



MPO TECHNICAL ADVISORY COMMITTEE (TAC)

Phil Matson, Community Development
Director (**Vice Chairman**)
Rich Szpyrka, IRC Public Works
Mark Mathes, City of Fellsmere City Manager
Lt. Joseph Abollo, IRC Sheriff's Office
Karen Deigl, Senior Resource Association
Jennifer Idlette, IRC School Board
Erik Ferguson, IRC Traffic Engineer
Captain Al Iovino, Town of Indian River
Shores

Kristin Daniels, IRC Office of Management &
Budget
Cherry Stowe, Town of Orchid
Matthew Mitts, City of Vero Beach Public Works
William Howard, Vero Beach Regional Airport
Karen Miller, City of Sebastian Engineering
Jeff Sabo, City of Sebastian Airport
Lisa Frazier, City of Sebastian Planning

Maria Jaimes, FDOT District 4 (non-voting
member)

Jason Jeffries, City of Vero Beach - Chairman

AGENDA

The MPO TECHNICAL ADVISORY COMMITTEE (TAC) will meet at 10:00 AM on Friday, March 31, 2023 in CONFERENCE ROOM B1-501, County Administration Building B, 1800 27th Street, Vero Beach, FL.

1. Call to Order
2. Approval of Minutes
January 27, 2023
Action Required
3. FDOT Presentation on the CR 510 Project Development & Environmental (PD&E) Study
No Action Required
4. Consideration of the Scope of Services for the Bicycle and Pedestrian Master Plan Update
Action Required
5. Consideration of Performance Measures for Pavement and Bridge Condition and System Performance
Action Required
6. Consideration of the 2023 Title VI Program Update
Action Required

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

8. Status Report of MPO Advisory Committees
No Action Required

9. Other Business

10. Comments from the Public

11. Adjournment

Next Meeting: June 2, 2023 – 10:00 AM.

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@ircgov.com.

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@ircgov.com at least seven days prior to the meeting.

METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

A meeting of the Indian River County (IRC) Metropolitan Planning Organization Technical Advisory Committee (TAC) was held at 10:00 AM on Friday, January 27, 2023, 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
<http://www.ircgov.com/Boards/TAC/2023.htm>***

TAC Members in Attendance:

Chairman, Jason Jeffries, City of Vero Beach
Vice Chairman, Phil Matson, IRC Community Development
Elise Kriss, IRC Budget Department (alternate)
Erik Ferguson, IRC Traffic Engineering
Mark Mathes, City of Fellsmere
Rich Szpyrka, IRC Public Works
Cherry Stowe, Town of Orchid
Jeff Sabo, City of Sebastian Airport
Danessa Chambers, City of Vero Beach (alternate)
Jennifer Idlette, IRC School Board
Lisa Frazier, City of Sebastian Engineering
Karen Miller, City of Sebastian Engineering
Capt. Al Iovino, Indian River Shores
Joe Storey, Senior Resource Association (alternate)
Tony Norat, FDOT (non-voting advisor)

TAC Members Absent:

Matthew Mitts, City of Vero Beach (excused)
William Howard, City of Vero Beach Airport
Sgt. Doug MacKenzie, IRC Sheriff's Office

Staff in Attendance:

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

Others in Attendance:

FDOT: James Brown
TCPalm: Larry Reisman
Indian River County Resident: Suzon Franzke

Others in Attendance via Zoom:

CUTR: Martin Catala & Jonathan Roberson

WGI: Bill Evans

FDOT: Maria Jaimes

Call to Order

Chairman Jason Jeffries called the meeting to order at 10:00 AM. It was noted that an in-person quorum was present.

Election of Officers.

Action Required

ON MOTION by Mr. Szpyrka, SECONDED by Mr. Matson, the members voted (10-0) to re-elect Jason Jeffries as Chairman for the Metropolitan Planning Organization Technical Advisory Committee for 2023.

ON MOTION by Mr. Mathes, SECONDED by Mr. Szpyrka, the members voted (10-0) to re-elect Phil Matson as Vice Chairman for the Metropolitan Planning Organization Technical Advisory Committee for 2023.

Mr. Ferguson entered @ 10:02 AM

Approval of Minutes of the December 2, 2022 Meeting.

Action Required

Chairman Jeffries asked if there were any additions or corrections to the TAC Meeting minutes of December 2, 2022.

ON MOTION by Mr. Szpyrka and SECONDED by Vice Chair Matson, the members voted (11-0) to approve the December 2, 2022 Metropolitan Planning Organization Technical Advisory Committee meeting minutes, as presented.

Adoption of MPO Performance Measure Safety Targets.

Action Required

Mr. Freeman introduced Mr. Jim Mann, who provided a presentation on the MPO Performance Safety Targets. A copy of this power point presentation is on file in the MPO office.

New Mexico has taken the top spot of the most dangerous states, Florida is now number two. The State encourages MPO's to adopt targets consistent with the State, which has established Vision 0 (zero), but they may come up with their own target if they choose. There are no consequences for MPO's/TPO's if they miss the target, but all are asked to strive for Target Zero.

Mr. Mathes asked if the "100 million VMT" should be lowered and it was stated that FDOT sets these limits. Chair Jeffries asked what tools are available to the MPO to attain Target Zero and Mr. Freeman responded adding bike lanes, sidewalks, pedestrian crosswalks and adjust travel speeds. Captain Iovino added that studies have shown pedestrian crosswalks decrease fatalities.

Ms. Frazier, Ms. Miller and Mr. Sabo entered @ 10:10 AM

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

ON MOTION by Vice Chair Matson and SECONDED by Mr. Mathes, the members voted (14-0) to recommend approval of the MPO Performance Measure Safety Targets and Adopt Target Zero, as presented.

Update on the US 1 at Aviation Blvd. Project Development and Environmental (PD&E) Study.

No Action Required

Mr. Freeman stated the initial presentation on the US 1 at Aviation Blvd. PD&E Study was conducted at the December TAC meeting. At that meeting the TAC members requested to review the alternatives for this intersection before it is presented to the public. Mr. Bill Evans from WGI is here today and presented six alternative solutions for the committee's consideration.

Mr. Evans anticipates meeting with City, County, and MPO again regarding this item. Next on the list is Federal Aviation Administration (FAA) and Florida East Coast Railroad (FEC) and then after that we will be meeting with the city property owners answering any questions they may have. The next major meeting will be the Public Alternatives meeting which will probably be later summer or fall of this year. The public hearing would be held the middle of 2024.

Ms. Chambers inquired concerning the flight clearances, would all of the alternatives be acceptable to the FAA clearance projections. Mr. Evans stated he can't speak for their ability to be accepted but, from our calculations we are underneath the flight path by at least fifteen feet for Aviation Blvd. and under the flight path for US 1 by seventeen feet. We have been told that is the criteria they are looking at.

Chair Jeffries asked if there are alternatives that are doing any type of raising or putting additional structures the Runway Protection Zone (RPZ), correct? Mr. Evans

responded, Alternate 4 is still up in the air, when crossing the RPZ, the alternative maybe 10 feet and then it matches existing grade. Chair Jeffries stated with this alternative you would actually be raising some land within the RPZ, and Mr. Evans, replied yes. Chair Jeffries further expounded that when the County buildings were constructed the FAA allowed the buildings within the RPZ. Alternatives 4 and 6 have the RPZ ground issue. Mr. Evans stated that every alternative will require road widening within the RPZ.

Mr. Ferguson inquired as to what the superstructure depth would be and Mr. Evans stated they went with 10 foot because of the issue with the RPZ. Mr. Ferguson referred to Alternative 1, if there was a possibility of a left turn (heading north) before Aviation Blvd. with a deflected left turn. Mr. Ferguson stated he would sketch up something and send it to them for consideration.

Vice Chair Matson stated an at-grade separation at the railroad would preserve land. The possibility of a hybrid grade separation may work.

Chair Jeffries asked, based on the schedule, when is it that the selection of the alternative would be made. Mr. Evans answered it would be after the Public Alternatives Meeting (late summer or fall of 2023) and before the Public Hearing (mid 2024). Our goal is to take the six or seven alternatives mentioned today and reduce them down to the best three. Those three would be taken to the Public Alternatives Meeting where one alternative would be selected. That selection would be taken to the Public Hearing. Mr. Evans stated that there are still a lot of steps ahead, we need to keep in close contact, keep working together and it is important to keep up the pace to get through this project.

Ms. Idlette departed the meeting @ 10:55 AM

Chair Jeffries stated the City of Vero Beach has organized a meeting with the property owners which will occur in a few weeks, this will keep them aware of what's happening. As part of your reviewing these analyses, have you reviewed any previous ones done by FDOT, on what their recommendations on overpasses were? Mr. Evans replied that he wasn't aware of any recent overpass studies in the area over the railroad. There was one that was done many years ago and it is out of date (1999).

Vice Chair Matson stated multiple grade separations are possibilities and would like to thank the City for their efforts working with Public Works and Mr. Evans for his part also. A safe alternative route to the hospital is the goal.

Mr. Mathes asked if just the impacted properties were invited to the meeting. Chair Jeffries said letters were sent out to all of the properties that that are directly impacted by any of these alternatives.

Ms. Chambers read technical comments from Mr. Matthew Mitts, who was unable to attend the meeting, regarding this project. A copy of this email regarding Mr. Mitts' comments is on file in the MPO office.

Chair Jeffries commented he is not aware of any expiration dates on plans, but I think you have to look at past plans regardless to when they were done to update those studies as you are studying an area. The study I'm referring to was done in the '90's, but Aviation Blvd. was already under construction, by the City in 1996. There had to be at least 5 - 10 years of discussion before the actual construction began. Ms. Chambers added there has not been a new study since then and to claim those are no longer valid, a new study will need to be done.

Mr. Evans asked Ms. Chambers to send him a copy of the document she read from Matthew Mitts.

Mr. Ferguson asked if we wanted to request that DOT consultants look at the other grade separation alternative eliminating the quadrant?

Vice Chair Matson said he would second the motion, but said as long as everything is done to downsize or minimize any negative perception of impact from any of the alternatives, I'm in favor of at least exploring.

