each year, FDOT requires that the MPO submit a Draft LOPP. New projects added to the LOPP require the submission of a scoping form, cost estimate, and a concept sketch by the same date. Once this list is approved, the final List of Priority Projects will be presented at the May/June meetings of the advisory committees and MPO Board.

For 2026, only one change to the Draft LOPP is proposed. Added as the new *#1 Transit Priority* is the construction of an addition to the transit maintenance building, a project recommended in the 2023 major update to the Transit Development Plan. All other projects on the LOPP are the same as last year.

RECOMMENDATION

Staff recommends that the BPAC review the proposed Draft List of Priority Projects and recommend MPO approval.

ATTACHMENTS

1. Draft List of Priority Projects (LOPP)

INDIAN RIVER COUNTY MPO
METROPOLITAN PLANNING ORGANIZATION

2026 LIST OF PRIORITY PROJECTS (LOPP)
DRAFT

Priority Highway Projects

2026 RANK	FACILITY	PROJECT LIMITS	LENGTH (MILES)	PROJECT DESCRIPTION	JURIS-DICTION	PROJECT STATUS	IN LRTP COST FEASIBLE PLAN?	FUNDING SOURCE REQUESTED	2025 RANK
1	**45th Street**	58th Ave. to 43rd Ave.	1.0	Complete Street Retrofit	County	PD&E in 2026 and PE in 2027 (FM# 4533271)	Yes	State/ Federal	1
2	**CR 510**	87th St. to 58th Ave.	5.5	Widen to 4 lanes with sidewalks and bike lanes	County	CST for CR 512 to 87th St. in 2025 (FM# 4056067); CST for 87th St. to 82nd Ave. in 2030 (FM# 4056068); ROW for 82nd Ave. to 58th Ave. in 2026-2028 (FM# 4056063)	Yes	State/ Federal	2
3	**CR 510**	58th Ave. to US 1	.6	Widen to 4 lanes with sidewalks and bike lanes	County	ROW in 2029 (FM# 4416921)	Yes	State/ Federal	3
4	**82nd Avenue**	26th St. to 69th St.	3.0	New 2-lane roadway	County	ROW funded (FM# 2308793)	Yes	State/ Federal	4
5	**82nd Avenue**	69th St. to CR 510	2.0	New 2-lane roadway	County	ROW complete	Yes	State/ Federal	5
6	**US 1**	at Aviation Blvd.	NA	Intersection improvements	State	PE in 2025-2026 and ROW in 2026-2030 (FM# 4416931)	Yes	State/ Federal	6
7	**Aviation Boulevard**	43rd Ave. to US 1	2.0	Widen to 4 lanes with bike lanes, sidewalks, and shared use path	Vero Beach	PD&E in 2029 (FM# 4513681)	Yes	State/ Federal	7
8	**US 1**	53rd St. to CR 510	4.8	Widen to 6 lanes with shared use paths	State	PD&E and PE complete	Yes	State/ Federal	8

Project Phases: **PD&E –** Project Development and Environmental
PE – Preliminary Engineering (Design)
ROW – Right of Way Acquisition
CST – Construction

Note: The 2026 LOPP is to be used in developing the FY 2028-2032 Transportation Improvement Program (TIP). New projects added in 2026 are shown in ***bold italics***.

Priority Regional Highways

2026 RANK	FACILITY	PROJECT LIMITS	LENGTH (MILES)	PROJECT DESCRIPTION	JURIS-DICTION	PROJECT STATUS	IN LRTP COST FEASIBLE PLAN?	FUNDING SOURCE REQUESTED	2025 RANK
1	**CR 512**	Willow St. to I-95	2.5	Widen to 4 lanes with sidewalks and bike lanes	County/ Fellsmere	TRIP grant application submitted in 2025 based on Fellsmere Corridor Study.	Yes	TRIP	1
2	**26th St.**	66th Av. to 43rd Av.	2.0	Widen to 4 lanes with sidewalks and bike lanes	County	Phase 1 will improve existing two-lane road; Phase 2 will enclose canal along south side as part of widening to 4 lanes. Partially funded in IRC CIP.	Yes	TRIP	2

CMP Priority Projects

2026 RANK	FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	JURIS-DICTION	PROJECT STATUS	IN LRTP COST FEASIBLE PLAN?	FUNDING SOURCE REQUESTED	2025 RANK
1	**State Highway System**	Countywide	Update and install new traffic signal equipment on the SHS within the County wide network	County	2024 CMP application	Yes	CMP	1

Transit Priorities

2026 RANK	PROJECT	IN LRTP OR TDP?	FUNDING SOURCE REQUESTED	2025 RANK
1	***Vehicle Building Maintenance Addition***	***TDP***	***Federal/State***	-
2	Construct North County Hub	TDP	Federal/State	1
3	Initiate Sunday Operating Hours (8 am – 5 pm)	TDP	Federal/State	2
4	Construct Shelters and Benches	TDP	Federal	3

Note: The 2026 LOPP is to be used in developing the FY 2028-2032 Transportation Improvement Program (TIP). New projects added in 2026 are shown in ***bold italics***.

Priority Bicycle & Pedestrian Projects

2026 RANK	FACILITY	PROJECT LIMITS	LENGTH (MILES)	PROJECT DESCRIPTION	JURIS-DICTION	PROJECT STATUS	FUNDING SOURCE REQUESTED	2025 RANK
1	**43rd Avenue**	45th St. to 49th St.	.50	Fill in sidewalk gaps	County	Funded for Construction in FY 2027 & 2028 (FM# 4529951)	Federal (TA)	1
2	**41st Street**	38th Ave. to US 1	1.1	North side sidewalk	County	TA application submitted 2025	Federal (TA)	2
3	**Trans-Florida Central Railroad Trail**	Sebastian Crossings Blvd. to US 1	4.1	12' wide Shared Use Path along trail corridor	County/ Sebastian	SUN Trail application submitted 2024 for feasibility study	SUN Trail	3
4	**49th Street**	40th Ave. to US 1	1.0	Wide Sidewalk on North side	County		-	4
5	**28th Court**	47th St. to 49th St.	.51	Sidewalks on both sides	County	TA application submitted 2026	Federal (TA)	5
6	**20th Avenue**	12th St. to 16th St.	.52	Shared Use Path	County/ Vero Beach		-	6
7	**20th Avenue**	8th St. to 12th St.	.51	Sidewalk on East side	County	Construction funded in Indian River County CIP	-	7
8	**N. Willow Street/ 101st Street**	Wyoming Ave. to Grace Ave.	.74	Sidewalk on East side	Fellsmere		-	8
9	**Barber Street**	Empire Ter. to Bristol St.	.30	Sidewalk on one side	Sebastian		-	9
10	**101st Avenue**	79th St. to CR 512	2.0	Sidewalk on one side	County		-	10
11	**Highland Drive Southwest**	17th Lane SW to east of 12th Ave. SW	.80	Sidewalk on one side	County	Construction funded in Indian River County CIP	-	11
12	**17th Lane SW**	20th Ave. SW to 6th Ave. SW	1.25	Wide Sidewalk on North side	County		-	12
13	**6th Avenue SW**	High Hawk Cir. to 19th Place SW	.20	Sidewalk on East side	County		-	13
14	**83rd Street**	106th Ave. to 90th Ave.	2.0	Sidewalk on one side	County		-	14
15	**79th Street**	106th Ave. to 90th Ave.	2.0	Sidewalk on one side	County		-	15
16	**South Fleming Street**	Wave St. to west of Arega St.	.19	Sidewalk on South side	Sebastian		-	16
17	**South Easy Street**	CR 512 (Sebastian Blvd.) to S. Wimbrow Dr.	.50	Sidewalk on one side	Sebastian		-	17

Note: The 2026 LOPP is to be used in developing the FY 2028-2032 Transportation Improvement Program (TIP). New projects added in 2026 are shown in ***bold italics***.

DRAFT

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jarrod McCarthy
MPO Senior Planner

DATE: January 16, 2026

SUBJECT: **Consideration of the 2026 Transit Development Plan (TDP) Annual Update**

It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization BPAC at its meeting of January 27, 2026.

DESCRIPTION, CONDITIONS, & ANALYSIS

Since 1995, Indian River County has annually applied for and received a Public Transit Block Grant (PTBG) from FDOT. Those block grant funds are then forwarded by the county to the Senior Resource Association, which uses them in combination with other federal, state, and local funds to provide fixed route and demand response transit service within the county.

According to state and federal regulations, the Indian River County MPO must prepare and adopt an annual update of its Transit Development Plan (TDP) by March 1, 2026. Adoption of a TDP is required in order to receive grant funding under the Public Transportation Block Grant (PTBG) program. That program provides approximately $700,000 annually in operating assistance.

To receive funding through the Florida PTBG program, applicants must prepare and adopt a Transit Development Plan (TDP). The requirements for TDPs are set forth in Section 14.73.001 of the Florida Administrative Code (FAC). Major TDP updates must be completed every five years, while annual progress updates are required in the interim years. For Indian River County, the most recent major TDP update was approved in 2023. A required component of TDP major updates is an implementation plan for proposed service modifications along with an accompanying financial plan. Both the implementation plan and financial plan are to cover a ten-

year period.

ANALYSIS

The 2026 Transit Development Plan Annual Update contains information on current transit service, an evaluation of transit performance, a discussion of the transit goals and objectives, and updated ten-year implementation and financial plans. Within these sections, the following elements are required by Florida state regulations 14.73.001 FAC:

- A formatted table presenting the ten-year schedule of projects.
- A financial plan.
- A list of priority projects.
- Any updated modifications to the previous year's ten-year operating and capital program and extending this ten-year operating and capital program to a new tenth year.
- The Annual TDP Update shall include a brief narrative overview of the TDP process specifically addressing progress, and achievements of the Metropolitan Transportation Planning Process Coordination Program.

In FY 2024/25, total ridership on the GoLine was 1,594,170, which was an increase of 17% from the previous year. During FY 2024/25, GoLine experienced robust growth in the extended evening hours, 11 new bus shelters were installed throughout the community, and a work order was issued for the transit maintenance facility expansion. Additionally, GoLine retained its position as the most cost-efficient public transit system in the State of Florida during the reporting cycle, and was recognized as "System of the Year" by the Florida Public Transportation Association in September of 2025.

RECOMMENDATION

Staff recommends that the BPAC review the attached information, offer any necessary changes, and recommend that the MPO approve the 2026 Transit Development Plan Annual Update.

ATTACHMENT

1. 2026 Transit Development Plan Annual Update

Indian River County
Transit Development Plan
2026 Annual Update

February 2026

Senior Resource ASSOCIATION

INDIAN RIVER COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

GoLine

ATTACHMENT 1

Introduction

Florida's Public Transit Block Grant (PTBG) is one of the primary sources of operating funding for Indian River County's public transportation system. Agencies that receive PTBG funds must prepare a Transit Development Plan (TDP). Major TDP updates must be completed every five years, while annual progress updates are required in the interim years. For Indian River County, the most recent major TDP update was approved in 2023.

In 2024, FDOT issued an updated rule to amend 14-73.001 Florida Administrative Code (FAC), which governs the statutory requirements of TDP major and annual updates. As a result of these changes, the next major update is now due in 2029. For TDP annual updates, the updated administrative rule provides the following requirements:

> (4) Annual TDP Updates. The Annual TDP Update shall be an update of the ten-year operating and capital program. This update shall include a formatted table presenting the ten-year schedule of projects, financial plan, and list of priority projects, and any updated modifications to the previous year's ten-year operating and capital program and extending this ten-year operating and capital program to a new tenth year. The Annual TDP Update shall include a brief narrative overview of the TDP process specifically addressing progress, and achievements of the Metropolitan Transportation Planning Process Coordination Program.

