



METROPOLITAN PLANNING ORGANIZATION

Commissioner Susan Adams
Commissioner Joseph E. Flescher
Commissioner Joe Earman
Commissioner Deryl Loar
Commissioner Laura Moss
Linda Moore – City of Vero Beach
Rey Neville – City of Vero Beach
Alternate – Tracey Zudans
Brian Barefoot – IRC School Board
Alternate – Jacqueline Rosario

Gerald "Jerry" Renick – City of Fellsmere
Alternate – Jessica Salgado
Bob Auwaerter – Town of Indian River Shores
Alternate – Brian Foley
Bob McPartlan – City of Sebastian
Alternate – Kelly Dixon

Non-voting Ex-Officio-Member
Mary Jane Benedetto – Town of Orchid

FDOT District 4 Representative

Ed Dodd - Chairman

AGENDA

The Metropolitan Planning Organization (MPO) will meet at 10:00 AM on Wednesday June 14, 2023 in Conference Room B1-501, County Administration Building B, 1800 27th Street, Vero Beach.

- 1) Call to Order
- 2) Pledge of Allegiance
- 3) Approval of Minutes
April 12, 2023
Action Required
- 4) Status Report of MPO Advisory Committees
No Action Required
- 5) Approval of the Fiscal Year 2023/24 – 2027/28 Transportation Improvement Program (TIP)
Action Required
- 6) Approval of the MPO's 2023 Priority Projects Report
Action Required
- 7) Approval of Transportation Improvement Program (TIP) Amendment
Action Required

- 8) **Approval of Resolution Authorizing the Execution of the FY 2023/24 Transportation Disadvantaged Trust Fund Planning Grant Agreement**
Action Required
- 9) **Consideration of the 2023 Transit Development Plan (TDP) Major Update**
No Action Required
- 10) **Consideration on FEC Rail Overpass Options**
No Action Required
- 11) **Resolution Honoring District Four Secretary Gerry O'Reilly**
Action Required
- 12) **Other Business**
- 13) **Comments from the Public**
- 14) **Adjournment**

Next Meeting: MPO – September 13, 2023, 10:00 AM.

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

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

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

METROPOLITAN PLANNING ORGANIZATION

A meeting of the Indian River County (IRC) Metropolitan Planning Organization (MPO) was held at 10:00 AM on Wednesday, April 12, 2023, in County Administration Building "B", Room B1-501, 1800 27th Street, Vero Beach.

Note: Audio and video recordings of the meeting can be found at <http://www.ircgov.com/Boards/MPO/2023.htm>

MPO Members in Attendance:

Commissioner Susan Adams, District 1
Commissioner Joseph E. Flescher, District 2
Commissioner Joe Earman, District 3
Commissioner Deryl Loar, District 4
Commissioner Laura Moss, District 5
Bob Auwaerter, Councilmember, Town of Indian River Shores
Rey Neville, Vice Mayor, City of Vero Beach, **Vice Chairman**
Linda Moore, Councilmember, City of Vero Beach
Ed Dodd, Councilmember, City of Sebastian, **Chairman**
Gerald "Jerry" Renick, Councilmember, City of Fellsmere
Bob McPartlan, City of Sebastian
Brian Barefoot, IRC School Board

Staff in Attendance:

Brian Freeman, MPO Staff Director
Phil Matson, Community Development Director
Ryan Sweeney, Chief Planner
Brandon Creagan, Senior Planner
Rich Szpyrka, IRC Public Works Director
Jim Mann, MPO Senior Planner
Mark Vietze, MPO GIS Planner
Patti Johnson, MPO Staff Assistant III/Recording Secretary

Members Absent:

Mary Jane Benedetto, Town of Orchid (non-voting member) (excused)

Others Present:

Hanson Professional Services: Julieta Manso, Gabriel Gonzalez
FDOT D4: James Brown, Christine Fasiska, Maria Formoso Maria Jaimes, and Kris Kehres
S&ME: Kelly Farabee
Vero Cycling: Elizabeth Jolly, Andrea King, Rand, McGrath, Pete Nebenfuhr, Rosemary Sanford, Ernesto Valderrama, Jack Zuzack
Florida Bike Association: Ed Barsotti
Senior Resource Association (SRA): Karen Deigl and Chris Stephenson

United Against Poverty: Araminta Caldwell, Don Drinkard, Pamela Harmon, Cindy Galant, Carly Luba, Jane Snead, Lindsey Sumpter and Allison Zukowski

Bike Walk Indian River County: Amy Banov, David & Laura Cerchie, Jim Hubbard, Dave Hunter, Hal Lambert, Paul De Lessine, Daniel Jaye, Jeff and Terry Maltese, John Sansburn, Bruno Stoeckli, Charles Woods, Brad and Judy Cutler, Susan and Brandt Tefft

St. Johns Improvement District (SJID): John F. Lang

Residents: Honey Minuse, Joseph Paladin

Call to Order.

Chairman Dodd called the meeting to order at 10:04 AM. It was noted that there was a quorum present.

Recognition of Bike Walk Indian River County Awards

Mr. Freeman introduced this item by giving a brief summary and history of Bike Walk Indian River County (BWIRC), what they have accomplished within the community, their charitable donations, and their assistance at the bike rodeos conducted at the local elementary schools. Mr. Danny Jaye presented the BWIRC Advocacy Award to Mr. Ed Barsotti, Ms. Amy Banov presented the BWIRC Community Service Award to Jayne McNulty Snead, and Mr. Brad Cutler presented the BWIRC Safety Award to Kris Kehres.

Approval of Minutes of the MPO Meeting December 14, 2022.

Action Required

Chair Dodd asked if there were any additions or corrections to the MPO meeting minutes of December 14, 2022.

Commissioner Flescher thanked staff for their thorough review of minutes of this meeting, ensuring they were captured accurately.

ON MOTION by Commissioner Flescher, and SECONDED by Commissioner Earman, the members voted (12-0) to approve the minutes of the Metropolitan Planning Organization December 14, 2022 meeting, as presented.

Approval of Minutes of the MPO Meeting February 8, 2023.

Action Required

Chair Dodd stated he felt these minutes were reflected accurately and asked if there were any additions or corrections to the MPO meeting minutes of February 8,

2023. Commissioner Flescher stated, the minutes are not verbatim, and if anyone would like to listen to these meeting they may refer to the audio recording on the County website.

ON MOTION by Commissioner Flescher, and SECONDED by Commissioner Adams, the members voted (12-0) to approve the minutes of the Metropolitan Planning Organization February 8, 2023 meeting, as presented.

Status Report of MPO Advisory Committees.

No Action Required

Mr. Freeman reviewed his memorandum, dated April 4, 2023, included in the agenda packet and on file in the MPO Office. He also noted the next meeting dates for the MPO and its advisory committees.

Consideration of CR 510 Project Design & Environmental (PD&E) Study.

No Action Required

Mr. Freeman stated this is the phase of CR 510, just east of 58th Avenue continuing to, or just past the US 1 intersection. The improvements to CR 510 have been in the top two spots on the MPO's Priority Projects List for the past several years. Mr. Freeman introduced Ms. Julieta Manso, who is part of FDOT's consultant team from Hanson Professional Services, and will conduct the rest of this presentation. Also present is Gabriel Gonzalez with Hanson Professional Services, and Maria Formoso, Project Manager with FDOT. A copy of this presentation is on file in the MPO office.

Ms. Manso's presentation included a review of the project design process, accident history in the corridor, the existing conditions on CR 510 and level of service (existing and future). Adjacent projects and design alternatives along the CR 510 corridor were also highlighted. The design alternatives included sidewalks, buffered bike lanes, shared use paths or a combination of those facilities.

Mr. Freeman stated he will see about getting this presentation uploaded to the website. After the presentation a discussion ensued regarding elevated-hybrid crossings, at-grade crossings and the new policy FEC is planning on issuing state-wide. If lanes of traffic crossing railroads are added, then at some other crossing the lanes will have to be removed. Ms. Manso and Ms. Formoso stated this is something new and they will see if they can obtain more information and pass it on to the board. Questions were asked if the county/residents will have any say in which crossing would be eliminated, and what can be done to let their concerns be known.

Before any decision is made, there will be public workshops and outreach as there have been in the past. Mr. Freeman stated previous outreach efforts have resulted with approximately 54 public meetings.

Chair Dodd opened the floor for comments from the board.

This is an informational item only and does not require an approval or motion.

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

Action Required

Mr. Freeman introduced this item and stated the Bike Ped Plan was initially approved back in 1997 with updates approved in 2004 and 2015. Staff included in the Unified Planning Work Program (UPWP), which was approved last year, an update to the bike/ped master plan. There have been a lot of improvements and growth which has occurred within the community in the last 10 years.

Staff has partnered with one of the recently selected General Planning Consultants (GPC), S&ME, to prepare a scope of services for the Bike Ped Plan Update. Mr. Freeman expounded on the areas that will be covered in this update, such as: existing conditions analysis (level of traffic stress for bicyclists and pedestrians), prioritization and implementation plan when looking at TAP Grant Applications over the next couple of years and recommendations on types of facilities to include in other projects. There will be extensive public outreach in this endeavor. This process will look at state, local and county roads.

There will be a public kick off meeting once the logistics are worked out and comments have been input, right now it's a little too soon to give a date. There will be workshops held at various locations within the county and we would also like to reach out to the high schools again and receive their input.

Chair Dodd opened the floor for comments from the board.

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

ON MOTION by Commissioner Flescher, and SECONDED by Mr. Auwaerter, the members voted (12-0) to approve the Scope of Services for the Bicycle and Pedestrian Master Plan Update, as presented.

Consideration of the Community Transportation Coordinator (CTC) Selection.

Action Required

Mr. Freeman commented last year the Transportation Disadvantaged Local Coordinating Board (TDLCB) initiated the process to advertise for Community Transportation Coordinator (CTC). After this process, there was only one candidate who completed the process. At the February 23rd TDLCB meeting, there was an overwhelming vote in favor to retain the Senior Resource Association as our CTC

provider, for the next five years.

The CTC is responsible for all of the door-to-door services to persons in the community who qualify for the transportation disadvantaged service, whether through age, disability or income.

Chair Dodd opened the floor for comments from the board.

Mr. McPartlan commented that he serves on the Transportation Disadvantaged Board in Martin County and since the Senior Resource Association has taken over down there a noticeable improvement has occurred. Kudos to Ms. Deigl and staff for a job well-done.

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

ON MOTION BY Commissioner Loar, and SECONDED by Commissioner Flescher, the members voted (12-0) to approve the Community Transportation Coordinator (CTC) Selection, as presented.

Consideration of the Performance Measures for Pavement and Bridge Condition and System Performance.

Action Required

Mr. Freeman introduced Mr. Jim Mann who conducted this presentation and provided a power point presentation, a copy of which is in on file in the MPO office. Mr. Mann explained FDOT requires Metropolitan Planning Organizations (MPOs) to implement performance and outcome-based planning practices. He explained that FDOT has established performance measures for pavement and bridge condition and for system performance and for each performance measure, the proposed targets apply only to the National Highway System (NHS), which consist primarily of interstates and major arterials maintained by FDOT. He noted that, at this time, FDOT is requesting that MPO's adopt performance targets in these areas.

Chair Dodd opened the floor for comments from the board.

Mr. Auwaerter asked if there were any specifics on this county, what our numbers looked like. Mr. Mann replied we could ask FDOT and see if they have this breakdown. Mr. Freeman added this is done on state highway system, but we will look into this.

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

ON MOTION BY Commissioner Adams, and SECONDED by Mr. McPartlan, the members voted (12-0) to approve the Performance Measures for Pavement and Bridge Condition and System Performance, as presented.

Consideration of the 2023 Title VI Program Update
Action Required

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

Mr. Freeman further expounded the last Title VI plan was adopted in 2020 and with this update there have been very minimal changes except for updating the census numbers.

Chair Dodd opened the floor for comments from the board.

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

ON MOTION BY Mr. Auwaerter, and SECONDED by Mr. McPartlan, the members voted (12-0) to approve the 2023 Title VI Program Update, as presented.

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

Mr. Freeman stated this is a small amendment adding one project to the Transportation Improvement Program (TIP), which was approved last year. This will provide the Senior Resource Association with \$72,795 to go towards its operating assistance for door-to-door service for the elderly and disabled passengers.

Chair Dodd opened the floor for comments from the board.

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

ON MOTION BY Commissioner Flescher, and SECONDED by Ms. Moore, the members voted (12-0) to approve the Transportation Improvement Program (TIP) Amendment, as presented.

Presentation on Safety Data.
No Action Required

Mr. Freeman stated as a result of the last MPO meeting, there was a consensus for staff to follow up with additional information regarding safety data obtained from Signal Four Analytics Database. This is where all law enforcement agencies report crash and traffic report data throughout the entire state.

Mr. Mann continued this power point presentation and stated that anyone that has Signal Four Analytics access may be able to view the crash data more in depth.

Chair Dodd opened the floor for comments from the board.

This is an informational item only and does not require an approval or motion.

Resolution Honoring Phil Matson on His Upcoming Retirement.

Action Required

Mr. Freeman introduced this item by stating he would not be reading the resolution, but in true MPO form, he will be showing a power point presentation highlighting Mr. Matson's career accomplishments with the MPO as well as the County.

Mr. Freeman congratulated Mr. Matson on his upcoming retirement and thanked him for all of the contributions he made such as:

- Created the first newsletter called "*The MPOverview*,".
- Oversaw growth in the Transportation Improvement Program, from \$80 million in 2002 to last year's adopted TIP was \$400 million (the largest ever in MPO history).
- The fixed-route transportation system ridership (GoLine) has increased dramatically from 200,000 annual riders to over 1.2 million riders annually.
- Started the Bike Rodeo Program which has provided more than 15,000 helmets to elementary students.
- Walk to School and Dump the Pump were other events.
- Instrumental in helping the Trans-Florida Rail Trail become a reality, including the trail bridge over I-95.

Several members expressed their appreciation to Mr. Matson and stated he will be missed and they wish him the best.

Chair Dodd opened the floor for comments from the board.

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

ON MOTION BY Commissioner Earman, and SECONDED by Commissioner Flescher the members voted (12-0) to approve the Resolution Honoring Phil Matson on His Upcoming Retirement, as presented.

Other Business.

There were none.

Comments from the Public.

There were none.

Adjournment

There being no further business, the meeting was adjourned at 11:42 AM.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Andrew Sobczak
Interim Community Development Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: June 6, 2023

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

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of June 14, 2023.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

At its May 25, 2023 meeting, the TDLCB approved the TD Planning Grant quarterly progress report/invoice and the FY 2023/24 Annual Update to the Indian River County Transportation Disadvantaged Service Plan (TDSP). The TDLCB also considered a presentation on the 2023 Transit Development Plan (TDP) Major Update.

Technical Advisory Committee (TAC)

At its June 2, 2023 meeting, the TAC considered the Transportation Improvement Program (TIP) for FY 2023/24 – 2027/28, the 2023 Priority Projects Report, and a presentation by CUTR on the Transit Development Plan (TDP) Major Update. The TAC recommended approval of all items.

Citizens Advisory Committee (CAC) / Bicycle-Pedestrian Advisory Committee (BPAC)

At their June 6, 2023 joint meeting, the CAC and BPAC considered the Transportation Improvement Program (TIP) for FY 2023/24 – 2027/28, the 2023 Priority Projects Report, and a presentation by CUTR on the Transit Development Plan (TDP) Major Update. The CAC and BPAC recommended approval of all items.

Upcoming Meetings

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

TDLCB Meeting: August 24, 2023 – 10:00 am

TAC Meeting: August 25, 2023 – 10:00 am

CAC Meeting: September 5, 2023 – 2:00 pm

MPO Meeting: September 13, 2023 – 10:00 am

BPAC Meeting: September 26, 2023 – 2:00 pm

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Andrew Sobczak
Interim Community Development Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
Senior Planner

DATE: June 6, 2023

SUBJECT: **Consideration of the Fiscal Year 2023/24 – 2027/28 Transportation Improvement Program (TIP)**

It is requested that the information presented herein be given formal consideration by Indian River County Metropolitan Planning Organization (MPO) at its meeting of June 14, 2023.

DESCRIPTION AND CONDITIONS

The proposed Transportation Improvement Program for FY 2023/24 – 2027/28 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 2023/24 – 2027/28 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 2023, FDOT provided to 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 December 2022.

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, 2023.

ANALYSIS

The MPO's FY 2023/24 – 2027/28 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 2023/24 – 2027/28. 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 2022/23 – 2026/27.

Beginning with the 2012 TIP, the MPO authorized staff to participate in an FDOT effort to automate the development of the TIP and standardize TIP formats throughout the District. As a result, the attached TIP was developed using software provided by the consulting firm Data Transfer Solutions (DTS) of Orlando, Florida.

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 projects that received funding in the TIP. Those projects include:

- New interchange at I-95 and Oslo Road. *[#1 Priority for Highway Projects - SIS]*
- Widening of CR 510 to four lanes from CR 512 to 58th Avenue. *[#1 Priority for Highway Projects - Other]*
- Widening of CR 510 to four lanes from 58th Avenue to US 1. *[#2 Priority for Highway Projects - Other]*
- Widening of Oslo Road to four lanes from 58th Avenue to I-95. *[#3 Priority for Highway Projects - Other]*
- Widening of US 1 to six lanes from 53rd Street to CR 510. *[#4 Priority for Highway Projects - Other]*
- Construction of 82nd Avenue from 69th Street to CR 510. *[#5 Priority for Highway Projects - Other]*

- US 1 at Aviation Boulevard Intersection Improvement. *[#6 Priority for Highway Projects - Other]*
- Paving of 82nd Avenue from 26th Street to 69th Street. *[#7 Priority for Highway Projects - Other]*
- Widening of 66th Avenue to four lanes from 49th Street to CR 510 (85th Street). *[#1 Priority for Highway Projects - Regional]*

FDOT was also able to accommodate a large number of miscellaneous maintenance and capacity projects throughout the County. For example, FDOT programmed intersection and other safety improvements on Indian River Boulevard (SR 60) and Merrill Barber Bridge Causeway, the MPO's top Congestion Mitigation Program (CMP) priority for year 2022.

One of the most significant projects in the TIP is the replacement of the SR A1A causeway over the Sebastian Inlet. At this time, the Project Development & Environmental (PD&E) phase of the \$108 million project is near completion. All other phases of the bridge replacement project, including construction, are completely funded in the TIP.

The TIP also includes the remaining phases of the three projects where construction was advanced to start in Summer 2023 due to funding assistance from the American Rescue Plan Act (ARPA). These projects include the new interchange at Oslo Road and I-95, the widening of Oslo Road from I-95 to 58th Avenue, and the 17th Street Bridge rehabilitation, totaling around \$13 million.

Added to the TIP this year is approximately \$6 million in ROW funding for 82nd Avenue road construction between 26th Street and 69th Street. This segment of 82nd Avenue was the MPO's #7 Priority for Highway Projects last year.

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.

At its June 2, 2023 meeting, the TAC recommended approval of the TIP. At their joint meeting on June 6, 2023, the CAC and BPAC also recommended approval of the TIP.

RECOMMENDATION

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

ATTACHMENTS

1. Indian River County MPO FY 2023/24 – 2027/28 TIP



**Transportation Improvement
Program**

FY 2023/24— FY 2027/28

DRAFT





Indian River County
Metropolitan Planning Organization
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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:

Draft June 2, 2023 TAC Meeting

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MPO RESOLUTION NO. 2023-01

**A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION
APPROVING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FY 2023/24 - 2027/28**

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 2023/24 - 2027/28 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	_____
Brian Barefoot, IRC School Board	_____
Ed Dodd, City of Sebastian	_____
Joe Earman, Indian River County	_____
Joseph E. Flescher, Indian River County	_____
Deryl Loar, Indian River County	_____
Bob McPartlan, City of Sebastian	_____
Linda Moore, City of Vero Beach	_____
Laura Moss, Indian River County	_____
Rey Neville, City of Vero Beach	_____
Gerald "Jerry" Renick, City of Fellsmere	_____

The Chairman thereupon declared the resolution duly passed and adopted this 14th day of June, 2023.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION

Ed Dodd, Chairman

ATTEST:

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

COUNTY ATTORNEY

INTRODUCTION

The FY 2023/24 - 2027/28 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 2023/24 through 2027/28. 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, 2023.

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 2023/24 - 2027/28 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 2023/24 - 2027/28 period. All federal and state funded projects identified in the TIP are reflected in FDOT's Work Program for FY 2023/24 - 2027/28, 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 20-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 2022/23 through FY 2026/27) as well as historical costs from previous years and the projected costs for the five years following the TIP (FY 2027/28 through FY 2031/32). Where a project's total cost is listed in the TIP, it will be for costs through FY 2031/32. For project costs beyond FY 2031/32, 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

Indian River MPO Transportation Improvement Program - FY 2018/19 - 2022/23 Roadway Capacity Projects

CR 510 Widening **4056064** **Non-SIS**



Work Summary: ADD LANES & RECONSTRUCT **From:** CR 512

To: 82nd Avenue

Lead Agency: FDOT **Length:** 2.200 miles

County: Indian River **LRTP #:** Table 7-1

Phase	Fund Source	2018/19	2019/20	2020/21	2021/22	2022/23	Total
PE	SN	983,283	0	0	0	0	983,283
PE	SA	1,213,611	0	0	0	0	1,213,611
PE	SL	2,045,196	0	0	0	0	2,045,196
ENV	SL	0	45,000	0	0	0	45,000
ROW	SL	0	0	686,371	1,636,480	391,560	2,714,411
ROW	CM	0	0	0	553,349	0	553,349
Total		4,242,090	45,000	686,371	2,189,829	391,560	7,554,850

Prior Cost < 2018/19: 0

Future Cost > 2022/23: 0

Total Project Cost: 7,554,850

Project Description: Widen CR 510 from 2 lanes to 4 lanes between CR 512 and 82nd Avenue. Preliminary engineering programmed for FY 2018/19 and ROW acquisition programmed for FY 2020/21 through 2022/23. Project length is 2.2 miles. See FM# 4382781 for partial reservation of construction funds.

Adopted June 13, 2018 (Amended Sept 12, 2018) A-9

SIS or Non-SIS

LRTP Reference

Total Project Cost, including years before and after TIP

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.

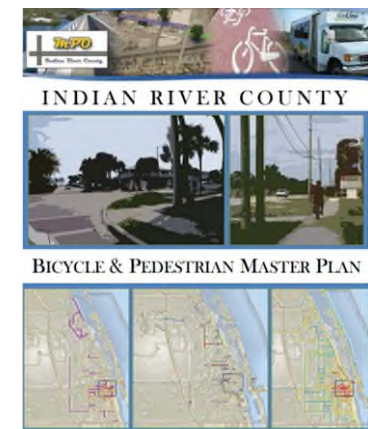
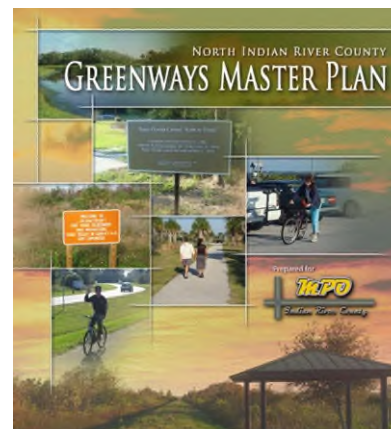
Each year, the MPO updates its Lists of Priority Projects, which identifies priorities for highway projects (SIS, non-SIS, and regional), transit projects, bicycle and pedestrian projects, airport, and congestion management process (CMP) projects. For the Indian River County MPO's FY 2023/24 - 2027/28 TIP, the project selection process started in April 2022. At that time, MPO staff, in conjunction with FDOT and local government officials, met to discuss MPO priorities. In June 2022, the MPO submitted its Lists of Priority Projects to FDOT.

Using the MPO's 2022 Lists of Priority Projects, FDOT developed its FY 2023/24 - 2027/28 Tentative Work Program. That five-year work program was presented to the MPO in December 2022 and constitutes the principal part of this TIP.

Consistency with Other Plans

As structured, the FY 2023/24 - 2027/28 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

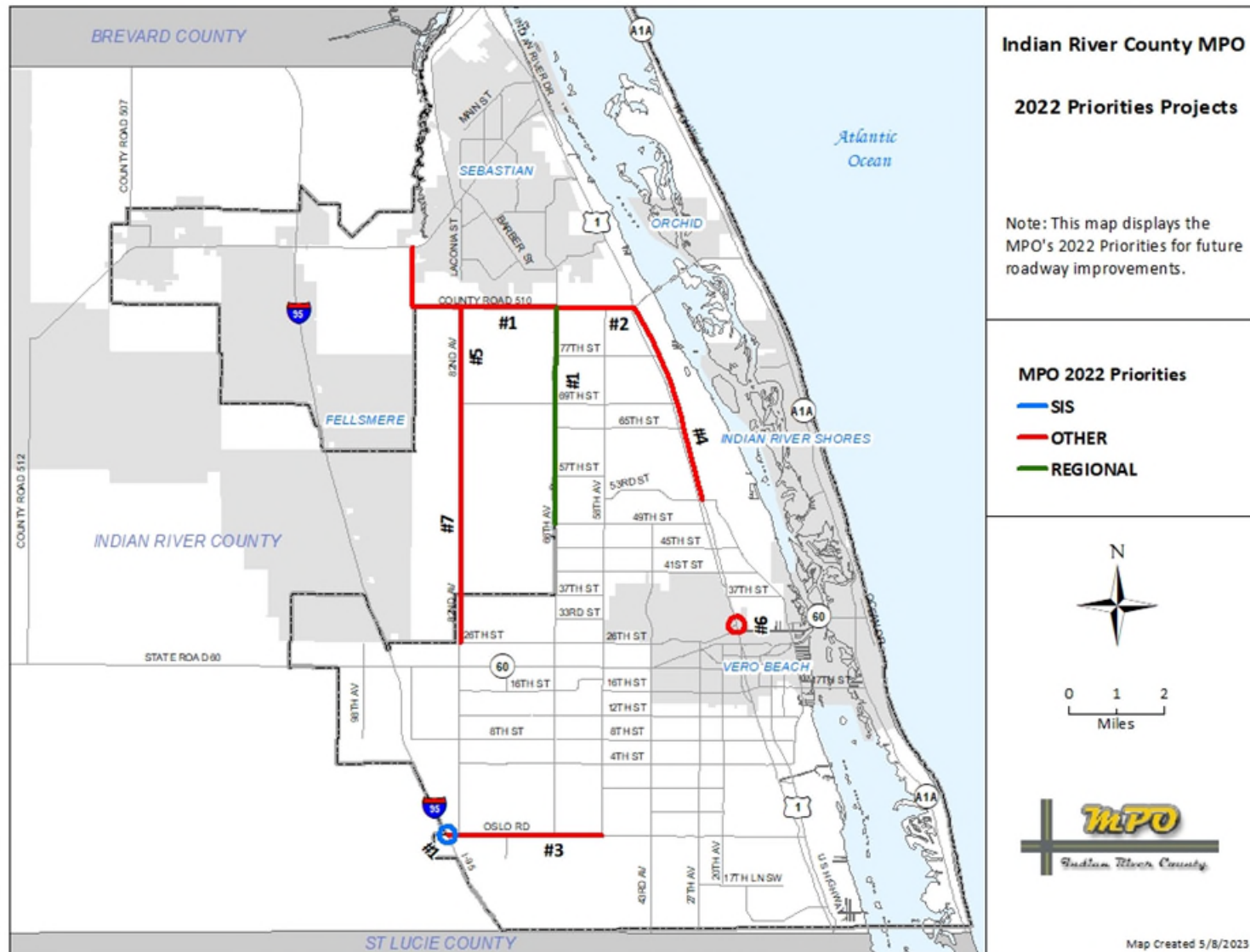
Table 1 summarizes the roadway improvement projects identified in the 2022 Priority Projects Report that have been incorporated into the TIP. In addition, Figure 2 provides a map depiction of the project priorities.

