



INDIAN RIVER COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

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
Tad Stone, Chief, 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, MAY 30, 2025, in BUILDING B, FIRST FLOOR CONFERENCE ROOM (B1-501), 1800 27th Street, Vero Beach, FL.

-
1. Call to Order
 2. Approval of Minutes
March 28, 2025
Action Required
 3. Consideration of the FY 2026 – FY 2030 Transportation Improvement Program (TIP)
Action Required
 4. Consideration of the 2025 List of Priority Projects
Action Required

5. **Consideration of Amendments to the FY 2025 – FY 2029 Transportation Improvement Program (TIP)**
Action Required
6. **Status Report of MPO Advisory Committees**
No Action Required
7. **Other Business**
8. **Comments from the Public**
9. **Adjournment**

Next Meeting: August 5, 2025 – 2:00 PM – Combined Meeting with CAC & BPAC

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, March 28, 2025, conducted and hosted in County Administration, First Floor Conference Room, 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, IRC Traffic Engineering, (alternate)
Cecilia Caba, IRC Budget Department, (alternate)
Danessa Chambers, City of Vero Beach (alternate)
Joe Storey, Senior Resource Association, (alternate)
Tad Stone, Chief, Indian River Shores
Karen Miller, City of Sebastian
Jeff Sabo, City of Sebastian Airport
Lee Plourde, City of Sebastian, (alternate)
Sgt. Roderick Smith, IRC Sheriff's Office
Jennifer Idlette, IRC School Board

TAC Members Absent:

Cherry Stowe, Town of Orchid, (excused)
Alix Bernard, City of Sebastian (excused)
Noah Powers, City of Fellsmere Representative
William Howard, City of Vero Beach Airport

Staff in Attendance:

Brian Freeman, MPO Staff Director
Patti Johnson, MPO Staff Assistant III & Recording Secretary
Mark Vietze, MPO Senior Planner
Jim Mann, MPO Senior Planner
Addie Javed, IRC Public Works Director

Others in Attendance:

FDOT: Kelly Budhu, James Brown, Victoria Williams, Shania Layne, Katina Kavouklis, and Siasos Fine
Kimley-Horn & Associates: William Roll

Others in Attendance via TEAMS:

FDOT: Marsha Taylor-Long
Inspire Placemaking Collective: Eric Raasch
Patel, Greene & Associates: Kelly Farabee

Call to Order

Chairman Jeffries called the meeting to order at 10:05 am. It was noted a quorum was present.

Ms. Idlette stepped out

Approval of Minutes of the January 24, 2025 Meeting.
Action Required

Chair Jeffries asked if there were any additions or corrections to the TAC Meeting minutes of January 24, 2025. There were none.

ON MOTION by Mr. Sabo and SECONDED by Chief Stone, the members voted (13-0) to approve January 24, 2025 Metropolitan Planning Organization Technical Advisory Committee meeting minutes, as presented.

Mr. Javed entered as a non-voting member since there was an alternate present.

Due to technical difficulties the order of the meeting has been adjusted.

Presentation on the 2050 Long Range Transportation Plan (LRTP) Preliminary Needs Assessment.
No Action Required

Ms. Idlette re-entered

Mr. Freeman remarked that developing a long range transportation plan is probably the single most important function of every MPO. The LRTP guides what projects get programmed for implementation through the Transportation Improvement Program (TIP). The long range plan is a 20-25 year plan and must be updated every five years. To support this endeavor the MPO is in the process of conducting several public workshops at various locations and times throughout the County.

Mr. Freeman introduced William Roll, from Kimley-Horn & Associates, the Project Lead. Mr. Roll provided a presentation on the preliminary needs assessment for the 2050 LRTP. A copy of this power point presentation is on file in the MPO office.

Chair Jeffries has some concerns regarding population growth, roadway needs the airport expansion, and employment growth. It would be good to have individual meetings with the staff of the cities to discuss future plans. Mr. Freeman agreed that it would be good to have these meetings and will work to schedule them.

This is an informational only item, no action is required.

Consideration of the Safe Streets for All (SS4A) Safety Analysis.

No Action Required

Mr. Freeman provided an overview on this item, and introduced Mr. Eric Raasch from Inspire Placemaking Collective and Kelly Farabee from Patel, Greene & Associates who conducted this presentation. A copy of this power point presentation is on file in the MPO office.

Mr. Raasch provided an update where this plan stands, noting that recommendations from the MPO and Stakeholder meetings have been included. Mr. Raasch also noted the feedback received from public engagement. There were over 200 responses collected online. Ms. Farabee provided a more indepth explanation on the crash data (types and profiles). Mr. Raasch explained what the next steps are and thanked the Board for the opportunity to present this item.

A suggestion was made to “drill” down in the “Other” category to be more specific on the causes. This category has the highest number of fatalities, and it would be good to see if there are any commonalities to aid in prevention.

This is an informational only item; no action is required.

Consideration of Amendments for the Bylaws of the Indian River County MPO.

Action Required

Mr. Freeman commented there hasn't been an update to the bylaws in almost ten years. These bylaws cover all the MPO advisory committees. There are some things that need to be updated, and it was a good time to take this opportunity to update and clean up the language.

There was a new section added, Section Five, to cover joint meetings of the advisory committees. One Chairperson will conduct the meeting in place of having several chairs and several committees. There will be one group with a majority quorum.

Mr. Balter stated the reason this came about was that the Board of County Commissioners directed staff to look at the bylaws of all committees. So, if you happen to be on any other committees, there will be amendments made as there haven't been changes or amendments to the bylaws in quite some time. Their goal is to have all committees on the same page.

Chair Jeffries commented with that in mind, since Vero Beach doesn't have an Engineering Department anymore, the Cities of Vero Beach and Sebastian requested to have their membership include "Public Works or Engineering".

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

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

ON MOTION by Mr. Balter and SECONDED by Ms. Chambers, the members voted (14-0) to Amendments for the Bylaws of the Indian River County MPO, with a modification to list "Public Works or Engineering" for the cities of Vero Beach and Sebastian.

Status Report of MPO Advisory Committees.

No Action Required

Mr. Freeman reviewed his memorandum, dated March 19, 2025, included in the agenda packet and on file in the MPO office. He also noted the next meeting dates for the MPO and its advisory committees.

Other Business

Mr. Balter stated the Planning and Development Services Department at Indian River County will be doing the Oslo Corridor Study. The last meeting will be Monday, March 31st at North County Library in Sebastian. There will be two meetings, one in the morning (11:30am) and evening (6:00pm).

Mr. Freeman commented this is Jim Mann's last day with the MPO. Jim will be taking a position with the City of Sebastian and perhaps may appear at future meetings as a TAC member.

Comments from the Public

There was none.

Adjournment

There being no further business, the meeting adjourned at 11:22 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 and Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Mark Vietze
Senior Planner

DATE: May 22, 2025

SUBJECT: **Consideration of the FY 2026 – FY 2030 Transportation Improvement Program (TIP)**

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee (TAC) at its meeting of May 30, 2025.

DESCRIPTION AND CONDITIONS

The proposed Transportation Improvement Program for FY 2026 – FY 2030 lists all state and federally funded transportation improvement projects programmed for Indian River County over the TIP's five-year period. The attached TIP is based on FDOT's FY 2026 – FY 2030 Draft Tentative Work Program which was developed using the MPO's priorities for highway, transportation alternatives, congestion management process, aviation, transit, and turnpike projects. Those priorities were adopted by the MPO in June of last year.

By definition, a TIP for a Metropolitan Planning Area (MPA) is a staged, multiyear, multimodal program of transportation improvements that are consistent with the MPO's Long Range Transportation Plan. The TIP lists all the federally funded and locally funded transportation projects for the next five fiscal years. The purpose of the TIP is to implement the MPO's Long Range Transportation Plan. Included in the TIP are projects for roads, bikepaths/sidewalks, public transportation, enhancements, multimodal facilities, bridges, and airports.

In April 2025, FDOT provided MPO staff the project data for use in developing the attached TIP. Since FDOT coordinated with the MPO in preparing its tentative five-year work program, that work program reflects the MPO's previously identified highway, enhancement, CMP, aviation,

and transit priority projects. Also included in the TIP, for informational purposes, are locally funded transportation improvements. The locally funded projects are based on the latest Indian River County capital improvements program, which was adopted in February 2025.

Florida Statutes and the Code of Federal Regulations (CFR) require all MPOs in Florida to develop a Transportation Improvement Program annually in coordination with the Florida Department of Transportation (FDOT) and local transit operators. In Indian River County, the TIP needs to be approved by the MPO and must be compatible with FDOT's work program in order to be included in the State Transportation Improvement Program (STIP). Approval of the STIP by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) enables the MPO to receive federal funding for implementation of transportation projects. This year, the MPO must submit the approved TIP to FDOT by July 15, 2025.

ANALYSIS

The MPO's FY 2026 – FY 2030 TIP, which is attached to this staff report (Attachment 1), includes an introduction to the various federal requirements of the TIP, as well as a listing of specific local, state and federally funded transportation improvement projects programmed for the next five years in the MPO area. As is required by state and federal regulations, the TIP contains all state and federally-funded projects programmed for FY 2026 – FY 2030. While not a required component of the TIP, the TIP also contains locally funded projects that are identified in the County's approved five-year capital improvements program for FY 2025 – FY 2029.

FDOT has consistently been able to advance a number of MPO priorities through the TIP process. Pages 12-13 of the TIP provides a listing of the MPO priorities that received funding in the TIP. Those priorities include:

- Complete Street Retrofit of 45th Street between 58th Avenue and 43rd Avenue: Feasibility study programmed in FY 2026 and design in FY 2025. *[#1 Priority for Highway Projects]*
- Widening of CR 510 to four lanes from CR 512 to 58th Avenue: Construction from CR 512 to 87th Street is funded in the current year (FY 2025); construction from 87th Street to 82nd Avenue is funded in FY 2030; and ROW acquisition programmed for 82nd Avenue to 58th Avenue. *[#2 Priority for Highway Projects]*
- Widening of CR 510 to four lanes from 58th Avenue to US 1 with an overpass at the FEC Railroad and US 1: Project design is funded in the current year (FY 2025), and ROW acquisition is programmed in FY 2029. *[#3 Priority for Highway Projects]*
- Paving of 82nd Avenue from 26th Street to 69th Street: ROW acquisition is programmed. *[#4 Priority for Highway Projects]*
- US 1 at Aviation Boulevard Intersection Improvement: Design of at-grade intersection improvements are underway, and ROW acquisition is also programmed. *[#6 Priority for Highway Projects]*

- Widening of Aviation Boulevard to four lanes from 43rd Avenue to US 1: Project Development & Environmental (PD&E) study is programmed in FY 2029. *[#7 Priority for Highway Projects]*

One of the most significant projects in the TIP is the replacement of the SR A1A causeway over the Sebastian Inlet. At this time, all phases of the bridge replacement project, including construction, are completely funded in the TIP. Construction of the \$128 million replacement bridge is scheduled to begin in early 2026.

In total, the TIP contains \$337 million in funding (including \$215 million in federal funds) for transportation improvements over the five-year period. As required by state and federal law, the TIP is consistent with all local and regional comprehensive plans. It is FDOT's position that, due to limited flexibility in the reallocation of committed funds and project schedules, the MPO has limited discretion in revising the TIP. It is important, however, to note that federal and state funds cannot be released for the projects contained in the TIP until the TIP is approved by the MPO.

RECOMMENDATION

Staff recommends that the TAC review the TIP, consider the staff presentation on the TIP, and recommend that the MPO approve the TIP.

ATTACHMENTS

1. Indian River County MPO FY 2026 – FY 2030 TIP

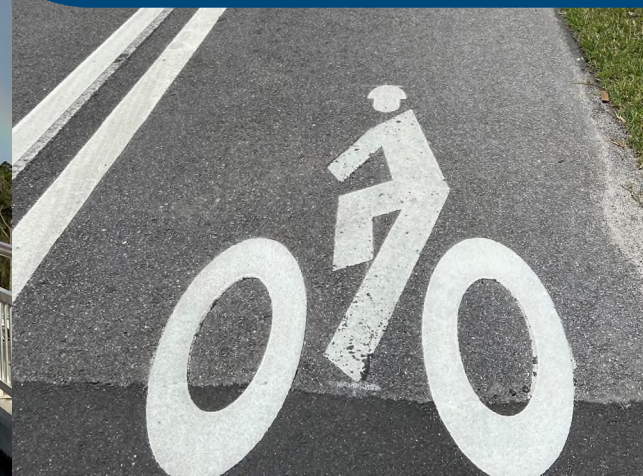


INDIAN RIVER COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program

FY 2026 - FY 2030

DRAFT





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

www.indianriver.gov/MPO

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

Revision History:

May 9, 2025 – Draft TIP

TABLE OF CONTENTS

ENDORSEMENT RESOLUTION	v
INTRODUCTION	7
Using the TIP	7
Project Selection	10
Index of TIP Projects	18
Fiscal Summary of TIP Projects for FY 2026 - 2030.....	21
Performance Measurement.....	25
GLOSSARY OF TERMS AND ABBREVIATIONS	41
TRANSPORTATION IMPROVEMENT PROGRAM PROJECTS FOR FY 2026 - 2030	
A. Roadway Capacity Projects.....	A-1
B. Traffic Operations, Maintenance, and Safety Projects.....	B-1
C. Transit and Transportation Disadvantaged Projects	C-1
D. Bicycle, Pedestrian, and Transportation Alternatives Projects	D-1
E. Aviation Projects	E-1
F. Transportation Planning/Studies	F-1
APPENDICES	
Indian River County Capital Improvements Element – Information Only.....	A
Funding Summary by Fund Code	B
Transportation Performance Measures Consensus Planning Document.....	C
List of Tables	
Table 1. MPO Projects in the TIP	12
Table 2. Transportation Disadvantaged Funding Allocations for FY 2026.....	15

Table 3. Index of TIP Projects.....	18
Table 4. Fiscal Summary of TIP Projects for FY 2026 - 2030	21
Table 5. Safety Performance Measure Targets	27
Table 6. Bridge and Pavement Performance Targets	29
Table 7. System Performance Targets	33
Table 8. Performance Measures for Transit Vehicle and Equipment.....	37
Table 9. Performance Measures for Transit Facilities	38
Table 10. Transit Safety Performance Targets.....	40

List of Figures

Figure 1. Example TIP Project Page.....	9
Figure 2. Map of 2024 MPO Priorities	14
Figure 3. Map of the FY 2026 – 2030 Transportation Improvement Program.....	20

MPO RESOLUTION NO. 2025-02

**A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION
APPROVING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FY 2026 - 2030**

WHEREAS, the Florida Statutes require that each MPO annually prepare a Transportation Improvement Program (TIP); and

WHEREAS, the Florida Department of Transportation (FDOT) has coordinated with the Indian River County MPO in transportation improvement project selection; and

WHEREAS, project selection has been carried out in conformance with applicable federal requirements, specifically 23 USC 134 (h) (2) and (i) (4); and

WHEREAS, the MPO Technical Advisory Committee (TAC) and the MPO Citizens Advisory Committee (CAC) have reviewed the draft Transportation Improvement Program and recommended that the MPO approve the TIP;

NOW, THEREFORE, BE IT RESOLVED THAT THE MPO APPROVES THE FY 2026 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

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	_____
Ben Baker, City of Fellsmere	_____
Ed Dodd, City of Sebastian	_____
David Dyer, IRC School Board	_____
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	_____
Aaron Vos, City of Vero Beach	_____

The Chairman thereupon declared the resolution duly passed and adopted this 11th day of June, 2025.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION

Bob McPartlan, Chairman

ATTEST:

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

COUNTY ATTORNEY

INTRODUCTION

The FY 2026 - 2030 Transportation Improvement Program (TIP) identifies transportation projects programmed for Indian River County over the next five fiscal years. Consistent with Florida Department of Transportation (FDOT) requirements, this TIP lists all the federal and state funded transportation projects within the Metropolitan Planning Area for fiscal years 2026 through 2030. The TIP was developed in cooperation with FDOT and public transit operators in the county, who provide estimates of funds to develop financial plans.

Purpose

The TIP is a 5-year financially feasible program of multi-modal transportation improvement projects, as adopted by state and local government jurisdictions and transportation agencies. The Indian River TIP is updated annually by the Metropolitan Planning Organization (MPO) as one of several prerequisites for continued receipt of federal assistance for transportation improvements. The effective date of the TIP is October 1, 2025.

The projects listed in the TIP are capital and noncapital surface transportation projects proposed for funding under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53 (including bicycle facilities, sidewalks, and transportation alternatives projects). Also included are all regionally significant projects requiring an action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA) regardless of funding source. In addition, the TIP identifies major improvement projects funded with local sources.

Using the TIP

The TIP includes all transportation improvements with federal and/or state funding during the FY 2026 - 2030 period. Projects in the TIP are grouped into one of the following sections:

- A. Roadway Capacity Projects
- B. Traffic Operations, Maintenance, and Safety Projects
- C. Transit and Transportation Disadvantaged Projects
- D. Bicycle, Pedestrian, Trail, and Enhancement Projects

- E. Aviation Projects
- F. Transportation Planning/Studies

In addition, locally funded projects are included for informational purposes in Appendix A.

Financial Plan/Financial Feasibility

As structured, the TIP is financially constrained for each of the five years in the FY 2026 - 2030 period. All federal and state funded projects identified in the TIP are reflected in FDOT's Work Program for FY 2026 - 2030, and those projects can be funded using current and proposed revenue sources. The TIP is also financially constrained for all locally funded projects. For all projects in the TIP, costs and revenues are shown in Year of Expenditure dollars.

Innovative financing techniques are used extensively in the development of projects in Indian River County, primarily as a source of local matching funds for FDOT grant dollars. Examples include transit advertising revenue, impact fees, and the Local Option Sales Tax that was renewed for a 15-year period on November 7, 2016. If reasonable additional funding sources are identified beyond those included in the financial plan, that additional funding would be used to advance the construction of MPO priority projects discussed below.

Strategic Intermodal System (SIS)

The Strategic Intermodal System is a network of high priority transportation facilities composed of the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. Within Indian River County, SIS facilities include I-95, Florida's Turnpike, SR 60 (west of I-95), the Florida East Coast Railroad, and the Atlantic Intracoastal Waterway.

Within the TIP, each project is indicated as being SIS or Non-SIS (See example TIP page in Figure 1).

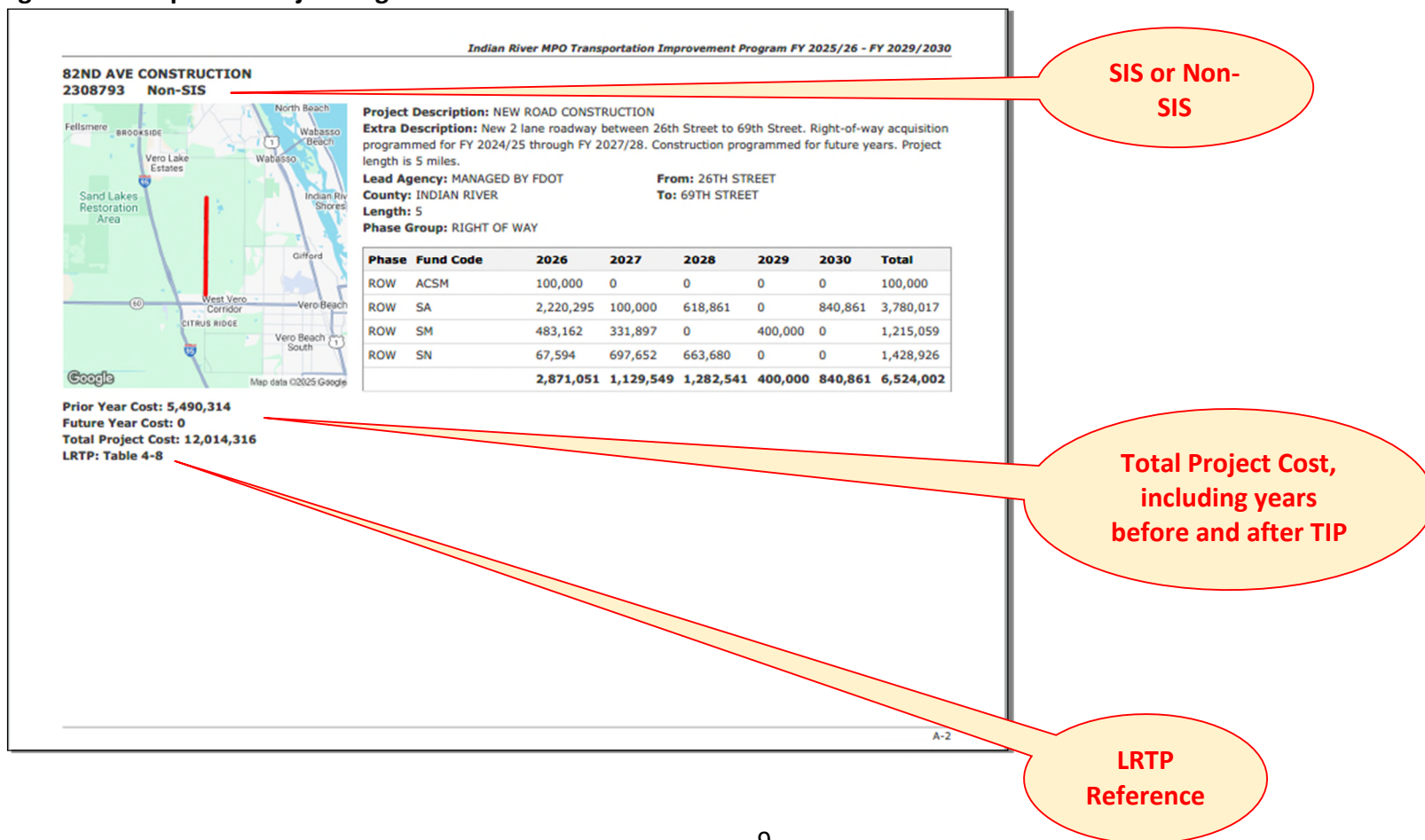
Obtaining Project Cost Information in the TIP

In most cases, a project will include the following phases: Project Development and Environment (PD&E) phase, Preliminary Engineering (PE) phase, Right-of-Way (ROW) phase, and Construction (CST) phase. For projects that do not require the acquisition of

additional land, the ROW phase may be omitted.

For each project within the TIP, project cost information is provided for the five years of the current TIP (FY 2026 through FY 2030) as well as historical costs from previous years and the projected costs for the five years following the TIP (FY 2031 through FY 2036). Where a project's total cost is listed in the TIP, it will be for costs through FY 2036. For project costs beyond FY 2036, please refer to the page or table indicated in the MPO's 2045 Long Range Transportation Plan (LRTP), which can be accessed at the following link: <http://www.irmpo.com/LRTP/>.

Figure 1. Example TIP Project Page



Projects Located Outside the MPO Planning Area

Information on projects located outside the MPO Planning Area may be obtained as follows.

- *Projects on the Strategic Intermodal System (SIS):* The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. Total project costs and other project details will be accessible through the Statewide Transportation Improvement Program (STIP) for highways on the SIS. The STIP is accessible at:
<http://www.dot.state.fl.us/programdevelopmentoffice/Federal/stip.shtm>.

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. Costs on the STIP pages for projects on the SIS will have historical costs and ten years worth of project costs, which may or may not be the total project cost. If there is no CST phase, then the entry will probably not be reflective of the total project cost. The total project cost will be reflected in the SIS Strategic Intermodal System Plan available at: <http://www.dot.state.fl.us/planning/systems/mspi/plans/>.

- *Non-SIS projects:* Project costs and other information on Non-SIS may be obtained by contacting Florida Department of Transportation (FDOT) District 4 Office at 1-866-336-8435.

Project Selection

The selection process for choosing projects incorporated within this TIP was carried out in accordance with the requirements of 23 USC 134(h)(2) and (i)(4). With reference to the projects included within this TIP, selection was made by FDOT in cooperation with the MPO in accordance with the requirements of 23 CFR 450.332(a).

To be included in the TIP, a project first must be identified in the MPO's Long Range Transportation Plan (LRTP). The MPO's 2045 LRTP was adopted in December 2020 and identifies the transportation improvements needed to accommodate the projected population growth through 2045. Of those transportation improvement needs, a cost-feasible plan was developed that identifies the projects that can be implemented based on the projected revenues for transportation improvements.

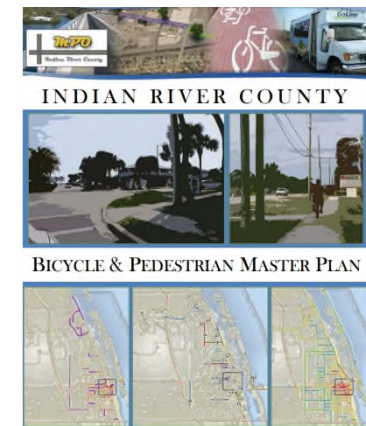
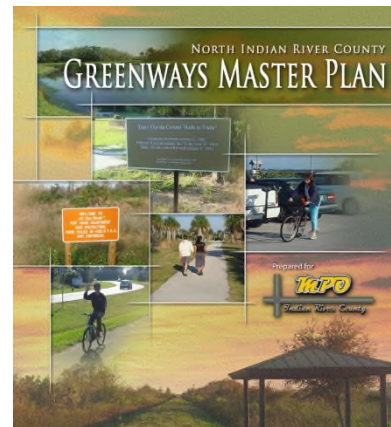
Each year, the MPO updates its Lists of Priority Projects, which identifies priorities for highway projects (SIS, non-SIS, and regional), transit projects, bicycle and pedestrian projects, airport, and congestion management process (CMP) projects. For the Indian River County MPO's FY 2026 - 2030 TIP, the project selection process started in March 2025. At that time, MPO staff, in conjunction with FDOT and local government officials, met to discuss MPO priorities. In June 2024, the MPO submitted its Lists of Priority Projects to FDOT.

Using the MPO's 2024 Lists of Priority Projects, FDOT developed its FY 2026 - 2030 Tentative Work Program. That five-year work program was presented to the MPO in December 2024 and constitutes the principal part of this TIP.

Consistency with Other Plans

As structured, the FY 2026 - 2030 TIP is consistent with all transportation plans applicable to the MPO area. Those include the following:

- MPO 2045 Long Range Transportation Plan.
- MPO Transit Development Plan.
- MPO Congestion Management Process Plan.
- MPO Bicycle/Pedestrian Plan.
- Indian River County 2030 Comprehensive Plan.
- City of Vero Beach Comprehensive Plan.
- City of Sebastian Comprehensive Plan.
- City of Fellsmere Comprehensive Plan.
- Town of Indian River Shores Comprehensive Plan.
- Town of Orchid Comprehensive Plan.
- Regional Long Range Transportation Plan Components.
- Applicable Aviation Master Plans



The MPO's 2045 Long Range Transportation Plan was adopted in December 2020. That plan includes interim year sets of Long Range Transportation Plan improvements to be used as the basis for TIP development. In developing this TIP, MPO staff ensured that the TIP was consistent with projects listed in the MPO's financially feasible transportation plan.

