



## 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  
Aaron Vos – City of Vero Beach  
***Alternate*** – Taylor Dingle  
David Dyer – IRC School Board  
***Alternate*** – Jacqueline Rosario

Ben Baker – City of Fellsmere  
***Alternate*** – Inocensia Hernandez  
Bob Auwaerter – Town of Indian River Shores  
***Alternate*** – Brian Foley  
Ed Dodd – City of Sebastian  
***Alternate*** – Kelly Dixon

Non-voting Ex-Officio-Member  
Daniel McEvoy – 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 April 9, 2025, in Building B, First Floor Conference Room (B1-501), County Administration Building B, 1800 27th Street, Vero Beach.

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- 1) Call to Order
- 2) Pledge of Allegiance
- 3) Approval of Minutes  
February 12, 2025  
*Action Required*
- 4) Status Report of MPO Advisory Committees  
*No Action Required*
- 5) Review of Community Transportation Coordinator (CTC) Annual Evaluation Report for FY 2023/24  
*Action Required*
- 6) Consideration of the Amendments to the Bylaws of the Indian River County MPO  
*Action Required*

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

*No Action Required*

**8) Presentation on the 2050 Long Range Transportation Plan (LRTP) Preliminary Needs Assessment**

*No Action Required*

**9) Adjusted Performance Measures on Bridge Condition and Travel Time Reliability**

*No Action Required*

**10) Other Business**

**11) Comments from the Public**

**12) Adjournment**

**Next Meeting: MPO – June 11, 2025 - 10:00 AM.**

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

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

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/mpo](mailto:mpo@indianriver.gov/mpo) at least seven days prior to the meeting.

## METROPOLITAN PLANNING ORGANIZATION

A meeting of the Indian River County (IRC) Metropolitan Planning Organization (MPO) was held at 10:01 AM on Wednesday, February 12, 2025, in County Administration Building "B", Room B1-501, 1800 27<sup>th</sup> Street, Vero Beach.

*Note: Audio and video recordings of the meeting can be found at [https://indianriver.gov/government/boards\\_and\\_committees/metropolitan\\_planning\\_organization\\_\(mpo\)/index.php](https://indianriver.gov/government/boards_and_committees/metropolitan_planning_organization_(mpo)/index.php)*

### **MPO Members in Attendance:**

Commissioner Susan Adams, District 1  
Commissioner Joseph E. Flescher, District 2  
Commissioner Joe Earman, District 3  
Commissioner Deryl Loar, District 4  
Commissioner Laura Moss, District 5  
**Chairman**, Mayor Bob McPartlan, City of Sebastian  
**Vice Chairman**, Bob Auwaerter, Council Member, Indian River Shores  
Linda Moore, Vice Mayor, City of Vero Beach  
Aaron Vos, Council Member, City of Vero Beach (alternate)  
David Dyer, IRC School Board

### **Members Absent:**

Ben Baker, City of Fellsmere  
Ed Dodd, Council Member, City of Sebastian  
Daniel McEvoy, Town of Orchid

### **Staff in Attendance:**

Brian Freeman, MPO Staff Director  
Ryan Sweeney, Assistant Planning & Development Services Director  
Jim Mann, MPO Senior Planner  
Mark Vietze, MPO Senior Planner  
Patti Johnson, MPO Staff Assistant III/Recording Secretary  
Dan Hale, IRC Public Works

### **Others Present:**

**FDOT:** Marsha Taylor-Long & Tony Norat  
**City of Fellsmere:** Noah Powers  
**Senior Resource Association:** Chris Stephenson  
**Bike Walk Indian River County (BWIRC):** Hal Lambert  
**St. Johns Improvement District:** John F. Lang  
**Resident:** Honey Minuse & Tom Davis

### **Call to Order.**

Chair McPartlan called the meeting to order at 10:01 AM. It was noted that an in-person quorum was present.