ON MOTION by Mr. Ferguson and SECONDED by Mr. Matson, the members voted (13-0) to recommend FDOT Consultants look at other grade separation alternatives eliminating the elevated embankment on the east side of US 1. The left turn would be on top and also look at left turn lanes, on or off ramps, in the median on US #1 to allow people to use it.

Mr. Freeman stated there would be coordination with DOT, the project team, and our meeting schedule.

Mr. Evans commented he will get with Ms. Vandana Nagole regarding the motion Mr. Evans asked for a copy of the draft motion and Mr. Freeman stated he would make sure he receives it within the next few days.

Mr. Mathes asked Mr. Evans if he would like a sketch to accompany the motion and he replied yes, it may help them come up with a few more options.

Captain Iovino asked if studies have been done concerning the crime element, squatting, homeless people. Mr. Evans stated by having an open pier underneath with additional lighting would discourage people congregating, less open space, more SME walls and sidewalks and active use around encourages people to be there.

One last comment from Mr. Evans is regarding the cost element with these alternatives, construction costs without right-of-way costs:

- Alternative 1 - at grade - approximately 11-12 million

- Alternative 3 - US 1 overpass - approximately 19 million, this includes approximately ½ mile of new road

2023 Transit Development Plan (TDP) Major Update Presentation.

No Action Required

Mr. Freeman provided an overview and introduced Mr. Martin Catala and Mr. Jonathan Roberson from the Center for Urban Transportation Research (CUTR) who gave the power point presentation. A copy of which is located in the MPO office. He noted that according to state and federal regulations, the Indian River County MPO must prepare and adopt a Major Update of its Transit Development Plan (TDP) by September 30, 2023 and that adoption of a TDP is required in order to receive grant funding under the Public Transportation Block Grant (PTBG) program. He explained that the program provided approximately \$600,000 annually in operating assistance.

The outreach plan calls for surveying transit users and operators, conducting public workshops throughout the county, and reaching out to non-users at public locations. In the near future the consultant team will survey GoLine passengers, with a goal of collecting over 1,000 responses. A demographic assessment of the county and a peer trend analysis of the GoLine and Community Coach systems.

Mr. Mathes wants to make sure there is outreach done in Fellsmere as their population is expected to double. Also will there be bilingual surveys? Mr. Catala stated at this time the translation process is going forward for both the on-line and the print version.

Vice Chair Matson commented in the past we ran neck-in-neck with Gainesville on cost per trips. It would be nice to see how we compare to other parts of the country.

Mr. Mathes would like to see a question added on the survey if anyone would be interested in riding in an autonomous transit vehicle. Mr. Freeman replied that is something that could be incorporated into the on-line survey

This is an information item only and no motion is required.

Consideration of the Draft 2023 Lists of Priority Projects.

Action Required

Mr. Freeman presented this item, a power point presentation was shown. A copy of this presentation is on file in the MPO office.

Ms. Frazier, recommended that since there is a list of projects funded by DOT, Ms. Frazier motioned to take item #4 (US 1 widening) and move it to item #7 (82nd Avenue, new lanes) due to the inactivity for funding programming. For lack of a second, this motion was dropped.

Mr. Mathes would like to see more funding applied to the Rail Trail. After further discussion, Mr. Freeman stated they would like to get clarification from FDOT as the figures seem to be flipped concerning the local versus the TAP program share. Mr. Mathes stated he doesn't think the rail trail funding was fully funded and would like to keep the Rail Trail funding as the first project on the Transportation Alternative Projects (TAP) and list the 43rd Avenue Sidewalk from 45th Street to 49th Street second. If the Rail Trail was completely funded last year then the all of the funding would go to item #2.

Ms. Suzon Franzke asked about the status of 82nd Avenue, starting work at the North end, instead of the south end. This was discussed at the December 14, 2022 MPO meeting and FDOT stated they would look into this and report back. Mr. Szpyrka responded that he can't support this request until more information is received.

ON MOTION by Ms. Frazier and SECONDED by Mr. Mathes, the members voted (13-0) to recommend approval of the Draft 2023 Lists of Priority Projects, placing the Rail Trail in the first spot on the Transportation Alternatives Project (TAP) and 43rd Avenue Sidewalk Project from 45th Street to 49th Street in second, as presented.

Vice Chair Matson departed the meeting @ 12:08 PM

Consideration of Transportation Improvement Program (TIP) Amendments.
Action Required

Mr. Freeman introduced this item, adding there was an addendum to this item. The amendment includes adding safety improvements throughout District 4. The second item added is the statewide I-95 electric vehicle charging plan. DOT is looking into adding some type of charging stations near Exit 156, Fellsmere/Sebastian exit.

ON MOTION by Ms. Frazier and SECONDED by Mr. Szpyrka, the members voted (12-0) to recommend approval of the Transportation Improvement Program (TIP) Amendments, as presented.

MPO Scheduling Report from FDOT.
No Action Required

Mr. Freeman stated this is an informational item. These reports are provided by FDOT once a quarter showing the latest updates on projects being managed by FDOT.

This is an information only item and therefore no motion is needed.

Status Report of MPO Advisory Committees.

No Action Required

Mr. Freeman reviewed his memorandum, dated January 19, 2023, 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

Census Update.

Mr. Freeman stated a power point presentation on urban areas was prepared, but due to the time constraints he would provide a brief update. The census power point presentation will be emailed to the committee. Concerning the recent census update, Indian River County remains its' own independent urban area and has not been merged with the Palm Bay/Melbourne area to the north nor the Port St. Lucie urban area to the south. Indian River's population has increased by 25,000. The new urban area extends from Grant in Brevard County to just below Indrio Road in St. Lucie County.

Other Business..

Ms. Frazier noted a correction needs to be made listing Mr. Jeff Sabo as the City of Sebastian Airport representative. So noted by the Recording Secretary. Ms. Frazier asked for clarification on what time CR 510 meeting at the Library will start, the answer was 5:30pm.

Comments from the Public

Ms. Franzke would like a status update from FDOT on 82nd Avenue. Mr. Szpyrka stated he would make the phone call to DOT but everyone needs to understand that 82nd Avenue from 26th to 69th does not have any right-of-way.

Chairman Jeffries stated to be clear, what has been discussed here today and what will be the action by the MPO, this is just a draft list and not the final list. Between now, the draft, and the final we can resolve this issue.

Ms. Franzke further expounded regarding the Aviation overpass, there are flight schools in the area and just going with the minimum clearance might not be a good idea as these are students and they don't have a lot of experience maneuvering. Chairman Jeffries remarked the Vero Beach Airport staff is a part of this board, although they aren't here today, they have addressed these concerns.

Adjournment

There being no further business, the meeting adjourned at 12:16 PM.

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

TO: Members of the Indian River County MPO Technical Advisory Committee (TAC)

THROUGH: Phillip J. Matson, AICP
Community Development Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: March 23, 2023

SUBJECT: **FDOT Presentation on the CR 510 Project Development and Environmental (PD&E) Study**

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee (TAC) at its meeting of March 31, 2023.

DESCRIPTION, CONDITIONS & ANALYSIS

The widening of CR 510 between CR 512 and US 1 has been the Indian River County MPO's top improvement priority for many years. Because of the scale, complexity, and funding necessary for the CR 510 corridor improvements, project management has been handled by the Florida Department of Transportation (FDOT).

In the fall of 2022, FDOT kicked off the first phase of the improvement process for CR 510 between 58th Avenue and US 1 (the Project Development and Environmental (PD&E) study). As part of the CR 510 PD&E study, FDOT will examine design alternatives at the intersection of CR 510 and US 1.

In addition to this phase of CR 510, FDOT has already finalized the design of the portion from CR 512 to 58th Avenue. That project will widen CR 510 to four lanes, and includes multi-modal improvements such as 7-foot buffered bike lanes, sidewalks, relocation of the North County Transit Hub, and construction of a roundabout at the CR 510/66th Avenue intersection. That phase is much further along in the roadway development process.

At the March 31 meeting of the TAC, FDOT will present the CR 510 widening project between 58th Avenue and US 1.

RECOMMENDATION

This is an informational item; no action is required.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Technical Advisory Committee (TAC)

THROUGH: Phillip J. Matson, AICP
Community Development Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: March 23, 2023

SUBJECT: **Consideration of the Scope of Services for the Bicycle and Pedestrian Master Plan Update**

It is requested that the information presented herein be given formal consideration by the Indian River County MPO Technical Advisory Committee at its meeting of March 31, 2023.

DESCRIPTION AND CONDITIONS

The MPO's Unified Planning Work Program (UPWP) for FY 2022/23 – FY 2023/24 provides a listing and budget of the MPO's anticipated planning activities for those two fiscal years. One of the planning activities included in the UPWP is an update to the MPO's Bicycle and Pedestrian Master Plan.

The MPO's Bicycle and Pedestrian Master Plan is the primary document for identifying bicycle and pedestrian facility needs, recommending bicycle and pedestrian improvements, and providing a framework for programming new facilities. The MPO adopted its first Bicycle and Pedestrian Master Plan in 1997, with updates occurring in 2004 and 2015.

Recently, MPO staff has coordinated with one of the MPO's new General Planning Consultants (S&ME, Inc.) to prepare a scope of services for an update to the Bicycle and Pedestrian Master Plan. The Scope of Services for the Master Plan includes the following tasks:

- Task 1: Project Kickoff & Coordination
- Task 2: Existing Conditions Review
- Task 3: Policy Review & Recommendations
- Task 4: Public Involvement
- Task 5: Prioritization & Implementation Plan
- Task 6: Master Plan Documentation

- Optional Task: Aerial imagery

Development of the Bike-Ped Plan update will include extensive public involvement, a review of existing conditions, a level of traffic stress analysis for bicyclists and pedestrians, identification of bicycle and pedestrian needs, project prioritization, and preparation of an implementation plan. The Bike-Ped Plan update will take about twelve months to complete, a timeframe that would allow the Bike-Ped Plan update to wrap up as the MPO begins the 2050 Long Range Transportation Plan update. A tentative project schedule is included in the scope of services.

RECOMMENDATION

MPO staff recommends that the TAC review the attached information, make any necessary changes, and recommend that the MPO approve the Scope of Services for the Bicycle and Pedestrian Master Plan Update.