Table 1. MPO Project Priorities in the TIP

Type	Rank	Roadway	Project Limits	Improvement	Comments
SIS	1	Interstate 95	@ Oslo Road	New interchange	Design of the new interchange is complete, with construction beginning summer of 2023 due to funding from the American Rescue Plan.
Other (non-SIS)	1	CR 510	58th Ave to CR 512	Widen to 4 lanes	This segment of CR 510 is being widened in phases by FDOT. Preliminary engineering is currently underway. Right-of-way acquisition began in FY 2020/21 and is programmed for different phases through FY 2027/28. Construction to occur in phases, with the first phase (CR 512 to 87th Street) programmed for FY 2024/25 and 2025/26.
	2	CR 510	US 1 to 58th Ave	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 is underway. Preliminary engineering is programmed to

Type	Rank	Roadway	Project Limits	Improvement	Comments
					begin FY 2023/24, with right-of-way acquisition programmed for FY 2025/26.
	3	Oslo Road	I-95 to 58th Ave	Widen to 4 lanes	Widening of this segment of Oslo Road will be coordinated with the new I-95 interchange. Design is now complete, with construction beginning in the summer of 2023 due to the assistance of the American Rescue Plan funding.
	4	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. Right-of-way acquisition is programmed in FY 2023/24 and FY 2024/25.
	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.
	6	US 1	@ Aviation Blvd	Intersection improvements	The project's PD&E (project development and environmental) study is underway, and project design is programmed for FY 2024/25 and FY 2025/26. The evaluation of multiple alternatives will be included within the PD&E study.
	7	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 asphalt millings. The project's preliminary engineering is currently underway. Right-of-way acquisition is programmed for FY 2023/24 through FY 2025/26, and construction to occur later.
Regional	1	66th Ave	49th St to CR 510	Widen to 4 lanes	This segment of 66th Avenue will be widened in two phases. Construction of the first phase (49th Street to 69th Street) is currently underway with the second phase (69th St to CR 510) to occur later.

Figure 2. Map of 2022 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 2023/24, 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 2023/24

Trip & Equipment Grant			Planning Grant		
TD Trust Fund	Local Match	Total	TD Trust Fund	Local Match	Total
\$367,323	\$40,813	\$408,136	\$24,533	\$0	\$24,533

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: <http://www.irmpo.com/Documents/Annual-Obligations.pdf>.

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 2022 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 2023/24 - 2027/28 Tentative Five Year Work Program and the MPO's draft TIP for 2023/24 - 2027/28. 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 2023 Project Priorities Report, the MPO performed a CMP analysis in March 2022. 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 May 2023.

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

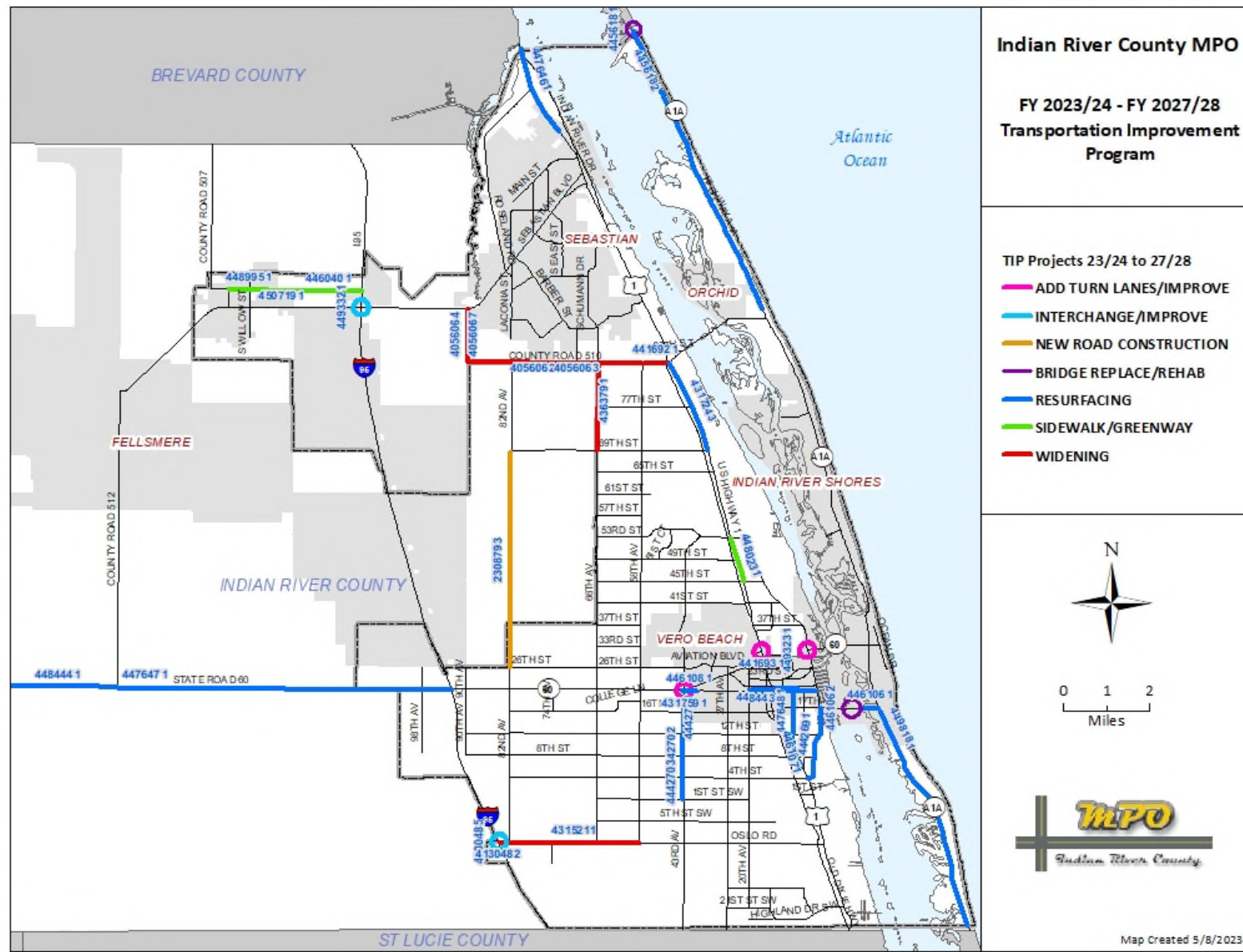
Roadway	From	To	Work Description	Phase(s)	FY(s)	Funding Amt. (5 Yr Total)	FM#	L RTP Page/ Table #	TIP Page #
17th St	E End of Bridge	SR A1A	Resurface	CST	24/25	\$2,096,904	4461061	2-1	B-2
	E End of Bridge		Bridge rehabilitation	INC	24/25	\$360,000	4461062	2-1	B-2
43rd Ave	12th St	18th St	Resurface	CST	23/24	\$1,923,827	4442701	2-1	B-3
	@ SR 60 intersection (18th St – 26th St)		Widen/resurface	ROW	23/24 – 24/25	\$367,521	4317591	4-8	A-10
	6th St	12th St	Resurface	CST	25/26	\$3,718,900	4442702	2-1	B-4
	1st St SW	6th St	Resurface	CST	27/28	\$3,561,400	4442703	2-1	B-4
82nd Ave	26th St	69th St	New road construction	ROW	23/24 – 27/28	\$6,452,332	2308793	4-8	A-2
CR 510	CR 512	82nd Ave	Widen to 4 lanes	ROW	23/24 – 24/25	\$1,038,609	4056064	4-8	A-6
	CR 512	87th St	Widen to 4 lanes	RRU CST	24/25 24/25 – 25/26	\$21,093,958	4056067	4-8	A-5
	82nd Ave	58th Ave	Widen to 4 lanes	ROW	23/24 – 27/28	\$7,860,537	4056063	4-8	A-4
	58th Ave	US 1	Widen to 4 lanes	ROW PE	25/26 23/24 – 24/25	\$3,611,615	4416921	4-8	A-3
I-95	@ Oslo Rd (9th St SW)		New interchange	ROW ENV	23/24 23/24	\$7,203,469	4130482	4-8	A-7
	@ Oslo Rd (9th St SW)		Landscaping	PE	24/25 – 25/26	\$289,396	4130485	4-8	A-8

Roadway	From	To	Work Description	Phase(s)	FY(s)	Funding Amt. (5 Yr Total)	FM#	L RTP Page/ Table #	TIP Page #
	@ Fellsmere Rd	W of 106th Ave	Interchange Modification	PE CST	23/24 26/27	\$1,922,524	4493321	4-8	B-5
Indian River Blvd	US 1	17th St	Resurface	CST	24/25	\$2,869,173	4442691	2-1	B-6
	N of Canal Bridge	W of Merrill Barber Bridge	Intersection Improvement	CST	23/24	\$2,105,249	4493231	2-1	B-6
Oslo Rd	82nd Ave	58th Ave	Widen to 4 lanes	ROW	23/24 – 25/26	\$2,640,639	4315211	4-8	A-9
SR 60	21st Ave	Indian River Blvd	Resurface	PE RRU CST	23/24 23/24 – 25/26 26/27	\$7,720,548	4484431	2-1	B-3
	CR 512	I-95	Resurface	CST	23/24 – 24/25	\$13,458,009	4476471	4-8	B-3
	N of Fort Drum Wildlife Entrance	CR 512	Resurface	PE CST	23/24 25/26 – 26/27	\$13,528,028	4484441	4-8	B-2
SR A1A	Causeway		Bridge replacement	ROW PE ENV CST	23/24 – 24/25 23/24 23/24 25/26	\$108,075,422	4456181	2-1	B-8
	Sebastian Inlet Bridge	Sand Dollar Way	Resurface	CST	25/26	\$7,412,524	4456182	2-1	B-9
	Indian River/St. Lucie County Line	Jasmine Ln	Resurface	PE CST	23/24 26/27	\$1,2018,960	4498181	2-1	B-9
Turnpike Mainline	MP 173	MP 178.3	Resurface	CST	23/24	\$15,805,701	4444031	2-1	B-5
	MP 173	MP 178.3	Guardrail	CST	23/24	\$4,620,969	4444032	2-1	B-5
Trans-Florida Railway Trail	Fellsmere	W of I-95	Bike Path/Trail	CST	23/24	\$977,491	4460731	4-9	D-2
	St Sebastian Buffer Preserve	Grant Ave	Bike Path/Trail	PE CST	23/24 25/26	\$716,480	4507191	4-9	D-2
	Broadway St	Grant Ave	Bike Path/Trail	CST	24/25	\$589,335	4489951	4-9	D-2

Roadway	From	To	Work Description	Phase(s)	FY(s)	Funding Amt. (5 Yr Total)	FM#	L RTP Page/ Table #	TIP Page #
US 1	@ Aviation Blvd		Intersection improvements	ROW	23/24 - 24/25	\$367,521	4416931	4-8	A-12
	45th St	53rd St	Sidewalk	CST	24/25	\$1,472,431	4480231	4-8	D-3
	Central Ave	S End of Bridge	Resurface	CST	22/23 - 23/24	\$4,670,634	4476461	2-1	B-10
	N of 12th St	N pf 20th Pl	Resurface	CST	24/25	\$3,441,011	4476481	2-1	B-11
	N of 87th St	S of Sebastian Blvd	Resurface	PE CST	23/24 26/27	\$2,231,538	4498121	2-1	B-11
	69th St	CR 510	Widening	ROW	23/24 – 24/25	\$2,304,783	4317243	4-8	A-11



Figure 3. Map of the FY 2023/24 – FY 2027/28 Transportation Improvement Program



FISCAL SUMMARY OF TIP PROJECTS FOR FY 2023/24 – 2027/28

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. Index of TIP Projects

A. ROADWAY CAPACITY PROJECTS							
Fund Code	Federal Funding	2023/24	2024/25	2025/26	2026/27	2027/28	5 Yr Total
ACFP	Y	1,158,423	-	-	-	-	1,158,423
ACNP	Y	5,605,046	-	-	-	-	5,605,046
ACPR	Y	-	2,909,037	320,000	-	-	3,229,037
ACSL	Y	160,730	-	-	-	-	160,730
CARL	Y	387,980	337,500	344,250	344,250	-	1,413,980
CARM	Y	-	-	117,467	-	-	117,467
CM	Y	394,112	1,100,000	809,568	1,991,310	-	4,294,990
DDR	N	400,363	1,559,373	700,000	-	-	2,659,736
DEM	N	440,000	-	-	-	-	440,000
DIH	N	-	220,358	19,958	-	-	240,316
DS	N	-	2,208,172	-	-	-	2,208,172
LF	N	232,012	2,755,424	-	-	-	2,987,436
SA	Y	228,495	13,899,680	7,370,774	1,263,913	1,015,222	23,778,084
SL	Y	1,268,375	2,599,003	-	-	-	3,867,378
SM	Y	-	-	956,793	-	-	956,793
SN	Y	925,675	579,644	565,400	-	721,014	2,791,733
Total		11,201,211	28,168,191	11,204,210	3,599,473	1,736,236	55,909,321
Total Federal Funds		10,128,836	21,424,864	10,484,252	3,599,473	1,736,236	47,373,661

B. TRAFFIC OPERATIONS, MAINTENANCE, AND SAFETY PROJECTS

Fund Code	Federal Funding	2023/24	2024/25	2025/26	2026/27	2027/28	5 Yr Total
ACBR	Y	2,213,647	4,038,347	93,483,323	-	-	99,735,317
ACNR	Y	8,534,035	-	10,443,401	-	-	18,977,436
ACPR	Y	-	-	25,043	-	-	25,043
BRRP	N	-	360,000	-	-	-	360,000
D	N	487,000	487,000	487,000	487,000	1,077,260	3,025,260
DDR	N	6,310,790	3,184,054	3,727,161	19,031,540	-	32,253,545
DEM	N	750,000	-	-	-	-	750,000
DIH	N	442,320	241,624	131,526	359,415	-	1,174,885
DITS	N	215,724	222,196	228,862	183,356	-	850,138
DS	N	1,881,353	2,350,107	748,347	8,892,132	-	13,871,939
GRSC	N	616,901	608,326	1,415,525	-	1,650,000	4,290,752
LF	N	460,117	1,322,892	1,318,900	-	1,911,400	5,013,309
PKYR	N	20,426,670	-	-	-	-	20,426,670
SA	Y	6,907,009	-	5,256,583	1,544,758	-	13,708,350
SCED	N	192,489	477,209	487,805	-	-	1,157,503
SCOP	N	-	460,746	-	-	-	460,746
SCWR	N	661,220	-	496,670	-	-	1,157,890
SL	Y	-	-	1,952,979	-	-	1,952,979
Total		50,099,275	13,752,501	120,203,125	30,498,201	4,638,660	219,191,762
Total Federal Funds		17,654,691	4,038,347	111,161,329	1,544,758	-	134,399,125

C. TRANSIT AND TRANSPORTATION DISADVANTAGED PROJECTS

Fund Code	Federal Funding	2023/24	2024/25	2025/26	2026/27	2027/28	5 Yr Total
DDR	N	-	723,198	772,058	795,220	819,077	3,109,553
DPTO	N	729,905	26,373	-	-	-	756,278
DU	Y	85,900	108,753	113,046	117,508	121,801	547,008
FTA	Y	4,199,810	4,239,142	4,284,116	4,330,440	4,138,154	21,191,662
LF	N	815,805	858,324	885,104	912,728	940,878	4,412,839
Total		5,831,420	5,955,790	6,054,324	6,155,896	6,019,910	30,017,340
Total Federal Funds		4,285,710	4,347,895	4,397,162	4,447,948	4,259,955	21,738,670

D. BICYCLE, PEDESTRIAN, TRAILS, AND ENHANCEMENT PROJECTS

Fund Code	Federal Funding	2023/24	2024/25	2025/26	2026/27	2027/28	5 Yr Total
DDR	N	-	1,412,576	-	-	-	1,412,576
DIH	N	-	59,855	-	-	-	59,855
LF	N	446,581	106,992	447,952	-	-	1,001,525
SM	Y	-	61,637	-	-	-	61,637
TALL	Y	167,618	163,303	165,945	-	-	496,866
TALT	Y	368,292	257,403	97,583	-	-	723,278
Total		982,491	2,061,766	711,480	-	-	3,755,737
Total Federal Funds		535,910	482,343	263,528	-	-	1,281,781

E. AVIATION PROJECTS

Fund Code	Federal Funding	2023/24	2024/25	2025/26	2026/27	2027/28	5 Yr Total
DPTO	N	5,206,946	4,870,080	1,800,080	-	-	11,877,106
FAA	Y	6,453,818	1,800,000	180,000	-	-	8,433,818
LF	N	1,758,146	1,292,520	457,520	-	-	3,508,186
Total		13,418,910	7,962,600	2,437,600	-	-	23,819,110
Total Federal Funds		6,453,818	1,800,000	180,000	-	-	8,433,818

F. TRANSPORTATION PLANNING/STUDIES

Fund Code	Federal Funding	2023/24	2024/25	2025/26	2026/27	2027/28	5 Yr Total
PL	Y	829,226	591,472	595,904	595,904	595,904	3,208,410
Total		829,226	591,472	595,904	595,904	595,904	3,208,410
Total Federal Funds		829,226	591,472	595,904	595,904	595,904	3,208,410

Total Funds	82,362,533	58,492,320	141,206,643	40,849,474	12,990,710	335,901,680
Total Federal Funds	39,888,191	32,684,921	127,082,175	10,188,083	6,592,095	216,435,465

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:

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



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 2023 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, 2022, FDOT established statewide performance targets for the safety measures for calendar year 2023. On February 8,

2023, 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 2023

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 Non-motorized 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 the first multi-lane modern roundabout in the district into its top highway priority, CR510. 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, 4056064, 4056067 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 and possible grade separation along the Florida East Coast Railroad in a major transportation corridor;
- US 1 Widening between 69th Street and CR 510 (FM# 4317243), which will improve the existing bicycle and pedestrian facilities to improve safety for all users;
- 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;
- Indian River Blvd. Intersection Improvements at the Merrill Barber Bridge (FM# 4419191), which will include safety improvements;
- SR 60 @ 43rd Avenue Intersection Improvements (FM# 4317591), which is currently underway, improves a dangerous intersection by adding storage to turn lanes, new pavement, traffic signal mast arms, and new bike and pedestrian infrastructure;
- US 1 Sidewalk (FM#4480231), which will fill a sidewalk gap between 45th Street and 53rd Street; and
- Numerous resurfacing projects that will incorporate safety improvements, including for 17th Street (FM# 4461061), 43rd Avenue (FM#s 4442701, 4442702, and 4442703) Indian River Blvd. (FM# 4442691), FL Turnpike (FM#s 4444031 and 4444032), SR 60 (FM#s 4484431, 4484441, and 4476471), SR A1A (FM#s 4456182 and 4498181), US 1 (FM#s 4322351, 44766481, 44776461, and 4323251) and SR A1A (FM# 4456182).

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	50.0%	50.0%
Percent of NHS bridges (by deck area) in poor condition	10.0%	10.0%
Percent of Interstate pavements in good condition	60.0%	60.0%
Percent of Interstate pavements in poor condition	5.0%	5.0%
Percent of non-Interstate pavements in good condition	40.0%	40.0%
Percent of non-Interstate pavements in poor condition	5.0%	5.0%

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 safety of all bridges in the state inventory system;
- Numerous resurfacing projects that will improve pavement condition, including for 17th Street (FM# 4461061), 43rd Avenue (FM#s 4442701, 4442702, and 4442703) Indian River Blvd. (FM# 4442691), FL Turnpike (FM#s 4444031 and 4444032), SR 60 (FM#s 4484431, 4484441, and 4476471), SR A1A (FM#s 4456182 and 4498181), US 1 (FM#s 4322351, 44766481, 44776461, and 4323251) and SR A1A (FM# 4456182);
- 82nd Avenue New Road Construction (FM# 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, 4056064, 4056067 and 4416921), Oslo Rd. to four lanes (FM# 4315211), and 66th Ave. to four lanes (FM#s 4363791 and 4363792) US 1 Widening to six lanes (FM# 4317243); and
- Construction of a new I-95 interchange at Oslo Rd., which will reduce congestion and improve system reliability (FM#s 4130482 and 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 \$109.6 million for bridges, \$212.7 million for resurfacing, and \$56 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 (NOx, VOC, CO, PM10, and PM2.5) 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	75.0%	70.0%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	50.0%	50.0%
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 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. FHWA's assessment of progress toward the 2021 targets is anticipated to be released in March 2023.

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 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's Investment Element is specifically intended to identify freight needs, identify criteria for state investments in freight, and prioritize freight investments across modes. In May 2020, FHWA approved the FMTP as FDOT's State Freight Plan.
- 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 \$57 million for improvements to the Strategic Intermodal System (SIS), \$4.2 million for congestion relief projects, \$3.7 million for bike/ped and sidewalk projects, and \$2.2 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 4130482 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 12, 2018, the Indian River County MPO established the initial transit asset 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

Asset Category	Asset Class	Individual Assets	# of Vehicles	Vehicle Age (Years)	Useful Life Benchmark (Years)	% Exceeding ULB (including spare vehicles)		
						FY 24 Target	Current Status (Active Fleet)	Current Status (Active + Spares)
Revenue Vehicles (Fixed Route)	Bus (BU)	2013 Gillig	3	10	12	33%	0%	0%
		2015 Gillig	2	8	12			
		2016 Gillig	1	7	12			
	Cutaway Bus (CU)	2009 Glaval	1	14	5	33%	0%	40%
		2016 Turtle Top	5	7	5			
		2018 Champion	3	5	7			
		2019 Champion	1	4	7			
		2021 Champion	2	2	7			
		2021 Turtle Top	3	2	5			
Revenue Vehicles (Demand Response)	Cutaway Bus (CU)	2007 Turtle Top	2	16	5	67%	71%	71%
		2009 Turtle Top	3	14	5			
		2013 Champion	1	10	5			
		2015 Turtle Top	2	8	5			
		2017 Champion	1	6	5			
		2017 Turtle Top	1	6	5			
		2018 Champion	3	5	5			
		2021 Turtle Top	1	2	5			
	Van (VN)	2012 MV1	2	11	4	67%	75%	75%
		2018 Braun Entervan	1	5	4			
		2022 Braun Entervan	1	1	4			
Equipment	Truck	2014 Chevrolet	1	9	8	50%	17%	17%
		2021 Ford	5	2	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 24 Target (% Under TERM 3.0)	Current Status	Notes
Facilities	Administrative/Maintenance	Transit Administration & Maintenance Facility	5.0	0%	0%	Constructed in 2012
	Passenger	Main Transit Hub	5.0	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 October 1, 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 2020, 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 August 18, 2020.

Within 180 days of initial PTASP adoption, MPOs are required to set transit safety performance targets for their planning area. Those targets will be used in future MPO plans and programs. In recent years, the MPO has also adopted performance targets for safety, bridge/pavement condition, system performance, and transit asset management. At its January 27, 2021 meeting, the Indian River County MPO adopted the transit safety performance measures listed in table 10.



Table 10. Transit Safety Performance Targets

Safety Concerns	Rate	Goal
Preventable accident rate	Per 100,00 miles	<0.1
Injuries	Per 100,00 miles	<0.1
Fatalities	Per 100,00 miles	0
Safety Events	Per 100,00 miles	<0.1
System Reliability	Mean distance between Mechanical Failure	>42,500 miles

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

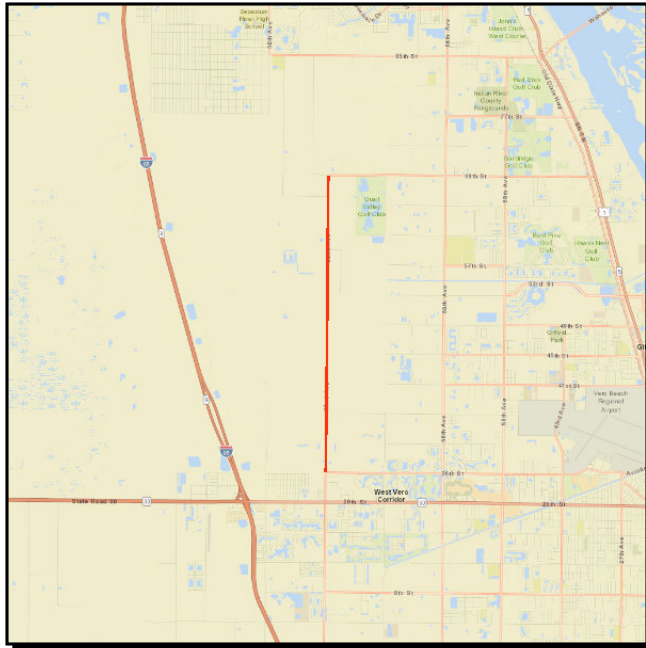
PHASES

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

Section A - Roadway Capacity Projects

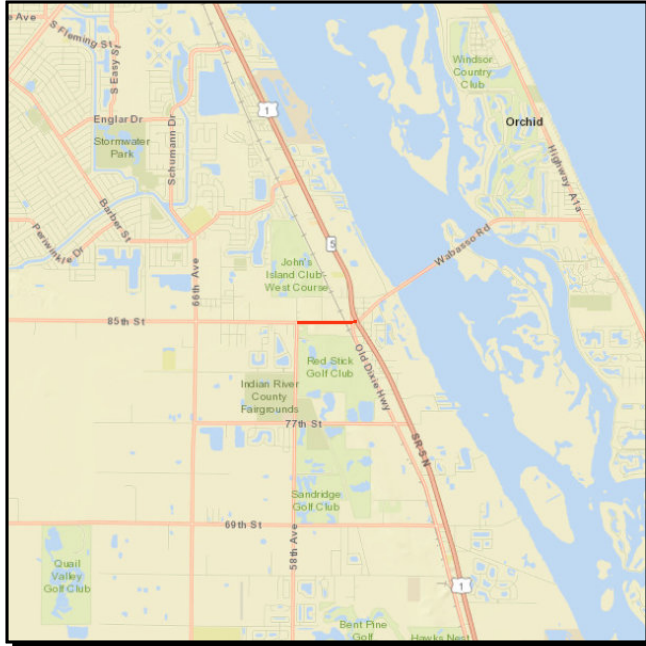
82nd Avenue Construction**2308793****Non-SIS**

Work Summary: NEW ROAD CONSTRUCTION
From: 26th Street
To: 69th Street
Lead Agency: FDOT
Length: 5 miles
County: Indian River
LRTP #: Table 4-8

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	SN	714,480	0	0	0	721,014	1,435,494
ROW	SA	164,000	1,022,382	2,505,135	0	0	3,691,517
ROW	CARL	251,061	0	0	0	0	251,061
ROW	SM	0	0	956,793	0	0	956,793
ROW	CARM	0	0	117,467	0	0	117,467
Total		1,129,541	1,022,382	3,579,395	0	721,014	6,452,332

Prior Cost < 2023/24: 2,669,288**Future Cost > 2027/28:** 0**Total Project Cost:** 9,121,620

Project Description: New 2 lane roadway between 26th street to 69th street. Right-of-way acquisition programmed for FY 2023/24 through 2027/28. Construction programmed for future years. Project length is 5 miles.

