MPO TECHNICAL ADVISORY COMMITTEE (TAC)

Chris Balter, Planning & Development Services Director
Addie Javed, IRC Public Works Director
Noah Powers, City of Fellsmere
Sgt. Roderick Smith, IRC Sheriff's Office
Jennifer Idlette, IRC School Board
Vacant, IRC Traffic Engineer
Deputy Chief Mark Shaw, Town of Indian River Shores
Cherry Stowe, Town of Orchid
Kristin Daniels, IRC Office of Management & Budget
Karen Deigl, Senior Resource Association
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
Alix Bernard, City of Sebastian Planning
Marsha Taylor, 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, JANUARY 24, 2025 in CONFERENCE ROOM B1-501, County Administration Building B, 1800 27th Street, Vero Beach, FL.

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1. Call to Order

2. Election of Officers
   Action Required

3. Approval of Minutes
   December 6, 2024
   Action Required

4. Adoption of MPO Safety Targets
   Action Required

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

6. Consideration of the 2025 Transit Development Plan (TDP) Annual Update
   Action Required

7. Status Report of MPO Advisory Committees
   No Action Required

8. Other Business

9. Comments from the Public

10. Adjournment

Next Meeting: March 28, 2025 – 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@indianriver.gov.

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

METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

A meeting of the Indian River County (IRC) Metropolitan Planning Organization Technical Advisory Committee (TAC) was held at 10:00 AM on Friday, December 6, 2024, conducted and hosted in County Administration Building "B", Room B1-501, 1800 27th Street, Vero Beach, Florida.

Note: Audio and video recordings of the meeting can be found at
https://indianriver.gov/government/boards_and_committees/mpo_technical_advisory_committee/agendas___minutes.php

TAC Members in Attendance:

Chairman, Jason Jeffries, City of Vero Beach
Chris Balter, IRC Planning & Development Services Director
Richard Reichenbach, IRC Public Works (alternate)
Dan Hale, (alternate), IRC Traffic Engineering
Elise Kriss, IRC Budget Department (alternate)
Chris Stephenson, Senior Resource Association (alternate)
Deputy Chief Mark Shaw, Indian River Shores
Karen Miller, City of Sebastian Engineering
Lee Plourde, City of Sebastian (alternate)
Alix Bernard, City of Sebastian Planning
Noah Powers, City of Fellsmere Representative
Jennifer Idlette, IRC School Board

TAC Members Absent:

Matthew Mitts, City of Vero Beach (excused)
Cherry Stowe, Town of Orchid (excused)
William Howard, City of Vero Beach Airport
Sgt. Roderick Smith, IRC Sheriff's Office

Staff in Attendance:

Brian Freeman, MPO Staff Director
Nancy Bunt, Assistant County Administrator
Patti Johnson, MPO Staff Assistant III & Recording Secretary
Mark Vietze, MPO GIS Planner
Jim Mann, MPO Sr. Planner
Cecilia Caba, IRC Budget Department

Others in Attendance:

FDOT: Cesar Martinez, Victoria Peters, James Brown, Jessica Rubio, Shandra Haynes & Mark Madgar
TCPALM: Larry Reisman
Kimley-Horn & Associates: William Roll (attended via TEAMS)

Call to Order

Chairman Jeffries called the meeting to order at 10:01 am. It was noted there a quorum present.

Approval of Minutes of the September 27, 2024 Meeting.

Action Required

Chair Jeffries asked if there were any additions or corrections to the TAC Meeting minutes of September 27, 2024. There were none.

> **ON MOTION by Ms. Bernard and SECONDED by Mr. Plourde, the members voted (11-0) to approve the September 27, 2024 Metropolitan Planning Organization Technical Advisory Committee meeting minutes, as presented.**

Presentation on the 2050 Long Range Transportation Plan (LRTP).

No Action Required

Mr. Freeman provided an overview of the 2050 Long Range Transportation Plan (LRTP) Schedule. According to State and Federal Law, all MPO's must adopt an update to their Long Range Transportation Plan (LRTP) every 5 years. LRTP's form the basis of the Transportation Improvement Programs (TIP), FDOT's Five-Year budget for transportation projects in the Metropolitan Area. A copy of this presentation is on file in the MPO office.

Mr. Freeman introduced Mr. William Roll from Kimley-Horn & Associates, who conducted this presentation. Mr. Roll explained the steps involved in putting the LRTP together, including performance measures, resources, and goals and objectives. The cost feasible portion is one of the most important parts as it identifies the phases of projects (planning, design, and construction) and matches that to the anticipated funding.

Mr. Freeman remarked that we are in the early stages of developing the 2050 LRTP. In the Spring we will come back with goals, objectives and performance measures, the 2050 population and how the transportation network will perform in 2050, what the needs are going to be so we will be able to address the growth in population that is expected to occur. Once the revenue standpoint is finalized, we will work on the cost feasible/affordable plan over the Summer. All of this will occur over the next 12 months, and when we come back next year at this time it will be with the final plan.

Chair Jeffries opened the floor for any additional comments.

This is an informational item; therefore, no action is required.

Review of FDOT Draft Tentative Five-Year Work Program for Fiscal Years 2025/26 through 2029/30.
Action Required

Mr. Freeman opened this item by stating the items presented in this Work Program will ultimately become part of the Transportation Improvement Program (TIP), which will be presented next year. Ms. Victoria Peters, Planning Manager from FDOT, conducted the presentation. Before starting the presentation Ms. Peters introduced FDOT's staff that accompanied her here, Ms. Jessica Rubio, Mr. Cesar Martinez, Mr. James Brown, Ms. Shandra Haynes, and Mr. Mark Madgar. A copy of this presentation is on file in the MPO office.

Ms. Peters started the presentation explaining the general work program cycle, highlighting the timeframe noting what steps occur during the calendar year. The following priority projects were mentioned: 45th Street, CR-510 from 58th Avenue to CR-512, CR-510 from 58th Avenue to east of US 1, 82nd Avenue from 26th St. to 69th Street, 82nd Avenue from 69th Street to CR-510, US 1 Intersection at Aviation Blvd., Aviation Blvd. from 43rd Avenue to US 1, and US 1 from 53rd Street to CR-510.

Mr. Freeman expressed thanks to FDOT for advancing so many of the priority projects on the schedule.

Chair Jeffries opened the floor for any additional comments.

Interim City Manager Powers stated that there wasn't much regarding Fellsmere and wanted it noted that there will be a surf park and at least 1,000 homes within the next 4-5 years there and the County needs to prepare for the influx. Mr. Freeman noted this is the right time to bring this up as the process is just beginning. Chair Jeffries remarked that future, larger growth, is dealt with through the LRTP.

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

> **ON MOTION by Deputy Chief Shaw and SECONDED by Mr. Balter, the members voted (12-0) to approve FDOT Draft Tentative Five-Year Work Program for Fiscal Years 2025/26 through 2029/30, as presented.**

Consideration of an Amendment to the Unified Planning Work Program (UPWP) for FY 2024/25 – 2025/26.
Action Required

Mr. Freeman stated this is an administrative process; in which when the previous year UPWP closes out, and monies that weren't used are placed back into the work program by preparing this amendment.

Chair Jeffries opened the floor for any comments from the board.

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There being none, the item was open for a motion.

ON MOTION by Mr. Balter and SECONDED by Ms. Bernard, the members voted (12-0) to approve an Amendment to the Unified Planning Work Program (UPWP) for FY 2024/25 – 2025/26, as presented.

