



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
Tracey Zudans – City of Vero Beach
***Alternate** – Taylor Dingle*
Kevin McDonald – IRC School Board
***Alternate** – Jacqueline Rosario*

Gerald “Jerry” Renick – City of Fellsmere
***Alternate** – Jessica Salgado*
Bob Auwaerter – Town of Indian River Shores
- **Vice Chair** - ***Alternate*** – Brian Foley
Ed Dodd – City of Sebastian
***Alternate** – Kelly Dixon*

Non-voting Ex-Officio-Member
Mary Jane Benedetto – Town of Orchid
FDOT District 4 Representative

Bob McPartlan, City of Sebastian - Chairman

AGENDA

The Metropolitan Planning Organization (MPO) will meet at 10:00 AM on Wednesday June 12, 2024 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 10, 2024
Action Required
- 4) Status Report of MPO Advisory Committees
No Action Required
- 5) Approval of the MPO Agreement with the Florida Department of Transportation for Metropolitan Planning (PL) Funds for FY 2024/25 and FY 2025/26
Action Required
- 6) Approval of Resolution Authorizing the Execution of the FY 2024/25 Transportation Disadvantaged Trust Fund Planning Grant Application
Action Required

7) Consideration of the FY 2024/25 – FY 2028/29 Transportation Improvement Program (TIP)
Action Required

8) Consideration of the 2024 Priority Projects Report
Action Required

9) Presentation by FDOT on the Sebastian Inlet Bridge Replacement
No Action Required

10) Review of the Bicycle Pedestrian Master Plan Proposed Priority Projects
No Action Required

11) Other Business

12) Comments from the Public

13) Adjournment

Next Meeting: MPO – September 11, 2024 - 10:00 AM.

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

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

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

MPO RESOLUTION NO. 2024-02

**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 Bob McPartlan. 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

Ed Dodd, City of Sebastian

Joe Earman, Indian River County

Joseph E. Flescher, Indian River County
Deryl Loar, Indian River County
Kevin McDonald, IRC School Board
Bob McPartlan, City of Sebastian
Linda Moore, City of Vero Beach
Laura Moss, Indian River County
Gerald "Jerry" Renick, City of Fellsmere
Tracey Zudans, City of Vero Beach

The Chairman thereupon declared the resolution duly passed and adopted this 12th day of June, 2024.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION

Bob McPartlan, 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
Planning and Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
Senior Planner

DATE: June 4, 2024

SUBJECT: Consideration of the Fiscal Year 2024/25 – 2028/29 Transportation Improvement Program (TIP)

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 12, 2024.

DESCRIPTION AND CONDITIONS

The proposed Transportation Improvement Program for FY 2024/25 – 2028/29 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 2024/25 – 2028/29 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 2024, FDOT provided MPO staff the project data for use in developing the attached TIP. Since FDOT coordinated with the MPO in preparing its tentative five-year work program, that work program reflects the MPO's previously identified highway, enhancement, CMP, aviation,

and transit priority projects. Also included in the TIP, for informational purposes, are locally funded transportation improvements. The locally funded projects are based on the latest Indian River County capital improvements program, which was adopted in February 2024.

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, 2024.

ANALYSIS

The MPO's FY 2024/25 – 2028/29 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 2024/25 – 2028/29. 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 2023/24 – 2027/28.

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*]
- Complete Street Retrofit of 45th Street between 58th Avenue and 43rd Avenue. [*#1 Priority for Highway Projects - Other*]
- Widening of CR 510 to four lanes from CR 512 to 58th Avenue. [*#2 Priority for Highway Projects - Other*]
- Widening of CR 510 to four lanes from 58th Avenue to US 1. [*#3 Priority for Highway Projects - Other*]
- Widening of Oslo Road to four lanes from 58th Avenue to I-95. [*#4 Priority for Highway Projects - Other*]

- Paving of 82nd Avenue from 26th Street to 69th Street. [*#6 Priority for Highway Projects - Other*]
- US 1 at Aviation Boulevard Intersection Improvement. [*#7 Priority for Highway Projects - Other*]
- Widening of US 1 to six lanes from 53rd Street to CR 510. [*#8 Priority for Highway Projects - Other*]

FDOT was also able to accommodate many miscellaneous maintenance and capacity projects throughout the County. For example, FDOT programmed Preliminary Engineering funding for the intersection improvements at US 1 and Aviation Boulevard, which was the MPO's #7 Priority for Highway Projects last year.

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 \$110 million project has been completed. 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 and began in the 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.

Added to the TIP this year is approximately \$700,000 in PD&E and Preliminary Engineering funding for a Complete Street Retrofit for 45th Street between 58th Avenue and 43rd Avenue, which will include enclosing the canal, resurfacing the roadway, and adding bike lanes and sidewalks. This project was the MPO's #1 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 May 31, 2024 meeting, the TAC recommended approval of the TIP. At their joint meeting on June 4, 2024, 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 2024/25 – 2028/29 TIP



Transportation Improvement Program

FY 2024/25 FY 2028/29

DRAFT





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

www.irmpo.com

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. 2024-01

**A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION
APPROVING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR FY 2024/25 - 2028/29**

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 2024/25 - 2028/29 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	_____
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	_____
Gerald "Jerry" Renick, City of Fellsmere	_____
Jacqueline Rosario, IRC School Board	_____
Tracy Zudans, City of Vero Beach	_____

The Chairman thereupon declared the resolution duly passed and adopted this 12th day of June, 2024.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION

Bob McPartlan, Chairman

ATTEST:

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

COUNTY ATTORNEY

INTRODUCTION

The FY 2024/25 - 2028/29 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 2024/25 through 2028/29. 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, 2024.

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 2024/25 - 2028/29 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 2024/25 - 2028/29 period. All federal and state funded projects identified in the TIP are reflected in FDOT's Work Program for FY 2024/25 - 2028/29, and those projects can be funded using current and proposed revenue sources. The TIP is also financially constrained for all locally funded projects. For all projects in the TIP, costs and revenues are shown in Year of Expenditure dollars.

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

Strategic Intermodal System (SIS)

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

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

Obtaining Project Cost Information in the TIP

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

additional land, the ROW phase may be omitted.

For each project within the TIP, project cost information is provided for the five years of the current TIP (FY 2024/25 through FY 2028/29) as well as historical costs from previous years and the projected costs for the five years following the TIP (FY 2029/30 through FY 2034/35). Where a project's total cost is listed in the TIP, it will be for costs through FY 2034/35. For project costs beyond FY 2034/35, 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.

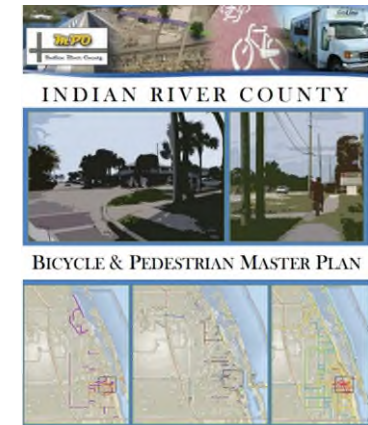
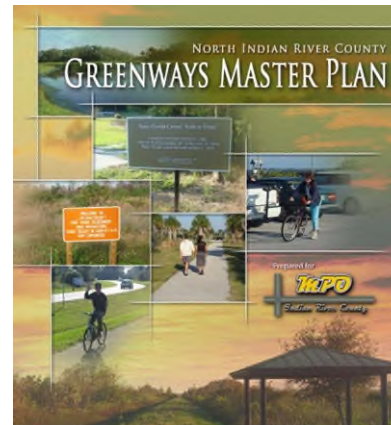
Each year, the MPO updates its Lists of Priority Projects, which identifies priorities for highway projects (SIS, non-SIS, and regional), transit projects, bicycle and pedestrian projects, airport, and congestion management process (CMP) projects. For the Indian River County MPO's FY 2024/25 - 2028/29 TIP, the project selection process started in April 2023. At that time, MPO staff, in conjunction with FDOT and local government officials, met to discuss MPO priorities. In June 2023, the MPO submitted its Lists of Priority Projects to FDOT.

Using the MPO's 2023 Lists of Priority Projects, FDOT developed its FY 2024/25 - 2028/29 Tentative Work Program. That five-year work program was presented to the MPO in October 2023 and constitutes the principal part of this TIP.

Consistency with Other Plans

As structured, the FY 2024/25 - 2028/29 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 2023 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	Construction of new interchange is currently underway due to funding from the American Rescue Plan. Right-of-way programmed for FY 2024/25 and FY 2025/26.
Other (non-SIS)	1	45th Street	58th Avenue	43rd Avenue	This segment of 45th Street is being retrofitted to be a Complete Street to include resurfacing of the roadway and placing a culvert in the canal system. This upgrade will also include bike lanes and sidewalks on both sides. PD&E (project development and environmental) study is programmed for FY 2025/26, while Preliminary Engineering is programmed for FY 2026/27.

Type	Rank	Roadway	Project Limits	Improvement	Comments
Other (non-SIS)	2	CR 510	CR 512 to 58th Avenue	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 2028/29. Construction to occur in phases, with the first phase (CR 512 to 87th Street) programmed for FY 2024/25 and 2025/26.
	3	CR 510	58th Ave to US 1	Widen to 4 lanes	Widening of this segment of CR 510 will also include intersection improvements at US 1. The project's PD&E (project development and environmental) study and Preliminary Engineering is underway. Right-of-way acquisition programmed for FY 2025/26.
	4	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 currently underway due to the assistance of the American Rescue Plan funding.
	5	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 2024/25 through FY 2027/28, with construction to occur later.
	6	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.
	7	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.

Type	Rank	Roadway	Project Limits	Improvement	Comments
	8	US 1	53rd St to CR 510	Widen to 6 lanes	This segment of US 1 is to be widened in multiple phases. The project's PD&E (project development and environmental) study is complete, and project design is currently underway. Right-of-way acquisition is programmed in FY 2025/26 and 2026/27.
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) and the second phase (69th St to CR 510) is currently underway.

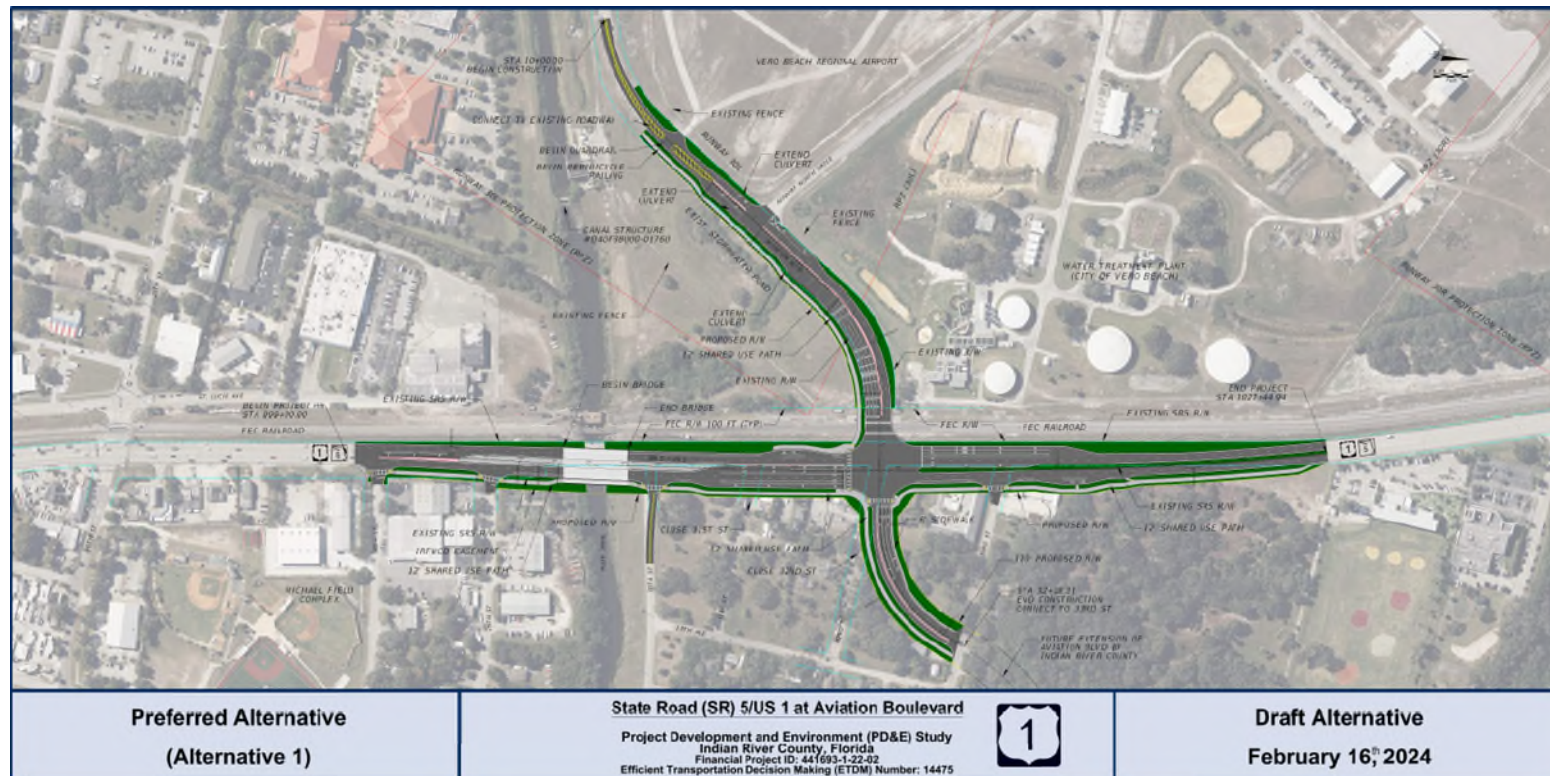
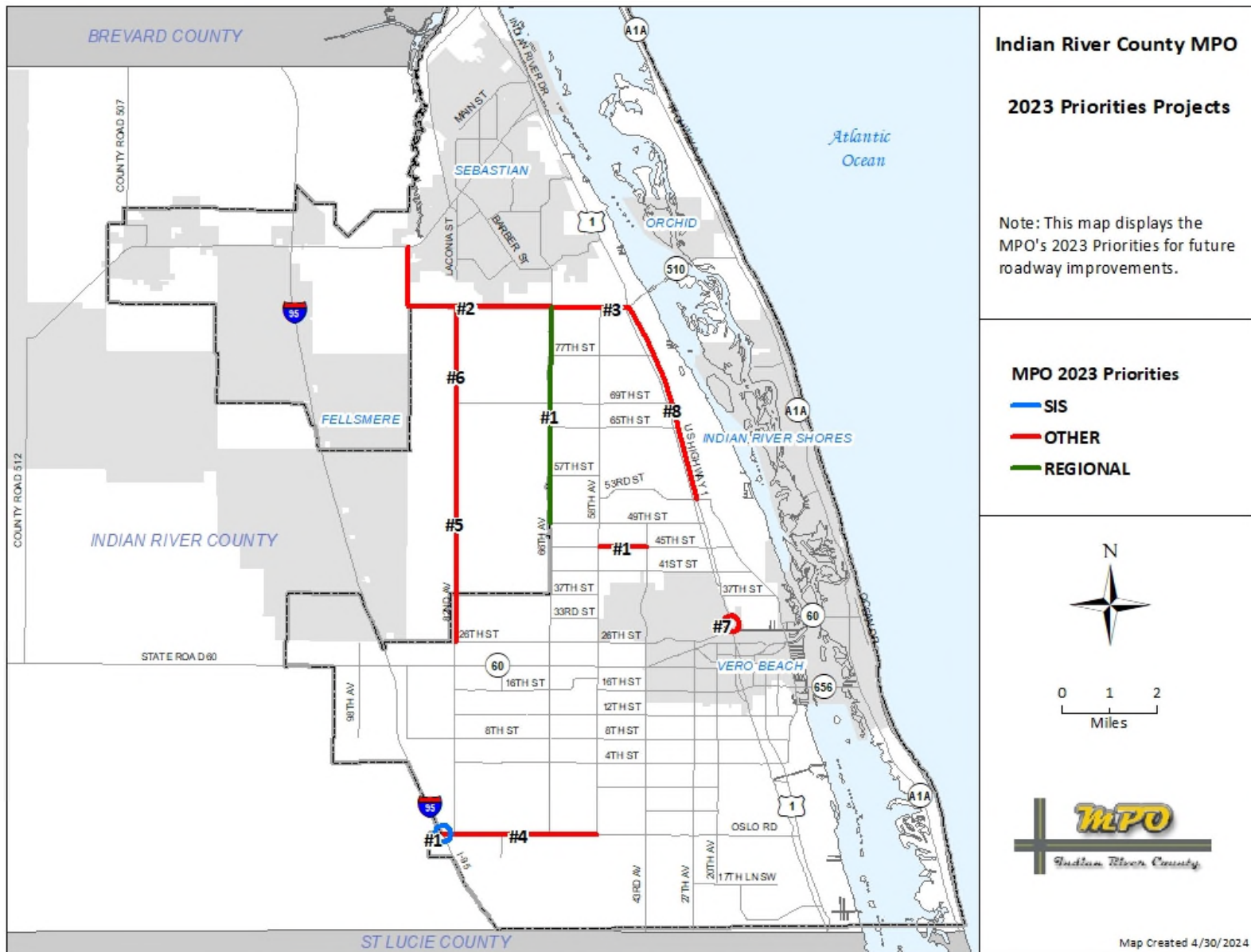