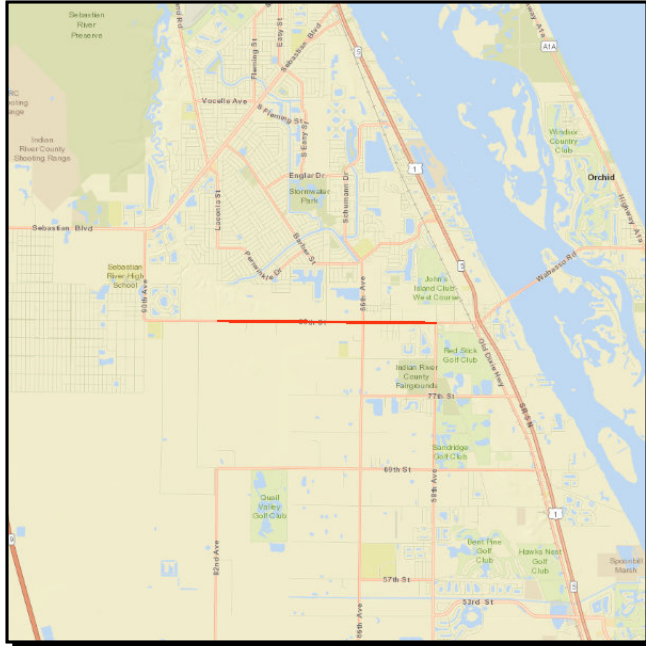
CR 510 Widening**4416921****Non-SIS**

Work Summary: PD&E/EMO STUDY **From:** 58th Avenue
To: US 1
Lead Agency: FDOT **Length:** 0.6 miles
County: Indian River **LRTP #:** Table 4-8

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	ACSL	621	0	0	0	0	621
PE	SA	64,495	74,495	0	0	0	138,990
PE	CARL	136,919	0	0	0	0	136,919
PE	SL	617,414	0	0	0	0	617,414
ROW	SN	0	0	565,400	0	0	565,400
ROW	SA	0	0	1,808,021	0	0	1,808,021
ROW	CARL	0	0	344,250	0	0	344,250
Total		819,449	74,495	2,717,671	0	0	3,611,615

Prior Cost < 2023/24: 1,801,197**Future Cost > 2027/28:** 0**Total Project Cost:** 5,412,812

Project Description: Widen CR 510 from 2 lanes to 4 lanes between 58th Avenue and US 1. Project Development & Environmental (PD&E) study currently underway. Preliminary engineering programmed for FY 2023/24 and 2024/25. Right-of-way acquisition programmed for FY 2025/26. Construction to be programmed for future years. Project length is 0.6 miles.

CR 510 Widening**4056063****Non-SIS****Work Summary:**ADD LANES &
RECONSTRUCT**From:** 82nd Avenue**To:** 58th Avenue**Lead Agency:**

FDOT

Length: 3.260 miles**County:**

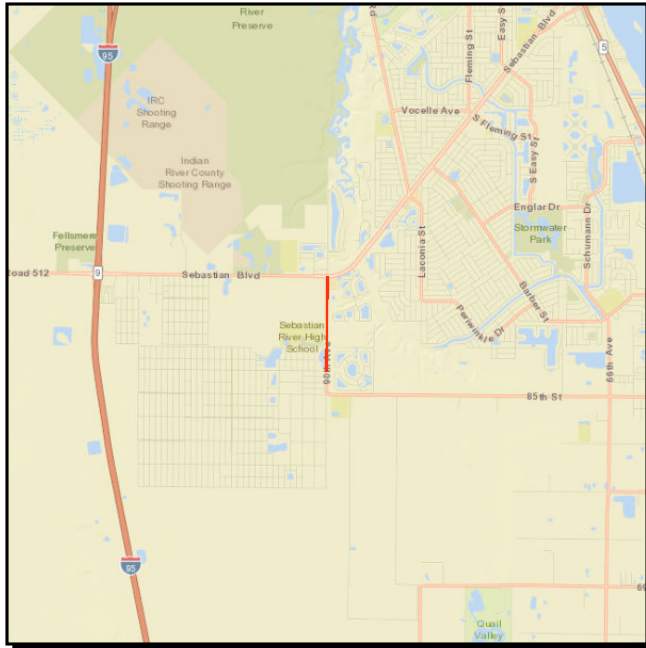
Indian River

LRTP #: Table 4-8

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	SN	211,195	0	0	0	0	211,195
ROW	SL	79,746	0	0	0	0	79,746
ROW	ACSL	160,109	0	0	0	0	160,109
ROW	CM	0	1,100,000	809,568	1,991,310	0	3,900,878
ROW	SA	0	547,724	0	1,263,913	1,015,222	2,826,859
ROW	CARL	0	337,500	0	344,250	0	681,750
Total		451,050	1,985,224	809,568	3,599,473	1,015,222	7,860,537

Prior Cost < 2023/24: 10,681,879**Future Cost > 2027/28:** 0**Total Project Cost:** 18,542,416

Project Description: Widen CR 510 from 2 lanes to 4 lanes between 82nd Avenue and 58th Avenue. Preliminary engineering currently underway. Right-of-way acquisition programmed for FY 2023/24 through 2027/28. Project length is 3.26 miles.

CR 510 Widening**4056067****Non-SIS****Work Summary:**ADD LANES &
RECONSTRUCT**From:** CR 512**To:** 87th Street**Lead Agency:**

FDOT

Length: 1.002 miles**County:**

Indian River

LRTP #: Table 4-8

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
RRU	LF	0	2,282,058	0	0	0	2,282,058
CST	LF	0	337,857	0	0	0	337,857
CST	ACPR	0	2,909,037	320,000	0	0	3,229,037
CST	SL	0	1,648,872	0	0	0	1,648,872
CST	SN	0	579,644	0	0	0	579,644
CST	SA	0	12,255,079	761,411	0	0	13,016,490
Total		0	20,012,547	1,081,411	0	0	21,093,958

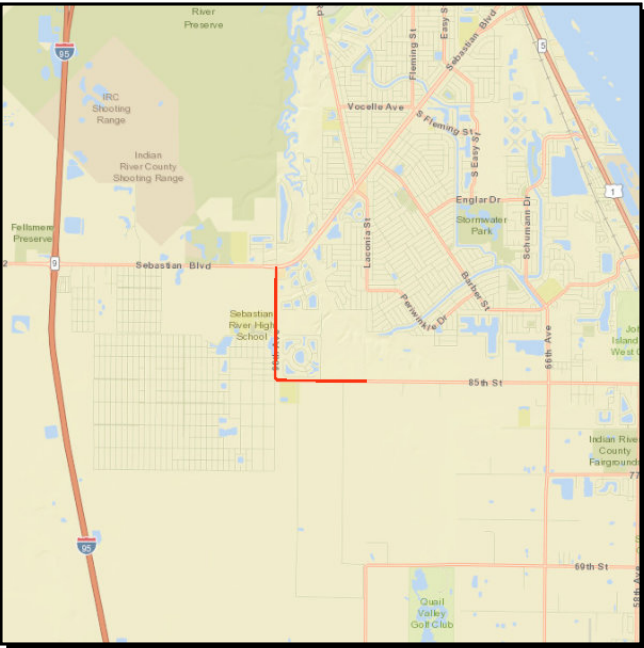
Prior Cost < 2023/24: 0**Future Cost > 2027/28:** 0**Total Project Cost:** 21,093,958

Project Description: Widen CR 510 from 2 lanes to 4 lanes between CR512 and 87th Street. Construction programmed in FY 2024/25 and 2025/26. Railroad and utilities programmed for FY 2024/25. Design and right-of-way acquisition funded under FM# 4056064. Project length is 1.002 miles.

CR 510 Widening

4056064

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: CR 512
To: 82nd Avenue
Lead Agency: FDOT
Length: 2.200 miles
County: Indian River
LRTP #: Table 4-8

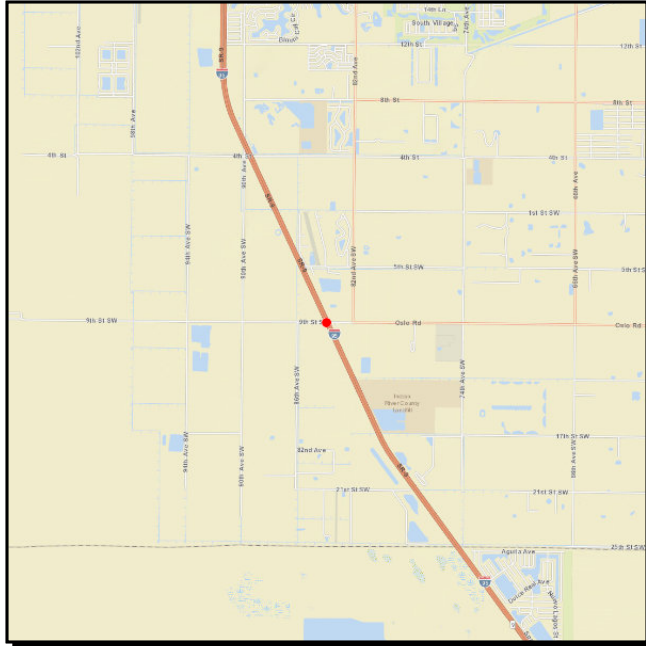
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	SL	226,783	811,826	0	0	0	1,038,609
Total		226,783	811,826	0	0	0	1,038,609

Prior Cost < 2023/24: 7,976,383

Future Cost > 2027/28: 0

Total Project Cost: 9,014,992

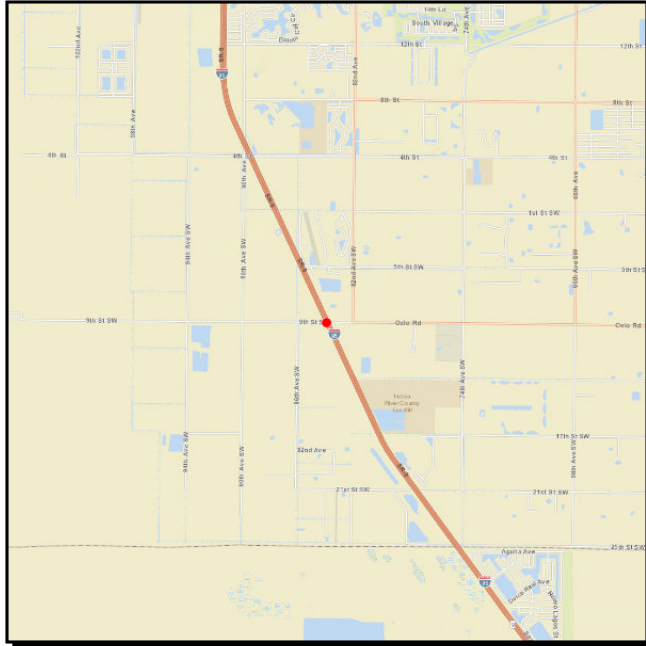
Project Description: Widen CR 510 from 2 lanes to 4 lanes between CR 512 and 82nd Avenue. Preliminary engineering currently underway. Right-of-way acquisition programmed for FY 2023/24 and FY 2024/25. Project length is 2.2 miles.

I-95/Oslo Rd. (9th Street SW) Interchange**4130482****SIS****Work Summary:** INTERCHANGE (NEW) **From:****To:****Lead Agency:** FDOT**Length:** 7.379 miles**County:** Indian River**LRTP #:** Table 4-8

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	ACNP	5,605,046	0	0	0	0	5,605,046
ROW	ACFP	1,158,423	0	0	0	0	1,158,423
ENV	DEM	440,000	0	0	0	0	440,000
Total		7,203,469	0	0	0	0	7,203,469

Prior Cost < 2023/24: 98,706,552**Future Cost > 2027/28:** 0**Total Project Cost:** 105,910,021

Project Description: Interchange at I-95/Oslo Road (9th Street SW). Right-of-way acquisition and environmental programmed for FY 2023/24. Construction beginning in summer of 2023 due to the assistance of the American Rescue Plan Act. See also FM# 4315211 for widening of Oslo Road. Project length is 7.379 miles.

I-95/Oslo Rd. (9th Street SW) Interchange**4130485****SIS****Work Summary:** LANDSCAPING**From:****To:****Lead Agency:** FDOT**Length:** 1.01 miles**County:** Indian River**LRTP #:** Table 4-8

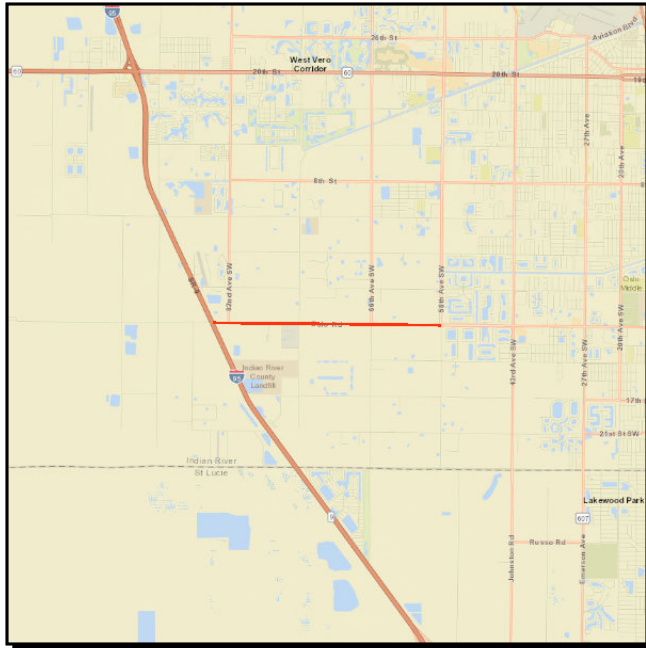
Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	0	19,958	19,958	0	0	39,916
PE	DS	0	249,480	0	0	0	249,480
Total		0	269,438	19,958	0	0	289,396

Prior Cost < 2023/24: 0**Future Cost > 2027/28:** 1,518,345**Total Project Cost:** 1,807,741**Project Description:** Landscaping project in conjunction with FM# 4130482. Project length is 1.01 miles.

Oslo Road Widening

4315211

Non-SIS



Work Summary:

ADD LANES &
RECONSTRUCT

From: 82nd Avenue

To: 58th Avenue

Lead Agency:

FDOT

Length: 2.683 miles

County:

Indian River

LRTP #: Table 4-8

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	SL	344,432	0	0	0	0	344,432
ROW	SA	0	0	2,296,207	0	0	2,296,207
Total		344,432	0	2,296,207	0	0	2,640,639

Prior Cost < 2023/24: 62,851,363

Future Cost > 2027/28: 0

Total Project Cost: 65,492,002

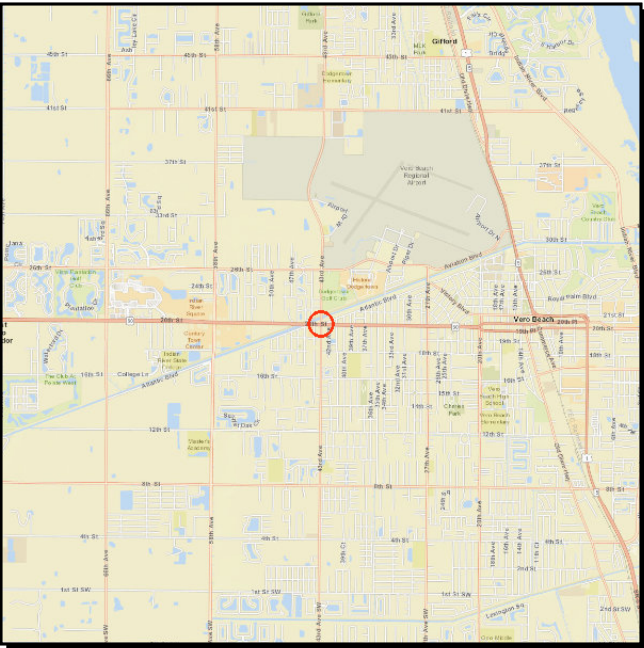
Project Description:

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 2023/24 and FY 2025/26. Construction beginning summer of 2023 due to the assistance of the American Rescue Plan Act. Project is in conjunction with proposed I-95/Oslo Rd. interchange (see FM# 4130482). Project length is 2.638 miles.

SR 60 @ 43rd Avenue Intersection (Right-of-Way)

4317591

Non-SIS



Work Summary: INTERSECTION IMPROVEMENT

From:

To:

Lead Agency: Indian River Co.

Length: 0.090 miles

County: Indian River

LRTP #: Table 4-8

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	LF	232,012	135,509	0	0	0	367,521
Total		232,012	135,509	0	0	0	367,521

Prior Cost < 2023/24: 13,691,146

Future Cost > 2027/28: 0

Total Project Cost: 14,058,667

Project Description: Improvements at SR 60/43rd Avenue intersection and widening of 43rd Avenue from 2 lanes to 4 lanes between 18th Street and 26th Street. Right-of-way acquisition programmed for FY 2023/24 and FY 2024/25. Project length is 0.09 miles.

US 1 Widening**4317243****Non-SIS**

Work Summary: ADD LANES & RECONSTRUCT
From: 69th Street
To: CR 510
Lead Agency: FDOT
Length: 2.4 miles
County: Indian River
LRTP #: Table 4-8

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
ROW	CM	394,112	0	0	0	0	394,112
ROW	DDR	400,363	794,475	0	0	0	1,194,838
ROW	DS	0	1,958,692	0	0	0	1,958,692
Total		794,475	2,753,167	0	0	0	3,547,642

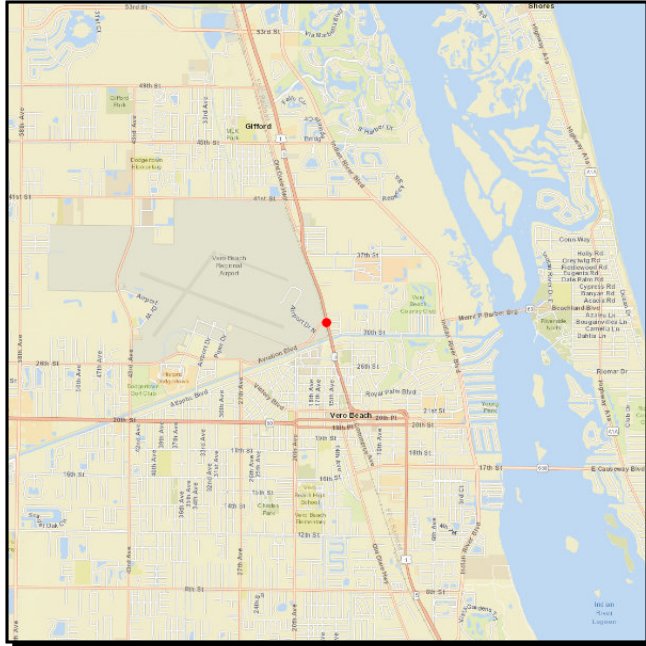
Prior Cost < 2023/24: 0**Future Cost > 2027/28:** 0**Total Project Cost:** 3,547,642

Project Description: Widen US 1 from 4 lanes to 6 lanes. Preliminary engineering currently underway. Right-of-way acquisition programmed for FY 2023/24 and FY 2024/25. Project length is 2.4 miles.

US 1/Aviation Blvd. Intersection

4416931

Non-SIS



Work Summary: PD&E/EMO STUDY **From:**

Lead Agency: FDOT **To:**

County: Indian River **Length:** 0.010 miles

LRTP #: Table 4-8

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
PE	DIH	0	200,400	0	0	0	200,400
PE	DDR	0	764,898	700,000	0	0	1,464,898
PE	SL	0	138,305	0	0	0	138,305
Total		0	1,103,603	700,000	0	0	1,803,603

Prior Cost < 2023/24: 2,416,882

Future Cost > 2027/28: 0

Total Project Cost: 4,220,485

Project Description: Intersection improvements at US 1 and Aviation Boulevard. PD&E currently underway and will include a feasibility study of multiple alternatives for the intersection. Preliminary engineering programmed for FY 2024/25 and FY 2025/26. Project length is 0.010 miles.

Section B - Traffic Operations, Maintenance, and Safety Projects

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
17th Street (SR 656) Bridge Rehabilitation - FM# 4461062					Length: 0.902 miles	*Non-SIS*	
Type of Work: BRIDGE REHABILITATION					Lead Agency: FDOT		
					LRTP#: Table 2-1		
17th Street (SR 656) bridge rehabilitation of east side. Bridge# 880077. Project in conjunction with FM# 4461061. Project length is .902 miles.							
INC	BRRP	0	360,000	0	0	0	360,000
	Total	0	360,000	0	0	0	360,000
Prior Years Cost		23,650,144	Future Years Cost		0	Total Project Cost	24,010,144
17th Street (SR 656) Resurfacing FROM E end of 17th Street Bridge TO SR-A1A - FM# 4461061					Length: .267 miles	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Resurfacing of 17th Street (SR 656) from east end of Bridge to SR A1A. Construction programmed for FY 2024/25. Project in conjunction with FM# 4461062. Project length is .267 miles.							
CST	DS	0	2,011,474	0	0	0	2,011,474
CST	DIH	0	85,430	0	0	0	85,430
	Total	0	2,096,904	0	0	0	2,096,904
Prior Years Cost		423,401	Future Years Cost		0	Total Project Cost	2,520,305
20th Street (SR 60) Resurfacing FROM N of Fort Drum Wildlife Entrance TO CR 512 - FM# 4484441					Length: 7.18 miles	*SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Resurfacing of 20th Street (SR 60) from north of the Fort Drum Wildlife entrance to CR 512. Preliminary engineering programmed for FY 2023/24. Construction programmed for FY 2025/26 and FY 2026/27. Project in conjunction with FM# 4476471. Project length is 7.18 miles.							
PE	DIH	77,780	0	0	0	0	77,780
CST	DS	0	0	548,347	0	0	548,347
CST	DIH	0	0	47,100	48,526	0	95,626
CST	SA	0	0	4,548,554	0	0	4,548,554
CST	DDR	0	0	1,489,706	0	0	1,489,706
CST	ACNR	0	0	6,768,015	0	0	6,768,015
	Total	77,780	0	13,401,722	48,526	0	13,528,028
Prior Years Cost		856,062	Future Years Cost		0	Total Project Cost	14,384,090

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total	
20th Street (SR 60) Resurfacing FROM CR 512 TO I 95 (SR 9) - FM# 4476471					Length: 7.309 miles	*SIS*		
Type of Work: RESURFACING					Lead Agency: FDOT			
					L RTP#: Table 2-1			
Resurfacing of 20th Street (SR 60) from CR 512 to I-95. Construction programmed for FY 2023/24 and FY 2024/25. Project in conjunction with FM# 4484441. Project length is 7.309 miles.								
CST	LF	6,900	0	0	0	0	6,900	
CST	DS	162,758	0	0	0	0	162,758	
CST	DIH	54,253	55,836	0	0	0	110,089	
CST	SA	6,529,243	0	0	0	0	6,529,243	
CST	DDR	1,028,000	0	0	0	0	1,028,000	
CST	ACNR	5,621,019	0	0	0	0	5,621,019	
Total		13,402,173	55,836	0	0	0	13,458,009	
Prior Years Cost		979,377	Future Years Cost		0		Total Project Cost	14,437,386
20th Street (SR 60) Resurfacing FROM 21st Avenue TO Indian River Blvd. - FM# 4484431					Length: 3.11 miles	*Non-SIS*		
Type of Work: RESURFACING					Lead Agency: FDOT			
					L RTP#: Table 2-1			
Resurfacing of 20th Street (SR 60) between 21st Avenue to Indian River Boulevard and 11th Avenue between 20th Street (SR 60) to US 1. Preliminary engineering and railroad and utilities programmed for FY 2023/24. Construction programmed for FY 2025/26 and FY 2026/27. Project length is 3.11 miles.								
PE	DIH	29,693	0	0	0	0	29,693	
PE	DDR	800,627	0	0	0	0	800,627	
RRU	DS	20,000	0	200,000	0	0	220,000	
CST	DIH	0	0	0	84,291	0	84,291	
CST	DDR	0	0	0	6,585,937	0	6,585,937	
Total		850,320	0	200,000	6,670,228	0	7,720,548	
Prior Years Cost		0	Future Years Cost		0		Total Project Cost	7,720,548
43rd Avenue Resurfacing FROM 12th Street TO 18th Street - FM# 4442701					Length: .749 miles	*Non-SIS*		
Type of Work: RESURFACING					Lead Agency: Indian River Co.			
					L RTP#: Table 2-1			
Resurfacing of 43rd Avenue from 12th Street to 18th Street. Construction programmed for FY 2023/24. Project length is 0.749 miles.								
CST	SCED	192,489	0	0	0	0	192,489	
CST	LF	453,217	0	0	0	0	453,217	
CST	SCWR	661,220	0	0	0	0	661,220	
CST	GRSC	616,901	0	0	0	0	616,901	
Total		1,923,827	0	0	0	0	1,923,827	
Prior Years Cost		0	Future Years Cost		0		Total Project Cost	1,923,827

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
43rd Avenue Resurfacing FROM 6th Street TO 12th Street - FM# 4442702					Length: 0.764 miles		*Non-SIS*
Type of Work: RESURFACING					Lead Agency: Indian River Co.		
Resurfacing of 43rd Avenue from 6th Street to 12th Street. Construction programmed for FY 2025/26. Project length is 0.764 miles.					LRTP#: Table 2-1		
CST	SCED	0	0	487,805	0	0	487,805
CST	LF	0	0	1,318,900	0	0	1,318,900
CST	SCWR	0	0	496,670	0	0	496,670
CST	GRSC	0	0	1,415,525	0	0	1,415,525
Total		0	0	3,718,900	0	0	3,718,900
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>3,718,900</i>
43rd Avenue Resurfacing FROM 1st Street SW TO 6th Street - FM# 4442703					Length: 0.756 miles		*Non-SIS*
Type of Work: RESURFACING					Lead Agency: Indian River Co.		
Resurfacing of 43rd Avenue from 1st Street SW to 6th Street. Construction programmed for FY 2027/28. Project length is 0.756 miles.					LRTP#: Table 2-1		
CST	LF	0	0	0	0	1,911,400	1,911,400
CST	GRSC	0	0	0	0	1,650,000	1,650,000
Total		0	0	0	0	3,561,400	3,561,400
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>3,561,400</i>
Asset Management - FM# 4165786							*SIS*
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
Routine maintenance of state highway system assets in Indian River County.					LRTP#: Table 2-1		
MNT	D	40,000	40,000	40,000	40,000	40,000	200,000
Total		40,000	40,000	40,000	40,000	40,000	200,000
<i>Prior Years Cost</i>		<i>11,145,500</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>11,345,500</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Florida Turnpike Mainline Resurfacing FROM MP 173 TO MP 178.3 - FM# 4444031					Length: 5.287 miles	*SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Resurfacing of Florida Turnpike Mainline between MP 173 to MP 178.3. Construction programmed for FY 2023/24. Project length 5.287 miles.							
CST	PKYR	15,805,701	0	0	0	0	15,805,701
	Total	15,805,701	0	0	0	0	15,805,701
Prior Years Cost		1,186,650	Future Years Cost		0	Total Project Cost	16,992,351
Florida Turnpike Mainline Roadside Improvements FROM MP 173 TO MP 178.3 - FM# 4444032					Length: 5.287 miles	*SIS*	
Type of Work: GUARDRAIL					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Guardrail installation on Florida Turnpike between MP 173 to MP 178.3. Construction programmed for FY 2023/24. Project length 5.287 miles.							
CST	PKYR	4,620,969	0	0	0	0	4,620,969
	Total	4,620,969	0	0	0	0	4,620,969
Prior Years Cost		157,281	Future Years Cost		0	Total Project Cost	4,778,250
I 95/CR 512 (Fellsmere Road) Interchange FROM I 95 TO W of 106th Avenue - FM# 4493321					Length: 0.387 miles	*SIS*	
Type of Work: INTERCHANGE JUSTIFICA/MODIFICA					Lead Agency: FDOT		
					LRTP#: Table 4-8		
Interchange modification by extending eastbound ramp terminal lane to eliminate drop lane. Preliminary Engineering programmed for FY 2023/24. Construction programmed for FY 2026/27. Project length 0.387 miles.							
PE	SA	377,766	0	0	0	0	377,766
CST	SA	0	0	0	1,544,758	0	1,544,758
	Total	377,766	0	0	1,544,758	0	1,922,524
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	1,922,524