Review of Potential Transportation Alternatives Projects.
No Action Required

Mr. Freeman stated the Transportation Alternatives Program helps fund a significant number of sidewalks, shared use paths, bike lanes, and pedestrian crossing improvement projects. Some of these projects may be constructed as part of a larger roadway project or as stand-alone projects.

Mr. Freeman added that in the agenda packet, there is a list of highlighted projects that could be programmed through TAP in the next several years. These projects will be incorporated into the MPO's List of Priority Projects (LOPP) which will be approved by the MPO in early 2025. Mr. Freeman stated comments are always welcomed.

Chair Jeffries opened the floor for any additional comments.

This is an informational item; therefore, no action is required.

Status Report of MPO Advisory Committees.
No Action Required

Mr. Freeman reviewed his memorandum, dated November 21 2024, 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

There was none.

Comments from the Public

There was none.

Adjournment

There being no further business, the meeting adjourned at 10:54 AM.

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: Ryan Sweeney
Assistant Planning & Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
MPO Senior Planner

DATE: January 15, 2025

SUBJECT: **Adoption of MPO Safety Targets**

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee (TAC) at its meeting of January 24, 2025.

DESCRIPTION & CONDITIONS

The “Fixing America’s Surface Transportation” (FAST) Act requires MPOs to implement performance and outcome-based planning practices. Performance targets for one strategic area, Safety, must be adopted by the MPO Board on an annual basis. According to FDOT, the annual deadline for adoption is February 27, 2025. As in the past, the MPO has the option of adopting the State’s performance target or developing its own.

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

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

1. Average Annual Fatalities;

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

ANALYSIS

For 2025, FDOT has collected the necessary safety data for each of the adopted performance measures (Attachment #1). In smaller counties like Indian River, the relatively small number of fatalities and serious injuries could potentially allow a single major incident to bias crash numbers and crash rates. To account for the year-to-year volatility in data, FDOT reports crash statistics in five-year rolling averages (the most recent data covers the years 2019-2023).

As shown on the attached table, decreases occurred for four of the five performance measures during the last 5-year period (2019-2023), while a one percent increase occurred for the fifth measure (average annual pedestrian and bicyclist fatalities and serious injuries). When compared to the preceding five-year period (2014-2018), decreases occurred for all five performance measures.

MPO Safety Action Plan

With funding from a USDOT Safe Streets for All (SS4A) grant, the MPO is developing a Safety Action Plan to identify strategies for improving roadway safety. Preparation of the Safety Action Plan is being performed by one of the MPO's General Planning Consultants (Inspire Placemaking Collective along with Patel, Greene, and Associates).

To foster public engagement, the MPO has coordinated with the Consultant to develop a project website (https://www.inspire-engagement.com/irc-ss4a) and to schedule public workshops throughout the community:

- *Open House #1:* Thursday, January 30, 2025, 11:30AM-1:00PM
  North Indian River County Library, 1001 Sebastian Blvd, Sebastian FL 32958

- *Open House #2:* Thursday, January 30th, 2025 5:30PM-7:30PM
  Intergenerational Recreation Center, 1590 9th Street SW, Vero Beach, FL 32962

- *Open House #3:* Thursday, February 13, 2025 9:45AM-11:45AM
  Gifford Youth Achievement Center, 4875 43rd Ave, Vero Beach, FL 32967

- *Open House #4:* Thursday, February 13, 2025 2:00PM-4:00PM
  Vero Beach Community Center, 226 14th Ave, Vero Beach, FL 32960

RECOMMENDATION

Staff recommends that the TAC recommend adoption of the State's Safety Performance Targets of zero for all five safety performance measures.

ATTACHMENT

1. Indian River County Safety Data (provided by FDOT)
2. Safety Open House flyer

Indian River County Safety Statistics

Period	Average Annual Fatalities		Average Annual Serious Injuries		Average Annual Fatality Rates/per 100 million VMT		Average Annual Serious Injury Rates/per 100 million VMT		Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries	
	Average	% Change	Average	% Change	Average	% Change	Average	% Change	Average	% Change
2010-14	19.8		119.0		1.312		7.885		15.2	
2011-15	19.4	-2.0	115.8	-2.7	1.262	-3.7	7.568	-4.0	17.0	11.8
2012-16	20.6	6.2	127.2	9.8	1.322	4.7	8.194	8.3	17.6	8.2
2013-17	24.4	18.4	129.0	1.4	1.538	16.3	8.150	-0.5	20.0	13.6
2014-18	26.6	9.0	130.4	1.1	1.611	4.7	7.951	-2.4	19.2	-4.0
2015-19	27.2	2.3	122.4	-6.1	1.593	-1.1	7.190	-9.6	20.0	1.0
2016-20	26.8	-1.5	123.4	0.7	1.561	-2.0	7.221	0.3	17.6	-12
2017-21	26.4	-1.5	110.4	-10.5	1.554	-1.8	6.512	-10.9	18.4	4.5
2018-22	25.6	-3.1	108.2	-2.0	1.481	-4.7	6.270	-3.8	17.6	-4.5
2019-23	23	-10.16	103.4	-4.44	1.327	-10.4	5.9	-5.9	17.8	1.14

Period 5 YEAR Comparison	Average Annual Fatalities		Average Annual Serious Injuries		Average Annual Fatality Rates/per 100 million VMT		Average Annual Serious Injury Rates/per 100 million VMT		Average Annual Pedestrian and Bicyclist Fatalities and Serious Injuries	
	Average	% Change	Average	% Change	Average	% Change	Average	% Change	Average	% Change
2014-18	26.6		130.4		1.611		7.951		19.2	
2019-23	23	-13.5	103.4	-20.71	1.327	-17.63	5.9	-25.8	17.8	-7.3

ATTACHMENT 1

PROVIDE YOUR INPUT!

Safe Streets For All
Indian River MPO

Indian River County is currently studying the safety of its transportation infrastructure, and we want your feedback!

Visit the project website to learn more & take the survey!

https://www.inspire-engagement.com/irc-ss4a

Join us at one of our open houses:

Open House #1: Thursday, January 30, 2025 | 11:00 a.m. to 1:00 p.m. | *North Indian River County Library, 1001 Sebastian Blvd, Sebastian, FL 32958*

Open House #2: Thursday, January 30, 2025 | 5:30 p.m. to 7:30 p.m. | *Intergenerational Recreation Center, 1590 9th Street SW, Vero Beach, FL 32962*

Open House #3: Thursday, February 13, 2025 | 9:45 a.m. to 11:45 a.m. | *Gifford Youth Achievement Center, 4875 43rd Ave, Vero Beach, FL 32967*

Open House #4: Thursday, February 13, 2025 | 2:00 p.m. to 4:00 p.m. | *Vero Beach Community Center, 2266 14th Ave, Vero Beach, FL 32960*

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: Ryan Sweeney
Assistant Planning & Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
MPO Senior Planner

DATE: January 15, 2025

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

It is requested that the information presented herein be given formal consideration by the Indian River County MPO Technical Advisory Committee (TAC) at its meeting of January 24, 2025.

DESCRIPTION, CONDITIONS & ANALYSIS

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

FDOT has a new submittal process for the LOPP which requires that the MPO submit the Draft LOPP by March 1 of each year. New projects on the LOPP will require Scoping Forms that must be completed and submitted with the draft LOPP by the same date. Once this list is approved, the final Priority Projects Report will be presented at the June Advisory Committee meetings and MPO Board meeting before adoption.