These requirements are summarized below in Table 1.

Table 1. FAC Requirements for TDP Annual Updates

Item	FAC Requirement	Page/Table #
A	A formatted table presenting the ten-year schedule of projects	16
B	A financial plan	24-25
C	A list of priority projects	15
D	Any updated modifications to the previous year's ten-year operating and capital program and extending this ten-year operating and capital program to a new tenth year	16
E	The Annual TDP Update shall include a brief narrative overview of the TDP process specifically addressing progress, and achievements of the Metropolitan Transportation Planning Process Coordination Program	18-22

This report exceeds these new requirements for annual updates, while also providing background information on routes, ridership, and system performance.

STATE OF THE SYSTEM - CURRENT TRANSIT SERVICE

Indian River County's transit system is operated under contract by the Senior Resource Association (SRA). SRA has served as the Indian River County's Community Transportation Coordinator (CTC) and transit operator since 1990. As such, SRA provides and coordinates paratransit and fixed-route transit services. In 1994, a fixed-route service was first offered. Since 2007, SRA has operated the fixed-route service under the name of GoLine to differentiate the fixed-route service from paratransit service. Paratransit (demand response) service is offered under the name of Community Coach.

Currently, the public transit system is comprised of a 14-route fixed route system which operates on one-hour headways six days per week (Monday- Saturday). Additionally, the paratransit fleet operates up to 13 vehicles during the same hours as the fixed route system. See Table 2 and Figure 1 below.

FIXED-ROUTE SERVICE

GoLine is Indian River County's fixed-route public transportation system and is operated by the Senior Resource Association. Based on recommendations in the 2023 Major Update to the Transit Development Plan, several service enhancements were made to the fixed route service in 2024. Those changes included extending evening hours of operation on weekdays and increasing service on Saturdays. As a result of this service improvement, GoLine now operates from 6 AM – 9 PM on weekdays (two additional hours). On Saturdays, thirteen routes now operate from 7 AM – 7 PM (previously twelve routes operated from 8 AM – 5 PM). Service is still free to riders of all ages.

GoLine's service area covers most of the urban area of Indian River County (including Vero Beach, Sebastian, Gifford, and Wabasso) as well as the rural community of Fellsmere. Via Route 15, GoLine provides regional intercity bus service from southern Indian River County to the Indian River State College (IRSC) Main Campus in Fort Pierce (St. Lucie County).

In April 2017, the Main Transit Hub moved into its permanent facility, located in Vero Beach on the south side of 16th Street adjacent to the FEC Railroad. The Main Transit Hub provides restrooms and covered passenger waiting areas. Six GoLine routes connect at the Main Transit Hub, and the hub facility is used by approximately 950 passengers each day.

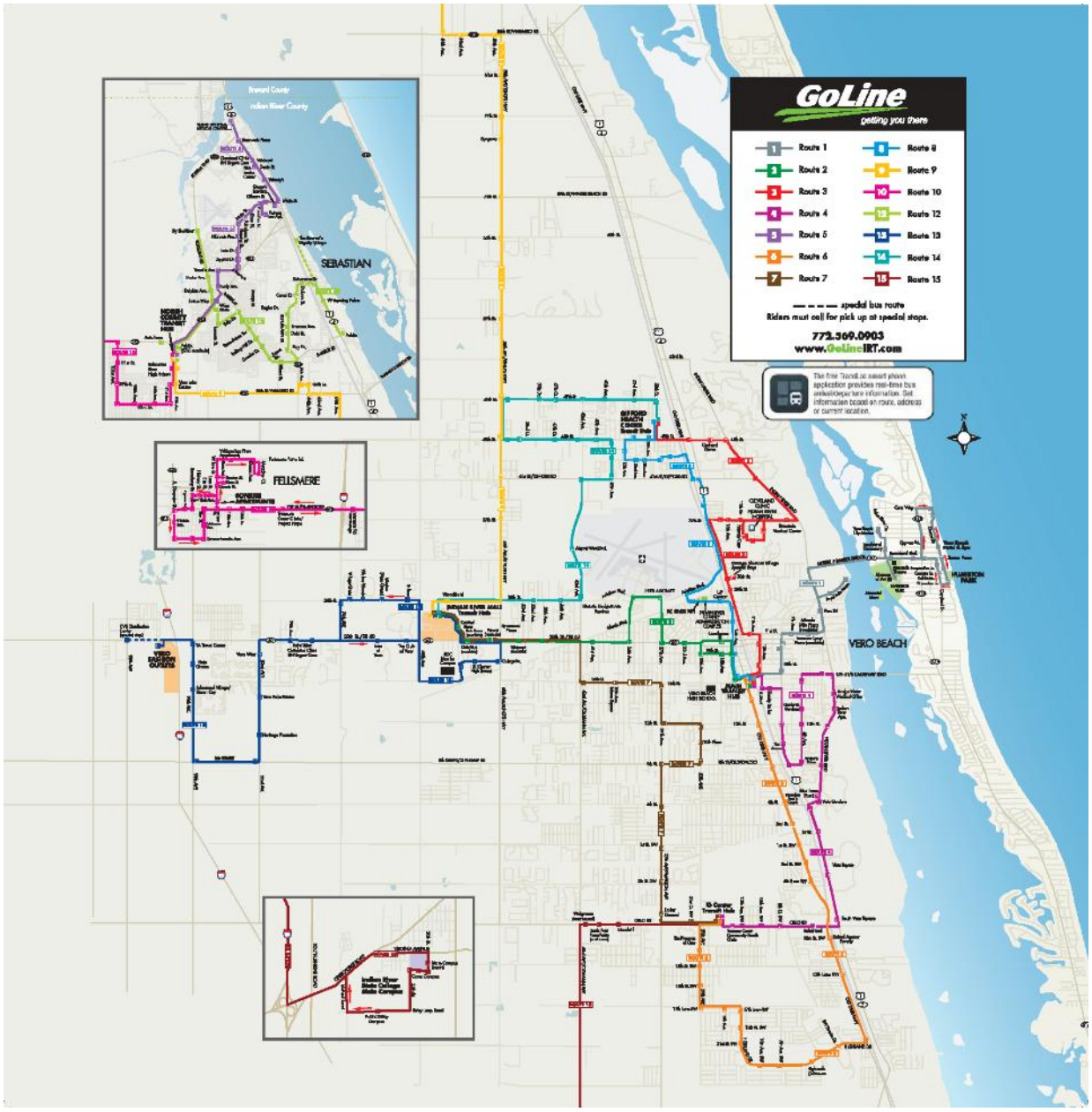
In addition to the Main Transit Hub, the GoLine route network also includes four additional hubs. Those hubs are the Indian River Mall, North County Transit Hub, Gifford Health Center, and the South County Park Intergenerational Center. At each hub, the connecting buses arrive at the same time, which allows for easy transfers from one route to another. A description of each of the GoLine routes and hours of operations is provided in Table 2. The Go Line route system map is depicted above as Figure 1.

Table 2. GoLine Routes (Effective Aug 2024)

Route No.	Route Description	Days/Hours of Service	Connecting Routes	Major Destinations
1	Beachside to Main Transit Hub	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	2, 3, 4, 8, & 14	Miracle Mile, Walmart Neighborhood Market, Vero Beach City Marina, Beach District
2	Indian River Mall to Main Transit Hub	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	1, 3, 4, 6, 8, 9 & 13	Indian River Mall, Courthouse, Wal-Mart (Vero Beach), SR 60 commercial area
3	Gifford Health Center to Main Transit Hub	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	1, 2, 4, 6, 8 & 14	Indian River Medical Center, 37th Street Medical Offices
4	Intergenerational Center to Main Transit Hub	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	1, 2, 3, 6, 7, 8 & 15	US 1 Corridor, Publix
5	Sebastian (North)	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	9, 10, & 12	Wal-Mart (Sebastian), North Sebastian
6	Intergenerational Center to Main Transit Hub	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	1, 2, 3, 4, 7, 8, & 15	Vero Beach Highlands, Old Dixie Hwy
7	Intergenerational Center to Indian River Mall	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	4, 6, 14, & 15	Indian River Mall, Walmart (Vero Beach), Winn-Dixie
8	Gifford Health Center to Main Transit Hub	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	1, 2, 3, 4, 6, & 14	Health Dept., East Gifford
9	North County Transit Hub to Indian River Mall	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	2, 5, 10, 12, & 13	Indian River Mall, Sebastian River HS, Wabasso
10	Fellsmere to North County Transit Hub	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	5, 9, & 12	Fellsmere, Vero Lake Estates, Sebastian River HS
12	Sebastian (South)	6 AM – 9 PM (Mon – Fri)	5, 9 & 10	Winn-Dixie, Publix, South Sebastian

Route No.	Route Description	Days/Hours of Service	Connecting Routes	Major Destinations
		7 AM – 7 PM (Sat)		
13	Indian River Mall to Vero Beach Outlets	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	2 & 9	IRSC Mueller Campus, Indian River Charter HS, Vero Beach Outlets
14	Gifford Health Center to Indian River Mall	6 AM – 9 PM (Mon – Fri) 7 AM – 7 PM (Sat)	3, 7, & 8	Indian River Mall, West Gifford
15	Intergenerational Center to IRSC Main Campus (Ft. Pierce)	7 AM – 11 AM & 2 PM – 6 PM (Mon – Fri)	4, 6, & 7	Publix, IRSC Main Campus

Figure 1. Go-Line Route System Map (Current Route Configuration, Effective Aug 2024)



DEMAND RESPONSE/PARATRANSIT SERVICE

Paratransit services meet numerous transportation needs, including the provision of access to adult day care, congregate meal sites, nutrition sites, medical facilities, as well as social, employment, and recreational appointments. Throughout Indian River County, door-to-door service is provided Monday through Friday, from 6 AM to 9 PM and on Saturdays from 7 AM to 7 PM. The paratransit service is available to eligible TD and/or ADA paratransit-eligible persons in Indian River County. Prior to receiving service for the first time, persons must register with SRA. The registration process is used to determine the client's eligibility to receive this service. The one-way fare for TD passenger trips is $2, while ADA trips are provided free of charge. To reduce costs and increase efficiency, clients are often asked to share a vehicle.

Two wheelchairs can be accommodated in each of the SRA's lift-equipped vehicles. Beginning in fiscal year 2023/24, SRA rolled out same day paratransit service through a smartphone application and also via the SRA call center. Demand response trips are scheduled as follows:

- When demand response requests are received, the scheduler determines the need for a lift-equipped vehicle. If necessary, a patient's appointment is changed to conform to transportation availability. The scheduler will notify a client of any changes in appointment times.
- Clients are assigned to the appropriate vehicle in accordance with their geographic location and zone.
- Trips are scheduled by software, which sends vehicle manifests directly to the paratransit vehicle for routing.

Drivers are provided manifests via the scheduling software, which are validated for quality assurance purposes. The following information is recorded on each manifest:

- Beginning and ending mileage
- Beginning and ending hours
- First passenger pickup time and mileage
- Last passenger drop off time and mileage
- Gallons of gas purchased
- Verification of service for each client, including:
    - Each one-way trip
    - No-show clients
    - Cancellations
    - Denials
    - Fare collection

ANALYSIS OF EXISTING SERVICE

GoLine Ridership data is collected on a Federal Fiscal Year (FY) schedule which begins on October 1 and ends September 30 each year. Table 3 presents ridership for FY 2024/25 for the GoLine fixed-route transit system.