Figure 2. Map of 2023 MPO Priorities



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 2024/25, 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 2024/25

Trip & Equipment Grant			Planning Grant		
TD Trust Fund	Local Match	Total	TD Trust Fund	Local Match	Total
\$370,468	\$41,163	\$411,631	\$25,778	\$0	\$25,778

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 2023 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 2024/25 - 2028/29 Tentative Five Year Work Program and the MPO's draft TIP for 2024/25 - 2028/29. 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 2023. 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

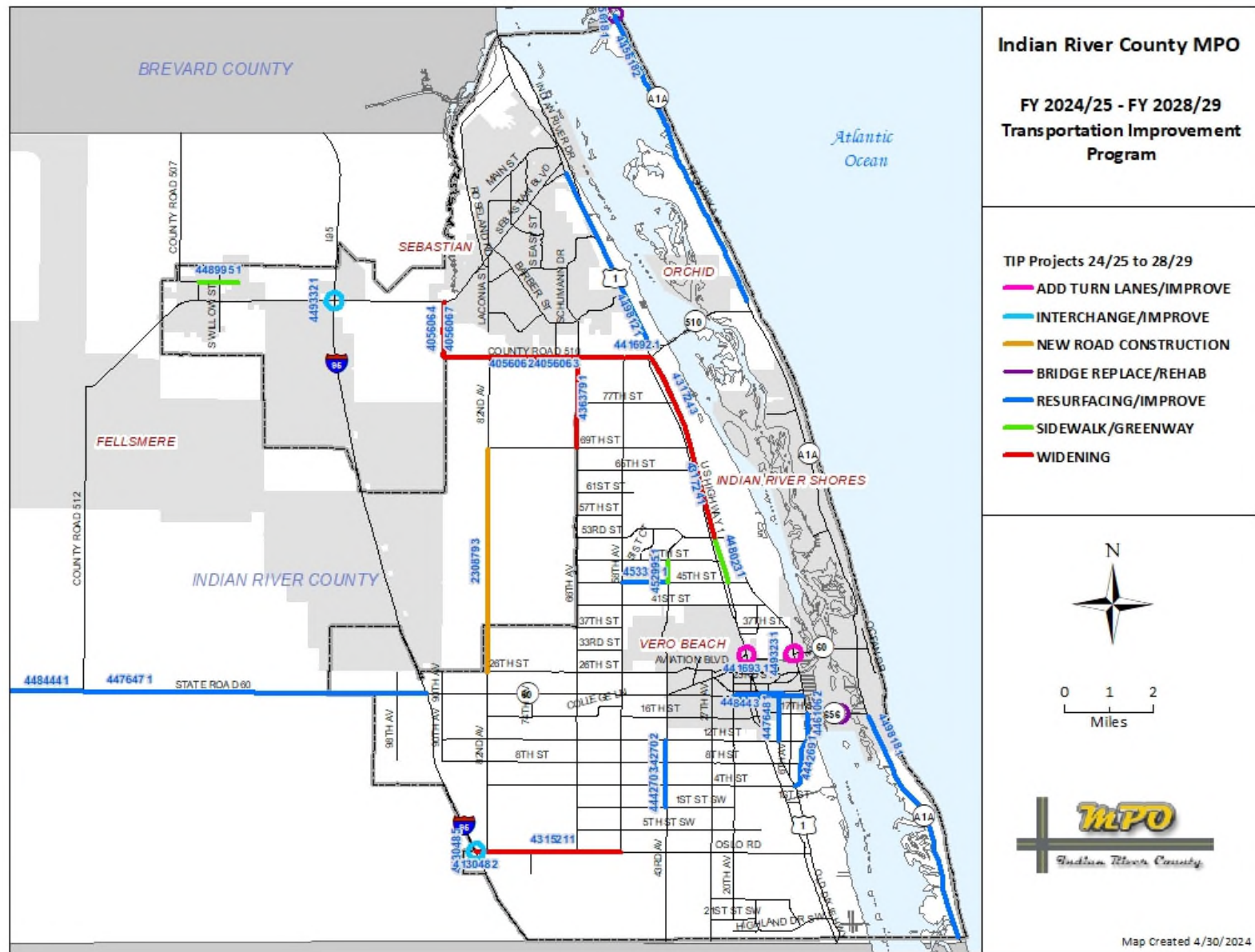
The following index summarizes the roadway capacity, transportation alternatives, and maintenance projects contained within the TIP. Figure 3 provides a map depiction of the TIP projects. For additional information on a specific project, refer to the TIP page number listed in the rightmost column.

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		Bridge Rehabilitation	INC	24/25	\$360,000	4461062	2-1	B-2
43rd Ave	6th St	12th St	Resurface	CST	25/26	\$3,718,900	4442702	2-1	B-3
	1st St SW	6th St	Resurface	CST	27/28 – 28/29	\$4,271,400	4442703	2-1	B-3
	45th St	49th St	Sidewalk	PE CST	24/25 26/27 – 27/28	\$1,574,182	4529951	4-9	D-2
45th St	58th Ave	43rd Ave	Complete Street Retrofit	PDE PE	25/26 26/27	\$300,000 \$400,000	4533271	2-1	B-4
82nd Ave	26th St	69th St	New Road Construction	ROW	24/25 – 27/28	\$4,816,327	2308793	4-8	A-2
CR 510	CR 512	82nd Ave	Widen to 4 lanes	ROW	24/25 – 26/27	\$610,064	4056064	4-8	A-6
	CR 512	87th St	Widen to 4 lanes	RRU CST	24/25 24/25 – 25/26	\$29,929,848	4056067	4-8	A-5
	82nd Ave	58th Ave	Widen to 4 lanes	ROW	24/25 – 28/29	\$6,384,462	4056063	4-8	A-4
	58th Ave	US 1	Widen to 4 lanes	ROW	25/26	\$2,717,671	4416921	4-8	A-3
I-95	@ Oslo Rd (9th St SW)		New Interchange	ROW	24/25 – 25/26	\$2,277,200	4130482	4-8	A-7
	@ Oslo Rd (9th St SW)		Landscaping	PE	25/26	\$269,438	4130485	4-8	A-8
	@ Fellsmere Rd	W of 106th Ave	Interchange Modification	CST	26/27	\$1,959,929	4493321	4-8	B-4
Indian River Blvd	US 1	17th St	Resurface	CST	24/25	\$2,869,173	4442691	2-1	B-4
Oslo Rd	82nd Ave	58th Ave	Widen to 4 lanes	ROW	25/26	\$510,639	4315211	4-8	A-9

Roadway	From	To	Work Description	Phase(s)	FY(s)	Funding Amt. (5 Yr Total)	FM#	L RTP Page/ Table #	TIP Page #
SR 60	21st Ave	Indian River Blvd	Resurface	RRU CST	23/24 – 25/26 26/27	\$8,246,923	4484431	2-1	B-3
	CR 512	I-95	Resurface	CST	24/25	\$54,305	4476471	4-8	B-2
	N of Fort Drum Wildlife Entrance	CR 512	Resurface	CST	25/26 – 26/27	\$14,474,252	4484441	4-8	B-2
SR A1A	Causeway		Bridge Replacement	ROW CST	24/25 – 25/26 25/26	\$110,126,869	4456181	2-1	B-6
	Sand Dollar Way	Sebastian Inlet Bridge	Resurface	CST	25/26	\$10,979,501	4456182	2-1	B-7
	Indian River/St. Lucie County Line	Jasmine Ln	Resurface	CST	26/27	\$11,596,015	4498181	2-1	B-7
Trans-Florida Railway Trail	Broadway St	Grant Ave	Bike Path/Trail	CST	24/25	\$1,300,815	4489951	4-9	D-2
US 1	@ Aviation Blvd		Intersection Improvements	PE	24/25 – 25/26	\$3,203,603	4416931	4-8	A-12
	45th St	53rd St	Sidewalk	CST	24/25	\$1,099,964	4480231	4-8	D-2
	N of 12th St	N of 20th Pl	Resurface	CST	24/25	\$3,516,505	4476481	2-1	B-8
	N of 87th St	S of Sebastian Blvd	Resurface	CST	26/27	\$11,888,263	4498121	2-1	B-8
	53rd St	CR 510	Widening	PE	24/25	1,000,000	4317241	4-8	A-11
	69th St	CR 510	Widening	ROW	25/26 – 26/27	\$1,943,000	4317243	4-8	A-10

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



FISCAL SUMMARY OF TIP PROJECTS FOR FY 2024/25 – 2028/29

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	2024/25	2025/26	2026/27	2027/28	2028/29	5 Yr Total
ACCM	Y	1,100,000	-	-	-	-	1,100,000
ACNP	Y	2,271,000	6,200	-	-	-	2,277,200
ACPR	Y	4,419,104	311,193	-	-	-	4,730,297
ACSM	Y	794,524	-	-	-	-	794,524
CARL	Y	601,040	350,523	-	350,523	-	1,302,086
CARM	Y	-	66,208	-	-	-	66,208
CM	Y	1,600,000	1,909,568	246,000	-	-	3,755,568
DDR	N	-	2,061,898	-	-	-	2,061,898
DIH	N	200,400	19,958	-	-	-	220,358
DS	N	-	249,480	-	-	-	249,480
LF	N	4,039,312	-	-	-	-	4,039,312
SA	Y	17,836,299	3,205,481	-	-	-	21,041,780
SL	Y	6,212,681	409,238	826	-	1,991,310	8,614,055
SM	Y	-	539,101	331,897	-	-	870,998
SN	Y	611,756	565,400	697,652	663,680	-	2,538,488
Total		39,686,116	9,694,248	1,276,375	1,014,203	1,991,310	53,662,252
Total Federal Funds		35,446,404	7,362,912	1,276,375	1,014,203	1,991,310	47,091,204

B. TRAFFIC OPERATIONS, MAINTENANCE, AND SAFETY PROJECTS

Fund Code	Federal Funding	2024/25	2025/26	2026/27	2027/28	2028/29	5 Yr Total
ACBR	Y	5,057,953	105,068,916	-	-	-	110,126,869
ACNR	Y	-	7,345,220	-	-	-	7,345,220
ACPR	Y	-	358,970	-	-	-	358,970
BRRP	N	360,000	-	-	-	-	360,000
CARB	Y	-	300,000	400,000	-	-	700,000
D	N	600,000	600,000	600,000	1,190,260	1,013,116	4,003,376
DDR	N	3,070,394	6,316,862	18,674,338	4,016,856	-	32,078,450
DIH	N	151,912	127,906	267,775	84,667	-	632,260
DITS	N	410,128	247,240	217,766	-	-	875,134
DS	N	329,351	4,760,814	5,032,452	3,945,400	-	14,068,017
GRSC	N	608,326	1,415,525	-	1,650,000	1,553,550	5,227,401
LF	N	1,342,045	1,318,900	-	1,067,850	-	3,728,795
SA	Y	-	4,785,019	1,959,929	-	-	6,744,948
SCED	Y	477,209	487,805	-	-	-	965,014
SCOP	N	460,746	-	-	-	-	460,746
SCWR	N	-	496,670	-	-	-	496,670
SL	Y	-	1,899,227	-	-	-	1,899,227
Total		12,868,064	135,529,074	27,152,260	11,955,033	2,566,666	190,071,097
Total Federal Funds		5,535,162	120,245,157	2,359,929	-	-	128,140,248

C. TRANSIT AND TRANSPORTATION DISADVANTAGED PROJECTS

Fund Code	Federal Funding	2024/25	2025/26	2026/27	2027/28	2028/29	5 Yr Total
DDR	N	873,198	923,856	795,220	819,077	819,077	4,230,428
DPTO	N	28,119	-	-	-	-	28,119
DU	Y	108,753	106,122	110,375	114,455	121,801	561,506
FTA	Y	6,240,000	6,240,000	6,240,000	6,240,000	6,240,000	31,200,000
LF	N	1,358,324	1,379,978	1,405,595	1,433,532	1,440,878	7,018,307
Total		8,608,394	8,649,956	8,551,190	8,607,064	8,621,756	43,038,360
Total Federal Funds		6,348,753	6,346,122	6,350,375	6,354,455	6,361,801	31,761,506