For 2025, two changes to the Draft LOPP are proposed. First, the widening of CR 512 has been added as the #1 Regional Highways priority. Second, sixteen new sidewalk/shared use path projects are proposed for the Transportation Alternatives (TA) list. Of these new projects, applications for funding are also being submitted for two projects: 41st Street sidewalk (#3 Transportation Alternatives priority) and the Trans-Florida Central Railroad Trail in the City of

Sebastian (# 4 Transportation Alternatives priority). It is anticipated that the Transportation Alternatives list will be used in the next several years to program additional projects.

RECOMMENDATION

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

ATTACHMENTS

1. Draft List of Priority Projects (LOPP)

DRAFT LIST OF PRIORITY PROJECTS (LOPP)
February 12, 2025

Priority Highway Projects

PROJECT RANK 2025	PROJECT RANK 2024	ROADWAY	LOCATION FROM	LOCATION TO	LENGTH (MILES)	IMPROVEMENT TYPE	JURISDICTION	PROJECT STATUS	FUNDING SOURCE REQUESTED
1	1	45th Street	58th Avenue	43rd Avenue	1.0	Retrofit/Complete Streets	County	PD&E and PE funded under FM# 4533271	State/Federal
2	2	CR 510	CR 512	58th Avenue	5.5	Widen to 4 lanes	County	ROW and CST funded under FM#'s 4056063, 4056064 & 4056067	State/Federal
3	3	CR 510	58th Avenue	US 1	.6	Widen to 4 lanes	County	ROW funded under FM# 4416921	State/Federal
4	4	82nd Avenue	26th Street	69th Street	3.0	New 2 lanes	County	ROW funded under FM# 2308793	State/Federal
5	5	82nd Avenue	69th Street	CR 510	2.0	New 2 lanes	County	PE currently underway under FM# 2308792	State/Federal
6	6	US 1	Intersection at Aviation Boulevard		n/a	Intersection	State	PD&E and PE funded under FM# 4416931	State/Federal
7	7	Aviation Boulevard	43rd Avenue	US 1	2.0	Widen to 4 lanes	Vero Beach	PD&E funded under FM# 451368	State/Federal
8	8	US 1	53rd Street	CR 510	4.8	Widen to 6 lane divided highway	State	ROW and PE currently underway under FM#'s 4317243 & 4317241	State/Federal

PD&E – Project Development and Environmental
PE – Preliminary Engineering
ROW – Right of Way
CST – Construction

Note: All new projects shown in bold italics.

Priority Regional Highways

PROJECT RANK		ROADWAY	LOCATION		LENGTH (MILES)	IMPROVEMENT TYPE	JURISDICTION	PROJECT STATUS	FUNDING SOURCE REQUESTED
2025	2024		FROM	TO					
1	***-***	***CR 512***	***Willow Street***	***I-95***	***2.5***	***Widen from 2 to 4 lanes***	***County/ Fellsmere***	***2025 TRIP application***	***State Only (TRIP)***
2	1	26th Street	66th Avenue	43rd Avenue	2.0	Widen from 2 to 4 lanes	County	2024 TRIP application. Existing two-lane road to be improved prior to widening. Funded in IRC CIP	State only (TRIP)

CMP Priority Projects

PROJECT RANK		ROADWAY	LOCATION		IMPROVEMENT TYPE	JURISDICTION	PROJECT STATUS	FUNDING SOURCE REQUESTED
2025	2024		FROM	TO				
1	1	State Roadway System	Countywide		Update and install new traffic signal equipment on the State Road system within the County wide network	County	2024 and 2025 Congestion Management Process application	CMP

Note: All new projects shown in bold italics.

Priority Transportation Alternatives Projects

PROJECT RANK 2025	PROJECT RANK 2024	ROADWAY	LOCATION FROM	LOCATION TO	LENGTH (MILES)	IMPROVEMENT TYPE	JURISDICTION	PROJECT STATUS	FUNDING SOURCE REQUESTED
1	1	Trans-Florida Central Railroad Trail	Broadway Street	St. Sebastian River State Park	1.0	12' wide Shared Use Path on existing unpaved trail	Fellsmere	Funded for Construction under FM# 4489951	Federal (TA)
2	2	43rd Avenue	45th Street	49th Street	.50	Fill in sidewalk gaps	County	Funded for Construction under FM# 4529951	Federal (TA)
3	-	***41st Street***	***38th Avenue***	***US 1***	***1.1***	***North side sidewalk***	***County***	***2025 Transportation Alternatives application***	***Federal (TA)***
4	-	***Trans-Florida Central Railroad Trail***	***Sebastian Crossings Boulevard***	***US 1***	***4.1***	***12' wide Shared Use Path along trail corridor***	***County/ Sebastian***	***2025 SUN Trail application***	***SUN Trail***
5	-	***49th Street***	***40th Avenue***	***US 1***	***1.0***	***Wide Sidewalk on North side***	***County***	-	-
6	-	***28th Court***	***49th Street***	***47th Street***	***.51***	***Sidewalks on both sides***	***County***	-	-
7	-	***20th Avenue***	***16th Street***	***12th Street***	***.52***	***Shared Use Path***	***County***	-	-
8	-	***20th Avenue***	***8th Street***	***12th Street***	***.51***	***Wide Sidewalk on East side***	***County***	***Funded in current CIP for Indian River County***	-
9	-	***130th Avenue/Willow Street***	***Wyoming Avenue***	***Grace Avenue***	***.74***	***Sidewalk on East side***	***Fellsmere***	-	-
10	-	***South Easy Street***	***Sebastian Boulevard/ CR512***	***South Wimbrow Drive***	***.50***	***Sidewalk on one side***	***Sebastian***	-	-
11	-	***101st Avenue***	***Sebastian Boulevard/ CR512***	***79th Street***	***2.0***	***Sidewalk on one side***	***County***	-	-

Note: All new projects shown in bold italics.

PROJECT RANK		ROADWAY	LOCATION		LENGTH (MILES)	IMPROVEMENT TYPE	JURISDICTION	PROJECT STATUS	FUNDING SOURCE REQUESTED
2025	2024		FROM	TO					
12	-	***Highland Drive Southwest***	***17th Lane Southwest***	***East of 12th Avenue Southwest***	***.80***	***Sidewalk on one side***	***County***	-	-
13	-	***17th Lane SW***	***20th Avenue***	***6th Avenue SW***	***1.25***	***Wide Sidewalk on North side***	***County***	-	-
14	-	***6th Avenue SW***	***High Hawk Circle***	***19th Place***	***.20***	***Sidewalk on East side***	***County***	-	-
15	-	***83rd Street***	***106th Avenue***	***90th Avenue***	***2.0***	***Sidewalk on one side***	***County***	-	-
16	-	***79th Street***	***106th Avenue***	***90th Avenue***	***2.0***	***Sidewalk on one side***	***County***	-	-
17	-	***South Fleming Street***	***Wave Street***	***West of Arega Street***	***.32***	***Sidewalk on South side***	***Sebastian***	-	-
18	-	***Barber Street***	***Empire Terrace***	***Bristol Street***	***.30***	***Sidewalk on one side***	***Sebastian***	-	-

Note: All new projects shown in bold italics.

Priority Transit Projects

RANKING		PROJECT	FUNDING SOURCE
2025	2024		
1	3	Construct North County Hub	Federal/State
2	4	Initiate Sunday Operating Hours (8am – 5pm)	Federal/State
3	5	Construct Shelters and Benches	Federal

Note: All new projects shown in bold italics.

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: Ryan Sweeney
Assistant Planning and Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Mark Vietze
MPO Senior Planner

DATE: January 15, 2025

SUBJECT: **Consideration of the 2025 Transit Development Plan (TDP) Annual Update**

It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization TAC at its meeting of January 24, 2025.