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Indian River Blvd (CR 603) Resurfacing FROM US 1 TO 17th Street - FM# 4442691					Length: 1.759 miles	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: Indian River Co.		
					LRTP#: Table 2-1		
Resurfacing of Indian River Boulevard (CR 603) between US 1 and 17th Street. Construction programmed for FY 2024/25. Project length is 1.759 miles.							
CST	SCED	0	477,209	0	0	0	477,209
CST	LF	0	1,322,892	0	0	0	1,322,892
CST	SCOP	0	460,746	0	0	0	460,746
CST	GRSC	0	608,326	0	0	0	608,326
Total		0	2,869,173	0	0	0	2,869,173
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>2,869,173</i>
Indian River Blvd (SR 60) Intersection Improvements FROM N of Canal Bridge TO W of Merrill P Barber Bridge - FM# 4493231					Length: 0.43 miles	*Non-SIS*	
Type of Work: INTERSECTION IMPROVEMENT					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Intersection improvements of Indian River Boulevard and Merrill Barber Bridge to include signalization and extending northbound right turn lane, and adding one additional southbound left turn lane. Construction programmed for FY 2023/24. Project length 0.43 miles.							
CST	DIH	79,561	0	0	0	0	79,561
CST	DDR	2,025,688	0	0	0	0	2,025,688
Total		2,105,249	0	0	0	0	2,105,249
<i>Prior Years Cost</i>		<i>547,116</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>2,652,365</i>
Indian River County Environmental Testing and Mitigation - FM# 4514591						*Non-SIS*	
Type of Work: ENVIRONMENTAL TEST/MITIGATE					Lead Agency: FDOT		
					LRTP#: Table 4-8		
Feasibility and preliminary design of future projects in Indian River County. Environmental programmed for FY 2023/24.							
ENV	DEM	750,000	0	0	0	0	750,000
Total		750,000	0	0	0	0	750,000
<i>Prior Years Cost</i>		<i>455,000</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,205,000</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Indian River County State Highway System Bridges - FM# 2336662						*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Bridge maintenance on state highway system roadways.							
MNT	D	20,000	20,000	20,000	20,000	20,000	100,000
Total		20,000	20,000	20,000	20,000	20,000	100,000
Prior Years Cost		642,313	Future Years Cost		Total Project Cost		742,313
Interstate Highways Bridges - FM# 2342422						*SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Routine maintenance of interstate highway bridges in Indian River County.							
MNT	D	25,000	25,000	25,000	25,000	25,000	125,000
Total		25,000	25,000	25,000	25,000	25,000	125,000
Prior Years Cost		198,863	Future Years Cost		Total Project Cost		323,863
Interstate Highways Maintenance - FM# 2342421						*SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Maintenance operations on interstate highways.							
MNT	D	2,000	2,000	2,000	2,000	2,000	10,000
Total		2,000	2,000	2,000	2,000	2,000	10,000
Prior Years Cost		359,801	Future Years Cost		Total Project Cost		369,801
Roadway Maintenance - FM# 4512931						*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Routine mowing on state and interstate highway systems.							
MNT	D	300,000	300,000	0	0	0	600,000
Total		300,000	300,000	0	0	0	600,000
Prior Years Cost		300,000	Future Years Cost		Total Project Cost		900,000

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Roadway Maintenance - FM# 4512932						*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Routine mowing on state and interstate highway systems.							
MNT	D	0	0	300,000	300,000	300,000	900,000
Total		0	0	300,000	300,000	300,000	900,000
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>900,000</i>
Roadway Maintenance Operations - FM# 2336661						*Non-SIS*	
Type of Work: ROUTINE MAINTENANCE					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Routine maintenance on state highway system roadways.							
MNT	D	100,000	100,000	100,000	100,000	100,000	500,000
Total		100,000	100,000	100,000	100,000	100,000	500,000
<i>Prior Years Cost</i>		<i>4,360,730</i>	<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>4,860,730</i>
SR A1A Bridge Replacement - FM# 4456181					Length: .915 miles	*Non-SIS*	
Type of Work: BRIDGE REPLACEMENT					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Replace Bridge# 880005/SR A1A over Sebastian Inlet. Preliminary engineering programmed for FY 2023/24. Right-of-way programmed for FY 2023/24 and FY 2024/25. Environmental programmed for FY 2023/24. Construction of new bridge programmed for FY 2025/26. Project length is .915 miles.							
ROW	ACBR	54,000	4,038,347	0	0	0	4,092,347
PE	ACBR	139,647	0	0	0	0	139,647
ENV	ACBR	2,020,000	0	0	0	0	2,020,000
CST	ACBR	0	0	93,483,323	0	0	93,483,323
Total		2,213,647	4,038,347	93,483,323	0	0	99,735,317
<i>Prior Years Cost</i>		<i>8,340,105</i>	<i>Future Years Cost</i>		<i>Total Project Cost</i>		<i>108,075,422</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
SR A1A Resurfacing FROM S of Sebastian Inlet Bridge TO Sand Dollar Lane - FM# 4456182					Length: 6.969 miles	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
					L RTP#: Table 2-1		
Resurfacing of SR A1A between Sebastian Inlet Bridge to Sand Dollar Lane. Construction programmed for FY 2025/26. Project length 6.969 miles.							
CST	DIH	0	0	84,426	0	0	84,426
CST	ACPR	0	0	25,043	0	0	25,043
CST	SL	0	0	1,952,979	0	0	1,952,979
CST	SA	0	0	708,029	0	0	708,029
CST	DDR	0	0	966,661	0	0	966,661
CST	ACNR	0	0	3,675,386	0	0	3,675,386
Total		0	0	7,412,524	0	0	7,412,524
Prior Years Cost		1,223,841	Future Years Cost		Total Project Cost		8,636,365

SR A1A Resurfacing FROM Indian River County/St. Lucie Line TO Jasmine Lane - FM# 4498181					Length: 5.459 miles	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
					L RTP#: Table 2-1		
Resurfacing or SR A1A between the Indian River/St. Lucie County line to Jasmine Lane. Preliminary engineering programmed for FY 2023/24. Construction programmed for FY 2026/27. Project length is 5.459 miles.							
PE	DIH	74,705	0	0	0	0	74,705
PE	DDR	1,177,936	0	0	0	0	1,177,936
CST	DIH	0	0	0	93,216	0	93,216
CST	DDR	0	0	0	10,673,103	0	10,673,103
Total		1,252,641	0	0	10,766,319	0	12,018,960
Prior Years Cost		0	Future Years Cost		Total Project Cost		12,018,960

Traffic Signal Maintenance - FM# 4515841						*Non-SIS*	
Type of Work: TRAFFIC SIGNALS					Lead Agency: Indian River Co.		
					L RTP#: Table 2-1		
Maintenance and operation of traffic signals on state highway system roadways.							
MNT	D	0	0	0	0	590,260	590,260
Total		0	0	0	0	590,260	590,260
Prior Years Cost		0	Future Years Cost		Total Project Cost		590,260

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Traffic Signal Maintenance - FM# 4278044						*Non-SIS*	
Type of Work: TRAFFIC SIGNALS					Lead Agency: Indian River Co.		
					LRTP#: Table 2-1		
Maintenance and operation of traffic signals on state highway system roadways.							
OPS	DITS	215,724	222,196	228,862	183,356	0	850,138
OPS	DDR	176,732	182,034	187,495	243,054	0	789,315
	Total	392,456	404,230	416,357	426,410	0	1,639,453
<i>Prior Years Cost</i>		<i>1,124,995</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>2,764,448</i>
US 1 Lateral Ditch Restoration - FM# 4311521						*Non-SIS*	
Type of Work: MISCELLANEOUS CONSTRUCTION					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Restore US 1 (SR 5) lateral ditch at various locations within Indian River County. Right-of-way programmed for FY 2025/26.							
ROW	DDR	0	0	1,083,299	0	0	1,083,299
	Total	0	0	1,083,299	0	0	1,083,299
<i>Prior Years Cost</i>		<i>2,368,729</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>3,452,028</i>
US 1 Resurfacing FROM N of Central Avenue TO S end of Bridge - FM# 4476461					Length: 2.329 miles	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Resurfacing of US 1 (SR 5) between north of Central Avenue and south of US 1 bridge# 700224. Construction programmed for FY 2023/24.							
CST	DS	1,698,595	0	0	0	0	1,698,595
CST	DIH	59,023	0	0	0	0	59,023
CST	ACNR	2,913,016	0	0	0	0	2,913,016
	Total	4,670,634	0	0	0	0	4,670,634
<i>Prior Years Cost</i>		<i>483,592</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>5,154,226</i>

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
US 1 Resurfacing FROM N of 12th Street TO N of 20th Place - FM# 4476481					Length: 1.066 miles	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Resurfacing of US 1 (SR 5) from north of 12th Street to north of 20th Place. Construction programmed for FY 2024/25. Project length is 1.066 miles.							
CST	DS	0	338,633	0	0	0	338,633
CST	DIH	0	100,358	0	0	0	100,358
CST	DDR	0	3,002,020	0	0	0	3,002,020
Total		0	3,441,011	0	0	0	3,441,011
<i>Prior Years Cost</i>		724,532	<i>Future Years Cost</i>	0	<i>Total Project Cost</i>		4,165,543
US 1 Resurfacing FROM N of 87th Street TO S of Sebastian Blvd. - FM# 4498121					Length: 4.222 miles	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Resurfacing of US 1 (SR 5) between north of 87th Street and south of Sebastian Boulevard (CR 512). Preliminary engineering programmed for FY 2023/24. Construction programmed for FY 2026/27. Project length is 4.22 miles.							
PE	DIH	67,305	0	0	0	0	67,305
PE	DDR	1,101,807	0	0	0	0	1,101,807
CST	DS	0	0	0	8,892,132	0	8,892,132
CST	DIH	0	0	0	133,382	0	133,382
CST	DDR	0	0	0	1,529,446	0	1,529,446
Total		1,169,112	0	0	10,554,960	0	11,724,072
<i>Prior Years Cost</i>		0	<i>Future Years Cost</i>	0	<i>Total Project Cost</i>		11,724,072

Section C - Transit and Transportation Disadvantaged Projects

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total	
Transit Capital Assistance (Section 5307) - FM# 4071902						*Non-SIS*		
Type of Work: PURCHASE VEHICLES/EQUIPMENT					Lead Agency: Indian River Co. LRTP#: Page 4-22			
Indian River County receives Federal Transit Administration (FTA) Section 5307 funds for transit capital assistance.								
CAP	FTA	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	12,500,000	
	Total	2,500,000	2,500,000	2,500,000	2,500,000	2,500,000	12,500,000	
Prior Years Cost		20,502,859	Future Years Cost		0		Total Project Cost	33,002,859
Transit Capital Assistance (Section 5339) - FM# 4457281						*Non-SIS*		
Type of Work: CAPITAL FOR FIXED ROUTE					Lead Agency: Indian River Co. LRTP#: Page 4-22			
Indian River County receives Federal Transit Administration (FTA) Section 5339 funds for transit capital assistance.								
CAP	FTA	240,000	240,000	240,000	240,000	0	960,000	
	Total	240,000	240,000	240,000	240,000	0	960,000	
Prior Years Cost		1,343,325	Future Years Cost		0		Total Project Cost	2,303,325
Transit Operating Assistance (Rural) - FM# 4071823						*Non-SIS*		
Type of Work: OPERATING/ADMIN. ASSISTANCE					Lead Agency: Indian River Co. LRTP#: Page 4-22			
Indian River County receives Federal Transit Administration (FTA) Section 5311 funds for transit operating assistance in small urban and rural areas.								
OPS	DU	70,801	0	0	0	0	70,801	
OPS	LF	70,801	0	0	0	0	70,801	
	Total	141,602	0	0	0	0	141,602	
Prior Years Cost		1,162,166	Future Years Cost		0		Total Project Cost	1,303,768

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Transit Operating Assistance (Rural) - FM# 4071824						*Non-SIS*	
Type of Work: OPERATING/ADMIN. ASSISTANCE					Lead Agency: Indian River Co. LRTP#: Page 4-22		
Indian River County receives Federal Transit Administration (FTA) Section 5311 funds for transit operating assistance in small urban and rural areas.							
OPS	DU	15,099	108,753	113,046	117,508	121,801	476,207
OPS	LF	15,099	108,753	113,046	117,508	121,801	476,207
Total		30,198	217,506	226,092	235,016	243,602	952,414
Prior Years Cost		0	Future Years Cost		Total Project Cost		952,414

Transit Operating Assistance (Urban) - FM# 4071905						*Non-SIS*	
Type of Work: OPERATING/ADMIN. ASSISTANCE					Lead Agency: Indian River Co. LRTP#: Page 4-22		
Indian River County receives Federal Transit Administration (FTA) Section 5307, State Public Transportation Block Grant, and local funding for transit operating assistance.							
OPS	DPTO	729,905	0	0	0	0	729,905
OPS	LF	729,905	0	0	0	0	729,905
OPS	FTA	1,459,810	0	0	0	0	1,459,810
Total		2,919,620	0	0	0	0	2,919,620
Prior Years Cost		5,697,457	Future Years Cost		Total Project Cost		8,617,077

Transit Operating Assistance (Urban) - FM# 4071906						*Non-SIS*	
Type of Work: OPERATING/ADMIN. ASSISTANCE					Lead Agency: Indian River Co. LRTP#: Page 4-22		
Indian River County receives Federal Transit Administration (FTA) Section 5307, State Public Transportation Block Grant, and local funding for transit operating assistance.							
OPS	DPTO	0	26,373	0	0	0	26,373
OPS	DDR	0	723,198	772,058	795,220	819,077	3,109,553
OPS	LF	0	749,571	772,058	795,220	819,077	3,135,926
OPS	FTA	0	1,499,142	1,544,116	1,590,440	1,638,154	6,271,852
Total		0	2,998,284	3,088,232	3,180,880	3,276,308	12,543,704
Prior Years Cost		0	Future Years Cost		Total Project Cost		12,543,704

Section D - Bicycle, Pedestrian, Trails, and Enhancement Projects

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Trans Florida Central Railroad Greenway FROM Fellsmere TO West of I-95 - FM# 4460731					Length: 1.39 miles	*Non-SIS*	
Type of Work: BIKE PATH/TRAIL					Lead Agency: Indian River Co.		
					LRTP#: Table 4-9		
Construct a segment of the Trans Florida Central "Rails-to-Trails" Corridor. Phase one of segment will consist of a multi-purpose path along an abandoned railroad right-of-way from Fellsmere to the west side of I-95 through St Sebastian River Preserve State Park. 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 2023/24. Project length is 1.39 miles.							
CST	TALT	363,292	0	0	0	0	363,292
CST	LF	446,581	0	0	0	0	446,581
CST	TALL	167,618	0	0	0	0	167,618
Total		977,491	0	0	0	0	977,491
Prior Years Cost		473,510	Future Years Cost		Total Project Cost		1,451,001
Trans Florida Central Railroad Greenway FROM Grant Ave TO Broadway St - FM# 4489951					Length: .9 miles	*Non-SIS*	
Type of Work: BIKE PATH/TRAIL					Lead Agency: City of Fellsmere		
					LRTP#: Table 4-9		
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 2024/25. Project length is .9 miles.							
CST	SM	0	61,637	0	0	0	61,637
CST	TALT	0	257,403	0	0	0	257,403
CST	LF	0	106,992	0	0	0	106,992
CST	TALL	0	163,303	0	0	0	163,303
Total		0	589,335	0	0	0	589,335
Prior Years Cost		5,000	Future Years Cost		Total Project Cost		594,335
Trans Florida Central Railroad Greenway FROM St Sebastian River Preserve State Park TO Grant Ave - FM# 4507191					Length: .9 miles	*Non-SIS*	
Type of Work: BIKE PATH/TRAIL					Lead Agency: City of Fellsmere		
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 the St Sebastian River Preserve State Park 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. Preliminary engineering programmed for FY 2023/24. Construction programmed for FY 2025/26. Project length is .9 miles.							
PE	TALT	5,000	0	0	0	0	5,000
CST	TALT	0	0	97,583	0	0	97,583
CST	LF	0	0	447,952	0	0	447,952
CST	TALL	0	0	165,945	0	0	165,945
Total		5,000	0	711,480	0	0	716,480
Prior Years Cost		0	Future Years Cost		Total Project Cost		716,480

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
US 1 Sidewalk FROM 45th St TO S of 53rd St - FM# 4480231					Length: 0.681 miles		*Non-SIS*
Type of Work: SIDEWALK					Lead Agency: FDOT		
					LRTP#: Table 4-9		
Sidewalk construction along US 1 (SR 5) between 45th Street and south of 53rd Street. Construction programmed for 2024/25. Project length .681 miles.							
CST	DIH	0	59,855	0	0	0	59,855
CST	DDR	0	1,412,576	0	0	0	1,412,576
Total		0	1,472,431	0	0	0	1,472,431
Prior Years Cost		315,099	Future Years Cost		0	Total Project Cost	1,787,530

Section E - Aviation Projects

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total	
Sebastian Municipal Airport - FM# 4481161							*Non-SIS*	
Type of Work: AVIATION PRESERVATION PROJECT								
Redevelop Commercial Park Phase II.								
CAP	DPTO	250,000	0	0	0	0	250,000	
CAP	LF	250,000	0	0	0	0	250,000	
Total		500,000	0	0	0	0	500,000	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		500,000
Sebastian Municipal Airport - FM# 4459751							*Non-SIS*	
Type of Work: AVIATION SAFETY PROJECT								
Reconstruction of Apron.								
CAP	DPTO	1,000,000	0	0	0	0	1,000,000	
CAP	LF	250,000	0	0	0	0	250,000	
Total		1,250,000	0	0	0	0	1,250,000	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		1,250,000
Sebastian Municipal Airport - FM# 4481131							*Non-SIS*	
Type of Work: AVIATION PRESERVATION PROJECT								
Construct Taxiway.								
CAP	DPTO	0	790,080	790,080	0	0	1,580,160	
CAP	LF	0	197,520	197,520	0	0	395,040	
Total		0	987,600	987,600	0	0	1,975,200	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		1,975,200

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total	
Sebastian Municipal Airport - FM# 4496201							*Non-SIS*	
Type of Work: AVIATION REVENUE/OPERATIONAL								
Hanger D Office Improvements.								
CAP	DPTO	320,000	0	0	0	0	320,000	
CAP	LF	80,000	0	0	0	0	80,000	
Total		400,000	0	0	0	0	400,000	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		400,000
Sebastian Municipal Airport - FM# 4495951							*Non-SIS*	
Type of Work: AVIATION REVENUE/OPERATIONAL								
Construction of Airport Equipment Shelter.								
CAP	DPTO	0	40,000	0	0	0	40,000	
CAP	LF	0	10,000	0	0	0	10,000	
Total		0	50,000	0	0	0	50,000	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		50,000
Sebastian Municipal Airport - FM# 4515611							*Non-SIS*	
Type of Work: AVIATION REVENUE/OPERATIONAL								
Design access road and utility infrastructure for NW area of airport.								
CAP	DPTO	0	0	200,000	0	0	200,000	
CAP	LF	0	0	50,000	0	0	50,000	
Total		0	0	250,000	0	0	250,000	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		250,000

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Sebastian Municipal Airport - FM# 4495961							*Non-SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL							
Engineering and Construction of Shade Hangar.							
CAP	DPTO	0	880,000	0	0	0	880,000
CAP	LF	0	220,000	0	0	0	220,000
Total		0	1,100,000	0	0	0	1,100,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		1,100,000
Sebastian Municipal Airport - FM# 4495941							*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT							
Construction of Aircraft Wash Rack.							
CAP	DPTO	0	100,000	0	0	0	100,000
CAP	LF	0	25,000	0	0	0	25,000
Total		0	125,000	0	0	0	125,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		125,000
Sebastian Municipal Airport - FM# 4515101							*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT							
Rehabilitation of runway 05/23.							
CAP	DPTO	158,546	0	0	0	0	158,546
CAP	LF	158,546	0	0	0	0	158,546
CAP	FAA	2,853,818	0	0	0	0	2,853,818
Total		3,170,910	0	0	0	0	3,170,910
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		3,170,910

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Sebastian Municipal Airport - FM# 4515091							*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT							
Taxiway gulf design.							
CAP	DPTO	172,400	0	0	0	0	172,400
CAP	LF	43,100	0	0	0	0	43,100
Total		215,500	0	0	0	0	215,500
Prior Years Cost		0	Future Years Cost		Total Project Cost		215,500
Vero Beach Regional Airport - FM# 4480961							*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT							
Apron Construction.							
CAP	DPTO	1,360,000	0	0	0	0	1,360,000
CAP	LF	340,000	0	0	0	0	340,000
Total		1,700,000	0	0	0	0	1,700,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		1,700,000
Vero Beach Regional Airport - FM# 4515141							*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT							
Rehabilitate/Construct Taxiway B.							
CAP	DPTO	135,000	0	0	0	0	135,000
CAP	LF	135,000	0	0	0	0	135,000
CAP	FAA	2,430,000	0	0	0	0	2,430,000
Total		2,700,000	0	0	0	0	2,700,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		2,700,000

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Vero Beach Regional Airport - FM# 4496161							*Non-SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL							
Rehabilitation of Airport Terminal. Construction of Phase II.							
CAP	DPTO	600,000	0	0	0	0	600,000
CAP	LF	150,000	0	0	0	0	150,000
Total		750,000	0	0	0	0	750,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		750,000
Vero Beach Regional Airport - FM# 4495911							*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT							
Construction Phase of Extending Taxiway B.							
CAP	DPTO	0	2,960,000	0	0	0	2,960,000
CAP	LF	0	740,000	0	0	0	740,000
Total		0	3,700,000	0	0	0	3,700,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		3,700,000
Vero Beach Regional Airport - FM# 4515131							*Non-SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL							
Fiber backbone project.							
CAP	DPTO	65,000	0	0	0	0	65,000
CAP	LF	65,000	0	0	0	0	65,000
CAP	FAA	1,170,000	0	0	0	0	1,170,000
Total		1,300,000	0	0	0	0	1,300,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		1,300,000

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total	
Vero Beach Regional Airport - FM# 4496101							*Non-SIS*	
Type of Work: AVIATION CAPACITY PROJECT								
Environmental Assessment and Design of Extending Taxiway B.								
CAP	DPTO	376,000	0	0	0	0	376,000	
CAP	LF	94,000	0	0	0	0	94,000	
Total		470,000	0	0	0	0	470,000	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		470,000
Vero Beach Regional Airport - FM# 4515381							*Non-SIS*	
Type of Work: AVIATION PRESERVATION PROJECT								
Rehabilitate airport drainage system.								
CAP	DPTO	0	100,000	0	0	0	100,000	
CAP	LF	0	100,000	0	0	0	100,000	
CAP	FAA	0	1,800,000	0	0	0	1,800,000	
Total		0	2,000,000	0	0	0	2,000,000	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		2,000,000
Vero Beach Regional Airport - FM# 4515531							*Non-SIS*	
Type of Work: AVIATION REVENUE/OPERATIONAL								
Replace hanger roof.								
CAP	DPTO	0	0	800,000	0	0	800,000	
CAP	LF	0	0	200,000	0	0	200,000	
Total		0	0	1,000,000	0	0	1,000,000	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		1,000,000

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Vero Beach Regional Airport - FM# 4514991							*Non-SIS*
Type of Work: AVIATION SAFETY PROJECT							
Aircraft Rescue and Firefighting Apparatus.							
CAP	DPTO	770,000	0	0	0	0	770,000
CAP	LF	192,500	0	0	0	0	192,500
Total		962,500	0	0	0	0	962,500
Prior Years Cost		37,500	Future Years Cost		0	Total Project Cost	1,000,000
Vero Beach Regional Airport - FM# 4515541							*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT							
Design of rehabilitation of Taxiway A south of Runway 12R.							
CAP	DPTO	0	0	10,000	0	0	10,000
CAP	LF	0	0	10,000	0	0	10,000
CAP	FAA	0	0	180,000	0	0	180,000
Total		0	0	200,000	0	0	200,000
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	200,000

Section F - Transportation Planning/Studies

Indian River MPO Transportation Improvement Program - FY 2023/24 - 2027/28

Phase	Fund Source	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Indian River Urban Area - Transportation Planning - FM# 4393274						*Non-SIS*	
Type of Work: TRANSPORTATION PLANNING					Lead Agency: Indian River MPO		
Funding for transportation planning activities related to the MPO's biennial Unified Planning Work Program (UPWP) for FY 2023/24.							
PLN	PL	829,226	0	0	0	0	829,226
	Total	829,226	0	0	0	0	829,226
Prior Years Cost		606,889	Future Years Cost		0	Total Project Cost	1,436,115
Indian River Urban Area - Transportation Planning - FM# 4393276						*Non-SIS*	
Type of Work: TRANSPORTATION PLANNING					Lead Agency: Indian River MPO		
Funding for transportation planning activities related to the MPO's biennial Unified Planning Work Program (UPWP) for FY 2026/27 and FY 2027/28.							
PLN	PL	0	0	0	595,904	595,904	1,191,808
	Total	0	0	0	595,904	595,904	1,191,808
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	1,191,808
Indian River Urban Area - Transportation Planning - FM# 4393275						*Non-SIS*	
Type of Work: TRANSPORTATION PLANNING					Lead Agency: Indian River MPO		
Funding for transportation planning activities related to the MPO's biennial Unified Planning Work Program (UPWP) for FY 2024/25 and FY 2025/26.							
PLN	PL	0	591,472	595,904	0	0	1,187,376
	Total	0	591,472	595,904	0	0	1,187,376
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	1,187,376

Appendix A – Indian River County Capital Improvements Element

Transportation

Revenue Sources	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total	Notes
Gas Tax	\$3,376,481	\$975,000	\$975,000	\$790,000	\$790,000	\$6,906,481	
Traffic Impact Fees District 1-balance	\$3,983,788	\$0	\$0	\$0	\$0	\$3,983,788	
Traffic Impact Fees District 2-balance	\$3,457,147	\$0	\$0	\$0	\$0	\$3,457,147	
Traffic Impact Fees District 3-balance	\$2,299,552	\$0	\$0	\$0	\$0	\$2,299,552	
Traffic Impact Fee 2020-District 1	11,119,516	3,049,800	3,110,796	3,016,904	3,047,073	\$23,344,089	
Traffic Impact Fee 2020-District 2	\$12,991,045	\$3,386,400	\$3,454,128	\$2,738,669	\$2,691,056	\$25,261,298	
Optional Sales Tax	\$33,005,626	\$13,464,000	\$13,733,280	\$8,469,735	\$8,656,508	\$77,329,149	
Street Lighting MSBU	\$50,000	\$0	\$0	\$0	\$0	\$50,000	
Assessments	\$2,275,651	\$930,448	\$930,448	\$930,448	\$930,448	\$5,997,443	
Subtotal County Funded	72,558,806	21,805,648	22,203,652	15,945,756	16,115,085	148,628,947	
Developer Funded Construction	\$2,648,745	\$750,000	\$2,150,000	\$ 6,000,000	\$ 4,000,000	\$15,548,745	
FDOT	\$23,779,663	\$10,399,050	\$5,566,317	\$0	\$0	\$39,745,030	
ARPA	\$472,705	\$0	\$0	\$0	\$0	\$472,705	
Total Revenue	\$99,459,919	\$32,954,698	\$29,919,969	\$21,945,756	\$ 20,115,085	\$204,395,427	

Expenditures	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	Total	Notes
Gas Tax	\$2,919,712	\$1,250,000	\$895,000	\$895,007	\$875,000	\$6,834,719	
Traffic Impact Fees- District 1	\$3,983,788	\$0	\$0	\$0	\$0	\$3,983,788	
Traffic Impact Fees- District 2	\$3,457,147	\$0	\$0	\$0	\$0	\$3,457,147	
Traffic Impact Fees- District 3	\$2,299,552	\$0	\$0	\$0	\$0	\$2,299,552	
Traffic Impact Fee 2020-District 1	\$14,145,334	\$1,298,755	\$900,000	\$4,000,000	\$3,000,000	\$23,344,089	
Traffic Impact Fee 2020-District 2	\$2,850,408	\$9,200,000	\$5,892,100	\$4,741,920	\$1,400,000	\$24,084,428	
Optional Sales Tax	\$15,964,947	\$17,540,792	\$28,697,190	\$9,626,220	\$5,500,000	\$77,329,149	
Street Lighting MSBU	\$50,000	\$0	\$0	\$0	\$0	\$50,000	
VLE Assessments	\$1,640,000	\$1,537,500	\$750,000	\$750,000	\$1,319,000	\$5,996,500	
Subtotal County Funded	\$47,310,888	\$30,827,047	\$37,134,290	\$20,013,147	\$12,094,000	\$147,379,372	
Developer Funded Construction	\$2,648,745	\$750,000	\$2,150,000	\$6,000,000	\$4,000,000	\$15,548,745	
FDOT	\$23,779,663	\$10,399,050	\$5,566,317	\$0	\$0	\$39,745,030	
ARPA	\$472,705	\$0	\$0	\$0	\$0	\$472,705	
Total Expenses	\$74,212,001	\$41,976,097	\$44,850,607	\$26,013,147	\$16,094,000	\$203,145,852	