The local governments comprising the Indian River County MPO have all adopted transportation elements as part of their comprehensive plans. Each of those transportation elements identifies existing conditions, future needs, and programmed improvements. As an administering jurisdiction for a countywide traffic impact fee program, Indian River County maintains a twenty-year capital improvements program applicable to roadways throughout the County. MPO staff reviewed those local plans and other transportation plans to form the list of project priorities and the TIP itself. Consequently, the TIP is consistent with all applicable plans covering the MPO area.

Project Priorities included in the TIP

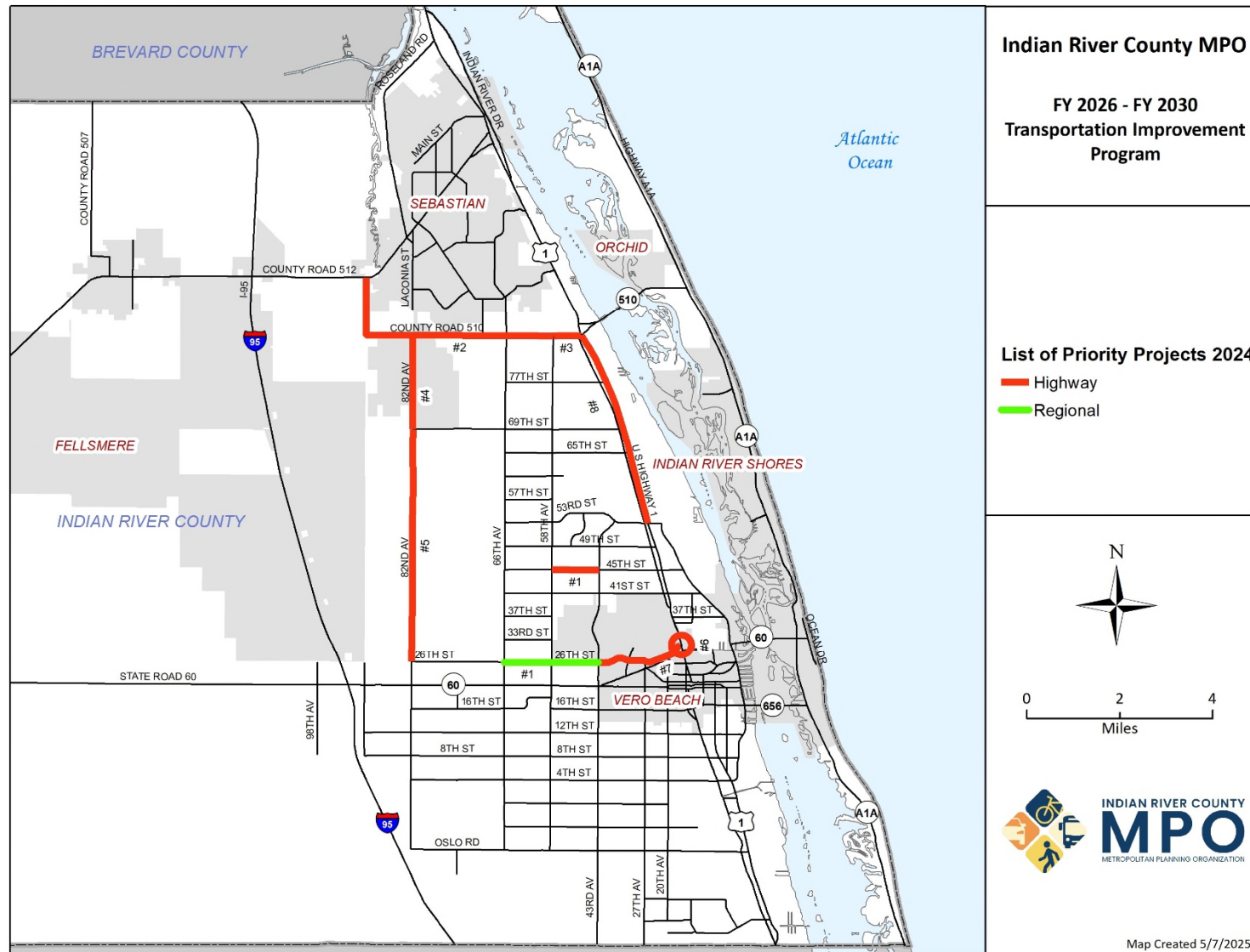
Table 1 summarizes the roadway improvement projects identified in the 2024 Priority Projects Report that have been incorporated into the TIP. In addition, Figure 2 provides a map depiction of the project priorities.

Table 1. MPO Project Priorities in the TIP

Type	Rank	Roadway	Project Limits	Improvement	Comments
Highway	1	45th Street	58th Avenue to 43rd Avenue	Complete Street Retrofit	Complete Street retrofit for this segment of 45th Street, including roadway resurfacing and enclosing open canal on south side. This upgrade will also include bike lanes and sidewalks on both sides. PD&E (project development and environmental) study is programmed for FY 2026, while Preliminary Engineering is programmed for FY 2027.
Highway	2	CR 510	CR 512 to 58th Avenue	Widen to 4 lanes	This segment of CR 510 is being widened in phases by FDOT. Final Design is currently underway. Right-of-way acquisition began in FY 2021 and is programmed for different phases through FY 2029. Construction to occur in phases, with the first phase (CR 512 to 87th Street) programmed for FY 2026.

Type	Rank	Roadway	Project Limits	Improvement	Comments
Highway	3	CR 510	58th Ave to US 1	Widen to 4 lanes	Widening of this segment of CR 510 will also include intersection improvements at US 1. The project's PD&E (project development and environmental) study and Preliminary Engineering is underway. Right-of-way acquisition programmed for FY 2029.
Highway	4	82nd Ave	26th St to 69th St	Pave existing road	82nd Avenue is to be constructed as a two-lane paved road from 26th Street to 69th Street. Currently, this segment of 82nd Avenue is surfaced with recycled asphalt millings. Project design is complete. Right-of-way acquisition is underway and programmed through FY 2030, with construction to occur later.
Highway	5	82nd Ave	69th St to CR 510	New road	82nd Avenue is to be constructed as a two-lane paved road from 69th St. to CR 510. Construction to occur later.
Highway	6	US 1	@ Aviation Blvd	Intersection improvements	This project consists of at-grade intersection improvements. Project design is underway, and right-of-way acquisition to begin in FY 2026.
Highway	7	Aviation Blvd	43rd Ave to US 1	Widen to 4 lanes	This project will widen Aviation Blvd. to 4 lanes. Connects to Priority #6 (US 1 intersection improvements) to the east and Regional Priority #1 (26th Street widening) to the west. The PD&E (project development and environmental) study is programmed for FY 2028 and 2029.
Highway	8	US 1	53rd St to CR 510	Widen to 6 lanes	This segment of US 1 is to be widened in multiple phases. The project's PD&E (project development and environmental) study is complete, and project design is currently underway.
Regional	1	26th St	66th Ave to 43rd Ave	Widen to 4 lanes	This segment is to be widened to 4 lanes and will tie into the Aviation Blvd project (Priority #7) to the east.

Figure 2. Map of 2024 MPO Priorities



Transportation Disadvantaged

Transportation Disadvantaged (TD) services are provided pursuant to Florida Statute 427.015. In Indian River County, the MPO is the Designated Official Planning Agency (DOPA) and the Senior Resource Association is the Community Transportation Coordinator. For FY 2026, the Commission for the Transportation Disadvantaged has programmed the following funds for the Indian River County TD program:

Table 2. Transportation Disadvantaged (TD) Funding Allocations for FY 2026

Trip and Equipment Grant			Planning Grant		
TD Trust Fund	Local Match	Total	TD Trust Fund	Local Match	Total
\$ 343,354	\$ 38,150	\$ 381,504	\$ 26,567	\$ -	\$ 26,567

Implemented Projects

In October of each year, FDOT produces an annual listing of project that were obligated in the prior fiscal year. This report is published by the MPO on its website and can be obtained at the following address: <https://www.fdot.gov/workprogram/Federal/fa-MPO-ObligDet.shtm>.

Previous Conforming Projects

As mandated by state and federal law, all MPOs are required to meet certain air quality conformity standards as contained in the FAST Act and the Clean Air Act Amendments of 1990 (CAAA). Since its formation, the Indian River County MPO has been an attainment area for all air quality standards required by the FAST Act and the CAAA. For that reason, this TIP need not include a list of previous conforming projects.



Public Involvement

This TIP was developed with the involvement and input of citizens, businesses, and officials from local, state, and federal entities. Last year, the MPO reviewed its 2024 priority lists for highway, transportation alternatives, transit, aviation, and congestion management process (CMP) projects at public meetings. Those included meetings of the MPO Board and its advisory committees, the TAC and CAC. Additional public meetings were held to review FDOT's FY 2026 - 2030 Tentative Five Year Work Program and the MPO's draft TIP for 2026 - 2030. Public notice for each of those meetings was given through a published advertisement in the local newspaper. In addition, agendas and staff reports were made available through the Indian River County website and through other means. As a result, members of the general public attended

those meetings and participated in the process. The public involvement utilized in preparation of this TIP was consistent with the MPO's current Public Participation Plan, which was adopted in 2020.

Efficient Transportation Decision Making (ETDM)

The MPO makes extensive use of ETDM throughout the planning process. All appropriate projects in the TIP were subject to ETDM planning and programming screening.

Management Systems

In accordance with state and federal regulations, FDOT has developed and implemented six management and monitoring systems for which it has jurisdiction. Those are:

- pavement management system.
- bridge management system.
- highway safety management system.
- public transportation management system.

- intermodal management system.
- traffic monitoring system for highways.

In addition, Florida statutes require that all MPOs develop and implement a Congestion Management Process (CMP). To obtain CMP priorities in the 2024 Project Priorities Report, the MPO performed a CMP analysis in March 2024. The MPO utilizes its CMP and the other management systems as appropriate to prepare its annual lists of priority projects and the TIP.

Amendments

At times, the TIP may require changes that are necessitated by the addition of a new project to the Work Program that is not yet in the TIP, or changes due to monetary revisions to the State's Budget. Such changes are reflected in the TIP through amendments. Proposed amendments are generally presented to the public as part of the MPO's regularly advertised meetings. Copies of the proposed amendments are made part of the agenda package which is available for public review on the MPO's website. After approval by the MPO, amendments are attached at the end of the original TIP, and submitted to the State for inclusion in the STIP.

State Certification

The Indian River County MPO planning process is certified annually by FDOT to ensure that the MPO planning process conforms to state and federal guidelines. The last certification review statement was approved by FDOT in June 2024.



INDEX OF TIP PROJECTS

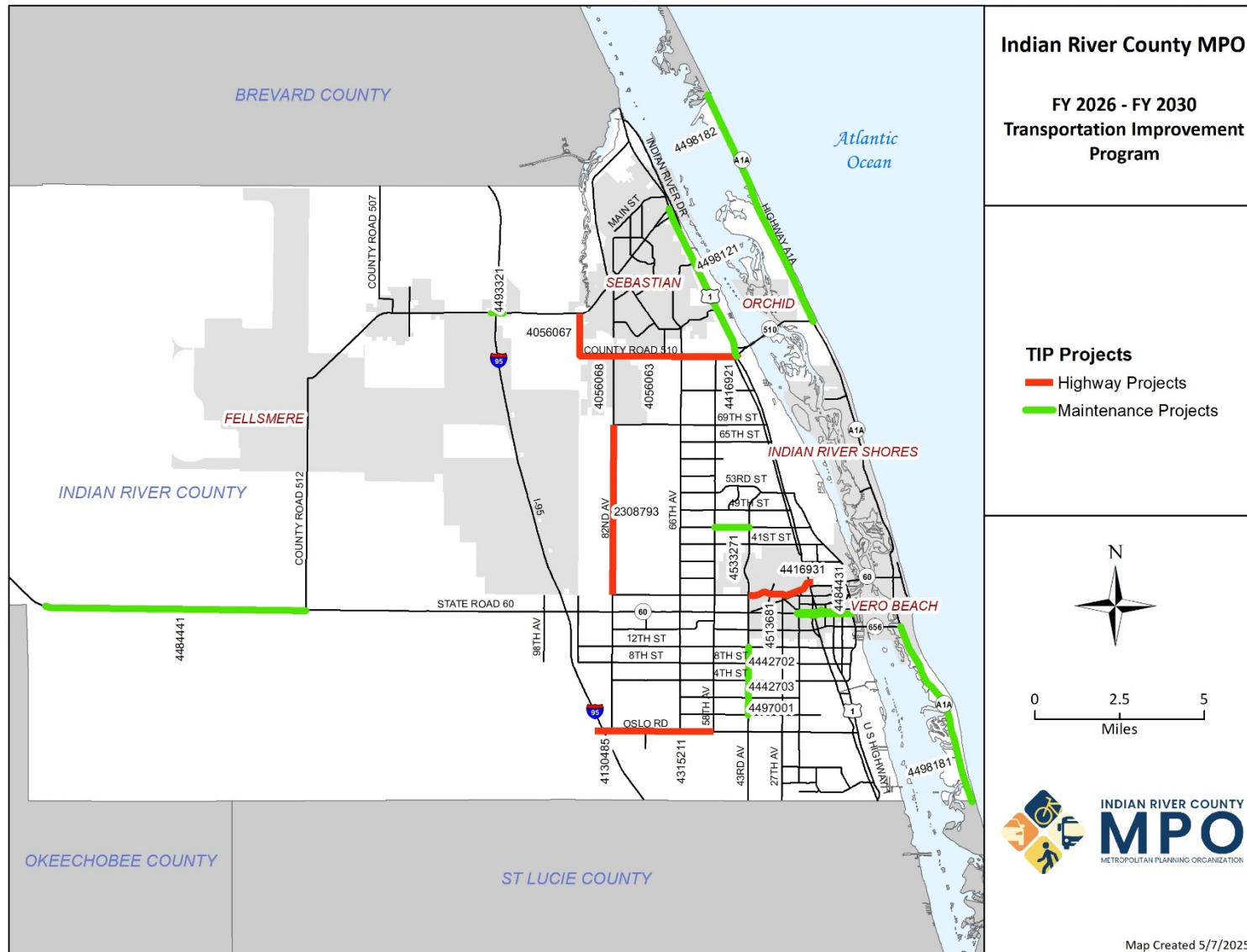
The following index summarizes the roadway capacity, transportation alternatives, and maintenance projects contained within the TIP. Figure 3 provides a map depiction of the TIP projects. For additional information on a specific project, refer to the TIP page number listed in the rightmost column.

Table 3. Index of TIP Projects

Roadway	From	To	Work Description	Phase(s)	FY(s)	Funding Amt. (5Yr Total)	FM#	LRTP Page/ Table #	TIP Page #
43rd Ave	1st St SW	6th St	Resurfacing	CST	28-29	\$4,271,400	4442703	2-1	B-2
	6th St	12th St	Resurfacing	CST	26	\$3,718,900	4442702	2-1	B-3
	5th St SW	1st St SW	Resurfacing	CST	30	\$3,093,000	4497001	2-1	B-4
45th St	43rd Ave	58th Ave	Complete street retrofit	PDE	26	\$300,000	4533271	2-1	B-5
				PE	27	\$400,000			
82nd Ave	26th St	69th St	New Road Construction	ROW	26-30	\$6,524,002	2308793	4-8	A-2
Aviation Blvd	43rd Ave	SR-5/US-1	Widen to 4 lanes	PDE	28-29	\$3,605,000	4513681	4-8	A-3
CR-510	58th Ave	US 1	Widen to 4 lanes	ROW	28	\$2,367,148	4416921	4-8	A-4
	CR-512	87th St		CST	26	\$1,170,204	4056067	4-8	A-5
	82nd Ave	58th Ave		ROW	26 -28	\$8,621,128	4056063	4-8	A-6
				RRU	28-30	\$2,810,450	4056068	4-8	A-7
				CST	30	\$21,907,521			

Roadway	From	To	Work Description	Phase(s)	FY(s)	Funding Amt. (5Yr Total)	FM#	L RTP Page/ Table #	TIP Page #
CR-512	I-95	106th Ave	Modify lanes	CST	27	\$2,567,464	4493321	4-8	B-6
I-95	@ Oslo Rd		Landscaping	PE	28	\$269,438	4130485	4-8	A-8
				CST	30	\$1,442,531	4130485	4-8	A-8
Oslo Rd	82nd Ave	58th Ave	Widen to 4 lanes	ROW	27	\$316,063	4315211	4-8	A-9
US-1	@ Aviation Blvd		Intersection improvements	PE	26	\$1,953,360	4416931	4-8	A-10
				ROW	26-30	\$5,850,965			
	Sebastian Blvd	87th St	Resurfacing	CST	27	\$10,835,437	4498121	2-1	B-20
SR-60	21st Ave	Indian River Blvd	Resurfacing	RRU	28	\$200,000	4484431	2-1	B-13
				CST	29	\$7,313,786			
	23500 Block	CR-512	Resurfacing	CST	30	\$16,489,335	4484441	2-1	B-14
SR-A1A	@ Sebastian Inlet		Bridge replacement	ROW	26	\$3,581,600	4456181	2-1	B-15
				CST	26	\$125,068,294			
				INC	30	\$1,000,000			
	Jasmine Ln	St. Lucie Line	Resurfacing	CST	27	\$13,071,160	4498181	2-1	B-16
	Sebastian Bridge	Sand Dollar Ln	Resurfacing	CST	26	\$13,193,489	4456182	2-1	B-17

Figure 3. Map of the FY 2026 – FY 2030 Transportation Improvement Program



FISCAL SUMMARY OF TIP PROJECTS FOR FY 2026 – 2030

A fiscal summary of the TIP is provided in Table 4. For each TIP section, total project funding is summarized by fund code for each fiscal year in the TIP period. In addition, federal fund sources are indicated in the table.

Table 4. Fiscal Summary of TIP Projects for FY 2026 - 2030

A. ROADWAY CAPACITY PROJECTS							
Fund Code	Federal Funding	2026	2027	2028	2029	2030	5 Yr Total
ACCM	Y	1,710,192	0	0	0	0	1,710,192
ACPR	Y	302,385	0	0	0	0	302,385
ACSM	Y	100,000	0	0	0	0	100,000
CM	Y	0	590,581	550,000	0	2,513,011	3,653,592
DDR	N	2,763,825	0	0	0	6,016,727	8,780,552
DIH	N	0	83,000	44,958	0	58,304	186,262
DS	N	0	0	249,480	0	0	249,480
LF	N	291,600	0	0	38,046	2,772,404	3,102,050
SA	Y	3,353,274	416,063	868,861	2,805,000	17,144,669	24,587,867
SL	Y	2,136,038	1,025,429	2,371,766	1,801,748	2,000,000	9,334,981
SM	Y	483,162	331,897	0	400,000	389,302	1,604,361
SN	Y	597,956	697,652	663,680	565,400	701,400	3,226,088
Total		11,738,432	3,144,622	4,748,745	5,610,194	31,595,817	56,837,810
Total Federal Funds		8,683,007	3,061,622	4,454,307	5,572,148	22,748,382	44,519,466

B. TRAFFIC OPERATIONS, MAINTENANCE, AND SAFETY PROJECTS

Fund Code	Federal Funding	2026	2027	2028	2029	2030	5 Yr Total
ACBR	Y	108,783,268	0	0	0	0	108,783,268
ACNR	Y	3,016,539	0	0	2,517,962	4,886,743	10,421,244
ACPR	Y	310,340	0	0	0	0	310,340
D	N	625,000	625,000	1,326,387	843,350	836,608	4,256,345
DDR	N	1,181,092	20,168,889	0	4,560,215	3,131,084	29,041,280
DIH	N	79,779	214,289	0	84,967	101,027	480,062
DITS	N	247,240	217,766	0	0	0	465,006
DS	N	8,568,480	3,766,473	200,000	0	9,370,481	21,905,434
GFBR	N	17,813,196	0	0	0	0	17,813,196
GRSC	N	1,415,525	0	1,650,000	1,553,550	784,000	5,403,075
LF	N	3,409,626	0	1,067,850	150,642	773,250	5,401,368
SA	Y	487,458	2,967,464	0	0	0	3,454,922
SCED	N	487,805	0	0	0	512,821	1,000,626
SCOP	N	0	0	0	0	518,974	518,974
SCWR	N	496,670	0	0	0	503,955	1,000,625
Total		146,922,018	27,959,881	4,244,237	9,710,686	21,418,943	210,255,765
Total Federal Funds		112,597,605	2,967,464	0	2,517,962	4,886,743	122,969,774

C. TRANSIT AND TRANSPORTATION DISADVANTAGED PROJECTS

Fund Code	Federal Funding	2026	2027	2028	2029	2030	5 Yr Total
DDR	N	793,183	795,220	819,077	819,077	0	3,226,557
DPTO	N	130,673	0	0	0	851,840	982,513
DU	N	106,122	110,375	114,455	121,801	126,673	579,426
FTA	Y	6,740,000	6,740,000	6,740,000	6,740,000	6,740,000	33,700,000
LF	N	879,978	905,595	933,532	940,878	978,513	4,638,496
Total		8,649,956	8,551,190	8,607,064	8,621,756	8,697,026	43,126,992
Total Federal Funds		6,740,000	6,740,000	6,740,000	6,740,000	6,740,000	33,700,000

D. BICYCLE, PEDESTRIAN, TRAILS, AND ENHANCEMENT PROJECTS

Fund Code	Federal Funding	2026	2027	2028	2029	2030	5 Yr Total
LF	N	87,952	42,000	0	0	0	129,952
TALL	Y	165,945	361,305	0	0	0	527,250
TALT	Y	97,583	761,474	404,403	0	0	1,263,460
Total		351,480	1,164,779	404,403	0	0	1,920,662
Total Federal Funds		263,528	1,122,779	404,403	0	0	1,790,710

E. AVIATION PROJECTS

Fund Code	Federal Funding	2026	2027	2028	2029	2030	5 Yr Total
DPTO	N	4,212,580	1,265,000	2,165,000	1,300,000	0	8,942,580
FAA	Y	405,000	3,330,000	2,610,000	3,400,000	0	9,745,000
LF	N	1,070,020	455,000	650,000	1,300,000	0	3,475,020
Total		5,687,600	5,050,000	5,425,000	6,000,000	0	22,162,600
Total Federal Funds		405,000	3,330,000	2,610,000	3,400,000	0	9,745,000

F. TRANSPORTATION PLANNING/STUDIES

Fund Code	Federal Funding	2024/25	2025/26	2026/27	2027/28	2028/29	5 Yr Total
PL	Y	603,825	603,825	603,825	603,825	603,825	3,019,125
Total		603,825	603,825	603,825	603,825	603,825	3,019,125
Total Federal Funds		603,825	603,825	603,825	603,825	603,825	3,019,125

Total Funds	173,953,311	46,474,297	24,033,274	30,546,461	62,315,611	337,322,954
Total Federal Funds	129,292,965	17,825,690	14,812,535	18,833,935	34,978,950	215,744,075

Performance Measurement

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress against adopted performance targets.

The *Moving Ahead for Progress in the 21st Century Act (MAP-21)* requires State DOTs and MPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to seven national goals:

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

The *Fixing America's Surface Transportation (FAST) Act* supplements the MAP-21 legislation by establishing timelines for State DOTs and MPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets, and MPOs have the option to support the statewide targets or adopt their own.

Safety Performance Measures

Safety is the first national goal identified in the FAST Act. In March of 2016, the *Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (Safety PM Rule)* was finalized and published in the Federal Register. The rule requires MPOs to set targets for the following safety-related performance measures and report progress to the State DOT:

- Number of Fatalities;
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100 million VMT; and
- Number of Nonmotorized Fatalities and Serious Injuries.

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was developed in coordination with Florida's 27 metropolitan planning organizations (MPOs) through Florida's Metropolitan Planning Organization Advisory Council (MPOAC). The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the State.



The Florida SHSP and the Florida Transportation Plan (FTP) both highlight the commitment to a vision of zero deaths. The FDOT Florida Highway Safety Improvement Program (HSIP) annual report documents the statewide performance measures toward that zero deaths vision. As such, the MPO supports the adoption of the FDOT statewide HSIP safety performance measures and FDOT's target of "0" for each safety performance measure to reflect the Department's goal of zero deaths.

FDOT, with the understanding that zero fatalities/serious injuries is unable to be achieved within the 2018 Highway safety Plan (HSP), developed statistical data models to forecast the number of fatalities and serious injuries. Based on the forecasts of these statistical models, FDOT established targets and programmed projects that they expect will reduce the number of fatalities and serious injuries. The five federally-mandated Safety Performance Measures targets for 2025 for FDOT and the Indian River County MPO are presented below in Table 5.

Safety Performance Measure targets are required to be adopted on a yearly basis. In August of the current year, FDOT will report the following year's targets in the HSIP Annual Report to the Federal Highway Administration. After FDOT adopts the targets, the MPO is required to either adopt FDOT's targets or establish its own within six months (or the following February).

On August 31, 2024, FDOT established statewide performance targets for the safety measures for calendar year 2025. On February 12, 2025, the Indian River County MPO again agreed to support FDOT's statewide safety performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 5 presents the statewide and MPO safety targets.

Table 5. Safety Performance Measure Targets for 2025

Safety Performance Measure	FDOT Statewide Safety Targets	Indian River County MPO Safety Targets
Number of Fatalities	0	0
Number of Serious Injuries	0	0
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled (VMT)	0	0
Total Number of Non-motorized Fatalities and Serious Injuries	0	0

Contained in the TIP are strategic projects aimed at implementing the directives and achieving the goals and objectives of the MPO's 2045 Long-Range Transportation Plan (LRTP). *"Maintaining a safe transportation system for all users"* is one of 5 Major Goals of the 2045 LRTP (2045 LRTP, Appendix A), Safety Funding is allocated by FDOT and is specifically identified in the LRTP, and the discussion of safety on page 52 of the LRTP notes that safety will be enhanced in a number of direct and indirect ways. These include implementing stand-alone safety projects; providing congestion relief which leads to fewer crashes; prioritizing projects with an identified safety benefits; and incorporating the latest design standards into the plan's capacity and maintenance projects.