D. BICYCLE, PEDESTRIAN, TRAILS, AND ENHANCEMENT PROJECTS

Fund Code	Federal Funding	2024/25	2025/26	2026/27	2027/28	2028/29	5 Yr Total
CARL	Y	-	-	350,523	-	-	350,523
DDR	N	1,005,449	-	-	-	-	1,005,449
DIH	N	58,215	-	-	-	-	58,215
LF	N	143,292	447,952	42,000	-	-	633,244
SM	Y	61,637	-	-	-	-	61,637
TALL	Y	163,303	165,945	361,305	-	-	690,553
TALT	Y	262,403	97,583	761,474	53,880	-	1,175,340
Total		1,694,299	711,480	1,515,302	53,880	-	3,974,961
Total Federal Funds		487,343	263,528	1,473,302	53,880	-	2,278,053

E. AVIATION PROJECTS

Fund Code	Federal Funding	2024/25	2025/26	2026/27	2027/28	2028/29	5 Yr Total
DPTO	N	5,990,080	4,300,080	1,310,000	-	-	11,600,160
FAA	Y	1,800,000	180,000	1,980,000	-	-	3,960,000
LF	N	1,572,520	1,082,520	410,000	-	-	3,065,040
Total		9,362,600	5,562,600	3,700,000	-	-	18,625,200
Total Federal Funds		1,800,000	180,000	1,980,000	-	-	3,960,000

F. TRANSPORTATION PLANNING/STUDIES

Fund Code	Federal Funding	2024/25	2025/26	2026/27	2027/28	2028/29	5 Yr Total
PL	Y	599,393	603,825	603,825	603,825	603,825	3,014,693
Total		599,393	603,825	603,825	603,825	603,825	3,014,693
Total Federal Funds		599,393	603,825	603,825	603,825	603,825	3,014,693

Total Funds	72,818,866	160,751,183	42,798,952	22,234,005	13,783,557	312,386,563
Total Federal Funds	50,217,055	135,001,544	14,043,806	8,026,363	8,956,936	216,245,704

Performance Measurement

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

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

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

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

Safety Performance Measures

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

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



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

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

FDOT, with the understanding that zero fatalities/serious injuries is unable to be achieved within the 2018 Highway safety Plan (HSP), developed statistical data models to forecast the number of fatalities and serious injuries. Based on the forecasts of these statistical models, FDOT established targets and programmed projects that they expect will reduce the number of fatalities and serious injuries. The five federally-mandated Safety Performance Measures targets for 2024 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, 2023, FDOT established statewide performance targets for the safety measures for calendar year 2024. On February 14, 2024, 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 2024

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

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

Safety Programs in the TIP

Included in Section F of the TIP are the MPO's Planning Funds that fund the MPO's UPWP activities. The MPO and its partner agencies engage in a number of thorough and comprehensive practices to promote safety in the region. In 2021, the MPO incorporated one of the first multi-lane modern roundabouts in the district into its top highway priority, 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;
- 17th Street Bridge Rehabilitation (FM# 4461062) on the east side of the Indian River Lagoon;
- 45th Street Complete Street Retrofit (FM# 4533271) between 58th Avenue to 43rd Avenue to include new bike lanes and sidewalks on both sides to improve safety for all users;
- 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 43rd Avenue (FM#s 4442702, and 4442703) Indian River Blvd. (FM# 4442691), SR 60 (FM#s 4484431, 4484441, and 4476471), SR A1A (FM#s 4456182 and 4498181), and US 1 (FM#s 44766481 and 4498121).

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 conditions of all bridges in the state inventory system;
- Numerous resurfacing projects that will improve pavement condition, including for 43rd Avenue (FM#s 4442702, and 4442703) Indian River Blvd. (FM# 4442691), SR 60 (FM#s 4484431, 4484441, and 4476471), SR A1A (FM#s 4456182 and 4498181), and US 1 (FM#s 44766481, and 4498121);
- 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), US 1 widening to six lanes (FM#s 4317243 and 4317241), and Oslo Rd. to four lanes (FM# 4315211);
- Construction of a new I-95 interchange at Oslo Rd., which will reduce congestion and improve system reliability (FM#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 \$110.5 million for bridges, \$72.3 million for resurfacing, and \$57 million for new capacity. Where feasible, safety and resiliency improvements (such as bike lanes and hardening) will be incorporated into these projects.

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

System Performance Measures



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

National Highway Performance Program (NHPP)

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

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

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

LOTTR Measures

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

TTTR Measure

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

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

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

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

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

Table 7. System Performance Targets

Performance Measure	2023 Statewide Target	2025 Statewide Target
Percent of person-miles traveled on the Interstate system that are reliable	75.0%	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 2021 was better than the 2021 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. FHWA’s assessment of progress toward the 2022 targets is anticipated to be released in March 2024.

The methodologies for the performance measures are still relatively new, and the travel time data source has changed since the measures were first introduced. As a result, FDOT only has three years (2017-2019) of pre-pandemic travel reliability trend data as a basis for future forecasts. Based on the current data, Florida’s performance continues to exceed the previous targets. Given the uncertainty in future travel behavior, FDOT believes the previous targets are still appropriate for 2023 and 2025. System performance and freight are addressed through several statewide initiatives:

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

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

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

The TIP devotes a significant amount of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. Investments include new Interstate Interchange access, congestion relief on NHS highways, and bicycle and pedestrian priorities. The TIP will fund \$19.5 million for improvements to the Strategic Intermodal System (SIS), \$6.1 million for congestion relief projects, \$4 million for bike/ped and sidewalk projects, and \$2.7 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 25 Target	Current Status (Active Fleet)	Current Status (Active + Spares)
Revenue Vehicles (Fixed Route)	Bus (BU)	2013 Gillig Low Floor Bus	3	11	12	33%	0%	0%
		2015 Gillig Low Floor Bus	2	9	12			
		2016 Gillig Low Floor Bus	1	8	12			
	Cutaway Bus (CU)	2009 Titan	1	15	5	33%	0%	40%
		2016 Odyssey	5	8	5			
		2018 Defender	3	6	7			
		2019 Defender	1	5	7			
		2021 Defender	2	3	7			
		2021 Odyssey XL	3	3	5			

Asset Category	Asset Class	Individual Assets	# of Vehicles	Vehicle Age (Years)	Useful Life Benchmark (Years)	% Exceeding ULB (including spare vehicles)		
						FY 25 Target	Current Status (Active Fleet)	Current Status (Active + Spares)
Revenue Vehicles (Demand Response)	Cutaway Bus (CU)	2007 Van Terra	2	17	5	67%	86%	78%
		2009 Van Terra	3	15	5			
		2013 Defender	1	11	7			
		2015 Van Terra	2	9	5			
		2017 Challenger	1	7	5			
		2017 Van Terra	1	7	5			
		2018 Challenger	1	6	5			
		2018 Crusader	2	6	5			
	Van (VN)	2021 Van Terra	1	3	5	67%	100%	100%
		2012 MV1	2	12	4			
		2018 Entervan (Caravan)	1	6	4			
Equipment	Truck	2014 Silverado	1	10	8	50%	17%	17%
		2021 Explorer	3	3	5			
		2021 F-150	1	3	5			
		2021 Ranger	1	3	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

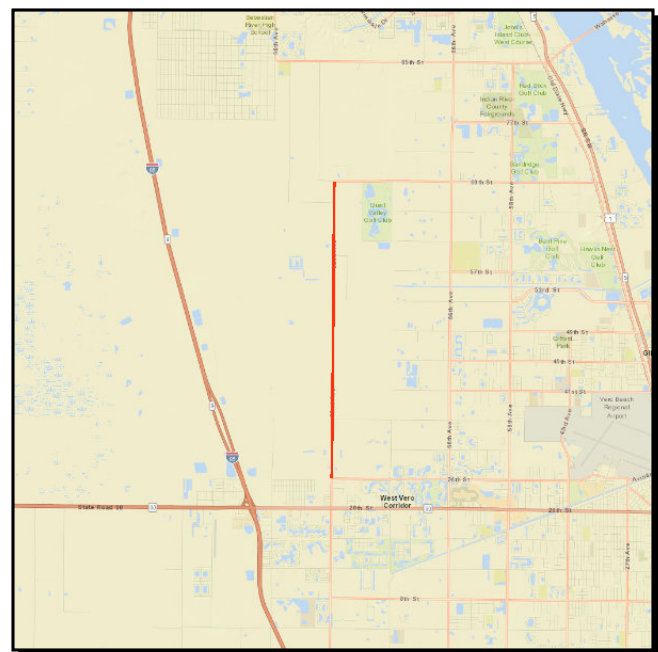
ADM	Administration
CAP	Capital Purchase
CEI	Construction, Engineering, & Inspection
CST	Construction
DSB	Design Build
ENV	Environmental
MNT	Maintenance
OPS	Operations
PD&E	Project Development and Environmental
PE	Preliminary Engineering
PLN	Planning
RRU	Railroad/Utilities Construction

FUND CODES

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

Section A - Roadway Capacity Projects

Non-SIS



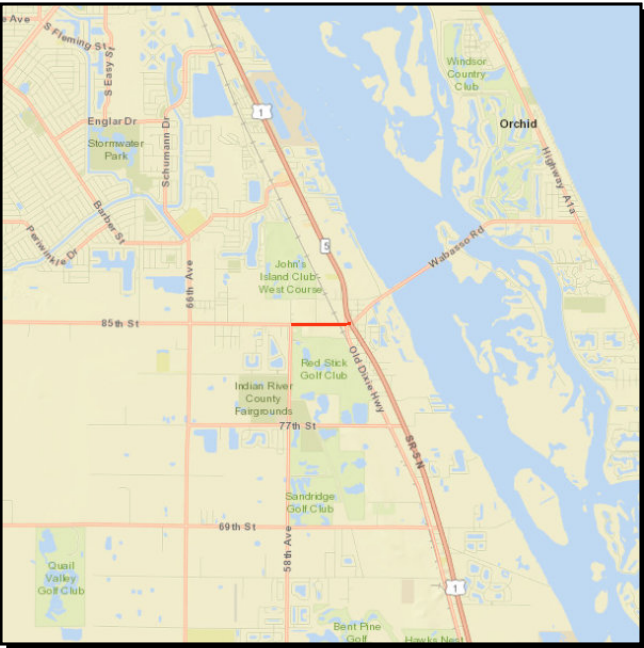
Work Summary:		NEW ROAD CONSTRUCTION		From:	26th Street		
				To:	69th Street		
Lead Agency:		FDOT		Length:	5 miles		
County:		Indian River		LRTP #:	Table 4-8		
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	SN	48,000	0	697,652	663,680	0	1,409,332
ROW	SA	1,073,681	0	0	0	0	1,073,681
ROW	CARL	251,061	0	0	350,523	0	601,584
ROW	ACSM	794,524	0	0	0	0	794,524
ROW	SM	0	539,101	331,897	0	0	870,998
ROW	CARM	0	66,208	0	0	0	66,208
Total		2,167,266	605,309	1,029,549	1,014,203	0	4,816,327

Prior Cost < 2024/25:	3,416,170
Future Cost > 2028/29:	0
Total Project Cost:	8,232,497
Project Description:	New 2 lane roadway between 26th Street to 69th Street. Right-of-way acquisition programmed for FY 2024/25 through FY 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	SN	0	565,400	0	0	0	565,400
ROW	SA	0	1,801,748	0	0	0	1,801,748
ROW	CARL	0	350,523	0	0	0	350,523
Total		0	2,717,671	0	0	0	2,717,671

Prior Cost < 2024/25: 2,710,737

Future Cost > 2028/29: 0

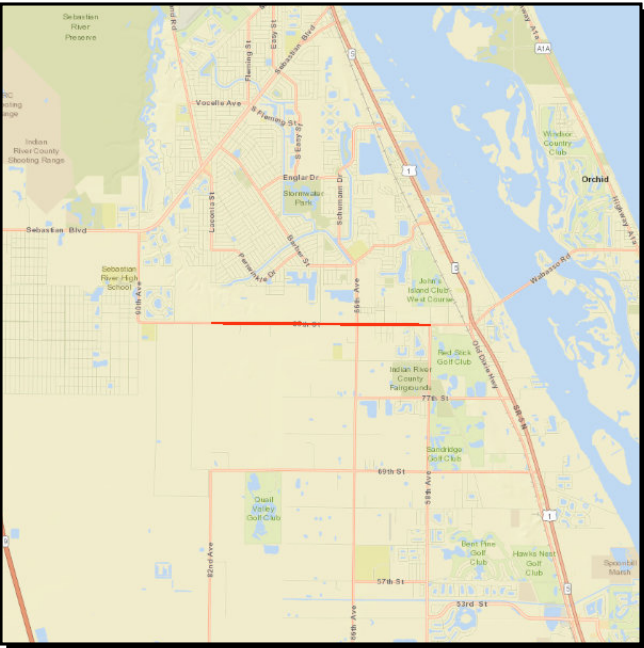
Total Project Cost: 5,428,408

Project Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between 58th Avenue and US 1 (SR 5). Project Development & Environmental (PD&E) study and preliminary engineering currently underway. Right-of-way acquisition programmed for FY 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	ACCM	1,100,000	0	0	0	0	1,100,000
ROW	SA	2,133,605	0	0	0	0	2,133,605
ROW	CARL	349,979	0	0	0	0	349,979
ROW	CM	0	809,568	0	0	0	809,568
ROW	SL	0	0	0	0	1,991,310	1,991,310
Total		3,583,584	809,568	0	0	1,991,310	6,384,462

Prior Cost < 2024/25: 11,496,069

Future Cost > 2028/29: 0

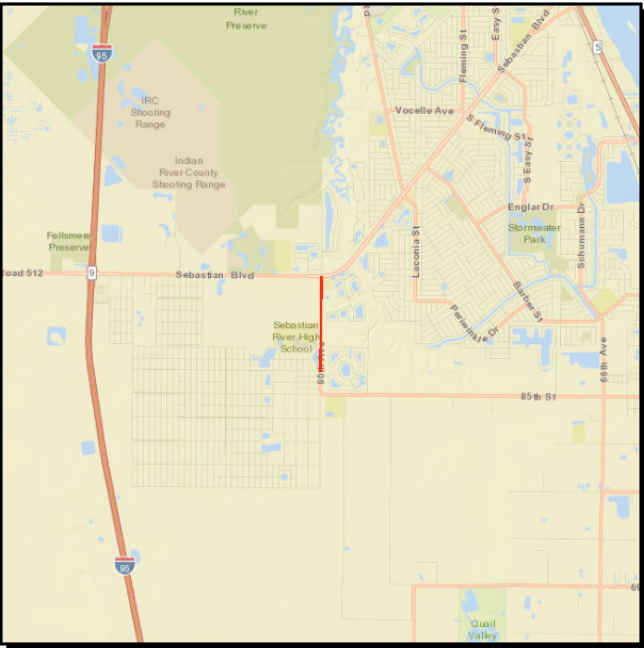
Total Project Cost: 17,880,531

Project Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between 82nd Avenue and 58th Avenue. Preliminary engineering currently underway. Right-of-way acquisition programmed for FY 2024/25 and 2025/26. 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
RRU	LF	3,701,455	0	0	0	0	3,701,455
CST	LF	337,857	0	0	0	0	337,857
CST	CM	1,600,000	0	0	0	0	1,600,000
CST	ACPR	4,419,104	311,193	0	0	0	4,730,297
CST	SL	3,474,376	0	0	0	0	3,474,376
CST	SN	563,756	0	0	0	0	563,756
CST	SA	14,629,013	893,094	0	0	0	15,522,107
Total		28,725,561	1,204,287	0	0	0	29,929,848