Expenses	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2025/26	Total	Revenue Source	Fully Funded?	Priority Ranking 1 Highest Priority, 5 Lowest Priority	Notes
1st Street SW at 27th Ave -Left turn lane/traffic signal			\$ 300,000	\$ 1,291,920		\$ 1,591,920	Traffic Impact Fee 2020-District 2	Yes	2	
Design & Engineering			\$ 50,000			\$ 50,000				
Right-of-Way						\$ -				
Construction			\$ 250,000	\$ 1,291,920		\$ 1,541,920				
1st Street SW & 35th Avenue Culvert Replacement	\$ 510,000					\$ 510,000	Optional Sales Tax	Yes	1	
Design & Engineering						\$ -				
Right-of-Way						\$ -				
Construction	\$ 510,000					\$ 510,000				
8th Street and 66th Avenue Signal Installation	\$ 800,000					\$ 800,000	Traffic Impact Fees- District 3	Yes	1	
Design & Engineering						\$ -				
Right-of-Way						\$ -				
Construction	\$ 800,000					\$ 800,000				
6th Avenue Repaving U.S. Highway 1 to 20th Street	\$ 741,410					\$ 741,410	Gas Tax	Yes	1	
6th Avenue Repaving U.S. Highway 1 to 20th Street	\$ 1,322,854					\$ 1,322,854	FDOT			
Design & Engineering						\$ -				
Right-of-Way						\$ -				
Construction	\$ 2,064,264					\$ 2,064,264				

Expenses	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2025/26	Total	Revenue Source	Fully Funded?	Priority Ranking 1 Highest Priority, 5 Lowest Priority	Notes
8th Street Reconstruction from 66th Avenue to 74th Avenue	\$ 67,893	\$ 500,000	\$ 4,000,000			\$ 4,567,893	Optional Sales Tax	Yes	2	
8th Street Reconstruction from 66th Avenue to 74th Avenue	\$ 382,107					\$ 382,107	Traffic Impact Fees- District 3			
Design & Engineering	\$ 450,000					\$ 450,000				
Right-of-Way		\$ 500,000				\$ 500,000				
Construction			\$ 4,000,000			\$ 4,000,000				
8th Street Reconstruction from 74th Avenue to 82nd Avenue		\$ 500,000	\$ 4,000,000	\$ -	\$ -	\$ 4,500,000	Optional Sales Tax	Yes	3	
8th Street Reconstruction from 74th Avenue to 82nd Avenue	\$ 450,000					\$ 450,000	Traffic Impact Fees- District 3			
Design & Engineering	\$ 450,000					\$ 450,000				
Right-of-Way		\$ 500,000				\$ 500,000				
Construction			\$ 4,000,000	\$ -	\$ -	\$ 4,000,000				
16th Street at 58th Avenue Signal Installation			\$ 100,000	\$ 450,000	\$ 400,000	\$ 950,000	Traffic Impact Fee 2020-District 2	Yes	4	
Design & Engineering						\$ -				
Right-of-Way						\$ -				
Construction			\$ 100,000	\$ 450,000	\$ 400,000	\$ 950,000				
17th Street SW, 27th Avenue to 43rd Avenue (Includes Bridge)		\$ 950,000				\$ 950,000	Traffic Impact Fee 2020-District 2	Yes	3	
17th Street SW, 27th Avenue to 43rd Avenue (Includes Bridge)		\$ 750,000	\$ 750,000			\$ 1,500,000	Developer Funded Construction			
Design & Engineering		\$ 200,000				\$ 200,000				
Right-of-Way		\$ 1,500,000				\$ 2,250,000				
Construction			\$ 750,000			\$ 750,000				
20th Ave Sidewalk East Side 8th St to 12th St	\$ 400,000	\$ 750,000				\$ 1,150,000	Optional Sales Tax	Yes	3	
Design & Engineering	\$ 400,000					\$ 400,000				
Right-of-Way						\$ -				
Construction		\$ 750,000				\$ 750,000				
26th Street/43rd Avenue Intersection	\$ 250,000	\$ 500,000	\$ 500,000	\$ 2,500,000		\$ 3,750,000	Traffic Impact Fee 2020-District 2	No	2	
26th Street/43rd Avenue Intersection			\$ 2,000,000		\$ 1,250,000	\$ 3,250,000	Optional Sales Tax			
26th Street/43rd Avenue Intersection	\$ 250,000					\$ 250,000	Developer Funded Construction			
Design & Engineering						\$ -				
Right-of-Way	\$ 500,000	\$ 500,000				\$ 1,000,000				
Construction			\$ 2,500,000	\$ 2,500,000	\$ 1,250,000	\$ 6,250,000				
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	4	
26th Street, 43rd Avenue to 58th Avenue, four/five lanes (1 mile)				\$ 4,000,000	\$ 4,000,000	\$ 8,000,000	Developer Funded Construction			
Design & Engineering						\$ -				
Right-of-Way	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000				
Construction				\$4,000,000	\$4,000,000	\$ 8,000,000				
26th Street, 58th Avenue to 66th Avenue, four/five lanes (1 mile)	\$ 500,000	\$ 500,000			\$ 500,000	\$ 1,500,000	Traffic Impact Fee 2020-District 2	No	4	
26th Street, 58th Avenue to 66th Avenue, four/five lanes (1 mile)			\$ 500,000	\$ 500,000		\$ 1,000,000	Optional Sales Tax			
Design & Engineering						\$ -				
Right-of-Way	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000				
Construction						\$ -				

Expenses	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2025/26	Total	Revenue Source	Fully Funded?	Priority Ranking 1 Highest Priority, 5 Lowest Priority	Notes
27th Avenue at Oslo Road North Bound Right & Long Left	\$ 342,445					\$ 342,445	Traffic Impact Fees- District 3	Yes	2	
27th Avenue at Oslo Road North Bound Right & Long Left	\$ 157,555	\$ 2,000,000				\$ 2,157,555	Traffic Impact Fee 2020-District 2			
Design & Engineering	\$ 500,000					\$ 500,000				
Right-of-Way						\$ -				
Construction		\$ 2,000,000				\$ 2,000,000				
Pave 32nd Ave North of 43rd St., and 35th Ave north of 45th St. (GNP Action 8.6) INCLUDED IN ROAD RESURFACING ACCOUNT	\$ 50,000					\$ 50,000	Gas Tax	Yes	5	
Design & Engineering	\$ 50,000					\$ 50,000				
Construction						\$ -				
37th Street & Indian River Boulevard Intersection Improvements				\$ 3,300,000	\$ 1,200,000	\$ 4,500,000	Optional Sales Tax	No	3	
Design & Engineering				\$ 300,000		\$ 300,000				
Right-of-Way										
Construction				\$ 3,000,000	\$ 1,200,000	\$ 4,200,000				
Aviation Extension US Highway 1 to 37th Street and to 41st Street via McCrystal Drive/11th Drive			\$ 872,190	\$ 2,276,220		\$ 3,148,410	Optional Sales Tax	Yes	2	
Aviation Extension US Highway 1 to 37th Street and to 41st Street via McCrystal Drive/11th Drive	\$ 3,457,147					\$ 3,457,147	Traffic Impact Fees- District 2			
Aviation Extension US Highway 1 to 37th Street and to 41st Street via McCrystal Drive/11th Drive	\$ 1,442,853	\$ 1,000,000	\$ 3,127,810			\$ 5,570,663	Traffic Impact Fee 2020-District 2			
Design & Engineering	\$ 900,000					\$ 900,000				
Right-of-Way	\$ -	\$ 1,000,000				\$ 1,000,000				
Construction	\$ 4,000,000		\$ 4,000,000	\$ 2,276,220		\$ 10,276,220				
41st Street & US 1 Intersection Improvements	\$ 300,000	\$ 300,000	\$ 300,000	\$ 750,000	\$ 1,000,000	\$ 2,650,000	Optional Sales Tax	Yes	2	
Design & Engineering										
Right-of-Way	\$ 300,000	\$ 300,000	\$ 300,000			\$ 900,000				
Construction				\$ 750,000	\$ 1,000,000	\$ 1,750,000				

Expenses	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2025/26	Total	Revenue Source	Fully Funded?	Priority Ranking 1 Highest Priority, 5 Lowest Priority	Notes
43rd Avenue, 12th Street to Oslo Road, four lanes (2.5 miles)	\$ 125,000	\$ 125,000	\$ 250,000	\$ 125,000	\$ 125,000	\$ 750,000	Optional Sales Tax	No	5	
Design & Engineering										
Right-of-Way	\$ 125,000	\$ 125,000	\$ 250,000	\$ 125,000	\$ 125,000	\$ 750,000				
Construction										
43rd Avenue, 12th Street to 18th Street, four lanes (1 mile)	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 625,000	Optional Sales Tax	No	5	
43rd Avenue, 12th Street to 18th Street, four lanes (1 mile)										
Design & Engineering										
Right-of-Way	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 625,000				
Construction										
43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes	\$ 2,173,473					\$ 2,173,473	FDOT	Yes	1	
43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes	\$ 2,995,580					\$ 2,995,580	Optional Sales Tax			
Design & Engineering										
Right-of-Way										
Construction	\$ 5,169,053					\$ 5,169,053				
43rd Ave Bridge Replacement/Pedestrian Crossing over South Relief Canal 5th st SW to 1st St SW (FDOT 75%-County 25%)	\$ 160,250	\$ 625,000				\$ 785,250	Optional Sales Tax	Yes	2	
43rd Ave Bridge Replacement/Pedestrian Crossing over South Relief Canal 5th st SW to 1st St SW (FDOT 75%-County 25%)		\$ 1,875,000				\$ 1,875,000	FDOT			
Design & Engineering	\$ 160,250					\$ 160,250				
Right-of-Way										
Construction		\$ 2,500,000				\$ 2,500,000				
43rd Ave Pedestrian & Bicycle Access Improvements 1st St SW to 8th St-FDOT 75% - County 25%	\$ 200,000					\$ 200,000	Gas Tax	Yes	1	
43rd Ave Pedestrian & Bicycle Access Improvements 1st St SW to 8th St-FDOT 75% - County 25%	\$ 600,000					\$ 600,000	FDOT			
Design & Engineering										
Right-of-Way										
Construction	\$ 800,000					\$ 800,000				
43rd Ave Pedestrian & Bicycle Access Improvements 12th St to 18th St-FDOT 75% - County 25%	\$ 300,000	\$ 181,801	\$ 1,500,000			\$ 1,981,801	Optional Sales Tax	Yes	2	
43rd Ave Pedestrian & Bicycle Access Improvements 12th St to 18th St-FDOT 75% - County 25%		\$ 1,318,199				\$ 1,318,199	FDOT			
Design & Engineering	\$ 300,000					\$ 300,000				
Construction		\$ 1,500,000	\$ 1,500,000			\$ 3,000,000				
45th Street lighting Construction (GNP Action 9.2)	\$ 50,000					\$ 50,000	Street Lighting MSBU	Yes	1	
Construction	\$ 50,000					\$ 50,000				

Expenses	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2025/26	Total	Revenue Source	Fully Funded?	Priority Ranking 1 Highest Priority, 5 Lowest Priority	Notes
45th Street Improvements (43rd Avenue to 58th Avenue)	\$ 600,000	\$ 4,500,000	\$ 9,300,000			\$ 14,400,000	Optional Sales Tax	Yes	3	
Design & Engineering	\$ 200,000					\$ 200,000				
Right-of-Way	\$ 400,000	\$ 1,500,000	\$ 500,000			\$ 2,400,000				
Construction		\$ 3,000,000	\$ 8,800,000			\$ 11,800,000				
45th Street/Left Turn Lane at US 1 (GNP Action 7.3)		\$ 750,000	\$ 1,364,290			\$ 2,114,290	Traffic Impact Fee 2020-District 2	Yes	1	
Construction		\$ 750,000	\$ 1,364,290			\$ 2,114,290				
49th Street & US 1 intersection Improvements	\$ 300,000	\$ 300,000	\$ 300,000	\$ 750,000	\$ 1,000,000	\$ 2,650,000	Optional Sales Tax	Yes	2	
Design & Engineering										
Right-of-Way	\$ 300,000	\$ 300,000	\$ 300,000			\$ 900,000				
Construction				\$ 750,000	\$ 1,000,000	\$ 1,750,000				
53rd Street widening, 58th Avenue to 66th Avenue 900 foot 4-lane Segment			\$ 1,000,000	\$ 1,000,000		\$ 2,000,000	Optional Sales Tax	No	2	
53rd Street widening, 58th Avenue to 66th Avenue 900 foot 4-lane Segment			\$ 1,000,000	\$ 1,000,000		\$ 2,000,000	Developer Funded Construction			
Design & Engineering										
Right-of-Way										
Construction			\$ 2,000,000	\$ 2,000,000		\$ 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	\$ 1,500,000	\$ 1,500,000	\$ 4,000,000	Traffic Impact Fee 2020-District I	No	5	
53rd Street widening west of 58th Avenue to 66th Avenue 1,545 foot 2-Lane Segment plus upgrade to 4 lanes							Developer Funded Construction			
Design & Engineering										
Right-of-Way		\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000				
Construction				\$ 1,000,000	\$ 1,000,000	\$ 2,000,000				

Expenses	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2025/26	Total	Revenue Source	Fully Funded?	Priority Ranking 1 Highest Priority, 5 Lowest Priority	Notes
53rd Street widening west of 58th Avenue to 66th Avenue 2,745 foot 4-Lane Segment				\$ 1,500,000	\$ 1,500,000	\$ 3,000,000	Traffic Impact Fee 2020-District I	No	4	
Design & Engineering										
Right-of-Way				\$ 500,000	\$ 500,000	\$ 1,000,000				
Construction				\$ 1,000,000	\$ 1,000,000	\$ 2,000,000				
58th Avenue - 33rd Street left turn lanes	\$ 250,000	\$ 200,000	\$ 400,000			\$ 850,000	Traffic Impact Fee 2020-District I	Yes	4	
				\$ 1,000,000		\$ 1,000,000	Developer Funded Construction			
Design & Engineering			\$ 200,000			\$ 200,000				
Right-of-Way	\$ 250,000	\$ 200,000	\$ 200,000			\$ 650,000				
Construction						\$ 1,000,000				
58th Avenue - 37th Street left turn lanes	\$ 200,000			\$ 1,000,000		\$ 1,200,000	Traffic Impact Fee 2020-District I	Yes	2	
Design & Engineering										
Right-of-Way	\$ 200,000					\$ 200,000				
Construction				\$ 1,000,000		\$ 1,000,000				
58th Avenue 49th-53rd St - 4 lanes (Signalization at 49th) (GNP Action 10.2)	\$ 2,398,745					\$ 2,398,745	Developer Funded Construction	Yes	2	
	\$ 3,601,255					\$ 3,601,255	Optional Sales Tax			
Design & Engineering										
Right-of-Way										
Construction	\$ 6,000,000					\$ 6,000,000				
58th Avenue 53rd - 57th St - 4 lanes	\$ 5,154,990					\$ 5,154,990	Optional Sales Tax	Yes	2	
	\$ 1,595,010					\$ 1,595,010	Traffic Impact Fee 2020-District I			
Design & Engineering	\$ 250,000					\$ 250,000				
Right-of-Way										
Construction	\$ 6,500,000					\$ 6,500,000				

Expenses	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2025/26	Total	Revenue Source	Fully Funded?	Priority Ranking 1 Highest Priority, 5 Lowest Priority	Notes
58th Ave & 21st SW Culvert			\$ 750,000			\$ 750,000	Optional Sales Tax	Yes	4	
Design & Engineering			\$ 100,000			\$ 100,000				
Right-of-Way										
Construction			\$ 650,000			\$ 650,000				
66th Avenue, 49th Street to 69th Street, four lanes(2.5 miles) Includes side streets & side street bridges- munis says 65th st		\$ 4,383,991	\$ 2,500,000			\$ 6,883,991	Optional Sales Tax	Yes	1	
66th Avenue, 49th Street to 69th Street, four lanes(2.5 miles) Includes side streets & side street bridges	\$ 8,181,009	\$ 4,866,009	\$ 5,566,317			\$ 18,613,335	FDOT			
66th Avenue, 49th Street to 69th Street, four lanes(2.5 miles) Includes side streets & side street bridges	\$ 5,818,991					\$ 5,818,991	Traffic Impact Fee 2020-District I			
Design & Engineering	\$ 500,000					\$ 500,000				
Right-of-Way	\$ 1,500,000	\$ 250,000				\$ 1,750,000				
Construction	\$ 12,000,000	\$ 9,000,000	\$ 8,066,317			\$ 29,066,317				
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	\$ 3,983,788					\$ 3,983,788	Traffic Impact Fees- District 1	Yes	2	
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges			\$ 400,000			\$ 400,000	Developer Funded Construction			
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges		\$ 3,200,000				\$ 3,200,000	Optional Sales Tax			
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	\$ 5,024,484					\$ 5,024,484	Traffic Impact Fee 2020-District I			
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	\$ 7,000,000					\$ 7,000,000	FDOT			
Design & Engineering										
Right-of-Way							price went up			
Construction	\$ 16,008,272	\$ 3,200,000	\$ 400,000			\$ 19,608,272				
69th Street Full Depth Reclamation 66th Avenue to U.S. Highway 1	\$ 743,151	\$ 385,456				\$ 1,128,607	FDOT	Yes	2	
69th Street Full Depth Reclamation 66th Avenue to U.S. Highway 1	\$ 1,256,849	\$ 598,755				\$ 1,855,604	Traffic Impact Fee 2020-District I			
Design & Engineering	\$ 100,000					\$ 100,000				
Right-of-Way										
Construction	\$ 1,900,000	\$ 984,211				\$ 2,884,211				
90th Ave & Oslo Road Corridor	\$ 325,000					\$ 325,000	Traffic Impact Fees- District 3	Yes	2	
		\$ 3,000,000				\$ 3,000,000	Traffic Impact Fee 2020-District 2			
Design & Engineering	\$ 325,000					\$ 325,000				
Right-of-Way										
Construction		\$ 3,000,000				\$ 3,000,000				

Expenses	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2025/26	Total	Revenue Source	Fully Funded?	Priority Ranking 1 Highest Priority, 5 Lowest Priority	Notes
Indian River Blvd - Barber Bridge to 53rd St. Resurfacing and Bike Lanes	\$ 1,123,302					\$ 1,123,302	Gas Tax	Yes	1	
Indian River Blvd - Barber Bridge to 53rd St. Resurfacing and Bike Lanes	\$ 3,369,906					\$ 3,369,906	FDOT			
Design & Engineering										
Right-of-Way										
Construction	\$ 4,493,208					\$ 4,493,208				
Highland Drive Sidewalk	\$ 125,000	\$ 750,000				\$ 875,000	Optional Sales Tax	Yes	2	
Design & Engineering	\$ 125,000					\$ 125,000				
Right-of-Way										
Construction		\$ 750,000				\$ 750,000				
Indian River Blvd Pedestrian Bicycle and Access Improvements FDOT 75% County 25% (17th St Bridge to U.S. Highway 1)		\$ 1,423,476				\$ 1,423,476	FDOT	Yes	3	
Indian River Blvd Pedestrian Bicycle and Access Improvements FDOT 75% County 25% (17th St. Bridge to U.S. Highway 1)	\$ 200,000	\$ 437,500				\$ 637,500	Gas Tax			
Design & Engineering	\$ 200,000					\$ 200,000				
Right-of-Way										
Construction		\$ 1,860,976				\$ 1,860,976				
Misc. Intersection Improvements	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	Optional Sales Tax	No	3	
Design & Engineering	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 250,000				
Right-of-Way										
Construction	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000				
Oslo Park MSBU Paving Project	\$ 500,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 750,000	\$ 3,500,000	Assessments	No	4	
Oslo Park MSBU Paving Project		\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,000,000	Gas Tax			
Design & Engineering	\$ 500,000					\$ 500,000				
Right-of-Way										
Construction		\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 4,000,000				
Misc. Right of Way Acquisition	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,250,000	Optional Sales Tax	No	1	
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				\$ 450,000	Optional Sales Tax	Yes	3	
Design & Engineering										
Right-of-Way	\$ 50,000					\$ 50,000				
Construction		\$ 400,000				\$ 400,000				

Expenses	FY 2022/23	FY 2023/24	FY 2024/25	FY 2025/26	FY 2025/26	Total	Revenue Source	Fully Funded?	Priority Ranking 1 Highest Priority, 5 Lowest Priority	Notes
Sidewalks along 2nd Street from Old Dixie Highway to 20th Avenue (1.25 miles)	\$ 100,000	\$ 100,000	\$ 500,000			\$ 700,000	Optional Sales Tax	Yes	1	
Design & Engineering	\$ 100,000					\$ 100,000				
Right-of-Way		\$ 100,000				\$ 100,000				
Construction			\$ 500,000			\$ 500,000				
Traffic Controllers	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000	Gas Tax	Yes	1	
Traffic Camera Replacement Program		\$ 75,000				\$ 75,000	Gas Tax			
Traffic Camera Replacement Program	\$ 75,000					\$ 75,000	Optional Sales Tax			
Traffic Fiber Optic	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 1,000,000	Optional Sales Tax			
Road Stripe Replacement			\$ 420,000	\$ 420,007	\$ 400,000	\$ 1,240,007	Gas Tax	Yes	1	
Road Restriping-ARPA							ARPA	Yes	1	
Road Resurfacing-ARPA	\$ 472,705					\$ 472,705	ARPA	Yes	1	
Sidewalks and Designated Bicycle Lanes	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000	Optional Sales Tax	Yes	1	
Sidewalks and Designated Bicycle Lanes- painting & signs	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 375,000	Gas Tax			
Design & Engineering										
Right-of-Way										
Construction	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 225,000	\$ 1,125,000				
Trans-Florida Rail Trail Greenway Phase II	\$ 174,979					\$ 174,979	Optional Sales Tax	Yes	1	
	\$ 389,270	\$ 530,910				\$ 920,180	FDOT			
Design & Engineering										
Right-of-Way										
Construction	\$ 564,249	\$ 530,910				\$ 1,095,159				
Vero Lake Estates 25% Petition Millings- 104th Ave-79th to 87th	\$ 380,000	\$ 262,500				\$ 642,500	Gas Tax	Yes	2	
Vero Lake Estates 25% Petition Millings- 104th Ave-79th to 87th	\$ 1,140,000	\$ 787,500			\$ 569,000	\$ 2,496,500	Assessments			
Design & Engineering	\$ 20,000	\$ 50,000				\$ 70,000				
Construction	\$ 1,500,000	\$ 1,000,000			\$ 569,000	\$ 3,069,000				
Total Transportation										
Design & Engineering	\$ 5,580,250	\$ 300,000	\$ 400,000	\$ 350,000	\$ 50,000	\$ 6,680,250				
Right-of-Way	\$ 5,000,000	\$ 7,150,000	\$ 3,425,000	\$ 2,500,000	\$ 2,500,000	\$ 20,575,000				
Construction	\$ 62,734,046	\$ 34,101,097	\$ 40,255,607	\$ 22,393,140	\$ 12,794,000	\$ 172,277,890				
Traffic Controllers & Fiber Optic	\$ 425,000	\$ 425,000	\$ 350,000	\$ 350,000	\$ 350,000	\$ 1,900,000				
Road Stripe Replacement	\$ -	\$ -	\$ 420,000	\$ 420,007	\$ 400,000	\$ 1,240,007				
Road Strip & Resurfacing ARPA	\$ 472,705	\$ -	\$ -			\$ 472,705				
Total Transportation	\$ 74,212,001	\$ 41,976,097	\$ 44,850,607	\$ 26,013,147	\$ 16,094,000	\$ 203,145,852				

**Appendix B – 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 of 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:

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INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Andrew Sobczak
Interim Community Development Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: June 6, 2023

SUBJECT: **Consideration of the MPO's 2023 Priority Projects Report**

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of June 14, 2023.

SUMMARY

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 Priority Projects Report and submit that report to FDOT. FDOT then uses the MPO's lists of unfunded priorities in developing the next five-year work program. MPO staff recommends that the MPO review the attached information and approve the 2023 Priority Projects Report.

DESCRIPTION & CONDITIONS

Each year, all Florida MPOs are required to submit to FDOT a priority projects report which lists the MPO's highway, transportation alternatives (formerly enhancement), congestion management process, transit, and airport priority projects. FDOT then uses those priority lists as the basis for developing its five-year work program. When developing its work program, FDOT considers projects in the first three years of its work program as committed. Most new projects are added to the new fifth year of the five-year work program.

The MPO's annual priority projects report is important because it is the means by which transportation improvement projects are added to FDOT's 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 priority projects report does not contain exhaustive lists of all long range plan improvements, but instead represents those improvements needed the soonest.

Generally, improvements included in a highway priority list are 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.

ANALYSIS

Many inputs were used in developing the priority projects lists contained in the MPO's 2023 Priority Projects Report (Attachment #1). That report identifies those inputs and includes a detailed description of the specific methodologies utilized to prepare the priority highway, transportation alternatives, congestion management process (CMP), transit, and airport project lists.

The table below summarizes the priority project lists for highways, which are divided into three categories: Strategic Intermodal System (SIS), Regional, and Other.

Priority Project Lists for 2023 - Highways

2023 Rank	2022 Rank	Roadway	Project Limits	Improvement Type
SIS Highways				
1	1	Oslo Road	@ I-95	New interchange
Highways – Other				
1	1	CR 510	CR 512 to 58th Ave.	Widen to 4 lanes
2	2	CR 510	58th Ave. to US 1	Widen to 4 lanes
3	3	Oslo Road	I-95 to 58th Ave.	Widen to 4 lanes
4	-	45th Street	58th Ave. to 43rd Ave.	Retrofit/Complete Streets
5	7	82nd Avenue	26th St. to 69th St.	New 2 lanes
6	5	82nd Avenue	69th St. to CR 510	New 2 lanes
7	6	US 1	@ Aviation Blvd.	Intersection
8	4	US 1	53rd St. to CR 510	Widen to 6 lanes
Highways - Regional				
1	1	66th Avenue	69th St. to CR 510	Widen to 4 lanes

For 2023, the SIS priority, Regional priority, and top three priorities in Other Highways are unchanged from the previous year. For the remaining projects in the Other Highways list, a few modifications are proposed:

- the 45th Street “Complete Street” retrofit has been added as the #4 priority. This project will enclose an Indian River Farms sublateral canal and improve 45th Street as a two-lane road with sidewalks, bike lanes, and transit stop amenities.
- the two 82nd Avenue projects (#5 and #6 priorities) have been ranked above both US 1 projects (#7 and #8 priorities). These four projects are currently under PD&E study or design. The modified rankings reflect the order in which the projects could potentially be funded for construction. In addition, the project limits of the #8 priority (six-lane widening of US 1) have been modified to no longer include the intersection with CR 510. The US 1/CR 510 intersection is now part of the #2 priority (four-lane widening of CR 510). Because the US 1 project no longer includes that critical intersection, it is staff’s view that moving the US 1 project from the #4 priority to the #8 priority is justified.

The Transportation Alternatives Priority List includes a new project (43rd Avenue sidewalk in Gifford). The CMP and Transit Priority Lists are unchanged from last year. The Aviation Priority Lists were provided by the Vero Beach Regional Airport and the Sebastian Municipal Airport.