DESCRIPTION, CONDITIONS, & ANALYSIS

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

According to state and federal regulations, the Indian River County MPO must prepare and adopt an annual update of its Transit Development Plan (TDP) by March 1, 2025. Adoption of a TDP is required in order to receive grant funding under the Public Transportation Block Grant (PTBG) program. That program provides approximately $700,000 annually in operating assistance.

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

ANALYSIS

The 2025 Transit Development Plan Annual Update contains information on current transit service, an evaluation of transit performance, a discussion of the transit goals and objectives, and updated ten-year implementation and financial plans. Within these sections, the following elements are required by Florida state regulations 14.73.001 FAC:

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

In FY 2023/24, total ridership on the GoLine was 1,360,438, which was an increase of 7.9% from the previous year. During FY 2023/24, several service improvements were implemented: extended weekday operating hours, extended Saturday service, and the addition of Saturday service for Route 13. Moreover, SRA also introduced new technology to better assist on-demand riders and provided service in support of hurricane response.

RECOMMENDATION

Staff recommends that the TAC review the attached information, offer any necessary changes, and recommend that the MPO approve the 2025 Transit Development Plan Annual Update.

ATTACHMENT

1. 2025 Transit Development Plan Annual Update

Indian River County
Transit Development Plan
2025 Annual Update

Indian River County
Metropolitan Planning Organization
1801 27th Street
Vero Beach, FL 32960

February 2025

Introduction

In 1995, the Indian River County Metropolitan Planning Organization (MPO) prepared its first Transit Development Plan (TDP), which covered Fiscal Years 1995/1996 through 1999/2000. That TDP described the area's transit needs for the next five years. The 1995 TDP was prepared to comply with section 341.052, Florida Statutes, which requires that transit providers who receive a Public Transit Block Grant (PTBG) must complete a Transit Development Plan.

To remain eligible for PTBG funds, the MPO has prepared either a major or minor update to the adopted TDP each year beginning in 1996. A major update is required every five years, with annual (or minor) updates in the interim years. The most recent major update to the TDP was adopted in 2023. As a result of recent changes to the Florida Administrative Code (FAC), the next major update is now due in 2029. These changes aim to enhance the TDP Major Update's value in crafting local Long-Range Transportation Plans (LRTPs).

Earlier this year, FDOT issued an updated rule to amend 14-73.001 F.A.C, which governs the statutory requirements of the TDP annual update. This report exceeds these new requirements, while also providing background information on routes, ridership, and fares. The guidance published earlier this year provides the following requirements for TDP annual updates:

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

These Requirements are summarized below in Table 1.

Table 1. FAC Requirements for TDP Annual Updates

Item	FAC Requirement	Page/Table #
A	A formatted table presenting the ten-year schedule of projects	13
B	A financial plan	21-22
C	A list of priority projects	12
D	Any updated modifications to the previous year's ten-year operating and capital program and extending this ten-year operating and capital program to a new tenth year	13
E	The Annual TDP Update shall include a brief narrative overview of the TDP process specifically addressing progress, and achievements of the Metropolitan Transportation Planning Process Coordination Program	15-19

STATE OF THE SYSTEM - CURRENT TRANSIT SERVICE

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

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

FIXED-ROUTE SERVICE

GoLine is Indian River County's fixed-route public transportation system and is operated by the Senior Resource Association. Based on recommendations in the 2023 Major Update to the Transit Development Plan, several service enhancements were made to the fixed route service in the last year. Those changes included extending evening hours of operation on weekdays and increasing service on Saturdays. As a result of this service improvement, GoLine now operates from 6:00 AM – 9:00 PM on weekdays (two additional hours). On Saturdays, thirteen routes now operate from 7:00 AM – 7:00 PM (previously twelve routes operated from 8:00 – 5:00 PM). Service is still free to riders of all ages.

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

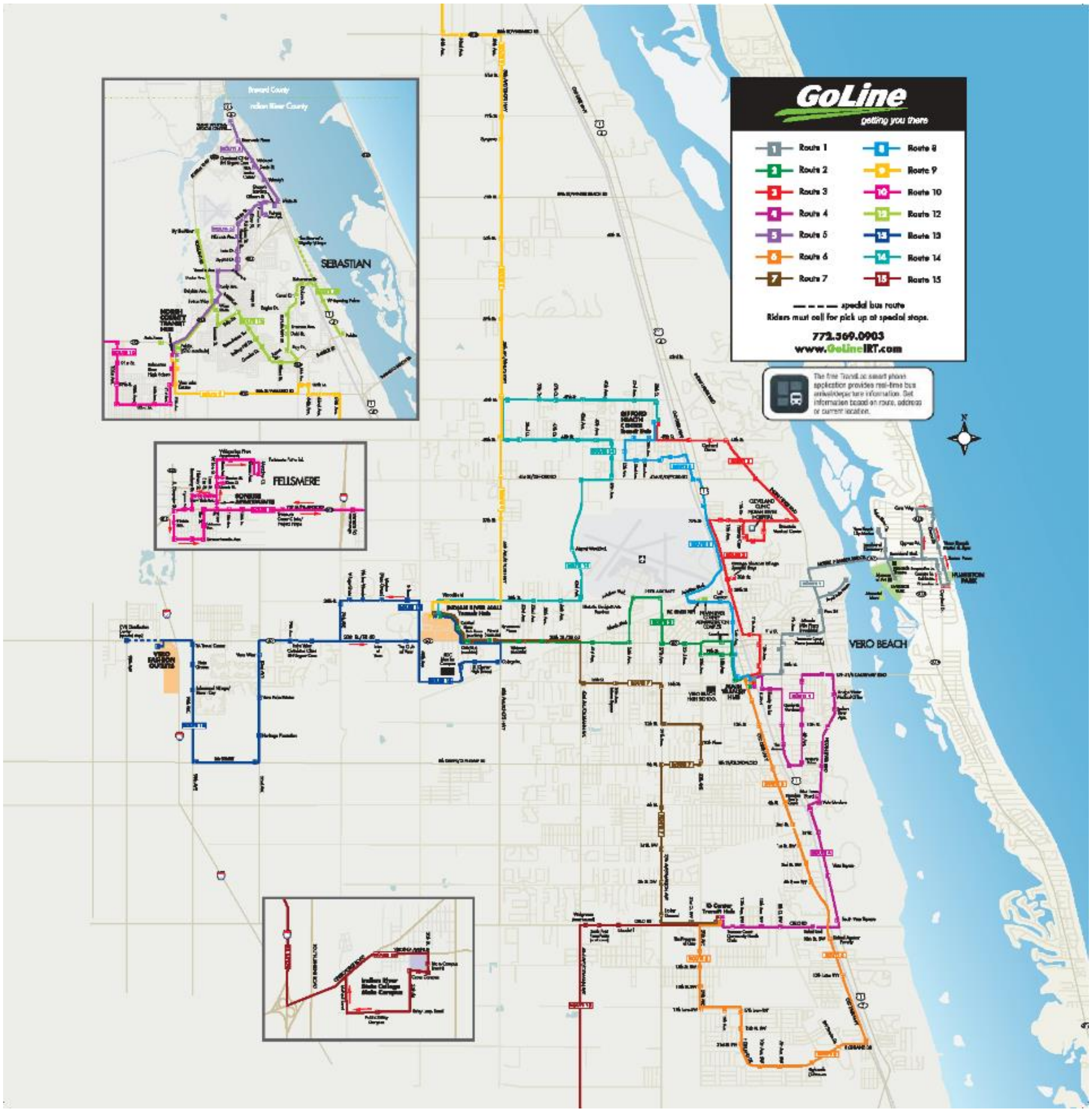
In April 2017, the Main Transit Hub moved into its permanent facility, located in Vero Beach on the south side of 16th Street adjacent to the FEC Railroad. The Main Transit Hub provides restrooms and covered passenger waiting areas. Six GoLine routes connect at the Main Transit Hub, and the hub facility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