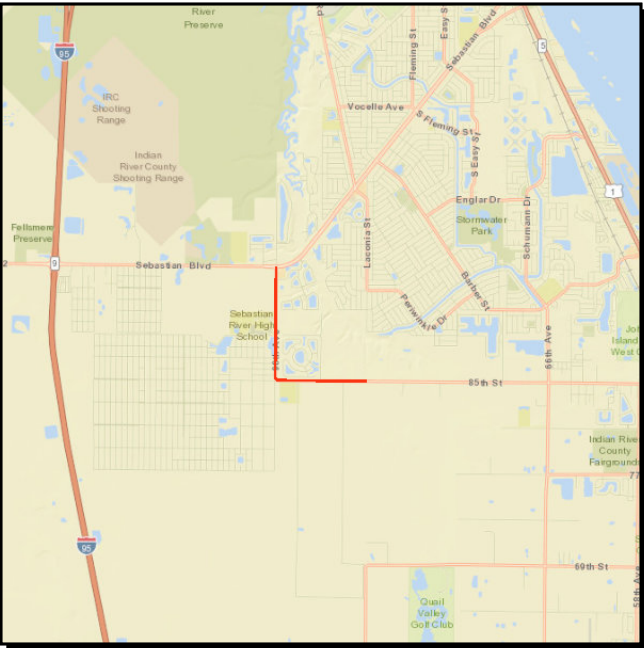
Prior Cost < 2024/25: 0
Future Cost > 2028/29: 0
Total Project Cost: 29,929,848

Project Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between CR 512 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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	SL	200,000	409,238	826	0	0	610,064
Total		200,000	409,238	826	0	0	610,064

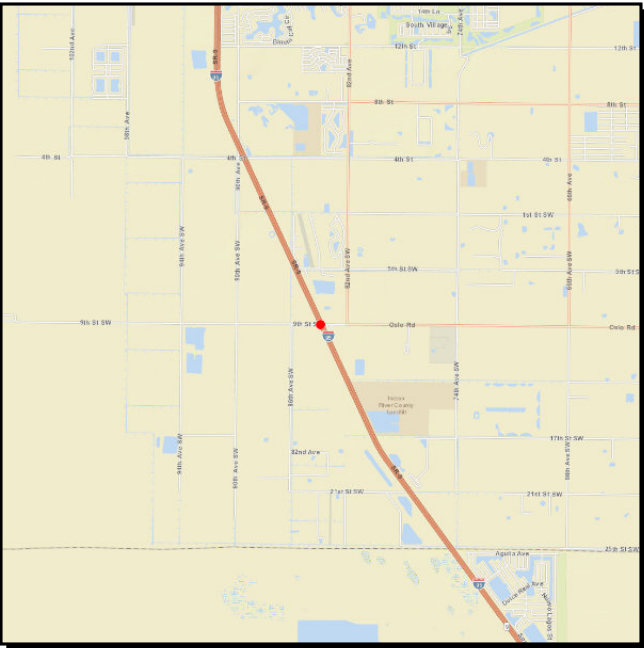
Prior Cost < 2024/25: 8,619,254
Future Cost > 2028/29: 0
Total Project Cost: 9,229,318

Project Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between CR 512 and 82nd Avenue. Preliminary engineering currently underway. Right-of-way acquisition programmed for FY 2024/25 through FY 2026/27. Project length is 2.2 miles.

I 95/Oslo Road Interchange

4130482

SIS



Work Summary: INTERCHANGE (NEW) **From:**
To:
Lead Agency: FDOT **Length:** 7.379 miles
County: Indian River **LRTP #:** Table 4-8

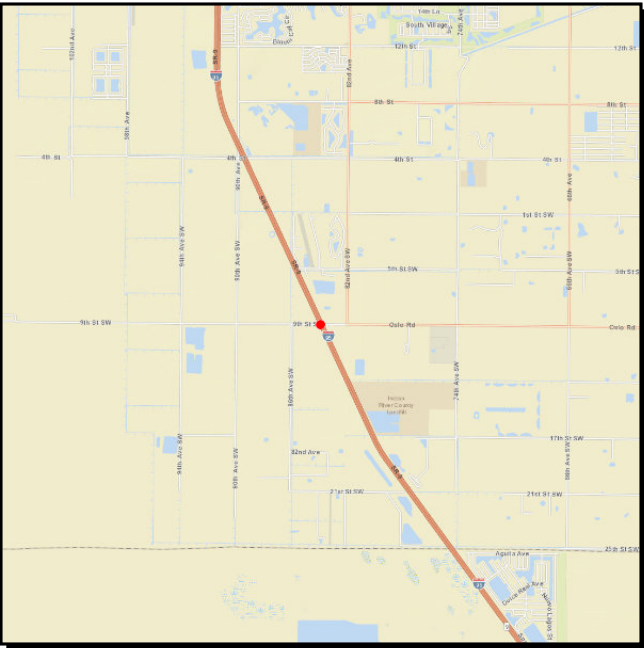
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	ACNP	2,271,000	6,200	0	0	0	2,277,200
Total		2,271,000	6,200	0	0	0	2,277,200

Prior Cost < 2024/25: 96,756,967
Future Cost > 2028/29: 0
Total Project Cost: 99,034,167
Project Description: Interchange at I-95/Oslo Road (9th Street SW). Right-of-way acquisition programmed for FY 2024/25 and FY 2025/26. Construction currently underway. Project is in conjunction with Oslo Road widening (see FM# 4315211). Project length is 7.379 miles.

I 95/Oslo Road Interchange

4130485

SIS



Work Summary: LANDSCAPING **From:**
To:
Lead Agency: FDOT **Length:** 1.01 miles
County: Indian River **LRTP #:** Table 4-8

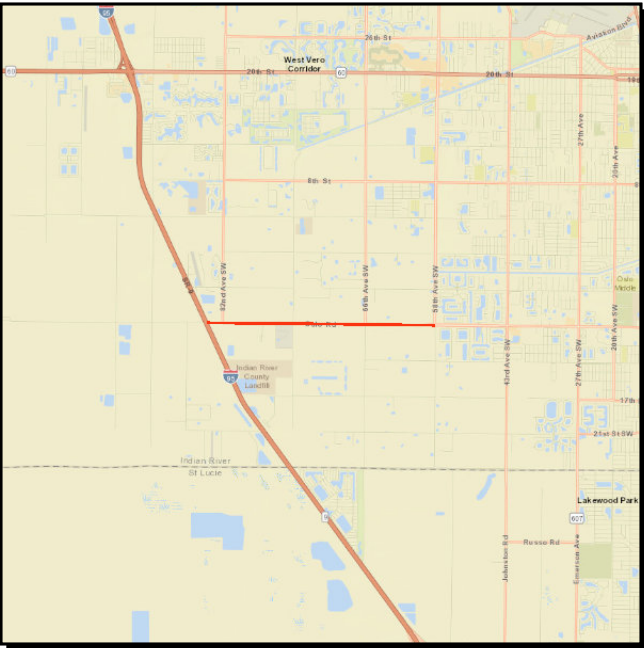
Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	DIH	0	19,958	0	0	0	19,958
PE	DS	0	249,480	0	0	0	249,480
Total		0	269,438	0	0	0	269,438

Prior Cost < 2024/25: 0
Future Cost > 2028/29: 1,476,613
Total Project Cost: 1,746,051
Project Description: Landscaping project in conjunction with FM# 4130482. Project length is 1.01 miles.

Oslo Road Widening

4315211

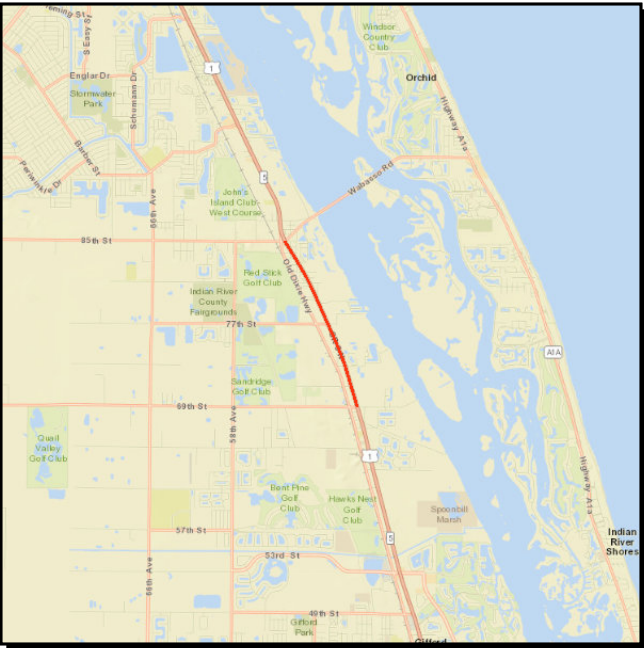
Non-SIS



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	2024/25	2025/26	2026/27	2027/28	2028/29	Total
ROW	CM	0	1,100,000	246,000	0	0	1,346,000
ROW	DDR	0	597,000	0	0	0	597,000
Total		0	1,697,000	246,000	0	0	1,943,000

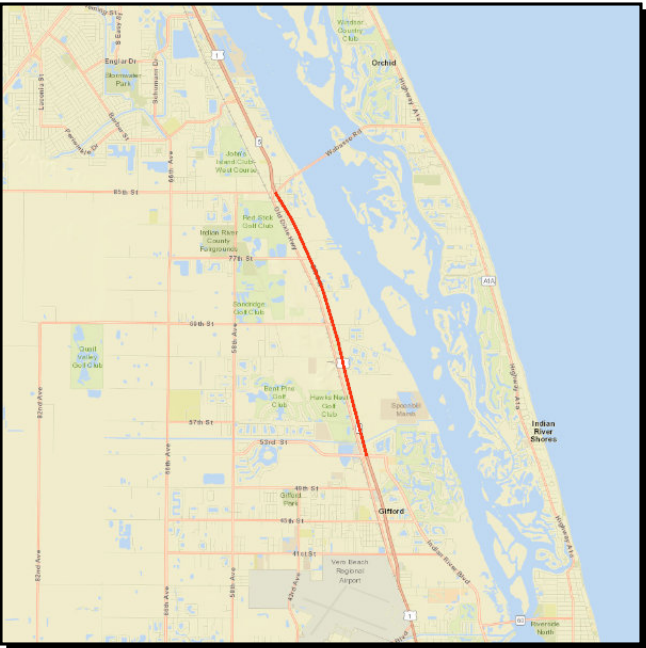
Prior Cost < 2024/25: 0
Future Cost > 2028/29: 0
Total Project Cost: 1,943,000

Project Description: Widen US 1 from 4 lanes to 6 lanes from 69th Street to CR 510 (85th Street). Preliminary engineering currently underway. Right-of-way acquisition programmed for FY 2025/26 and FY 2026/27. Project in conjunction with FM# 431741. Project length is 2.4 miles.

US 1 Widening

4317241

Non-SIS



Work Summary: ADD LANES & RECONSTRUCT
From: 53rd Street
To: CR 510
Lead Agency: FDOT
Length: 4.3 miles
County: Indian River
LRTP #: Table 4-8

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	SL	1,000,000	0	0	0	0	1,000,000
Total		1,000,000	0	0	0	0	1,000,000

Prior Cost < 2024/25: 7,637,586

Future Cost > 2028/29: 0

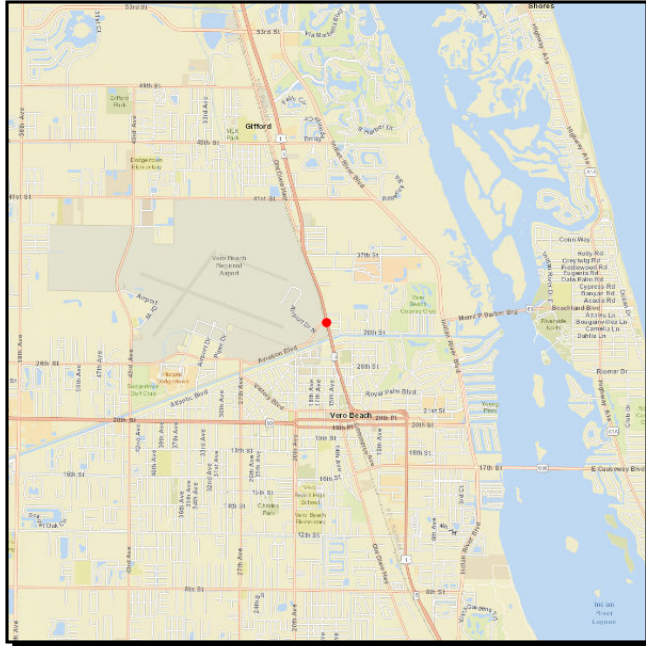
Total Project Cost: 8,637,586

Project Description: Widen US 1 (SR 5) from 4 lanes to 6 lanes from 53rd Street to CR 510 (85th Street). Preliminary Engineering programmed for FY 2024/25. Project in conjunction with FM# 4317243. Project length is 4.3 miles.