At its June 2, 2023 meeting, the TAC recommended approval of the 2023 Priority Projects Report. At their joint meeting on June 6, 2023, the CAC and BPAC also recommended approval of the 2023 Priority Projects Report.

RECOMMENDATION

Staff recommends that the MPO review the attached information, consider the staff presentation, and approve the 2023 Priority Projects Report.

ATTACHMENT

1. Indian River County MPO 2023 Priority Projects Report



2023 PRIORITY PROJECTS REPORT

*This document was produced in cooperation with
the Florida Department of Transportation, Federal Highway Administration
and the Federal Transit Administration*

DRAFT

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**INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION
2023 PRIORITY PROJECTS REPORT**

INTRODUCTION

Each year, MPOs in Florida are required to submit priority projects lists to the Florida Department of Transportation (FDOT). FDOT District 4 has requested that MPO priority projects lists be submitted by August 1 to allow FDOT time to incorporate the MPO priorities in a new draft tentative Five Year Work Program, which will be presented to MPOs in the fall. The Five Year Work Program is then submitted to the Legislature in January, sixty days prior to the start of the legislative session.

This report contains the Indian River County MPO's lists of priority projects for 2023. Those priority lists are used by FDOT as the basis for developing its annual five year work program. The projects included in this report will be considered for funding by FDOT, primarily in the fifth year (FY 2028/29) of the new Five Year Work Program for FY 2024/25-2028/29.

As it has in previous years, the MPO has developed lists for priority highway, congestion management process, transportation alternatives (formerly enhancement), transit, and aviation projects. With respect to highway projects, the MPO divided the highway priorities list into three categories, roughly mirroring three major available funding sources: Strategic Intermodal System (SIS) projects; Regional Highway projects; and Other Highway projects.



PRIORITY HIGHWAY PROJECTS

This section explains the specific methodology utilized to prepare the MPO's 2023 Priority Highway Projects List. In this section, the inputs and data used to develop and rank the projects are explained, and a brief explanation of each project and its rank is also provided.

The primary input used in developing the 2023 list of priority highway projects was the MPO's adopted 2045 Long Range Transportation Plan (LRTP). Besides the 2045 LRTP, routine system monitoring and discussions with staff from other MPOs, local governments, and FDOT were also used as inputs in developing the list.

As in past years, the LRTP (Table A-9 of the Appendix) was used as the primary basis in developing the 2023 priority highway projects list. The reasons for this include:



- federal and state regulations require projects funded through FDOT to be consistent with the MPO's adopted LRTP;
- the LRTP's recommended roadway improvement projects are consistent with adopted local government comprehensive plans, including the Transportation Element of the County's adopted 2030 Comprehensive Plan;
- the improvements listed in the MPO's adopted LRTP were analyzed for need using sound transportation planning and engineering practices; and
- the MPO's LRTP was adopted after considerable involvement of citizens, technical experts, and elected officials.

In addition to using the LRTP, MPO staff reviewed the status of the projects listed in the MPO's 2022 priority highway projects list and compared those projects to FDOT's current (FY 2023/24-2025/26) adopted Five Year Work Program. Finally, meetings and discussions with

municipal, County, and FDOT staff provided additional information utilized in preparing the 2023 list. In those meetings, local government staff familiar with localized capacity and safety problems provided additional information regarding needed projects, while FDOT staff provided input regarding potential projects based on the results and recommendations of numerous FDOT corridor studies undertaken within the County.

In order to adopt a priority list that more closely approximates the major classifications of the roadway network, the MPO has divided its highway priority list into three categories: SIS Highways, Regional Highways and Other Highways.

SIS Highways

In Indian River County, the Strategic Intermodal System (SIS) consists of I-95, the Florida Turnpike, and SR 60 West of I-95 to Osceola County. Generally, projects on the SIS serve an interstate and inter-regional function and carry high volumes of traffic and goods across long distances. Through its five year work program, FDOT allocates funding specifically for Strategic Intermodal System projects based on various factors, including local input into the SIS funding prioritization process. This year's top SIS project in Indian River County remains the Oslo Road Interchange at I-95.

List of Priority Highway Projects - SIS

- 1. Oslo Road Interchange at Interstate 95** – The project was included in the MPO's 2045 LRTP – Cost Feasible Plan based on anticipated future travel demand in the Oslo Road corridor. Not only will the project help meet demand, but the project will also assist in generating commercial/industrial activity. Finally, this interchange will enhance hurricane evacuation capabilities in the county. Right-of-Way acquisition programmed for FY 2023/24 and Construction beginning in the summer of 2023 with funding assistance from the American Rescue Plan Act.

Regional Highways

Regional roadways serve a function of connecting major population or activity concentrations that are separated by some distance. With the Growth Management Legislation that was signed into law in July of 2006, regional roadways became more important, because that legislation established a new grant program, known as the Transportation Regional Incentive Program (TRIP), for use on roadways determined to be regional in nature.

In order to qualify for TRIP funding, the MPO engaged in a number of actions. Those included establishing a new regional entity, the Treasure Coast Transportation Council (TCTC), with Martin and St. Lucie Counties; developing a regional roadway network map; and developing a set of interim criteria for prioritizing TRIP project candidates on a regional basis. In 2017, the interim prioritization criteria were applied to the list of regional projects identified in the Long Range Plans of the individual counties. The results of that prioritization, which were subsequently adopted by the TCTC and all three MPOs, are contained in Table A-10 of this report.

According to state regulations, a TRIP funded project phase may not begin until the TRIP funds have been allocated by FDOT. In addition, the project must be at least 50% funded with local money. Unlike every other priority list in this document, the Regional priorities list is not adopted solely by the MPO. After approval of Indian River County's regional priority candidates by the MPO, the candidate projects from all three counties were ranked and approved by the TCTC. According to FDOT, funds will be awarded to eligible priority projects that are construction ready. The MPO is once again requesting funding for last year's top Regional Highway priority, the 66th Avenue widening project.

List of Candidate TRIP Grant Priority Highway Projects - Regional

1. **66th Avenue, widen to four lanes from 69th Street to CR 510** - This project is the final phase of a project to widen 66th Avenue to four lanes between SR 60 and CR 510. This roadway serves as the primary connector between Sebastian and the SR 60 commercial area near the Indian River Mall, one of the County's largest employment locations. Construction of the first phase (49th Street to 69th Street) is currently underway. Funding assistance has been released for the second phase (69th St to CR 510), with construction to occur later.

Other Highways

Non-SIS roadways for which the MPO is seeking federal and state funding are included on the Other Highways priority list. This year's top priority is the widening of County Road 510 (CR 512 to 58th Avenue).

The complete list of highway priorities is included as Tables A-1 through A-3 in the Appendix. That list is consistent with the 2045 LRTP interim year project sets, as well as local comprehensive plans, MPO plans, and FDOT's work program. A summary description and ranking of each project is presented below.

List of Priority Highway Projects – Other

1. **CR 510, widen to four lanes from CR 512 to 58th Avenue** - This project is included as one of the highest priority projects in the MPO's 2045 LRTP. The CR 510 corridor is rapidly approaching capacity and will experience LOS problems in the near future. At this time, the Project Development and Environmental (PD&E) phase is complete, and project design is underway. Right-of-way acquisition began in FY 2020/21 and is ongoing. Construction to occur in phases, with the first phase (CR 512 to 87th Street) programmed for FY 2024/25 and 2025/26.
2. **CR 510, widen to four lanes from 58th Avenue to US 1** - This project is included as one of the highest priority projects in the MPO's 2045 LRTP. The CR 510 corridor is rapidly approaching capacity and will experience LOS problems in the near future. The Project Development and Environmental (PD&E) phase is currently underway, with project design and right-of-way acquisition starting in FY 2023/24.
3. **Oslo Road, widen to four lanes from I-95 to 58th Avenue** - This project is a continuation of previous projects that widened Oslo Road between US 1 and 58th Avenue. The widening of Oslo Road from 58th Avenue to I-95, in conjunction with a proposed I-95 interchange at Oslo Road, will alleviate anticipated congestion and capacity issues on Oslo Road. Right-of-way has already commenced and is programmed through 2025/26, with construction beginning in the summer of 2023 with funding assistance from the American Rescue Plan Act.

List of Priority Highway Projects – Other (continued)

- 4. 45th Street, Complete Street Retrofit from 58th Avenue to 43rd Avenue** – This project is a one-mile Complete Street retrofit of 45th Street from 58th Avenue to 43rd Avenue, which will be similar to 45th Street east of 43rd Avenue. In addition to resurfacing the 2-lane roadway, the Complete Street retrofit includes bike lanes and sidewalks on both sides, transit stop amenities, and enclosure of the sublateral canal along the south side of 45th Street. This project is supported by the Gifford Neighborhood Plan effort and is consistent with the MPO's 2045 LRTP. Indian River County has requested FDOT to manage and construct the project.
- 5. 82nd Avenue, improved two-lane road from 26th Street to 69th Street** - The MPO's 2045 LRTP includes a project to improve 82nd Avenue from 26th Street to 69th Street as a two-lane paved facility. Right-of-way acquisition is programmed for FY 2023/24 through FY 2025/26. Construction to commence in the near future.
- 6. 82nd Avenue, new two-lane road from 69th Street to CR 510** - The MPO's 2045 LRTP includes a project to construct 82nd Avenue as a two-lane facility from 69th Street to CR 510. This is a new section of 82nd Avenue. Right-of-way acquisition has been completed with construction to be programmed in future years.
- 7. Aviation Boulevard at US 1, Intersection Improvement** – The intersection of Aviation Boulevard and US 1 is identified as a project to be implemented in 2036-2045 on the MPO's Adopted 2045 Long Range Transportation plan – Cost Feasible Plan. The intersection is currently failing or nearly failing during peak periods and in peak directions. The Project Development and Environmental (PD&E) phase is currently underway and the Preliminary Engineering (design) phase is programmed to begin in 2024/25. The PD&E study includes an evaluation of multiple alternatives for the intersection and railroad crossing .
- 8. US 1, widen to six lanes from 53rd Street to CR 510** - The widening of US 1 from 53rd Street to CR 510 addresses a future capacity deficiency. At this time, the Project Development and Environmental (PD&E) study is complete, and project design is underway. The first phase (69th St to CR 510) will include intersection improvements at CR 510.

Conclusion

As structured, the MPO's 2023 List of Priority Highway Projects identifies only those projects for which state and/or federal funding is requested. As indicated in the MPO's 2045 LRTP, many of the plan's cost-feasible roadway improvements will be funded with local revenues and constructed by the County or local municipalities. Therefore, the priority highway projects list includes only those roadway projects which require state or federal funds and which are multi-million dollar, multi-year projects.

PRIORITY CONGESTION MANAGEMENT PROCESS (CMP) PROJECTS



Beginning with the 1998 Priority Projects Report, MPO staff utilized the MPO's Congestion Management System (CMS) plan to identify and prioritize improvement strategies for the county's most congested corridors. In 2004, the MPO prepared a CMS Plan Major Update. With the 2006 passage of SAFETEA-LU, the new federal highway authorization bill, the Congestion Management System was renamed the "Congestion Management Process," or CMP.

In 2023, staff performed a CMP analysis in order to identify candidate CMP projects. Through that process, staff identified the most congested corridors in the county based on existing and vested trips. Next, staff eliminated those corridors which are programmed in the short term for widening. Finally, staff eliminated those corridors which had already been evaluated through the CMP process.

Once the initial screening process was complete, MPO staff evaluated the most congested corridors and subjected them to a second screening process to identify appropriate CMP strategies. At this time, the top CMP priority corridor is a carryover from previous years:

PRIORITY CMP PROJECTS

Corridor	Strategy
Indian River Blvd (SR 60)	Intersection improvements at Merrill Barber Bridge (SR 60), including adding turn lanes and replacing traffic signals.

Although there is no specific allocation of FDOT funding reserved exclusively for CMP projects, MPOs have the option to program CMP projects for funding with federal highway money. Since MPO formula highway funding has been significantly curtailed in recent years, the MPO will not request the allocation of funds that would otherwise be used for MPO highway priorities, but will instead seek alternative funding sources (such as County Incentive Grant, Intermodal, and ITS funding) for the construction of CMP projects.

PRIORITY TRANSPORTATION ALTERNATIVES

Funded with ten percent of Surface Transportation Program allocations, the Transportation Alternatives program focuses on improvements that complement the transportation system. In Florida, TA funds are allocated to each FDOT district, which then determines how these funds will be distributed among the MPOs in its jurisdiction. For the 2023 TA funding cycle, FDOT District Four will allocate approximately \$461,601 to the Indian River County MPO. These funds will likely become available in FY 2026/27.

The 2023 Transportation Alternatives project prioritization process began in January 2023. At that time, the MPO notified eligible TA project sponsors and other interested groups of the opportunity to apply for TA funds. For the 2023 project cycle, one TA project application was submitted to MPO staff with one being an alternative for funding purposes:

List of Candidate Transportation Alternatives Projects

1. **43rd Avenue Sidewalk From 45th Street to 49th Street** - This project will consist of the construction of a new 6' wide concrete sidewalk along the east and west side of 43rd Avenue from 45th Street to 49th Street. It will also replace the existing sidewalks within the same corridor. This will also consist of pedestrian crossing improvements at the 43rd Avenue and 45th Street intersection and the 43rd Avenue and 49th Street intersection, drainage improvements, earthwork, maintenance of traffic, erosion control and pavement markings.
2. **Trans-Florida Central Railroad Trail** - extension of the Trans-Florida Central Railroad Trail as a paved trail from St. Sebastian River State Park to Broadway Street in the City of Fellsmere (multiple phases).

PRIORITY TRANSIT PROJECTS

For 2021, the primary source of projects in the transit priority list was the MPO's Transit Development Plan (TDP) - Major Update. While the new Major Update contains some aspirational system expansion strategies, nearly all of the recommendations from the plan focus on system route and policy changes focused on promoting system efficiency. Below are the MPO's 2021 Priority Transit Projects:

PRIORITY TRANSIT PROJECTS

Ranking	Project	Funding Source
1	Expand Weekday Operating Hours (6 am – 8 pm)	Federal/State
2	Expand Saturday Operating Hours (8am – 6pm)	Federal/State
3	Construct North County Hub	Federal/State
4	Initiate Sunday Operating Hours (8am – 3pm)	Federal/State
5	Construct Shelters and Benches	Federal



PRIORITY AIRPORT PROJECTS

In Indian River County, there are two publicly owned general aviation airports, each of which qualifies for state and federal funding. Separate priority project lists have been established for each airport. This report includes a Vero Beach Airport priority projects list and a Sebastian Airport priority projects list.

To develop the airport priority projects list, MPO staff reviewed the current JACIPs (Joint Automated Capital Improvement Programs) for each of the two public airports in the county, identified which projects in the JACIPs were unfunded, and coordinated with respective airport staffs. The following airport priority projects were identified for 2023.

PRIORITY AVIATION PROJECTS

Sebastian Municipal Airport	Vero Beach Regional Airport
1. Square Hangar Construction (2023-2024) 2. Security Camera Upgrades -(2024) 3. Hangar D Office Improvements (2023) 4. Engineer & Design Terminal Apron Improvements (2025) 5. Reconstruct Alpha Apron (2024) 6. Runway 05-23 Rehabilitation (2023-2024) 7. Design Taxiway Golf (2024) 8. Construct Taxiway Golf (2025-2026) 9. Engineer & Construct Shade Hangar (2025) 10. Construct Aircraft Wash Rack (2025) 11. Design Access Road and Utilities Infrastructure for Airport NW area(2025) 12. Construct Terminal Apron Expansion (2026)	1. Rehabilitate Airport Terminal Building (Design and Construction) (2023) 2. Construct GA Apron (2023) 3. Master Stormwater Drainage Plan (2023) 4. Sweeper Truck Purchase (2023) 5. ARFF Vehicle (2024) 6. Rehabilitate Airport Terminal Construction (PH 2) (2024) 7. Redevelop Commercial Park (PH 2) (2024) 8. Extend Taxiway B (Design) (2024) 9. Rehabilitate Taxiway B (Construction) (2024) 10. Airport Fiber Backbone Project (2024) 11. Rehabilitate Airport Drainage System (2025) 12. Extend Taxiway B (Construction) (2025) 13. Terminal Parking Lot (2025) 14. IFR/VFR Connector Taxiway (2025) 15. Rehabilitate Taxiway A south of Runway 12R (Design) (2026) 16. Replace Hanger Roof (2026) 17. Airfield Electrical Upgrades (2026) 18. Rehabilitate Taxiway A south of Runway 12R (Construction) (2027) 19. Extend/Mark/Light Taxiway East of Runway 4 (Design and Environmental) (2028) 20. Airport Business Park Improvements (2028) 21. Extend Runway 4/22 (PH 1) (Environmental) (2028)

Conclusion

The five components of the Indian River County MPO's 2023 Priority Projects Report—the priority highway projects list, the priority CMP projects list, the priority Transportation Alternatives project list, the priority transit projects list, and the priority airport projects list—will be reviewed by the MPO Technical Advisory Committee (TAC), the MPO Citizens Advisory Committee (CAC), and by the MPO Board. Opportunities for public comment are available at the TAC, CAC, and MPO meetings. Before making decisions regarding the five priority projects lists, the MPO and its advisory committees will consider public input.



APPENDIX
Summary Tables and Reference Material

Table A-1
Priority Highway Projects, SIS Highways

Project Rank		Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2023/24 – 2027/28 Five Year Work Program		Funding Source Requested
2023	2022		From	To				FM #	Programmed Phases	
1	1	Oslo Road Interchange at Interstate 95	-	-	n/a	Add interchange	Federal	4130482 4130485	ROW, CST	State/Federal

Table A-2
Priority Highway Projects, Other Highways

Project Rank		Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2023/24 – 2027/28 Five Year Work Program		Funding Source Requested
2023	2022		From	To				FM #	Programmed Phases	
1	1	CR 510	58 th Avenue	CR 512	5.5	Widen to 4 lanes	County	4056063 4056064 4056067	ROW, CST	State/Federal
2	2	CR 510	US 1	58 th Avenue	.6	Widen to 4 lanes	County	4416921	PD&E, PE	State/Federal
3	3	Oslo Road	I-95	58 th Avenue	3.0	Widen to 4 lane divided highway	County	4315211	ROW, CST	State/Federal
4	-	45 th Street	58 th Avenue	43 rd Avenue	1.0	Retrofit/Complete Streets	County	-	-	State/Federal
5	7	82 nd Avenue	26 th Street	69 th Street	3.0	New 2 lanes	County	2308793	ROW	State/Federal
6	5	82 nd Avenue	69 th Street	CR 510	2.0	New 2 lanes	County	2308793	PE Underway	State/Federal
7	6	US 1	Intersection at Aviation Boulevard		n/a	Intersection	State	4416931	PD&E, PE	State/Federal
8	4	US 1	53 rd Street	CR 510	4.8	Widen to 6 lane divided highway	State	4317243 4317241	PE, ROW Underway	State/Federal

**Table A-3
Priority Regional Highways**

Project Rank		Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2023/24 – 2027/28 Five Year Work Program		Funding Source Requested
2023	2022		From	To				FM #	Programmed Phases	
1	1	66th Avenue	69 th Street	CR 510	2.0	Widen from 2 to 4 lanes	County	4363792	CST	State only (TRIPS)

**Table A-4
CMP Priority Projects**

Corridor	Strategy
Indian River Blvd (SR 60)	Intersection improvements at Merrill Barber Bridge (SR 60), including adding turn lanes and replacing traffic signals

**Table A-5
Priority Transportation Alternatives Projects**

- 43rd Avenue Sidewalk From 45th Street To 49th Street** - This project will consist of the construction of a new 6' wide concrete sidewalk along the east and west side of 43rd Avenue from 45th Street to 49th Street. It will also replace the existing sidewalks within the same corridor. This will also consist of pedestrian crossing improvements at the 43rd Avenue and 45th Street intersection and the 43rd Avenue and 49th Street intersection, drainage improvements, earthwork, maintenance of traffic, erosion control and pavement markings.
- Trans-Florida Central Railroad Trail** - extension of the Trans-Florida Central Railroad Trail as a paved trail from St. Sebastian River State Park to Broadway Street in the City of Fellsmere (multiple phases).

**Table A-6
Priority Transit Projects**

Ranking	Project	Funding Source
1	Expand Weekday Operating Hours (6 am – 8 pm)	Federal/State
2	Expand Saturday Operating Hours (8am – 6pm)	Federal/State
3	Construct North County Hub	Federal/State
4	Initiate Sunday Operating Hours (8am – 3pm)	Federal/State
5	Construct Shelters and Benches	Federal

**Table A-7
Priority Aviation Projects for Vero Beach Regional Airport**

1. Rehabilitate Airport Terminal Building (Design and Construction) (2023)
2. Construct GA Apron (2023)
3. Master Stormwater Drainage Plan (2023)
4. Sweeper Truck Purchase (2023)
5. ARFF Vehicle (2024)
6. Rehabilitate Airport Terminal Construction (PH 2) (2024)
7. Redevelop Commercial Park (PH 2) (2024)
8. Extend Taxiway B (Design) (2024)
9. Rehabilitate Taxiway B (Construction) (2024)
10. Airport Fiber Backbone Project (2024)
11. Rehabilitate Airport Drainage System (2025)
12. Extend Taxiway B (Construction) (2025)
13. Terminal Parking Lot (2025)
14. IFR/VFR Connector Taxiway (2025)
15. Rehabilitate Taxiway A south of Runway 12R (Design) (2026)
16. Replace Hanger Roof (2026)
17. Airfield Electrical Upgrades (2026)
18. Rehabilitate Taxiway A south of Runway 12R (Construction) (2027)
19. Extend/Mark/Light Taxiway East of Runway 4 (Design and Environmental) (2028)
20. Airport Business Park Improvements (2028)
21. Extend Runway 4/22 (PH 1) (Environmental) (2028)

Table A-8
Priority Aviation Projects for Sebastian Municipal Airport

1. Square Hangar Construction (2023-2024)
2. Security Camera Upgrades -(2024)
3. Hangar D Office Improvements (2023)
4. Engineer & Design Terminal Apron Improvements (2025)
5. Reconstruct Alpha Apron (2024)
6. Runway 05-23 Rehabilitation (2023-2024)
7. Design Taxiway Golf (2024)
8. Construct Taxiway Golf (2025-2026)
9. Engineer & Construct Shade Hangar (2025)
10. Construct Aircraft Wash Rack (2025)
11. Design Access Road and Utilities Infrastructure for Airport NW area(2025)
12. Construct Terminal Apron Expansion (2026)

Table A-9
2045 Long Range Transportation Plan, Cost Feasible Plan

2045 LRTP Cost Feasible Capacity Projects (YOE)

Indian River County

2045 Capacity Projects: Fully Funded

ID	On Street	From Street	To Street	Mi.	Improv Type	PD&E Time	PD&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PE Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	Funded Level
Strategic Intermodal System (SIS) Projects																		
1	SR-9/I-95	@Oslo Rd	--	N/A	Int. Imp.	COMPLETE	N/A	SIS	COMPLETE	N/A	SIS	COMPLETE	N/A	SIS	2026-2030	\$ 50,382,000	SIS	Fully Funded
State Projects																		
2	26th Street/Aviation Blvd	@US 1/SR 5	--	N/A	Int. Imp.	COMPLETE	\$ 1,250,000	Prod. Sup.	2020-2024	\$ 2,500,000	Prod. Sup.	2031-2035	\$ 31,000,000	OA	2036-2045	\$ 51,250,000	OA	Fully Funded
3	CR 510	@US 1/SR 5	--	N/A	Int. Imp.	2026-2030	\$ 594,000	Prod. Sup.	2026-2030	\$ 1,188,000	Prod. Sup.	2026-2030	\$ 6,600,000	OA	2031-2035	\$ 13,950,000	OA	Fully Funded
4	Indian River Blvd (SR 60)	20th Street	Merrill P. Barber Brg	1.00	4D-4D*	2025	\$ 292,000	Prod. Sup.	2026-2030	\$ 649,000	Prod. Sup.	2031-2035	\$ 6,096,000	OA	2036-2045	\$ 10,077,000	OA	Fully Funded
5	US 1	53rd Street	CR 510	4.80	4D-6D	2020-2024	\$ 450,000	Prod. Sup.	2026-2030	\$ 3,115,000	Prod. Sup.	2026-2030	\$ 27,984,000	OA	2036-2045	\$ 48,381,000	OA	Fully Funded
**	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2025	\$ 143,000	Prod. Sup.	2025	\$ 29,000	Prod. Sup.	N/A			2025	\$ 2,850,000	OA	Fully Funded
**	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2026-2030	\$ 510,000	Prod. Sup.	2026-2030	\$ 102,000	Prod. Sup.	N/A			2026-2030	\$ 10,199,000	OA	Fully Funded
**	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2031-2035	\$ 205,000	Prod. Sup.	2031-2035	\$ 41,000	Prod. Sup.	N/A			2031-2035	\$ 4,109,000	OA	Fully Funded
**	Intelligent Transportation Systems/Autonomous, Connected, Electric, and Shared Vehicles					2036-2045	\$ 1,328,000	Prod. Sup.	2036-2045	\$ 266,000	Prod. Sup.	N/A			2036-2045	\$ 26,562,000	OA	Fully Funded
Local Projects																		
6	Oslo Road	I-95	58th Avenue	3.30	2U-4D	COMPLETE	\$ 884,000	County	COMPLETE	\$ 1,768,000	County	2020-2024	\$ 5,633,000	County	2026-2030	\$ 23,339,000	County	Fully Funded
7	74th Avenue	Oslo Road	12th Street	2.57	00-2U	2026-2030	\$ 830,000	County	2026-2030	\$ 1,661,000	County	2036-2045	\$ 12,896,000	County	2036-2045	\$ 25,792,000	County	Fully Funded
8	43rd Avenue	Oslo Road	16th Street	3.00	2U-4D	2026-2030	\$ 1,061,000	County	2026-2030	\$ 2,122,000	County	2036-2045	\$ 16,475,000	County	2036-2045	\$ 32,950,000	County	Fully Funded
9	26th Street/Aviation Blvd	66th Avenue	43rd Avenue	1.95	2U-4D	2026-2030	\$ 690,000	County	2026-2030	\$ 1,379,000	County	2036-2045	\$ 8,567,000	County	2036-2045	\$ 21,418,000	County	Fully Funded
10	26th Street/Aviation Blvd	43rd Avenue	US 1	1.95	2U-4D	2026-2030	\$ 690,000	County	2026-2030	\$ 1,379,000	County	2031-2035	\$ 6,478,000	County	2031-2035	\$ 16,194,000	County	Fully Funded
11	82nd Avenue	26th Street	69th Street	5.02	2S-2U	2026-2030	\$ 1,623,000	County	2026-2030	\$ 3,246,000	County	COMPLETE	\$ 12,294,000	County	2031-2035	\$ 38,112,000	County	Fully Funded
12	82nd Avenue	69th Street	CR 510	2.05	2S-2U	COMPLETE	\$ 501,000	County	COMPLETE	\$ 1,002,000	County	2020-2024	\$ 1,251,000	County	2025	\$ 11,926,000	County	Fully Funded
13	CR 510	87th Street	82nd Avenue	1.24	2U-4D	COMPLETE	\$ 333,000	OA	COMPLETE	\$ 667,000	OA	2020-2024	\$ 4,667,000	OA	2031-2035	\$ 10,335,000	OA	Fully Funded
14	CR 510	82nd Avenue	58th Avenue	3.26	2U-4D	COMPLETE	\$ 873,000	OA	COMPLETE	\$ 1,747,000	OA	2020-2024	\$ 11,522,000	OA	2026-2030	\$ 23,056,000	OA	Fully Funded
15	CR 510	58th Avenue	US 1	0.60	2U-4D	2020-2024	\$ 3,915,000	County	2026-2030	\$ 424,000	County	2026-2030	\$ 2,970,000	County	2031-2035	\$ 4,983,000	County	Fully Funded
16	82nd Avenue	CR 510	Laconia	0.55	2S-2U	2025	\$ 160,000	County	2026-2030	\$ 356,000	County	2026-2030	\$ 1,778,000	County	2036-2045	\$ 5,523,000	County	Fully Funded
17	CR 512	I-95	CR 510	2.56	4D-6D	2026-2030	\$ 829,000	County	2026-2030	\$ 1,659,000	County	2026-2030	\$ 8,293,000	County	2036-2045	\$ 25,758,000	County	Fully Funded
18	CR 512	Willow Street	I-95	2.45	2U-4D	2026-2030	\$ 866,000	County	2026-2030	\$ 1,733,000	County	2031-2035	\$ 10,102,000	County	2036-2045	\$ 26,912,000	County	Fully Funded