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

Table 2. GoLine Routes (Effective Aug 2024)

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

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



DEMAND RESPONSE/PARATRANSIT SERVICE

Paratransit services meet numerous transportation needs, including the provision of access to adult day care, congregate meal sites, nutrition sites, medical facilities, as well as social, employment, and recreational appointments. Throughout Indian River County, door-to-door service is provided Monday through Friday, from 6:00 AM to 9:00 PM and on Saturdays from 7:00 AM to 7:00 PM. The paratransit service is available to eligible TD and/or ADA paratransit-eligible persons in Indian River County. Prior to receiving service for the first time, persons must register with SRA. The registration process is used to determine the client's eligibility to receive this service. The one-way fare for TD passenger trips is $2, while ADA trips are provided free of charge. To reduce costs and increase efficiency, clients are often asked to share a vehicle.

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

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

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

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

ANALYSIS OF EXISTING SERVICE

GoLine Ridership data is collected on a Federal Fiscal Year (FY) schedule which begins on October 1 and ends September 30 each year. Table 3 presents ridership for FY 2023/24 for the GoLine fixed-route transit system.

Table 3. Ridership by Route for FY 2023/24 (October 2023-September 2024)

Route	FY 23/24				FY 23/24 Total	FY 22/23 Ridership	Percent Change
	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr			
1	18,946	29,696	31,402	32,642	112,686	105,991	6.3%
2	47,973	55,647	59,335	47,841	210,796	191,232	10.2%
3	15,866	14,780	23,294	23,859	77,799	74,657	4.2%
4	36,896	37,816	37,006	43,191	154,909	152,501	1.6%
5	19,942	20,173	24,717	26,939	91,771	80,275	14.3%
6	31,669	25,546	27,742	33,171	118,128	116,098	1.7%
7	16,530	14,523	22,530	23,453	77,036	70,026	10.0%
8	31,258	29,126	33,201	34,774	128,359	114,527	12.1%
9	22,786	24,960	21,265	23,308	92,319	89,135	3.6%
10	23,633	25,175	21,857	23,429	94,094	89,986	4.6%
12	15,670	15,950	12,999	14,168	58,787	53,868	9.1%
13	11,931	10,570	9,836	12,340	44,677	42,817	4.3%
14	21,809	19,557	19,888	19,508	80,762	71,709	12.6%
15	6,029	2,376	5,258	4,652	18,315	8,586	113.3%
Total	320,938	325,895	350,330	363,275	1,360,438	1,261,408	7.9%

Ridership Trends

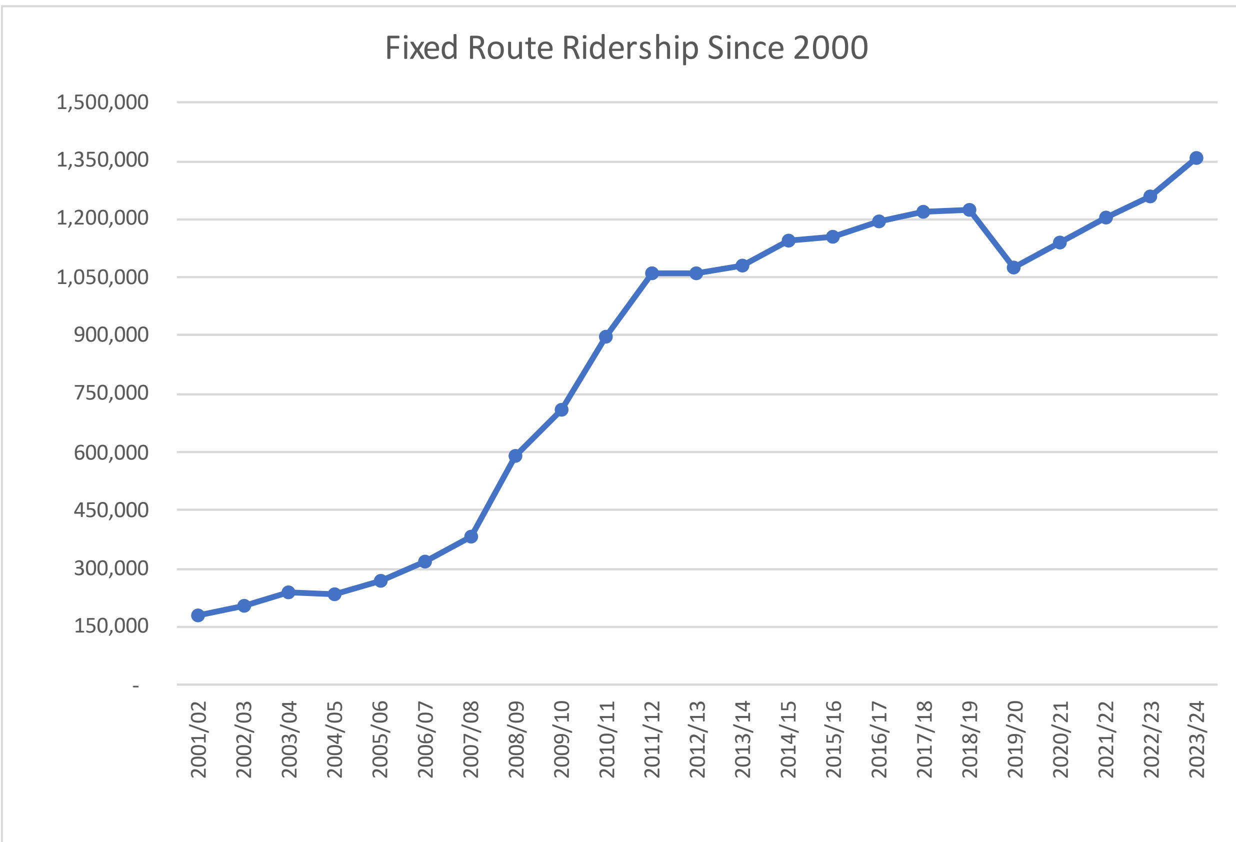
In FY 2023/24, total ridership on the GoLine was 1,360,438, which was an increase of 7.9% from the previous year.

Providing service from the Main Transit Hub to Indian River Mall, Route 2 continues to be the busiest GoLine route. During FY 2023/24, Route 2 transported 210,796 passengers, which was a 10.2% increase from the previous year. Routes 4 and 8, which provide service to the Main Transit Hub from the Intergenerational Center and the Gifford Health Center, transported 154,909 passengers and 128,359 passengers, respectively.

In the North County area, the busiest routes were Routes 5, 9, and 10 and represent 19% of all ridership. Route 5 provides service from the North County Hub to the Sebastian River Medical Center and carried 91,771 passengers, which was an annual increase of 14.3%. Route 9 provides service from the North County Hub to Indian River Mall and carried 92,319 passengers during FY 2023/24. Route 10 provides service from Fellsmere to the North County Hub and carried 94,094 passengers.

As is shown in Figure 2, GoLine has experienced continuous growth in fixed-route ridership, except for a decline in FY 2019/20 caused by the COVID-19 Pandemic. Since 2000, ridership has increased from below 200,000 passengers annually to over 1.3 million.