Table 3. Ridership by Route for FY 2024/25 (October 2024-September 2025)

Route	FY 24/25 Ridership	FY 23/24 Ridership	Percent Change
1	134,192	112,686	19.1%
2	241,508	210,796	14.6%
3	89,541	77,799	15.1%
4	181,479	154,909	17.2%
5	108,245	91,771	18.0%
6	142,252	118,128	20.4%
7	91,064	77,036	18.2%
8	150,036	128,359	16.9%
9	108,295	92,319	17.3%
10	108,981	94,094	15.8%
12	68,661	58,787	16.8%
13	52,912	44,677	18.4%
14	93,632	80,762	15.9%
15	23,372	18,315	27.6%
Total	1,594,170	1,360,438	17.2%

Ridership Trends

In FY 2024/25, total ridership on the GoLine was 1,594,170, which was an increase of 17.2% from the previous year; this represents the largest increase in ridership since FY 2011/12 (18.43%).

The most utilized GoLine route, Route 2, recorded a robust 14.6% growth over the last fiscal year, bringing the total ridership to over 240,000 riders in a year. This represents a record number of riders for the busiest route GoLine operates. At the same time, the newest and least utilized route, Route 15, experienced the largest increase in ridership for an individual route that GoLine experienced in FY24/25 with a 27.6% increase compared to FY23/24. Route 15 similarly experienced the largest growth of any route in the prior fiscal year, FY23/24, notching a 113% increase over FY22/23.

The increase in GoLine's total ridership is also reflected in the continued growth of Saturday service, as shown in Table 4 below. Saturday service growth continued to rebound in FY24/25 as it had in FY23/24 after two years of stagnant ridership.

Table 4. Ridership on Saturdays for FY 2024/25 (October 2024-September 2025)

FY	Total Saturday Ridership	Percent Change from prior FY
16/17	103,446	(n/a)
17/18	128,277	**24.00%**
18/19	149,874	**16.84%**
19/20	109,682	**-26.82%**
20/21	150,387	**37.11%**
21/22	148,624	**-1.17%**
22/23	149,153	**0.36%**
23/24	166,904	**11.90%**
24/25	192,251	**15.19%**

GoLine's extended hours similarly contributed to the increase in ridership in FY24/25. Starting in May of 2024, GoLine began staying in service for two additional hours, from 7 PM to 9 PM, on weekdays.

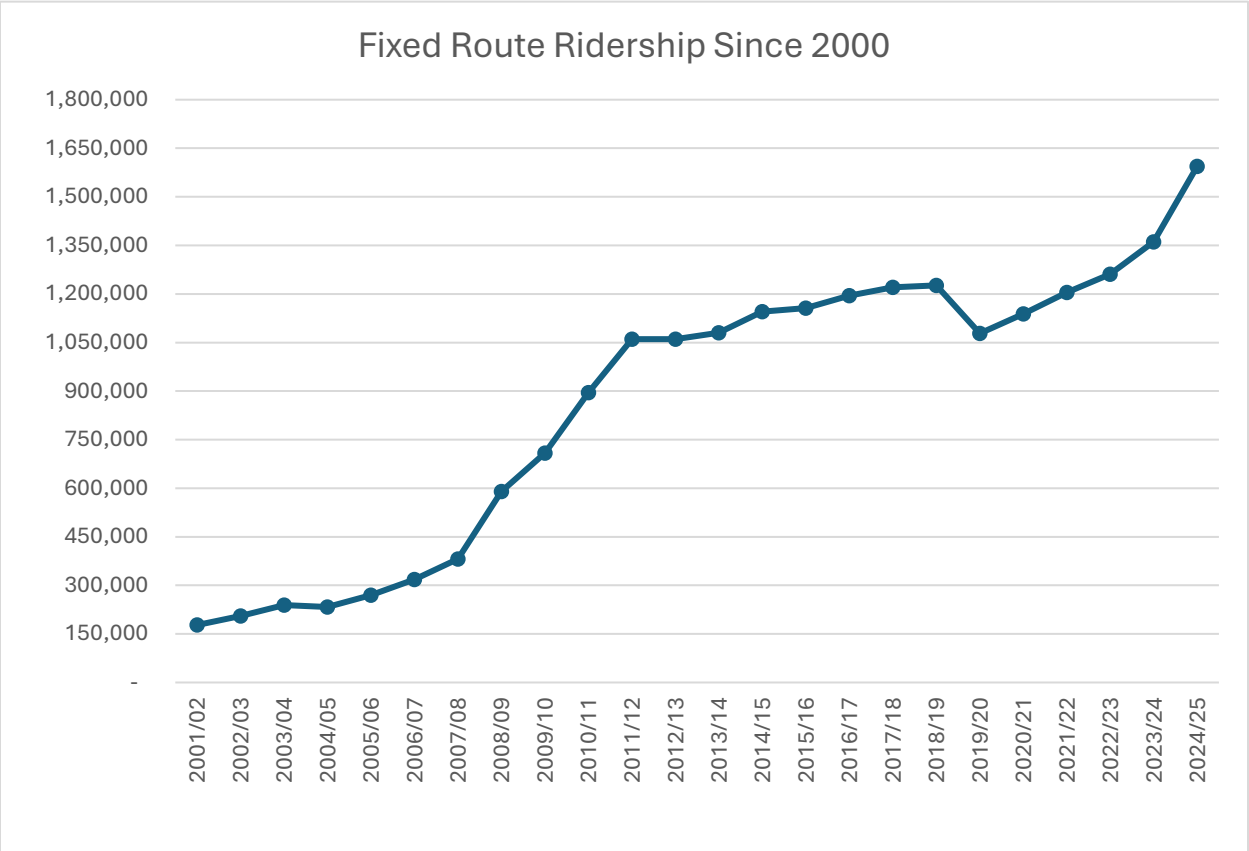
As shown in Table 5 below, the new ridership in the extended evening hours from 7 PM to 9 PM did not correlate with a reduction in ridership from 5 PM to 7 PM. In fact, the GoLine has recorded an increase of 78.49% in total ridership across the 5 PM to 7 PM window in the two years since implementing the extended hours.

Therefore, the extension of GoLine hours has not simply shuffled a similar number of riders across the new expanded operating time; rather, GoLine has seen a 172% increase in ridership across all evening hours after implementing the extended hours.

Table 5. Ridership before and after the GoLine Service Hours Extension

	FY22/23	FY24/25	Percent Change
M-F 5pm - 7pm Ridership	**112,166**	**200,206**	**78.49%**
M-F 7pm - 9pm Ridership	n/a	**105,284**	n/a
Total Evening Ridership	**112,166**	**305,490**	**172.36%**

Figure 2. GoLine Ridership Since 2001



As is shown in Figure 2, GoLine has experienced continuous growth in fixed-route ridership, except for a decline in FY 2019/20 caused by the COVID-19 Pandemic. Since 2000, ridership has increased from below 200,000 passengers annually to almost 1.6 million in the last fiscal year.

Performance Standards

Throughout the transit industry, passenger trips per revenue mile and passenger trips per revenue hour are used to measure the effectiveness of a transit system, while cost per passenger trip is a common measure of the efficiency of a transit system. Table 6 summarizes the effectiveness and efficiency performance measures for each GoLine route and the GoLine system overall during fiscal year 2024/25.

Table 6. Passenger Trips, Revenue Miles, Revenue Hours, and Operating Costs by Route FY 2024/25 (October 2024-Sep 2025)

					Effectiveness/Efficiency Measures				
Route	Annual Ridership	Annual Revenue Miles	Annual Revenue Hours	Annual Operating Cost ($)	Passengers per Revenue Mile	Passengers per Mile Standard	Met Standard (Y/N)	Passengers per Revenue Hour	Cost per Passenger ($)
1	134,192	54,177	4,509	387,049	2.48	0.25	Yes	29.76	2.88
2	241,508	54,108	4,509	387,049	4.46	0.25	Yes	53.56	1.60
3	89,541	36,065	4,509	387,049	2.48	0.25	Yes	19.86	4.32
4	181,479	39,527	4,509	387,049	4.59	0.25	Yes	40.25	2.13
5	108,245	76,653	4,509	387,049	1.41	0.25	Yes	24.01	3.58
6	142,252	87,074	4,509	387,049	1.63	0.25	Yes	31.55	2.72
7	91,064	75,618	4,509	387,049	1.20	0.25	Yes	20.20	4.25
8	150,036	68,794	4,509	387,049	2.18	0.25	Yes	33.27	2.58
9	108,295	120,136	4,509	387,049	0.90	0.25	Yes	24.02	3.57
10	108,981	100,719	4,509	387,049	1.08	0.25	Yes	24.17	3.55
12	68,661	94,022	4,509	387,049	0.73	0.25	Yes	15.23	5.64
13	52,912	82,148	4,509	387,049	0.64	0.25	Yes	11.73	7.31
14	93,632	101,622	4,509	387,049	0.92	0.25	Yes	20.77	4.13
15	23,372	95,926	2,285	196,142	0.24	0.25	No	10.23	8.39
Total	1,594,170	1,086,590	60,902	5,227,774	1.47	0.25	Yes	26.18	**3.28**

Passengers per Revenue Mile (effectiveness)

The minimum standard for passengers per mile is 0.25. All routes except Route 15 met this standard. Overall, GoLine provided service to 1.47 passengers per revenue mile. At the high end, Route 4 averaged 4.59 passengers per revenue mile. At the low end, Route 15 provided service to 0.24 passengers per revenue mile (it should be noted that Route 15 includes many miles on I-95).

Passengers per Revenue Hour (effectiveness)

Overall, GoLine provided service to 26.18 passengers per revenue hour. At the high end, Route 2 provided service to 53.56 passengers per revenue hour. As Table 6 shows, 10 out of 14 GoLine routes provide service to over 20 passengers per revenue hour. At the low end, Route 15 provided service to an average of 10.23 passengers per revenue hour.

Cost per Passenger (efficiency)

Table 7 shows the cost per passenger for the GoLine system and for each route. For FY 2024/25, the overall cost per GoLine passenger was $3.28. For each route, the cost per passenger decreases as ridership increases. During FY 24/25, Route 2 carried the most passengers and had the lowest cost per passenger trip with a total of $1.60 per rider.

TRANSIT VEHICLE INVENTORY

To operate fixed-route and paratransit services, the SRA maintains a fleet of low-floor buses, cutaway buses, and vans. All vehicles are fully accessible for patrons in wheelchairs. An inventory of vehicles is provided in Table 7. Note the "Service Type" field indicates whether it is a GoLine vehicle operating Fixed Route service (FR), or a Community Coach vehicle used for Demand Response (DR).

Table 7. Vehicle Inventory (2025)

Vehicle #	Year	Make/Model	Length (Ft)	Seats	Mileage (10/1/2025)	Service
283	2025	Champion	20	14	0	Community Coach
282	2025	Turtle Top	20	12	3,710	Community Coach
281	2025	Turtle Top	20	12	3,007	Community Coach
280	2024	Braun	12	4	7,429	Community Coach
278	2024	Gillig	29	28	10,341	GoLine
277	2024	Gillig	35	32	54,078	GoLine
276	2024	Gillig	35	32	77,072	GoLine
270	2021	Champion	31	20	222,281	GoLine
269	2021	Champion	31	20	192,313	GoLine
268	2021	Turtle Top	28	20	211,028	GoLine
267	2021	Turtle Top	28	20	283,440	GoLine
266	2021	Turtle Top	28	20	347,825	GoLine
264	2021	Turtle Top	20	12	124,788	Community Coach
263	2019	Champion	31	20	366,138	GoLine

Vehicle #	Year	Make/Model	Length (Ft)	Seats	Mileage (10/1/2025)	Service
260	2018	Champion	22	8	243,994	Community Coach
259	2018	Champion	22	8	208,363	Community Coach
258	2018	Champion	24	12	238,383	Community Coach
255	2018	Champion	31	20	397,507	GoLine
254	2018	Champion	27	16	440,002	GoLine
253	2018	Champion	27	16	444,618	GoLine
252	2017	Turtle Top	20	12	258,525	Community Coach
251	2017	Champion	24	12	276,201	Community Coach
250	2016	Turtle Top	29	20	307,886	GoLine
246	2016	Turtle Top	24	16	391,635	GoLine
245	2016	Gillig	29	28	518,163	GoLine
244	2015	Turtle Top	20	11	275,896	Community Coach
243	2015	Turtle Top	20	11	283,116	Community Coach
242	2015	Gillig	29	28	794,446	GoLine
241	2015	Gillig	29	28	772,160	GoLine
239	2013	Champion	24	16	280,983	Community Coach
234	2013	Gillig	35	32	515,652	GoLine
233	2013	Gillig	35	32	418,229	GoLine
232	2013	Gillig	29	28	673,410	GoLine

Figures 3 through 7 show examples of the different types of vehicles comprising the public transportation fleet: heavy duty buses, cutaways, and vans. Cutaways are divided into three categories (large, medium, and small) based on the seating capacity and the type of chassis (medium-duty and light-duty).