ATTACHMENTS

1. Scope of Services for the Bicycle and Pedestrian Master Plan Update



Scope of Work

Indian River County MPO – Bicycle & Pedestrian Master Plan Update

The following sections present the scope of services that will be performed to assist the Indian River County Metropolitan Planning Organization (MPO) in preparing an update to the Bicycle & Pedestrian Master Plan. The S&ME team (Consultant Team) is comprised of S&ME (Prime Consultant), Patel Green & Associates (Sub-Consultant), Volkert, Inc. (Sub-Consultant), Quest (Sub-Consultant), and DDEC (Sub-Consultant). The Consultant Team will complete the planning and preparation process as outlined in this Scope of Work.

♦ Project Summary

The Indian River County MPO is planning an update to the County Bicycle & Pedestrian Master Plan. The County's first plan was adopted in 1997. Updates were performed in 2003 and 2014. The 2023 update will build upon past efforts and explore ways to further enhance bicycle and pedestrian infrastructure in the County.

The Bicycle & Pedestrian Master Plan will guide decisions regarding bicycle and pedestrian infrastructure improvements for the next decade and beyond. Key elements of the plan include an evaluation of existing policies and the existing conditions of bicycle and pedestrian facilities, identification of gaps and needs within the network, development of project priorities, and recommendations for implementation.

Tasks

The Scope of Services for the Master Plan will include the following tasks:

- Task 1: Project Kickoff & Coordination
- Task 2: Existing Conditions Review
- Task 3: Policy Review & Recommendations
- Task 4: Public Involvement
- Task 5: Prioritization & Implementation Plan
- Task 6: Master Plan Documentation
- Optional Task: Aerial imagery

Task 1 – Project Kickoff & Coordination

Task 1.1: Project Kickoff

The Consultant Team will host a virtual kickoff meeting with MPO and consultant staff to review the project scope and establish the project schedule. In addition, the project team will identify key stakeholders to be included on a steering committee.

Task 1.2: Project Coordination

The Consultant Team will meet with MPO staff on a bi-weekly basis to provide project updates and coordinate ongoing work efforts. Sub-Consultant team members will attend meetings as needed. As the project is expected to be completed over a 12-month period, S&ME anticipates attending twenty-six (26) project status meetings.

Deliverables:

- Agendas + minutes for up to twenty-six (26) project status meetings

Task 2 – Existing Conditions Review

In coordination with MPO staff, the Consultant will compile and review the available geospatial data layers to document and analyze Indian River County's transportation network. The data will be used to create a series of maps, starting with the County's existing facilities and operational characteristics. The maps will also display an assessment of the conditions for walking and bicycling, showing the relative comfort of walking or bicycling along each corridor given the physical and operational characteristics. The potential demand for trips to be taken by walking or bicycling will be estimated and mapped for each corridor. Finally, safety conditions will be documented by mapping different types of traffic crashes.

MPO staff will provide the following GIS data layers to create maps to provide a descriptive picture of the MPO study area's transportation network (including both County and Municipal facilities). For the purposes of this effort, the study network shall consist of roadways functionally classified as collectors or arterials. Interstates will be excluded from analysis as will most local streets, except for any local street segments included in the previously adopted Master Plan network, or for facilities identified by MPO staff for inclusion in the study.

- Roadway functional class.
- Maintenance jurisdictions.
- Freight routes.
- Traffic signals.
- Trails network. (existing and future)
- Regional trail corridors
- Transit routes and stops.
- Land use categories.
- Schools, parks, and other civic destinations.

MPO staff will provide the following GIS data layers that are needed to assess the County's Pedestrian Level of Traffic Stress based on the analysis procedures in the Florida Department of Transportation's 2023 Multimodal Quality/Level of Service Handbook.

- Posted speed limits.
- Presence of sidewalks on one or both sides.
- Presence of horizontal separation between the edge of the outside vehicular travel lane and the sidewalk.
- Presence of a vertical element in the horizontal separation such as tubular markers, on-street parking, rigid barriers, and landscaping.

MPO staff will provide the following additional GIS data layers that are needed to assess the Bicycle Level of Traffic Stress based on the analysis procedures in the Florida Department of Transportation's 2023 Multimodal Quality/Level of Service Handbook.

- Number of vehicular travel lanes.
- Traffic volumes.
- Presence of bicycle lanes, shoulders, or sidepaths.
- Width of the bicycle lane
- Presence of a buffered bicycle lane.
- Presence of on-street parking.

MPO staff will provide current GIS data layers for the Traffic Analysis Zones (TAZ) including current and projected population, employment, and school enrollment estimates. Those data are needed to identify the areas with the greatest potential demand for walking or bicycling. The assessment will incorporate a streamlined version of the Latent Demand Method, based on future employment, population, and school enrollment estimates. The result does not reflect the desirability of walking or bicycling conditions in a given corridor, but rather the likelihood that trips will be taken by walking or bicycling due to the intensity and mix of adjacent land uses.

To further assess the demand for walking and bicycling, the Consultant Team will gather the latest applicable data from the United States Census Bureau and the American Community Survey (ACS). The data to be extracted includes the availability of vehicles among households and journey-to-work modes of travel.

The Consultant Team will review the FDOT Context Classifications for the Indian River County roadway network and identify the desired travel speeds to fit those contexts. A map will be created that compares the current posted speed limits with those desired travel speeds to identify potential locations where speed management may be necessary to fit contexts where walking and bicycling is expected or to be encouraged.

The Consultant Team will gather the GIS data layers that are needed to map the crashes reflected in the last five full years of data available within the FDOT Signal Four Analytics program. The data will be reviewed to map crashes for motor vehicles, pedestrians, bicyclists, and crashes that result in someone being killed or seriously injured.

The Consultant Team will review the various GIS data layers that are secured and verify the accuracy of the data via comparison with data from the previously adopted plan, review by MPO staff, review of online aerial maps and associated imagery, and a field visit. Where the data received is incomplete, Consultant Team staff will adapt the analysis conducted to utilize the data that is available and document all assumptions.

The Consultant Team will evaluate the existing conditions and perform a needs assessment to determine where there are gaps in the existing bicycle and pedestrian networks.

Task 3 – Policy Review & Recommendations

The Consultant Team will review and document the applicable plans, policies, and studies that address the planning and regulatory framework under which transportation decisions are made by government agencies and partners in Indian River County. Documents to be reviewed include:

- Local Comprehensive Plans
- Local Capital Improvements Plans (CIP)
- Indian River County Congestion Management Plan
- Indian River County Long Range Transportation Plan
- Indian River County Land Development Regulations
- Indian River County Transportation Improvement Program
- Indian River County Transit Development Plan

The Consultant Team will also facilitate up to four (4) regional/local agency stakeholder interviews to solicit feedback on how well the adopted policy documents and the standing project delivery processes are serving the needs of pedestrians and bicyclists. Topical issues to be addressed with staff from the local agencies include:

- Needed process improvements
- Opportunities for improved coordination
- Data and information needs
- Staff training needs
- Whether the land development regulations are adequately addressing issues such as access management and bicycle parking
- The capacity for implementing quick response projects when needed

The Consultant Team will develop a set of outcome-oriented policy and programmatic recommendations that address the issues and opportunities identified through the reviews and stakeholder interviews. Each recommendation will include details of both short- and long-term actions needed to move towards the desired outcomes.

Task 4 – Public Involvement

Task 4.1: Public Involvement Plan

The Consultant Team will prepare a public involvement plan to outline how public workshops will be performed and to guide the process of public notifications.

Task 4.2: Presentations

The Consultant Team will present project updates to the MPO Board and to selected MPO committees at key points within the project timeline. The following presentations are anticipated:

- Summary of Existing Conditions
- Draft Plan Presentation
- Final Plan Presentation

Task 4.3: Community Workshops

The Consultant Team will host one round of open house workshops at four (4) geographically distributed locations within the County. Should it be determined that a virtual meeting is needed, one of the in-person workshops can be changed to a virtual format. The workshops will present existing conditions within the County and will solicit feedback from the community.

The Consultant Team will work with MPO staff to coordinate a workshop at a local high school. The workshop will be conducted during school hours on a single day and will be presented to members of the student body. The high school workshop will not be open to the general public.

Task 4.4: Steering Committee

The Consultant Team will meet with the steering committee up to three (3) times throughout the study process. The steering committee makeup will be determined at the project kickoff meeting. The purpose of these meetings will be to confirm existing conditions, to advise the study team regarding key decisions, and to serve as an additional point of community input. The scheduling of steering committee meetings will be coordinated by the MPO Project Manager.

Task 5 – Prioritization & Implementation Plan

Task 5.1: Project Identification and Prioritization

The Consultant Team will work with MPO staff and stakeholders to identify an initial list of projects in a table that will be prioritized. The project list will be developed from the existing conditions analysis, needs assessment, and community input. The Consultant Team will screen projects that are already funded in Capital Improvement Plans and the MPO's Transportation Improvement Plan.

The Consultant Team will provide planning-level cost estimates for the remaining list of projects. The project list will be grouped into sidewalk projects, bicycle facility projects, trail projects, and intersection projects.

Task 5.2: Implementation Plan

The Consultant Team will work with MPO staff to develop evaluation criteria with an emphasis on equity. The project prioritization process can also consider grant opportunities as well as opportunities that improve the community's overall bicycle/pedestrian rankings.

The Consultant Team will conduct a Screen 2 analysis to rank and prioritize projects using the evaluation criteria. The analysis will result in an implementation plan with short-term (5-year) projects, mid-term (5- to 10-year) projects, and long-term projects.

The Consultant Team will develop facility design recommendations for both bicycle and pedestrian facilities. The design recommendations will include typical sections that can be implemented in specific contexts within the County.

The Consultant Team will develop safety improvement recommendations that can be implemented based on identified criteria within the County.

The Consultant Team will develop Law Enforcement and Educational recommendations that can be implemented in parallel with infrastructure improvements to enhance the bicycling and walking experience throughout the County.

Task 5.3: Funding Feasibility Analysis

From sub-task 5.2, using an approved prioritization list, the Consultant Team will prepare a Strategic Funding Feasibility Plan for short- and long-term projects.