Figure 2. GoLine Ridership Since 2001



Performance Standards

Throughout the transit industry, passenger trips per revenue mile and passenger trips per revenue hour are used to measure the effectiveness of a transit system, while cost per passenger trip is a common measure of the efficiency of a transit system. Table 5 summarizes the effectiveness and efficiency performance measures for each GoLine route and the GoLine system overall during fiscal year 2023/24.

Passengers per Revenue Mile (effectiveness)

The minimum standard for passengers per mile is 0.25. All routes met this standard. Overall, GoLine provided service to 1.37 passengers per revenue mile. At the high end, Route 2 averaged 4.19 passengers per revenue mile. At the low end, Route 15 provided service to 0.25 passengers per revenue mile.

Table 4. Passenger Trips, Revenue Miles, Revenue Hours, and Operating Costs by Route FY 2023/24 (October 2023-Sep 2024)

Effectiveness/Efficiency Measures									
Route	Annual Ridership	Annual Revenue Miles	Annual Revenue Hours	Annual Operating Cost ($)	Passengers per Revenue Mile	Passengers per Mile Standard	Met Standard (Y/N)	Passengers per Revenue Hour	Cost per Passenger ($)
1	112,686	50,407	4,539	347,583	2.24	0.25	Yes	24.83	3.08
2	210,796	50,350	4,539	347,583	4.19	0.25	Yes	46.44	1.65
3	77,799	38,159	4,539	347,583	2.04	0.25	Yes	17.14	4.47
4	154,909	44,151	4,539	347,583	3.51	0.25	Yes	34.13	2.24
5	91,771	71,400	4,539	347,583	1.29	0.25	Yes	20.22	3.79
6	118,128	81,129	4,539	347,583	1.46	0.25	Yes	26.03	2.94
7	77,036	70,433	4,539	347,583	1.09	0.25	Yes	16.97	4.51
8	128,359	60,361	4,539	347,583	2.13	0.25	Yes	28.28	2.71
9	92,319	112,919	4,539	347,583	0.82	0.25	Yes	20.34	3.77
10	94,094	93,822	4,539	347,583	1.00	0.25	Yes	20.73	3.69
12	58,787	87,615	4,539	347,583	0.67	0.25	Yes	12.95	5.91
13	44,677	65,671	4,011	307,150	0.68	0.25	Yes	11.14	6.87
14	80,762	91,012	4,539	347,583	0.89	0.25	Yes	17.79	4.30
15	18,315	73,838	2,520	192,974	0.25	0.25	Yes	7.27	10.54
Total	1,360,438	991,264	60,999	4,671,122	1.37	0.25	Yes	22.30	3.43

Passengers per Revenue Hour (effectiveness)

Overall, GoLine provided service to 22.3 passengers per revenue hour. At the high end, Route 2 provided service to 46.44 passengers per revenue hour. As Table 5 shows, 11 out of 14 GoLine routes provide service to over 15 passengers per revenue hour. At the low end, Route 15 provided service to an average of 7.27 passengers per revenue hour.

Cost per Passenger (efficiency)

Table 5 shows the cost per passenger for the GoLine system and for each route. For FY 2023/24, the overall cost per GoLine passenger was $3.43. For each route, the cost per passenger decreases as ridership increases. During FY 20/21, Route 2 carried the most passengers and had the lowest cost per passenger trip with a total of $1.65 per rider.

TRANSIT VEHICLE INVENTORY

In order to operate fixed-route and paratransit services, the SRA maintains a fleet of low-floor buses, cutaway buses, and vans. All vehicles are fully accessible for patrons in wheelchairs. An inventory of vehicles is provided in Table 6. Fixed route (GoLine) vehicles are highlighted in blue.

Table 5. Vehicle Inventory (2024)

Vehicle #	Year	Make/Model	Length (Ft)	Seats	Mileage (10/1/2024)	Replacement Year	Service
278	2024	Gillig	29	28	8,072	2036	GoLine
277	2024	Gillig	35	32	4,584	2036	GoLine
276	2024	Gillig	35	32	6,345	2036	GoLine
270	2021	Champion	31	20	165,509	2028	GoLine
269	2021	Champion	31	20	138,426	2028	GoLine
268	2021	Turtle Top	28	20	164,607	2028	GoLine
267	2021	Turtle Top	28	20	211,601	2028	GoLine
266	2021	Turtle Top	28	20	259,563	2028	GoLine
264	2021	Turtle Top	20	12	94,728	2026	Community Coach
263	2019	Champion	31	20	305,312	2026	GoLine
260	2018	Champion	22	8	215,000	N/A	Community Coach
259	2018	Champion	22	8	178,966	N/A	Community Coach
258	2018	Champion	24	12	209,025	N/A	Community Coach
257	2018	Braun	17	5	79,668	N/A	Community Coach
255	2018	Champion	31	20	356,163	2025	GoLine
254	2018	Champion	27	16	355,821	2025	GoLine
253	2018	Champion	27	16	375,421	2025	GoLine
252	2017	Turtle Top	20	12	225,482	N/A	Community Coach
251	2017	Champion	24	12	247,094	N/A	Community Coach
250	2016	Turtle Top	29	20	279,460	N/A	GoLine
249	2016	Turtle Top	29	20	269,085	N/A	GoLine
248	2016	Turtle Top	24	16	451,161	N/A	GoLine
247	2016	Turtle Top	24	16	388,512	N/A	GoLine
246	2016	Turtle Top	24	16	368,778	N/A	GoLine
245	2016	Gillig	29	28	457,393	2028	GoLine
244	2015	Turtle Top	20	11	251,024	N/A	Community Coach
243	2015	Turtle Top	20	11	270,009	N/A	Community Coach
242	2015	Gillig	29	28	737,701	2027	GoLine
241	2015	Gillig	29	28	689,911	2027	GoLine
239	2013	Champion	24	16	259,438	N/A	Community Coach
238	2012	VPG	17	3	88,995	N/A	Community Coach
235	2012	VPG	17	3	87,369	N/A	Community Coach
234	2013	Gillig	35	32	506,909	N/A	GoLine
233	2013	Gillig	35	32	399,190	N/A	GoLine
232	2013	Gillig	29	28	609,633	N/A	GoLine

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

Figure 3. Heavy Duty Bus

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

Figure 4. Large Cutaway

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

Figure 5. Medium Cutaway

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

Figure 6. Small Cutaway

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

Figure 7. Wheelchair-Accessible Van

Passengers: 3-5

IMPLEMENTATION PROGRAM

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

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

- Extending weekday service hours by two additional hours (7:00 PM to 9:00 PM).
- Extending Saturday service hours from by three additional hours (7:00 AM to 8:00 AM and 5:00 PM to 7:00 PM).
- Adding Saturday service to Route 13.