Safety Programs in the TIP

Included in Section F of the TIP are the MPO's Planning Funds that fund the MPO's UPWP activities. The MPO and its partner agencies engage in a number of thorough and comprehensive practices to promote safety in the region. In 2021, the MPO incorporated one of the first multi-lane modern roundabouts in the district into its top highway priority, CR 510. This will result in a major reduction in fatalities at the intersection of 66th Avenue and CR 510. The MPO participates in a bicycle and pedestrian safety education program, with hands-on training and community events to reach older students. Other MPO programs target corridor planning, senior safe driving, and transit operator and rider safety outreach. Also, missing sidewalks and upgraded bicycle facilities are being incorporated into the funding of the TIP along major state corridors, such as US Highway 1, State Road A1A, and local municipalities.

The current 2045 Long Range Transportation Plan (LRTP) incorporated the regional Transportation Systems Management and Operations (TSM&O) Plan and evaluated projects based on that plan to determine performance measures.

Investment Priorities in the TIP

The TIP includes specific investment priorities that were identified through a prioritization and project selection process established in the LRTP and which prioritizes crash and fatality reduction. Collectively, the projects in the TIP serve the Goals of the LRTP and enhance safety in the transportation system, helping the MPO meet its performance measures. Some of the more notable individual safety projects include:

- CR 510 Widening (FM#s 4056063, 4056067, 4056068, and 4416921), which includes, a roundabout, buffered bike lanes and sidewalks;
- US 1 @ Aviation Blvd. Intersection Improvements (FM# 4416931), which will improve a dangerous intersection with limited right-of-way along the Florida East Coast Railroad in a major transportation corridor;
- Aviation Blvd. Widening (FM# 4513681), which includes bike lanes, sidewalks, and a shared use path;
- SR A1A Bridge Replacement (FM# 4456181) over the Sebastian Inlet, which will replace the existing bridge adding bicycle and pedestrian facilities to improve safety for all users; and
- 45th Street Complete Street Retrofit (FM# 4533271) between 58th Avenue to 43rd Avenue to include new bike lanes and sidewalks on both sides to improve safety for all users.



Bridge and Pavement Condition Performance Measures

The second of the performance measure rules issued by Federal Highway Administration (FHWA) to require state DOT's to establish two-year and four-year targets for bridge and pavement condition measures. On December 16, 2022, FDOT established measures to assess pavement and bridge condition on the National Highway System (NHS). These requirements involve measuring the condition of these facilities and reporting conditions that are considered "Good" and those considered "Poor." Facilities rated as Good suggest that no major investments are needed. Facilities rated as Poor indicate major investments will be needed in the near term.

FDOT has the capability to collect and maintain data regarding bridge and pavement condition. In April 2023, the MPO adopted pavement and bridge condition performance targets in support of the measures and targets set by FDOT (see Table 6 below).

Table 6. Bridge and Pavement Performance Targets

Performance Measure	2023 Statewide Target	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	50.00%	50.00%
Percent of NHS bridges (by deck area) in poor condition	10.00%	5.00%
Percent of Interstate pavements in good condition	60.00%	60.00%
Percent of Interstate pavements in poor condition	5.00%	5.00%
Percent of non-Interstate pavements in good condition	40.00%	40.00%
Percent of non-Interstate pavements in poor condition	5.00%	5.00%

In addition to identifying the procedures for inventorying and rating the condition of pavement and bridges in the state, the Florida Transportation Asset Management Plan also sets forth the following overarching asset management objectives:

- Achieve and maintain a state of good repair for transportation assets;
- Reduce the vulnerability and increase the resilience of critical infrastructure to the impacts of extreme weather and events; and
- Minimize damage to infrastructure from transportation vehicles.

Further, the federal pavement condition measures require a methodology that is different from the methods historically used by FDOT. For bridge condition, the performance is measured in deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods

that are most familiar to FDOT. For pavement condition, the methodology uses different ratings and pavement segment lengths, and FDOT only has one year of data available for non-Interstate NHS pavement using the federal methodology.

Investment Priorities in the TIP

The Indian River County TIP reflects investment priorities established in the 2045 LRTP and enhance infrastructure condition in the transportation system, helping the MPO meet its performance measures. Some of the more notable individual projects enhancing bridge and pavement condition include:

- SR A1A Bridge Replacement (FM# 4456181) over the Sebastian Inlet, which will replace the existing bridge adding bicycle and pedestrian facilities to improve conditions of all bridges in the state inventory system;
- Numerous resurfacing projects that will improve pavement condition, including for 43rd Avenue (FM#s 4442702, and 4442703) SR 60 (FM#s 4484431 and 4484441), SR A1A (FM#s 4456182 and 4498181), and US 1 (FM# 4498121);
- 82nd Avenue New Road Construction (FM# 2308792 and 2308793) to replace the existing asphalt millings improve pavement conditions;
- Several projects which will reduce congestion and improve system reliability, including the widening of CR 510 to four lanes (FM#s 4056063, 4056067, 4056068, and 4416921) and Oslo Rd. to four lanes (FM# 4315211);
- Construction of a new I-95 interchange at Oslo Rd., which will reduce congestion and improve system reliability (FM# 4130485).



According to the 2045 LRTP, in order to meet established performance standards, funding for operations and maintenance are allocated before revenues are subsequently allocated for capacity improvement projects. The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and reconstruction, and new bridge and pavement capacity. The TIP will fund \$125.068 million for bridges, \$80.935 million for resurfacing, and \$56.83 million for new capacity. Where feasible, safety and resiliency improvements (such as bike lanes and hardening) will be incorporated into these projects.

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to ensure the transportation system is adequately preserved and maintained. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to pavement and bridge projects, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide pavement and bridge condition performance targets.

System Performance Measures

In January 2017, USDOT published the System Performance/Freight/CMAQ Performance Measures Final Rule to establish measures to assess passenger and freight performance on the Interstate and non-Interstate National Highway System (NHS), and traffic congestion and on-road mobile source emissions in areas that do not meet federal National Ambient Air Quality Standards (NAAQS). The rule, which is referred to as the PM3 rule, requires state DOTs and MPOs to establish targets for the following six performance measures:



National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR); *Congestion Mitigation and Air Quality Improvement Program (CMAQ)*
4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

In Florida, only the two LOTTR performance measures and the TTTR performance measure apply. Because all areas in Florida meet current NAAQS, the last three listed measures above pertaining to the CMAQ Program are not currently applicable in Florida. A description of the applicable measures follows.

LOTTR Measures

The LOTTR performance measures assesses the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over of all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The measure is expressed as the percent of person-miles traveled on the Interstate or Non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments.

TTTR Measure

The TTTR performance measure assesses the reliability index for trucks traveling on the interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over specific time periods throughout weekdays and weekends. This is averaged across the length of all Interstate segments in the state or metropolitan planning organization (MPO) planning area to determine the TTTR index.

Federal rules require state DOTs and MPOs to coordinate when setting LOTTR and TTTR performance targets and monitor progress towards achieving the targets. States must establish:

- Two-year and four-year statewide targets for percent of person-miles on the Interstate system that are reliable;
- Four-year targets for the percent of person-miles on the non-Interstate NHS that are reliable; and
- Two-year and four-year targets for truck travel time reliability

MPOs must establish four-year targets for all three measures. MPOs can either agree to program projects that will support the statewide targets, or establish their own quantifiable targets for the MPO's planning area.

On December 16, 2022, FDOT established statewide performance targets for the system performance measures. On April 12, 2023, the Indian River MPO agreed to support FDOT's statewide system performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 7 presents the statewide and MPO targets.

Table 7. System Performance Targets

Performance Measure	2023 Statewide Target	2025 Statewide Target
Percent of person-miles traveled on the Interstate system that are reliable	75.00%	75.00%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	50.00%	60.00%
Truck travel time reliability (Interstate)	1.75	2.00

For comparative purposes, baseline (2021) statewide conditions are as follows:

- 87.5 percent of person-miles traveled on the Interstate are reliable;
- 92.9 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.38 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability, analyzed travel time data from the National Performance Management Research Dataset (NPMRDS), and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. Performance for all three measures improved from 2017 to 2021, with some disruption in the trend during the global pandemic in 2020. Actual performance in 2021 was better than the 2021 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. FHWA's assessment of progress toward the 2022 targets is anticipated to be released in March 2024.

The methodologies for the performance measures are still relatively new, and the travel time data source has changed since the measures were first introduced. As a result, FDOT only has three years (2017-2019) of pre-pandemic travel reliability trend data as a

basis for future forecasts. Based on the current data, Florida's performance continues to exceed the previous targets. Given the uncertainty in future travel behavior, FDOT believes the previous targets are still appropriate for 2023 and 2025. System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and includes highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The SIS Policy Plan was updated in early 2022 consistent with the updated FTP. The SIS Policy Plan defines the policy framework for designating which facilities are part of the SIS, as well as how SIS investment needs are identified and prioritized. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment Tool (SIT).
- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) defines policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In May 2020, FHWA approved the FMTP as FDOT's State Freight Plan. An update to the FMTP will be adopted in the spring of 2024.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

The Indian River MPO TIP reflects investment priorities established in the 2045 LRTP. The focus of the Indian River MPO's investments that address system performance and freight include FDOT's regional US 1 Corridor and Treasure Coast TSM&O studies, the Oslo Road Interchange project, the Aviation Boulevard – US 1 Intersection, and congestion relief improvements between US 1 and SR A1A.

The MPO uses its adopted Congestion Management Process plan to develop a CMP Priority List that has resulted in congestion relief projects in the CMP. Similarly, the MPO uses a Transportation Alternatives Priority List to identify bicycle and pedestrian projects in the TIP.

The TIP devotes a significant amount of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. Investments include new Interstate Interchange access, congestion relief on NHS highways, and bicycle and pedestrian priorities. The TIP will fund \$18.3 million for improvements to the Strategic Intermodal System (SIS), \$3.7 million for congestion relief projects, \$1.9 million for bike/ped and sidewalk projects, and \$3 million for TSMO projects (such as signal maintenance and upgrades).

The projects included in the TIP are consistent with FDOT's Five Year Work Program, and therefore to FDOT's approach to prioritize funding to address performance goals and targets. Per federal planning requirements, the state selects projects on the NHS in cooperation with the MPO from the approved TIP. Given the significant resources devoted in the TIP to programs that address system performance and freight, the MPO anticipates that once implemented, the TIP will contribute to progress towards achieving the statewide reliability performance targets.

The projects in the TIP address the Goals, Objectives, and Policies as well as specific strategic capacity and safety deficiencies identified in the Florida Freight Mobility and Trade Plan (FMTP). By providing Indian River County with its third access point to I-95, the Oslo Road Interchange and Oslo Road Widening Projects (FM#s 4130485 and 4315211) serve multiple objectives, including Objective 2 of the FMTP (Increase operational efficiency of goods movement). The projects will also eliminate the Statewide SIS Bottleneck at SR 60 and I-95 identified on page 2-12 of the FMTP. By relieving a critical bottleneck, the Oslo Road Project further helps the state meet its performance target for freight for Travel Time Reliability (currently at 97% on Freeways in Indian River County) and for Percent of Miles Heavily Congested on all roads (currently Below 1% in Indian River County).

ITS and Transportation Systems Management and Operations (TSM&O)

In 2019, FDOT District 4 developed a Treasure Coast Transportation Systems Management and Operation Master (TSM&O) Master Plan in coordination with the Indian River County MPO, St. Lucie TPO, and Martin MPO. The purpose of the TSM&O Master Plan is to identify strategies for managing mobility and congestion issues with limited resources and right-of-way. This plan identifies potential project locations and project types at a high level – namely corridor level, with a goal to provide a reliable and efficient transportation system for the movement of people and goods in a context sensitive manner. These improvements consider the installation of updated fiber optic cables on existing and future projects to increase connectivity at the corridor level to help streamline traffic flow and relieve congestion. The benefits of implementing TSM&O can be identified as:

- Make the most of existing infrastructure
- Improved coordination between transportation operators
- Improved Incident Management response times
- Improved travel time reliability
- Improved traffic flow through work zones



Transit Asset Performance Measures

With the adoption of MAP-21, MPOs are now required to establish performance targets for the management of transit assets. On September 30, 2022, the Indian River County MPO established the transit asset performance targets shown in Tables 8 and 9 for the MPO's planning area. Table 8 summarizes the required performance targets for transit vehicles and equipment as well as the current status of each performance measure. Transit vehicles have a useful life benchmark of 4-12 years, based on the vehicle type. The performance measure for vehicles is the percent of vehicles that are within their respective useful life benchmark.

Table 8. Performance Measures for Transit Vehicles and Equipment

						% Exceeding ULB (including spare vehicles)		
Asset Category	Asset Class	Individual Assets	# of Vehicles	Vehicle Age (Years)	Useful Life Benchmark (Years)	FY 26 Target	Current Status (Active Fleet)	Current Status (Active + Spares)
Revenue Vehicles (Fixed Route)	Bus (BU)	2013 Gillig Low Floor Bus	3	12	12	33%	0%	0%
		2015 Gillig Low Floor Bus	2	10	12			
		2016 Gillig Low Floor Bus	1	9	12			
		2024 Gillig Low Floor Bus	3	1	12			
	Cutaway Bus (CU)	2016 Odyssey	5	9	5	33%	0%	35%
		2018 Defender	3	7	7			
		2019 Defender	1	6	7			
		2021 Defender	2	4	7			
		2021 Odyssey XL	3	4	5			
	Revenue Vehicles (Demand Response)	Cutaway Bus (CU)	2013 Defender	1	12	7	67%	88%
2015 Van Terra			2	10	5			
2017 Challenger			1	8	5			
2017 Van Terra			1	8	5			
2018 Challenger			1	7	5			

Asset Category	Asset Class	Individual Assets	# of Vehicles	Vehicle Age (Years)	Useful Life Benchmark (Years)	% Exceeding ULB (including spare vehicles)		
						FY 26 Target	Current Status (Active Fleet)	Current Status (Active + Spares)
	Van (VN)	2018 Crusader	2	7	5	67%	100%	100%
		2021 Van Terra	1	4	5			
		2012 MV1	2	14	4			
		2018 Entervan (Caravan)	1	8	4			
Equipment	Truck	2021 Ranger	1	4	5	50%	0%	0%
		2021 Explorer	3	4	5			
		2021 F-150	1	4	5			
		2024 F-150	1	1	5			

Table 9 summarizes the required performance targets for transit facilities as well as the current status of each performance measure. Transit facilities are rated using the Transit Economic Requirements Model (TERM) Scale. The TERM scale has a range of 1 to 5, with 5 representing facilities in the best condition. A TERM rating of 3.0 represents a facility in adequate condition. Each facility is assigned a rating based on its condition.

Table 9. Performance Measures for Transit Facilities

Asset Category	Asset Class	Individual Assets	Condition Assessment – TERM Rating	FY 26 Target (% Under TERM 3.0)	Current Status	Notes
Facilities	Administrative/Maintenance	Transit Administration & Maintenance Facility	5	0	0	Constructed in 2012
Facilities	Passenger	Main Transit Hub	5	0	0	Constructed in 2017

The Indian River County TIP was developed and is managed in cooperation with Senior Resource Association, which operates Indian River County's public transportation system. It reflects the investment priorities established in the 2045 LRTP. Transit asset condition and state of good repair is a consideration in the methodology the MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. The MPO's goal of improving transit asset condition is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

"Enhancing mobility for people and freight and provide travel alternatives" is one of 5 Major Goals of the 2045 LRTP. To this end, the LRTP identifies numerous objectives and policies that promote alternative modes of mobility, including that capital and operational improvements be consistent with the MPO's Transit Development Plan (TDP). Transit agencies were required to adopt initial Transit Asset Management (TAM) plans by October 1, 2018, with an updated TAM plan due four years later. In Indian River County, the TAM plan is required to include an inventory of assets, a condition assessment of inventoried assets, a description of decision support tools, and a prioritized list of investments. By following the Transit Asset Management plan, agencies can maintain transit systems in a state of good repair. The transit asset performance targets identified above are consistent with Indian River County's updated TAM plan adopted September 30, 2022.

Based on the information used to develop the TIP, the Indian River County MPO anticipates that this TIP, once implemented, will contribute to progress toward achieving the MPO's transit asset performance targets. Improving the State of Good Repair (SGR) of capital assets is an overarching goal of this process.

Transit Safety Performance Measures

In 2025, the Senior Resource Association and MPO staff prepared a Public Transportation Agency Safety Plan (PTASP) based on federal guidance as well as SRA's existing Security Program Plan, which has been required by FDOT for many years. Within that PTASP, performance targets were established for five transit safety measures: preventable accident rate, injuries, fatalities, safety events, and system reliability (see Attachment 1). The Indian River County PTASP was approved by the Board of County Commissioners on February 4, 2025.



Table 10. Transit Safety Performance Targets

Safety Concerns	Rate	Goal
Preventable accident rate	Per 100,000 miles	<0.1
Injuries	Per 100,000 miles	<0.1
Fatalities	Per 100,000 miles	0
Safety Events	Per 100,000 miles	<0.1
System Reliability	Mean distance between Mechanical Failure	>42,500 miles
Pedestrian Collisions	Per 100,000 miles	0
Vehicular Collisions	Per 100,000 miles	<0.1
Assaults on Transit Workers	Per 100,000 miles	0

GLOSSARY OF TERMS AND ABBREVIATIONS

Access Management – The regulation and control of vehicular access to public roads to insure the safe and efficient operation of the roadway system.

Advanced Traffic Management Systems (ATMS) – This is an intelligent transportation system (ITS) approach using advanced technology tools such as closed-circuit television cameras, radar detectors and communication devices to monitor traffic, optimize signal timing and control traffic flow.

Americans with Disabilities Act (ADA) – A federal law that requires public facilities and services to be accessible to persons with disabilities, including those with mental disabilities, temporary disabilities and conditions related to substance abuse.

Average Daily Traffic (ADT) – The number of vehicles passing a fixed point in a day, averaged over a number of days. The number of count days included in the average varies with the intended use of the data.

Bicycle Pedestrian Advisory Committee (BAC) – An MPO appointed committee comprised of representatives of various government agencies, law enforcement officials and private citizens interested in bicycle and pedestrian issues. The BAC advises the MPO in the process of planning and developing bicycle and pedestrian facilities.

Bicycle Facilities – Any travel corridor designed to accommodate non-motorized traffic, including bike and pedestrian paths and bike lanes on roadways.

Bridges Management System (BMS) – Process for analyzing existing conditions and identifying future needs with respect to bridges designated as part of the National

Capital Improvements Element (CIE) – A required element of local comprehensive plans which evaluates the need for public facilities and associated costs and construction schedules. The required content of CIEs is stipulated in Rule 9J-5.016 of the Florida Administrative Code and Chapter 163.3177(3), Florida Statutes.

Capital Improvement Program (CIP) – A five/six year schedule of capital improvements adopted by local governments and transportation agencies.

Chapter 163, Florida Statutes (F.S.) – Requires local governments to develop comprehensive plans assessing existing and future public service and facility needs and identifies policies and capital improvement projects necessary to address them.

Citizen’s Advisory Committee (CAC) – Private citizens representing municipal area and at-large membership appointed by the MPO to review transportation issues and topics that will be considered by the MPO. The CAC forwards recommendations to the MPO regarding these issues and topics.

Community Traffic Safety Teams (CTST) – Community Traffic Safety Teams are locally based groups of highway safety advocates who are committed to solving traffic safety problems through a comprehensive, multi-jurisdictional, multi-disciplinary approach. Members include local city, county, state, and occasionally federal agencies, as well as private industry representatives and local citizens.

Community Transportation Coordinator (CTC) – Agency responsible for delivering coordinated transportation services to the transportation disadvantaged population in the designated service area.

Concurrency Management System (CMS) – The process local governments use to ensure that level of service standards on public services and facilities are adopted and maintained. In addition, CMS’ require that public services and facilities necessary to accommodate the impacts of development projects are in place prior to their approval.

Congestion Management Process (CMP) – A federally mandated program within metropolitan planning areas to address and manage congestion through the implementation of strategies not calling for major capital investments. The CMP was formerly known as Congestion Management System (CMS).

Designated Official Planning Agency (DOPA) – Agency designated by the state Commission for the Transportation Disadvantaged to provide planning services to the local transportation disadvantaged service area. The MPO is the DOPA.

Development Of Regional Impact (DRI) – Any land development that, because of its character, magnitude, or location, would have a substantial effect upon the health, safety, or welfare of citizens of more than one county. These developments are governed by the provisions of Chapter 380.06, F.S.

Disadvantaged Business Enterprise (DBE) – Businesses owned and operated by members of one or more socially and economically disadvantaged minority groups, such as African Americans, Hispanic Americans, Native Americans, Asian Pacific Americans and Asian Indian Americans.

Efficient Transportation Decision Making (ETDM) – A FDOT initiative to improve and streamline the environmental review and permitting process of transportation projects by providing resource protection agencies and concerned citizens opportunities to comment on them during the initial planning phase. This is intended to improve the coordination of transportation decisions with social, land use and ecosystem preservation concerns.

Federal Highway Administration (FHWA) – The federal agency that develops regulations, policies and guidelines to achieve safety, economic development, and other goals of FHWA programs through the construction and improvement of the nation's transportation infrastructure and highway system.

Federal Highway Administration (FHWA) Metropolitan Planning (PL) Funds – Primary source of planning funds allocated to the MPO and budgeted in the Unified Planning Work Program (UPWP) in accordance with 23 U.S.C., Section 134.

Federal Transit Administration (FTA) – The agency that develops policy on public transit issues and allocates capital and operating funds for public transit projects.

Federal Transit Administration (FTA) Section 5303 – Source of transit planning funds.

Fiscal Year (FY) – Defines budget year; runs from July 1 through June 30 for the state of Florida and from October 1 through September 30 for federal and local governments.

Florida Administrative Code (FAC) – A compilation of the rules and regulations of state agencies that have been filed with the Department of State pursuant to the provisions of Chapter 120, F.S.

Florida Department of Transportation (FDOT) – FDOT is a decentralized agency responsible for the development, maintenance, and regulation of public transportation systems and facilities in the state.

Florida Intrastate Highway System (FIHS) – A statewide network of limited and controlled access highways primarily intended for high speed and high volume traffic movements constructed and maintained by FDOT.

Florida Standard Urban Transportation Modeling Structure (FSUTMS) – Computer model used in Florida for transportation planning to simulate existing and future travel patterns developed by FDOT for long-range urban area transportation modeling.

Functional Classification – The process by which streets and highways are grouped into classes, or systems, according to the character of service they are intended to provide. Local governments are required to identify the functional classification of roadways within their jurisdiction in their comprehensive plans.

Institute of Transportation Engineers (ITE) – An international society of professionals in transportation and traffic engineering. The organization publishes the Trip Generation Manual, which provides trip generation data.

Intelligent Transportation Systems (ITS) – An umbrella term for a range of advanced technologies that monitor and manage traffic flow, reduce congestion, provide alternate routes to travelers, enhance productivity, respond to incidents, adverse weather or other road capacity constricting events.

Intermodal Facilities – Transportation facilities that different travel modes, such as rail or bus stations at airports.

Joint Participation Agreement (JPA) – Legal instrument describing intergovernmental tasks to be accomplished and/or funds to be paid between government agencies.

Level of Service (LOS) – A qualitative assessment of operating conditions for transportation facilities using the letter grades A through F (best to worst), to describe their performance.

Livable Communities – A planning concept that applies to initiatives and programs directed at improving and/or maintaining an urban environment that promotes walking, bicycling and transit use and that provides a sense of place and opportunities for employment, education, recreation, entertainment and shopping.

Local Coordinating Board (LCB) – A board comprised of representatives of the MPO Board, social service agencies, private transportation providers, FDOT and citizens. The LCB is responsible for governing the Transportation Disadvantaged Program.

Moving Ahead for Progress in the 21st Century Act (MAP-21) – The 2012 federal surface transportation legislation (Public Law 112-141) that authorizes federal-aid highway and transit programs. MAP-21 sets forth funding and associated requirements for the MPOs and transportation improvement projects.

MPO Long Range Transportation Plan (LRTP) – Federally required plan that assesses existing and future transportation needs in the MPO planning area and identifies strategies, capital improvements and associated funding needed to address them. The LRTP addresses all principal modes of travel including the automobile, bicycle, airplane, transit and walking.

MPO Public Participation Plan – Sets forth strategies for generating meaningful public involvement in the course of preparing, developing and implementing MPO plans, programs and projects.

National Highway System (NHS) – Includes the interstate system and other routes identified as having strategic defense characteristics as well as routes providing access to major ports, airports, public transportation, intermodal transportation facilities and routes of particular importance to local governments.

Pavement Management System (PMS) – A systematic process utilized by state agencies and MPOs to analyze and summarize pavement information for use in selecting and implementing cost effective pavement construction, rehabilitation and maintenance programs. It is required for roads in the National Highway System.

SRTS – Safe Routes to School Program - The SRTS Program helps communities address school transportation needs while encouraging more students to walk or bicycle to school. The SRTS Program funds projects such as the construction and installation of sidewalks, shared-use paths, etc.

State Transportation Improvement Plan (STIP) – A staged, multi-year, statewide, intermodal program that is consistent with the state and MPO transportation plans and TIPs. It must be approved by the Federal Highway Administration and the Federal Transit Administration at least every two years.

Strategic Intermodal System (SIS) – The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and

intercity bus terminals, rail corridors, waterways and highways. These facilities are recognized as having the top priority for state and federal funding.

Surface Transportation Program (STP) – A funding program under SAFETEA-LU that provides monies for federal-aid road improvements. SAFETEA-LU will expire on October 1, 2012, and Moving Ahead for Progress in the 21st Century Act (MAP-21) that will take effect on October 1, 2012.

Transportation Alternatives Program (TAP) – Allows for up to two percent of Surface Transportation Program funds to be allocated for non-roadway improvements/expenditures, including pedestrian/bicycle facilities, Recreational Trails and Safe Routes to Schools programs.

Transit Development Plan (TDP) – PSTA's ten-year planning, development and operational guidance document required for Florida Public Transit Block Grant funding. The TDP is used in creating the mass transit elements of the MPO Long Range Transportation Plan, TIP and FDOT Work Program.

Transportation Demand Management (TDM) – Employs techniques, such as vanpooling, increasing transit use and telecommuting, to reduce the demand for single occupant vehicle travel and vehicle-miles traveled.

Transportation Disadvantaged (TD) – Those persons who, because of physical or mental disability, income status or age are unable to transport themselves or to purchase transportation and are, therefore, dependent on others to obtain access to health care, employment, education, shopping, social activities or other life-sustaining activities. These persons also include children who are handicapped or high-risk or at risk as defined in Ch. 411, F.S.

Transportation Disadvantaged Service Plan (TDSP) – A three-year implementation plan, with annual updates developed by the designated official planning agency (DOPA) in coordination with the community transportation coordinator. The TDSP contains the provisions of service delivery for the County's Transportation Disadvantaged Program and is reviewed and approved by the Local Coordinating Board.