Using an approved prioritization list, the Consultant Team team will review the existing Transportation Improvement Plan (TIP) to ensure that the prioritization matches the Unified Planning Work Program (UPWP). This will also include a desktop review of existing City and County capital improvement plans to identify projects that may overlap, providing opportunity to advance transportation projects such as planned utilities improvement. Any coordination required with FDOT District 4 shall be conducted on an as needed basis for plan consistency. The list will identify unfunded or partially funded projects to be approved by the organization during the Methodology and Approach portion of the task.

The team will prepare funding feasibility for each project via a matrix that will align with Federal Bipartisan Infrastructure Merit Criteria, Federal Department of Transportation Merit Criteria, Florida Resilient Infrastructure, and other criteria for available funding programs to ensure identified projects are competitive. This list will include a high-level comprehensive checklist for implementation to assist in near term implementation up to 5 projects. This will include a potential strategic stakeholder coordination strategy.

Task 6 – Master Plan Documentation

The Consultant Team will compile content developed as part of Tasks 1 through 5 into an overall draft report that documents the Bicycle and Pedestrian Master Plan process and findings. The document will be written and designed to be easily digestible by MPO staff, MPO board members and elected officials, and members of the community at large.

The Consultant Team will respond to and incorporate one round of comments on the draft plan document from MPO staff and board members. The resulting version will constitute the approved Bicycle and Pedestrian Master Plan which will guide bicycle and pedestrian infrastructure improvements in Indian River County over the coming decades.

Deliverables:

- Draft Master Plan document
- Final Master Plan document

Optional Services

Aerial Imagery

The Consultant Team will capture aerial photography and videography that shows but is not limited to the following:

- Location and conditions of existing sidewalks and bicycle facilities
- Public right-of-way available for future bicycle/pedestrian facilities
- Areas that need bicycle/pedestrian facilities or improvements to existing facilities

◆ Project Budget & Fees

The Master Plan budget, which includes labor and expenses, is not to exceed \$160,000. The breakdown of the project budget is as follows:

- S&ME – \$62,290
- Patel Green & Associates – \$35,131
- Volkert, Inc – \$36,089
- Quest – \$17,490
- DDEC – \$9,000

For the optional tasks, the following fee would be in addition to the \$160,000 project budget:

- Aerial Imagery (Volkert) – \$4,500

◆ Schedule

The Master Plan will be completed within one year of the kick-off date. The end of the project will be marked by the adoption of the Master Plan by the MPO. If the Master Plan is delayed for reasons beyond the Consultant Team's control, such as a natural disaster, the Consultant Team will work with City Staff to adjust the schedule.

The dates of deliverables are dependent upon when the Consultant Team receives Notice to Proceed (NTP). Once NTP is received, the Consultant Team will develop a detailed schedule with dates for deliverables as part of the work plan. The Consultant Team will coordinate with MPO staff to determine target dates for deliverables and public involvement meetings. The schedule will be presented at the kickoff meeting.

Client Communication & Invoicing

The Consultant Team will provide monthly progress reports and invoicing. Invoices will be organized by task. The Prime Consultant will provide invoices and progress reports for Sub-Consultants. The Consultant Team's Project Manager will develop a schedule of bi-weekly virtual calls with the MPO Project Manager to provide updates on the status of the project. Sub-Consultants will be included in the calls as necessary. The project schedule will be updated as needed.

A preliminary schedule for the project is provided on the following page.

Indian River County Bicycle & Pedestrian Master Plan 12-Month Schedule												
Milestone =  Workshop/Meeting =  Written Deliverable =  Presentation = 	Month											
	April	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	March
Notice to Proceed												
Task 1: Project Kickoff & Coordination Kickoff Meeting  Biweekly Status Meetings Ongoing Coordination Monthly Invoicing												
Task 2: Existing Conditions Review Data Collection GIS Analysis & Map Creation Evaluation of Pedestrian Facilities Evaluation of Bicycle Facilities Crash Analysis Needs Assessment												
Task 3: Policy Review & Recommendations Review of existing plans, policies, and studies Development of policy and programmatic recommendations												
Task 4: Public Involvement Public Involvement Plan Presentations Community Workshops Steering Committee						 				 		
Task 5: Prioritization & Implementation Plan Project Identification & Prioritization Implementation Plan Funding Feasibility Analysis												
Task 6: Master Plan Documentation Draft Master Plan Document Finalize Master Plan Document												

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO – Technical Advisory Committee (TAC)

THROUGH: Phillip J. Matson, AICP
Community Development Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
Senior Planner

DATE: March 23, 2023

SUBJECT: **Consideration of Performance Measures for Pavement and Bridge Condition and System Performance**

It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization TAC at its meeting of March 31, 2023.

DESCRIPTION, CONDITIONS, & ANALYSIS

With the enactment of the 2012 federal transportation bill (known as Moving Ahead for Progress in the 21st Century or MAP-21), transportation planning began a transition towards a performance and outcome-based program. Beginning in 2018, states and MPOs were required to establish targets for performance measures including Safety (PM1), Bridge and Pavement Condition (PM2), and System Performance (PM3). While the Safety performance targets are updated annually, the others are updated every four years (with 2-year and 4-year targets).

On December 16, 2022, FDOT established 2-year and 4-year statewide targets for Bridge and Pavement Condition and System Performance. Using 2021 as a baseline, the 2-year targets reflect the anticipated performance levels at the end of calendar year 2023, while the 4-year targets reflect anticipated performance at the end of 2025. For each performance measure, the proposed targets apply only to the National Highway System (NHS), which consists primarily of interstates and major arterials maintained by FDOT.

For Bridge and Pavement Condition and System Performance, each Florida MPO must establish its second set of 2-year and 4-year targets within 180 days of establishment of the statewide targets (or June 14, 2023). MPOs have the option of supporting the statewide targets or establishing their

own targets for the MPO planning area.

In addition to establishing proposed statewide targets, FDOT will collect the necessary data for monitoring performance. This arrangement is similar to the Safety performance measure approved earlier this year by the MPO.

RECOMMENDATION

MPO staff recommends that the TAC review the attached information, make any necessary changes, and recommend that the MPO approve the performance targets for bridge and pavement condition and system performance.

ATTACHMENT

1. Performance Measures for Pavement and Bridge Condition Fact Sheet
2. Performance Measures for System Performance Fact Sheet

PM2: Bridge and Pavement



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

The second Federal Highway Administration (FHWA) performance management rule establishes measures to assess the condition of bridges and pavement on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report targets.*

PAVEMENT PERFORMANCE MEASURES

- » Percentage of pavements on the Interstate System in **GOOD** condition.
- » Percentage of pavements on the Interstate System in **POOR** condition.
- » Percentage of pavements on the non-Interstate NHS in **GOOD** condition.
- » Percentage of pavements on the non-Interstate NHS in **POOR** condition.

GOOD CONDITION

Suggests no major investment is needed.

BRIDGE PERFORMANCE MEASURES

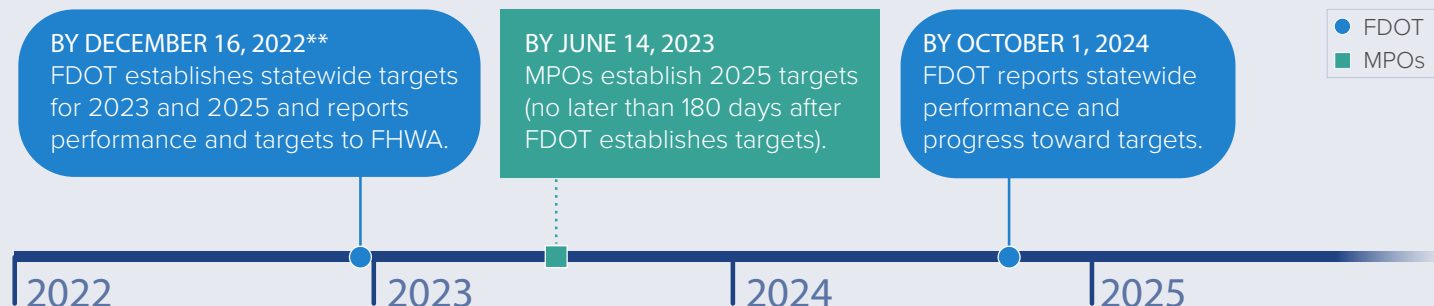
- » Percentage of NHS bridges (by deck area) in **GOOD** condition.
- » Percentage of NHS bridges (by deck area) in **POOR** condition.

POOR CONDITION

Suggests major investment is needed.

TIMELINE

SECOND Performance Period (January 1, 2022 to December 31, 2025)



* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

EXISTING STATEWIDE CONDITIONS

NHS Bridges

Year	in Good Condition	in Poor Condition
2017	67.7%	1.2%
2018	66.6%	1.2%
2019	66.2%	1.2%
2020	65.5%	0.5%
2021 (Baseline)	61.3%	0.5%

Interstate Pavements

Year	in Good Condition	in Poor Condition
2017	66.1%	0.0%
2018	54.2%	0.6%
2019	68.0%	0.5%
2020	68.8%	0.6%
2021 (Baseline)	70.5%	0.7%

Non-Interstate NHS Pavements

Year	in Good Condition	in Poor Condition
2017	44.0%	0.4%
2018	39.9%	0.4%
2019	41.0%	0.3%
2020	41.0%	0.3%
2021 (Baseline)	47.5%	1.1%

Source: FDOT and FHWA.

STATEWIDE TARGETS

FDOT established 2023 and 2025 targets for NHS bridge and pavement on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

Performance Measure	2023 Target	2025 Target
Bridge		
% of NHS bridges (by deck area) in GOOD condition	50.0%	50.0%
% of NHS bridges (by deck area) in POOR condition	10.0%	10.0%
Pavement		
% of Interstate pavements in GOOD condition	60.0%	60.0%
% of Interstate pavements in POOR condition	5.0%	5.0%
% of non-Interstate NHS pavements in GOOD condition	40.0%	40.0%
% of non-Interstate NHS pavements in POOR condition	5.0%	5.0%

MPO TARGETS

MPOs must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine if FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

- » The actual condition/performance level is better than the baseline performance; or
- » The actual performance level is equal to or better than the established target.