Figure 3. Heavy Duty Bus

Length: 29-35 ft. Passengers: 28-32

Figure 4. Large Cutaway

Length:29+ ft. Passengers: 20-24
Chassis: Medium-duty or Light-duty

Figure 5. Medium Cutaway

Length: 24-27 ft. Passengers: 13-16
Chassis: Medium-duty or Light-duty

Figure 6. Small Cutaway

Length:20-24 ft. Passengers: 12 or less
Chassis: Light-duty

Figure 7. Wheelchair-Accessible Van

Passengers: 6

IMPLEMENTATION PROGRAM

In the 2023 TDP Major Update, recommended enhancements were organized into a staged implementation plan over the next ten years (Table 9). The implementation program is utilized to inform the List of Priority Projects (LOPP), which guides resource allocations within the Transportation Improvement Program (TIP). In tandem with the implementation plan is a copy of the vehicle replacement schedule (Table 10).

Since the adoption of the 2023 Major Update, three of the recommended service expansion activities have been implemented ahead of schedule. Those service expansions include:

- Extending weekday service hours by two additional hours (7 PM to 9 PM).
- Extending Saturday service hours from by three additional hours (7 AM to 8 AM and 5 PM to 7 PM).
- Adding Saturday service to Route 13.

Further service additions are proposed in the later years of the TDP's 10-year program. These include:

- Addition of Sunday service.
- On-demand/deviated fixed route pilot on Sundays.
- Weekday frequency improvements.
- Inter-County U.S. 1 transit service enhancements.

Finally, the following projects are included in the MPO's LOPP, which is used to develop the MPO's Transportation Improvement Program (TIP). The capital items listed below can be funded without local matching dollars, while operating improvements require local funds as a match for any state/federal funds.

Table 8. List of Priority Projects

2026 Draft List of Priority Projects (Transit)		
Ranking	**Project**	**Funding Source**
1	Vehicle Maintenance Building Addition	Federal/State
2	Construction of North County Hub	Federal/State
3	Initiate Sunday Operating Hours (8am-5pm)	Federal/State/Local
4	Construct Shelters and Benches	Federal

Table 9. Implementation Program:

Project Status	Complete	Funded

Need	Planned Improvement	Before FY26	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	FY 35	Priority
NEW SERVICE	Weekday Service Span Expansion (from 7:00 p.m. to 9:00 p.m.)	X											1
	Saturday Service Span Expansion (from 8:00 a.m. - 5:00 p.m to 7:00 a.m. to 7:00 p.m.)			X									2
	Saturday Service for Route 13			X									2
	Addition of Sunday Service (8:00 a.m. - 5:00 p.m.)					X							3
	On-Demand/Deviated Fixed Route Pilot on Sundays					X							1
	Weekday Frequency Improvements (Phase One): Route's 2, 4, 6, 8						X						2
	On-Demand Service Pilot (Area TBD)							X					3
	Weekday Frequency Improvements (Phase Two): Route's 1, 5, 9, & 10								X				4
	Weekday Frequency Improvements (Phase Three): Route's 3, 7, & 14									X			5
CAPITAL & INFRASTRUCTURE	Replacement Vehicles - Existing Service	X	X	X	X	X	X	X	X	X	X	X	1
	Additional Bus Shelters & Seating	X		X		X		X		X		X	2
	North County Transit Hub Improvements		X										3
	Low Emission Fleet Pilot Project		X										4
	Next Bus App & APC System Upgrades						X						5
	Scheduling System Updates (including Same-Day Scheduling)						X						6
	Maintenance Facility Upgrades		X										1
	Fleet Expansion (for Frequency Improvements)						X		X	X			2
	New/Upgraded Transfer Facility							X					3
	Low-Emission Fleet (Electric & Propane) Conversion							X					5

Vehicle Replacement Schedule:

All vehicles are kept in active service through the end of their useful life, as established by FTA. Depending on the type of vehicle, useful life ranges from 5 to 12 years. Vehicles that have reached their respective useful life benchmark and are still in good condition are kept as spares. Table 10 provides a vehicle replacement schedule based on useful life benchmarks for the years 2026 through 2035.

Table 10. Vehicle Replacement Schedule:

Year	Vehicle Type	Service	# Vehicles	Vehicle Replacement Cost	Total Cost
FY 2026	Small Cutaway	Community Coach	1	$186,150	$186,150
	Minivan	Community Coach	1	$70,866	$70,866
FY 2027	Heavy Duty Bus	GoLine	2	$593,075	$1,186,151
	Small Cutaway	Community Coach	2	$189,873	$379,746
FY 2028	Heavy Duty Bus	GoLine	1	$604,937	$604,937
	Large Cutaway	GoLine	3	$291,832	$875,497
	Medium Cutaway	GoLine	2	$269,641	$539,283
	Small Cutaway	Community Coach	2	$193,670	$387,341
FY 2029	Small Cutaway	Community Coach	2	$197,544	$395,088
FY 2030	Small Cutaway	Community Coach	1	$201,495	$201,495
	Minivan	Community Coach	1	$76,707	$76,707
FY 2031	Small Cutaway	Community Coach	2	$205,525	$411,049
FY 2032	Large Cutaway	GoLine	1	$315,889	$315,889
	Medium Cutaway	GoLine	2	$297,706	$595,412
	Small Cutaway	Community Coach	2	$209,635	$419,270
FY 2033	Small Cutaway	Community Coach	2	$213,828	$427,656
FY 2034	Small Cutaway	Community Coach	1	$218,104	$218,104
	Minivan	Community Coach	1	$83,030	$83,030
FY 2035	Large Cutaway	GoLine	3	$335,223	$1,005,670
	Medium Cutaway	GoLine	2	$309,733	$619,466
	Small Cutaway	Community Coach	2	$222,466	$444,933

GOALS AND OBJECTIVES – PERFORMANCE MEASURES

This section contains a summary and evaluation of the transit goals and objectives contained in the 2023 TDP Major Update. As part of this TDP annual update, Table 11 provides a status update on each of the adopted TDP objectives.

The Major Update identified four goals:

1) Enhancing the quantity and quality of transit service.
2) Continue to build consensus and community support for funding of existing and planned GoLine service needs.
3) Engage in coordination activities with transportation providers and jurisdictions at the local, regional, state, and federal level.
4) Ensure the provision of a safe and accessible public transportation system in Indian River County.

Each of these goals is broken into specific objectives which serve as performance metric benchmarks to attain these broader goals. The listed performance measures are principally being met and or exceeded. The two objectives which are off target are associated with objectives well above industry standard or in place as a commitment to zero safety failures. Further discussion of these off-target objectives is discussed more broadly below:

The current industry standard for on time performance is 75%, meaning that 75% of vehicles arrive within 5 minutes of their scheduled arrival. Currently, GoLine has a 92% on time arrival performance measure. While below the stated goal of 95%, it is well above the national average. GoLine continues to deploy technology solutions to help inform our riders of the locations of buses in real time to include the phone application TransLoc. This application may help mitigate the risks of 92% on time performance as customers are able to gauge the arrival time of their vehicle on an individual basis.

Safety is GoLine's top priority. Therefore, the 2023 TDP Major Update established an ambitious goal of 1 chargeable accident per 1,000,000 revenue miles. The reporting period reflects a total of 2 chargeable accidents. As the system completes less than 1,000,000 vehicle revenue miles each year, any chargeable accident automatically places this performance measure off target.

The system at large is robust, highly utilized, and continues to grow at pace. Challenges do exist for the system, specifically higher operating costs which have steadily increased over the last five years. This challenge will be the greatest barrier to implementing new service especially once the FDOT service development grant to extend weekday and Saturday hours FDOT is depleted.

Table 11. Performance Measures: Goal and Objectives

Goal	*Objective*	Action/ Performance Measures	Targets	Current Performance	FY 2024 Status
Goal 1: Enhance the quantity and quality of service	***1.1***	*Increase Annual Ridership from 1.2M to 1.75M by 2033*	*Annual Increase In Ridership*	On target. If current growth continues on pace, this performance measure will be met in FY 2026/27.	**(On Target)**
	1.2	*Achieve On-Time Performance of 95% or Better*	*Observe OTP of 95% or Better*	The industry standard for on time performance is 75%. GoLine's on time performance for FY 2025/26 was 92%. This is 3% below the goal performance measure identified in the 2023 TDP Major Update.	**(Off Target)**
	1.3	*Maintain Vehicles & Facilities in State of Good Repair*	*Meet or Exceed Annual Asset Performance Measures*	On target. All vehicles, capital items, and capital purchases on schedule.	**(On Target)**

Goal	*Objective*	Action/ Performance Measures	Targets	Current Performance	Status
Goal 2: Continue to build consensus and community support for funding of existing and planned GoLine service needs	***2.1***	*Maintain or Increase Local Investment into GoLine Operations*	*Maintain Previous FY County General Fund Levels*	Local funding levels remain stable.	**(On Target)**
			Increase Annual County Investment in GoLine Svc. Expansion	Indian River County has committed and matched additional service development grant dollars during the reporting period.	**(On Target)**
			Increase Annual State Investment in GoLine Svc. Expansion	FDOT has awarded additional service development grants during reporting period.	**(On Target)**
	2.2	*Continue Cost-Effective & Efficient Transit Service Analysis & Reporting*	*Continue Monitoring of System to Maintain Annual Service Performance Efficiencies*	GoLine continues to remain the most cost-efficient fixed route system in the state. GoLine has been the most cost-efficient system in the state for 7 consecutive years.	**(On Target)**

Goal	*Objective*	**Action/ Performance Measure**	**Targets**	**Current Performance**	**Status**
Goal 3: Engage in coordination activities with transportation providers and jurisdictions at the local, regional, state, and federal level	***3.1***	*Continue to Engage in and Implement Public Involvement and Regional Coordination Elements of the Transportation Process*	*Maintain or Increase Annual Coordination Meetings/Events*	MPO Staff and SRA Staff continue to work with partners to promote coordination of the transit system.	**(On Target)**
			Maintain Unfunded TDP Project Priorty List in MPO Process	A list of unfunded TDP projects is listed in tabular format below.	**(On Target)**
			Ensure Transit-Supportive Infrastructure Considered in MPO Plans	MPO staff continue to include transit-oriented designs in work products.	**(On Target)**
			Work with municipal & county governments to include transit-inclusive designs & infrastructure in development review process	MPO Staff continues to work with county and municipal staff to incorporate transit-oriented design.	**(On Target)**

Goal	*Objective*	Action/ Performance Measures	Targets	Current Performance	Status
Goal 4: Ensure the provision of a safe and accessible public transportation system in Indian River County	***4.1***	*Ensure that Public Transportation Services and Facilities in Indian River County are Accessible*	*Maintain Accessibility of GoLine System & Facilities*	All facilities and vehicles remain ADA accessible and in good repair.	**(On Target)**
			Ensure Accessibility of New GoLine Services & Facilities	New extended operating hours rolled out within the reporting period.	**(On Target)**
	4.2	*Ensure that GoLine Services are Maintained and Operated in a Safe and Secure Environment.*	*Meet or Exceed Annual Safety (PTASP) Performance Measures*	Total Annual Vehicle Revenue Miles (1,086,590) total of 2 chargeable accidents for FY 2024/25. This metric falls nearly twice above the performance target of 1 accident per 1,000,000 vehicle revenue miles.	**(Off Target)**

FINANCIAL PLAN

One of the requirements of a Transit Development Plan is a financial plan which identifies the amount and sources of funding necessary to implement the plan's recommendations over the next ten years. While the improvements plan component of a TDP is allowed to be a listing of needs rather than a financially constrained plan, the improvements plan in this TDP Annual Update is based upon a realistic estimate of future transit funding for Indian River County. That approach produces a financially feasible improvement plan, the results of which may be readily evaluated in future TDPs to determine what additional resources are needed to provide transit service to the County. Table 10 lists the projected capital and operation costs as well as funding available to Indian River County for the period from FY 2026 through FY 2035. The updated 10-Year Financial Plan includes the anticipated costs of the vehicle replacement program provided in Table 12.