US 1/Aviation Blvd. Intersection

4416931

Non-SIS



Work Summary: PD&E/EMO STUDY

From:

To:

Lead Agency: FDOT

Length: 0.010 miles

County: Indian River

LRTP #: Table 4-8

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
PE	DIH	200,400	0	0	0	0	200,400
PE	SL	1,538,305	0	0	0	0	1,538,305
PE	DDR	0	1,464,898	0	0	0	1,464,898
Total		1,738,705	1,464,898	0	0	0	3,203,603

Prior Cost < 2024/25: 2,937,959

Future Cost > 2028/29: 0

Total Project Cost: 6,141,562

Project Description: Intersection improvements at US 1 (SR 5) and Aviation Boulevard. PD&E to be completed during 2024. 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	2024/25	2025/26	2026/27	2027/28	2028/29	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 length is .902 miles.							
INC	BRRP	360,000	0	0	0	0	360,000
	Total	360,000	0	0	0	0	360,000
Prior Years Cost		27,325,398	Future Years Cost		0	Total Project Cost	27,685,398
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. Construction programmed for FY 2025/26 and FY 2026/27. Project in conjunction with FM# 4476471. Project length is 7.18 miles.							
CST	DS	0	4,760,814	0	0	0	4,760,814
CST	DIH	0	45,804	47,230	0	0	93,034
CST	SA	0	4,431,093	0	0	0	4,431,093
CST	DDR	0	5,189,311	0	0	0	5,189,311
	Total	0	14,427,022	47,230	0	0	14,474,252
Prior Years Cost		934,037	Future Years Cost		0	Total Project Cost	15,408,289
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		
					LRTP#: Table 2-1		
Resurfacing of 20th Street (SR 60) from CR 512 to I-95. Construction programmed for FY 2024/25. Project in conjunction with FM# 4484441. Project length is 7.309 miles.							
CST	DIH	54,305	0	0	0	0	54,305
	Total	54,305	0	0	0	0	54,305
Prior Years Cost		13,775,896	Future Years Cost		0	Total Project Cost	13,830,201

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
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		
					LRTP#: 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. Railroad and utilities programmed for FY 2026/27. Construction programmed for FY 2026/27 and FY2027/28. Project length is 3.11 miles.							
RRU	DS	0	0	200,000	0	0	200,000
CST	DS	0	0	0	3,945,400	0	3,945,400
CST	DIH	0	0	0	84,667	0	84,667
CST	DDR	0	0	0	4,016,856	0	4,016,856
Total		0	0	200,000	8,046,923	0	8,246,923
Prior Years Cost		1,141,516	Future Years Cost		0	Total Project Cost	9,388,439
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.		
					LRTP#: Table 2-1		
Resurfacing of 43rd Avenue from 6th Street to 12th Street. Construction programmed for FY 2025/26. Project length is 0.764 miles.							
CST	SCED	0	487,805	0	0	0	487,805
CST	LF	0	1,318,900	0	0	0	1,318,900
CST	SCWR	0	496,670	0	0	0	496,670
CST	GRSC	0	1,415,525	0	0	0	1,415,525
Total		0	3,718,900	0	0	0	3,718,900
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	3,718,900
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.		
					LRTP#: Table 2-1		
Resurfacing of 43rd Avenue from 1st Street SW to 6th Street. Construction programmed for FY 2027/28 and 2028/29. Project length is 0.756 miles.							
CST	LF	0	0	0	1,067,850	0	1,067,850
CST	GRSC	0	0	0	1,650,000	1,553,550	3,203,550
Total		0	0	0	2,717,850	1,553,550	4,271,400
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	4,271,400

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
45th Street (N Gifford Road) Complete Street Retrofit FROM 58th Avenue TO 43rd Avenue - FM# 4533271					Length: 1.2 miles	*Non-SIS*	
Type of Work: COMPLETE STREET RETROFIT					Lead Agency: FDOT		
					LRTP#: Table 2-1		
Complete Street retrofit of 45th Street (N Gifford Road) from 58th Avenue to 43rd Avenue to include bike lanes and sidewalks on both sides. Project length is 1.2 miles.							
PDE	CARB	0	300,000	0	0	0	300,000
PE	CARB	0	0	400,000	0	0	400,000
Total		0	300,000	400,000	0	0	700,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		700,000
I 95/CR 512 Interchange Modification 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 at I 95/CR 512 (Fellsmere Road) from I 95 to west of 106th Avenue by extending eastbound ramp terminal lane to eliminate drop lane. Construction programmed for FY 2026/27. Project length 0.387 miles.							
CST	SA	0	0	1,959,929	0	0	1,959,929
Total		0	0	1,959,929	0	0	1,959,929
Prior Years Cost		515,796	Future Years Cost		Total Project Cost		2,475,725
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	477,209	0	0	0	0	477,209
CST	LF	1,322,892	0	0	0	0	1,322,892
CST	SCOP	460,746	0	0	0	0	460,746
CST	GRSC	608,326	0	0	0	0	608,326
Total		2,869,173	0	0	0	0	2,869,173
Prior Years Cost		0	Future Years Cost		Total Project Cost		2,869,173

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	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	40,000	40,000	40,000	40,000	0	160,000
Total		40,000	40,000	40,000	40,000	0	160,000
Prior Years Cost		669,174	Future Years Cost		Total Project Cost		829,174
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	0	100,000
Total		25,000	25,000	25,000	25,000	0	100,000
Prior Years Cost		227,034	Future Years Cost		Total Project Cost		327,034
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	15,000	15,000	15,000	15,000	15,000	75,000
Total		15,000	15,000	15,000	15,000	15,000	75,000
Prior Years Cost		396,854	Future Years Cost		Total Project Cost		471,854
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	0	0	0	0	300,000
Total		300,000	0	0	0	0	300,000
Prior Years Cost		725,000	Future Years Cost		Total Project Cost		1,025,000

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	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	300,000	300,000	300,000	0	900,000
Total		0	300,000	300,000	300,000	0	900,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		900,000
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	220,000	220,000	220,000	220,000	220,000	1,100,000
Total		220,000	220,000	220,000	220,000	220,000	1,100,000
Prior Years Cost		4,994,593	Future Years Cost		Total Project Cost		6,094,593
SR A1A Bridge Replacement - FM# 4456181						Length: .915 miles Lead Agency: FDOT LRTP#: Table 2-1	*Non-SIS*
Type of Work: BRIDGE REPLACEMENT							
Replace Bridge# 880005/SR A1A over the Sebastian Inlet. Preliminary engineering programmed for FY 2023/24. Right-of-way programmed for FY 2024/25. Construction of new bridge programmed for FY 2025/26. Project in conjunction with FM# 4456182. Project length is .915 miles.							
ROW	ACBR	5,057,953	1,499,919	0	0	0	6,557,872
CST	ACBR	0	103,568,997	0	0	0	103,568,997
Total		5,057,953	105,068,916	0	0	0	110,126,869
Prior Years Cost		10,724,127	Future Years Cost		Total Project Cost		120,850,996

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
SR A1A Resurfacing FROM Sand Dollar Lane TO S of Sebastian Inlet Bridge - FM# 4456182					Length: 6.550 miles	*Non-SIS*	
Type of Work: RESURFACING					Lead Agency: FDOT		
					L RTP#: Table 2-1		
Resurfacing of SR A1A between the Sebastian Inlet Bridge to Sand Dollar Lane. Construction programmed for FY 2025/26. Design and Construction in conjunction with FM# 4456181. Project length 6.550 miles.							
CST	DIH	0	82,102	0	0	0	82,102
CST	ACPR	0	358,970	0	0	0	358,970
CST	SL	0	1,899,227	0	0	0	1,899,227
CST	SA	0	353,926	0	0	0	353,926
CST	DDR	0	940,056	0	0	0	940,056
CST	ACNR	0	7,345,220	0	0	0	7,345,220
Total		0	10,979,501	0	0	0	10,979,501
<i>Prior Years Cost</i>		<i>1,262,953</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>12,242,454</i>
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 of SR A1A between the Indian River/St. Lucie County line to Jasmine Lane. Construction programmed for FY 2026/27. Project length is 5.459 miles.							
CST	DIH	0	0	90,726	0	0	90,726
CST	DDR	0	0	11,505,292	0	0	11,505,292
Total		0	0	11,596,018	0	0	11,596,018
<i>Prior Years Cost</i>		<i>1,867,600</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>13,463,618</i>
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	590,260	778,116	1,368,376
Total		0	0	0	590,260	778,116	1,368,376
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,368,376</i>

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Traffic Signal Maintenance - FM# 4278044						*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.							
OPS	DITS	410,128	247,240	217,766	0	0	875,134
OPS	DDR	0	187,495	243,054	0	0	430,549
Total		410,128	434,735	460,820	0	0	1,305,683
<i>Prior Years Cost</i>		<i>1,520,849</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>2,826,532</i>
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		
					L RTP#: 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	LF	19,153	0	0	0	0	19,153
CST	DS	329,351	0	0	0	0	329,351
CST	DIH	97,607	0	0	0	0	97,607
CST	DDR	3,070,394	0	0	0	0	3,070,394
Total		3,516,505	0	0	0	0	3,516,505
<i>Prior Years Cost</i>		<i>742,307</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>4,258,812</i>
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		
					L RTP#: Table 2-1		
Resurfacing of US 1 (SR 5) between north of 87th Street and south of Sebastian Boulevard (CR 512). Construction programmed for FY 2026/27. Project length is 4.22 miles.							
CST	DS	0	0	4,832,452	0	0	4,832,452
CST	DIH	0	0	129,819	0	0	129,819
CST	DDR	0	0	6,925,992	0	0	6,925,992
Total		0	0	11,888,263	0	0	11,888,263
<i>Prior Years Cost</i>		<i>1,391,100</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>13,279,363</i>

Section C - Transit and Transportation Disadvantaged Projects

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Transit Operating Assistance (Regional Corridor) - FM# 4358461						*Non-SIS*	
Type of Work: OPERATING FOR FIXED ROUTE						Lead Agency: Indian River Co.	
						LRTP#: Page 4-22	
FDOT Transit Corridor grant for regional service to the Indian River State College (IRSC) main campus in St. Lucie County.							
OPS	DDR	150,000	150,000	0	0	0	300,000
	Total	150,000	150,000	0	0	0	300,000
<i>Prior Years Cost</i>		<i>1,011,299</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,311,299</i>
Transit Capital Assistance (Section 5307) - FM# 4071902						*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 5307 funds for transit capital assistance.							
CAP	FTA	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000
	Total	4,000,000	4,000,000	4,000,000	4,000,000	4,000,000	20,000,000
<i>Prior Years Cost</i>		<i>23,002,859</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>43,002,859</i>
Transit Capital Assistance (Section 5339) - FM# 4457281						*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 5339 funds for transit capital assistance.							
CAP	FTA	240,000	240,000	240,000	240,000	240,000	1,200,000
	Total	240,000	240,000	240,000	240,000	240,000	1,200,000
<i>Prior Years Cost</i>		<i>1,583,325</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>2,783,325</i>
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	108,753	106,122	110,375	114,455	121,801	561,506
OPS	LF	108,753	106,122	110,375	114,455	121,801	561,506
	Total	217,506	212,244	220,750	228,910	243,602	1,123,012
<i>Prior Years Cost</i>		<i>0</i>	<i>Future Years Cost</i>	<i>0</i>	<i>Total Project Cost</i>		<i>1,123,012</i>

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
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	28,119	0	0	0	0	28,119
OPS	DDR	723,198	773,856	795,220	819,077	819,077	3,930,428
OPS	LF	1,249,571	1,273,856	1,295,220	1,319,077	1,319,077	6,456,801
OPS	FTA	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	10,000,000
Total		4,000,888	4,047,712	4,090,440	4,138,154	4,138,154	20,415,348
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	20,415,348

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

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
43rd Avenue Sidewalk FROM 45th Street TO 49th Street - FM# 4529951					Length: .5 miles	*Non-SIS*	
Type of Work: SIDEWALK					Lead Agency: Indian River Co.		
					L RTP#: Table 4-9		
Sidewalk construction from 45th Street to 49th Street. Preliminary engineering programmed for FY 2024/25. Construction programmed from FY 2026/27 and FY 2027/28. Project length is .5 miles.							
PE	TALT	5,000	0	0	0	0	5,000
CST	TALT	0	0	761,474	53,880	0	815,354
CST	LF	0	0	42,000	0	0	42,000
CST	CARL	0	0	350,523	0	0	350,523
CST	TALL	0	0	361,305	0	0	361,305
Total		5,000	0	1,515,302	53,880	0	1,574,182
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	1,574,182

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		
					L RTP#: 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 and FY 2025/26. Project length is .9 miles.							
CST	SM	61,637	0	0	0	0	61,637
CST	TALT	257,403	97,583	0	0	0	354,986
CST	LF	106,992	447,952	0	0	0	554,944
CST	TALL	163,303	165,945	0	0	0	329,248
Total		589,335	711,480	0	0	0	1,300,815
Prior Years Cost		10,000	Future Years Cost		0	Total Project Cost	1,310,815

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		
					L RTP#: 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 is .681 miles.							
CST	LF	36,300	0	0	0	0	36,300
CST	DIH	58,215	0	0	0	0	58,215
CST	DDR	1,005,449	0	0	0	0	1,005,449
Total		1,099,964	0	0	0	0	1,099,964
Prior Years Cost		320,962	Future Years Cost		0	Total Project Cost	1,420,926

Section E - Aviation Projects

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Sebastian Municipal Airport - FM# 4533571							*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT							
Engineer and design terminal apron expansion.							
CAP	DPTO	180,000	0	0	0	0	180,000
CAP	LF	45,000	0	0	0	0	45,000
Total		225,000	0	0	0	0	225,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		225,000
Sebastian Municipal Airport - FM# 4533651							*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT							
Construct terminal apron expansion.							
CAP	DPTO	0	960,000	0	0	0	960,000
CAP	LF	0	240,000	0	0	0	240,000
Total		0	1,200,000	0	0	0	1,200,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		1,200,000
Sebastian Municipal Airport - FM# 4533791							*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT							
Construct access road and utilities on west side of airport.							
CAP	DPTO	0	0	1,200,000	0	0	1,200,000
CAP	LF	0	0	300,000	0	0	300,000
Total		0	0	1,500,000	0	0	1,500,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		1,500,000
Vero Beach Regional Airport - FM# 4533661							*Non-SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL							
Airport electrical upgrades.							
CAP	DPTO	0	1,440,000	0	0	0	1,440,000
CAP	LF	0	360,000	0	0	0	360,000
Total		0	1,800,000	0	0	0	1,800,000
Prior Years Cost		0	Future Years Cost		Total Project Cost		1,800,000

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total	
Vero Beach Regional Airport - FM# 4533581							*Non-SIS*	
Type of Work: AVIATION REVENUE/OPERATIONAL								
Terminal parking lot project.								
CAP	DPTO	1,040,000	0	0	0	0	1,040,000	
CAP	LF	260,000	0	0	0	0	260,000	
Total		1,300,000	0	0	0	0	1,300,000	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		1,300,000

Vero Beach Regional Airport - FM# 4533831							*Non-SIS*	
Type of Work: AVIATION PRESERVATION PROJECT								
Construction of taxiway A south of runway 12R.								
CAP	DPTO	0	0	110,000	0	0	110,000	
CAP	LF	0	0	110,000	0	0	110,000	
CAP	FAA	0	0	1,980,000	0	0	1,980,000	
Total		0	0	2,200,000	0	0	2,200,000	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		2,200,000

Sebastian Municipal Airport - FM# 4481131							*Non-SIS*	
Type of Work: AVIATION PRESERVATION PROJECT								
Construct Taxiway.								
CAP	DPTO	790,080	790,080	0	0	0	1,580,160	
CAP	LF	197,520	197,520	0	0	0	395,040	
Total		987,600	987,600	0	0	0	1,975,200	
Prior Years Cost		0	Future Years Cost		0	Total Project Cost		1,975,200

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
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	200,000	0	0	0	200,000
CAP	LF	0	50,000	0	0	0	50,000
Total		0	250,000	0	0	0	250,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		250,000
Sebastian Municipal Airport - FM# 4495961							*Non-SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL							
Engineering and Construction of Shade Hangar.							
CAP	DPTO	880,000	0	0	0	0	880,000
CAP	LF	220,000	0	0	0	0	220,000
Total		1,100,000	0	0	0	0	1,100,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		1,100,000
Sebastian Municipal Airport - FM# 4495951							*Non-SIS*
Type of Work: AVIATION REVENUE/OPERATIONAL							
Construction of Airport Equipment Shelter.							
CAP	DPTO	40,000	0	0	0	0	40,000
CAP	LF	10,000	0	0	0	0	10,000
Total		50,000	0	0	0	0	50,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		50,000