FHWA's determination of significant progress toward the 2021 bridge and pavement targets is anticipated in March 2023.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

MINIMUM CONDITIONS

Every year, FHWA will assess if FDOT is meeting federal minimum condition standards for NHS bridges and Interstate pavements. If it is not, FDOT must obligate a specified percentage of available funds for maintenance of these facilities.

FDOT IS ON TRACK TO MEET MINIMUM CONDITION STANDARDS

- » **Bridge:** No more than 10 percent of total deck area of NHS bridges classified as Structurally Deficient (*Poor* condition) for three consecutive years. ✓
- » **Pavement:** No more than 5 percent of the Interstate System in *Poor* condition for most recent year. ✓

FOR MORE INFORMATION PLEASE CONTACT

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator

Florida Department of Transportation | Mike.Neidhart@dot.state.fl.us | (850) 414-4905

PM3: System Performance



Florida Department of Transportation Office of Policy Planning

Performance Management

February 2023

OVERVIEW

The third Federal Highway Administration (FHWA) performance management rule establishes measures to assess the reliability of passenger and truck freight travel on the National Highway System (NHS) and the process for the Florida Department of Transportation (FDOT) and Florida's Metropolitan Planning Organizations (MPO) to establish and report their targets.*

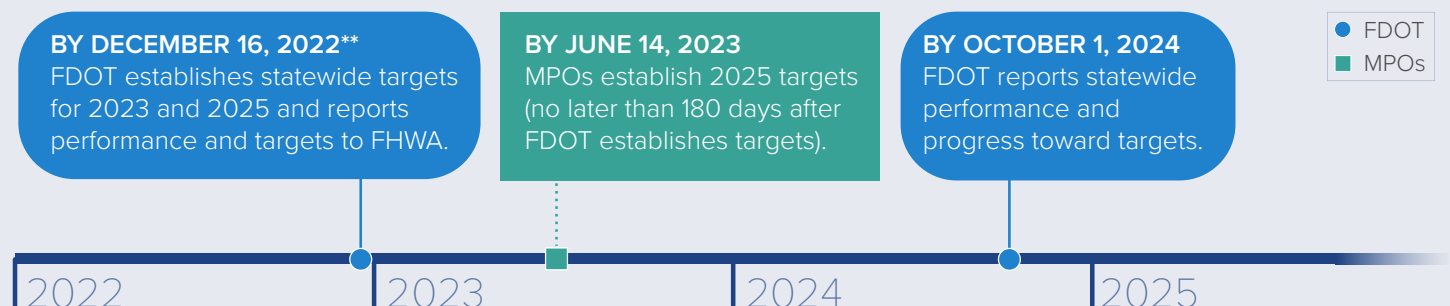
PERFORMANCE MEASURES

PERFORMANCE MEASURE	REFERRED TO AS	WHAT IT MEASURES
Percent of person-miles traveled on the Interstate that are reliable	Interstate reliability	Compares longer travel times (80 th percentile) to a normal travel time (50 th percentile). Vehicle occupancy is factored in to determine the person-miles traveled on segments considered reliable, and this is converted to a percent of total miles.
Percent of person-miles traveled on the non-Interstate NHS that are reliable	Non-Interstate NHS reliability	
Truck travel time reliability index (Interstate)	Truck reliability	Compares longer travel times (95 th percentile) to the normal travel time for trucks. This is expressed as a ratio called the Truck Travel Time Reliability Index, or TTTR.

The PM3 rule also defines measures for assessing the CMAQ Program that apply only to states and MPOs that are in a designated air quality non attainment areas or maintenance areas. Florida does not have any applicable areas, therefore the CMAQ measures are not addressed in this fact sheet.

TIMELINE

SECOND Performance Period (January 1, 2022 to December 31, 2025)



* Please refer to the [fact sheet](#) addressing *MPO Requirements* for information about MPO targets and planning processes.

** FHWA changed the due date from October 1, 2022 due to a technical issue with the reporting system.

EXISTING STATEWIDE CONDITIONS

INTERSTATE RELIABILITY

Percent of person-miles traveled on the Interstate that are reliable



NON-INTERSTATE NHS RELIABILITY

Percent of person-miles traveled on the non-Interstate NHS that are reliable



TRUCK RELIABILITY

Truck travel time reliability index (Interstate)



Source: PM3 Report on Regional Integrated Transportation Information System (RITIS) platform using National Performance Management Data Research Data Set (NPMRDS).

STATEWIDE TARGETS

FDOT established the following 2023 and 2025 targets on December 16, 2022. These targets are identical to those set for 2019 and 2021, respectively. Florida's performance through 2021 exceeds the targets.

PERFORMANCE MEASURE	2023 TARGET	2025 TARGET
INTERSTATE RELIABILITY	75.0%	70.0%
NON-INTERSTATE NHS RELIABILITY	50.0%	50.0%
TRUCK RELIABILITY	1.75	2.00

MPO TARGETS

MPOs must set 2025 targets by June 14, 2023 (within 180 days after FDOT set the statewide targets). MPOs have the option of supporting the statewide targets or establishing their own targets for the MPO planning area.

The TIP must include the most recent reported performance and targets as well as a description of how the investments contribute to achieving the targets. The LRTP must include a System Performance Report that discusses performance and the progress achieved in meeting targets.

ASSESSMENT OF SIGNIFICANT PROGRESS

FHWA will determine that FDOT has made significant progress toward the achievement of each 2-year or 4-year statewide target if either:

- » The actual performance level is better than the baseline performance; or
- » The actual performance level is equal to or better than the established target.

FHWA's determination of significant progress toward the 2021 interstate reliability and truck reliability targets is anticipated in March 2023. If FDOT does not make significant progress toward achieving a reliability target, it must document the actions it will take to achieve the target. For the truck reliability measure, it must provide additional freight congestion analysis and documentation.

FHWA will not assess MPO target achievement. However, FHWA and FTA will review MPO adherence to performance management requirements as part of periodic transportation planning process reviews.

FOR MORE INFORMATION PLEASE CONTACT

Mike Neidhart, PhD, AICP, Metropolitan Planning Administrator

Florida Department of Transportation | Mike.Neidhart@dot.state.fl.us | (850) 414-4905

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: MPO Technical Advisory Committee (TAC) Members

THROUGH: Phillip J. Matson, AICP
Community Development Director

Brian Freeman, AICP
MPO Staff Director

From: Mark Vietze
GIS Planner

DATE: March 23, 2023

SUBJECT: **Consideration of the 2023 Title VI Program Update**

It is requested that the information presented herein be given formal consideration by the TAC at its regular meeting of March 31, 2023.

DESCRIPTION, CONDITIONS, AND ANALYSIS

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance. As recipients of federal transportation planning funds, MPO's are required to adopt a Title VI program, which must be updated every three years. The Indian River County MPO's current Title VI program was adopted in March 2020.

The purpose of the Title VI program is to document the methods by which the MPO ensures that its transportation services are provided in a nondiscriminatory manner. Federal regulations stipulate which elements must be included in the Title VI Program. For the MPO, the Title VI program includes a description of the MPO's Title VI public notifications, a complaint process, and a limited English proficiency (LEP) population analysis with a language assistance plan.

In order for the MPO to continue receiving federal transportation planning funds, the Title VI program needs to be approved by the MPO.

RECOMMENDATION

Staff recommends that the TAC review the attached information, make any necessary changes, and recommend that the MPO approve the 2023 Title VI Program Update.

ATTACHMENTS

1. 2023 Title VI Program Update

Title VI Program



Prepared by the:
Indian River County Metropolitan Planning Organization
1801 27th Street
Vero Beach, FL 32960
Phone: (772) 226-1455

March 2023

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MPO RESOLUTION NO. 2023-02

A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION AUTHORIZING THE SUBMISSION OF A TRIENNIAL TITLE VI PROGRAM UPDATE TO THE FEDERAL TRANSIT ADMINISTRATION

WHEREAS, Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance;

WHEREAS, the Federal Transit Administration (FTA) requires that all metropolitan planning organizations document their compliance with Title VI requirements by submitting a Title VI Program Update every three years; and

WHEREAS, the Indian River County Metropolitan Planning Organization (MPO) must approve the Title VI Program Update prior to submission to the FTA;

NOW, THEREFORE, BE IT RESOLVED BY THE METROPOLITAN PLANNING ORGANIZATION THAT:

1. The Chairman, or in his or her absence, the Vice Chairman, is hereby authorized to sign the Title VI Program Update transmittal letter.
2. The MPO Staff Director is authorized to sign any and all assurances, warranties, certifications, and other documents which may be required in connection with the 2023 Title VI Program Update.

THIS RESOLUTION was moved for adoption by _____, and
the motion was seconded by _____, and, upon being put to a vote,
the vote was as follows:

Susan Adams, Indian River County	_____
Bob Auwaerter, Town of Indian River Shores	_____
Brian Barefoot, IRC School Board	_____
Ed Dodd, City of Sebastian	_____
Joe Earman, Indian River County	_____
Joseph E. Flescher, Indian River County	_____
Deryl Loar, Indian River County	_____
Bob McPartlan, City of Sebastian	_____
Linda Moore, City of Vero Beach	_____
Laura Moss, Indian River County	_____
Rey Neville, City of Vero Beach	_____
Gerald "Jerry" Renick, City of Fellsmere	_____

The Chairman thereupon declared the resolution duly passed and adopted this 12th day of April, 2023.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION

Ed Dodd, Chairman

ATTEST:

Patricia Johnson, MPO Recording Secretary

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

Dylan Reingold, County Attorney

TITLE VI NONDISCRIMINATION POLICY STATEMENT

The Indian River County Metropolitan Planning Organization is committed to ensuring that no person is excluded from participation in or denied the benefits of its services on the basis of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended.

It is the Indian River County MPO's objective to:

1. Ensure that the level and quality of transportation service is provided without regard to race, color or national origin;
2. Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations;
3. Promote the full and fair participation of all affected populations in transportation decision making;
4. Prevent the denial, reduction or delay in benefits related to programs and activities that benefit minority populations or low-income populations; and
5. Ensure meaningful access to programs and activities by persons with limited English proficiency (LEP).