This financial plan has been revised to add a new tenth year to the Financial Plan in the TDP major update. That tenth year contains sufficient funding for all improvements included in the staged implementation plan (Table 9), including changes to that plan introduced this year.

Table 12. Updated 10-Year Financial Plan

Cost/Revenue Description	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	10-Year Total
OPERATING AND CAPITAL COSTS ($)											
Operating Costs											
Maintain Existing Service	7,461,816	7,611,052	7,763,273	7,918,538	8,076,909	8,238,447	8,403,216	8,571,281	8,742,706	8,917,560	81,704,799
New Service Modifications	0	0	0	296,485	302,415	308,463	314,632	320,925	327,343	333,890	2,204,154
Total Operating Costs	***7,461,816***	***7,611,052***	***7,763,273***	***8,215,023***	***8,379,324***	***8,546,910***	***8,717,849***	***8,892,206***	***9,070,050***	***9,251,451***	***83,908,952***
Capital Costs											
Replacement of Existing Vehicles	257,016	1,565,897	2,407,057	395,088	278,202	411,049	1,318,896	427,656	301,135	1,064,399	8,426,393
Existing Transit Capital	313,592	2,069,864	326,261	332,786	339,442	346,231	353,156	360,219	367,423	374,771	5,183,745
New Transit Capital	1,500,000	1,750,000	0	0	0	0	0	0	0	0	3,250,000
Total Capital Costs	***2,070,608***	***5,385,761***	***2,733,318***	***727,874***	***617,644***	***757,280***	***1,672,051***	***787,874***	***668,558***	***1,439,171***	***13,610,138***
Total Costs	**9,532,423**	**12,996,813**	**10,496,591**	**8,942,897**	**8,996,968**	**9,304,191**	**10,389,900**	**9,680,080**	**9,738,607**	**10,690,621**	**97,519,091**
OPERATING REVENUE ($)											
Operating Revenues											
Federal											
Section 5307	2,610,609	2,901,217	3,190,166	3,265,379	3,321,470	3,397,499	3,475,049	3,554,150	3,634,833	3,717,130	33,067,502
Section 5307 Preventive Maint.	800,000	816,000	832,320	848,966	865,946	883,265	900,930	918,949	937,328	956,074	8,759,777
Section 5307 ADA	501,724	511,759	521,994	532,434	543,082	553,944	565,023	576,323	587,850	599,607	5,493,739
Section 5311	134,774	110,375	114,455	121,801	126,673	129,206	131,791	134,426	137,115	139,857	1,280,474
Section 5310	75,000	76,500	78,030	79,591	81,182	82,806	84,462	86,151	87,874	89,632	821,229
State											
FDOT Block Grant	875,535	795,220	819,077	819,077	851,840	868,877	886,254	903,979	922,059	940,500	8,682,419
FDOT Service Development Grant	400,000	232,500	0	300,000	300,000	300,000	300,000	300,000	300,000	300,000	2,732,500
FDOT Corridor Grant	150,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	180,000	1,770,000
TD Commission Funds	343,379	385,271	392,977	400,836	408,853	417,030	425,371	433,878	442,556	451,407	4,101,557
Local											
County General Fund	1,459,794	1,488,990	1,518,770	1,549,145	1,580,128	1,611,731	1,643,965	1,676,844	1,710,381	1,744,589	15,984,337
Client Co-Pays/Donations, Other	15,000	15,300	15,606	15,918	16,236	16,561	16,892	17,230	17,575	17,926	164,246
Advertising Revenue	96,000	97,920	99,878	101,876	103,913	105,992	108,112	110,274	112,479	114,729	1,051,173
Total Operating Revenue	**7,461,816**	**7,611,052**	**7,763,273**	**8,215,023**	**8,379,324**	**8,546,910**	**8,717,849**	**8,892,206**	**9,070,050**	**9,251,451**	**83,908,952**

Cost/Revenue Description	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	10-Year Total
Total Operating Cost	**7,461,816**	**7,611,052**	**7,763,273**	**8,215,023**	**8,379,324**	**8,546,910**	**8,717,849**	**8,892,206**	**9,070,050**	**9,251,451**	**83,908,952**
Net Operating (Contingency/Need)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Cost/Revenue Description	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	FY 2035	10-Year Total
CAPITAL REVENUE ($)											
Capital Revenues											
Section 5307	1,104,908	888,610	675,458	677,557	700,326	704,732	709,227	713,811	718,488	723,257	7,616,374
Section 5339	282,472	288,121	293,884	299,761	305,756	311,872	318,109	324,471	330,961	337,580	3,092,986
Section 5310	257,016	379,746	387,341	395,088	278,202	411,049	411,049	427,656	301,135	444,933	3,693,215
New Fed. Discretionary Capital (TBD)	0	0	0	0	0	0	0	0	0	0	0
Total Capital Revenue	**1,644,395**	**1,556,477**	**1,356,682**	**1,372,406**	**1,284,284**	**1,427,653**	**1,438,385**	**1,465,939**	**1,350,583**	**1,505,770**	**14,402,575**
Total Capital Cost	**2,070,608**	**5,385,761**	**2,733,318**	**727,874**	**617,644**	**757,280**	**1,672,051**	**787,874**	**668,558**	**1,439,171**	**16,860,138**
Net Capital (Contingency/Need)	**-426,212**	**-3,829,283**	**-1,376,636**	**644,532**	**666,640**	**670,373**	**-233,666**	**678,064**	**682,026**	**66,600**	**-2,457,563**
Capital Reserve (Starting = $9,084,622)	**8,658,410**	**4,829,127**	**3,452,491**	**4,097,023**	**4,763,663**	**5,434,036**	**5,200,369**	**5,878,434**	**6,560,459**	**6,627,059**	**6,627,059**
TOTAL REVENUE ($)											
Total Revenue	**9,106,211**	**9,167,529**	**9,119,955**	**9,587,430**	**9,663,608**	**9,974,563**	**10,156,233**	**10,358,144**	**10,420,633**	**10,757,221**	**98,311,527**
Total Cost	**9,532,423**	**12,996,813**	**10,496,591**	**8,942,897**	**8,996,968**	**9,304,191**	**10,389,900**	**9,680,080**	**9,738,607**	**10,690,621**	**100,769,091**
Net Total (Contingency/Need)	**-426,212**	**-3,829,283**	**-1,376,636**	**644,532**	**666,640**	**670,373**	**-233,666**	**678,064**	**682,026**	**66,600**	**-2,457,563**
Reserve Balance	**8,658,410**	**4,829,127**	**3,452,491**	**4,097,023**	**4,763,663**	**5,434,036**	**5,200,369**	**5,878,434**	**6,560,459**	**6,627,059**	**6,627,059**
Local Govt. Share of Revenue	**16%**	**16%**	**17%**	**16%**	**16%**	**16%**	**16%**	**16%**	**16%**	**16%**	**16%**

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning & Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: January 16, 2026

SUBJECT: **Consideration of the Draft Unified Planning Work Program (UPWP) Tasks for FY 2026/27– 2027/28**

It is requested that the information presented herein be given formal consideration by the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC) at its meeting of January 27, 2026.

DESCRIPTION AND CONDITIONS

The Unified Planning Work Program (UPWP) is the MPO's two-year program of transportation planning activities that are supported by federal and state funds. The current UPWP covers FY 2024/25 – 2025/26 and expires on June 30 of this year. Recently, MPO staff initiated the development of the new UPWP that will cover the two-year period from July 1, 2026 to June 30, 2028 (FY 2026/27 – 2027/28).

According to federal and state regulations, the MPO must submit its FY 2026/27 – 2027/28 UPWP to FDOT by May 15, 2026. FDOT will, in turn, transmit the UPWP to FHWA and FTA for final review.

ANALYSIS

Within the UPWP, the MPO's planning activities are organized into tasks. For each task, the UPWP provides a project description, an estimated cost for the planning task, and an overall budget that identifies the total funding amount requested and a breakdown of total funding by source. At this time, MPO staff has prepared a draft of each UPWP task with project descriptions including listings of required activities and end products. Later this spring, budget and funding tables will be added to each task.

The FY 2026/27 – 2027/28 UPWP uses the same task structure as the current UPWP, which organizes the MPO's planning activities into the following seven tasks:

1. Administration and Management
2. Data Development and Management
3. Long Range Planning
4. Short Range Planning
5. Systems Planning and Special Studies
6. Public Outreach
7. Regional Activities

During the next two fiscal years (FY 2026/27 and 2027/28), the MPO will be undertaking a number of major projects, including performing major updates to several MPO plans. Summarized below are the major activities proposed for inclusion in the FY 2024/25 – 2025/26 UPWP:

- *Transportation Improvement Program (TIP):* Annual TIP-related tasks include prioritizing projects, reviewing FDOT's draft tentative work program, and preparing the TIP. (Task 4)
- *RFQ for General Planning Consultants (GPCs):* The MPO's current GPC contracts expire in December 2026. (Task 1)
- *Transit Development Plan (TDP)*: A TDP major update is required every five years, and the next major update is due March 2029. The TDP major update will be prepared by one of the MPO's general planning consultants, and a scope of services is scheduled to be developed in late 2027. Annual updates (or progress reports) are due in March 2027 and March 2028. (Task 5)
- *Treasure Coast Regional Long Range Transportation Plan (RLRTP):* The three-county RLRTP is developed through the Treasure Coast Transportation Council (TCTC) and is used for prioritizing Transportation Regional Incentive Program (TRIP) grant applications. (Task 7)
- *Greenways Plan Update*: The MPO adopted the Central Indian River County Greenways Plan in 2007 and the North Indian River County Greenways Plan in 2008. An East Indian River County Greenways Plan is proposed for FY 26/27 and would be prepared by one of the MPO's general planning consultants. (Task 5)
- *Bicycle and Pedestrian Plan Update*: An update to the MPO's Bicycle and Pedestrian Plan is proposed prior to development of the next Long Range Transportation Plan, which is due in December 2030. The bike-ped plan would be prepared by one of the MPO's general planning consultants, and a scope of services would be developed in early 2028. (Task 5)
- *Community Transportation Coordinator (CTC) selection*: Senior Resource Association (SRA), in its role as CTC, manages transportation disadvantaged services in Indian River County. In each Florida county, the CTC operates under an agreement with the state Commission for the Transportation Disadvantaged. The current agreement for Indian River County expires on June 30, 2028. (Task 5)

- *Transportation Disadvantage Service Plan (TDSP)*: A major update is required every five years and will be prepared in conjunction with the TDP major update. (Task 5)
- *Annual Traffic Counts, Transit Passenger Counts, Bicycle/Pedestrian Counts:* Ongoing activities performed on an annual basis (Task 2)
- *Community Characteristics Report:* Update based on 2025 American Community Survey (ACS) data from the US Census Bureau. (Task 2)
- *UPWP for FY 28/29 – 29/30:* To be developed in early 2028. (Task 1)

Attached is a draft of the proposed UPWP Tasks for FY 26/27 – 27/28. The final version of the UPWP will be presented to the BPAC at its next meeting, with adoption by the MPO anticipated at its April 8th meeting.