Transportation Impact Fee (TIF) – Exaction assessed by local governments on new development projects that attempt to recover the cost incurred to provide transportation facilities required to serve the new development.

Transportation Improvement Program (TIP) – A five-year program of transportation improvements adopted annually by the MPO that incorporates State and federal work programs along with the capital improvement programs/elements of local governments and the transit agency within the MPO's jurisdiction.

Transportation Regional Incentive Program (TRIP) – A Florida program that provides state funds to improve regionally significant transportation facilities.

Transportation System Management (TSM) – A program involving the implementation of traffic control measures, such as high-occupancy vehicle (HOV) lanes, signal timing adjustments, median closings and access management strategies to increase the operating efficiency of the traffic circulation system.

Unified Planning Work Program (UPWP) – Identifies all transportation planning activities under the auspices of the MPO that are to receive federal and state grant funds.

United States Code (USC) – Also referred to as the Code of Federal Requirements, this is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

Work Program (WP) – The five-year listing of all transportation projects scheduled by the Florida Department of Transportation.

ABBREVIATIONS

BRDG	Bridge
CTC	Community Transportation Coordinator
CTD	Commission for the Transportation Disadvantaged
CIP	Capital Improvements Program
FAA	Federal Aviation Administration
FAST Act	Fixing America's Surface Transportation Act of 2015
FDOT	Florida Department of Transportation
FHWA	Federal Highway Administration
FM	Financial Management
FTA	Federal Transit Administration
IJR	Interchange Justification Report
IRC	Indian River County
LAR	Local Agency Reimbursement
LCB	Local Coordinating Board
LRTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
PST DES	Post Design
PTO	Public Transportation Office
RELOC	Right of Way Relocation
ROW	Right of Way
SRA	Senior Resource Association, Inc.
TD	Transportation Disadvantaged
TIP	Transportation Improvement Program

PHASES

ADM	Administration
CAP	Capital Purchase
CEI	Construction, Engineering, & Inspection
CST	Construction
DSB	Design Build
ENV	Environmental
INC	Contract Incentives
MNT	Maintenance
OPS	Operations
PD&E	Project Development and Environmental
PE	Preliminary Engineering
PLN	Planning
RRU	Railroad/Utilities Construction

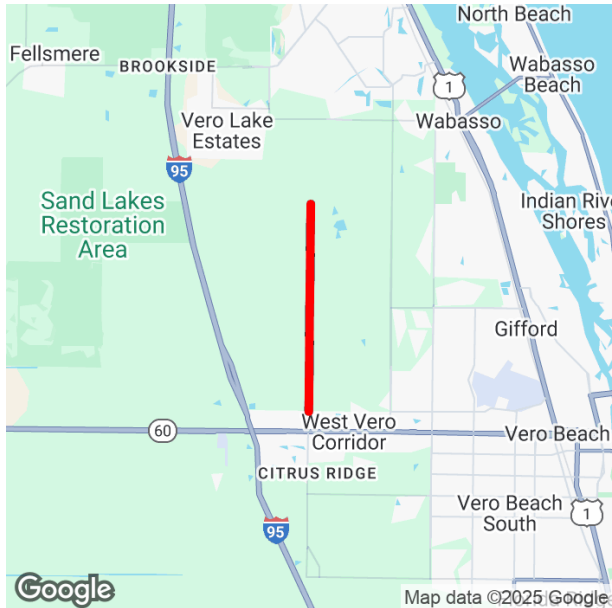
FUND CODES

ACBR	Advance Construction Bridge Replacement	FAA	Federal Aviation Administration
ACER	Advance Construction Emergency Repair	FTA	Federal Transit Administration
ACFP	Advance Construction Freight Program	GRSC	Growth Management for SCOP
ACNP	Advance Construction Bridge Replacement (MAP-21)	LF	Local Funds
ACPR	Advance Construction Protect Grant Program	PKYR	Turnpike Renewal & Replacement
ACSA	Advance Construction Surface Transportation Program – Any Area (Federal)	PL	Metropolitan Planning
ACSL	Advance Construction Surface Transp. Program – Areas Less Than 200K Pop.	SA	Surface Transportation Program – Any Area (Federal)
ACSN	Advance Construction Surface Transportation Program – Areas Less Than 5K Pop.	SCED	Small County Outreach Program (2012 Senate Bill 1998)
ACTL	Advance Construction Transportation Alternatives – Areas Less Than 200K Pop.	SCOP	Small County Outreach Program
ARPA	American Rescue Plan Act	SCWR	Small County Outreach Program (2015 Senate Bill 2514A)
BRRP	State Bridge Repair and Rehabilitation	SL	Surface Transportation Program – Areas Less Than 200K Pop.
CM	Congestion Mitigation	SM	Surface Transportation Program – Areas Between 5K and 49,999 Pop.
D	Unrestricted State Primary	SN	Surface Transportation Program – Areas Less Than 5K Pop.
DDR	District Dedicated Revenue (State)	TALL	Transportation Alternatives – Areas Less Than 200K Pop.
DEM	Environmental Mitigation	TALN	Transportation Alternatives – Areas Less Than 5K Pop.
DIH	District In-House Product Support (State)	TALT	Transportation Alternatives – Any Area
DITS	Statewide Intelligent Transportation System	TRIP	Transportation Regional Incentive Program
DPTO	State Public Transportation Office	TRWR	Transportation Regional Incentive Program (2015 Senate Bill 2514A)
DS	State Primary Highways and Public Transit		
DU	State Primary Funds/Federal Reimbursement		

SECTION A ROADWAY CAPACITY PROJECTS

82ND AVE CONSTRUCTION

2308793 SIS



Project Description: NEW ROAD CONSTRUCTION

Extra Description: New 2 lane roadway from 26th Street to 69th Street. Right-of-way acquisition programmed for FY 2026 through FY 2030. Construction programmed for future years. Project length is 5 miles.

Lead Agency: MANAGED BY FDOT

From: 26TH STREET

County: INDIAN RIVER

To: 69TH STREET

Length: 5

Phase Group: RIGHT OF WAY

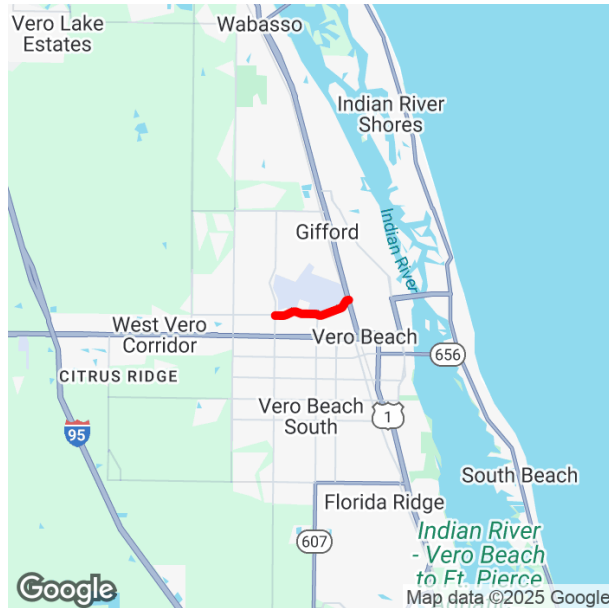
Phase	Fund Code	2026	2027	2028	2029	2030	Total
ROW	ACSM	100,000	0	0	0	0	100,000
ROW	SA	2,220,295	100,000	618,861	0	840,861	3,780,017
ROW	SM	483,162	331,897	0	400,000	0	1,215,059
ROW	SN	67,594	697,652	663,680	0	0	1,428,926
		2,871,051	1,129,549	1,282,541	400,000	840,861	6,524,002

Prior Year Cost: 5,490,314

Future Year Cost: 0

Total Project Cost: 13,246,694

LRTP: Table 4-8

AVIATION BOULEVARD**4513681 Non-SIS****Project Description:** ADD LANES & RECONSTRUCT

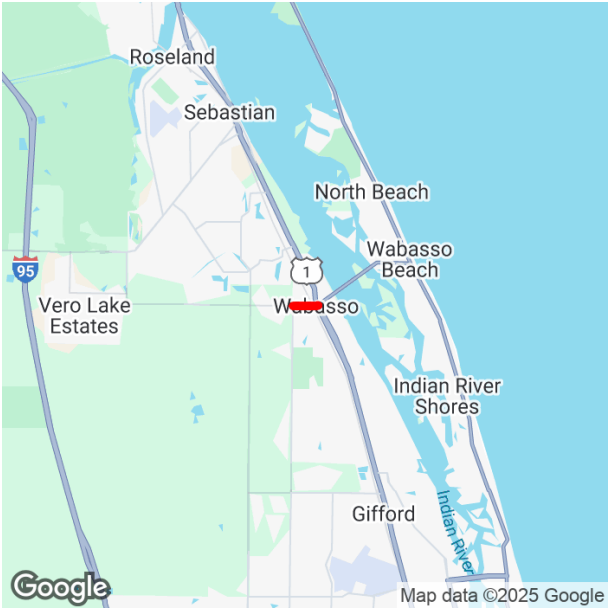
Extra Description: Widen Aviation Blvd from 2-lanes to 4-lanes for a 2.1-mile corridor. Project Development and Environmental (PD&E) study is funded in FY 2028 through FY 2029. Additional improvements include buffered bike lanes, sidewalks, shared use path, median, and associated drainage improvements.

Lead Agency: MANAGED BY FDOT**From:** 43RD AVE**County:** INDIAN RIVER**To:** SR-5/US-1**Length:** 2.105**Phase Group:** P D & E

Phase	Fund Code	2026	2027	2028	2029	2030	Total
PDE	CM	0	0	550,000	0	0	550,000
PDE	SA	0	0	250,000	2,805,000	0	3,055,000
				800,000	2,805,000		3,605,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 3,605,000****LRTP: Table 4-8**

**CR 510 WIDENING
4416921 SIS**



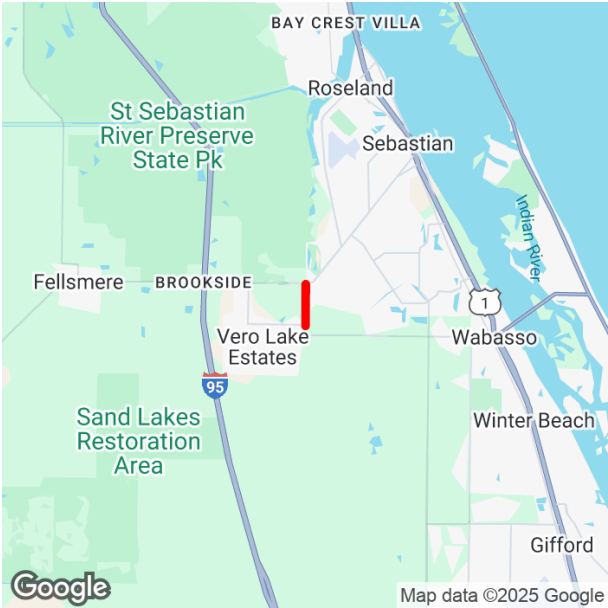
Prior Year Cost: 5,948,860
Future Year Cost: 0
Total Project Cost: 11,502,395
LRTP: Table 4-8

Project Description: ADD LANES & RECONSTRUCT
Extra Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between 58th Avenue and US 1 (SR 5). Project Development & Environmental (PD&E) study and preliminary engineering currently underway. Right-of-way acquisition programmed for FY 2029. Construction to be programmed for future years. Project length is 0.6 miles
Lead Agency: MANAGED BY FDOT
County: INDIAN RIVER
Length: 0.6
Phase Group: RIGHT OF WAY

From: 58TH AVENUE
To: E SR-5/US-1

Phase	Fund Code	2026	2027	2028	2029	2030	Total
ROW	SL	0	0	0	1,801,748	0	1,801,748
ROW	SN	0	0	0	565,400	0	565,400
						2,367,148	2,367,148

**CR 510 WIDENING
4056067 Non-SIS**



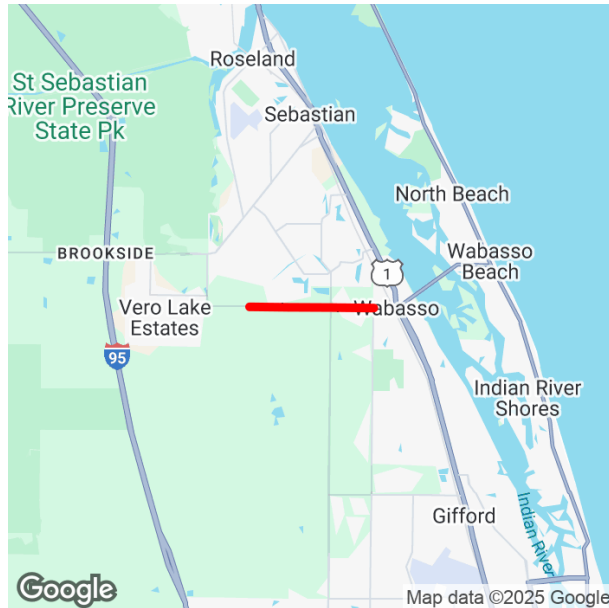
Prior Year Cost: 43,811,064
Future Year Cost: 0
Total Project Cost: 83,338,567
LRTP: Table 4-8

Project Description: ADD LANES & RECONSTRUCT
Extra Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between CR 512 and 87th Street. Construction programmed for FY 2025 and 2026. Design and right-of-way acquisition funded under FM# 4056064. Project length is .978 miles.
Lead Agency: MANAGED BY FDOT
County: INDIAN RIVER
Length: 0.978
Phase Group: CONSTRUCTION

From: CR 512
To: 87TH ST

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	ACPR	302,385	0	0	0	0	302,385
CST	SA	79,260	0	0	0	0	79,260
CST	SL	148,320	0	0	0	0	148,320
CST	SL	640,239	0	0	0	0	640,239
		1,170,204					1,170,204

CR 510 WIDENING 4056063 SIS



Prior Year Cost: 43,811,064
Future Year Cost: 0
Total Project Cost: 83,338,567
LRTP: Table 4-8

Project Description: ADD LANES & RECONSTRUCT

Extra Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between 82nd Avenue and 58th Avenue. Preliminary engineering currently underway. Right-of-way acquisition programmed for FY 2025 through 2028. Project length is 3.26 miles.

Lead Agency: MANAGED BY FDOT

From: W OF 82ND AVE

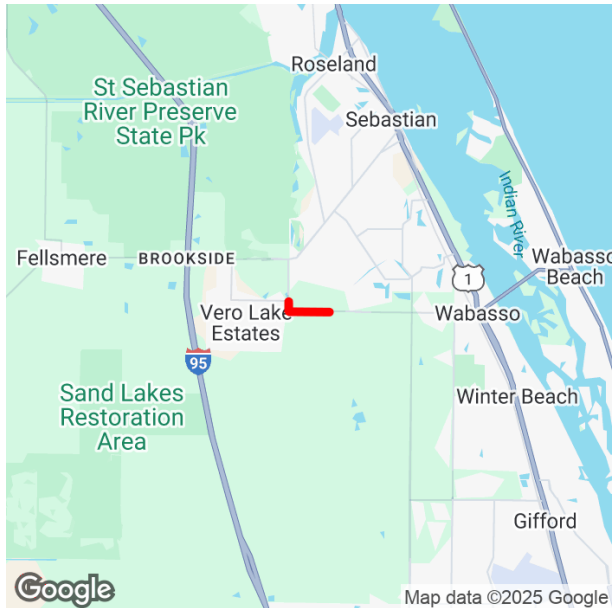
County: INDIAN RIVER

To: 58TH AVE

Length: 3.26

Phase Group: RIGHT OF WAY

Phase	Fund Code	2026	2027	2028	2029	2030	Total
ROW	ACCM	1,710,192	0	0	0	0	1,710,192
ROW	CM	0	590,581	0	0	0	590,581
ROW	LF	291,600	0	0	0	0	291,600
ROW	SA	1,053,719	0	0	0	0	1,053,719
ROW	SL	1,047,479	1,025,429	2,371,766	0	0	4,444,674
ROW	SN	530,362	0	0	0	0	530,362
		4,633,352	1,616,010	2,371,766			8,621,128

CR 510 WIDENING
4056068 Non-SIS


Prior Year Cost: 43,811,064
Future Year Cost: 0
Total Project Cost: 83,338,567
LRTP: Table 4-8

Project Description: ADD LANES & RECONSTRUCT

Extra Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between 87th Street and 82nd Avenue. Construction is programmed for FY 2030. Project length is 0.871 miles.

Lead Agency: MANAGED BY FDOT

From: 87th ST

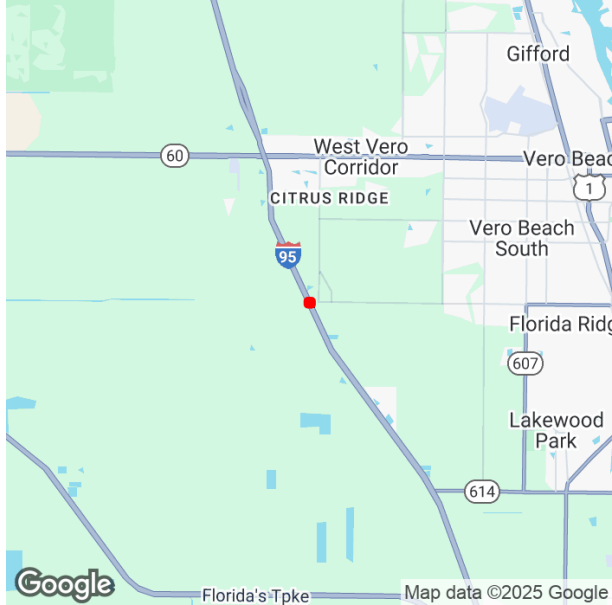
County: INDIAN RIVER

To: W OF 82ND AVE

Length: 0.871

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
RRU	LF	0	0	0	38,046	2,772,404	2,810,450
CST	CM	0	0	0	0	2,513,011	2,513,011
CST	SA	0	0	0	0	16,303,808	16,303,808
CST	SL	0	0	0	0	2,000,000	2,000,000
CST	SM	0	0	0	0	389,302	389,302
CST	SN	0	0	0	0	701,400	701,400
					38,046	24,679,925	24,717,971

I-95/OSLO ROAD INTERCHANGE
4130485 SIS


Project Description: LANDSCAPING

Extra Description: Landscaping project in conjunction with FM# 4130482. Landscaping is funded in FY 2028 and FY 2030. Project length is 1.01 miles.

Lead Agency: MANAGED BY FDOT

From:

County: INDIAN RIVER

To:

Length: 1.01

Phase Group: PRELIMINARY ENGINEERING, CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
PE	DIH	0	0	19,958	0	0	19,958
PE	DS	0	0	249,480	0	0	249,480
CST	DDR	0	0	0	0	1,384,227	1,384,227
CST	DIH	0	0	0	0	58,304	58,304
				269,438		1,442,531	1,711,969

Prior Year Cost: 0

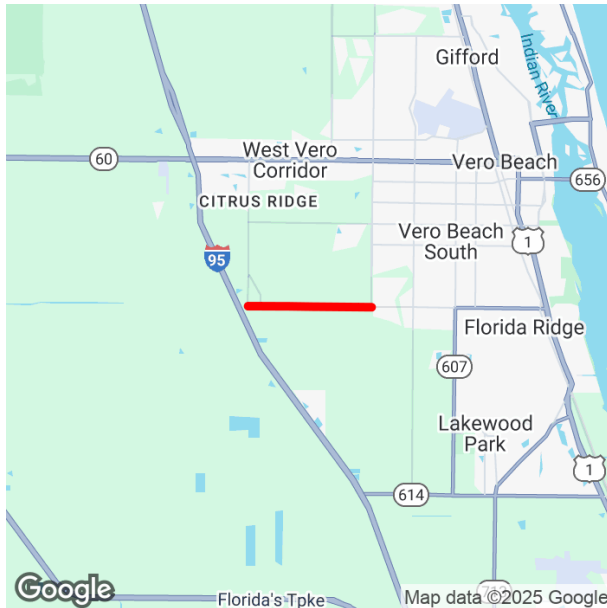
Future Year Cost: 0

Total Project Cost: 1,713,914

LRTP: Table 4-8

OSLO ROAD WIDENING

4315211 SIS



Prior Year Cost: 63,023,987
Future Year Cost: 0
Total Project Cost: 64,693,958
LRTP: Table 4-8

Project Description: ADD LANES & RECONSTRUCT

Extra Description: Widen Oslo Road (9th Street SW) from 2 lanes to 4 lanes between 58th Avenue and I-95. Right-of-way acquisition programmed for FY 2027. Construction currently underway. Project is in conjunction with proposed I-95/Oslo Rd. interchange (see FM# 4130482). Project length is 2.683 miles.

Lead Agency: MANAGED BY FDOT

From: SW 82ND AVE

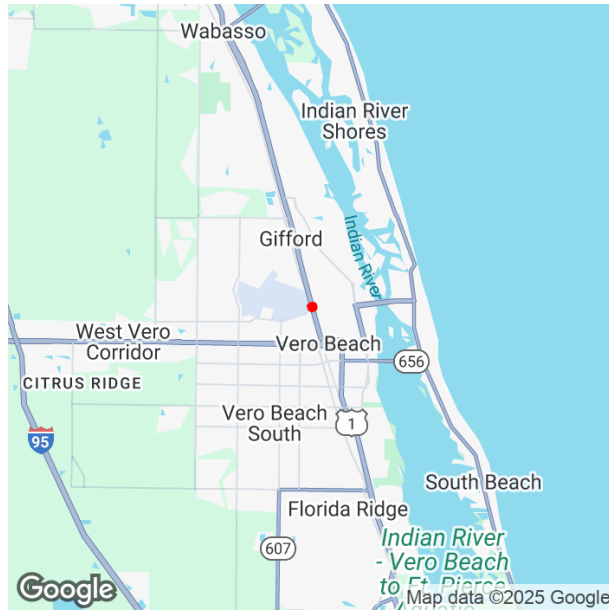
County: INDIAN RIVER

To: 58TH AVENUE

Length: 2.683

Phase Group: RIGHT OF WAY

Phase	Fund Code	2026	2027	2028	2029	2030	Total
ROW	SA	0	316,063	0	0	0	316,063
		316,063					316,063

US 1/AVIATION BOULEVARD INTERSECTION**4416931 Non-SIS****Project Description:** PD&E/EMO STUDY

Extra Description: Intersection improvements at US 1 (SR 5) and Aviation Boulevard. PD&E study completed in 2024. Preliminary engineering programmed for FY 2025 and FY 2026. Right-of-way acquisition is programmed for FY 2026, FY 2027, FY 2028, and FY 2030.

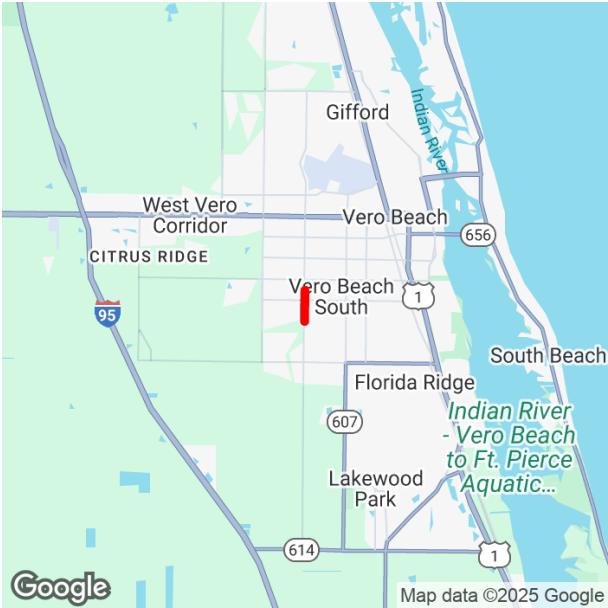
Lead Agency: MANAGED BY FDOT**From:****County:** INDIAN RIVER**To:****Length:** 0.01**Phase Group:** PRELIMINARY ENGINEERING, RIGHT OF WAY

Phase	Fund Code	2026	2027	2028	2029	2030	Total
PE	DDR	1,653,360	0	0	0	0	1,653,360
PE	SL	300,000	0	0	0	0	300,000
ROW	DDR	1,110,465	0	0	0	4,632,500	5,742,965
ROW	DIH	0	83,000	25,000	0	0	108,000
		3,063,825	83,000	25,000		4,632,500	7,804,325

Prior Year Cost: 5,269,971**Future Year Cost: 0****Total Project Cost: 13,074,296****LRTP: Table 4-8**

SECTION B TRAFFIC OPERATIONS, MAINTENANCE, AND SAFETY PROJECTS

43RD AVENUE
4442703 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 7,990,300
LRTP: Table 2-1

Project Description: RESURFACING

Extra Description: Resurfacing of 43rd Avenue from 1st Street SW to 6th Street. Construction programmed for FY 2028 and 2029. Project length is 0.756 miles.

Lead Agency: MANAGED BY INDIAN RIVER COUNTY

From: 1ST STREET SW

To: 6TH STREET

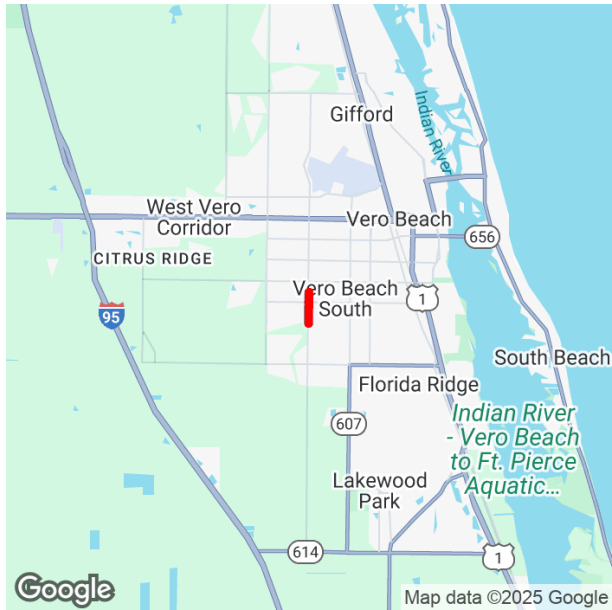
County: INDIAN RIVER

Length: 0.756

Phase Group: CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	GRSC	0	0	1,650,000	1,553,550	0	3,203,550
CST	LF	0	0	1,067,850	0	0	1,067,850
				2,717,850	1,553,550		4,271,400

43RD AVENUE
4442702 Non-SIS



Project Description: RESURFACING

Extra Description: Resurfacing of 43rd Avenue from 12th Street to 6th Street. Construction programmed for FY 2026. Project length is 0.764 miles.