The County Attorney has been designated as the MPO's Title VI Specialist, responsible for civil rights compliance and monitoring to ensure the nondiscriminatory provision of transit services and programs. All County and MPO employees share the responsibility and are committed to ensuring that the Indian River County MPO's Title VI Program is strictly adhered to.

Dylan Reingold, County Attorney

Date

INTRODUCTION

Title VI of the Civil Rights Act of 1964, as amended, prohibits discrimination on the basis of race, color or national origin in programs or activities receiving federal financial assistance. The Indian River County MPO is a federally-funded local agency tasked with planning, project selection, and prioritizing of state and federal funding for transportation improvements. As a recipient of federal transportation planning funds, the Indian River County MPO is required to develop a Title VI program, which must be updated every three years.

The purpose of this Title VI program is to assure that no person, on grounds of race, color, or national origin, is excluded from participating in, denied the benefits of, or subjected to discrimination under any program or activity receiving federal financial assistance from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). This report will detail policies and procedures for ensuring Title VI compliance.

This program is consistent with FTA Circular 4702.1B, dated October 1, 2012.

The following information addresses the Title VI general reporting requirements, as described in Chapter III of the FTA Circular 4702.1B.

1. TITLE VI NOTICE TO THE PUBLIC

Agencies shall inform the public of their rights under Title VI through such measures as posting the Title VI notice on posters, comment cards, or flyers placed at stations, bus shelters, and in transit vehicles. The type, timing, and frequency of these measures are at the recipient's discretion, as long as the type, timing, and frequency are sufficient to notify passengers and other interested persons of their rights under DOT's Title VI regulations with regard to the recipient's program. Notices detailing a recipient's Title VI obligations and complaint procedures shall be translated into languages other than English, as needed and consistent with the DOT LEP Guidance and the recipient's language assistance plan.

The Indian River County MPO has a Title VI notice to the public that directs citizens to contact the MPO Title VI Specialist if any person feels that the MPO has violated his or her Title VI protections. This notice is on the MPO website, all MPO/committee meeting agendas, and MPO publications. The Title VI notice is available in both English and Spanish. A copy of the Title VI notice is provided in Appendix A.

2. TITLE VI COMPLAINT PROCEDURES AND FORM

In order to comply with the reporting requirements established in 49 CFR Section 21.9(b), all recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public. Recipients must also develop a Title VI complaint form, and the form and procedure for filing a complaint shall be available on the recipient's website. FTA requires direct and primary recipients to report information regarding their complaint procedures in their Title VI Programs in order for FTA to determine compliance with DOT's Title VI regulations.

As a recipient of federal dollars, the Indian River County MPO is required to comply with Title VI of the Civil Rights Act of 1964, as amended, and ensure that services and benefits are provided on a nondiscriminatory basis. The MPO has in place a Title VI Complaint Procedure, which outlines a process for local disposition of Title VI complaints and is consistent with guidelines found in FTA Circular 4702.1B, dated October 1, 2012. The complaint procedure has three (3) steps, outlined below:

1. **Submission of Complaint:** Any person who feels that he or she, individually, or as a member of any class of persons, on a basis of race, color, or national origin has been excluded from or denied the benefits of, or subjected to discrimination under any program of activity receiving federal financial assistance through Indian River County may file a written complaint, using the FTA Title VI complaint form which can be downloaded by accessing the following link at the GoLine website: <https://www.irmpo.com/Documents/complaintform.pdf> (a copy of the complaint form is also available in Appendix B). Any complaint must be filed within 180 calendar days after the person believes discrimination occurred. If the complainant is unable to provide a written complaint, the Title VI Specialist will conduct an interview and assist the complainant in converting verbal complaints to writing. All complaints must be signed by the complainant or his/her representative.
2. **Complaint Tracking Log:** Once the MPO receives the complaint and the investigation is initiated, the complaint will receive a case number and will then be logged into the MPO's records identifying its basis and alleged harm.
3. **Complaint Review:** Upon receipt of the signed complaint, the MPO's Title VI Specialist will ensure a thorough review of the complaint within 60 calendar days after the date received. If more time is required, the Title VI Specialist shall notify the complainant of the estimated timeframe for completing the review. Upon completion of the review, the Title VI Specialist shall make a recommendation regarding the merit of the complaint and whether remedial actions are available to provide redress. Additionally, the Title VI Specialist may recommend improvements relative to Title VI and environmental justice, as appropriate. The Title VI Specialist shall then issue a written response to the complainant explaining the determination.

Regardless of whether the MPO is able to satisfactorily resolve the complaint, the Title VI Specialist will provide a copy of the complaint, along with a record of its disposition, to the applicable federal or state agency for further processing, if necessary.

3. RECORD OF TITLE VI INVESTIGATIONS, COMPLAINTS, OR LAWSUITS

In order to comply with the reporting requirements of 49 CFR Section 21.9(b), FTA requires all recipients to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin: active investigations conducted by entities other than FTA; lawsuits; and complaints naming the recipient. This list shall include the date that the investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response, or final findings related to, the investigation, lawsuit, or complaint.

There are no lawsuits or complaints alleging that the Indian River County MPO discriminates on the basis of race, color, or national origin with respect to service or other transit benefits.

4. PROMOTING INCLUSIVE PUBLIC PARTICIPATION

The content and considerations of Title VI, the Executive Order on LEP, and the DOT LEP Guidance shall be integrated into each recipient's established public participation plan or process (i.e., the document that explicitly describes the proactive strategies, procedures, and desired outcomes that underpin the recipient's public participation activities). Grant recipients are required to comply with the public participation requirements of 49 U.S.C. Sections 5307(b) (requires programs of projects to be developed with public participation) and 5307(c)(1)(I) (requires a locally developed process to consider public comment before raising a fare or carrying out a major reduction in transportation service). Recipients engaged in planning and other decision-making activities at the local level should consider the principles embodied in the planning regulations, and develop and use a documented public participation plan or process that provides adequate notice of public participation activities, as well as early and continuous opportunities for public review and comment at key decision points.

The Indian River County MPO welcomes the opportunity to include the public in its activities. The MPO's Public Participation Plan sets forth the MPO's vision for public participation, identifies strategies for engaging the public, and establishes protocols for receiving public comment. The MPO's Public Participation Plan is available on the MPO's website at the following link: https://ircgov.com/mpo/Documents/Studies/PPP_2020.pdf. The MPO continually updates its website to provide the most current information on transportation planning activities.

In an effort to identify racial and ethnic minority, transportation disadvantaged, economically challenged, Limited English Proficient (LEP), elderly, and other populations that could potentially be the victims of discrimination in the use of federal funds, the Indian River County MPO maintains a *Community Characteristics Report*, which divides the county into 24 communities based on census tract boundaries. This report was first developed in 2003 and was the first such report in the state of Florida. Since that year, the report has been twice updated: first using data from the 2010 Census and American Community Survey (ACS) along then again using 2015 ACS. The *Community Characteristics Report* is available on the MPO's website (<https://www.irmpo.com/Documents/Studies/Community-Profile.pdf>). For each community, major institutions and issues of concern were identified in order to meet the state's mandate of "early and proactive public involvement in future transportation improvements." At the time of this report, staff is preparing an update to the *Community Characteristics Report* based on 2020 Census data.

Based on the results of that input, the MPO has identified a number of neighborhoods with minority populations and has targeted numerous public transportation events and outreach activities in those areas. Most of these events have been conducted in conjunction with updates to the MPO's Transit Development Plan (TDP) and Long Range Transportation Plan (LRTP).

As part of the 2015 LRTP process, ten public workshops were conducted throughout the county to gather public input on the future of public transportation in Indian River County. Of those ten public workshops, five were conducted in predominantly minority communities, including a predominantly African-American community and a predominantly Spanish-speaking community. In addition, the 2018 Transit Development Plan (TDP) process included substantial outreach to both transit users and non-users. Over 750 passenger surveys (and an additional 249 online surveys) were conducted to provide riders an opportunity to provide the MPO with valuable feedback on how the public transportation can best serve the community and the surrounding region. Both the workshops and surveys were conducted in both English and Spanish, as needed.

5. PROVIDING MEANINGFUL ACCESS TO SERVICES BY PERSONS WITH LIMITED ENGLISH PROFICIENCY (LEP)

Consistent with Title VI of the Civil Rights Act of 1964, DOT's implementing regulations, and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000), recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP). In order to ensure meaningful access to programs and activities, recipients shall use the information obtained in the Four Factor Analysis to determine the specific language services that are appropriate to provide.

Results of the Four Factor Analysis, including a description of the LEP population(s) served

To continue reaching LEP persons in Indian River County, MPO staff conducted targeted needs assessments and gathered data to gain an understanding of the public transportation needs. The four-factor framework, as described in Chapter III of FTA Circular 4702.1B, was used to determine the following:

Factor 1 – The number or proportion of LEP persons eligible to be served or likely to be encountered by the program or recipient.

According to data from the Census Bureau's 2020 American Community Survey (ACS), Indian River County's population aged 5 years and over is 150,484, with 86.2% speaking English as the primary language at home. The ACS estimates that 14,177 people, or 9.4% of the population age 5 and over, speaks primarily Spanish at home. Table 1 provides a detailed breakdown of the languages spoken in Indian River County. Over five percent of the total population speaks English less than "very well". Of those who speak English less than "very well", the overwhelming majority speak Spanish as their primary language. Map 1 shows the geographic location of persons in Indian River County who speak English less than "very well".

As a result of this analysis, the MPO has identified Spanish speakers as the predominant LEP population for assistance.

Factor 2 - The frequency with which LEP persons come into contact with the program.

The Federal guidance for this factor recommends that agencies should assess the frequency with which they have contact with LEP individuals from different language groups. The more frequent the contact with a particular LEP language group, the more likely enhanced services will be needed.

The MPO Board, committees, and staff are most likely to encounter LEP individuals through office visits, phone conversations, and attendance at MPO/committee meetings. While the overall frequency of contact with LEP persons is low, the MPO strives to facilitate communication with Spanish-speaking LEP persons whenever possible. As Map 1 shows, Fellsmere is the community with the highest concentration of LEP persons. For all public workshops conducted in Fellsmere, the MPO ensures that bilingual staff or other representatives are present. In addition, the onboard passenger surveys and online surveys for the 2018 Transit Development Plan (TDP) were conducted in both English and Spanish. Combined, over 1,000 responses were collected from the passenger and online surveys.