RECOMMENDATION

Staff recommends that the BPAC review the Draft Tasks for the FY 26/27 – 27/28 UPWP and provide comments to staff.

ATTACHMENTS

1. Draft Task Pages for FY 26/27 – 27/28 UPWP

WORK PROGRAM TASKS

Task 1. Administration and Management

Task 2. Data Development and Management

Task 3. Long Range Planning

Task 4. Short Range Planning

Task 5. Systems Planning and Special Studies

Task 6. Public Outreach

Task 7. Regional Activities

ATTACHMENT 1

Task 1: Administration and Management

Purpose:

To coordinate, administer, and manage a continuing, comprehensive and cooperative (3-C) transportation planning process for the Indian River County MPO Planning Area. Included in this task is preparation of a Unified Planning Work Program (UPWP) consistent with the MPO Agreement and listing the transportation studies and tasks to be performed by the MPO staff or consultants.

Previous Work Completed:

MPO staff provided technical assistance and administrative support for 45 MPO Board and advisory committee meetings, including the preparation of agendas, minutes, and reports. MPO staff maintained records, prepared progress reports and invoices, prepared agreements and resolutions, and prepared certification documents. MPO staff coordinated with Federal, State, and local partners in preparing, maintaining, and updating contracts and agreements. MPO staff coordinated with FDOT District 4 in the preparation of certification documents. MPO staff attended workshops and training sessions. MPO staff maintained Civil Rights and other federal compliance programs. MPO staff implemented the FY 24/25 – 25/26 UPWP, and coordinated the development of the FY 26/27 – 27/28 UPWP.

Required Activities:

Project Management and Administration

- Providing technical assistance to the MPO, TAC, CAC, and BPAC.
- Appointing committee members.
- Distributing meeting schedules, agendas, minutes, and staff reports.
- Undertaking personnel functions, including but not limited to managing staff, evaluating staff, and hiring new staff.
- Maintaining record keeping for proper management of charges, performance of grant requirements, annual audits, and budgets in accordance with the provisions of OMB Circular A-87.
- Conducting annual audits.
- Application for and management of the MPO's Metropolitan Planning (PL) grant, which also includes FTA Section 5305(d) funds through a Consolidated Planning Grant (CPG).
- Preparing quarterly progress reports and invoices for PL funds.
- Maintaining and updating the map of the MPO's planning area boundary.
- Procurement of the MPO's General Planning Consultants.
- Monitoring and administering the activities of the General Planning Consultants.
- Maintaining and updating the MPO's website.
- Participating in annual state Certification Reviews.
- Amending Plans and Programs for compliance with Performance Measure requirements.
- Maintaining and updating the MPO's Continuity of Operations Plan (COOP).
- Maintaining and updating the MPO's bylaws and other operational documents.
- Submission of the MPO's plans and programs through the MPO Document Portal.

Training

- Attending training workshops in travel demand/transportation modeling, public involvement, administration, land use, transit, intermodal and multimodal planning, and related activities.
- Attending Transportation Research Board (TRB), Association of Metropolitan Planning Associations (AMPO), USDOT, FDOT, and other partner agencies Conferences, Workshops, and Seminars.
- Attending MPOAC Institute training (Board Members Only).
- Attending quarterly staff directors' meetings and governing board meetings of the state MPOAC.
- Attending low-cost webinars, web conferences, and teleconferences sponsored by the Federal Transit Administration, Federal Highway Administration, American Planning Association and FDOT.

MPO Apportionment Plan and Post-Census Planning Activity

- Maintain and update the MPO's Planning Area boundary map.
- Maintain and update the federal functional classification of roadways in the MPO's planning area.

UPWP Development and Reporting

- Identify specific work tasks, end products, funding amounts and sources, and responsible and participating agencies.
- Track progress on work activities completed each quarter and document in the MPO's quarterly progress reports.
- Conduct Public Involvement, Regional, and Intergovernmental processes related to UPWP development and distribution.
- Incorporate new directives, planning emphasis areas, and required tasks into the second year of the UPWP; adjust funding in the second year of the UPWP based on fund allocations; and deobligate unspent funds.
- Develop and submit invoices and administrative requirements in a timely manner.

Responsible Agency:

Indian River County MPO

End Product	Completion Date
Meeting agendas for MPO Board and advisory committees.	Monthly
PL Grant Invoices and Progress Reports	Quarterly
Annual single audit with Indian River County	Annually
Federal Transit Administration Certifications and Assurances	Annually
Attend MPOAC and General Workshops, Meeting, Conferences, and Training	Quarterly
UPWP amendments	As needed
Select General Planning Consultants	December 2026
Joint MPO/FDOT Annual Certification Statement	June 2027
Deobligation of unused funds for carryover into next UPWP	April 2028

End Product	Completion Date
Unified Planning Work Program (UPWP) for 28/29 – 29/30	May 2028
MPO Agreement with FDOT for the upcoming UPWP for 28/29 – 29/30	June 2028
Joint MPO/FDOT Annual Certification Statement	June 2028

Task 2: Data Development and Management

Purpose:

To support data collection efforts that address multimodal planning, including land use, roadway, transit, and bicycle/pedestrian. To collect and analyze traffic volume data on all thoroughfare plan roads within the MPO area and to obtain roadway characteristics data for such roads. To collect, analyze, project, and reconcile land use and socioeconomic data for input into the MPO's continuous planning process. To maintain, update, and expand the MPO's GIS database and perform GIS analyses. To collect system, safety, and performance data for input into other MPO plans and processes and for development of MPO Performance Measures.

Previous Work Completed:

MPO staff coordinated the collection of data for multimodal planning, including traffic counts, transit passenger data, bicycle/pedestrian counts, safety data, population, socio-economic, and development/land use data. MPO staff performed analyses and prepared and distributed traffic count reports to the MPO advisory committees, local governments, FDOT, interested citizens, and local business organizations. The MPO maintained a multimodal GIS database for use in MPO projects, plans, and activities. The MPO updated its vacant parcel model for use in transportation planning. Data collected are used by the MPO in model validation, future population and traffic estimation, Congestion Management, Priority Report development, and other activities.

Required Activities:

Collection and Analysis of Multimodal Transportation Data

- Average annual daily traffic (AADT), future traffic, vested traffic, and peak season traffic
- Peak hour/peak direction traffic volumes
- Adjustment factors
- Roadway Condition Data (including sign locations, signal timing plans, posted speeds, and pavement condition)
- Rail Crossing inventories and Quiet Zone data
- Turning Movements at Intersections
- Special Studies
- Bus stops and routes
- Transit facilities/passenger boardings and alightings
- Transit Quality/Level of Service
- Bicycle and pedestrian facilities, counts, level of service
- Truck Classification
- Travel time index and delay
- Functional Classification data
- Highway Performance Monitoring System/Roadway Condition Index data
- Intelligent Transportation System/Connected Vehicle data
- Regional inventory data

- System Performance Data
- Congestion mitigation data
- Signal4 Analytics Crash Data, Serious Injury/Fatality Data, and Injuries (for all modes of transportation)
- System Reliability
- HPMS, National Personal Survey, and cooperative data sets such as the Treasure Coast Household Travel Survey
- Roadway attributes, capacities, centerline, bridge, and pavement data
- Aviation
- Transit Asset Management (TAM)/Transit Safety data

Collection and Analysis of Geographic and Land Use Data

- Land use and development
- Vacant Parcel Model data, including updates to the residential GIS database
- Aerial Photography

Population, Demographic, and Socio-Economic Data

- Collect and analyze data from the U.S. Census and American Community Survey (ACS)
- Maintain data on transit-dependent populations
- Maintain and update the Community Characteristics Report using Census and ACS data

Geographic Information System (GIS)

- Maintain and update the MPO's GIS database of multimodal transportation, land use, and population data

Models

- Maintenance and updates to the FSUTMS travel demand model, including network links and Traffic Analysis Zone structure
- Maintenance and updates to the Vacant Parcel Population Land Use Model

Performance Measures

- In coordination with FDOT, the MPO will analyze data collected to develop performance targets for Safety, Bridge and Pavement Condition, System Performance, Transit Asset Management, and Transit Safety.

Responsible Agency:

Indian River County MPO

End Product	Completion Date
Annual AADT report and map for CMP analysis	Annually
Annual Traffic Count Reports, in coordination with Indian River County	Annually
Community Characteristics Report with 2025 ACS data	June 2027

End Product	Completion Date
Collect multimodal counts for transit passengers, bicyclists, and pedestrians and provide reports of such data	June 2028
In coordination with FDOT, TCRPM6 conversion from Cube to PTV Visum	June 2028

Task 3: Long Range Planning

Purpose:

To maintain and implement the MPO's adopted 2045 Long Range Transportation Plan (LRTP). To develop a new 2050 Long Range Transportation Plan.

Previous Work Completed:

Updating the Long Range Transportation Plan is a multi-year task involving a number of activities, including developing a travel demand forecasting model, developing socio-economic data, coordinating with the state and regional partners, preparing financial forecasts, identifying transportation needs, and developing a plan of cost-affordable future transportation projects. The MPO adopted the 2050 LRTP update on December 10, 2025.

Required Activities:

Long Range Transportation Plan (LRTP)

Long Range Transportation Plan development is a comprehensive, multi-year task. A new LRTP update must be adopted every five years. The 2050 LRTP was completed in December 2025, and the 2055 LRTP update is due in December 2030. In preparing the LRTP, the MPO utilizes the services of a General Planning Consultant under the direction of the MPO. A scope of services will be prepared for the LRTP update, which will include the following activities:

- Land use, development pattern, and scenario planning workshops
- Public Participation planning
- Population forecast and socio-economic data development
- Transit Capacity and Quality of Service evaluation
- Plan Alternatives Development and Analysis
- Travel Demand Modeling using the Treasure Coast Regional Planning Model
- Incorporating Technological Solutions such as Autonomous and Connective Vehicles
- Financial Resource Development and Forecast
- Goals, Objectives, and Policy Development
- Developing Draft Cost Feasible and Needs Plans

Other Long Range Planning Activities

The MPO will continuously engage in other Long Range Planning activities. These include:

- Implementation and follow-up activities for adopted LRTP projects
- Cooperation with FDOT, FHWA, and Regional Entities on identifying technical standards and locations for Autonomous and Connected and Electric Vehicle infrastructure
- Participate in FDOT's Efficient Transportation Decision Making (ETDM) process and review projects for National Environmental Policy Act (NEPA) consistency.
- Perform Travel Demand Model Maintenance and Updates
- Perform LRTP Amendments (including required alternatives analysis, financial impact analysis, and administrative processes)

- Coordinate with FDOT on planning and implementation efforts for the Strategic Intermodal System (SIS) and SIS work program development.
- Coordination with County, City, and FDOT staff to ensure that the plans and programs of those agencies are consistent with the adopted LRTP. Coordination activities include assisting the County in the development of the County's Capital Improvement Program; reviewing the FDOT Draft Tentative Work Program; preparing the MPO's List of Priority Projects; and reviewing City and County Comprehensive Plans.