2045 Capacity Projects: Partially Funded

ID	On Street	From Street	To Street	Mi.	Improv Type	PD&E Time	PD&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PE Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	Funded Level
Local Projects																		
19	53rd Street	66th Avenue	82nd Avenue	2.00	00-2U	2026-2030	\$ 647,000	County	2026-2030	\$ 1,293,000	County	2026-2030	\$ 6,465,000	County	Unfunded	\$ 20,082,000	OA	Partially Funded
20	12th Street	74 Avenue	58th Avenue	2.00	2S-2U	2026-2030	\$ 647,000	County	2026-2030	\$ 1,293,000	County	COMPLETE	\$ 4,898,000	County	Unfunded	\$ 20,082,000	County	Partially Funded

2045 Capacity Projects: Unfunded Needs

ID	On Street	From Street	To Street	Mi.	Improv Type	PD&E Time	PD&E Cost (YOE)	PD&E Source	PE Time	PE Cost (YOE)	PE Source	ROW Time	ROW Cost (YOE)	ROW Source	CST Time	CST Cost (YOE)	CST Source	Funded Level
Local Projects																		
21	66th Avenue	CR 510	Barber Street	0.80	2U-4D	Unfunded	\$ 440,000	N/A	Unfunded	\$ 880,000	N/A	Unfunded	\$ 4,401,000	N/A	Unfunded	\$ 8,801,000	N/A	Unfunded
22	Roseland Road	CR 512	US 1	4.70	2U-4D	Unfunded	\$ 2,583,000	N/A	Unfunded	\$ 5,167,000	N/A	Unfunded	\$ 25,834,000	N/A	Unfunded	\$ 51,668,000	N/A	Unfunded
23	5th Street SW	20th Avenue	11th Square SW	0.73	2S-2U	Unfunded	\$ 366,000	N/A	Unfunded	\$ 733,000	N/A	Unfunded	\$ 3,665,000	N/A	Unfunded	\$ 7,330,000	N/A	Unfunded
24	43rd Avenue	Oslo Road	St. Lucie County Line	2.08	2U-4D	Unfunded	\$ 1,142,000	N/A	Unfunded	\$ 2,284,000	N/A	Unfunded	\$ 11,422,000	N/A	Unfunded	\$ 22,845,000	N/A	Unfunded
25	27th Avenue	Oslo Road	St. Lucie County Line	2.03	2U-4D	Unfunded	\$ 1,117,000	N/A	Unfunded	\$ 2,235,000	N/A	Unfunded	\$ 11,175,000	N/A	Unfunded	\$ 22,349,000	N/A	Unfunded
26	58th Avenue	Oslo Road	St. Lucie County Line	2.09	00-2U	Unfunded	\$ 1,051,000	N/A	Unfunded	\$ 2,101,000	N/A	Unfunded	\$ 10,506,000	N/A	Unfunded	\$ 21,011,000	N/A	Unfunded
27	5th Street SW	11th Square SW	Old Dixie Highway	0.69	2S-2U	Unfunded	\$ 348,000	N/A	Unfunded	\$ 696,000	N/A	Unfunded	\$ 3,479,000	N/A	Unfunded	\$ 6,958,000	N/A	Unfunded

*Operational capacity improvements to be determined

**Systemwide Improvements

Note: YOE costs were developed using inflation factors provided in FDOT Revenue Forecasting Guidebook

Table A-10
Regional Long Range Transportation Plan

Regional Project Prioritization

2040 Regional Long Range Transportation Plan
for Martin, St. Lucie and Indian River Counties

County	Roadway	Limits	Type	2040 Volume to Capacity	Mobility	Capacity Benefit	Emergency Evacuation Routes	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Total	Rank
St. Lucie	Kings Highway	North of I-95 Overpass to Indrio Road	Widen 2 to 4L	1	1	1	1	0.58	1	1	1	1	0.6	9.18	1
Martin	US 1	Cove Road to St. Lucie County Line	Corridor Retrofit	1	1	0.5	1	0.64	1	1	1	1	0.4	8.54	2
St. Lucie	US 1	Martin County to Indian River County	Corridor Retrofit	0.2	1	0.5	1	0.74	1	1	1	1	1	8.44	3
Indian River	Roseland Road	CR 512 to US 1	Widen 2 to 4L	1	1	0.5	1	0.33	1	1	1	1	0.4	8.23	4
Martin/St. Lucie/Indian River	US 1 Bus Rapid Transit	Hobe Sound to Sebastian	Transit	0.4	1	N/A	1	0.50	1	1	1	1	1	7.90	5
Indian River	CR 512	I-95 to CR 510	Widen 4 to 6L	0.6	1	0.5	1	0.40	1	1	1	1	0.2	7.70	6
St. Lucie	St. Lucie West Boulevard	E of I-95 to Cashmere Boulevard	Widen 4 to 6L	0.8	0.5	0.5	1	0.47	1	1	1	1	0.4	7.67	7
St. Lucie	Midway Road	Glades Cut-Off Road to Selvitz Road	Widen 2 to 4L	0.8	0.5	0.5	1	0.63	1	1	1	0.5	0.6	7.53	8
Indian River	Indian River Boulevard	US 1/4 Street to 37 Street	Widen 4 to 6L	0.4	1	1	1	0.41	1	0	1	1	0.6	7.41	9
St. Lucie	Glades Cut Off Road	Commerce Center Drive to Selvitz Road	Widen 2 to 4L	0.4	0.5	0.5	1	0.63	1	1	1	0.5	0.6	7.13	10
Indian River	Roseland Road	CR 512 to US 1	Bike Lanes/Sidewalks	1	1	N/A	1	N/A	1	1	1	0.5	0.4	6.90	11
Martin	Indian Street	SR 76/Kanner Highway to Willoughby Boulevard	Widen 4 to 6L	0.6	1	0.5	1	0.39	1	0	1	1	0.4	6.89	12
Indian River	66 Avenue	49 Street to Barber Street	Widen 2 to 4L	0.4	1	1	1	0.32	1	0	1	0.5	0.6	6.82	13
Martin	I-95	S of Bridge Road to S of High Meadows Avenue	Widen 6 to 8L	0.2	1	0.5	1	0.66	1	1	1	0	0.4	6.76	14
St. Lucie	I-95	N of Becker Road to N of Glades Cut Off Road	Widen 6 to 8L	0.2	1	0.5	1	0.59	1	1	1	0	0.4	6.69	15
Indian River	27 Avenue	St. Lucie County Line to Oslo Road	Widen 2 to 4L	0.2	1	0.5	0	0.38	1	1	1	1	0.6	6.68	16
Martin	SR 714/Martin Highway	SW Citrus Boulevard to Florida Turnpike	Bike Lanes	0.4	1	N/A	1	N/A	1	1	1	1	0.2	6.60	17
Indian River	CR 512	Willow Street to I-95	Widen 2 to 4L	1	0	0.5	1	0.40	1	1	1	0.5	0.2	6.60	17
Martin	Dixie Highway	SE Bridge Road to St. Lucie County Line	Greenway	0.6	1	N/A	1	N/A	1	1	0	1	1	6.60	19
Martin	I-95	S of High Meadows Avenue to St. Lucie County	Widen 6 to 8L	0.2	1	0.5	1	0.64	1	1	1	0	0.2	6.54	20
Martin	I-95	Palm Beach County Line to Bridge Road	Widen 6 to 8L	0.2	1	0.5	1	0.54	1	1	1	0	0.2	6.44	21
Martin	CR 713/High Meadow Avenue	I-95 to CR 714/Martin Highway	Widen 2 to 4L	1	1	0.5	0	0.34	1	1	1	0.5	0	6.34	22
St. Lucie	Florida's Turnpike	Becker Road to Port St. Lucie Boulevard	Widen 4 to 6L	0	1	0.5	1	0.61	1	1	1	0	0.2	6.31	23
Martin/St. Lucie	Express Bus Route	Gatlin Boulevard/I-95 to Palm Beach County	Transit	0.4	1	N/A	1	0.50	1	1	1	0	0.4	6.30	24
Martin	Cove Road	Willoughby Road to SR 5/US 1	Widen 2 to 4L	1	1	1	0.5	0.39	1	0	0	1	0.4	6.29	25
St. Lucie	Jenkins Road	Midway Road to St. Lucie Boulevard	Widen 2 to 4L	0	0.5	0.5	1	0.80	1	1	0	1	0.4	6.20	26
St. Lucie	Midway Road	Glades Cut Off Road to Selvitz Road	Bike Lanes/Sidewalks	0.8	0.5	N/A	1	N/A	1	1	1	0.5	0.4	6.20	26
Indian River	43 Avenue	St. Lucie County Line to 26 Street	Widen 2 to 4L	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	6.16	28
Indian River	CR 510	CR 512 to Intracoastal Waterway	Widen 2 to 4L	0.2	1	0.5	1	0.32	1	0	1	0.5	0.6	6.12	29
Indian River	26 Street/Aviation Boulevard	66 Avenue to US 1	Widen 2 to 4L	1	0.5	0.5	0	0.45	1	0	1	1	0.6	6.05	30
Martin/St. Lucie	Turnpike Express Bus Route	Palm Beach/Martin County Line to SW Port St. Lucie Boulevard	Transit	0	1	N/A	1	0.61	1	1	1	0	0.4	6.01	31
Martin	SR 714 /Martin Highway	Martin Downs Boulevard to High Meadow Avenue	Sidewalks	0.8	1	N/A	1	N/A	1	0	1	1	0.2	6.00	32
Martin	N/A	East Coast Greenway - Martin Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	1	6.00	32
St. Lucie	N/A	East Coast Greenway - St. Lucie Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	1	6.00	32
St. Lucie	N/A	Florida Cracker Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	1	6.00	32
Indian River	N/A	All Aboard Florida Rail with Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	1	6.00	32
Martin/St. Lucie/Indian River	Tri-Rail Extension	FEC Rail Road Corridor from Palm Beach County to 41st Street	Transit	N/A	1	N/A	0	N/A	1	1	1	1	1	6.00	32
Martin	SR 91/Florida's Turnpike	Jupiter/Indiantown Road to SR 714/Stuart	Widen 4 to 6L	0	0.5	0.5	1	0.57	1	1	1	0	0.4	5.97	38
Martin	SR 91/Florida's Turnpike	SR 714/Stuart to St. Lucie County Line	Widen 4 to 8L	0.2	0.5	0.5	1	0.55	1	1	1	0	0.2	5.95	39
Indian River	US 1	53 Street to CR 510	Widen 4 to 6L	0.4	0.5	0.5	1	0.42	1	0	1	0.5	0.6	5.92	40
Martin	Cove Road	SR 5/US 1 to CR A1A	Widen 2 to 4L	0.6	1	1	0.5	0.38	1	0	0	1	0.4	5.88	41
Indian River	I-95	Oslo Road	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	5.86	42
St. Lucie	I-95	Glades Cut Off Road to S of SR 70	Widen 6 to 8L	0.2	1	0.5	1	0.53	0	1	1	0	0.6	5.83	43
St. Lucie	NW California Boulevard/Savona Boulevard	Gatlin Boulevard to St. Lucie West Boulevard	Widen 2 to 4L	0.4	1	0.5	0	0.51	1	0	1	1	0.4	5.81	44
Indian River	43rd Avenue	25 Street SW to 26 Street	Bike Lanes/Sidewalks	0.4	1	N/A	1	N/A	1	1	0	1	0.4	5.80	45
Martin	N/A	Treasure Coast Loop Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.8	5.80	46
St. Lucie	N/A	All Aboard Florida Rail with Trail Corridor	FDEP Trail	N/A	1	N/A	N/A	N/A	1	1	1	1	0.8	5.80	46
St. Lucie	I-95	Northern Connector	New Interchange	0	1	0.5	1	0.63	1	1	0	0	0.6	5.73	48
Martin	CR 713/High Meadow Avenue	Martin Highway to I-95	Bike Lanes	0.8	0.5	N/A	0	N/A	1	1	1	1	0.4	5.70	49
Martin	SR 714/Martin Highway	CR 76A/Citrus Boulevard to Martin Downs Boulevard	Widen 2 to 4L	0.2	1	0.5	0.5	0.45	1	1	0	1	0	5.65	50
Indian River	Oslo Road	I-95 to 58 Avenue	Widen 2 to 4L	0	0.5	0.5	0.5	0.23	1	1	1	0.5	0.4	5.63	51
Martin	Kanner Highway	Lost River Road to Monterey Road	Bike Lanes	0.2	1	N/A	1	N/A	1	1	0	1	0.4	5.60	52

Table A-11

Definitions Used in the 2 Priority Projects Report

Project Phases

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

Other Terms

FDOT	Florida Department of Transportation
LOS	Level of Service (measure of roadway traffic congestion)
LRTP	Long Range Transportation Plan
PLEMO	Planning and Environmental Management Office (FDOT planning study)

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Andrew Sobczak
Interim Community Development Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
MPO Senior Planner

DATE: June 6, 2023

SUBJECT: **Consideration of Transportation Improvement Program (TIP) Amendment**

It is requested that the information presented herein be given formal consideration by Indian River County Metropolitan Planning Organization (MPO) at its meeting of June 14, 2023.

DESCRIPTION, CONDITIONS & ANALYSIS

FDOT has requested that the MPO approve an amendment to the Transportation Improvement Program (TIP) adopted by the Indian River County MPO for FY 2022/23 – 2026/27. The TIP amendment provides right-of-way funding for the US1 widening project from 69th Street to CR510 for FY 2024 and FY 2025.

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

At its June 2, 2023 meeting, the TAC recommended approval of the TIP amendment. At their joint meeting on June 6, 2023, the CAC and BPAC also recommended approval of the TIP amendment.

RECOMMENDATION

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

ATTACHMENTS

1. Proposed TIP amendment



Florida Department of Transportation

RON DESANTIS
GOVERNOR

3400 West Commercial Boulevard
Fort Lauderdale, FL 33309

JARED W. PERDUE, P.E.
SECRETARY

May 23, 2023

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

**SUBJECT: Indian River Metropolitan Planning Organization
TIP Amendment Request FY 2022/23 – 2026/27
FM# 431724-3 SR-5/US-1 FROM 69TH STREET TO CR-510**

Dear Mr. Freeman:

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

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

The project's purpose is to widen the roadway from 4 lanes to 6 lanes.

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

The TIP amendment is as follows:

PROPOSED	FM#	Project Name		Project Description
	431724-3	SR-5/US-1 FROM 69TH STREET TO CR-510		2021 MPO HIGHWAY PRIORITY #4 LDCA ON 10/19/2015 4L TO 6L WIDENING W/7' BIKE LANES & SIDEWALK DESIGN ON 431724-1 RW NEEDED
	Phase	Fund	FY 2024	
	ROW	CM	\$394,112	

	ROW	DDR	\$400,363	
	Phase	Fund	FY 2025	
	ROW	DDR	\$794,475	
	ROW	DS	\$1,958,692	
	TOTAL		\$3,547,642	

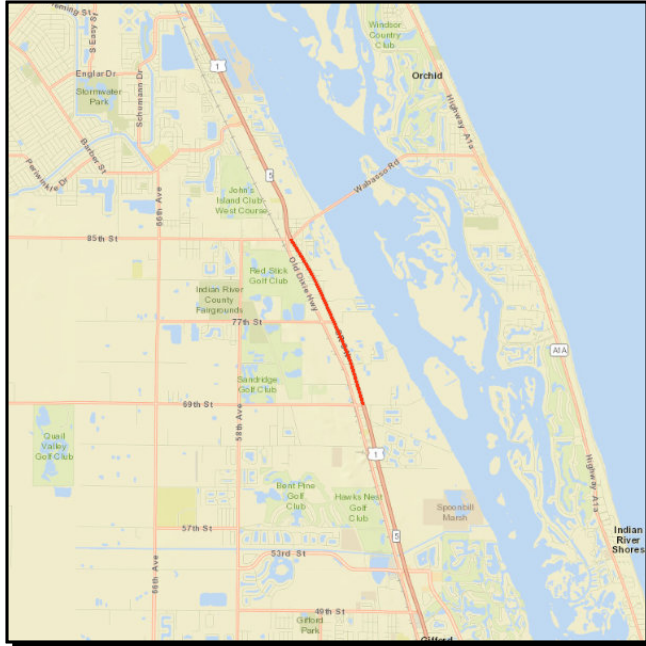
If you have any questions or need additional information, please contact me at (954) 777-4451.

Sincerely,

DocuSigned by:

AC5F1F5EBE6F4D0...

Maria Jaimes, FCCM
MPO Liaison
FDOT – District 4

4317243**US 1 Widening****Non-SIS**

Work Summary: ADD LANES & RECONSTRUCT

From: 69th Street

To: CR 510

Lead Agency: FDOT

Length: 2.400 miles

County: Indian River

LRTP #: Table 4-8

Phase	Fund Source	2022/23	2023/24	2024/25	2025/26	2026/27	Total
ROW	CM	0	394,112	0	0	0	394,112
ROW	DDR	0	400,363	794,475	0	0	1,194,838
ROW	DS	0	0	1,958,692	0	0	1,958,692
Total		0	794,475	2,753,167	0	0	3,547,642

Prior Cost < 2022/23: 0**Future Cost > 2026/27:** 0**Total Project Cost:** 3,547,642

Project Description: Widen US 1 from 4 lanes to 6 lanes with sidewalks and 7' bike lanes. Preliminary engineering (design) currently underway. Right-of-way funds programmed for FY 2023/24 and FY 2024/25. Project length 2.4 miles.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Andrew Sobczak
Interim Community Development Director

Brian Freeman, AICP
MPO Staff Director

FROM: Mark Vietze, MPO GIS Planner

DATE: June 2, 2023

SUBJECT: **Approval of Resolution Authorizing the Execution of the FY 2023/24 Transportation Disadvantaged Trust Fund Planning Grant Agreement**

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of June 14, 2023.

DESCRIPTION & CONDITIONS

As the Designated Official Planning Agency (DOPA) for the transportation disadvantaged program, the MPO provides administrative support for the transportation disadvantaged program and applies for and executes the annual transportation disadvantaged planning grant. For FY 2023/24, the Florida Commission for the Transportation Disadvantaged (CTD) has allocated \$24,533 for transportation disadvantaged planning-related services. The grant funds are available for the specific purpose of accomplishing the duties and responsibilities of the DOPA as identified in Chapter 427, F.S. and Rule 41-2, F.A.C.

ANALYSIS

The purpose of the planning grant is to obtain funds to cover the planning related costs incurred by MPO staff in fulfilling the MPO's duties and responsibilities associated with the state-mandated transportation disadvantaged program. Those responsibilities consist primarily of staffing the Transportation Disadvantaged Local Coordinating Board (TDLCB), the committee responsible for coordinating the Indian River County transportation disadvantaged program, as well as working with the Senior Resource Association (SRA), the Community Transportation Coordinator (CTC) for transportation disadvantaged services.

At this time, the MPO must authorize execution of the FY 2023/24 grant agreement. Failure to authorize the grant agreement will result in a lack of funding from the state for planning related services which are mandated by the transportation disadvantaged program.

RECOMMENDATION

Staff recommends that the MPO approve the attached resolution authorizing the execution of the FY 2023/24 Transportation Disadvantaged Trust Fund Planning Grant agreement.

ATTACHMENTS

1. Planning Grant Information Form and Authorizing Resolution



Transportation Disadvantaged Planning Grant Recipient Information

Legal Name	Indian River County MPO		
Federal Employer Identification Number	59-6000674		
Registered Address	1801 27th Street		
City and State	Vero Beach, FL	Zip Code	32960
Contact Person for this Grant	Brian Freeman	Phone Number Format 111-111-1111	772-226-1990
E-Mail Address [Required]	bfreeman@ircgov.com		
Project Location [County(ies)]	Indian River		
Budget Allocation			
Grant Amount Requested			\$24,533.00
Total Project Amount			\$ 0.00

I, the authorized Grant Recipient Representative, hereby certify that the information herein is true and accurate and is submitted in accordance with the 2023-24 Program Manual and Instructions for the Planning Grant.

Signature of Grant Recipient Representative

05/15/2023
Date

Name: Brian Freeman

Title: MPO Staff Director

MPO RESOLUTION NO. 2023-05

**A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING
ORGANIZATION AUTHORIZING THE EXECUTION OF THE FY 2023/24 TRANSPORTATION
DISADVANTAGED TRUST FUND PLANNING GRANT AGREEMENT**

WHEREAS, the Indian River County Metropolitan Planning Organization (MPO) is eligible to receive a Transportation Disadvantaged Trust Fund Grant and to undertake a transportation disadvantaged service project as authorized by Section 427.0159, Florida Statutes, and Rule 41-2, Florida Administrative Code;

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The MPO has the authority to enter into this grant agreement.
2. The MPO authorizes Brian Freeman to execute the grant agreement on its behalf with the Florida Commission for the Transportation Disadvantaged.
3. The MPO's Registered Agent in Florida is Ed Dodd. The Registered Agent's address is: 1801 27th Street, Vero Beach, FL 32960.
4. The MPO authorizes Brian Freeman to sign any and all agreements or contracts which are required in connection with the grant agreement.
5. The MPO authorizes Brian Freeman to sign any and all assurances, reimbursement invoices, warranties, certifications and any other documents which may be required in connection with the agreement or subsequent agreements.

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

Susan Adams, Indian River County

Bob Auwaerter, Town of Indian River Shores

Brian Barefoot, IRC School Board

Ed Dodd, City of Sebastian

Joe Earman, Indian River County
Joseph E. Flescher, Indian River County
Deryl Loar, Indian River County
Bob McPartlan, City of Sebastian
Linda Moore, City of Vero Beach
Laura Moss, Indian River County
Rey Neville, City of Vero Beach
Gerald "Jerry" Renick, City of Fellsmere

The Chairman thereupon declared the resolution duly passed and adopted this 14th day of June, 2023.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION

Ed Dodd, Chairman

ATTEST:

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Andrew Sobczak
Interim Community Development Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: June 6, 2023

SUBJECT: 2023 Transit Development Plan (TDP) Major Update Presentation

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of June 14, 2023.

DESCRIPTION, CONDITIONS, & ANALYSIS

According to state and federal regulations, the Indian River County MPO must prepare and adopt a Major Update of its Transit Development Plan (TDP) by September 30, 2023. Adoption of a TDP is required in order to receive grant funding under the Public Transportation Block Grant (PTBG) program. That program provides approximately \$600,000 annually in operating assistance. The TDP major update is being prepared by the University of South Florida's Center for Urban Transportation Research (CUTR).

To date, CUTR has undertaken several preliminary TDP development activities. Those activities include drafting a public outreach plan, analyzing demographic trends within the community, and conducting a peer trend analysis of the county's fixed route (GoLine) and demand response (Community Coach) transit systems.

As part of the TDP development process, CUTR has also conducted extensive public outreach. During the months of March and April, CUTR interviewed GoLine passengers while riding on the bus, and an online survey was also conducted. Combined together, over 1,200 responses were received.

Later this year, CUTR will develop Goals and Objectives, evaluate service alternatives, and prepare a ten-year implementation program along with a financial plan. At the June 14, 2023 MPO meeting, the consultant will provide a presentation on the TDP activities conducted thus far and the future steps ahead.

RECOMMENDATION

Staff recommends that the MPO consider the presentation at their June 14, 2023 meeting and provide comments to staff.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization (MPO)

THROUGH: Andrew Sobczak
Interim Community Development Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: June 6, 2023

SUBJECT: **Consideration of Rail Overpass Study Options**

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of June 14, 2023.

DESCRIPTION AND CONDITIONS

At the February 8, 2023 MPO meeting, a consensus of the MPO board requested that staff research options for performing a regional railroad overpass study. Since then, staff has reviewed the history of the previous overpass study and has also compiled options for performing an updated study.

In the late 1990s, FDOT performed a grade separation feasibility study at the request of the MPO (Attachment #1 is a summary of the grade separation study). That study identified two potential locations for a railroad overpass: CR 510 in the north county and 41st Street in the south county. On November 3, 1999, the study was presented to the MPO, and the MPO board voted 7 to 2 to “acknowledge receipt of the feasibility study.” As the meeting minutes indicate, support for the recommendations of the study can be described as tepid at best (see Attachment #2). In the years following the study, the MPO did not take any action to prioritize either of the proposed overpass projects.

While the MPO has not prioritized any railroad overpass projects, overpasses have been included among the alternatives studied for roadway improvement projects along the FEC railroad corridor. Two recent examples include the CR 510 widening and the US 1/Aviation Blvd. intersection improvements. In both cases, multiple alternatives are being evaluated, including both at-grade and grade separated crossings. Because of the close proximity of the FEC railroad to US 1 at both locations, any railroad overpass would likely also extend over US 1.

ANALYSIS

Plans or studies undertaken by the MPO are programmed in the MPO's Unified Planning Work Program (or UPWP). Updated every two years, the UPWP is the MPO's budget and program of planning activities. The current UPWP was adopted by the MPO on April 13, 2022 and is effective through June 30, 2024. Around the end of this year, development will begin for the next two-year UPWP, which will be effective July 1, 2024 through June 30, 2026.

Below are three options for the MPO to consider for an updated railroad overpass study:

Option #1 – Program a New Railroad Overpass Study in the MPO's UPWP

One option for updating the rail overpass study is for the MPO to program the study through the UPWP. Under Option #1, the study would be performed by one of the MPO's general planning consultants. At this time, limited funding is available for consultant studies in the current UPWP (through June 30, 2024). Depending on the study's scope of work and associated costs, it may be necessary to program the study in the next UPWP rather than the current UPWP. Under Option #1, the cost of the study would be paid through the MPO's regular FHWA metropolitan planning funding.

Depending on the outcome of the study, one or more potential overpass locations would be identified along the FEC railroad. In such a case, an overpass could eventually be constructed as a stand-alone project or in conjunction with a roadway improvement project (such as a road widening).

Option #2 – Request FDOT to Perform a Railroad Overpass Study

A second option would be for the MPO to request that FDOT perform the study on behalf of the MPO. To do so, the MPO would add the study next year to its annual Priority Projects Report (a draft List of Priority Projects will likely be due to FDOT on March 1, 2024). FDOT would then include the project in the later years of its five-year work program.

Similar to Option #1, this option would identify potential locations for a railroad overpass that could be constructed as either a stand-alone project or in conjunction with a roadway widening/similar project.

Option #3 – Continue to Evaluate Overpasses as Projects Occur Along the FEC Railroad

A third option would be to continue evaluating grade separated railroad crossings as projects occur along the FEC railroad. This option would be a continuation of the process that led to the evaluation of overpasses for both CR 510 and Aviation Blvd. Under Option #3, an overpass may eventually be constructed in conjunction with a project in the MPO's work program but would not be constructed as a stand-alone project.

At the June 2, 2023 TAC meeting, a discussion occurred about updating the railroad overpass study. A consensus of TAC members supported performing a new regional study to identify potential locations for an overpass (Options #1 or #2 above).

RECOMMENDATION

While no action is required, staff recommends that the MPO provide direction to staff regarding the three proposed options on a railroad overpass study:

1. Program a new overpass study in the MPO's current and/or next UPWP in coordination with one of the MPO's general planning consultants;
2. Request FDOT to perform a railroad overpass study by adding the study to the MPO's 2024 Priority Projects Report; or
3. Continue to evaluate grade separated alternatives as projects occur along the FEC railroad instead of performing a new regional overpass study.