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
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
Vero Beach Regional Airport - FM# 4515381							*Non-SIS*
Type of Work: AVIATION PRESERVATION PROJECT							
Rehabilitate airport drainage system.							
CAP	DPTO	100,000	0	0	0	0	100,000
CAP	LF	100,000	0	0	0	0	100,000
CAP	FAA	1,800,000	0	0	0	0	1,800,000
Total		2,000,000	0	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# 4495911							*Non-SIS*
Type of Work: AVIATION CAPACITY PROJECT							
Construction Phase of Extending Taxiway B.							
CAP	DPTO	2,960,000	0	0	0	0	2,960,000
CAP	LF	740,000	0	0	0	0	740,000
Total		3,700,000	0	0	0	0	3,700,000
Prior Years Cost		0	Future Years Cost	0	Total Project Cost		3,700,000

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Vero Beach Regional Airport - FM# 4515531						*Non-SIS*	
Type of Work: AVIATION REVENUE/OPERATIONAL							
Replace hanger roof.							
CAP	DPTO	0	800,000	0	0	0	800,000
CAP	LF	0	200,000	0	0	0	200,000
Total		0	1,000,000	0	0	0	1,000,000
Prior Years Cost		0	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	10,000	0	0	0	10,000
CAP	LF	0	10,000	0	0	0	10,000
CAP	FAA	0	180,000	0	0	0	180,000
Total		0	200,000	0	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 2024/25 - 2028/29

Phase	Fund Source	2024/25	2025/26	2026/27	2027/28	2028/29	Total
Indian River Urban Area - Transportation Planning - FM# 4393277						*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 2028/29 and FY 2029/30.							
PLN	PL	0	0	0	0	603,825	603,825
	Total	0	0	0	0	603,825	603,825
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	603,825
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	603,825	603,825	0	1,207,650
	Total	0	0	603,825	603,825	0	1,207,650
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	1,207,650
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	599,393	603,825	0	0	0	1,203,218
	Total	599,393	603,825	0	0	0	1,203,218
Prior Years Cost		0	Future Years Cost		0	Total Project Cost	1,203,218

Appendix A – Indian River County Capital Improvements Element

Comprehensive Plan

Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
1st Street SW at 27th Ave -Left turn lane/traffic signal		\$ 50,000	\$ 1,541,920				\$ 1,591,920	Traffic Impact Fee 2020-District 2	Yes	2
Design & Engineering	10415241-066510-24001	\$ 50,000					\$ 50,000			
Right-of-Way							\$ -			
Construction			\$ 1,541,920				\$1,541,920			
1st Street SW & 35th Avenue Culvert Replacement	31521441-066510-21017	\$ 1,100,000					\$1,100,000	Optional Sales Tax	Yes	1
Design & Engineering							\$ -			
Right-of-Way							\$ -			
Construction		\$ 1,100,000					\$1,100,000			
8th Street Reconstruction from 66th Avenue to 74th Avenue			\$ 366,665	\$ 4,000,000	\$ 4,000,000		\$8,366,665	Optional Sales Tax	Yes	3
8th Street Reconstruction from 66th Avenue to 74th Avenue		\$ 450,000	\$ 133,335				\$ 583,335	Traffic Impact Fees- District 3		
Design & Engineering	10215341-066510-23009	\$ 450,000					\$ 450,000			
Right-of-Way			\$ 500,000	\$ 2,000,000			\$2,500,000			
Construction				\$ 2,000,000	\$ 4,000,000		\$6,000,000			
8th Street Reconstruction from 74th Avenue to 82nd Avenue			\$ 500,000	\$ 4,000,000	\$ 4,000,000		\$ 8,500,000	Optional Sales Tax	Yes	3
8th Street Reconstruction from 74th Avenue to 82nd Avenue	10215341-066510-23010	\$ 450,000					\$ 450,000	Traffic Impact Fees- District 3		
Design & Engineering		\$ 450,000					\$ 450,000			
Right-of-Way			\$ 500,000	\$ 2,000,000			\$ 2,500,000			
Construction				\$ 2,000,000	\$ 4,000,000		\$ 6,000,000			

Comprehensive Plan

Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
16th Street at 58th Avenue Signal Installation						\$ 100,000	\$ 100,000	Optional Sales Tax	No	4
Design & Engineering						\$ 100,000	\$ 100,000			
Right-of-Way							\$ -			
Construction							\$ -			
17th Street SW, 27th Avenue to 43rd Avenue (Includes Bridge)					\$ 2,000,000		\$ 2,000,000	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					\$ 300,000		\$ 300,000			
Construction					\$ 2,450,000	\$ 750,000	\$ 3,200,000			
20th Ave Sidewalk East Side 8th St to 12th St	31521441-066510-20038			\$ 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	10415241-066120-19001	\$ 250,000	\$ 500,000	\$ 500,000	\$ 1,783,873	\$ 1,220,395	\$ 4,254,268	Traffic Impact Fee 2020-District 2	No	2
26th Street/43rd Avenue Intersection					\$ 216,127	\$ 1,279,605	\$ 1,495,732	Optional Sales Tax		
26th Street/43rd Avenue Intersection		\$ 250,000					\$ 250,000	Developer Funded Construction		
Design & Engineering							\$ -			
Right-of-Way		\$ 500,000	\$ 500,000	\$ 500,000			\$ 1,500,000			
Construction					\$ 2,000,000	\$ 2,500,000	\$ 4,500,000			

Comprehensive Plan

Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
26th Street, 43rd Avenue to 58th Avenue, four/five lanes (1 mile)	10415241-066120-06011	\$ 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	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			
26th Street, 58th Avenue to 66th Avenue, four/five lanes (1 mile)	10415241-066120-16006	\$ 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							\$ -			
27th Avenue at Oslo Road North Bound Right & Long Left			\$ 500,000				\$ 500,000	Traffic Impact Fees- District 3	Yes	3
27th Avenue at Oslo Road North Bound Right & Long Left			\$ -	\$ 2,000,000	\$ 2,000,000		\$ 4,000,000	Traffic Impact Fee 2020-District 2		
Design & Engineering			\$ 500,000				\$ 500,000			
Right-of-Way							\$ -			
Construction				\$ 2,000,000	\$ 2,000,000		\$ 4,000,000			
37th Street & Indian River Blvd Intersection Improvements				\$ 3,300,000	\$ 1,200,000		\$ 4,500,000	Optional Sales Tax	No	3
Design & Engineering	31521441-066510-19011			\$ 300,000			\$ 300,000			
Right-of-Way							\$ -			
Construction				\$ 3,000,000	\$ 1,200,000		\$ 4,200,000			

Comprehensive Plan

Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
Aviation Extension US Highway 1 to 37th Street and to 41st Street via McCrystal Drive/11th Drive			\$ 175,806	\$ 4,000,000	\$ 2,276,220		\$ 6,452,026	Optional Sales Tax	Yes	2
Aviation Extension US Highway 1 to 37th Street and to 41st Street via McCrystal Drive/11th Drive	10215241-066510-22010	\$ 538,359					\$ 538,359	Traffic Impact Fees- District 2		
Aviation Extension US Highway 1 to 37th Street and to 41st Street via McCrystal Drive/11th Drive		\$ 4,361,641	\$ 824,194				\$ 5,185,835	Traffic Impact Fee 2020-District 2		
Design & Engineering	10415241-066510-22010	\$ 900,000					\$ 900,000			
Right-of-Way	10415241-066120-22010	\$ 4,000,000	\$ 1,000,000				\$ 5,000,000			
Construction				\$ 4,000,000	\$ 2,276,220		\$ 6,276,220			
11th Drive & 37th Street Intersection Improvements	10415241-066510-24004	\$ 2,500,000					\$ 2,500,000	Traffic Impact Fee 2020-District 2		1
Construction		\$ 2,500,000					\$ 2,500,000			
41st Street & US 1 Intersection Improvements	31521441-066120-14001		\$ 450,000	\$ 450,000	\$ 750,000	\$ 1,000,000	\$ 2,650,000	Optional Sales Tax	Yes	2
Design & Engineering							\$ -			
Right-of-Way			\$ 450,000	\$ 450,000			\$ 900,000			
Construction					\$ 750,000	\$ 1,000,000	\$ 1,750,000			

Comprehensive Plan

Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
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	31521441-066510-06041	\$ 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	31521441-066510-20041				\$ 2,600,000	\$ 3,125,000	\$ 5,725,000	Optional Sales Tax	Yes	4
Design & Engineering					\$ 100,000		\$ 100,000			
Right-of-Way							\$ -			
Construction					\$ 2,500,000	\$ 3,125,000	\$ 5,625,000			
43rd Ave Pedestrian & Bicycle Access Improvements 1st St SW to 8th St-FDOT 75% - County 25%	31521441-066510-22026	\$ 300,000	\$ 200,000				\$ 500,000	Optional Sales 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		\$ 300,000					\$ 300,000			
Right-of-Way							\$ -			
Construction			\$ 800,000				\$ 800,000			
43rd Ave Pedestrian & Bicycle Access Improvements 12th St to 18th St-FDOT 75% - County 25%	31521441-066510-22027	\$ 1,846,186	\$ 2,983,204				\$ 4,829,390	Optional Sales Tax	Yes	2
43rd Ave Pedestrian & Bicycle Access Improvements 12th St to 18th St-FDOT 75% - County 25%	315033-334400-22027	\$ 1,470,610					\$ 1,470,610	FDOT		
Design & Engineering		\$ 300,000					\$ 300,000			
Construction		\$ 3,016,796	\$ 2,983,204				\$ 6,000,000			

Comprehensive Plan

Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
45th Street/Left Turn Lane at US 1 (GNP Action 7.3)	10415241-066510-13013			\$ 750,000	\$ 1,364,290		\$ 2,114,290	Traffic Impact Fee 2020-District 2	Yes	3
Construction				\$ 750,000	\$ 1,364,290		\$ 2,114,290			
49th Street & US 1 intersection Improvements	31521441-066120-15010	\$ 300,000	\$ 300,000	\$ 300,000	\$ 750,000	\$ 1,000,000	\$ 2,650,000	Optional Sales Tax	Yes	5
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	Traffic Impact Fee 2020-District I	No	3
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	31521441-066510-20020						\$ -			
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	10415141-066120-23030	\$ 500,000	\$ 500,000	\$ 500,000	\$ 1,500,000	\$ 1,500,000	\$ 4,500,000	Traffic Impact Fee 2020-District I	No	5
Design & Engineering							\$ -			
Right-of-Way		\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000			
Construction					\$ 1,000,000	\$ 1,000,000	\$ 2,000,000			

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Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
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	10415141-066510-15002			\$ 200,000			\$ 200,000			
Right-of-Way	10415141-066120-15002	\$ 250,000	\$ 200,000	\$ 200,000			\$ 650,000			
Construction					\$ 1,000,000		\$ 1,000,000			
58th Avenue - 37th Street left turn lanes		\$ 250,000		\$ 1,000,000			\$ 1,250,000	Traffic Impact Fee 2020-District I	Yes	3
Design & Engineering	10415141-066510-15006						\$ -			
Right-of-Way	10415141-066120-15006	\$ 250,000					\$ 250,000			
Construction	10415141-066510-15006			\$ 1,000,000			\$ 1,000,000			

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Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
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
	31521441-066510-15013	\$ 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	10415141-066510-17021	\$ 6,750,000					\$ 6,750,000	Traffic Impact Fee 2020-District I	Yes	1
Design & Engineering		\$ 250,000					\$ 250,000			
Right-of-Way							\$ -			
Construction		\$ 6,500,000					\$ 6,500,000			
58th Ave & 21st SW Culvert			\$ 750,000				\$ 750,000	Optional Sales Tax	Yes	2
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	31521441-066510-07806	\$ 5,818,991	\$ 4,383,991	\$ 9,500,000			\$19,702,982	Optional Sales Tax	Yes	1
66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) Includes side streets & side street bridges	31521441-066510-07806 315033-334403-07806	\$ 8,181,009	\$ 4,866,009	\$ 5,566,317			\$18,613,335	FDOT		

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Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
66th Avenue, 49th Street to 69th Street, four lanes (2.5 miles) Includes side streets & side street bridges	10415141-066510-07806						\$ -	Traffic Impact Fee 2020-District I		
Design & Engineering	31521441-066510-07806	\$ 500,000					\$ 500,000			
Right-of-Way	31521441-066120-07806	\$ 1,500,000	\$ 250,000				\$ 1,750,000			
Construction	31521441-066510-07806	\$12,000,000	\$ 9,000,000	\$15,066,317			\$36,066,317			
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	10215141-066510-16009	\$ 1,065,270					\$ 1,065,270	Traffic Impact Fees- District 1	Yes	1
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			\$ 690,000				\$ 690,000	Traffic Impact Fee 2020-District I		
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	31521441-066510-16009	\$ 7,943,002	\$ 2,510,000				\$10,453,002	Optional Sales Tax		
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	10415141-066510-16009						\$ -	Traffic Impact Fee 2020-District I		
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	315033-334403-16009	\$ 7,000,000					\$ 7,000,000	FDOT		

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Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
Design & Engineering	10215141-066510-16009						\$ -			
Right-of-Way	10215141-066120-16009						\$ -			
Construction		\$16,008,272	\$ 3,200,000	\$ 400,000			\$19,608,272			
90th Ave & Oslo Road Corridor	10215341-066510-22039	\$ 21,768					\$ 21,768	Traffic Impact Fees- District 3	Yes	1
	10415241-066510-22039	\$ 3,303,232					\$ 3,303,232	Traffic Impact Fee 2020-District 2		
Design & Engineering		\$ 325,000					\$ 325,000			
Right-of-Way							\$ -			
Construction		\$ 3,000,000					\$ 3,000,000			
CR-512 & North Broadway Pipe Replacement	31521441-066510-24002	\$ 1,500,000					\$ 1,500,000	Optional Sales Tax	Yes	1
CR-512 & North Broadway Pipe Replacement							\$ -			
Design & Engineering							\$ -			
Right-of-Way							\$ -			
Construction		\$ 1,500,000					\$ 1,500,000			
Highland Drive Sidewalk	31521441-066510-21010		\$ 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			

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Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
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	2
Indian River Blvd Pedestrian Bicycle and Access Improvements FDOT 75% County 25% (17th St. Bridge to U.S. Highway 1)	10921441-066510-21021	\$ 200,000	\$ 437,500				\$ 637,500	Gas Tax		
Design & Engineering		\$ 200,000					\$ 200,000			
Right-of-Way							\$ -			
Construction			\$ 1,860,976				\$ 1,860,976			
Oslo Park MSBU Paving Project				\$ 750,000	\$ 750,000	\$ 750,000	\$ 2,250,000	Assessments	No	4
Oslo Park MSBU Paving Project	10921441-066510-24003	\$ 767,770		\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,517,770	Gas Tax		
Design & Engineering		\$ 767,770					\$ 767,770			
Right-of-Way										
Construction				\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 3,000,000			
Misc. Right of Way Acquisition	31521441-066120	\$ 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)	31521441-066120-19022		\$ 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			