Responsible Agency:

Indian River County MPO

End Product	Completion Date
LRTP amendments	As needed
Maintain, update, and implement the 2050 LRTP	June 2028

Task 4: Short Range Planning

Purpose:

To develop an annual List of Priority Projects (LOPP), which is consistent with the current LRTP Cost Feasible Plan and serves as the basis of the five-year Transportation Improvement Program (TIP). To prepare, maintain, and amend, as needed, the MPO's annual TIP. To develop, implement and maintain the MPO's Congestion Management Process (CMP) including implementation of CMP projects which support all modes of transportation.

Previous Work Completed:

The MPO has prepared a TIP and a LOPP each fiscal year since FY 1993/94. For 2024/25, the MPO adopted the TIP and List of Priority Projects in June 2024. For 2025/26, the MPO adopted the TIP and List of Priority Projects in June 2025. The MPO has also annually reviewed FDOT's draft tentative five-year work program and has coordinated with FDOT to amend the TIP as needed. The MPO adopted its annual Safety performance targets in February 2025 and February 2026. In April 2023, the MPO adopted four-year performance targets for Pavement Condition, Bridge Condition, and System Performance. Each year, the MPO implements its congestion management process in conjunction with the development of its priorities lists.

Required Activities:

Transportation Improvement Program

- Develop an annual List of Priority Projects.
- Review and endorse FDOT's Draft Tentative Work Program.
- Develop an annual TIP.
- Amend the TIP, as needed.
- Utilize the Interactive TIP tool (website).
- Coordinate with FDOT to ensure consistency with NEPA and ETDM Program Screen.
- Coordinate with local governments on TIP projects
- Prepare and adopt FHWA/FTA Performance Measures for inclusion in the TIP.
- Administer the Transportation Alternatives Program (TAP) grant process and project prioritization.
- Coordinate with FDOT to develop and publish a listing of projects for which federal funds were obligated in the previous year.
- Develop and maintain performance measures for safety, bridge and pavement condition, system performance, transit asset management, and transit safety.

Congestion Management Process (CMP)

The MPO annually maintains and implements the CMP. Specific activities include screening for congested facilities; identifying appropriate congestion management strategies; and prioritizing projects and corridors.

Project Coordination Activities

MPO projects that may require MPO staff coordination include:

- Trans Florida Central Railroad Trail;
- Widening of CR 510 from CR 512 to US 1;
- 82nd Avenue rural paving project;
- US 1/Aviation Blvd. intersection project;
- Oslo Road widening/Interchange project;
- Widening of US 1 from CR 510 to 53rd Street;
- SR A1A resurfacing and turn lane improvements;
- Sebastian Inlet bridge replacement project (SR A1A);
- 45th Street sidewalk and bike lane improvements;
- Widening of Aviation Blvd. from 43rd Avenue to US 1;
- 41st Street, 49th Street, and 28th Court sidewalk improvements; and
- Widening of CR 512 from Willow Street to I-95.

With respect to Project Coordination activities, staff may attend meetings; review plans; provide information; assist in the development of NEPA documentation (with an emphasis on cumulative effects of the project); and undertake other coordination activities as appropriate.

Responsible Agency:

Indian River County MPO

End Product	Completion Date
Review/Endorsement of FDOT Draft Tentative Work Program for FY 2028 – FY 2032	December 2026
CMP analysis and prioritization for inclusion with the LOPP	December 2026
Annual Publication of Obligated Federal Projects	December 2026
Transportation Alternatives Program (TAP) grant process	February 2027
Draft List of Priority Projects (LOPP)	February 2027
Establish Safety Performance Targets	February 2027
Establish Performance Targets for Bridge/Pavement Condition and System Performance	June 2027
Transportation Improvement Program (TIP) for FY 2028 – FY 2032 and Interactive TIP website **(consultant services to be used)**	June 2027
2027 List of Priority Projects (LOPP)	June 2027
Review/Endorsement of FDOT Draft Tentative Work Program for FY 2029 – FY 2033	October 2027
CMP analysis and prioritization for inclusion with the LOPP	December 2027
Annual Publication of Obligated Federal Projects	December 2027
Transportation Alternatives Program (TAP) grant process	February 2028
Draft List of Priority Projects (LOPP)	February 2028
Establish Safety Performance Targets	February 2028

End Product	Completion Date
Transportation Improvement Program (TIP) for FY 2029 – FY 2033 and Interactive TIP website **(consultant services to be used)**	June 2028
2028 List of Priority Projects (LOPP)	June 2028

Task 5: Systems Planning and Special Studies

Purpose:

To implement a comprehensive approach to developing and implementing a multimodal transportation system, including transit, bicycle, pedestrian, and greenways facilities, and freight while managing congestion and creating livable communities. To provide coordination and planning services for the Indian River County Transportation Disadvantaged (TD) Program, in accordance with Ch. 427 F.S., Rule 41-2 F.A.C.c

Previous Work Completed:

The MPO maintains a Transit Development Plan (TDP) with major updates required every five years and annual progress reports in the intervening years. The MPO completed the most recent TDP major update in September 2023 and the most recent TDP annual updates in February 2025 and February 2026.

The MPO provided technical assistance to the Senior Resource Association (SRA), the operator of Indian River County's transit system, with planning, reviewing, and analyzing service improvements. The MPO developed and adopted performance measures for transit asset management and transit safety. In October 2022, the MPO prepared an update to the Transit Asset Management (TAM) Plan. In September 2023, the MPO completed an FTA Triennial Review with zero findings. The MPO prepared and submitted annual reports to the National Transit Database (NTD). The MPO provided administrative support for federal and state transit grant funding.

Since 2000, the MPO has served as the Designated Official Planning Agency (DOPA) for the TD program in Indian River County. The MPO prepared agendas and provided administrative support for quarterly meetings of the Transportation Disadvantaged Local Coordinating Board (TDLCB). The MPO prepared a major update to the Transportation Disadvantaged Service Plan (adopted by the TDLCB in November 2023). During 2022/23, the MPO conducted a selection process for Community Transportation Coordinator (CTC). During 2023/24, 2024/25, and 2025/26, the MPO conducted an annual performance evaluation of the Community Transportation Coordinator.

The MPO maintains and implements the Bicycle and Pedestrian Plan and Greenways Plans. The MPO coordinated the planning and development of the Trans Florida Central Railroad Trail west of I-95, as identified in the North Indian River County Greenways Plan (the construction of the I-95 trail overpass was completed in the summer of 2018). The MPO has also conducted numerous Bike/Ped planning projects and activities throughout the County, including identifying locations for Bike Lanes; participation in Bike/Ped workshops and community charrettes; conducting Bicycle/Pedestrian Safety training for elementary school students; and applying for "Bicycle Friendly Community" designation from the League of American Bicyclists. In December 2024, the MPO completed an update to the Bicycle and Pedestrian Plan.

In September 2024, the MPO completed a grade separation feasibility analysis for crossings along the Florida East Coast (FEC) Railroad corridor. In August 2025, the MPO completed a Safe Streets for All Action Plan.

Required Activities:

TDP Major and Annual Updates

TDP major updates must be undertaken every five years, with the next TDP major update due in March 2029. Annual updates (or progress reports) are due in March of intervening years. The TDP Major Update will be developed in compliance with Florida Administrative Code 14-73.001 (commonly known as the TDP Rule). Preparation of the TDP Major Update will be by a consultant under direction of the MPO. As appropriate, the MPO will develop, review, and engage in the following activities:

- Public Involvement Plan
- Transit Model Development
- Review of Accomplishments
- Peer Analysis
- Situation Appraisal
- Goals, Objectives, and Policies
- Strategic Alternatives
- Financial Analysis
- Ten-Year Service and Financial Plan
- Draft and Final Plan Documents

Transit Service Planning

- Survey of transit routes
- Analyze ridership data
- Perform evaluations
- Advertise route changes
- Conduct public meetings
- Assist with operational planning

Transit Infrastructure Planning

- Survey of transit stops
- Identify accessibility needs
- Review of boardings and alightings at strategic locations
- Identify locations suitable for bus shelters or other transit infrastructure
- Coordinate the planning and development of new transit hubs
- Transit infrastructure database maintenance (bus stop signage, benches, shelters, and transit passenger amenities)

Multimodal Planning

Throughout the year, the MPO will examine the linkages between the transit and bike/ped networks and identify and improve locations where those modes intersect; will identify ways to coordinate fixed route and specialized transit service; and will examine “park and ride” opportunities on the existing transit routes. In addition, the MPO will consider development of alternative modes of travel as a strategy to address climate change through reduction of VMT.

Transit Asset Management Plan and Performance Measures
The MPO will maintain an inventory of transit system assets, analyze the condition and performance of transit assets annually, prepare updates to the Transit Asset Management (TAM) Plan, and update the transit asset performance targets as required.

Public Transportation Agency Safety Plan (PTASP)
As a public transportation agency, Indian River County is required to annually review and update its PTASP. MPOs are required to establish transit safety targets that correspond to the PTASP.

Other Transit Planning Activities
Other transit planning activities will be undertaken by MPO staff include:

- Providing technical assistance to the County to maintain the County's eligibility for the continued receipt of federal and state public transportation grant assistance
- Conducting quarterly meetings between the County and the Transit provider
- Conducting Transit Advisory Group meetings
- Monitoring the performance of the transit system on an ongoing basis
- Assisting in service procurement
- Maintaining certifications for grant eligibility
- Maintaining the Title VI program, with updates every three years
- Exploring Autonomous/Connected/Electric/Shared (ACES) Transit Service Options
- Developing Design Guidelines
- Assisting in compliance with FTA and FDOT directives
- Coordinating transit planning activities with the Martin MPO, St. Lucie TPO, and Space Coast TPO
- Evaluating ADA service alternatives

Transportation Disadvantaged (TD) Planning
The MPO will continue to assist the CTC in its role of providing safe, coordinated TD services to the elderly, disabled, and the economically disadvantaged citizens throughout Indian River County. Specific activities include:

- Conducting TDLCB meetings, including minutes and agendas;
- Applying for the TD Planning grant;
- Submitting progress reports and invoices;
- Preparing all required TD components of the TDP annual update;
- Solicit and recommend a CTC;
- Evaluating the performance of the CTC;
- Developing and updating the Transportation Disadvantaged Service Plan (to be developed concurrently with TDP major update; consultant services to be used);
- Reviewing and approving the Annual Operating Report;
- Conducting an annual TD public workshop;
- Attending Commission for the Transportation Disadvantaged sponsored training;
- Updating the TDLCB bylaws and grievance procedures; and
- Providing budget and expenditure estimates.

Greenways Plan Update

The MPO adopted the Central Indian River County Greenways Plan in 2007 and the North Indian River County Greenways Plan in 2008. In FY 26/27, the MPO will develop an East IRC Greenways Plan. As with the previous Greenways Plans, the work will be performed by a consultant under the direction of the MPO. Scope of work for the Greenways Plan will include identifying corridors for non-motorized travel; developing greenways alignments; engaging in public involvement activities; developing greenways project priorities; and developing an implementation plan.