Lead Agency: MANAGED BY INDIAN RIVER
 COUNTY

From: 6TH STREET

To: 12TH STREET

County: INDIAN RIVER

Length: 0.764

Phase Group: CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	GRSC	1,415,525	0	0	0	0	1,415,525
CST	LF	1,318,900	0	0	0	0	1,318,900
CST	SCED	487,805	0	0	0	0	487,805
CST	SCWR	496,670	0	0	0	0	496,670
		3,718,900					3,718,900

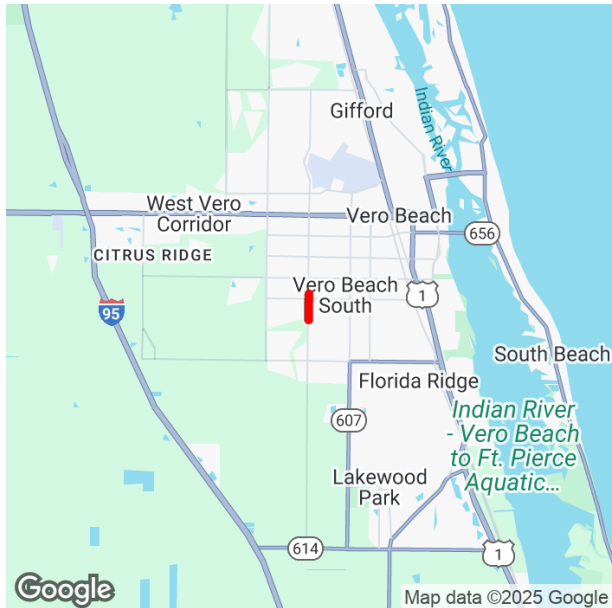
Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 7,990,300

LRTP: Table 2-1

43RD AVENUE
4497001 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 3,093,000
LRTP: Table 2-1

Project Description: RESURFACING

Extra Description: Resurfacing of 43rd Avenue from 5th Street SW to 1st Street SW. Construction programmed for FY 2030. Project length is 0.491 miles.

Lead Agency: MANAGED BY INDIAN RIVER COUNTY

From: 5TH STREET SW

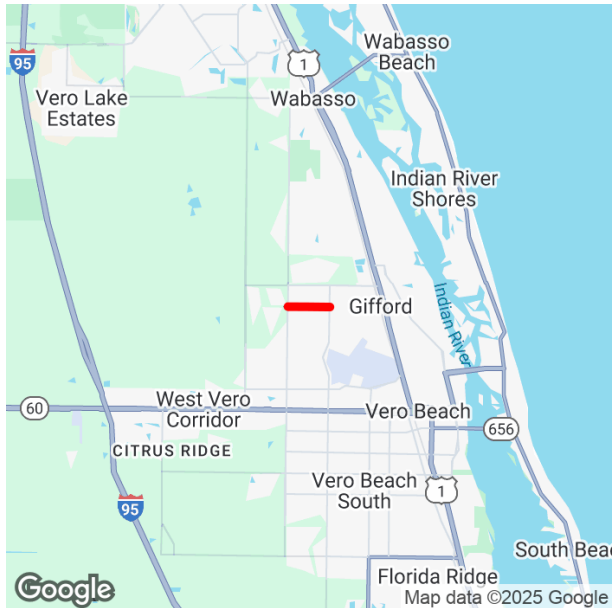
To: 1ST STREET SW

County: INDIAN RIVER

Length: 0.491

Phase Group: CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	GRSC	0	0	0	0	784,000	784,000
CST	LF	0	0	0	0	773,250	773,250
CST	SCED	0	0	0	0	512,821	512,821
CST	SCOP	0	0	0	0	518,974	518,974
CST	SCWR	0	0	0	0	503,955	503,955
						3,093,000	3,093,000

45TH STREET (N GIFFORD ROAD) COMPLETE STREET RETROFIT**4533271 Non-SIS****Project Description:** BIKE LANE/SIDEWALK

Extra Description: Complete Street retrofit of 45th Street (N Gifford Road) from 58th Avenue to 43rd Avenue to include bike lanes and sidewalks on both sides. Project design programmed for FY 2026 and 2027. Project length is 0.924 miles.

Lead Agency: MANAGED BY FDOT**From:** 58TH AVENUE**County:** INDIAN RIVER**To:** 43RD AVENUE**Length:** 0.924**Phase Group:** P D & E, PRELIMINARY ENGINEERING

Phase	Fund Code	2026	2027	2028	2029	2030	Total
PDE	SA	300,000	0	0	0	0	300,000
PE	SA	0	400,000	0	0	0	400,000
		300,000	400,000				700,000

Prior Year Cost: 0**Future Year Cost: 0****Total Project Cost: 700,000****LRTP: Table 2-1**

I 95/CR 512 INTERCHANGE MODIFICATION

4493321 Non-SIS



Project Description: WIDEN/RESURFACE EXIST LANES

Extra Description: Interchange modification at I 95/CR 512 (Fellsmere Road) from I 95 to west of 106th Avenue by extending eastbound ramp terminal lane to eliminate drop lane. Construction programmed for FY 2027. Project length 0.381 miles.

Lead Agency: MANAGED BY FDOT

From: I 95

County: INDIAN RIVER

To: WEST OF 106TH AVENUE

Length: 0.381

Phase Group: CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	SA	0	2,567,464	0	0	0	2,567,464
			2,567,464				2,567,464

Prior Year Cost: 611,734

Future Year Cost: 0

Total Project Cost: 3,179,198

LRTP: Table 4-8

INDIAN RIVER COUNTY MOWING
4512932 Non-SIS

Prior Year Cost: 0

Future Year Cost: 0

Total Project Cost: 975,000

L RTP: Table 2-1

Project Description: ROUTINE MAINTENANCE

Extra Description: Routine mowing on state and interstate highway systems.

Lead Agency: MANAGED BY FDOT

From:

County: INDIAN RIVER

To:

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2026	2027	2028	2029	2030	Total
MNT	D	325,000	325,000	325,000	0	0	975,000
		325,000	325,000	325,000			975,000

INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM BRIDGES**2336662 Non-SIS****Prior Year Cost: 6,552,054****Future Year Cost: 0****Total Project Cost: 7,552,054****L RTP: Table 2-1****Project Description:** ROUTINE MAINTENANCE**Extra Description:** Routine maintenance of state highway bridges in Indian River County.**Lead Agency:** MANAGED BY FDOT**From:****County:** INDIAN RIVER**To:****Length:** 0**Phase Group:** BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2026	2027	2028	2029	2030	Total
MNT	D	40,000	40,000	40,000	0	0	120,000
		40,000	40,000	40,000			120,000

INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY**2336661 Non-SIS****Prior Year Cost: 6,552,054****Future Year Cost: 0****Total Project Cost: 7,552,054****L RTP: Table 2-1****Project Description:** ROUTINE MAINTENANCE**Extra Description:** Maintenance operations on state highways.**Lead Agency:** MANAGED BY FDOT**From:****County:** INDIAN RIVER**To:****Length:** 0**Phase Group:** BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2026	2027	2028	2029	2030	Total
MNT	D	220,000	220,000	220,000	220,000	0	880,000
		220,000	220,000	220,000	220,000		880,000

INTERSTATE HIGHWAY BRIDGES
2342422 SIS
Prior Year Cost: 671,800
Future Year Cost: 0
Total Project Cost: 806,800
L RTP: Table 2-1
Project Description: ROUTINE MAINTENANCE

Extra Description: Routine maintenance of interstate highway bridges in Indian River County.

Lead Agency: MANAGED BY FDOT

From:
County: INDIAN RIVER

To:
Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2026	2027	2028	2029	2030	Total
MNT	D	25,000	25,000	25,000	0	0	75,000
		25,000	25,000	25,000			75,000

INTERSTATE HIGHWAYS MAINTENANCE
2342421 SIS
Prior Year Cost: 671,800
Future Year Cost: 0
Total Project Cost: 806,800
L RTP: Table 2-1
Project Description: ROUTINE MAINTENANCE

Extra Description: Maintenance operations on interstate highways.

Lead Agency: MANAGED BY FDOT

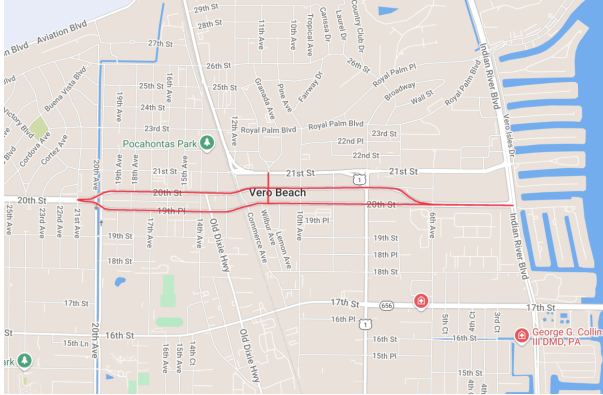
From:
County: INDIAN RIVER

To:
Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2026	2027	2028	2029	2030	Total
MNT	D	15,000	15,000	15,000	15,000	0	60,000
		15,000	15,000	15,000	15,000		60,000

SR 60 RESURFACING 4484431 Non-SIS



Prior Year Cost: 1,141,516
Future Year Cost: 0
Total Project Cost: 8,655,302
LRTP: Table 2-1

Project Description: RESURFACING

Extra Description: Resurfacing of State Road 60 from 21st Avenue to Indian River Boulevard. Additionally, this project includes resurfacing 11th Avenue from 20th Street to 21st Street. Construction is programmed for FY 2029. Project length is 3.11 miles.

Lead Agency: MANAGED BY FDOT

From: SR-60 TO US-1

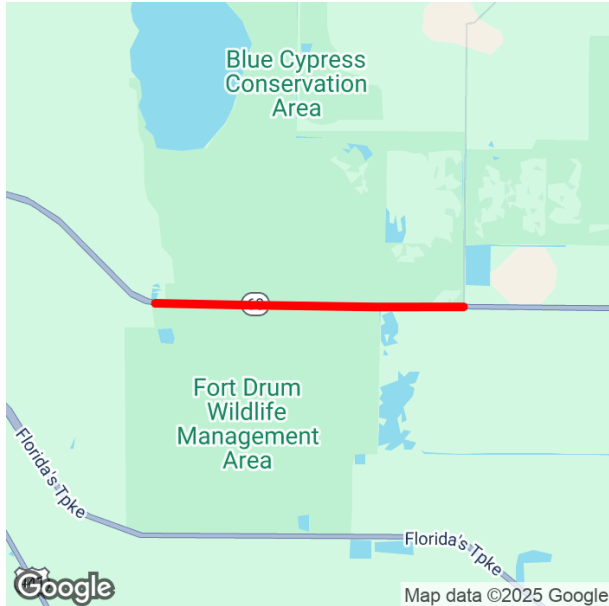
County: INDIAN RIVER

To: INDIAN RIVER BLVD AND 11 AVE

Length: 3.11

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
RRU	DS	0	0	200,000	0	0	200,000
CST	ACNR	0	0	0	2,517,962	0	2,517,962
CST	DDR	0	0	0	4,560,215	0	4,560,215
CST	DIH	0	0	0	84,967	0	84,967
CST	LF	0	0	0	150,642	0	150,642
				200,000	7,313,786		7,513,786

SR 60 RESURFACING
4484441 SIS


Project Description: RESURFACING

Extra Description: Resurfacing of State Road 60 from East of Fort Drum Wildlife entrance to CR-512. Project is on SIS network. Construction programmed for FY 2030. Project length is 7.14 miles.

Lead Agency: MANAGED BY FDOT

From: EAST OF FORT DRUM WILDLIFE ENTRANCE

County: INDIAN RIVER

To: WEST OF CR-512

Length: 7.14

Phase Group: CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	ACNR	0	0	0	0	4,886,743	4,886,743
CST	DDR	0	0	0	0	2,131,084	2,131,084
CST	DIH	0	0	0	0	101,027	101,027
CST	DS	0	0	0	0	9,370,481	9,370,481
						16,489,335	16,489,335

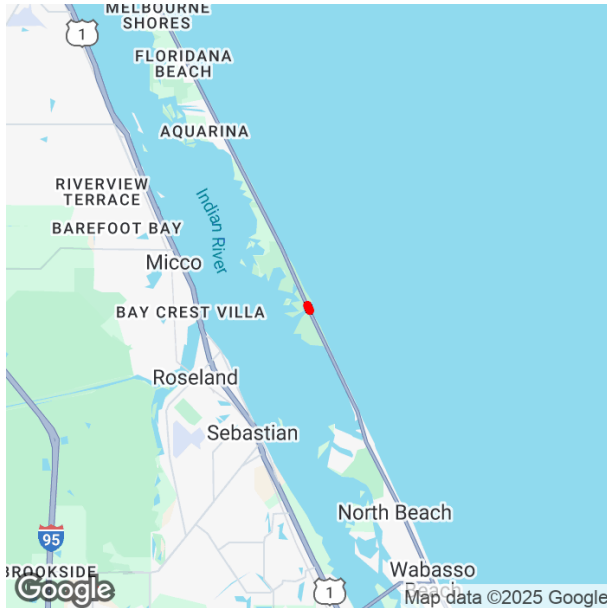
Prior Year Cost: 934,084

Future Year Cost: 0

Total Project Cost: 17,423,419

LRTP: Table 2-1

SR A1A BRIDGE REPLACEMENT 4456181 Non-SIS



Prior Year Cost: 14,079,646
Future Year Cost: 0
Total Project Cost: 162,100,537
LRTP: Table 2-1

Project Description: BRIDGE REPLACEMENT

Extra Description: Replace Bridge# 880005/SR A1A over the Sebastian Inlet. Construction of new bridge programmed for FY 2026. Contract incentives are programmed for 2030. Project in conjunction with FM# 4456182. Project length is .915 miles.

Lead Agency: MANAGED BY FDOT

From:

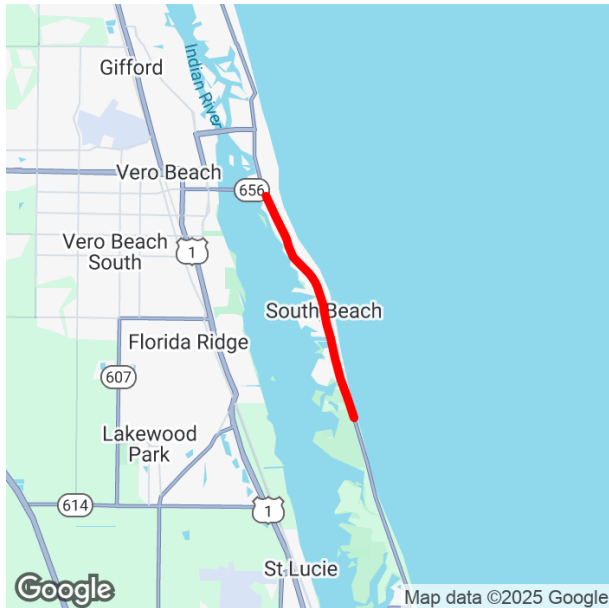
County: INDIAN RIVER

To:

Length: 1.058

Phase Group: RIGHT OF WAY, CONSTRUCTION, CONTRACT INCENTIVES

Phase	Fund Code	2026	2027	2028	2029	2030	Total
ROW	ACBR	3,581,600	0	0	0	0	3,581,600
CST	ACBR	74,160	0	0	0	0	74,160
CST	ACBR	105,127,508	0	0	0	0	105,127,508
CST	GFBR	17,813,196	0	0	0	0	17,813,196
CST	LF	2,053,430	0	0	0	0	2,053,430
INC	DDR	0	0	0	0	1,000,000	1,000,000
		128,649,894				1,000,000	129,649,894

SR A1A RESURFACING
4498181 Non-SIS


Project Description: RESURFACING

Extra Description: Resurfacing of SR A1A between the Indian River/St. Lucie County line to Jasmine Lane. Construction programmed for FY 2027. Project length is 5.459 miles.

Lead Agency: MANAGED BY FDOT

County: INDIAN RIVER

Length: 5.459

Phase Group: CONSTRUCTION

From: INDIAN RIVER COUNTY/ST. LUCIE COUNTY LINE

To: JASMINE LANE

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	DDR	0	12,983,008	0	0	0	12,983,008
CST	DIH	0	88,152	0	0	0	88,152
		13,071,160					13,071,160

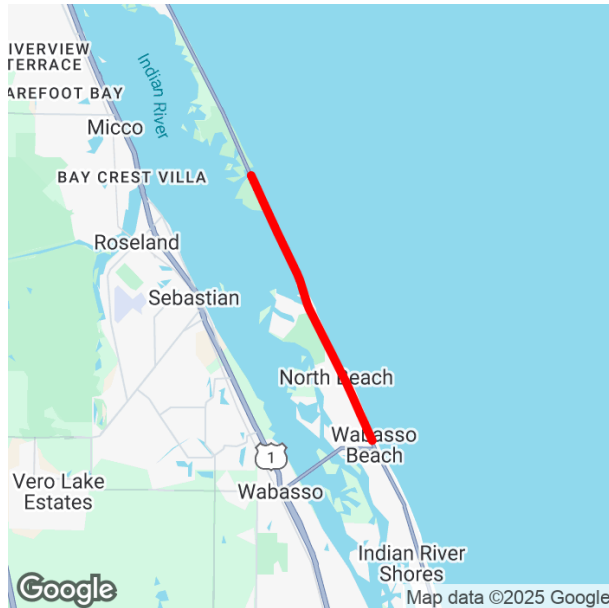
Prior Year Cost: 1,901,689

Future Year Cost: 0

Total Project Cost: 14,972,849

LRTP: Table 2-1

SR A1A RESURFACING 4456182 Non-SIS



Prior Year Cost: 14,079,646
Future Year Cost: 0
Total Project Cost: 162,100,537
LRTP: Table 2-1

Project Description: RESURFACING

Extra Description: Resurfacing of SR A1A between the Sebastian Inlet Bridge to Sand Dollar Lane. Construction programmed for FY 2026, but will occur after completion of the new Sebastian Inlet bridge. Design and Construction in conjunction with FM# 4456181. Project length 6.55 miles.

Lead Agency: MANAGED BY FDOT

From: SAND DOLLAR LANE

County: INDIAN RIVER

To: S OF SEBASTIAN INLET BRIDGE

Length: 6.55

Phase Group: CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	ACNR	3,016,539	0	0	0	0	3,016,539
CST	ACPR	310,340	0	0	0	0	310,340
CST	DDR	170,562	0	0	0	0	170,562
CST	DDR	823,035	0	0	0	0	823,035
CST	DIH	79,779	0	0	0	0	79,779
CST	DS	8,568,480	0	0	0	0	8,568,480
CST	LF	37,296	0	0	0	0	37,296
CST	SA	187,458	0	0	0	0	187,458
		13,193,489					13,193,489

TRAFFIC SIGNAL MAINTENANCE
4515841 Non-SIS
Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,146,345
LRTP: Table 2-1
Project Description: TRAFFIC SIGNALS

Extra Description: Maintenance and operation of traffic signals on state highway system roadways.

Lead Agency: MANAGED BY INDIAN RIVER
 COUNTY

From:
To:
County: INDIAN RIVER

Length: 0

Phase Group: BRDG/RDWY/CONTRACT MAINT

Phase	Fund Code	2026	2027	2028	2029	2030	Total
MNT	D	0	0	701,387	608,350	836,608	2,146,345
				701,387	608,350	836,608	2,146,345

TRAFFIC SIGNAL MAINTENANCE
4278044 Non-SIS
Prior Year Cost: 1,934,590
Future Year Cost: 0
Total Project Cost: 2,830,145
LRTP: Table 2-1
Project Description: TRAFFIC SIGNALS

Extra Description: Maintenance and operation of traffic signals on state highway system roadways.

Lead Agency: MANAGED BY INDIAN RIVER
COUNTY

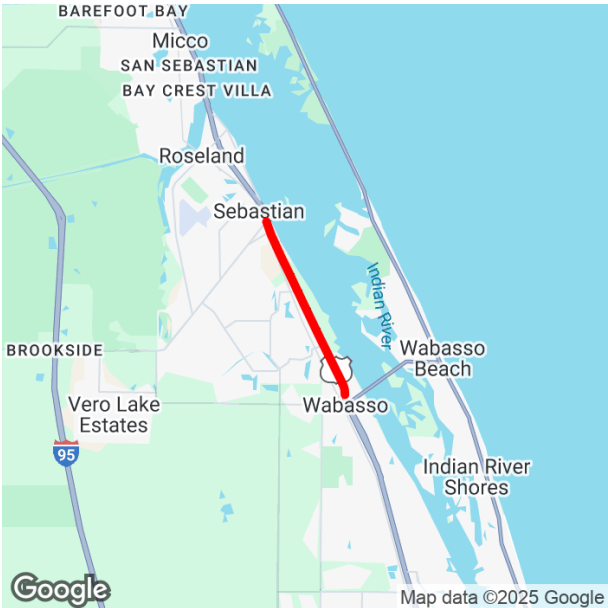
From:
To:
County: INDIAN RIVER

Length: 0

Phase Group: OPERATIONS

Phase	Fund Code	2026	2027	2028	2029	2030	Total
OPS	DDR	187,495	243,054	0	0	0	430,549
OPS	DITS	247,240	217,766	0	0	0	465,006
		434,735	460,820				895,555

US 1 RESURFACING
4498121 Non-SIS



Prior Year Cost: 1,392,606
Future Year Cost: 0
Total Project Cost: 12,228,043
LRTP: Table 2-1

Project Description: RESURFACING
Extra Description: Resurfacing of US 1 (SR 5) between north of 87th Street and south of Sebastian Boulevard (CR 512). Construction programmed for FY 2027. Project length is 4.222 miles.
Lead Agency: MANAGED BY FDOT
County: INDIAN RIVER
Length: 4.222
Phase Group: CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	DDR	0	6,942,827	0	0	0	6,942,827
CST	DIH	0	126,137	0	0	0	126,137
CST	DS	0	3,766,473	0	0	0	3,766,473
		10,835,437					10,835,437

SECTION C TRANSIT AND TRANSPORTATION DISADVANTAGED PROJECTS

INDIAN RIVER COUNTY BLOCK GRANT FM# 4071906**OPERATING/ADMIN. ASSISTANCE**

Indian River County receives Florida Department of Transportation (FDOT) Block Grant and Federal Transit Administration (FTA) Section 5307 funds for operating assistance.

Length: 0 ***Non-SIS***

Lead Agency: MANAGED BY INDIAN RIVER COUNTY

LRTP: Table 4-22

Prior Year Cost: 1,500,888
 Future Year Cost: 4,000,000
 Total Project Cost:
 46,119,028

Phase Fund Code	2026	2027	2028	2029	2030	Total
OPS DDR	773,856	795,220	819,077	819,077	0	3,207,230
OPS DPTO	0	0	0	0	851,840	851,840
OPS LF	773,856	795,220	819,077	819,077	851,840	4,059,070
OPS FTA	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	12,500,000
	4,047,712	4,090,440	4,138,154	4,138,154	4,203,680	20,618,140

TRANSIT CAPITAL ASSISTANCE (SECTION 5307) FM# 4071902**PURCHASE VEHICLES/EQUIPMENT**

Indian River County receives Federal Transit Administration (FTA) Section 5307 funds for transit capital assistance.

Length: 0 ***Non-SIS***

Lead Agency: MANAGED BY INDIAN RIVER COUNTY

LRTP: Table 4-22

Prior Year Cost: 1,500,888
 Future Year Cost: 4,000,000
 Total Project Cost:
 46,119,028

Phase Fund Code	2026	2027	2028	2029	2030	Total
CAP FTA	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000
	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000

TRANSIT CAPITAL ASSISTANCE (SECTION 5339) FM# 4457281**CAPITAL FOR FIXED ROUTE**

Indian River County receives Federal Transit Administration (FTA) Section 5339 funds for transit capital assistance.

Length: 0 ***Non-SIS***

Lead Agency: MANAGED BY INDIAN RIVER COUNTY

LRTP: Table 4-22

Prior Year Cost: 1,823,325
 Future Year Cost: 0 Total
 Project Cost: 3,023,325

Phase Fund Code	2026	2027	2028	2029	2030	Total
CAP FTA	240,000	240,000	240,000	240,000	240,000	1,200,000
	240,000	240,000	240,000	240,000	240,000	1,200,000

TRANSIT OPERATING ASSISTANCE (REGIONAL CORRIDOR) FM# 4358461

Length: 0 *Non-SIS*

OPERATING FOR FIXED ROUTE

Lead Agency: MANAGED BY INDIAN RIVER COUNTY

FDOT Transit Corridor grant for regional service to the Indian River State College (IRSC) main campus in St. Lucie County.

LRTP: Page 4-22

Prior Year Cost: 1,161,299

Future Year Cost: 0 Total

Project Cost: 1,311,299

Phase	Fund Code	2026	2027	2028	2029	2030	Total
OPS	DDR	19,327	0	0	0	0	19,327
OPS	DPTO	130,673	0	0	0	0	130,673
		150,000					150,000

TRANSIT OPERATING ASSISTANCE (RURAL) FM# 4071824

Length: 0 *Non-SIS*

OPERATING/ADMIN. ASSISTANCE

Lead Agency: MANAGED BY INDIAN RIVER COUNTY

Indian River County receives Federal Transit Administration (FTA) Section 5311 funds for transit operating assistance in small urban and rural areas.

LRTP: Table 4-22

OPERATING

Prior Year Cost: 199,330

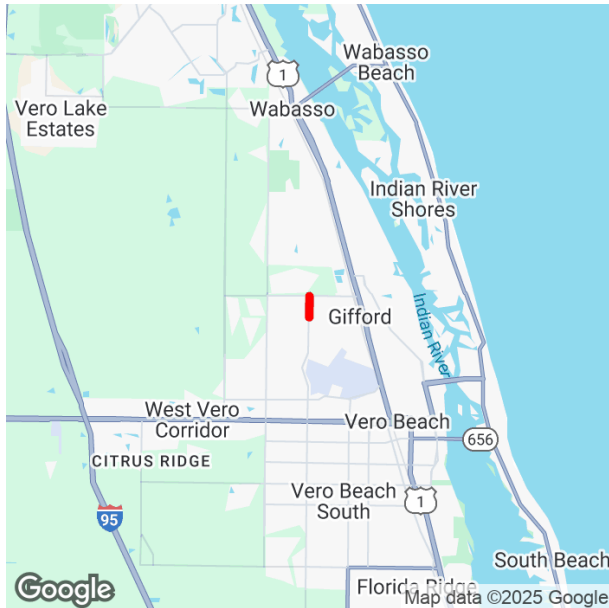
Future Year Cost: 0 Total

Project Cost: 1,358,182

Phase	Fund Code	2026	2027	2028	2029	2030	Total
OPS	DU	106,122	110,375	114,455	121,801	126,673	579,426
OPS	LF	106,122	110,375	114,455	121,801	126,673	579,426
		212,244	220,750	228,910	243,602	253,346	1,158,852

SECTION D BICYCLE, PEDESTRIAN, TRAIL, AND ENHANCEMENT PROJECTS

43RD AVENUE SIDEWALK
4529951 Non-SIS



Prior Year Cost: 5,000
Future Year Cost: 0
Total Project Cost: 1,574,182
LRTP: Table 4-9

Project Description: SIDEWALK

Extra Description: Sidewalk construction from 45th Street to 49th Street. Construction programmed for FY 2027 and FY 2028. Project length is .5 miles.