Comprehensive Plan

Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
Sidewalks along 2nd Street from Old Dixie Hwy to 20th Ave (1.25 miles)			\$ 100,000	\$ 100,000	\$ 500,000		\$ 700,000	Optional Sales Tax	Yes	4
Design & Engineering	31521441-066510-19023		\$ 100,000				\$ 100,000			
Right-of-Way				\$ 100,000			\$ 100,000			
Construction					\$ 500,000		\$ 500,000			
Traffic Controllers	10921441-066510-05017	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000	Gas Tax	Yes	1
Traffic Camera Replacement Program							\$ -	Gas Tax		
Traffic Camera Replacement Program	31521441-066510-21015	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000	Optional Sales Tax		
Traffic Fiber Optic	31521441-066510-05018						\$ -	Optional Sales Tax	nothing spent	
Road Stripe Replacement	10921441-053370	\$ 400,000	\$ 420,000				\$ 820,000	Gas Tax	Yes	1
Road Restriping-ARPA	13821441-053370						\$ -	ARPA	Yes	1
Road Resurfacing-ARPA	13821441-053360	\$ 1,730,225					\$ 1,730,225	ARPA	Yes	1
Sidewalks and Designated Bicycle Lanes	31521441-066510-17011-construction	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000	\$ 750,000	Optional Sales Tax	Yes	1

Comprehensive Plan

Capital Improvements Element

Expenses		FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28	Total	Revenue Source	Fully Funded?	Priority Ranking 1 = Highest Priority, 5 = Lowest Priority
Sidewalks and Designated Bicycle Lanes- painting & signs	10921441-053370	\$ 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, (FDOT 60%, County 40%)	31521441-066510-21035	\$ 600,000					\$ 600,000	Optional Sales Tax	Yes	1
Trans-Florida Rail Trail Greenway Phase II, (FDOT 60%, County 40%)	315033-331400-21035	\$ 865,885					\$ 865,885	FDOT		
Design & Engineering							\$ -			
Right-of-Way							\$ -			
Construction		\$ 1,465,885					\$ 1,465,885			
Vero Lake Estates 25% Petition Millings- 104th Ave-79th to 87th	10921441-066510-06060	\$ 380,000	\$ 262,500				\$ 642,500	Gas Tax	Yes	2
Vero Lake Estates 25% Petition Millings- 104th Ave-79th to 87th	18521441-066510-21033	\$ 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		\$ 4,512,770	\$ 875,000	\$ 900,000	\$ 400,000	\$ 100,000	\$ 6,787,770			
Right-of-Way		\$ 8,550,000	\$ 5,500,000	\$ 7,300,000	\$ 2,250,000	\$ 2,250,000	\$25,850,000			
Construction		\$59,985,006	\$21,261,100	\$34,591,317	\$31,334,510	\$15,600,000	\$162,771,933			
Traffic Controllers & Fiber Optic		\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 1,250,000			
Road Stripe Replacement		\$ 400,000	\$ 420,000	\$ -	\$ -	\$ -	\$ 820,000			
Road Strip & Resurfacing ARPA		\$ 1,730,225	\$ -	\$ -	\$ -	\$ -	\$ 1,730,225			
Total Transportation		\$75,428,001	\$28,306,100	\$43,041,317	\$34,234,510	\$18,200,000	\$199,209,928			

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

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

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

3. Reporting performance targets:

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

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

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

For more information, contact:

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

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

**Appendix C – Eastern Federal Lands Highway Division
Programmed Projects FY 2023/24 – FY 2026/27
FLORIDA**



FY2024-FY2027 Transportation Improvement Program

Federal Highway Administration
Eastern Federal Lands Highway Division

Last Printed: 1/26/2024

PROJECT	PROGRAM FISCAL YEAR	STATE	COUNTY	PARK, REFUGE, FOREST OR OTHER PARTNER/AGENCY	DESCRIPTION	TYPE OF WORK	PRIMARY FUND SOURCE	TOTAL PROGRAMMED AMOUNT	FUNDS FROM TITLE	DELIVERED BY	STATUS	CONGRESSIONAL DISTRICT	FLMA REGION
Florida													
FL ERFO FW JND 2022-1(1)	2026	FL	Lee	J.N. Ding Darling National Wildlife Refuge	Repair Hurricane Ian damage at J.N. Ding Darling National Wildlife Refuge	3RL	ERFO	\$2,808,000.00	Title 23	EFL	Planned	FL-14	FS-R8
FL ERFO FW MRT 2022-1(1)	2026	FL	Brevard	Merritt Island National Wildlife Refuge	Repair Hurricane Ian damage at Merritt Island National Wildlife Refuge.	3RL	ERFO	\$7,083,000.00	Title 23	EFL	Planned	FL-24	FS-R8
FL ERFO FW PLC 2022-1(1)	2026	FL	Indian River	Pelican Island National Wildlife Refuge	Repair Hurricane Ian damage at Pelican Island National Wildlife Refuge.	MISC	ERFO	\$1,753,000.00	Title 23	EFL	Planned	FL-08	FS-R8
FL FLAP 24	2024	FL	Duval	Timucuan Ecological and Historic Preserve	Timucuan Trail	Trail	FLAP - EFL	\$1,800,000.00	Title 23	LOCAL	Construction	FL-04	NPS-SER
FL FLAP 26	2025	FL	Citrus	Crystal River National Wildlife Refuge	Crystal River NWR Headquarters Bypass Road	4R	FLAP - EFL	\$1,655,000.00	Title 23	EFL	Planned	FL-11	FS-R8
FL FLTP CE JW LOCK(1)	2024	FL	Various	Jim Woodruff Lock & Dam - Lake Seminole	Resurfacing on an approximate 1 mile segment of roadway located on the dam structure and a 25,000 square feet parking area. Electrical utility line is buried under right inbound lane (linear patch) with access boxes at each light pole. The surfaces exhibit high severity and frequent longitudinal and transverse cracking.	4R	FLTP - USACE	\$2,116,994.77	Title 23	USACE	Construction	FL-02	USACE-SA
FL FLTP FW LXH (3)	2027	FL	Palm Beach	ARM Loxahatchee National Wildlife Refuge	Develop Alternative Transportation Projects at refuge	Transit	FLTP - FWS	\$170,877.00	Title 23	FWS	Planned	FL-22	FS-R8
FL FW LXH TRL(1)	2028	FL	Levy	ARM Loxahatchee National Wildlife Refuge	Rehabilitate Cypress Loop Boardwalk	Trail	FLTP - FWS	\$974,701.88	Title 23	EFL	Planned	FL-47	FS-R8
FL NP DESO 900(1)	2024	FL	Desoto	DESO	Rehabilitate DESO Rt. 0900	3R	FLTP - NPS	\$660,000.00	Title 23	EFL	Construction	FL-09	NPS-SER

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
Planning and Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Jim Mann, MPA
Senior Planner

DATE: June 4, 2024

SUBJECT: **Consideration of the 2024 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 12, 2024.

DESCRIPTION & CONDITIONS

The 2045 Long Range Transportation Plan (the current LRTP) includes an adopted cost feasible list of improvements that will meet the projected needs of the county through the year 2045. To implement those improvements, the MPO each year must rank and place improvements in an annual 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.

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 2024 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.

Highways

The table below summarizes the priority project lists for highways, which are divided into two categories: Priority Highways and Regional Highways.

Priority Project Lists for 2024 - Highways

2024 Rank	2023 Rank	Roadway	Project Limits	Improvement Type
Priority Highways				
1	1	45th Street	58th Ave. to 43rd Ave.	Retrofit/Complete Streets
2	2	CR 510	CR 512 to 58th Ave.	Widen to 4 lanes
3	3	CR 510	58th Ave. to US 1	Widen to 4 lanes
4	6	82nd Avenue	26th St. to 69th St.	New 2 lanes
5	5	82nd Avenue	69th St. to CR 510	New 2 lanes
6	7	US 1	@ Aviation Blvd.	Intersection
7	-	Aviation Boulevard	43rd Ave. to US 1	Widen to 4 lanes
8	4	US 1	53rd St. to CR 510	Widen to 6 lanes
Regional Highways				
1	1	26th Street	66th Ave. to 43rd Ave.	Widen to 4 lanes

For 2024, these lists have been modified and some projects were re-ranked. A list of the modifications is proposed:

- The Strategic Intermodal System (SIS) Priority has been removed as the construction of the MPO's only SIS Priority (Oslo Road/I 95 Interchange) has commenced.
- The widening of Oslo Road from I-95 to 58th Avenue has been removed from the Highways list as construction has commenced in conjunction with the Interchange project.
- The two 82nd Avenue projects have been re-ranked so that the south project (26th Street to 69th Street) is the higher priority.
- Two new projects have been added for the widening of the Aviation Boulevard/26th Street corridor. Added to the Highways Priority list as the #7 priority is the widening of Aviation Blvd. from 43rd Avenue to US 1. The City of Vero Beach is requesting that FDOT manage the Aviation Blvd. project. A County-managed project has been added to the Regional Highways list for the widening of 26th Street from 43rd Avenue to 66th Avenue. Together, the two projects will widen the Aviation Blvd./26th Street corridor from two lanes to four lanes along with sidewalks and bike lanes.

Transportation Alternatives

The Transportation Alternatives Priority List remains unchanged for 2024 and includes the Trans-Florida Central Railroad Trail in Fellsmere and the 43rd Avenue sidewalk in Gifford.

Congestion Management Program

A new CMP project has been added to upgrade and install new traffic signal equipment on the Countywide system.

Transit

The top two Transit Priorities from last year were recently implemented (expanded weekday service hours and expanded Saturday service hours) and have been removed from the Transit Priorities List.

Aviation

The Aviation Priorities Lists were provided by the Vero Beach Regional Airport and the Sebastian Municipal Airport.

At its May 31, 2024 meeting, the TAC recommended approval of the Priority Projects Report. At their joint meeting on June 4, 2024, the CAC and BPAC also recommended approval of the Priority Projects Report.

RECOMMENDATION

MPO staff recommends that the MPO review the attached information and approve the 2024 Priority Projects Report.

ATTACHMENT

1. Indian River County MPO 2024 Priority Projects Report



2024 PRIORITY PROJECTS REPORT

DRAFT

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

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**INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION
2024 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 2024. 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 2029/30) of the new Five Year Work Program for FY 2025/26-2029/30.

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 two categories, roughly mirroring the major available funding sources: Highway projects (State/Federal funded) and Regional Highway projects (Transportation Regional Incentive Program or TRIP funded).



PRIORITY HIGHWAY PROJECTS

This section explains the specific methodology utilized to prepare the MPO's 2024 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 2024 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 2024 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 2023 priority highway projects list and compared those projects to FDOT's current (FY 2024/25-2028/29) adopted Five Year Work Program. Finally, meetings and discussions with municipal, County, and FDOT staff provided additional information utilized in preparing the 2024 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 closely aligns with the major funding sources for transportation projects, the MPO has divided its highway priority list into two categories: Highways (State/Federal) and Regional Highways (Transportation Regional Incentive Program or TRIP).



Priority Highways

In Indian River County, roadways have been identified for which the MPO is seeking federal and state funding are included on the Priority Highways list. These are roadways not identified on the Strategic Intermodal System (SIS), which consist of projects that serve an interstate and inter-regional function and carry high volumes of traffic and goods across long distances (I-95, Florida Turnpike and SR 60 west of I-95). These are the local network of Arterials and Collector roadways that support the transportation of goods and services as well as the connectivity of the transportation network within Indian River County. This year's top priority is the Complete Street Retrofit of 45th Street from 58th Avenue to 43rd Avenue.

The complete list of highway priorities is included as Tables A-1 and A-2 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

1. **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 like 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.
2. **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.
3. **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.

List of Priority Highway Projects (continued)

- 4. 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.
- 5. 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.
- 6. US 1 at Aviation Boulevard, Intersection Improvement** – The intersection of Aviation Boulevard and US 1 is identified as a project to be implemented in 2026 – 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.
- 7. Aviation Boulevard, widen to four lanes from 43rd Avenue to US 1** – the widening of Aviation Boulevard from 43rd Avenue to Us 1 is a project identified to be implemented in 2026 – 2045 on the MPO’s adopted Long Range Transportation Plan – Cost Feasible Plan. The project will also connect to other planned improvement projects, such as the widening of 26th Street from 66th Avenue to 43rd Avenue, and the extension of Aviation Boulevard to the County's medical corridor. Indian River County and the City of Vero Beach has requested FDOT to manage and construct the project.
- 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.

Priority 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 requesting the widening of 26th Street from 66th Avenue to 43rd Avenue be the regional priority project.

List of Candidate TRIP Grant Priority Highway Projects - Regional

- **26th Street, widen to four lanes from 66th Avenue to 43rd Avenue** – The widening of 26th Street from 66th Avenue to 43rd Avenue is a project identified to be implemented in 2026 – 2045 on the MPO's Long Range Transportation Plan – Cost Feasible Plan. The project will also connect to other planned improvement projects, such as the widening of Aviation Boulevard from 43rd Avenue to US 1, and the extension of Aviation Boulevard to the County's medical corridor. Planned improvements for this corridor include the addition of bike lanes and sidewalks on both sides. This will increase safety of pedestrians and cyclists along corridor as these facilities currently do not exist.

Conclusion

As structured, the MPO's 2024 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 2024, 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. The Priority CMP Project is listed below:

PRIORITY CMP PROJECTS

Corridor	Strategy
County Wide	Update and install new traffic signal equipment on the system wide network

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 2024 TA funding cycle, FDOT District Four will allocate approximately \$1,473,302 to the Indian River County MPO. These funds will likely become available in FY 2026/27.

The 2024 Transportation Alternatives project prioritization process began in January 2024. At that time, the MPO notified eligible TA project sponsors and other interested groups of the opportunity to apply for TA funds. For the 2024 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. **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).
2. **43rd Avenue Sidewalk from 45th Street to 49th Street** – construction of additional sidewalk on both east and west sides of 43rd Avenue to fill in gaps identified.

PRIORITY TRANSIT PROJECTS

For 2024, 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 2024 Priority Transit Projects:

PRIORITY TRANSIT PROJECTS

Ranking	Project	Funding Source
1	Construct North County Hub	Federal/State
2	Initiate Sunday Operating Hours (8am – 5pm)	Federal/State
3	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 2024.