Factor 3 - The nature and importance of the program, activity, or service provided by the program to people's lives.

Due to the number of Spanish-speaking residents that rely upon the GoLine as a primary mode of transportation, the Senior Resource Association (SRA), the county's transit service provider, maintains at least one Spanish-speaking dispatcher and driver on staff. Where feasible, the County, the MPO, and SRA translate plans, programs, and guidelines into Spanish, including surveys. In addition, both the County and the MPO make available translators at public transportation public meetings conducted in Fellsmere, a community which has the highest concentration of LEP persons in Indian River County.

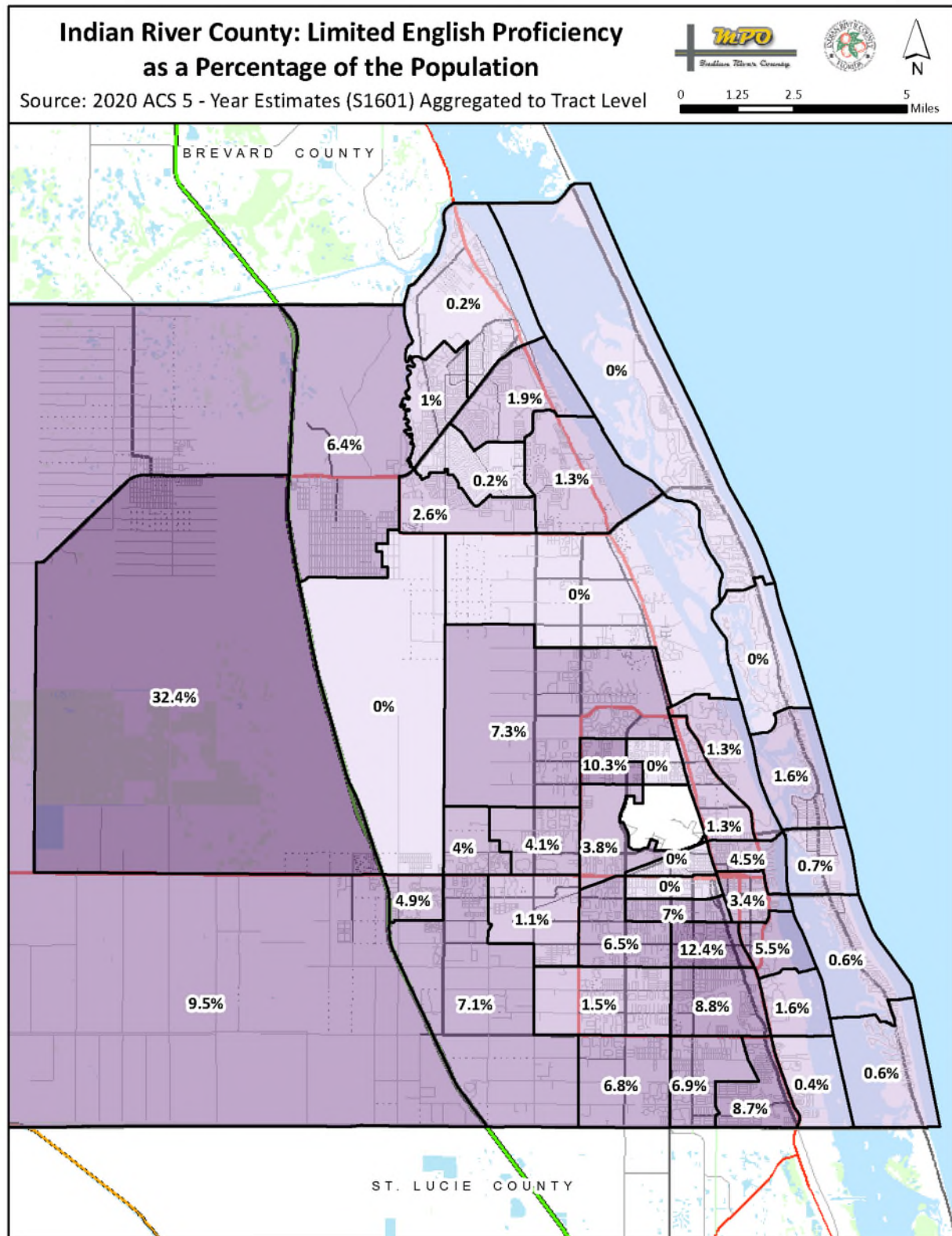
Factor 4 - The resources available to the recipient for LEP outreach, as well as the costs associated with that outreach

As discussed above, many LEP persons depend on the GoLine public transportation system as a primary mode of travel. Based on the current resources available, Indian River County, the MPO, and transit service operator (SRA) are providing the most cost-effective means of delivering competent and accurate language services within the GoLine service area. Both the County and SRA employ bilingual persons to assist with translating when needed. The MPO will continue to monitor the need for additional language assistance, including the need for greater dissemination of information in the existing languages and/or translation to new languages. If additional services are needed, the MPO will determine which additional language assistance measures are cost-effective and feasible for implementation based on current and projected financial resources.

Table 1 – Languages Spoken in Indian River County

Languages Spoken at Home 2020 ACS – 5YR Table C16001 (Population Age 5 and Above)			
Language	Total Population	Population Speaking English Less Than "Very Well"	% of Total Population Speaking English Less Than "Very Well"
English	129,666	0	0.00%
Spanish	14,177	4,841	3.22%
French (incl. Patois, Cajun)	1,958	791	0.53%
German or other West Germanic Languages	673	87	0.06%
Russian, Polish, or other Slavic languages:	719	172	0.11%
Other Indo-European languages:	1,813	692	0.46%
Korean:	0	0	0.00%
Chinese (incl. Mandarin, Cantonese):	235	134	0.09%
Vietnamese:	121	121	0.08%
Tagalog (incl. Filipino):	223	0	0.00%
Other Asian and Pacific Island languages:	470	367	0.24%
Arabic:	156	24	0.02%
Other and unspecified languages:	273	67	0.04%
* All calculations assume an estimated 150,484 total population above 5 years old as of 2020 within Indian River County, FL.			

Map 1 – Persons with LEP in Indian River County



Developing a Language Assistance Plan

Based upon the Four Factor Analysis described above, the Language Assistance Plan addresses the results and provides further direction.

Describe how the recipient provides language assistance services by language.

Individuals who have a limited ability to read, write, speak, or understand English are considered LEP persons. Indian River County recognizes that a special effort is necessary to communicate important transit information to some transit system users. In order to meet this need, the County and its transit service provider, the SRA, take the following steps:

- Seek out opportunities to conduct outreach to the community and faith-based organizations serving minority populations.
- Provide language assistance on its transit customer service hotline.
- Participate in updates to the County's evacuation and disaster preparedness plans to ensure the plans include the needs of all community members, especially LEP, low-income, and minority populations.
- Continue to review programs, activities, and services provided to ensure that LEP persons can participate and utilize our services.

To determine how best to continue reaching LEP persons in Indian River County and improve current ongoing efforts, the County and the SRA will continue to conduct targeted needs assessments and gather data to gain an understanding of the need.

Describe how the recipient provides notice to LEP persons about the availability of language assistance.

Through the methods listed below, the County and its transit service provider, the SRA, provide notice to LEP persons about the availability of language assistance:

- **Website:** Both the MPO and GoLine websites feature a language translator for over 100 languages. For GoLine passengers, information on how to access GoLine services, bus schedules, route maps, and instructions on riding the bus are available in English and Spanish.
- **Safety and Security:** Several GoLine drivers speak Spanish and assist Spanish-speaking bus riders as needed.
- **Training:** Driver training for new employees and refresher training provided annually to drivers reminds them of the importance of conveying information to passengers as part of their customer service training.
- **Customer Service:** Telephone lines are equipped to the extent possible with persons who speak Spanish and English. Personnel who are bilingual are identified for providing assistance.
- **Translated Material:** Spanish versions of the rider brochure and survey materials are available upon request.
- **Telecommunications Device for the Deaf (TDD):** The SRA, Indian River County's transit service provider, has a TDD dedicated line.
- **Community Outreach:** Indian River County makes available persons who can serve as translators at community outreach meetings whenever possible.

Describe how the recipient monitors, evaluates and updates the language assistance plan.

Indian River County provides an ongoing needs assessment to determine how best to continue reaching LEP persons in the community and how to improve ongoing efforts. To ensure that the intent of the language assistance plan remains current, County and SRA staff will continue to monitor and update the plan and report progress every three years. These efforts will include the following actions:

- Monitor current LEP populations in the service area and in emerging populations affected or encountered.
- Assess the language assistance plan's success in meeting the needs of LEP persons.
- Communicate the goals and objectives of the language assistance plan and evaluate the opportunity for community involvement and planning.
- Post signs to communicate language services available at initial contact points. The County and SRA will continue to provide signage and written information on vehicles and at transfer stations in other languages.
- Indicate the availability of language services on outreach documents, brochures, booklets, and in recruitment materials.
- Whenever possible, make announcements in vehicles in other languages.
- Whenever possible, make available telephone voicemail and menu systems in Spanish and services about how to get them.
- Conduct outreach presentations and notices to schools, community, and faith-based organizations. The County and SRA will provide announcements and collect information on how best to serve LEP persons through community and faith-based organizations.
- Whenever possible, include Spanish and other languages on its website.
- Strive to provide excellent customer service, in-person and over the phone, in other languages. Front-line personnel will routinely provide information on LEP persons in order to best address identified needs.
- Participate to the greatest extent possible in local events.

Describe how the recipient trains employees to provide timely and reasonable language assistance to LEP populations.

Both the County and SRA will provide ample training opportunities for employees to assist LEP populations with timely and reasonable language assistance. Towards this end, the County and SRA will conduct the following activities:

- Provide information on LEP policies and procedures as part of new employee orientation and staff retraining.
- Require staff to complete customer service training and be provided guidance on working effectively with in-person and telephone interpreters.
- Inform transit staff on how to obtain LEP services.
- Train staff on how to respond to LEP persons over the telephone, through written communications, and through in-person contact.
- Strive to ensure the competency of interpreters and translation services per DOT LEP Guidance Section VII(2).