Lead Agency: MANAGED BY FDOT

From: 45TH STREET

County: INDIAN RIVER

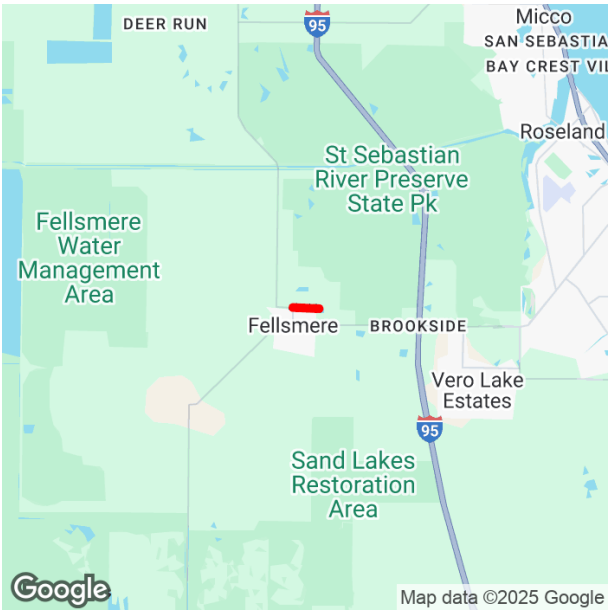
To: 49TH STREET

Length: 0.503

Phase Group: CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	LF	0	42,000	0	0	0	42,000
CST	TALL	0	361,305	0	0	0	361,305
CST	TALT	0	761,474	404,403	0	0	1,165,877
			1,164,779	404,403			1,569,182

TRANS FLORIDA CENTRAL RAILROAD GREENWAY
4489951 Non-SIS



Prior Year Cost: 1,855,609
Future Year Cost: 0
Total Project Cost: 2,207,089
LRTP: Table 4-9

Project Description: BIKE PATH/TRAIL

Extra Description: Construct a segment of the Trans Florida Central Rails-to-Trails Corridor. Segment will consist of a multi-purpose path along an abandoned railroad right-of-way from Broadway Street to Grant Avenue. When completed, the Trans Florida Central Railroad Corridor will run from the St. Sebastian River to the Blue Cypress Conservation Area. This project is part of the North County Greenways Plan. Construction programmed for FY 2025 and 2026. Project length is .9 miles.

Lead Agency: MANAGED BY FDOT

From: BROADWAY STREET

County: INDIAN RIVER

To: GRANT AVE

Length: 0.9

Phase Group: CONSTRUCTION

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CST	LF	87,952	0	0	0	0	87,952
CST	TALL	165,945	0	0	0	0	165,945
CST	TALT	97,583	0	0	0	0	97,583
		351,480					351,480

SECTION E AVIATION PROJECTS

SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT ACCESS ROAD AND UTILITIES WEST FM# 4533791

AVIATION PRESERVATION PROJECT

Construct access road and utilities on west side of airport.

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 2,000,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	0	800,000	800,000	0	0	1,600,000
CAP	LF	0	200,000	200,000	0	0	400,000
			1,000,000	1,000,000			2,000,000

SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT GOLF APRON PHASE 1 FM# 4550111

AVIATION CAPACITY PROJECT

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 1,500,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	0	75,000	0	0	0	75,000
CAP	FAA	0	1,350,000	0	0	0	1,350,000
CAP	LF	0	75,000	0	0	0	75,000
			1,500,000				1,500,000

SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT TERMINAL APRON EXPANSION FM# 4533651

AVIATION CAPACITY PROJECT

Construct terminal apron expansion.

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 1,200,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	960,000	0	0	0	0	960,000
CAP	LF	240,000	0	0	0	0	240,000
		1,200,000					1,200,000

SEBASTIAN MUNICIPAL AIRPORT CONSTRUCT AIRCRAFT WASH RACK FM# 4495941

AVIATION PRESERVATION PROJECT

Construction of Aircraft Wash Rack.

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 125,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	0	0	100,000	0	0	100,000
CAP	LF	0	0	25,000	0	0	25,000
125,000							125,000

SEBASTIAN MUNICIPAL AIRPORT CONSTRUCT TAXIWAY GOLF FM# 4481131

AVIATION PRESERVATION PROJECT

Construct Taxiway.

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 987,600
Future Year Cost: 0 Total
Project Cost: 1,975,200

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	790,080	0	0	0	0	790,080
CAP	LF	197,520	0	0	0	0	197,520
987,600							987,600

SEBASTIAN MUNICIPAL AIRPORT ENGINEER AND DESIGN GOLF APRON PHASE 1 FM#

4548181

AVIATION CAPACITY PROJECT

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 250,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	12,500	0	0	0	0	12,500
CAP	FAA	225,000	0	0	0	0	225,000
CAP	LF	12,500	0	0	0	0	12,500
250,000							250,000

SEBASTIAN MUNICIPAL AIRPORT UPDATE AIRPORT MASTERPLAN FM# 4549981
 AVIATION CAPACITY PROJECT

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

 Prior Year Cost: 0 Future
 Year Cost: 0 Total Project
 Cost: 500,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	0	0	25,000	0	0	25,000
CAP	FAA	0	0	450,000	0	0	450,000
CAP	LF	0	0	25,000	0	0	25,000
500,000							500,000

SEBASTIAN MUNICIPAL AIRPORT-DESIGN ACCESS ROAD AND UTILITY FM# 4515611

AVIATION REVENUE/OPERATIONAL

Design access road and utility infrastructure for NW area of airport.

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

 Prior Year Cost: 0 Future
 Year Cost: 0 Total Project
 Cost: 250,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	200,000	0	0	0	0	200,000
CAP	LF	50,000	0	0	0	0	50,000
250,000							250,000

VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R FM#
 4515541

AVIATION PRESERVATION PROJECT

Design of rehabilitation of Taxiway A south of Runway 12R.

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

DESIGN

 Prior Year Cost: 0 Future
 Year Cost: 0 Total Project
 Cost: 200,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	10,000	0	0	0	0	10,000
CAP	FAA	180,000	0	0	0	0	180,000
CAP	LF	10,000	0	0	0	0	10,000
200,000							200,000

VERO BEACH REGIONAL AIRPORT - AIRFIELD ELECTRICAL UPGRADES FM# 4533661

AVIATION REVENUE/OPERATIONAL

Airport electrical upgrades.

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 1,800,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	1,440,000	0	0	0	0	1,440,000
CAP	LF	360,000	0	0	0	0	360,000
		1,800,000					1,800,000

VERO BEACH REGIONAL AIRPORT - AWOS RELOCATION FM# 4550101

AVIATION SAFETY PROJECT

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 350,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	0	280,000	0	0	0	280,000
CAP	LF	0	70,000	0	0	0	70,000
			350,000				350,000

VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM FM#
4515381

AVIATION PRESERVATION PROJECT

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 2,000,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	0	0	100,000	0	0	100,000
CAP	FAA	0	0	1,800,000	0	0	1,800,000
CAP	LF	0	0	100,000	0	0	100,000
				2,000,000			2,000,000

VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R - FM#

4533831

AVIATION PRESERVATION PROJECT
CONSTRUCTIONLength: 0 ***Non-SIS***Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 2,200,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	0	110,000	0	0	0	110,000
CAP	FAA	0	1,980,000	0	0	0	1,980,000
CAP	LF	0	110,000	0	0	0	110,000
		2,200,000					2,200,000

VERO BEACH REGIONAL AIRPORT - REPLACE HANGAR ROOF FM# 4515531AVIATION REVENUE/OPERATIONAL
Replace hanger roof.Length: 0 ***Non-SIS***Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 1,000,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	800,000	0	0	0	0	800,000
CAP	LF	200,000	0	0	0	0	200,000
		1,000,000					1,000,000

VERO BEACH REGIONAL AIRPORT EXT/MARK/LIGHT TWY E WEST OF RWY 4 FM# 4548971

AVIATION CAPACITY PROJECT

Length: 0 ***Non-SIS***Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 6,000,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	0	0	0	1,300,000	0	1,300,000
CAP	FAA	0	0	0	3,400,000	0	3,400,000
CAP	LF	0	0	0	1,300,000	0	1,300,000
		6,000,000					6,000,000

VERO BEACH REGIONAL AIRPORT EXTEND/MARK/LIGHT TWY E WEST OF RWY 4 FM#

4549021

AVIATION CAPACITY PROJECT

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 1,400,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	0	0	1,120,000	0	0	1,120,000
CAP	LF	0	0	280,000	0	0	280,000
				1,400,000			1,400,000

VERO BEACH REGIONAL AIRPORT-EXTEND RWY 4/22, PHASE 1 ENVIRONMENTAL FM#

4549011

AVIATION ENVIRONMENTAL PROJECT

Length: 0 *Non-SIS*

Lead Agency: RESPONSIBLE AGENCY NOT
AVAILABLE

LRTP:

Prior Year Cost: 0 Future
Year Cost: 0 Total Project
Cost: 400,000

Phase	Fund Code	2026	2027	2028	2029	2030	Total
CAP	DPTO	0	0	20,000	0	0	20,000
CAP	FAA	0	0	360,000	0	0	360,000
CAP	LF	0	0	20,000	0	0	20,000
				400,000			400,000

SECTION F TRANSPORTATION PLANNING/STUDIES

INDIAN RIVER FY 2024/2025-2025/2026 UPWP FM# 4393275

TRANSPORTATION PLANNING

Length: 0 ***SIS***

Lead Agency: Indian River County MPO

L RTP:

Prior Year Cost: 969,467

Future Year Cost: 0 Total

Project Cost: 4,765,969

Phase	Fund Code	2026	2027	2028	2029	2030	Total
PLN	PL	603,825	0	0	0	0	603,825
		603,825					603,825

INDIAN RIVER FY2026/2027-2027/2028 UPWP FM# 4393276

TRANSPORTATION PLANNING

Length: 0 ***Non-SIS***

Lead Agency: Indian River County MPO

L RTP:

Prior Year Cost: 969,467

Future Year Cost: 0 Total

Project Cost: 4,765,969

Phase	Fund Code	2026	2027	2028	2029	2030	Total
PLN	PL	0	603,825	603,825	0	0	1,207,650
			603,825	603,825			1,207,650

INDIAN RIVER FY2028/2029-2029/2030 UPWP FM# 4393277

TRANSPORTATION PLANNING

Length: 0 ***Non-SIS***

Lead Agency: Indian River County MPO

L RTP:

Prior Year Cost: 969,467

Future Year Cost: 0 Total

Project Cost: 4,765,969

Phase	Fund Code	2026	2027	2028	2029	2030	Total
PLN	PL	0	0	0	603,825	603,825	1,207,650
					603,825	603,825	1,207,650

Appendix A – Indian River County Capital Improvements Program

Comprehensive Plan
Transportation

Capital Improvements Element

Revenue	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total
Gas Tax	\$1,275,000	\$4,887,500	\$1,728,719	\$225,000	\$225,000	\$8,341,219
Traffic Impact Fees District 1-balance	\$1,184,000	\$0	\$0	\$0	\$0	\$1,184,000
Traffic Impact Fees District 2-balance	\$26,000	\$0	\$0	\$0	\$0	\$26,000
Traffic Impact Fees District 3-balance	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Traffic Impact Fee 2020-District 1	\$4,090,850	\$5,400,000	\$5,400,000	\$3,000,000	\$1,500,000	\$19,390,850
Traffic Impact Fee 2020-District 2	\$3,080,000	\$9,291,920	\$11,364,290	\$8,500,000	\$3,500,000	\$35,736,210
Optional Sales Tax	\$13,957,477	\$12,079,000	\$10,592,000	\$10,942,850	\$1,900,000	\$49,471,327
Assessments	\$1,140,000	\$787,500	\$0	\$569,000	\$0	\$2,496,500
Subtotal County Funded	\$24,823,327	\$32,445,920	\$29,085,009	\$23,236,850	\$7,125,000	\$116,716,106
Developer Funded Construction	\$250,000	\$1,400,000	\$1,750,000	\$1,750,000	\$4,000,000	\$9,150,000
FDOT	\$7,367,477	\$4,467,281	\$1,527,182	\$1,650,000	\$2,053,550	\$17,065,490
ARPA	\$2,144,980	\$0	\$0	\$0	\$0	\$2,144,980
Total Revenue	\$34,585,784	\$38,313,201	\$32,362,191	\$26,636,850	\$13,178,550	\$145,076,576

Expenses	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total
Gas Tax	\$1,275,000	\$4,887,500	\$1,728,719	\$225,000	\$225,000	\$8,341,219
Traffic Impact Fees District 1	\$1,184,000	\$0	\$0	\$0	\$0	\$1,184,000
Traffic Impact Fees District 2	\$26,000	\$0	\$0	\$0	\$0	\$26,000
Traffic Impact Fees District 3	\$70,000	\$0	\$0	\$0	\$0	\$70,000
Traffic Impact Fee 2020-District 1	\$4,090,850	\$5,400,000	\$5,400,000	\$3,000,000	\$1,500,000	\$19,390,850
Traffic Impact Fee 2020-District 2	\$3,080,000	\$9,291,920	\$11,364,290	\$8,500,000	\$3,500,000	\$35,736,210
Optional Sales Tax	\$13,957,477	\$12,079,000	\$10,592,000	\$10,942,850	\$1,900,000	\$49,471,327
Assessments	\$1,140,000	\$787,500	\$0	\$569,000	\$0	\$2,496,500
Subtotal County Funded	\$24,823,327	\$32,445,920	\$29,085,009	\$23,236,850	\$7,125,000	\$116,716,106
Developer Funded Construction	\$250,000	\$1,400,000	\$1,750,000	\$1,750,000	\$4,000,000	\$9,150,000
FDOT	\$7,367,477	\$4,467,281	\$1,527,182	\$1,650,000	\$2,053,550	\$17,065,490
ARPA	\$2,144,980	\$0	\$0	\$0	\$0	\$2,144,980
Total Expenses	\$34,585,784	\$38,313,201	\$32,362,191	\$26,636,850	\$13,178,550	\$145,076,576

Comprehensive Plan
Capital Improvements Element

Expenditures	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total	Revenue Source	Fully Funded?
1st Street SW at 27th Ave -Left turn lane/traffic signal	\$50,000	\$1,541,920	\$0	\$0	\$0	\$1,591,920	Traffic Impact Fee 2020-District 2	Yes
Design & Engineering	\$50,000	\$0	\$0	\$0	\$0	\$50,000		
Construction	\$0	\$1,541,920	\$0	\$0	\$0	\$1,541,920		
1st Street SW & 35th Avenue Culvert Replacement	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000	Optional Sales Tax	Yes
Construction	\$1,400,000	\$0	\$0	\$0	\$0	\$1,400,000		
8th Street Reconstruction from 66th Avenue to 74th Avenue	\$70,000	\$0	\$0	\$0	\$0	\$70,000	Traffic Impact Fees-District 3	
8th Street Reconstruction from 66th Avenue to 74th Avenue	\$380,000	\$500,000	\$4,000,000	\$4,000,000	\$0	\$8,880,000	Traffic Impact Fee 2020-District 2	Yes
Design & Engineering	\$450,000	\$0	\$0	\$0	\$0	\$450,000		
Right-of-Way	\$0	\$500,000	\$2,000,000	\$0	\$0	\$2,500,000		
Construction	\$0	\$0	\$2,000,000	\$4,000,000	\$0	\$6,000,000		
8th Street Reconstruction from 74th Avenue to 82nd Avenue	\$0	\$0	\$4,000,000	\$4,000,000	\$0	\$8,000,000	Optional Sales Tax	Yes
8th Street Reconstruction from 74th Avenue to 82nd Avenue	\$450,000	\$500,000	\$0	\$0	\$0	\$950,000	Traffic Impact Fee 2020-District 2	Yes
Design & Engineering	\$450,000	\$0	\$0	\$0	\$0	\$450,000		
Right-of-Way	\$0	\$500,000	\$2,000,000	\$0	\$0	\$2,500,000		
Construction	\$0	\$0	\$2,000,000	\$4,000,000	\$0	\$6,000,000		
16th Street at 58th Avenue Intersection Improvements	\$0	\$0	\$0	\$0	\$100,000	\$100,000	Optional Sales Tax	No
Design & Engineering	\$0	\$0	\$0	\$0	\$100,000	\$100,000		
17th Street SW, 27th Avenue to 43rd Avenue (Includes Bridge)	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000	Traffic Impact Fee 2020-District 2	Yes
17th Street SW, 27th Avenue to 43rd Avenue (Includes Bridge)	\$0	\$0	\$750,000	\$750,000	\$0	\$1,500,000	Developer Funded Construction	
Design & Engineering	\$0	\$0	\$300,000	\$0	\$0	\$300,000		
Construction	\$0	\$0	\$2,450,000	\$750,000	\$0	\$3,200,000		

Comprehensive Plan
Capital Improvements Element

Expenditures	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total	Revenue Source	Fully Funded?
20th Ave Sidewalk East Side 8th St to 12th St	\$400,000	\$2,000,000	\$0	\$0	\$0	\$2,400,000	Optional Sales Tax	Yes
Design & Engineering	\$400,000	\$0	\$0	\$0	\$0	\$400,000		
Construction	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000		
26th Street/43rd Avenue Intersection	\$250,000	\$500,000	\$500,000	\$2,000,000	\$2,500,000	\$5,750,000	Traffic Impact Fee 2020-District 2	No
26th Street/43rd Avenue Intersection	\$250,000	\$0	\$0	\$0	\$0	\$250,000	Developer Funded Construction	
Right-of-Way	\$500,000	\$500,000	\$500,000	\$0	\$0	\$1,500,000		
Construction	\$0	\$0	\$0	\$2,000,000	\$2,500,000	\$4,500,000		
26th Street, 43rd Avenue to 58th Avenue, four/five lanes (1 mile)	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000	Traffic Impact Fee 2020-District 2	No
26th Street, 43rd Avenue to 58th Avenue, four/five lanes (1 mile)	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000	Developer Funded Construction	
Right-of-Way	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000		
Construction	\$0	\$0	\$0	\$0	\$4,000,000	\$4,000,000		
26th Street, 58th Avenue to 66th Avenue, four/five lanes (1 mile)	\$500,000	\$500,000	\$0	\$0	\$500,000	\$1,500,000	Traffic Impact Fee 2020-District 2	No
26th Street, 58th Avenue to 66th Avenue, four/five lanes (1 mile)	\$0	\$0	\$500,000	\$500,000	\$0	\$1,000,000	Optional Sales Tax	
Right-of-Way	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000		
27th Avenue at Oslo Road North Bound Right & Long Left	\$0	\$500,000	\$2,000,000	\$2,000,000	\$0	\$4,500,000	Traffic Impact Fee 2020-District 2	
Design & Engineering	\$0	\$500,000	\$0	\$0	\$0	\$500,000		
Construction	\$0	\$0	\$2,000,000	\$2,000,000	\$0	\$4,000,000		
37th Street & Indian River Boulevard Intersection Improvements	\$0	\$3,300,000	\$1,200,000	\$0	\$0	\$4,500,000	Optional Sales Tax	No
Design & Engineering	\$0	\$300,000	\$0	\$0	\$0	\$300,000		
Right-of-Way	\$0	\$0	\$0	\$0	\$0	\$0		
Construction	\$0	\$3,000,000	\$1,200,000	\$0	\$0	\$4,200,000		

Comprehensive Plan
Capital Improvements Element

Expenditures	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total	Revenue Source	Fully Funded?
Aviation Extension US Highway 1 to 37th Street and to 41st Street via McCrystal Drive/11th Drive	\$900,000	\$4,000,000	\$1,000,000	\$0	\$0	\$5,900,000	Traffic Impact Fee 2020-District 2	
Design & Engineering	\$900,000	\$0	\$0	\$0	\$0	\$900,000		
Right-of-Way	\$0	\$4,000,000	\$1,000,000	\$0	\$0	\$5,000,000		
41st Street Sidewalk North Side 32nd Avenue to US Hwy 1 (GNP Action 7.4)	\$0	\$50,000	\$0	\$0	\$0	\$50,000	Optional Sales Tax	
41st Street Sidewalk North Side 32nd Avenue to US Hwy 1 (GNP Action 7.4)	\$0	\$0	\$0	\$0	\$500,000	\$500,000	FDOT	
Design & Engineering	\$0	\$50,000	\$0	\$0	\$0	\$50,000		
Construction	\$0	\$0	\$0	\$0	\$500,000	\$500,000		
41st Street & US 1 Intersection Improvements / Old Dixie (GNP Action 7.4)	\$450,000	\$500,000	\$750,000	\$1,000,000	\$0	\$2,700,000	Optional Sales Tax	Yes
Design & Engineering	\$0	\$50,000	\$0	\$0	\$0	\$50,000		
Right-of-Way	\$450,000	\$450,000	\$0	\$0	\$0	\$900,000		
Construction	\$0	\$0	\$750,000	\$1,000,000	\$0	\$1,750,000		
43rd Ave Bridge Replacement/Pedestrian Crossing over South Relief Canal 5th st SW to 1st St SW	\$0	\$0	\$2,600,000	\$3,125,000	\$0	\$5,725,000	Optional Sales Tax	Yes
Design & Engineering	\$0	\$0	\$100,000	\$0	\$0	\$100,000		
Construction	\$0	\$0	\$2,500,000	\$3,125,000	\$0	\$5,625,000		
43rd Ave Pedestrian & Bicycle Access Improvements 5th St SW to 1st St SW-FDOT 75% - County 25%	\$0	\$0	\$0	\$0	\$300,000	\$300,000	Optional Sales Tax	No
Design & Engineering	\$0	\$0	\$0	\$0	\$300,000	\$300,000		

Comprehensive Plan
Capital Improvements Element

Expenditures	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total	Revenue Source	Fully Funded?
43rd Ave Pedestrian & Bicycle Access Improvements 1st St SW to 6th St-FDOT 75% - County 25%	\$300,000	\$0	\$0	\$1,067,850	\$0	\$1,367,850	Optional Sales Tax	Yes
43rd Ave Pedestrian & Bicycle Access Improvements 1st St SW to 6th St-FDOT 75% - County 25%	\$0	\$0	\$0	\$1,650,000	\$1,553,550	\$3,203,550	FDOT	
Design & Engineering	\$300,000	\$0	\$0	\$0	\$0	\$300,000		
Construction	\$0	\$0	\$0	\$2,717,850	\$1,553,550	\$4,271,400		
43rd Ave Pedestrian & Bicycle Access Improvements 6th St to 12th St-FDOT 75% - County 25%	\$300,000	\$0	\$0	\$0	\$0	\$300,000	Optional Sales Tax	No
43rd Ave Pedestrian & Bicycle Access Improvements 6th St to 12th St-FDOT 75% - County 25%	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000	FDOT	
Design & Engineering	\$300,000	\$0	\$0	\$0	\$0	\$300,000		
Construction	\$0	\$2,400,000	\$0	\$0	\$0	\$2,400,000		
43rd Ave Pedestrian & Bicycle Access Improvements 12th St to 18th St-FDOT 75% - County 25%	\$750,000	\$3,179,000	\$0	\$0	\$0	\$3,929,000	Optional Sales Tax	Yes
43rd Ave Pedestrian & Bicycle Access Improvements 12th St to 18th St-FDOT 75% - County 25%	\$750,000	\$1,271,000	\$0	\$0	\$0	\$2,021,000	FDOT	
Design & Engineering	\$0	\$0	\$0	\$0	\$0	\$0		
43rd Ave Sidewalks Both Sides 45th Street to 49th Street	\$150,000	\$0	\$42,000	\$0	\$0	\$192,000	Optional Sales Tax	
43rd Ave Sidewalks Both Sides 45th Street to 49th Street	\$0	\$0	\$1,527,182	\$0	\$0	\$1,527,182	FDOT	
Design & Engineering	\$150,000	\$0	\$0	\$0	\$0	\$150,000		
Construction	\$0	\$0	\$1,569,182	\$0	\$0	\$1,569,182		
45th Street/Left Turn Lane at US 1 (GNP Action 7.3)	\$50,000	\$750,000	\$1,364,290	\$0	\$0	\$2,164,290	Traffic Impact Fee 2020-District 2	Yes
Design & Engineering	\$50,000	\$0	\$0	\$0	\$0	\$50,000		
Construction	\$0	\$750,000	\$1,364,290	\$0	\$0	\$2,114,290		

Comprehensive Plan
Capital Improvements Element

Expenditures	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total	Revenue Source	Fully Funded?
49th Street Sidewalk North Side F.S #12 to Old Dixie Hwy and 28th Court Sidewalk Both Sides 47th Street to 49th Street (GNP Action 7.4)	\$0	\$0	\$200,000	\$0	\$0	\$200,000	Optional Sales Tax	No
Design & Engineering	\$0	\$0	\$200,000	\$0	\$0	\$200,000		
49th Street & US 1 Intersection Improvements	\$340,000	\$300,000	\$300,000	\$750,000	\$1,000,000	\$2,690,000	Optional Sales Tax	Yes
Design & Engineering	\$40,000	\$0	\$0	\$0	\$0	\$40,000		
Right-of-Way	\$300,000	\$300,000	\$300,000	\$0	\$0	\$900,000		
Construction	\$0	\$0	\$0	\$750,000	\$1,000,000	\$1,750,000		
53rd Street widening, 58th Avenue to 66th Avenue 900 foot 4-lane Segment	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$2,000,000	Traffic Impact Fee 2020-District I	No
53rd Street widening, 58th Avenue to 66th Avenue 900 foot 4-lane Segment	\$0	\$1,000,000	\$1,000,000	\$0	\$0	\$2,000,000	Developer Funded Construction	
Construction	\$0	\$2,000,000	\$2,000,000	\$0	\$0	\$4,000,000		
53rd Street widening west of 58th Avenue to 66th Avenue 1,545 foot 2-Lane Segment plus upgrade to 4 lanes	\$500,000	\$500,000	\$500,000	\$1,500,000	\$1,500,000	\$4,500,000	Traffic Impact Fee 2020-District I	No
Right-of-Way	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000		
Construction	\$0	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000		
53rd Street widening west of 58th Avenue to 66th Avenue 2,745 foot 4-Lane Segment	\$0	\$0	\$1,500,000	\$1,500,000	\$0	\$3,000,000	Traffic Impact Fee 2020-District I	No
Right-of-Way	\$0	\$0	\$500,000	\$500,000	\$0	\$1,000,000		
Construction	\$0	\$0	\$1,000,000	\$1,000,000	\$0	\$2,000,000		