PRIORITY AVIATION PROJECTS

Sebastian Municipal Airport	Vero Beach Regional Airport
1. Square Hangar Construction (2024-2025) 2. Gate Security System Upgrades -(2025) 3. Hangar D Office Improvements (2024) 4. Engineer & Design Terminal Apron Improvements (2025) 5. Reconstruct Alpha Apron (2024) 6. Runway 05-23 Rehabilitation (2024) 7. Design Taxiway Golf (2024) 8. Construct Taxiway Golf (2025-2026) 9. Engineer & Design Golf Apron Phase I (2026) 10. Upgrade Airport Protective Netting (2025) 11. Design Access Road and Utilities Infrastructure for Airport NW area (2026) 12. Construct Terminal Apron Expansion (2026) 13. Construct Access Road and Utilities Infrastructure for Airport NW area (2027-2028)	1. ARFF Vehicle (2024) 2. Rehabilitate Airport Terminal Construction (PH 2) (2024) 3. Redevelop Commercial Park (PH 2) (2024) 4. Extend Taxiway B (Design) (2024) 5. Rehabilitate Taxiway B (Construction) (2024) 6. Airport Fiber Backbone Project (2024) 7. Rehabilitate Taxiway B (Construction) (2024) 8. Rehabilitate Airport Drainage System (2025) 9. Extend Taxiway B (Construction) (2025) 10. Terminal Parking Lot (2025) 11. Runway 12R Connector Taxiway (2025) 12. Rehabilitate Taxiway A south of Runway 12R (Design) (2026) 13. Replace Hanger Roof (2026) 14. Airfield Electrical Upgrades (2026) 15. Terminal Building Expansion (2026) 16. Rehabilitate Taxiway A south of Runway 12R (Construction) (2027) 17. ASOS Relocation (2027) 18. Rehabilitate Airport Drainage System (2027-2028) 19. Extend/Mark/Light Taxiway E West of Runway 4 (Design and Environmental) (2028) 20. Airport Business Park Improvements (2028) 21. Extend Runway 4/22 (PH 1) (Environmental) (2028) 22. Extend/Mark/Light Taxiway E West of Runway 4 (Construction) (2029) 23. Extend Runway 4/22. Phase 2 (2029)

Conclusion

The five components of the Indian River County MPO's 2024 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), the MPO Bicycle-Pedestrian Advisory Committee (BPAC), and by the MPO Board. Opportunities for public comment are available at the TAC, CAC, BPAC, 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

Project Rank		Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2024/25 – 2028/29 Five Year Work Program		Funding Source Requested
2024	2023		From	To				FM #	Programmed Phases	
1	1	45 th Street	58 th Avenue	43 rd Avenue	1.0	Retrofit/Complete Streets	County	4533271	PDE, PE	State/Federal
2	2	CR 510	58 th Avenue	CR 512	5.5	Widen to 4 lanes	County	4056063 4056064 4056067	ROW, RRU, CST	State/Federal
3	3	CR 510	US 1	58 th Avenue	.6	Widen to 4 lanes	County	4416921	ROW	State/Federal
4	6	82 nd Avenue	26 th Street	69 th Street	3.0	New 2 lanes	County	2308793	ROW	State/Federal
5	5	82 nd Avenue	69 th Street	CR 510	2.0	New 2 lanes	County	2308793	PE Underway	State/Federal
6	7	US 1	Intersection at Aviation Boulevard		n/a	Intersection	State	4416931	PE	State/Federal
7	-	Aviation Boulevard	43 rd Avenue	US 1	2.0	Widen to 4 lanes	Vero Beach	-	-	State/Federal
8	8	US 1	53 rd Street	CR 510	4.8	Widen to 6 lanes	State	4317243 4317241	PE, ROW	State/Federal

Table A-2
Priority Regional Highways

Project Rank		Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2024/25 – 2028/29 Five Year Work Program		Funding Source Requested
2024	2023		From	To				FM #	Programmed Phases	
1	-	26 th Street	66 th Avenue	43 rd Avenue	2.0	Widen to 4 lanes	County	-	-	State only (TRIP)

**Table A-3
CMP Priority Projects**

Corridor	Strategy
County Wide	Update and install new traffic signal equipment on the system wide network

**Table A-4
Priority Transportation Alternatives Projects**

- 1. 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).
- 2. 43rd Avenue Sidewalk from 45th Street to 49th Street** – construction of additional sidewalk on both east and west sides of 43rd Avenue to fill in gaps identified.

**Table A-5
Priority Transit Projects**

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

Table A-6
Priority Aviation Projects for Vero Beach Regional Airport

1. ARFF Vehicle (2024)
2. Rehabilitate Airport Terminal Construction (PH 2) (2024)
3. Redevelop Commercial Park (PH 2) (2024)
4. Extend Taxiway B (Design) (2024)
5. Rehabilitate Taxiway B (Construction) (2024)
6. Airport Fiber Backbone Project (2024)
7. Rehabilitate Taxiway B (Construction) (2024)
8. Rehabilitate Airport Drainage System (2025)
9. Extend Taxiway B (Construction) (2025)
10. Terminal Parking Lot (2025)
11. Runway 12R Connector Taxiway (2025)
12. Rehabilitate Taxiway A south of Runway 12R (Design) (2026)
13. Replace Hanger Roof (2026)
14. Airfield Electrical Upgrades (2026)
15. Terminal Building Expansion (2026)
16. Rehabilitate Taxiway A south of Runway 12R (Construction) (2027)
17. ASOS Relocation (2027)
18. Rehabilitate Airport Drainage System (2027-2028)
19. Extend/Mark/Light Taxiway E West of Runway 4 (Design and Environmental) (2028)
20. Airport Business Park Improvements (2028)
21. Extend Runway 4/22 (PH 1) (Environmental) (2028)
22. Extend/Mark/Light Taxiway E West of Runway 4 (Construction) (2029)
23. Extend Runway 4/22. Phase 2 (2029)

Table A-7
Priority Aviation Projects for Sebastian Municipal Airport

1. Square Hangar Construction (2024-2025)
2. Gate Security System Upgrades -(2025)
3. Hangar D Office Improvements (2024)
4. Engineer & Design Terminal Apron Improvements (2025)
5. Reconstruct Alpha Apron (2024)
6. Runway 05-23 Rehabilitation (2024)
7. Design Taxiway Golf (2024)
8. Construct Taxiway Golf (2025-2026)
9. Engineer & Design Golf Apron Phase I (2026)
10. Upgrade Airport Protective Netting (2025)
11. Design Access Road and Utilities Infrastructure for Airport NW area (2026)
12. Construct Terminal Apron Expansion (2026)
13. Construct Access Road and Utilities Infrastructure for Airport NW area (2027-2028)

Table A-8
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	PO&E Time	PO&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	25-2U	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	25-2U	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	25-2U	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	25-2U	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	25-2U	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	25-2U	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-9
Regional Long Range Transportation Plan

Prioritized Needs Projects (by County and Score)																	
County	Roadway	Limits	Project Type	Project Description	Volume to Capacity 2045	Mobility	Capacity Benefit	Emergency Evacuation Route	Freight Benefit	Intermodal Connectivity	Regional Connectivity	Environmental Impacts	Non-Motorized Safety Benefit	Transportation Disadvantaged	Crashes	Total	Tier
Indian River	Roseland Road	US-1 to CR-512/Sebastian Boulevard	Roadway	Widen 2 to 4 Lanes	1	1	1	1	0.33	1	1	1	1	0.4	0.6	9.33	1
Indian River	Indian River Boulevard **	17th Street to 37th Street	Roadway	Operational Improvement	0.4	1	1	1	0.41	1	1	1	0.5	1	0.8	9.11	1
Indian River	CR-512/Sebastian Boulevard	495 to CR-510/90th Avenue	Roadway	Widen 4 to 6 Lanes	1	1	1	1	0.4	1	1	1	1	0.2	0.4	9	1
Indian River	US-1 *	53rd Street to CR-510	Roadway	Widen 4 to 6 Lanes	0.6	0.5	1	1	0.42	1	0	1	0.5	1	0.8	7.82	1
Indian River	CR-512/Sebastian Boulevard	Willow Street to I-95	Roadway	Widen 2 to 4 Lanes	0.6	0.5	1	1	0.4	1	1	1	0.5	0.2	0.4	7.6	1
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	1	1	1	0.6	1	7.6	1
Indian River	CR-510/85th Street **	58th Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.6	7.26	1
Indian River	CR-510/85th Street	87th Street to 82nd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	CR-510/85th Street	82nd Avenue to 58th Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.36	1	0	1	0.5	0.6	0.4	7.06	1
Indian River	82nd Avenue	25th Street to CR-510/85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	1	1	0.5	0.4	1	6.9	1
Indian River	82nd Avenue	69th Street to CR-510	Roadway	New 2 Lanes	0.6	1	1	0	0.19	1	1	1	0.5	0.6	0	6.89	1
Indian River	82nd Avenue	26th Street to 69th Street	Roadway	Substandard to 2 Lanes	0	1	1	0	0.38	1	1	1	0.5	1	0	6.88	1
Indian River	SR-94-95 *	At Oslo Road	Roadway	New Interchange	0	1	0.5	1	0.46	0	1	1	0.5	0.4	1	6.86	1
Indian River	CR-510/85th Street	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	1	0.36	1	0	1	0.5	0.6	0.6	6.76	1
Indian River	Sebastian Boulevard	N Willow Street to 49th Street	Non-Motorized	Pedestrian Enhancement	0.6	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.7	1
Indian River	SR-94-95 *	At 53rd Street	Roadway	New Interchange	0	1	0.5	1	0.59	0	1	1	0	0.6	1	6.69	1
Indian River	66th Avenue	69th Street to 81st Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.6	0.2	6.66	1
Indian River	26th Street/Aviation Boulevard	66th Avenue to 43rd Avenue	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.45	1	0	1	1	0.6	0.4	6.65	1
Indian River	43rd Avenue	Oslo Road to 16th Street	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.5	1	0	1	0.5	0.2	0.6	6.5	1
Indian River	Sebastian Boulevard	West of Sebastian Crossings Boulevard to West of US-1	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	1	N/A	1	1	1	1	0.4	0.6	6.5	1
Indian River	Oslo Road	27th Avenue to US-1	Non-Motorized	Bicycle Facility	0.4	1	N/A	1	N/A	1	0	0	1	1	0.8	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Bicycle Facility	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	1
Indian River	Oslo Road	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	1	N/A	0	N/A	1	1	1	1	0.2	1	6.2	2
Indian River	26th Street/Aviation Boulevard	At US-1/SR-5	Roadway	Intersection Improvements	0.2	1	0.5	0	0.45	1	0	1	1	0.6	0.4	6.15	2
Indian River	Sebastian Boulevard	S Willow Street to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0.2	0.4	6.1	2
Indian River	Sebastian Boulevard	East of WW Ranch Road to US-1	Non-Motorized	Bicycle Facility	0	0.5	N/A	1	N/A	1	1	1	1	0	0.6	6.1	2
Indian River	66th Avenue	81st Street to CR-510	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	0	1	1	0.2	0	6.06	2
Indian River	Indian River Boulevard	20th Street to Merrill P. Barber Bridge	Roadway	Strategic Improvements	0.2	1	1	0	0.41	1	0	0	1	0.4	1	6.01	2
Indian River	CR-510/85th Street	CR-512 to 87th Street	Roadway	Widen 2 to 4 Lanes	0.2	1	1	1	0.29	1	0	0	0.5	0.4	0.6	5.99	2
Indian River	53rd Street	58th Avenue to 66th Avenue	Roadway	New 4 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.6	1	5.96	2
Indian River	43rd Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	0.5	1	1	0.36	1	0	1	0.5	0.2	0	5.76	2
Indian River	53rd Street	66th Avenue to 82nd Avenue	Roadway	New 2 Lanes	0	0.5	1	0	0.36	1	1	0	0.5	0.4	1	5.76	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Pedestrian Enhancement	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	43rd Avenue	26th Street to Oslo Road	Non-Motorized	Bicycle Facility	0.4	0.5	N/A	1	N/A	1	1	0	1	0.2	0.6	5.7	2
Indian River	66th Avenue	49th Street to 69th Street	Roadway	Widen 2 to 4 Lanes	0.6	0	1	1	0.26	1	1	0	0.5	0.2	0	5.66	2
Indian River	82nd Avenue	Oslo Road to SR-60	Non-Motorized	Bicycle Facility	0	0	N/A	0	N/A	1	1	1	0.5	1	0.8	5.3	2
Indian River	66th Avenue	South of 49th Street to 85th Street	Non-Motorized	Bicycle Facility	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	66th Avenue	North of 49th Street to 85th Street	Non-Motorized	Pedestrian Enhancement	0	1	N/A	1	N/A	1	0	0	1	0.6	0.6	5.2	2
Indian River	Aviation Boulevard Extension	US-1 to 41st Street	Roadway	New 2 Lanes	0.4	0.5	1	0	0.2	0	1	1	0.5	0.4	0	5	2
Indian River	26th Street/Aviation Boulevard	43rd Avenue to US-1	Non-Motorized	Pedestrian Enhancement	0.2	0.5	N/A	0	N/A	1	0	1	1	0.4	0.8	4.9	2
Indian River	27th Avenue	St. Lucie County Line to Oslo Road	Roadway	Widen 2 to 4 Lanes	0.2	1	1	0	0.24	1	0	0	1	0	0.4	4.84	2
Indian River	53rd Street	82nd Avenue to 58th Avenue	Non-Motorized	Pedestrian Enhancement	0	0.5	N/A	0	N/A	1	1	0	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard	41st Street to 45th Street	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	0	1	0.5	0.6	1	4.6	2
Indian River	Indian River Boulevard *	Dolphin Drive to Merrill Barber Bridge	Non-Motorized	Pedestrian Enhancement	0.2	1	N/A	0	N/A	1	0	0	1	0.4	1	4.6	2
Indian River	Indian River Boulevard **	North of 18th Street to Merrill Barber Bridge	Non-Motorized	Bicycle Facility	0.2	0.5	N/A	0	N/A	1	0	0	1	1	0.8	4.5	3
Indian River	58th Avenue	Oslo Road to St. Lucie County Line	Roadway	New 2 Lanes	0	0.5	1	0	0.26	1	1	0	0.5	0.2	0	4.46	3
Indian River	58th Avenue	16th Street to Oslo Road	Non-Motorized	Bicycle Facility	0	0.5	N/A	0	N/A	1	1	0	0.5	0.4	0.6	4	3

Table A-10

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
Planning & Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: June 4, 2024

SUBJECT: Presentation by FDOT on the Sebastian Inlet Bridge Replacement

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 12, 2024.

DESCRIPTIONS, CONDITIONS, ANALYSIS

One of the most significant projects in the MPO's Transportation Improvement Program (TIP) is the replacement of the SR A1A bridge over the Sebastian Inlet. The existing bridge is outdated, with only two vehicle travel lanes and no bicycle and pedestrian facilities. The proposed replacement bridge will be wide enough to accommodate two travel lanes, 7-foot buffered bike lanes, and barrier separated 12-foot shared use paths on both sides.

The proposed bridge is estimated to cost \$110 million dollars, with construction programmed to begin in FY 2025/26. At this time, the project's Planning, Design, and Environmental (PD&E) study has been completed and design is underway.

At the June 12th MPO meeting, FDOT will provide a presentation of the bridge replacement project. Additional information is also available at the project website listed below:
<https://www.fdot.gov/projects/sebastian-inlet-bridge/home-page>.

RECOMMENDATION

This is an information item. No action is required.