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

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

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

Table 6. List of Priority Projects:

2025 List of Priority Projects (Transit)		
Ranking	**Project**	**Funding Source**
1	Construction of North County Hub	Federal/State
2	Initiate Sunday Operating Hours (8am-5pm)	Federal/State/Local
3	Construct Shelters and Benches	Federal

Table 7. Implementation Program:

Project Status	Complete	Funded

Need	Planned Improvement	FY 25	FY 26	FY 27 FY 28	FY 28	FY 29	FY 30	FY 31	FY 32	FY 33	FY 34	Priority
NEW SERVICE	Weekday Service Span Expansion (from 7:00 p.m. to 9:00 p.m.)	X										1
	Saturday Service Span Expansion (from 8:00 a.m. - 5:00 p.m to 7:00 a.m. to 7:00 p.m.)			X								2
	Saturday Service for Route 13			X								2
	Addition of Sunday Service (8:00 a.m. - 5:00 p.m.)					X						3
	On-Demand/Deviated Fixed Route Pilot on Sundays					X						1
	Weekday Frequency Improvements (Phase One): Route's 2, 4, 6, 8						X					2
	On-Demand Service Pilot (Area TBD)							X				3
	Weekday Frequency Improvements (Phase Two): Route's 1, 5, 9, & 10								X			4
	Weekday Frequency Improvements (Phase Three): Route's 3, 7, & 14									X		5
CAPITAL & INFRASTRUCTURE	Replacement Vehicles - Existing Service	X	X	X	X	X	X	X	X	X	X	1
	Additional Bus Shelters & Seating	X		X		X		X		X		2
	North County Transit Hub Improvements		X									3
	Low Emission Fleet Pilot Project		X									4
	Next Bus App & APC System Upgrades						X					5
	Scheduling System Updates (including Same-Day Scheduling)						X					6
	Maintenance Facility Upgrades		X									1
	Fleet Expansion (for Frequency Improvements)						X		X	X		2
	New/Upgraded Transfer Facility							X				3
	Low-Emission Fleet (Electric & Propane) Conversion							X				5

Vehicle Replacement Schedule:

All vehicles are kept in active service through the end of their useful life, as established by FTA. Depending on the type of vehicle, useful life ranges from 5 to 12 years. Vehicles that have reached their respective useful life benchmark and are still in good condition are kept as spares. Table 10 provides a vehicle replacement schedule based on useful life benchmarks for the years 2025 through 2034.

Table 8. Vehicle Replacement Schedule

Year	Vehicle Type	Service	# Vehicles	Vehicle Replacement Cost	Total Cost
FY 2025	Large Cutaway	GoLine	1	$197,842	$197,842
	Medium Cutaway	GoLine	2	$151,478	$302,956
	Small Cutaway	Community Coach	2	$126,134	$252,268
FY 2026	Large Cutaway	GoLine	1	$201,799	$201,799
	Small Cutaway	Community Coach	1	$128,657	$128,657
	Minivan	Community Coach	1	$69,025	$69,025
FY 2027	Heavy Duty Bus	GoLine	2	$581,446	$1,162,893
	Small Cutaway	Community Coach	2	$131,230	$262,460
FY 2028	Heavy Duty Bus	GoLine	1	$593,075	$593,075
	Large Cutaway	GoLine	2	$209,952	$419,904
	Medium Cutaway	GoLine	2	$160,750	$321,500
	Small Cutaway	Community Coach	2	$133,855	$267,709
FY 2029	Small Cutaway	Community Coach	2	$136,532	$273,063
FY 2030	Small Cutaway	Community Coach	1	$139,262	$139,262
FY 2030	Minivan	Community Coach	1	$74,715	$74,715
FY 2031	Small Cutaway	Community Coach	2	$142,048	$284,095
FY 2032	Large Cutaway	GoLine	1	$227,259	$227,259
	Medium Cutaway	GoLine	2	$174,001	$348,002
	Small Cutaway	Community Coach	2	$144,889	$289,778
FY 2033	Large Cutaway	GoLine	1	$231,804	$231,804
	Small Cutaway	Community Coach	2	$147,786	$295,573
FY 2034	Small Cutaway	Community Coach	2	$150,742	$301,484

GOALS AND OBJECTIVES – PERFORMANCE MEASURES

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

The Major Update identified four goals:

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

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

The current industry standard for on time performance is 75%, meaning that 75% of vehicles arrive within 5 minutes of their scheduled arrival. Currently, GoLine has a 93% on time arrival performance measure. While below the stated goal of 95%, it is well above the national average. GoLine continues to deploy technology solutions to help inform our riders of the locations of buses in real time to include the phone application TransLoc. This application may help mitigate the risks of 93% on time performance as customers are able to gauge the arrival time of their vehicle on an individual basis.

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

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

Table 9. Performance Measures: Goal and Objectives

Goal	*Objective*	Action/ Performance Measures	Targets	Current Performance	FY 2024 Status
Goal 1: Enhance the quantity and quality of service	***1.1***	*Increase Annual Ridership from 1.2M to 1.75M by 2033*	*Annual Increase In Ridership*	On target. If current growth continues on pace, this performance measure will be met in FY 2027/28.	**(On Target)**
	1.2	*Achieve On-Time Performance of 95% or Better*	*Observe OTP of 95% or Better*	The industry standard for on time performance is 75%. GoLine's on time performance for FY 2023/24 was 93%. This is 2% below the goal performance measure identified in the 2023 TDP Major Update.	**(Off Target)**
	1.3	*Maintain Vehicles & Facilities in State of Good Repair*	*Meet or Exceed Annual Asset Performance Measures*	On target. All vehicles, capital items, and capital purchases on schedule.	**(On Target)**

Goal	*Objective*	Action/ Performance Measures	Targets	Current Performance	Status
Goal 2: Continue to build consensus and community support for funding of existing and planned GoLine service needs	***2.1***	*Maintain or Increase Local Investment into GoLine Operations*	*Maintain Previous FY County General Fund Levels*	Local funding levels remain stable.	**(On Target)**
			Increase Annual County Investment in GoLine Svc. Expansion	Indian River County has committed and matched additional service development grant dollars during the reporting period.	**(On Target)**
			Increase Annual State Investment in GoLine Svc. Expansion	FDOT has awarded additional service development grants during reporting period.	**(On Target)**
	2.2	*Continue Cost-Effective & Efficient Transit Service Analysis & Reporting*	*Continue Monitoring of System to Maintain Annual Service Performance Efficiencies*	GoLine continues to remain the most cost-efficient fixed route system in the state. GoLine has been the most cost-efficient system in the state for 4 of the last 5 years.	**(On Target)**

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

Goal	*Objective*	Action/ Performance Measures	Targets	Current Performance	Status
Goal 4: Ensure the provision of a safe and accessible public transportation system in Indian River County	***4.1***	*Ensure that Public Transportation Services and Facilities in Indian River County are Accessible*	*Maintain Accessibility of GoLine System & Facilities*	All facilities and vehicles remain ADA accessible and in good repair.	**(On Target)**
			Ensure Accessibility of New GoLine Services & Facilities	New extended operating hours rolled out within the reporting period.	**(On Target)**
	4.2	*Ensure that GoLine Services are Maintained and Operated in a Safe and Secure Environment.*	*Meet or Exceed Annual Safety (PTASP) Performance Measures*	Total Annual Vehicle Revenue Miles (991,264) total of 2 chargeable accidents for FY 2023/24. This metric falls nearly twice above the performance target of 1 accident per 1,000,000 vehicle revenue miles.	**(Off Target)**

FINANCIAL PLAN

One of the requirements of a Transit Development Plan is a financial plan which identifies the amount and sources of funding necessary to implement the plan's recommendations over the next ten years. While the improvements plan component of a TDP is allowed to be a listing of needs rather than a financially constrained plan, the improvements plan in this TDP Annual Update is based upon a realistic estimate of future transit funding for Indian River County. That approach produces a financially feasible improvement plan, the results of which may be readily evaluated in future TDPs to determine what additional resources are needed to provide transit service to the County. Table 10 lists the projected capital and operation costs as well as funding available to Indian River County for the period from FY 2025 through FY 2034. The updated 10-Year Financial Plan includes the anticipated costs of the vehicle replacement program provided in Table 10.

This financial plan has been revised to add a new tenth year to the Financial Plan in the TDP major update. That tenth year contains sufficient funding for all improvements included in the staged implementation plan (Table 7), including changes to that plan introduced this year.