Comprehensive Plan
Capital Improvements Element

Expenditures	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total	Revenue Source	Fully Funded?
58th Avenue - 33rd Street left turn lanes	\$250,000	\$200,000	\$400,000	\$0	\$0	\$850,000	Traffic Impact Fee 2020-District I	Yes
58th Avenue - 33rd Street left turn lanes	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	Developer Funded Construction	
Design & Engineering	\$0	\$0	\$200,000	\$0	\$0	\$200,000		
Right-of-Way	\$250,000	\$200,000	\$200,000	\$0	\$0	\$650,000		
Construction	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000		
58th Avenue - 37th Street left turn lanes	\$250,000	\$100,000	\$1,000,000	\$0	\$0	\$1,350,000	Traffic Impact Fee 2020-District I	Yes
Design & Engineering	\$0	\$100,000	\$0	\$0	\$0	\$100,000		
Right-of-Way	\$250,000	\$0	\$0	\$0	\$0	\$250,000		
Construction	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000		
58th Ave & 21st SW Culvert	\$750,000	\$0	\$0	\$0	\$0	\$750,000	Optional Sales Tax	Yes
Design & Engineering	\$100,000	\$0	\$0	\$0	\$0	\$100,000		
Construction	\$650,000	\$0	\$0	\$0	\$0	\$650,000		
58th Ave & 77th Street Intersection Improvements	\$125,000	\$1,000,000	\$0	\$0	\$0	\$1,125,000	Optional Sales Tax	No
Design & Engineering	\$125,000	\$0	\$0	\$0	\$0	\$125,000		
Construction	\$0	\$1,000,000	\$0	\$0	\$0	\$1,000,000		
66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) Includes side streets & side street bridges	\$3,200,000	\$0	\$0	\$0	\$0	\$3,200,000	Optional Sales Tax	Yes
66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) Includes side streets & side street bridges	\$2,800,000	\$0	\$0	\$0	\$0	\$2,800,000	FDOT	
Construction	\$6,000,000	\$0	\$0	\$0	\$0	\$6,000,000		
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	\$1,184,000	\$0	\$0	\$0	\$0	\$1,184,000	Traffic Impact Fees-District 1	Yes

Comprehensive Plan
Capital Improvements Element

Expenditures	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total	Revenue Source	Fully Funded?
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	\$26,000	\$0	\$0	\$0	\$0	\$26,000	Traffic Impact Fees-District 2	
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	\$0	\$400,000	\$0	\$0	\$0	\$400,000	Developer Funded Construction	
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	\$2,090,850	\$3,600,000	\$0	\$0	\$0	\$5,690,850	Traffic Impact Fee 2020-District I	
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	\$3,067,477	\$0	\$0	\$0	\$0	\$3,067,477	Optional Sales Tax	
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	\$3,067,477	\$0	\$0	\$0	\$0	\$3,067,477	FDOT	
Construction	\$9,435,804	\$4,000,000	\$0	\$0	\$0	\$13,435,804		
82nd Ave Bridge Replacement - Temporary Culvert	\$350,000	\$0	\$0	\$0	\$0	\$350,000	Optional Sales Tax	No
Construction	\$350,000	\$0	\$0	\$0	\$0	\$350,000		
CR-510, CR-512 to US 1 four lanes	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	Traffic Impact Fee 2020-District I	Yes
Design & Engineering	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000		
CR-512, Willow St to I-95 four lanes	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000	Traffic Impact Fee 2020-District I	No
Design & Engineering	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000		
CR-512 & North Broadway Pipe Replacement	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	Optional Sales Tax	Yes
Construction	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000		

Comprehensive Plan
Capital Improvements Element

Expenditures	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total	Revenue Source	Fully Funded?
Highland Drive Sidewalk	\$125,000	\$750,000	\$0	\$0	\$0	\$875,000	Optional Sales Tax	Yes
Design & Engineering	\$125,000	\$0	\$0	\$0	\$0	\$125,000		
Construction	\$0	\$750,000	\$0	\$0	\$0	\$750,000		
Indian River Blvd Pedestrian Bicycle and Access Improvements FDOT 75% County 25% (17th St Bridge to U.S. Highway 1)	\$750,000	\$796,281	\$0	\$0	\$0	\$1,546,281	FDOT	Yes
Indian River Blvd Pedestrian Bicycle and Access Improvements FDOT 75% County 25% (17th St. Bridge to U.S. Highway 1)	\$250,000	\$4,400,000	\$1,503,719	\$0	\$0	\$6,153,719	Gas Tax	
Construction	\$1,000,000	\$5,196,281	\$1,503,719	\$0	\$0	\$7,700,000		
Misc. Right of Way Acquisition	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000	Optional Sales Tax	No
Right-of-Way	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000		
Sidewalk Extension - 64th Avenue to Wabasso Park (Wabasso 1.3)	\$50,000	\$400,000	\$0	\$0	\$0	\$450,000	Optional Sales Tax	Yes
Right-of-Way	\$50,000	\$0	\$0	\$0	\$0	\$50,000		
Construction	\$0	\$400,000	\$0	\$0	\$0	\$400,000		
Sidewalks along 2nd Street from Old Dixie Highway to 20th Avenue (1.25 miles)	\$100,000	\$100,000	\$500,000	\$0	\$0	\$700,000	Optional Sales Tax	Yes
Design & Engineering	\$100,000	\$0	\$0	\$0	\$0	\$100,000		
Right-of-Way	\$0	\$100,000	\$0	\$0	\$0	\$100,000		
Construction	\$0	\$0	\$500,000	\$0	\$0	\$500,000		
Indian River Drive Culvert Replacement	\$100,000	\$0	\$0	\$0	\$0	\$100,000	Optional Sales Tax	Yes
Construction	\$100,000	\$0	\$0	\$0	\$0	\$100,000		
Traffic Controllers	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000	Gas Tax	Yes
Traffic Camera Replacement Program	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$500,000	Optional Sales Tax	
Road Stripe Replacement	\$420,000	\$0	\$0	\$0	\$0	\$420,000	Gas Tax	Yes
Road Resurfacing-ARPA	\$2,144,980	\$0	\$0	\$0	\$0	\$2,144,980	ARPA	Yes

Comprehensive Plan
Capital Improvements Element

Expenditures	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total	Revenue Source	Fully Funded?
Sidewalks and Designated Bicycle Lanes	\$150,000	\$150,000	\$150,000	\$150,000	\$150,000	\$750,000	Optional Sales Tax	Yes
Sidewalks and Designated Bicycle Lanes - Painting & Signs	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000	\$375,000	Gas Tax	
Construction	\$225,000	\$225,000	\$225,000	\$225,000	\$225,000	\$1,125,000		
Vero Lake Estates 25% Petition Millings- 104th Ave-79th to 87th	\$380,000	\$262,500	\$0	\$0	\$0	\$642,500	Gas Tax	Yes
Vero Lake Estates 25% Petition Millings- 104th Ave-79th to 87th	\$1,140,000	\$787,500	\$0	569,000	\$0	\$2,496,500	Assessments	

Total Expenses	FY2024/25	FY2025/26	FY2026/27	FY2027/28	FY2028/29	Total
Design & Engineering	\$20,000	\$50,000	\$0	\$0	\$0	\$70,000
Construction	\$1,500,000	\$1,000,000	\$0	569,000	\$0	\$3,069,000
Total Design & Engineering	\$4,560,000	\$1,050,000	\$1,800,000	\$0	\$400,000	\$7,810,000
Total Right-of-Way	\$3,550,000	\$8,300,000	\$8,250,000	\$2,250,000	\$1,750,000	\$24,100,000
Total Construction	\$23,660,804	\$28,713,201	\$22,062,191	\$24,136,850	\$10,778,550	\$109,351,596
Total Traffic Controllers & Cameras	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000	\$1,250,000
Road Stripe Replacement	\$420,000	\$0	\$0	\$0	\$0	\$420,000
Road Resurfacing-ARPA	\$2,144,980	\$0	\$0	\$0	\$0	\$2,144,980
Total Expenditures	\$34,585,784	\$38,313,201	\$32,362,191	\$26,636,850	\$13,178,550	\$145,076,576

Appendix B – Funding Summary by Fund Code

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
ADVANCE CONSTRUCTION (BRT)	ACBR	5,211,671	108,783,268	-	-	-	-	-	113,994,939
4456181	SR A1A BRIDGE REPLACEMENT	5,211,671	108,783,268	-	-	-	-	-	113,994,939
ADVANCE CONSTRUCTION (CM)	ACCM	183,639	1,710,192	-	-	-	-	-	1,893,831
4056063	CR 510 WIDENING	103,639	1,710,192	-	-	-	-	-	1,813,831
4056067	CR-510/85TH ST FROM CR-512 TO 87TH ST	80,000	-	-	-	-	-	-	80,000
AC NAT HWY PERFORM RESURFACING	ACNR	-	3,016,539	-	-	2,517,962	4,886,743	-	10,421,244
4484431	SR 60 RESURFACING	-	-	-	-	2,517,962	-	-	2,517,962
4484441	SR 60 RESURFACING	-	-	-	-	-	4,886,743	-	4,886,743
4456182	SR A1A RESURFACING	-	3,016,539	-	-	-	-	-	3,016,539
AC - PROTECT GRANT PGM	ACPR	6,394,282	612,725	-	-	-	-	-	7,007,007
4456182	SR A1A RESURFACING	-	310,340	-	-	-	-	-	310,340
4056067	CR-510/85TH ST FROM CR-512 TO 87TH ST	6,394,282	302,385	-	-	-	-	-	6,696,667
ADVANCE CONSTRUCTION (SA)	ACSA	4,661,149	-	-	-	-	-	-	4,661,149
4315211	OSLO ROAD WIDENING	2,938,564	-	-	-	-	-	-	2,938,564
4416921	CR 510 WIDENING	85,000	-	-	-	-	-	-	85,000
4493321	I 95/CR 512 INTERCHANGE MODIFICATION	522,731	-	-	-	-	-	-	522,731
4056063	CR 510 WIDENING	1,101,314	-	-	-	-	-	-	1,101,314
2308793	82ND AVE CONSTRUCTION	13,540	-	-	-	-	-	-	13,540
ADVANCE CONSTRUCTION (SL)	ACSL	3,527,455	-	-	-	-	-	-	3,527,455
4056063	CR 510 WIDENING	2,165,548	-	-	-	-	-	-	2,165,548

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program	
4416931	US 1/AVIATION BOULEVARD INTERSECTION	1,361,907	-	-	-	-	-	-	1,361,907	
STBG AREA POP. W/ 5K TO 49,999	ACSM	50,000	100,000	-	-	-	-	-	150,000	
2308793	82ND AVE CONSTRUCTION	50,000	100,000	-	-	-	-	-	150,000	
ADVANCE CONSTRUCTION (SN)	ACSN	933,712	-	-	-	-	-	-	933,712	
4056063	CR 510 WIDENING	933,712	-	-	-	-	-	-	933,712	
AMERICAN RESCUE PLAN ACT	ARPA	37,564,007	-	-	-	-	-	-	37,564,007	
4315211	OSLO ROAD WIDENING	37,564,007	-	-	-	-	-	-	37,564,007	
ARPA INTEREST	ARPI	941,842	-	-	-	-	-	-	941,842	
4056063	CR 510 WIDENING	240,008	-	-	-	-	-	-	240,008	
4416921	CR 510 WIDENING	701,834	-	-	-	-	-	-	701,834	
STATE BRIDGE REPLACEMENT	BRP	221,531	-	-	-	-	-	-	221,531	
4456181	SR A1A BRIDGE REPLACEMENT	221,531	-	-	-	-	-	-	221,531	
CARB FOR URB. LESS THAN 200K	CARL	21,056	-	-	-	-	-	-	21,056	
4056063	CR 510 WIDENING	939	-	-	-	-	-	-	939	
4416921	CR 510 WIDENING	20,117	-	-	-	-	-	-	20,117	
CONGESTION MITIGATION - AQ	CM	1,557,354	-	590,581	550,000	-	2,513,011	-	5,210,946	
4416921	CR 510 WIDENING	1,557,354	-	-	-	-	-	-	1,557,354	
4056068	CR 510 WIDENING	-	-	-	-	-	2,513,011	-	2,513,011	
4513681	AVIATION BOULEVARD	-	-	-	550,000	-	-	-	550,000	
4056063	CR 510 WIDENING	-	-	590,581	-	-	-	-	590,581	
UNRESTRICTED STATE PRIMARY	D	7,103,825	625,000	625,000	1,326,387	843,350	836,608	-	11,360,170	

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
2336662	INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM BRIDGES	736,430	40,000	40,000	40,000	-	-	-	856,430
4515841	TRAFFIC SIGNAL MAINTENANCE	-	-	-	701,387	608,350	836,608	-	2,146,345
2342422	INTERSTATE HIGHWAY BRIDGES	257,702	25,000	25,000	25,000	-	-	-	332,702
2336661	INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY	5,706,880	220,000	220,000	220,000	220,000	-	-	6,586,880
4512932	INDIAN RIVER COUNTY MOWING	-	325,000	325,000	325,000	-	-	-	975,000
2342421	INTERSTATE HIGHWAYS MAINTENANCE	402,813	15,000	15,000	15,000	15,000	-	-	462,813
DISTRICT DEDICATED REVENUE	DDR	8,705,513	4,738,100	20,964,109	819,077	5,379,292	9,147,811	-	49,753,902
4315211	OSLO ROAD WIDENING	90,000	-	-	-	-	-	-	90,000
4416931	US 1/AVIATION BOULEVARD INTERSECTION	2,712,617	2,763,825	-	-	-	4,632,500	-	10,108,942
4498181	SR A1A RESURFACING	1,826,707	-	12,983,008	-	-	-	-	14,809,715
4456182	SR A1A RESURFACING	38,847	993,597	-	-	-	-	-	1,032,444
4071906	INDIAN RIVER COUNTY BLOCK GRANT	723,198	773,856	795,220	819,077	819,077	-	-	3,930,428
4130485	I-95/OSLO ROAD INTERCHANGE	-	-	-	-	-	1,384,227	-	1,384,227
4484431	SR 60 RESURFACING	875,370	-	-	-	4,560,215	-	-	5,435,585
4278044	TRAFFIC SIGNAL MAINTENANCE	685,716	187,495	243,054	-	-	-	-	1,116,265
4358461	TRANSIT OPERATING ASSISTANCE (REGIONAL CORRIDOR)	279,263	19,327	-	-	-	-	-	298,590
4498121	US 1 FROM N OF 87 ST TO S OF SEBASTIAN BLVD	1,323,795	-	6,942,827	-	-	-	-	8,266,622
4484441	SR 60 RESURFACING	-	-	-	-	-	2,131,084	-	2,131,084
4456181	SR A1A BRIDGE REPLACEMENT	-	-	-	-	-	1,000,000	-	1,000,000
4056067	CR-510/85TH ST FROM CR-512 TO 87TH ST	150,000	-	-	-	-	-	-	150,000

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
STATE IN-HOUSE PRODUCT SUPPORT	DIH	843,909	79,779	297,289	44,958	84,967	159,331	-	1,510,233
4456182	SR A1A RESURFACING	85,324	79,779	-	-	-	-	-	165,103
4498121	US 1 FROM N OF 87 ST TO S OF SEBASTIAN BLVD	68,811	-	126,137	-	-	-	-	194,948
4484441	SR 60 RESURFACING	155,802	-	-	-	-	101,027	-	256,829
4498181	SR A1A RESURFACING	74,982	-	88,152	-	-	-	-	163,134
4416931	US 1/AVIATION BOULEVARD INTERSECTION	331,238	-	83,000	25,000	-	-	-	439,238
4456181	SR A1A BRIDGE REPLACEMENT	98,059	-	-	-	-	-	-	98,059
4130485	I-95/OSLO ROAD INTERCHANGE	-	-	-	19,958	-	58,304	-	78,262
4484431	SR 60 RESURFACING	29,693	-	-	-	84,967	-	-	114,660
STATE 100% - OVERHEAD	DIOH	120,029	-	-	-	-	-	-	120,029
2336661	INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY	108,744	-	-	-	-	-	-	108,744
2342421	INTERSTATE HIGHWAYS MAINTENANCE	11,285	-	-	-	-	-	-	11,285
STATEWIDE ITS - STATE 100%.	DITS	1,248,874	247,240	217,766	-	-	-	-	1,713,880
4278044	TRAFFIC SIGNAL MAINTENANCE	1,248,874	247,240	217,766	-	-	-	-	1,713,880
STATE - PTO	DPTO	1,700,235	4,343,253	1,265,000	2,165,000	1,300,000	851,840	-	11,625,328
4549981	SEBASTIAN MUNICIPAL AIRPORT UPDATE AIRPORT MASTERPLAN	-	-	-	25,000	-	-	-	25,000
4358461	TRANSIT OPERATING ASSISTANCE (REGIONAL CORRIDOR)	882,036	130,673	-	-	-	-	-	1,012,709
4550111	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT GOLF APRON PHASE 1	-	-	75,000	-	-	-	-	75,000
4495941	SEBASTIAN MUNICIPAL AIRPORT CONSTRUCT AIRCRAFT WASH RACK	-	-	-	100,000	-	-	-	100,000

Fund Summary									
FUND CODE	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
4515611	SEBASTIAN MUNICIPAL AIRPORT- DESIGN ACCESS ROAD AND UTILITY	-	200,000	-	-	-	-	-	200,000
4515541	VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R	-	10,000	-	-	-	-	-	10,000
4533791	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT ACCESS ROAD AND UTILITIES WEST	-	-	800,000	800,000	-	-	-	1,600,000
4515381	VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM	-	-	-	100,000	-	-	-	100,000
4533651	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT TERMINAL APRON EXPANSION	-	960,000	-	-	-	-	-	960,000
4533661	VERO BEACH REGIONAL AIRPORT - AIRFIELD ELECTRICAL UPGRADES	-	1,440,000	-	-	-	-	-	1,440,000
4550101	VERO BEACH REGIONAL AIRPORT - AWOS RELOCATION	-	-	280,000	-	-	-	-	280,000
4533831	VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R -	-	-	110,000	-	-	-	-	110,000
4548971	VERO BEACH REGIONAL AIRPORT EXT/MARK/LIGHT TWY E WEST OF RWY 4	-	-	-	-	1,300,000	-	-	1,300,000
4549011	VERO BEACH REGIONAL AIRPORT- EXTEND RWY 4/22, PHASE 1 ENVIRONMENTAL	-	-	-	20,000	-	-	-	20,000
4071906	INDIAN RIVER COUNTY BLOCK GRANT	28,119	-	-	-	-	851,840	-	879,959
4515531	VERO BEACH REGIONAL AIRPORT - REPLACE HANGAR ROOF	-	800,000	-	-	-	-	-	800,000
4549021	VERO BEACH REGIONAL AIRPORT EXTEND/MARK/LIGHT TWY E WEST OF RWY 4	-	-	-	1,120,000	-	-	-	1,120,000

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
4548181	SEBASTIAN MUNICIPAL AIRPORT ENGINEER AND DESIGN GOLF APRON PHASE 1	-	12,500	-	-	-	-	-	12,500
4481131	SEBASTIAN MUNICIPAL AIRPORT CONSTRUCT TAXIWAY GOLF	790,080	790,080	-	-	-	-	-	1,580,160
STATE PRIMARY HIGHWAYS & PTO	DS	2,356,426	8,568,480	3,766,473	449,480	-	9,370,481	-	24,511,340
4130485	I-95/OSLO ROAD INTERCHANGE	-	-	-	249,480	-	-	-	249,480
4484441	SR 60 RESURFACING	778,282	-	-	-	-	9,370,481	-	10,148,763
4456181	SR A1A BRIDGE REPLACEMENT	168,814	-	-	-	-	-	-	168,814
4484431	SR 60 RESURFACING	236,453	-	-	200,000	-	-	-	436,453
4456182	SR A1A RESURFACING	1,168,109	8,568,480	-	-	-	-	-	9,736,589
4416931	US 1/AVIATION BOULEVARD INTERSECTION	4,768	-	-	-	-	-	-	4,768
4498121	US 1 FROM N OF 87 ST TO S OF SEBASTIAN BLVD	-	-	3,766,473	-	-	-	-	3,766,473
STATE PRIMARY/FEDERAL REIMB	DU	99,665	106,122	110,375	114,455	121,801	126,673	-	679,091
4071824	TRANSIT OPERATING ASSISTANCE (RURAL)	99,665	106,122	110,375	114,455	121,801	126,673	-	679,091
EQUITY BONUS	EB	33,497	-	-	-	-	-	-	33,497
4315211	OSLO ROAD WIDENING	33,497	-	-	-	-	-	-	33,497
FEDERAL AVIATION ADMIN	FAA	-	405,000	3,330,000	2,610,000	3,400,000	-	-	9,745,000
4549011	VERO BEACH REGIONAL AIRPORT- EXTEND RWY 4/22, PHASE 1 ENVIRONMENTAL	-	-	-	360,000	-	-	-	360,000
4548181	SEBASTIAN MUNICIPAL AIRPORT ENGINEER AND DESIGN GOLF APRON PHASE 1	-	225,000	-	-	-	-	-	225,000
4549981	SEBASTIAN MUNICIPAL AIRPORT UPDATE AIRPORT MASTERPLAN	-	-	-	450,000	-	-	-	450,000

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
4550111	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT GOLF APRON PHASE 1	-	-	1,350,000	-	-	-	-	1,350,000
4515541	VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R	-	180,000	-	-	-	-	-	180,000
4515381	VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM	-	-	-	1,800,000	-	-	-	1,800,000
4533831	VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R -	-	-	1,980,000	-	-	-	-	1,980,000
4548971	VERO BEACH REGIONAL AIRPORT EXT/MARK/LIGHT TWY E WEST OF RWY 4	-	-	-	-	3,400,000	-	-	3,400,000
FEDERAL TRANSIT ADMINISTRATION	FTA	1,823,325	6,740,000	6,740,000	6,740,000	6,740,000	6,740,000	4,000,000	39,523,325
4071902	TRANSIT CAPITAL ASSISTANCE (SECTION 5307)	-	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	24,000,000
4457281	TRANSIT CAPITAL ASSISTANCE (SECTION 5339)	1,823,325	240,000	240,000	240,000	240,000	240,000	-	3,023,325
4071906	INDIAN RIVER COUNTY BLOCK GRANT	-	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	-	12,500,000
GEN FUND BRIDGE REPAIR/REPLACE	GFBR	-	17,813,196	-	-	-	-	-	17,813,196
4456181	SR A1A BRIDGE REPLACEMENT	-	17,813,196	-	-	-	-	-	17,813,196
GF STPBG <200K<5K (SMALL URB)	GFSL	363,677	-	-	-	-	-	-	363,677
4416921	CR 510 WIDENING	20,000	-	-	-	-	-	-	20,000
4315211	OSLO ROAD WIDENING	143,960	-	-	-	-	-	-	143,960
4056063	CR 510 WIDENING	199,717	-	-	-	-	-	-	199,717
GF STPBG <5K (RURAL)	GFSN	412,988	-	-	-	-	-	-	412,988
4315211	OSLO ROAD WIDENING	139,855	-	-	-	-	-	-	139,855

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
4056063	CR 510 WIDENING	214,058	-	-	-	-	-	-	214,058
2308793	82ND AVE CONSTRUCTION	59,075	-	-	-	-	-	-	59,075
GROWTH MANAGEMENT FOR SCOP	GRSC	-	1,415,525	-	1,650,000	1,553,550	784,000	-	5,403,075
4442702	43RD AVENUE	-	1,415,525	-	-	-	-	-	1,415,525
4442703	43RD AVENUE	-	-	-	1,650,000	1,553,550	-	-	3,203,550
4497001	43RD AVENUE	-	-	-	-	-	784,000	-	784,000
LOCAL FUNDS	LF	11,664,424	5,739,176	1,402,595	2,651,382	2,429,566	4,524,167	-	28,411,310
4071906	INDIAN RIVER COUNTY BLOCK GRANT	749,571	773,856	795,220	819,077	819,077	851,840	-	4,808,641
4442702	43RD AVENUE	-	1,318,900	-	-	-	-	-	1,318,900
4489951	TRANS FLORIDA CENTRAL RAILROAD GREENWAY	315,644	87,952	-	-	-	-	-	403,596
4515541	VERO BEACH REGIONAL AIRPORT - ^REHABILITATE TWY A SOUTH OF RWY 12R	-	10,000	-	-	-	-	-	10,000
4515381	VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM	-	-	-	100,000	-	-	-	100,000
4515531	VERO BEACH REGIONAL AIRPORT - REPLACE HANGAR ROOF	-	200,000	-	-	-	-	-	200,000
4549021	VERO BEACH REGIONAL AIRPORT EXTEND/MARK/LIGHT TWY E WEST OF RWY 4	-	-	-	280,000	-	-	-	280,000
4484431	SR 60 RESURFACING	-	-	-	-	150,642	-	-	150,642
4442703	43RD AVENUE	-	-	-	1,067,850	-	-	-	1,067,850
4497001	43RD AVENUE	-	-	-	-	-	773,250	-	773,250
4456182	SR A1A RESURFACING	-	37,296	-	-	-	-	-	37,296
4533831	VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R -	-	-	110,000	-	-	-	-	110,000