APPENDIX A: TITLE VI NOTICES TO THE PUBLIC

The following is the Indian River County MPO's Title VI notice to the public:

The Indian River County MPO operates its transportation programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act of 1964. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the Indian River County MPO.

For more information on the Indian River County MPO civil rights program, and the procedures to file a complaint about the transportation program, contact the MPO's Title VI Specialist, at (772)226-1455, by email at mpo@ircgov.com, at our administrative office at 1801 27th Street, Vero Beach, FL 32960, or our website at www.irmpo.com.

Alternatively, a complainant may file a complaint directly with the Florida Department of Transportation by filing a complaint with the Florida Dept. of Transportation, District 4 Title VI Coordinator, 3400 W. Commercial Blvd, Fort Lauderdale, FL 33309.

In addition, a complainant may also file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Complaint Team, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

If information is needed in another language, contact the MPO at (772)226-1455 or mpo@ircgov.com.

Español: Si usted desea recibir esta información en Español, por favor llame al (772)226-1222.

El siguiente es el título VI aviso de Indian River MPO al público:

Indian River County MPO opera sus programas de transporte y servicios, sin importar la raza, color, origen nacional y de conformidad con lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964. Cualquier persona que cree que ella o él ha sido agraviada por cualquier práctica discriminatoria ilegal en virtud del Título VI puede presentar una queja con Indian River County MPO.

Para obtener más información sobre el Indian River County MPO programa de derechos civiles, y los procedimientos para presentar una queja sobre el programa de transporte, contactar con el Título VI Enlace de MPO, a (772)226-1455, mpo@ircgov.com o en nuestra oficina administrativa 1801 27th Street, Vero Beach, FL 32960, o nuestro sitio web en www.irmpo.com.

El demandante puede presentar una queja directamente con el Departamento de Transporte de la Florida mediante la presentación de una queja ante el Distrito 4 Título VI Coordinador, 3400 W. Commercial Blvd, Fort Lauderdale, FL 33309 .

Un demandante también puede presentar una queja directamente con la Administración Federal de Transporte mediante la presentación de una queja ante la Oficina de Derechos Civiles, Atención: Queja Team, East Building , 5th Floor - TCR , 1200 New Jersey Ave., SE, Washington, DC 20590.

Si necesita información en otro idioma, contactar el MPO al (772)226-1455 o mpo@ircgov.com.

APPENDIX B: TITLE VI COMPLAINT FORM

Section I:				
Name:				
Address:				
Telephone (Home):			Telephone (Work):	
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Section II:				
Are you filing this complaint on your own behalf?			Yes*	No
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party: _____				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.			Yes	No
Section III:				
I believe the discrimination I experienced was based on (check all that apply): [] Race [] Color [] National Origin Date of Alleged Discrimination (Month, Day, Year): _____ Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form. _____ _____				
Section IV				
Have you previously filed a Title VI complaint with this agency?			Yes	No
Section V				

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court?	
☐ Yes ☐ No	
If yes, check all that apply:	
☐ Federal Agency: _____	
☐ Federal Court _____	☐ State Agency _____
☐ State Court _____	☐ Local Agency _____
Please provide information about a contact person at the agency/court where the complaint was filed.	
Name: _____	
Title: _____	
Agency: _____	
Address: _____	
Telephone: _____	
Section VI	
Name of agency complaint is against: _____	
Contact person: _____	
Title: _____	
Telephone number: _____	

You may attach any written materials or other information that you think is relevant to your complaint.

Signature and date required below

Signature

Date

Please submit this form in person at the address below, or mail this form to:
 Indian River County Attorney's Office
 Title VI Nondiscrimination Coordinator
 Indian River County
 1801 27th Street
 Vero Beach, FL 32960

APPENDIX C: TITLE VI PROGRAM CHECKLIST

The following checklist addresses Title VI reporting requirements for all recipients as described in FTA Circular 4702.1B:

1. Title VI Notice to the Public, including a list of locations where the notice is posted
✓ Pages 6, 15
2. Title VI Complaint Procedures
✓ Page 6
3. Title VI Complaint Form
✓ Page 6, 16
4. List of transit-related Title VI investigations, complaints, and lawsuits
✓ Page 7
5. Public Participation Plan, including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission
✓ Page 8
6. Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance
✓ Page 9
7. A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees

N/A
8. Primary recipients shall include a description of how the agency monitors its subrecipients for compliance with Title VI, and a schedule of subrecipient Title VI Program submissions

N/A
9. A Title VI equity analysis if the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc.

N/A

10. A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program. The approval must occur prior to submission to FTA.

✓ Page iii

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

TO: Members of the Indian River County Technical Advisory Committee (TAC)

THROUGH: Phillip J. Matson, AICP
Community Development Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
MPO Senior Planner

DATE: March 23, 2023

SUBJECT: Consideration of Transportation Improvement Program (TIP) Amendment

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee (TAC) at its meeting of March 31, 2023.

DESCRIPTION, CONDITIONS & ANALYSIS

FDOT has requested that the MPO approve an amendment to the Transportation Improvement Program (TIP) adopted by the Indian River County MPO for FY 2022/23 – 2026/27. The TIP amendment provides Federal Transit Administration (FTA) Section 5310 Operating and Capital Assistance to Senior Resource Association for providing transportation services to seniors and/or people with disabilities. These Section 5310 funds are from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and American Rescue Plan Act (ARPA) of 2021.

An amendment is required because a new project is being added to the work program and needs to be reflected in the TIP.

RECOMMENDATION

Staff recommends that the TAC review the proposed TIP amendment and recommend that the MPO approve the TIP amendment.

ATTACHMENTS

1. Proposed TIP amendment



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

March 20, 2023

Mr. Brian Freeman, Executive Director
Indian River Metropolitan Planning Organization
1801 27th Street
Vero Beach, Florida 32960

**SUBJECT: Indian River Metropolitan Planning Organization
TIP Amendment Request FY 2022/23 – 2026/27
FM# 452504-1 5310 OPERATING – SMALL URBAN UZA – SRA INC**

Dear Mr. Freeman:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Program (STIP and TIP) of the work program instructions*, the Florida Department of Transportation requests your processing and approval of the attached amendment to the FY 2022/23 – 2026/27 Transportation Improvement Program.

This amendment is required because a new project has been added to the work program and needs to be reflected in the TIP.

The project provides Federal Transit Administration (FTA) Section 5310 Operating and Capital Assistance to private non-profit organizations providing transportation services to seniors and/or people with disabilities.

These projects is consistent with the goals of the Indian River Metropolitan Planning Organization's Long-Range Transportation Plan. The TIP amendment remains financially constrained. A State Transportation Improvement Program (STIP) amendment is required.

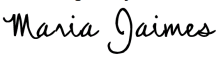
The TIP amendment is as follows:

PROPOSED	FM#	Project Name		Project Description	
	452504-1	5310 – OPERATING – SMALL URBAN UZA - SRA, INC		OPERATING FOR FIXED ROUTE	
	Phase	Fund	FY 2023		

	OPS	DU	\$72,795	
	OPS	LF	\$72,795	
	TOTAL		\$145,590	

If you have any questions or need additional information, please contact me at (954) 777-4451.

Sincerely,

DocuSigned by:

AC5F1F5EBE6F4D0...

Maria Jaimes, FCCM
MPO Liaison
FDOT – District 4

4525041

Transit Operating Assistance (Rural)

Non-SIS



Work Summary:		OPERATING/ADMIN. ASSISTANCE		From:			
				To:			
Lead Agency:		Indian River Co.		LRTP #: Page 4-22			
Phase	Fund Source	2022/23	2023/24	2024/25	2025/26	2026/27	Total
OPS	DU	72,795	0	0	0	0	72,795
OPS	LF	72,795	0	0	0	0	72,795
Total		145,590	0	0	0	0	145,590

Prior Cost < 2022/23:

0

Future Cost > 2026/27:

0

Total Project Cost:

145,590

Project Description:

Indian River County receives Federal Transit Administration (FTA) Section 5310 funds for transit operating assistance in small urban and rural areas.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO - Technical Advisory Committee (TAC)

THROUGH: Phillip J. Matson, AICP
Community Development Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: March 23, 2023

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

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee (TAC) at its regular meeting of March 31, 2023.

Citizens Advisory Committee (CAC)

At its February 7, 2023 meeting, the CAC recommended approval of the MPO Performance Measure Safety Targets, the Draft 2023 List of Priority Projects, and Transportation Improvement Program (TIP) Amendments. The CAC also considered presentations on the 2023 Transit Development Plan (TDP) Major Update and the 2020 Census for urban areas.

Metropolitan Planning Organization (MPO)

At its February 8, 2023 meeting, the MPO approved the MPO Performance Measure Safety Targets, the Draft 2023 List of Priority Projects, and Transportation Improvement Program (TIP) Amendments. The MPO also considered presentations on the 2023 Transit Development Plan (TDP) Major Update, the MPO's bicycle safety program in elementary schools, and the 2020 Census for urban areas.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

At its February 23, 2023 meeting, the TDLCB approved the TD Planning Grant quarterly progress report/invoice, considered the selection of the Community Transportation Coordinator (CTC), and the 2023 Title IV Program Update. The TDLCB also considered a presentation on the 2023 Transit Development Plan (TDP) Major Update.

Bicycle-Pedestrian Advisory Committee (BPAC)

The BPAC is scheduled to meet on March 28, 2023. At that meeting, the BPAC will consider the Scope of Services to the Bicycle-Pedestrian Master Plan Update, Performance Measures for Bridge and Pavement Condition and System Performance, and a presentation on the CR 510 Project Development & Environmental (PD&E) study. At the March 31 TAC meeting, staff will provide an update on the March 28 BPAC meeting.

Upcoming Meetings

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

CAC Meeting: April 4, 2023 – 2:00 pm

MPO Meeting: April 12, 2023 – 10:00 am

TDLCB Meeting: May 25, 2023 – 10:00 am

TAC Meeting: June 2, 2023 – 10:00 am

BPAC-CAC Joint Meeting: June 6, 2023 – 2:00 pm