Bicycle and Pedestrian Plan Update

The first Indian River County MPO Bicycle and Pedestrian Plan was completed in 1997, with major updates completed in 2004, 2015, and 2024. The MPO anticipates performing another update prior to development of the 2055 LRTP, which is due in December 2030. As with the previous updates, the work will be performed by a consultant under the direction of the MPO. Scope of work for the Bike/Ped Plan will include analyzing existing bicycle and pedestrian facilities; evaluating demand for future bike/ped facilities; developing a prioritization methodology for new facilities; identifying future bicycle and pedestrian system improvements; engaging in public involvement activities; and developing an implementation plan.

Prioritization of Local, State, and Federal (Transportation Alternatives) Bike/Ped Projects

- Assist local governments with grant applications, environmental and/or socio-cultural review of potential Transportation Alternatives projects
- Identify funding opportunities
- Maintain project prioritization process

Bike/Ped Plan & Greenways Plan Implementation

- Identify new sidewalks, bike lanes, shared use paths, and trails for implementation
- Assist local governments with environmental and/or socio-cultural review of potential projects
- Identify funding opportunities
- Assist with Grant administration
- Maintain and Update Plans, including Plan Amendments
- Conduct and or Participate in Public Outreach promoting the planning, construction, and use of Greenways and Bike/Ped Facilities

Other Bike/Ped Planning Activities

- Safety Training, Planning, and Context-Based Design policy updates
- Sidewalk, Bike Lane, Sharrow, and infrastructure location projects
- Bike/Ped Map and Phone App development
- Bike Ped Safety and Utilization Data Collection and Safety Performance Monitoring

Other Bike/Ped Coordination Activities

The MPO will continue to develop outreach materials and coordinate bicycle and pedestrian improvements with:

- FDOT (by reviewing plans and through the Electronic Review Comment system)
- Local Governments
- Local Advocacy Groups such as Bike/Walk Indian River County

- Indian River County School District
- Indian River Transit "GoLine"
- Bike Share Programs
- Regional Partners

Conduct Corridor Studies

MPO staff will manage, coordinate with and/or assist local governments in developing detailed corridor studies for congested, unsafe, or multimodal corridors resulting in strategies that provide design alternatives and emphasize safety, congestion relief, mobility, multimodal access, freight and goods movement, intermodal travel, traffic calming, and improved parking and access. Corridor studies typically include consideration to the types of investments:

- ITS/ATMS devices, adaptive traffic control, traveler information, queue detection devices
- Integrated Corridor Management Strategies
- Grade Separation, Roundabout, and intersection innovations

FDOT Coordination

Coordinate with FDOT Traffic Systems Management and Operations (TSM&O) staff as well as Modal Development, Planning, SIS and Freight Planning staff on various congestion management, planning and operational projects and studies. In congested corridors with heavy transit ridership, transit TSM&O strategies will be developed for improving corridor-wide carrying capacity for person trips overall.

Responsible Agency:

Indian River County MPO

End Product	Completion Date
Agendas and minutes for TDLCB meetings	Quarterly
TD planning grant invoices and progress reports	Quarterly
FTA Triennial Review	September 2026
Publish Public Transportation Block Grant performance measures	September 2026
Transit Asset Management (TAM) Plan update	October 2026
Review and approve the CTC Annual Operating Report	November 2026
National Transit Database (NTD) annual report	January 2027
Apply for Bicycle Friendly Community designation	February 2027
Transit Development Plan (TDP) Annual Update	March 2027
Transportation Disadvantaged Service Plan (TDSP) annual update	June 2027
Community Transportation Coordinator annual evaluation	June 2027
RFP for transit service operations	June 2027
Public Transit Agency Safety Plan update	June 2027
TD annual public workshop	June 2027
Publish Public Transportation Block Grant performance measures	September 2027
Performance Targets for Transit Asset Management	October 2027

End Product	Completion Date
Review and approve the CTC Annual Operating Report	November 2027
Greenways Plan Update **(consultant services to be used)**	December 2027
National Transit Database (NTD) annual report	January 2028
Transit Development Plan (TDP) Annual Update	March 2028
Transportation Disadvantaged Service Plan (TDSP) annual update	June 2028
Federal and state grant applications to support the capital and operating needs of the public transportation system	June 2028
TD annual public workshop	June 2028
Community Transportation Coordinator selection and recommendation to the Commission for the Transportation Disadvantaged	June 2028
Public Transit Agency Safety Plan update	June 2028
Corridor studies **(consultant services to be used)**	June 2028
Transportation Disadvantaged Service Plan (TDSP) major update	October 2028
Transit Development Plan (TDP) Major Update **(consultant services to be used)**	March 2029
Bicycle and Pedestrian Plan Update **(consultant services to be used)**	December 2029

Task 6: Public Outreach

Purpose:

To ensure that the MPO's public involvement process meets all federal and state regulations and actively engages a well-informed public, inclusive of individuals or organized groups residing in, having an interest in, doing business in, or interacting with the transportation network within the MPO area that are potentially affected by transportation decisions to contribute input into the transportation planning and decision-making processes.

Previous Work Completed:

The MPO continuously engages in proactive public outreach activities, including maintaining a website; sending out newsletters; and beginning all major plans and programs with a customized Public Participation Plan or Component relevant to that project. In March 2020, the MPO adopted an update to its overall Public Participation Plan, which was advertised for public comment for 45 days beginning in January 2020.

The MPO's Title VI nondiscrimination program is updated every three years, as required by federal regulations. The MPO adopted its most recent Title VI Program update in April 2023.

The MPO conducts "Bike Rodeos" at local elementary schools to promote bicycle and pedestrian safety education. During 2024/25 and 2025/26, the MPO conducted bike rodeos at fourteen elementary schools, with over 2,000 4th/5th-grade students participating in the program.

Required Activities:

Public Participation Plan

- Review and update the MPO's Public Participation Plan
- Maintain and employ the strategies contained in the MPO's Public Participation Plan
- Perform annual evaluations of the MPO's Public Participation Plan

MPO Communications

- Provide information on the MPO's plans, programs, activities, and meetings via *The MPOverview* (the MPO's e-mail newsletter) and other methods of communication
- Participate in radio and television programs; issue press releases; and engage in informative dialogue with local media
- Develop advertisements, PSAs, social media announcements, and other communications as specified in the Public Participation Plan

Title VI Nondiscrimination Program

- Develop and maintain a nondiscrimination program in compliance with Title VI of the 1964 Civil Rights Act
- Manage Title VI complaints and attend training

MPO Meetings and Workshops

- Make meeting agendas and reports available to the public in accordance with the MPO's Public Participation Plan
- Conduct meetings in accessible venues and in Transportation Disadvantaged (TD) communities as stipulated in the MPO's Title VI plan
- Incorporate appropriate Visualizations, Animations, and Video into MPO presentation and public information materials

Promotion of Bicycle and Pedestrian Safety

- Bicycle Safety Education Program (or "Bike Rodeos") in coordination with local elementary schools such as through "Safe Routes to School"
- Promote bicycle and pedestrian safety at other events

Responsible Agency:

Indian River County MPO

End Product	Completion Date
The MPOverview (MPO newsletter)	Monthly
Maintain the MPO's website including updating plans, programs, and maps	Ongoing
Bicycle and pedestrian safety education	Ongoing
Public Participation Plan annual evaluation	September 2026
Public Participation Plan annual evaluation	September 2027
Public Participation Plan update	June 2028

Task 7: Regional Activities

Purpose:

To coordinate with local, regional, state, and federal partners on projects affecting the transportation network within Indian River County and the surrounding region, as appropriate. To participate in activities of the Treasure Coast Transportation Council and to engage in other regional transportation coordination activities.

Previous Work Completed:

The MPO coordinated with the Martin MPO and St. Lucie TPO in conducting meetings of the Treasure Coast Transportation Council (TCTC) and Treasure Coast Technical Advisory Committee (TCTAC). The MPO serves as the host agency for TCTC/TCTAC every three years, most recently during 2024.

The MPO coordinated with the Martin MPO and St. Lucie TPO in the development of the 2045 Treasure Coast Regional LRTP, which was approved by the Treasure Coast Transportation Council in November 2023. During 2024/25 and 2025/26, the MPO coordinated with the Martin MPO and St. Lucie TPO in the approval of a regional prioritization list based upon the 2045 Regional LRTP.

Required Activities:

Regional Long Range Transportation Plan Development
The MPO will coordinate with the Space Coast, Martin, and St. Lucie T/MPOs to improve planning across county lines, amend or update the regional long range plan, and prioritize regionally significant projects.

Specific activities include:

- participating in Treasure Coast Technical Advisory Committee (TCTAC) meetings, (the formal technical advisory committee to the TCTC); and
- developing regional public involvement and freight elements.

Transportation Regional Incentive Program (TRIP) Grant
MPO staff will prepare and submit grant applications to FDOT for review and recommendation by the Treasure Coast Transportation Council for funding through Transportation Regional Incentive Program (TRIP). Eligible projects for TRIP must be identified on the Regional Transportation Network as developed for the Treasure Coast Regional LRTP. Projects funded through TRIP will be included in the Transportation Improvement Program (TIP).

Regional Freight Planning
Since freight movement and international trade are expected to increase substantially in Florida in the near future, the MPO will engage in regional freight planning in conjunction with FDOT, the Space Coast and Treasure Coast T/MPOs and local stakeholders.

- Participate in the development of the Florida Freight Mobility and Trade Plan and Department of Economic Opportunity Stakeholder's Forum.

- Coordinate on Rail and Seaport improvement projects in Indian River County and nearby jurisdictions incorporate freight movement in the highway and intermodal project prioritization process.
- Maintain and update the MPO's Truck Traffic Routing Plan

Other Coordination Activities

On an ongoing basis, the MPO will coordinate with FDOT, local governments, regional agencies, and transportation partners on a number of projects. These include:

- Functional classification studies;
- Rail and regional intermodal studies;
- Access management studies;
- Autonomous/Connected/Electric/Shared Vehicle Studies;
- Safety Audits;
- Socio-cultural, environmental, and resource assessments and Efficient Transportation Decision Making (ETDM) coordination;
- Comprehensive Plan review, data preparation, and assistance with updates for local governments;
- Funding studies and analyses of sustainable funding sources including Sales Tax, Gas Tax, and Impact Fees; and
- Traffic Study review
- Florida Transportation Plan Development

Responsible Agency:

Indian River County MPO

End Product	Completion Date
Regional Long Range Transportation Plan amendments	As needed
Transportation Regional Incentive Program (TRIP) grant process in coordination with the TCTC	June 2027
Transportation Regional Incentive Program (TRIP) grant process in coordination with the TCTC	June 2028
Through the Treasure Coast Transportation Council (TCTC), develop a 2050 Treasure Coast Regional LRTP update	June 2028

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: January 16, 2026

SUBJECT: **Status Report of MPO Advisory Committees**

It is requested that the information presented herein be given formal consideration by the Indian River County MPO Bicycle and Pedestrian Advisory Committee (BPAC) at its meeting of January 27, 2026.

Metropolitan Planning Organization (MPO)

At its December 10th meeting, the MPO adopted the 2050 Long Range Transportation Plan (LRTP), approved the 2025 Public Participation Plan Update, and approved one-year contract extensions for the MPO's General Planning Consultants. The MPO also considered a presentation on preliminary crash data for 2020-2024.

Technical Advisory Committee (TAC)

The TAC is scheduled to meet on January 23, 2026. At the January 27th BPAC meeting, MPO staff will provide an update on the TAC meeting.

Upcoming Meetings

The MPO and its advisory committees will next meet as follows:

CAC Meeting: February 3, 2026 – 2:00 pm
MPO Meeting: February 11, 2026 – 10:00 am
TDLCB Meeting: February 26, 2026 – 10:00 am
TAC Meeting: March 27, 2026 – 10:00 am
BPAC Meeting: March 31, 2026 – 2:00 pm