ATTACHMENT

1. Summary of 1999 Grade Separation Feasibility Study
2. MPO minutes for November 3, 1999

Presentation of Study Results to Indian River County

**S.R. 5 (U.S. 1)/FEC Railroad
Grade Separation
Feasibility Study**





Study Locations

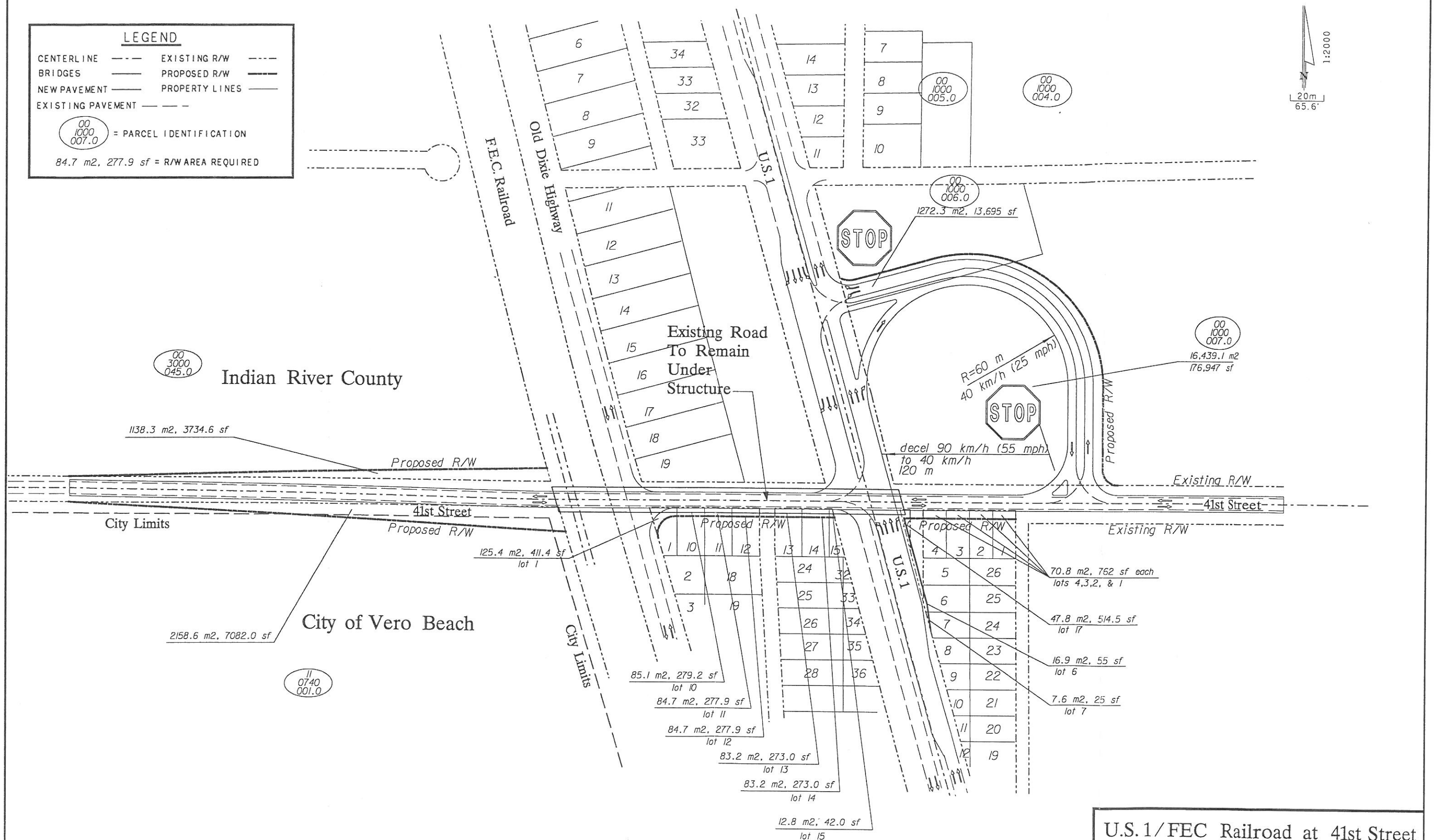
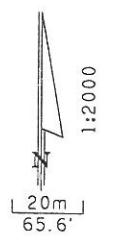
Vero Beach Segment

LEGEND

CENTERLINE --- EXISTING R/W ---
 BRIDGES --- PROPOSED R/W ---
 NEW PAVEMENT --- PROPERTY LINES ---
 EXISTING PAVEMENT ---

00
1000
007.0 = PARCEL IDENTIFICATION

84.7 m2, 277.9 sf = R/W AREA REQUIRED

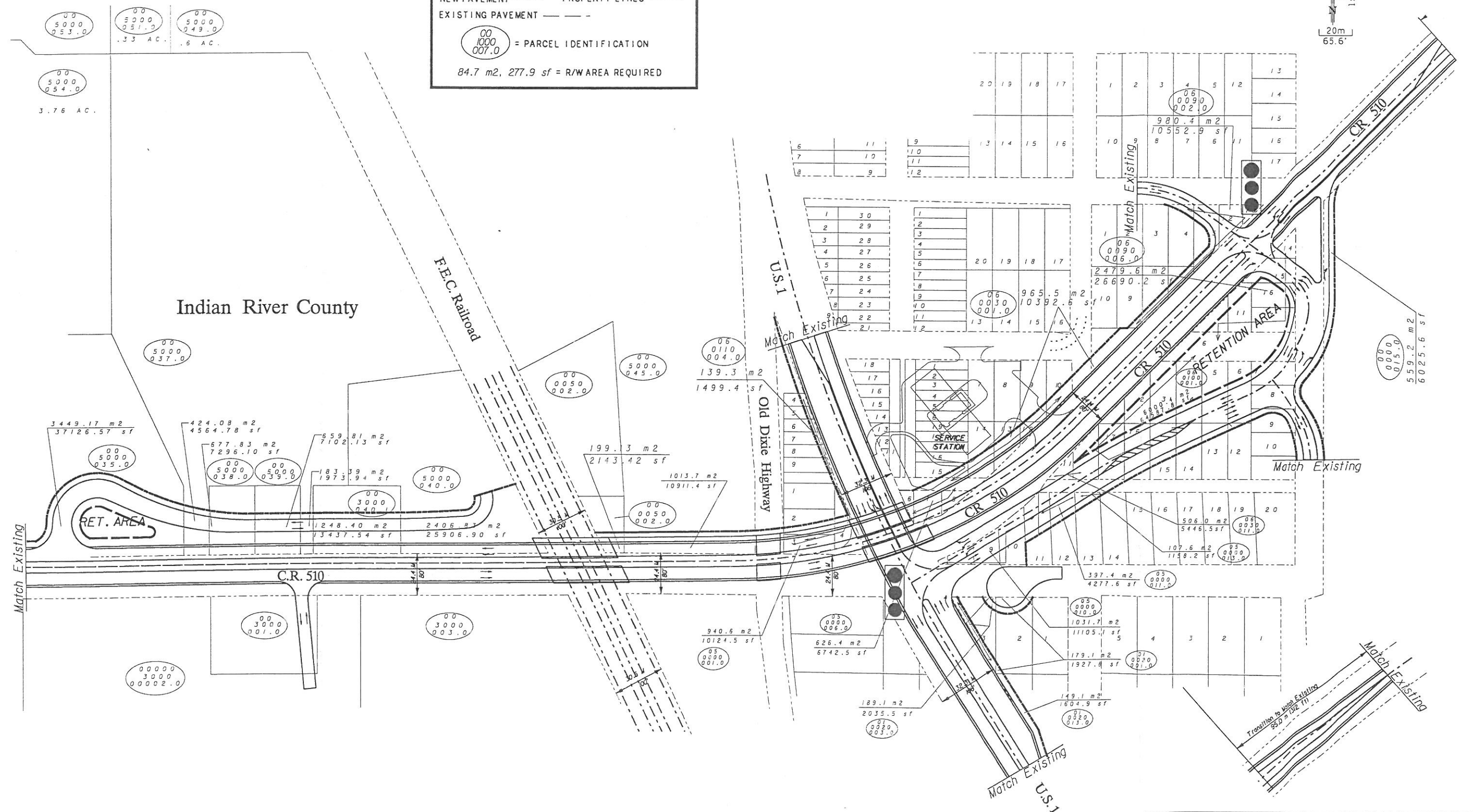
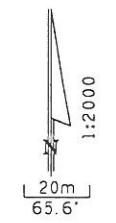


**U.S. 1/FEC Railroad at 41st Street
Selected Alternate**

LEGEND

CENTERLINE	---	EXISTING R/W	----
BRIDGES	---	PROPOSED R/W	----
NEW PAVEMENT	---	PROPERTY LINES	----
EXISTING PAVEMENT	---		

= PARCEL IDENTIFICATION
 84.7 m2, 277.9 sf = R/W AREA REQUIRED



U.S.1/FEC Railroad at C.R. 510
Selected Alternate

CRITERIA	ALTERNATIVE													
	4th St.	Rank Score	8th St.	Rank Score	37th St.	Rank Score	41st St.	Rank Score	45th St.	Rank Score	49th St.	Rank Score	53rd St.	Rank Score
Distance between FEC RR and US 1	250'	1.5	250'	1.5	250'	1.5	580'	3.5	650'	5.0	670'	6.0	510'	3
Year 2020 Projected Traffic	13,300	1.5	11,700	3.0	6,600	4.0	2,200	6.0	12,500	2.0	6,500	4.0	13,300	1.5
Number of Crashes:														
@ Old Dixie Hwy.	7		5		0		17		0		4		0	
@ US 1	23		13		16		7		16		10		9	
@ FEC RR	2		0		0		0		0		0		0	
Total	32.0	1.0	18.0	3.5	16.0	4.0	24.0	2.0	16.0	4.0	14.0	5.0	9.0	6.0
Part of Hurricane Evacuation Route	N	4.0	N	4.0	N	4.0	N	4.0	Y	2.0	N	4.0	N	4.0
Access to Hospital	N	5.0	N	5.0	Y	1.0	Y	1.5	Y	3.0	N	4.0	N	4.0
Continuity with Indian River Boulevard	Y	3.0	Y	3.0	Y	3.0	Y	3.0	Y	3.0	N	5.0	Y	3.0
Number of Noise Sensitive Sites	4	4.0	14	4.5	34	5.0	8	4.0	0	2.0	0	2.0	0	2.0
Number of Hazardous Materials Sites	2	3.0	3	5.0	1	2.0	1	2.0	3	5.0	4	6.0	1	2.0
Number of Vacant Quadrants	1	4.0	1	4.0	0	5.0	2	2.5	1	4.0	0	5.0	3	1.5
TOTAL SCORE		27.0		33.5		29.5		28.5		30.0		41.0		27.0
RANK		1		6		4		3		5		7		2

Screening of Alternative Locations

Vero Beach Segment

Preliminary Alternatives

Evaluation Criteria

▼ **Safety**

▼ **Traffic**

▼ **Right-Of-Way Impact**

▼ **Community Impact**

▼ **Environmental Impact**

Data & Factors
Used For
Preliminary Evaluation

- ▼ **Accident Data**
- ▼ **Geometric Data**
- ▼ **Traffic Volumes/Forecasts**
- ▼ **Field Observations**
- ▼ **Aerial Maps**
- ▼ **Vero Beach Comp. Plan**
- ▼ **County Long Range Plan**
- ▼ **Environmental Data**
- ▼ **Meetings w/DOT, County, City Staff**

ITEM	4th St.	37th St.	41st St.	53rd St.
Safety				
Reduction of Railroad Crossing	Y	Y	Y	Y
Elimination of Railroad Crossing	Y	Y	Y	Y
Reduction of Traffic Conflict	Y	Y	Y	N
Reduction of Traffic Exposure	Y	Y	Y	Y
Reduction of Response Time	Y	Y	Y	Y
Traffic Operations/Circulation				
Acceptable Levels of Service	Y	Y	Y	Y
Reasonable Traffic Circulation	Y	Y	Y	Y
Reasonable Local Access	Y	N	Y	Y
Right-of-Way Impacts				
Avoid Residential Relocation	N	N	Y	Y
Avoid Business Relocation	N	N	Y	Y
Avoid Business Damage	N	N	N	Y
Avoid Recreational/Conservation Areas	Y	N	Y	Y
Avoid Acquisition from Historical Features	Y	Y	Y	Y
Avoid Impact to Historical Features	N	Y	Y	Y
Community Impact				
Protect Community Cohesiveness	Y	N	Y	Y
Provide Adequate Access	Y	N	Y	Y
Environmental Impact				
Avoid Wetlands/Flood Plains	N	N	Y	N
Avoid Potential Contamination Sites	N	N	Y	Y
Avoid Noise Sensitive Sites	N	N	N	Y
Total No. of Positive Responses	12	8	17	17
Total No. of Negative Responses	7	11	2	2

Preliminary Alternatives Evaluation Matrix

Vero Beach Segment

ITEM	41st Street	C.R. 510
Safety Reduction of Railroad Crossing Elimination of Railroad Crossing Reduction of Traffic Conflict Reduction of Traffic Exposure Reduction of Response Time	Y Y Y Y Y	Y Y Y Y Y
Traffic Operations/Circulation Acceptable Levels of Service Reasonable Traffic Circulation Reasonable Local Access	Y Y Y	Y Y Y
Right-of-Way Impacts Avoid Residential Relocation Avoid Business Relocation Avoid Business Damage Avoid Recreational/Conservation Areas Avoid Acquisition from Historical Features Avoid Impact to Historical Features	Y Y N _(minimal) Y Y Y	Y N N Y Y Y
Community Impact Protect Community Cohesiveness Provide Adequate Access	Y Y	Y Y
Environmental Impact Avoid Wetlands/Flood Plains Avoid Potential Contamination Sites Avoid Noise Sensitive Sites	Y Y N	Y Y N
Viable Alternatives Evaluation Matrix		

Viable Alternatives

Evaluation Criteria

- ▼ **Level of Service**
- ▼ **Construction Costs**
- ▼ **Right-Of-Way Costs**
- ▼ **Benefit-Cost Ratio**

SELECTED ALTERNATE VERO BEACH SEGMENT

TRAFFIC SUMMARY	41 ST STREET
1995 AADT	4,017 veh.
Existing Level of Service	C
2020 AADT	2,600 veh.
Future Level of Service w/o improvements	C
Future Level of Service with improvements	B

SELECTED ALTERNATE VERO BEACH SEGMENT

ITEM	41ST STREET
No. of Parcels Affected	18
R/W Required	206,936 sq.ft.
Right-of-Way Cost	\$2,075,315
Construction Cost	\$3,951,998
Benefit-Cost Ratio	2.23
Feasible:	Yes

SELECTED ALTERNATE SEBASTIAN SEGMENT

TRAFFIC SUMMARY	C.R. 510
1995 AADT	9,215 veh.
Existing Level of Service	D
2020 AADT	21,600 veh.
Future Level of Service w/o improvements	F
Future Level of Service with improvements	D

SELECTED ALTERNATE SEBASTIAN SEGMENT

ITEM	C.R. 510
No. of Parcels Affected	23
R/W Required	274,634 sq.ft.
Right-of-Way Cost	\$15,493,217
Construction Cost	\$6,907,740
Benefit-Cost Ratio	0.84
Feasible:	Marginal

METROPOLITAN PLANNING ORGANIZATION

A meeting of the Metropolitan Planning Organization (MPO) was held at 10:00 A. M. on Wednesday, November 3, 1999 in the First Floor Conference Room A, County Administration Building, 1840 25th Street, Vero Beach, Florida.

Present were: Commissioner John Tippin, Chairman; Commissioner Fran Adams, Commissioner Caroline D. Ginn, Commissioner Ruth Stanbridge, Councilman Charles Neuberger, City of Sebastian; Councilwoman Sandra Bowden, City of Vero Beach; Councilman Carl Pease, City of Vero Beach; Councilman Charles Wurmstedt, Indian River Shores, Vice Chairman; and Councilman John McCants, City of Fellsmere.

Also present were Dorothy Talbert, School Board Representative; Robert Keating, Director of Community Development, Indian River County; Jacob Riger, MPO Planner; Christopher Mora, Traffic Engineering, Indian River County; Councilman Jack Grossett, City of Vero Beach; Charles Vitunac, County Attorney; James Davis, Director, Public Works; Marcin Gadek, FDOT District 4 PTO; Ray Pippitt, FDOT; Tammy Campbell, FDOT Planning; Michael Kaiser, Vero Beach Press Journal; William Howell and Abdul-Rahman I. Hamad, of H. W. Lochner, Inc., Consultants to FDOT; Connie Pease. Observer; and Victoria M. Phillips, Administrative Secretary II.

I. CALL TO ORDER

Commissioner Tippin called the meeting to order, and acted as Chairman, at which

time, it was determined a quorum was present.

II. APPROVAL OF MINUTES

Chairman Tippin asked if there were any additions or corrections to the Minutes of October 13, 1999. There were none.

ON MOTION by Fran Adams, SECONDED by Carl Pease, the members voted unanimously (9-0) voted to approve the Minutes of October 13, 1999, as submitted.

III. REVIEW OF FLORIDA DEPARTMENT OF TRANSPORTATION (FDOT) US 1/FLORIDA EAST COAST (FEC) RAILROAD GRADE SEPARATION STUDY FINAL RECOMMENDATIONS

Mr. Keating referred to the Presentation of Study Results submitted by FDOT's Consultants, a copy of which is on file in the County Commission Office.

Mr. Howell informed the Committee the purpose of the study was to identify an area in the North and South County as to the most feasible location for grade separation. He indicated the original limits given to them for the South County were from 4th Street on the South up to 41st Street on the North, and those limits were later extended northward to 53rd Street because of the connection to Indian River Blvd.; in the North County, the limits provided for the study were from the South at CR-510 or Wabasso

Road up to CR-512, Fellsmere Road. He remarked comments had been received recently as to why the project had not been extended further to Roseland Road, since it would be closer to the hospital, and sometimes the trains were either very long, slow or they stopped. He indicated Roseland Road was examined early in the Study and judged to be non-feasible for a grade separation because of prohibitive costs. He continued, for the South County alternative, the City and County felt 53rd Street was too far north and 41st Street closer to the hospital and airport, and therefore, would have more benefit.

Mr. Hamad presented the evaluation criteria of viable alternatives which included level of service, construction costs, right-of-way costs and benefit-cost ratio for 41st Street and CR-510, a copy of which is on file in the County Commission Office.

Commissioner Adams felt the railroad already cuts the County in half, and for what it would cost to do the two fly-overs, we could just let the railroad truck go over our roads rather than redoing everything, and wanted to know if that alternative had been studied.

Mr. Pippitt commented part of the problem was, in order to bring that train up high enough to cross the road on a bridge, the transition would have to begin in Brevard County, and you would be running south, encompassing St. Lucie County, which would give you only one crossing and meanwhile would block off all other cross streets in the County. He stated in order to elevate the railroad throughout the County, it would be running from Jacksonville to Miami, impacting everyone else's traffic all the way down.

Commissioner Adams felt the fly-overs and small cutouts to provide access to the businesses would just create disarray.

Mr. Pippitt stated part of the problem was, it would be FEC's money rather than FDOT's, plus the fact that the railroad had that land and were there first

Commissioner Ginn wanted to know why we couldn't go under the railroad, under US-1 and come around.

Mr. Howell stated there was a problem with the water table, as well as rainfall.

Commissioner Ginn argued, once it's there, it's there forever and asked if he was sure you could not tunnel underneath.

Mr. Pippitt explained they were looking at the feasibility of separating the crossing which basically came down to dollars and cents, because if you tunnel, the cost to construct it would be between \$120,000 000 to \$140,000,000 and therefore, the costs would far outweigh any benefits.

Commissioner Ginn noted Avenue C in Ft. Pierce goes under the railroad, and she was certain it did not cost millions of dollars to put in.

Mr. Pippitt replied they checked out that option very briefly early on and determined it was too far of a transition and if you brought the railroad up, you would have to transition the entire length of the County, plus neighboring counties.

Commissioner Ginn emphasized going under it.

Mr. Pippitt responded it was simply a cost factor, and added they had performed tunnel feasibility studies around the state at various locations and the closest they came to recent data was the 17th Street Causeway at the intracoastal in Fort Lauderdale.

Commissioner Stanbridge wanted to know if there was any dialogue between the FDOT and the FEC, and Mr. Pippitt replied they would not be able to put in a new crossing, or encroach on their right of way without going through them; however, the bottom line was, they own the land and how would you go about relocating a railroad.

Mr. Neuberger said the majority of the population was already east of the railroad, and did not have to fight broken down trains to get to emergency facilities. He continued, he did not understand why it was so important to cross both the railroad and US-1, since Roseland Road was going to be four laned and would probably be done long before the bridges materialized.

Councilwoman Bowden said she had not encountered any difficulties and wondered if there were more problems in the North County than the South County.

Commission Stanbridge believed there was a double track in the Gifford area where you had to wait, and that was the reason why she asked about the dialogue between FDOT and the FEC, because although they owned the tracks, they did not own the State of Florida.

Chairman Tippin related during an MPO Advisory Council meeting, there were

railroad, FDOT, freight haulers, and ports representatives, and everyone commented it was the first time they sat down in one room together. He felt since everyone had the same common goals, there needed to be great improvement in communications, and priority-wise, this project would have to go way behind some of the other projects.

Mr. Davis interjected, on the tunneling, the FEC required it had to be 5 feet below the rail; consequently, if you considered that plus the thickness of the tunnel, which would be 2 feet, and an additional 15 feet for a tractor trailer truck or large vehicle to use the tunnel, it amounted to 22 feet below the rail. He went on to say, if you were going under US-1, it would have to be low enough to handle utilities and other accommodations, and then some transition so you could access US-1 from that side street, and for these reasons, a tunnel would be very expensive. Mr. Davis agreed the study was low priority, but the purpose was to ascertain whether it was appropriate to plan for the future, and what could be done now to protect the land around the interchanges, and not even consider implementing it until 2010 or some longer range time frame.

Mr. Wurmstedt wondered for how long CR-510 would have to be shut down if it were to be implemented.

Mr. Howell stated most projects had to be constructed in such a way so as not to shut off the road.

Mr. Keating said one of the reasons why the study was conducted was because a

number of years ago, the MPO asked the FDOT to look at the possibility of grade separating the roadways and railroad on US-1. He emphasized, what they were asking for today was to accept the results of the study, and not prioritize the projects or even consider putting them in the Work Program until later. He stated the Consultant involved in the MPO's Long Range Transportation Plan Update would also examine these issues.

**ON MOTION by Carl Pease, SECONDED by Charles
Wurmstedt, the Board recommended the feasibility study
be accepted for the record.**

Under discussion, Commissioner Adams stated she did not recall requesting the study.

Mr. Keating related when the CR-512 issue surfaced there was a lot of concern about the possibility of a grade separation at the railroad on US-1.

Commissioner Adams emphasized she wanted to see the Minutes requesting the Study. She added, she did not mind accepting the study, but could not approve it or set any type of priority whatsoever because there were other matters not taken into consideration. She advised the concern about emergency vehicles had changed because the County had paramedics with defibrillators and other equipment enabling them to bring an emergency room to your front door, and additionally, some of the trains were shorter now, not longer.

Commissioner Ginn said she could not even vote to accept the study.

Mr. Keating stated by voting to accept the Study, the MPO would just accept there were two viable alternatives and the projects would be prioritized and put into the Work Program sometime in the future.

Attorney Vitunac suggested a new Motion be entered into acknowledging receipt of the Study, without accepting it.

**UNDER DISCUSSION, ON MOTION by Carl Pease,
SECONDED by Fran Adams, the Board voted to
acknowledge receipt of the feasibility study, for the record.**

**THE CHAIRMAN CALLED FOR THE QUESTION and
the Motion passed 7-2.**

Commissioner Adams felt this was a message to the FEC that the community had problems that needed to be worked out.

Commissioner Stanbridge insisted FDOT should work together with the FEC to come up with a solution.

Mr. Davis informed the members St. Joe Corporation who owned FEC Railroad was going to break off and get involved in real estate development and two separate corporations were going to be formed. He felt, in view of these developments, there might be an opportunity with the new organization for more dialogue, because it would

be dedicated to the railroad itself, and the railroad might become more aggressive by having more trains come through the area.

A brief discussion ensued in which the MPO members thanked the Consultants for their efforts and presentation, but felt the Consultants were not asked to look at all options.

IV. STATUS REPORT OF MPO ADVISORY COMMITTEES

The information is contained in the back up.

V. OTHER BUSINESS

Mr. Keating explained Polk County had been trying to expedite the four laning of SR-60 West of the Turnpike and identified a possible way of expediting funding through a new program at the state level called the "Fast Track Program", and had requested that we approve the Resolution contained in the back up.

ON MOTION by Fran Adams, SECONDED by Ruth

Stanbridge, the members unanimously (9-0) voted to

approve the Resolution to obtain State Fast Track Funding

to accelerate the four laning of SR-60 West of Florida's

Turnpike, as submitted.

Chairman Tippin reported an acknowledgment had been received from the

Governor's Task Force concerning the Resolution passed by the Board of County Commissioners to expedite the 4-laning of SR-60 from I-95 to the Florida Turnpike.

Councilwoman Bowden mentioned we should request assistance on the Resolution when the legislative group comes to our area, whereupon a brief discussion ensued.

**ON MOTION by Ruth Stanbridge SECONDED by
Caroline Ginn, the members unanimously (9-0) voted to
meet with the delegation on December 1, 1999.**

Mr. Keating stated there was another Resolution in support of the designation of the Indian River Lagoon Scenic Highway in Indian River and Brevard Counties.

**ON MOTION by Fran Adams, SECONDED by Ruth
Stanbridge, the members unanimously (9-0) voted to
approve the Resolution in support of FDOT's designation
of the Indian River Lagoon Scenic Highway in Indian
River and Brevard Counties.**

VI.. ADJOURNMENT

The meeting adjourned at 11:15 A. M.

MPO RESOLUTION NO. 2023-06

A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION HONORING FDOT DISTRICT FOUR SECRETARY GERRY O'REILLY ON HIS RETIREMENT FROM FDOT AFTER 35 YEARS

WHEREAS, the Indian River County Metropolitan Planning Organization (MPO) was established in 1993 as the principal transportation planning body serving the residents of Indian River County; and

WHEREAS, the Florida Department of Transportation District IV provides a variety of services for the MPO and the citizens of Indian River County, including state highway maintenance, transit and modal development funding, and planning and administrative support from its District IV headquarters in Ft. Lauderdale, Florida; and

WHEREAS, Mr. Gerry O'Reilly has served FDOT District IV since 1988, serving in the capacity of District IV Secretary since March 2015; and

WHEREAS, during Mr. O'Reilly's tenure as a Senior Manager with FDOT, the District has consistently provided invaluable assistance to Indian River County, including such milestone projects as:

- Widening of I-95 from the St. Lucie to Brevard County lines;
- Successful completion of the I-95/Oslo Road Interchange Justification Report, followed by design and funding of construction of the new interchange;
- Replacement of the Highway A1A Sebastian Inlet Bridge;
- Widening of CR 510 between US 1 and CR 512;
- Funding and construction of the Trans- Florida Central Railroad Trail, including the trail bridge over I-95;
- Funding for Saturday, evening, and regional GoLine system expansion;
- Resurfacing several state and local roadways throughout Indian River County;
- Providing immense human and social capital to Indian River County's roadway improvement programs

WHEREAS, after the conclusion of an illustrious 35 year career, Mr. O'Reilly is retiring from the Florida Department of Transportation.

NOW THEREFORE, BE IT RESOLVED, BY THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION:

Gratefully acknowledges the efforts of Secretary Gerry O'Reilly in advancing the quality of life enjoyed by the residents of Indian River County by assisting the MPO in all of its efforts.

MPO RESOLUTION NO. 2023-06

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

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

The Chairman thereupon declared the resolution duly passed and adopted this 14th day of June, 2023.

**INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION**

Ed Dodd, Chairman

ATTEST: _____