Table 10. Updated 10-Year Financial Plan

Cost/Revenue Description	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	10-Year Total
OPERATING AND CAPITAL COSTS ($)											
Operating Costs											
Maintain Existing Service	7,474,140	7,623,622	7,776,095	7,931,617	8,090,249	8,252,054	8,417,095	8,585,437	8,757,146	8,932,289	81,839,744
New Service Modifications	0	0	0	0	296,485	302,415	308,463	314,632	320,925	327,343	1,870,263
Total Operating Costs	***7,474,140***	***7,623,622***	***7,776,095***	***7,931,617***	***8,386,734***	***8,554,469***	***8,725,558***	***8,900,069***	***9,078,071***	***9,259,632***	***83,710,007***
Capital Costs											
Replacement of Existing Vehicles	753,067	399,481	1,425,353	1,602,188	273,063	213,978	284,095	865,037	527,376	301,484	6,645,124
Existing Transit Capital	307,443	313,592	2,069,864	326,261	332,786	339,442	346,231	353,155	360,218	367,423	5,116,415
New Transit Capital	150,000	2,500,000	156,000	0	162,240	320,000	168,730	0	175,479	0	3,632,448
Total Capital Costs	***1,060,510***	***713,073***	***3,495,217***	***1,928,449***	***605,850***	***553,420***	***630,326***	***1,218,193***	***887,595***	***668,907***	***11,761,539***
Total Costs	**8,534,650**	**8,336,696**	**11,271,312**	**9,860,066**	**8,992,584**	**9,107,888**	**9,355,884**	**10,118,262**	**9,965,666**	**9,928,539**	**95,471,546**
OPERATING REVENUE ($)											
Operating Revenues											
Federal											
Section 5307	2,561,155	2,770,014	2,904,807	3,079,138	3,449,940	3,533,213	3,620,587	3,709,709	3,800,613	3,878,335	33,307,513
Section 5307 Preventive Maint.	800,000	816,000	832,320	848,966	865,946	883,265	900,930	918,949	937,328	956,074	8,759,777
Section 5307 ADA	491,746	501,581	511,613	521,845	532,282	542,928	553,786	564,862	576,159	587,682	5,384,485
Section 5311	264,965	106,122	110,375	114,455	121,801	126,673	129,206	131,791	134,426	137,115	1,376,929
Section 5310	75,000	76,500	78,030	79,591	81,182	82,806	84,462	86,151	87,874	89,632	821,229
State											
FDOT Block Grant	807,784	848,856	970,220	819,077	819,077	835,459	852,168	869,211	886,595	904,327	8,612,774
FDOT Service Development Grant	400,000	400,000	232,500	300,000	300,000	300,000	300,000	300,000	300,000	300,000	3,132,500
FDOT Corridor Grant	150,000	150,000	150,000	150,000	165,000	165,000	165,000	165,000	165,000	180,000	1,605,000
TD Commission Funds	370,496	370,496	370,496	370,496	370,496	370,496	370,496	370,496	370,496	370,496	3,704,960
Local											
County General Fund	1,459,794	1,488,990	1,518,770	1,549,145	1,580,128	1,611,731	1,643,965	1,676,844	1,710,381	1,744,589	15,984,337
Client Co-Pays/Donations, Other	15,000	15,300	15,606	15,918	16,236	16,561	16,892	17,230	17,575	17,926	164,246
Advertising Revenue	78,199	79,763	81,358	82,985	84,645	86,338	88,065	89,826	91,623	93,455	856,257
Total Operating Revenue	**7,474,140**	**7,623,622**	**7,776,095**	**7,931,617**	**8,386,734**	**8,554,469**	**8,725,558**	**8,900,069**	**9,078,071**	**9,259,632**	**83,710,007**
Total Operating Cost	**7,474,140**	**7,623,622**	**7,776,095**	**7,931,617**	**8,386,734**	**8,554,469**	**8,725,558**	**8,900,069**	**9,078,071**	**9,259,632**	**83,710,007**
Net Operating (Contingency/Need)	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Cost/Revenue Description	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2032	FY 2033	FY 2034	10-Year Total
CAPITAL REVENUE ($)											
Capital Revenues											
Section 5307	1,064,561	928,217	867,388	768,501	474,652	469,871	462,558	455,100	447,492	454,732	6,393,071
Section 5339	276,814	282,350	287,997	293,757	299,632	305,625	311,737	317,972	324,331	330,818	3,031,033
Section 5310	252,268	197,682	262,460	267,709	273,063	213,978	284,095	289,777	295,573	301,484	2,638,090
New Fed. Discretionary Capital (TBD)	150,000	2,500,000	156,000	0	162,240	320,000	168,730	0	175,479	0	3,632,448
Total Capital Revenue	**1,743,643**	**3,908,249**	**1,573,845**	**1,329,968**	**1,209,587**	**1,309,473**	**1,227,120**	**1,062,849**	**1,242,875**	**1,087,034**	**15,694,643**
Total Capital Cost	**1,060,510**	**713,073**	**3,495,217**	**1,928,449**	**605,850**	**553,420**	**630,326**	**1,218,193**	**887,595**	**668,907**	**11,761,539**
Net Capital (Contingency/Need)	**683,133**	**3,195,176**	**-1,921,371**	**-598,481**	**603,738**	**756,054**	**596,794**	**-155,344**	**355,280**	**418,127**	**3,933,104**
Capital Reserve (Starting = $6,342,389)	**7,025,522**	**10,220,698**	**8,299,327**	**7,700,845**	**8,304,583**	**9,060,636**	**9,657,431**	**9,502,087**	**9,857,367**	**10,275,493**	**10,275,493**
TOTAL REVENUE ($)											
Total Revenue	**9,217,783**	**11,531,871**	**9,349,940**	**9,261,584**	**9,596,321**	**9,863,942**	**9,952,679**	**9,962,918**	**10,320,945**	**10,346,666**	**99,404,650**
Total Cost	**8,534,650**	**8,336,696**	**11,271,312**	**9,860,066**	**8,992,584**	**9,107,888**	**9,355,884**	**10,118,262**	**9,965,666**	**9,928,539**	**95,471,546**
Net Total (Contingency/Need)	**683,133**	**3,195,176**	**-1,921,371**	**-598,481**	**603,738**	**756,054**	**596,794**	**-155,344**	**355,280**	**418,127**	**3,933,104**
Reserve Balance	**7,025,522**	**10,220,698**	**8,299,327**	**7,700,845**	**8,304,583**	**9,060,636**	**9,657,431**	**9,502,087**	**9,857,367**	**10,275,493**	**10,275,493**
Local Govt. Share of Revenue	**16%**	**13%**	**16%**	**17%**	**16%**	**16%**	**17%**	**17%**	**17%**	**17%**	**16%**

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: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: January 15, 2025

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 meeting of January 24, 2025.

Metropolitan Planning Organization (MPO)

At its meeting of December 11, 2024, the MPO Board reviewed FDOT's Draft Tentative Five-Year Work Program, the Bicycle & Pedestrian Master Plan final report, the MPO Annual Certification Statement, and an Amendment to the Unified Planning Work Program (UPWP). The MPO Board approved all action items. The MPO Board also considered a presentation on the 2050 Long Range Transportation Plan (LRTP) and the Public Participation Plan Annual Evaluation for FY 2023/24.

Upcoming Meetings

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

BPAC Meeting: January 28, 2025 – 2:00 pm
CAC Meeting: February 4, 2025 – 2:00 pm
MPO Meeting: February 12, 2025 – 10:00 am
TDLCB Meeting: February 27, 2025 – 10:00 am
TAC Meeting: March 28, 2025 – 10:00 am