Fund Summary										
FUND CODE DESCRIPTION		FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
4548971	VERO BEACH REGIONAL AIRPORT EXT/MARK/LIGHT TWY E WEST OF RWY 4		-	-	-	-	1,300,000	-	-	1,300,000
4056067	CR-510/85TH ST FROM CR-512 TO 87TH ST	3,254,522		-	-	-	-	-	-	3,254,522
4481131	SEBASTIAN MUNICIPAL AIRPORT CONSTRUCT TAXIWAY GOLF	197,520	197,520		-	-	-	-	-	395,040
4549011	VERO BEACH REGIONAL AIRPORT- EXTEND RWY 4/22, PHASE 1 ENVIRONMENTAL		-	-	-	20,000	-	-	-	20,000
4315211	OSLO ROAD WIDENING	6,112,502		-	-	-	-	-	-	6,112,502
4456181	SR A1A BRIDGE REPLACEMENT		-	2,053,430	-	-	-	-	-	2,053,430
4495941	SEBASTIAN MUNICIPAL AIRPORT CONSTRUCT AIRCRAFT WASH RACK		-	-	-	25,000	-	-	-	25,000
4548181	SEBASTIAN MUNICIPAL AIRPORT ENGINEER AND DESIGN GOLF APRON PHASE 1		-	12,500	-	-	-	-	-	12,500
4515611	SEBASTIAN MUNICIPAL AIRPORT- DESIGN ACCESS ROAD AND UTILITY		-	50,000	-	-	-	-	-	50,000
4056063	CR 510 WIDENING	935,000	291,600		-	-	-	-	-	1,226,600
4529951	43RD AVENUE SIDEWALK		-	-	42,000	-	-	-	-	42,000
4533791	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT ACCESS ROAD AND UTILITIES WEST		-	-	200,000	200,000	-	-	-	400,000
4533651	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT TERMINAL APRON EXPANSION		-	240,000	-	-	-	-	-	240,000
4549981	SEBASTIAN MUNICIPAL AIRPORT UPDATE AIRPORT MASTERPLAN		-	-	-	25,000	-	-	-	25,000
4071824	TRANSIT OPERATING ASSISTANCE (RURAL)	99,665	106,122	110,375	114,455	121,801	126,673		-	679,091

Fund Summary									
FUND CODE	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
4533661	VERO BEACH REGIONAL AIRPORT - AIRFIELD ELECTRICAL UPGRADES	-	360,000	-	-	-	-	-	360,000
4550101	VERO BEACH REGIONAL AIRPORT - AWOS RELOCATION	-	-	70,000	-	-	-	-	70,000
4056068	CR 510 WIDENING	-	-	-	-	38,046	2,772,404	-	2,810,450
4550111	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT GOLF APRON PHASE 1	-	-	75,000	-	-	-	-	75,000
NATIONAL HIGHWAYS BRIDGES	NHBR	6,965,690	-	-	-	-	-	-	6,965,690
4456181	SR A1A BRIDGE REPLACEMENT	6,965,690	-	-	-	-	-	-	6,965,690
METRO PLAN (85% FA; 15% OTHER)	PL	969,467	603,825	603,825	603,825	603,825	603,825	-	3,988,592
4393277	INDIAN RIVER FY2028/2029-2029/2030 UPWP	-	-	-	-	603,825	603,825	-	1,207,650
4393275	INDIAN RIVER FY 2024/2025-2025/2026 UPWP	969,467	603,825	-	-	-	-	-	1,573,292
4393276	INDIAN RIVER FY2026/2027-2027/2028 UPWP	-	-	603,825	603,825	-	-	-	1,207,650
PROTECT GRANT PROGRAM	PROT	2,297,071	-	-	-	-	-	-	2,297,071
4315211	OSLO ROAD WIDENING	2,297,071	-	-	-	-	-	-	2,297,071
STP, ANY AREA	SA	31,274,865	3,840,732	3,383,527	868,861	2,805,000	17,144,669	-	59,317,654
2308793	82ND AVE CONSTRUCTION	2,445,895	2,220,295	100,000	618,861	-	840,861	-	6,225,912
4056063	CR 510 WIDENING	1,191,482	1,053,719	-	-	-	-	-	2,245,201
4416931	US 1/AVIATION BOULEVARD INTERSECTION	683,043	-	-	-	-	-	-	683,043
4493321	I 95/CR 512 INTERCHANGE MODIFICATION	89,003	-	2,567,464	-	-	-	-	2,656,467
4315211	OSLO ROAD WIDENING	7,654,641	-	316,063	-	-	-	-	7,970,704
4456181	SR A1A BRIDGE REPLACEMENT	121,601	-	-	-	-	-	-	121,601

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
4533271	45TH STREET (N GIFFORD ROAD) COMPLETE STREET RETROFIT	-	300,000	400,000	-	-	-	-	700,000
4416921	CR 510 WIDENING	1,993,530	-	-	-	-	-	-	1,993,530
4056068	CR 510 WIDENING	-	-	-	-	-	16,303,808	-	16,303,808
4456182	SR A1A RESURFACING	-	187,458	-	-	-	-	-	187,458
4056067	CR-510/85TH ST FROM CR-512 TO 87TH ST	17,095,670	79,260	-	-	-	-	-	17,174,930
4513681	AVIATION BOULEVARD	-	-	-	250,000	2,805,000	-	-	3,055,000
SB1998-SMALL CO OUTREACH 2012	SCED	-	487,805	-	-	-	512,821	-	1,000,626
4442702	43RD AVENUE	-	487,805	-	-	-	-	-	487,805
4497001	43RD AVENUE	-	-	-	-	-	512,821	-	512,821
SMALL COUNTY OUTREACH PROGRAM	SCOP	-	-	-	-	-	518,974	-	518,974
4497001	43RD AVENUE	-	-	-	-	-	518,974	-	518,974
SB2514A-SMALL CO OUTREACH 2015	SCWR	-	496,670	-	-	-	503,955	-	1,000,625
4497001	43RD AVENUE	-	-	-	-	-	503,955	-	503,955
4442702	43RD AVENUE	-	496,670	-	-	-	-	-	496,670
STP, AREAS <= 200K	SL	12,413,268	2,136,038	1,025,429	2,371,766	1,801,748	2,000,000	-	21,748,249
4315211	OSLO ROAD WIDENING	3,810,104	-	-	-	-	-	-	3,810,104
4056068	CR 510 WIDENING	-	-	-	-	-	2,000,000	-	2,000,000
4056067	CR-510/85TH ST FROM CR-512 TO 87TH ST	3,474,376	788,559	-	-	-	-	-	4,262,935
4056063	CR 510 WIDENING	3,644,544	1,047,479	1,025,429	2,371,766	-	-	-	8,089,218
4416921	CR 510 WIDENING	855,876	-	-	-	1,801,748	-	-	2,657,624
4416931	US 1/AVIATION BOULEVARD INTERSECTION	176,398	300,000	-	-	-	-	-	476,398
2308793	82ND AVE CONSTRUCTION	451,970	-	-	-	-	-	-	451,970

Fund Summary										
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program	
STBG AREA POP. W/ 5K TO 49,999	SM	1,399,223	483,162	331,897	-	400,000	389,302	-	3,003,584	
2308793	82ND AVE CONSTRUCTION	1,399,223	483,162	331,897	-	400,000	-	-	2,614,282	
4056068	CR 510 WIDENING	-	-	-	-	-	389,302	-	389,302	
STP, MANDATORY NON- URBAN <= 5K	SN	5,143,677	597,956	697,652	663,680	565,400	701,400	-	8,369,765	
4056067	CR-510/85TH ST FROM CR-512 TO 87TH ST	974,367	-	-	-	-	-	-	974,367	
4416921	CR 510 WIDENING	243,399	-	-	-	565,400	-	-	808,799	
4315211	OSLO ROAD WIDENING	1,568,890	-	-	-	-	-	-	1,568,890	
2308793	82ND AVE CONSTRUCTION	1,070,611	67,594	697,652	663,680	-	-	-	2,499,537	
4056063	CR 510 WIDENING	1,286,410	530,362	-	-	-	-	-	1,816,772	
4056068	CR 510 WIDENING	-	-	-	-	-	701,400	-	701,400	
TRANSPORTATION ALTS- <200K	TALL	795,677	165,945	361,305	-	-	-	-	1,322,927	
4315211	OSLO ROAD WIDENING	155,624	-	-	-	-	-	-	155,624	
4529951	43RD AVENUE SIDEWALK	-	-	361,305	-	-	-	-	361,305	
4416921	CR 510 WIDENING	471,750	-	-	-	-	-	-	471,750	
4489951	TRANS FLORIDA CENTRAL RAILROAD GREENWAY	168,303	165,945	-	-	-	-	-	334,248	
TRANSPORTATION ALTS- < 5K	TALN	711,073	-	-	-	-	-	-	711,073	
4056063	CR 510 WIDENING	371,476	-	-	-	-	-	-	371,476	
4315211	OSLO ROAD WIDENING	339,597	-	-	-	-	-	-	339,597	
TRANSPORTATION ALTS- ANY AREA	TALT	1,552,337	97,583	761,474	404,403	-	-	-	2,815,797	
4529951	43RD AVENUE SIDEWALK	5,000	-	761,474	404,403	-	-	-	1,170,877	
4489951	TRANS FLORIDA CENTRAL RAILROAD GREENWAY	1,371,662	97,583	-	-	-	-	-	1,469,245	

Fund Summary									
FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2026	2027	2028	2029	2030	FUTURE YEAR COST	Total Program
4315211	OSLO ROAD WIDENING	175,675	-	-	-	-	-	-	175,675

Appendix C – Transportation Performance Measures Consensus Planning Document



Transportation Performance Measures Consensus Planning Document

Purpose and Authority

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

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

- 23 CFR 450.314(h)(1) requires that "The MPO(s), State(s), and providers of public transportation shall jointly agree upon and develop specific written procedures for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward achievement of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System (NHS)."
- 23 CFR 450.314(h)(2) allows for these provisions to be "Documented in some other means outside the metropolitan planning agreements as determined cooperatively by the MPO(s), State(s), and providers of public transportation."

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

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

Roles and Responsibilities

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

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

1. Transportation performance data:

- a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.¹² FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.
- b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.
- c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

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

¹ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, FDOT will collect and provide data for the Florida portion of the planning area.

² If any Florida urbanized area becomes nonattainment for the National Ambient Air Quality Standards, FDOT also will provide appropriate data at the urbanized area level for the specific urbanized area that is designated.

sharing of information on proposed targets and opportunities to provide comment prior to establishing final comments for each measure.

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

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

- a) FDOT will select and establish a statewide target for each applicable federally required performance measure.
 - i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.
 - ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.
- b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either³:
 - i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.
 - ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

³ When an MPO planning area covers portions of more than one state, as in the case of the Florida-Alabama TPO, that MPO will be responsible for coordinating with each state DOT in setting and reporting targets and associated data.

establishment of a final target. The MPO will provide FDOT and, as applicable, providers of public transportation, documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) that includes the final targets and the date when the targets were established .

- c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).
 - i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).
 - iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.
 - iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety

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

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

3. Reporting performance targets:

- a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.
 - i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).
 - ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).
 - iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.
- b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.
 - i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures

and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

- ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).
 - iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.
 - c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.
4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:
- a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.
 - b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.
 - c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.
5. Collection of data for the State asset management plans for the National Highway System (NHS):
- a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

For more information, contact:

Alison Stettner, Director, Office of Policy Planning, Florida Department of Transportation, 850-414-4800, alison.stettner@dot.state.fl.us

Mark Reichert, Executive Director, MPOAC, 850-414-4062, mark.reichert@dot.state.fl.us

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: May 22, 2025

SUBJECT: **Consideration of the 2025 List of Priority Projects**

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee (TAC) at its meeting of May 30, 2025.

DESCRIPTION & CONDITIONS

The 2045 Long Range Transportation Plan (the current LRTP) includes an adopted cost feasible list of improvements that will meet the projected needs of the county through the year 2045. To implement those improvements, the MPO each year must rank and place improvements in an annual List of Priority Projects (LOPP). That list must be submitted by August 1 to FDOT, which then uses it to develop the next five-year work program. In this case, the 2025 LOPP will be used to develop the FY 2027 – FY 2031 work program.

The MPO's annual List of Priority Projects is important because it is the means by which transportation improvement projects are added to FDOT's five-year work program. When developing its work program, FDOT considers projects in the first three years of its work program as committed. Therefore, most new projects are added to the new fifth year of the five-year work program. Since funding for transportation improvements is limited, only a few new projects are added to the new fifth year of FDOT's work program each year. Consequently, the LOPP does not contain all long range plan improvements, but instead represents those improvements needed the soonest.

ANALYSIS

Attachment #1 is the 2025 List of Priority Projects, which is then subdivided into five separate lists based on state and federal guidance. Those lists are Highway Projects, Regional Highways, Congestion Management Process (or CMP), Transit, and Bicycle & Pedestrian Projects. Provided

below is a brief description of each category along with a summary of any changes proposed for 2025.

Highway Projects

Generally, Priority Highway Projects include road widenings, new roadways, and substantial intersection improvements. While a major improvement may be listed as a high priority, that does not necessarily mean that the improvement will be constructed in the next work program cycle. Implementing a highway improvement, for instance, usually requires several steps, including Project Development and Environmental (PD&E) studies, engineering and design, right-of-way acquisition, and actual construction. Although the conventional wisdom has always held that it may take thirteen years to see a high priority project constructed, recent cost increases and difficulty obtaining right-of-way have resulted in even greater timeframes.

Last year, the widening of Aviation Blvd. from 43rd Avenue to US 1 was added as *Priority #7*. No changes are proposed for 2025.

Regional Highways

The Regional Highway Priorities list is for locally-managed projects that are eligible for funding through the state's Transportation Regional Incentive Program (TRIP). To receive TRIP funding, a project must be identified in the Treasure Coast Regional Long Range Transportation Plan and prioritized by the Treasure Coast Transportation Council (TCTC), which is comprised of the Indian River County MPO, the St. Lucie TPO, and the Martin MPO. In Indian River County, the widening of 66th Avenue is an example of a project that has received funding assistance through TRIP in recent years.

For 2025, the widening of CR 512 from Willow Street to I-95 has been added as *Regional Priority #1*.

Congestion Management Process (CMP)

Last year, a new CMP project was added to upgrade and install new traffic signal equipment on the Countywide system. For 2025, no changes are proposed to the MPO's CMP Priorities.

Transit

Generally, Transit Priorities are identified in the MPO's Transit Development Plan, which was most recently updated in 2023. Last year, the top two Transit Priorities (expanded weekday service hours and expanded Saturday service hours) were implemented through an FDOT Service Development Grant. For 2025, those priorities have been removed from the Transit Priorities List.

Bicycle & Pedestrian Projects

The Bicycle & Pedestrian Priorities List is for projects eligible for funding through the MPO's Transportation Alternatives Program (TAP) or the state's SUN Trail program. Generally, projects added to the Bike-Ped Priorities List will first be identified in the MPO's Bicycle and Pedestrian Master Plan, which was updated last year.

For 2025, sixteen new Priorities from the Bike-Ped Master Plan have been added. Of these new Priorities, grant funding applications were submitted earlier this year for two projects. An application for TAP funding was submitted for the 41st Street Sidewalk in Gifford (*Bike-Ped Priority #2*), and an application for SUN Trail funding was submitted for the Trans-Florida Central Railroad Trail in Sebastian (*Bike-Ped Priority #3*).

RECOMMENDATION

Staff recommends that the TAC review the attached information and recommend that the MPO approve the 2025 List of Priority Projects.

ATTACHMENT

1. Indian River County MPO 2025 List of Priority Projects



2025 LIST OF PRIORITY PROJECTS (LOPP)

Priority Highway Projects

2025 RANK	FACILITY	PROJECT LIMITS	LENGTH (MILES)	PROJECT DESCRIPTION	JURIS-DICTION	PROJECT STATUS	IN LRTP COST FEASIBLE PLAN?	FUNDING SOURCE REQUESTED	2024 RANK
1	45th Street	58 th Ave. to 43 rd Ave.	1.0	Complete Street Retrofit	County	PD&E in 2026 and PE in 2027 (FM# 4533271)	Yes	State/ Federal	1
2	CR 510	87th St. to 58 th Ave.	5.5	Widen to 4 lanes with sidewalks and bike lanes	County	CST for CR 512 to 87th St. in 2025 (FM# 4056067); CST for 87th St. to 82nd Ave. in 2030 (FM# 4056068); ROW for 82nd Ave. to 58th Ave. in 2026-2028 (FM# 4056063)	Yes	State/ Federal	2
3	CR 510	58 th Ave. to US 1	.6	Widen to 4 lanes with sidewalks and bike lanes	County	ROW in 2029 (FM# 4416921)	Yes	State/ Federal	3
4	82nd Avenue	26 th St. to 69 th St.	3.0	New 2-lane roadway	County	ROW funded (FM# 2308793)	Yes	State/ Federal	4
5	82nd Avenue	69 th St. to CR 510	2.0	New 2-lane roadway	County	ROW complete	Yes	State/ Federal	5
6	US 1	at Aviation Blvd.	NA	Intersection improvements	State	PE in 2025-2026 and ROW in 2026-2030 (FM# 4416931)	Yes	State/ Federal	6
7	Aviation Boulevard	43 rd Ave. to US 1	2.0	Widen to 4 lanes with bike lanes, sidewalks, and shared use path	Vero Beach	PD&E in 2029 (FM# 4513681)	Yes	State/ Federal	7
8	US 1	53 rd St. to CR 510	4.8	Widen to 6 lanes with shared use paths	State	PD&E and PE complete	Yes	State/ Federal	8

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

2025 RANK	FACILITY	PROJECT LIMITS	LENGTH (MILES)	PROJECT DESCRIPTION	JURIS-DICTION	PROJECT STATUS	IN LRTP COST FEASIBLE PLAN?	FUNDING SOURCE REQUESTED	2024 RANK
1	CR 512	Willow St. to I-95	2.5	Widen to 4 lanes with sidewalks and bike lanes	County/ Fellsmere	TRIP grant application submitted in 2025 based on Fellsmere Corridor Study.	Yes	TRIP	-
2	26th St.	66th Av. to 43rd Av.	2.0	Widen to 4 lanes with sidewalks and bike lanes	County	Phase 1 will improve existing two-lane road; Phase 2 will enclose canal along south side as part of widening to 4 lanes. Partially funded in IRC CIP.	Yes	TRIP	1

CMP Priority Projects

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

Transit Priorities

2025 RANK	PROJECT	IN LRTP OR TDP?	FUNDING SOURCE REQUESTED	2024 RANK
1	Construct North County Hub	TDP	Federal/State	3
2	Initiate Sunday Operating Hours (8 am – 5 pm)	TDP	Federal/State	4
3	Construct Shelters and Benches	TDP	Federal	5

Note: All new projects shown in bold italics.

Priority Bicycle & Pedestrian Projects

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

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
Senior Planner

DATE: May 22, 2025

SUBJECT: **Consideration of Amendments to the FY 2025 – FY 2029 Transportation Improvement Program (TIP)**

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee (TAC) at its meeting of May 30, 2025.

DESCRIPTION, CONDITIONS & ANALYSIS

FDOT has requested that the MPO approve three amendments to the Transportation Improvement Program (TIP) adopted by the Indian River County MPO for FY 2025 – FY 2029.

The first amendment (FM# 407190-3) adds Section 5307 funds for transit operating assistance from the Federal Transit Administration. In this case a TIP amendment is necessary because a new project is being added to the work program.

The other two amendments provide increased funding for the replacement of the SR A1A bridge over the Sebastian Inlet (FM# 445618-1) and associated resurfacing of SR A1A (FM# 445618-2). For both projects, the additional funds are needed due to increased costs in unit prices. For the bridge replacement, increased funds are also needed for additional walls required for the construction phasing, reconstruction of parking lots, pier foundations details, and updated quantities.

For both SR A1A projects, TIP amendments are required because the project costs have increased more than 20% of the previously budgeted amount and by more than \$2 million. Both proposed amendments are also consistent with new TIP for FY 2026 – FY 2030.

RECOMMENDATION

Staff recommends that the TAC review the attached information and recommend that the MPO approve the proposed TIP amendments.

ATTACHMENTS

1. TIP Amendment Request from FDOT for Section 5307 Transit Operating Funds
2. TIP Amendment Request from FDOT for SR A1A Bridge Replacement over the Sebastian Inlet and Resurfacing from Sand Dollar Lane to the Sebastian Inlet



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

May 21, 2025

Brian Freeman
Staff Director
Indian River County Metropolitan Planning Organization
1801 27th Street
Vero Beach, FL 32960

**SUBJECT: Indian River County Metropolitan Planning Organization
TIP Amendment Request FY 2024/25 – 2028/29
407190-3 SECTION 5307 FORMULA INDIAN RIVER CO VERO
BEACH/SEBASTIAN UZA SMALL**

Dear Mr. Freeman:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2024/25 – 2028/29 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.

This Transportation Improvement Program Amendment should be consistent with the Adopted Long-Range Transportation Plan. The adopted TIP remains financially constrained. A State Transportation Improvement Program (STIP) amendment is not required. The TIP amendment is as follows:

PROPOSED	FM#	Project Title		Type of Work		Project Length
	407190-3	SECTION 5307 FORMULA INDIAN RIVER CO VERO BEACH/SEBASTIAN UZA SMALL		PURCHASE VEHICLES/EQUIPMENT		0.000 MI
	Phase	Fund	FY 2025	FY 2026	FY 2027	FY 2028
	OPS	FTA	4,191,934	0	0	0
	TOTAL		4,191,934	0	0	0

If you have any questions or need additional information, please contact Marsha Taylor-Long at (954) 777-4401.

Sincerely,

DocuSigned by:
Marsha Taylor-Long
C4960F17BB38437...
Marsha Taylor-Long
Planning Specialist
District Four

The above TIP amendment was authorized to be included in the FY 2024/25-2028/29 Transportation Improvement Program.

MPO Chairman or Designee

Date

Signature



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

May 20, 2025

Brian Freeman
Staff Director
Indian River County Metropolitan Planning Organization
1801 27th Street
Vero Beach, FL 32960

**SUBJECT: Indian River County Metropolitan Planning Organization
TIP Amendment Request FY 2024/25 – 2028/29
445618-1 SR-A1A OVER SEBASTIAN INLET – BRIDGE REPLACEMENT
445618-2 SR-A1A FROM SAND DOLLAR LANE TO S. OF SEBASTIAN INLET
BRIDGE**

Dear Mr. Freeman:

Pursuant to *Part IV – Chapter 5: Statewide and Local Transportation Improvement Programs (STIP and TIP) of the Work Program Instructions*, the Florida Department of Transportation (FDOT) requests your processing and approval of the attached amendment to the FY 2024/25 – 2028/29 Transportation Improvement Program. This amendment is required because the projects cost has increased by more than 20% AND \$2 million and needs to be reflected in the TIP.

This Transportation Improvement Program Amendment should be consistent with the Adopted Long-Range Transportation Plan. The adopted TIP remains financially constrained. A State Transportation Improvement Program (STIP) amendment is not required. The TIP amendment is as follows:

EXISTING	FM#	Project Title		Type of Work		Project Length
	445618-1	SR-A1A OVER SEBASTIAN INLET – BRIDGE REPLACEMENT		BRIDGE REPLACEMENT		0.915 MI
	Phase	Fund	FY 2025	FY 2026	FY 2027	FY 2028
	ROW	ACBR	5,057,953	1,499,919	0	0
	CST	ACBR	0	103,568,997	0	0
	TOTAL		5,057,953	105,068,916	0	0

PROPOSED	FM#	Project Title		Type of Work		Project Length
	445618-1	SR-A1A OVER SEBASTIAN INLET – BRIDGE REPLACEMENT		BRIDGE REPLACEMENT		1.098 MI
	Phase	Fund	FY 2025	FY 2026	FY 2027	FY 2028
	PE	ACBR	436,811	0	0	0
	PE	DS	166,075	0	0	0
	PE	NHBR	170,553	0	0	0
	ROW	ACBR	2,104,146	3,581,600	0	0
	RRU	ACBR	2,300,000	0	0	0
	CST	ACBR	100,000	105,201,668	0	0
	CST	GfBR	0	17,813,196	0	0
	CST	LF	0	2,053,430	0	0
	ENV	ACBR	50,000	0	0	0
	ENV	DS	420	0	0	0
	TOTAL		5,328,005	128,649,894	0	0

EXISTING	FM#	Project Title		Type of Work		Project Length
	445618-2	SR-A1A FROM SAND DOLLAR LANE TO S. OF SEBASTIAN INLET BRIDGE		RESURFACING		6.510 MI
	Phase	Fund	FY 2025	FY 2026	FY 2027	FY 2028
	CST	DIH	0	82,102	0	0
	CST	ACPR	0	358,970	0	0
	CST	SL	0	1,899,227	0	0
	CST	SA	0	353,926	0	0
	CST	DDR	0	940,056	0	0
	CST	ACNR	0	7,345,220	0	0
	TOTAL		0	10,979,501	0	0

PROPOSED	FM#	Project Title		Type of Work		Project Length
	445618-2	SR-A1A FROM SAND DOLLAR LANE TO S. OF SEBASTIAN INLET BRIDGE		RESURFACING		6.510 MI
	Phase	Fund	FY 2025	FY 2026	FY 2027	FY 2028
	PE	DDR	0	0	0	0
	PE	DIH	52,127	0	0	0
	PE	DS	0	0	0	0
	CST	ACNR	0	3,016,539	0	0
	CST	ACPR	0	310,340	0	0
	CST	DDR	0	993,597	0	0
	CST	DIH	0	79,779	0	0
	CST	DS	0	8,568,480	0	0
	CST	LF	0	37,296	0	0
	CST	SA	0	187,458	0	0
	TOTAL		52,127	13,193,489	0	0

If you have any questions or need additional information, please contact Marsha Taylor-Long at (954) 777-4401.

Sincerely,

DocuSigned by:
Marsha Taylor-Long
C4960F17BB38437...

Marsha Taylor-Long
Planning Specialist
District Four

The above TIP amendment was authorized to be included in the FY 2024/25-2028/29 Transportation Improvement Program.

MPO Chairman or Designee

Date

Signature

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: May 22, 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 May 30, 2025.

Citizens Advisory Committee (CAC)

At its April 1st meeting, the CAC considered presentations on the Safety Action Plan and the LRTP Preliminary Needs Assessment. The CAC also reviewed proposed amendments to the MPO Bylaws and voted to recommend approval. Lastly, the CAC reelected Juliana Young as Chair for 2025 and Bruce Hoffman as Vice Chair.

Metropolitan Planning Organization (MPO)

At its April 9th meeting, the MPO Board considered presentations on the Safety Action Plan and the LRTP Preliminary Needs Assessment. The MPO Board also considered the Community Transportation Coordinator (CTC) annual evaluation and proposed amendments to the MPO Bylaws; the MPO Board approved both items.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

At its May 22nd meeting, the TDLCB reviewed and approved Progress Report/Reimbursement Invoice #3 for FY 2024/25 and the Transportation Disadvantaged Service Plan annual update for FY 2025/26. The TDLCB also conducted its annual public workshop.

Upcoming Meetings

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

CAC-BPAC Joint Meeting: June 3, 2025 – 2:00 pm
MPO Meeting: June 11, 2025 – 10:00 am
TAC-CAC-BPAC Joint Meeting: August 5, 2025 – 2:00 pm
TDLCB Meeting: August 28, 2025 – 10:00 am