### **Election of Officers.**

*Action Required*

**ON MOTION by Commissioner Moss, SECONDED by Commissioner Adams, the members voted (9-0) to re-elect Bob McPartlan as Chairman for the Metropolitan Planning Organization for 2025.**

**ON MOTION by Commissioner Moss, SECONDED by Commissioner Adams, the members voted (9-0) to re-elect Bob Auwaerter as Vice Chairman for the Metropolitan Planning Organization for 2025.**

### **Approval of Minutes of the MPO Meeting December 11, 2024.**

*Action Required*

Chair McPartlan asked if there were any additions or corrections to the MPO meeting minutes of December 11, 2024. There were none:

**ON MOTION by Commissioner Moss and SECONDED by Commissioner Adams, the members voted (9-0) to approve the minutes of the Metropolitan Planning Organization December 11, 2024 meeting, as presented.**

### **Status Report of MPO Advisory Committees.**

*No Action Required*

*Commissioner Flescher entered @ 10:03am*

Mr. Freeman reviewed his memorandum, dated February 4, 2025, included in the agenda packet and on file in the MPO Office. Mr. Freeman stated at the recent CAC meeting there were two citizens who attended who may be considering joining the Board. The need to fill these vacancies is imperative as at the last meeting they were missing a quorum by one.

### **Adoption of the MPO Safety Targets.**

*Action Required*



Mr. Freeman opened this topic providing an overview and Mr. Jim Mann will conduct the power point presentation. A copy of this presentation is on file in the MPO office.

This is a function that the MPO prepares every year. Florida had been number one in the past, but recently New Mexico has taken the top spot of the most dangerous state. Florida is still highly ranked with a spot as number two. The State encourages MPO's to adopt targets consistent with the State, which has established Target Zero, but they may come up with their own target if they choose. There are no consequences for MPO's/TPO's if they miss the target, but all are asked to strive for Target Zero

Chairman McPartlan opened the floor for questions, answers, and comments from the Board.

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

**ON MOTION BY Commissioner Flescher, and SECONDED by Vice Chair Auwaerter, the members voted (10-0) to approve the MPO's Safety Targets, as presented.**

**Consideration of a Resolution in Support of Legislation Requiring Hands-Free Cell Phone Use While Driving.**

***Action Required***

Mr. Freeman commented, in your packets you will find a copy of a resolution supporting legislation at the state level for hands-free cell phone use while driving. Three of the cities and the Board of County Commissioners have already adopted similar resolutions.

Chairman McPartlan opened the floor for any additional comments from the Board.

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

**ON MOTION by Commissioner Moss and SECONDED by Commissioner Flescher, the members voted (10-0) to approve the Resolution in Support of Legislation Requiring Hands-Free Call Phone Use White Driving, as presented.**

**Consideration of the Draft List of Priority Projects (LOPP)**

***Action Required***

Mr. Freeman stated the two primary functions of any MPO are adopting a long range plan and programming the projects to implement that plan. That program ultimately becomes the MPO's TIP (Transportation Improvement Program). A few years

ago, FDOT established a deadline for a draft priorities list, which is March 1<sup>st</sup>. This is a presentation of our draft list so that if there are any changes or additions, they can be made prior to the March 1<sup>st</sup> deadline.

Mr. Mann conducted the presentation with a PowerPoint presentation being shown. A copy of this presentation is on file in the MPO office.

Ms. Moore would like to see Aviation Blvd. moved up due to the increased traffic associated with Breeze Airlines.

Commissioner Adams feels 82<sup>nd</sup> Avenue should move up before Aviation Blvd. This project has been on the list for many years and the presence of that community has been evident at many meetings. The next project Commissioner Adams would like to see advance would be CR 510, and the funding allocations have been set. Commissioner Adams also asked if there would be any meetings in Fellsmere and Mr. Freeman replied yes, he has coordinated with Mr. Noah Powers.

Mr. Freeman asked the Board to remember that it takes approximately thirteen years (13) from concept to concrete. There's the PD&E Study, the preliminary engineering (design), and right-of-way if needed and then construction. Mr. Freeman provided an update on the major projects, (US 1 and Aviation is scheduled for construction around 2030; 82<sup>nd</sup> Avenue is under design and right-of-way for the north portion has been acquired). Concerning 82<sup>nd</sup> Avenue, staff has instructed FDOT to start construction at the southern end first.

Commissioner Moss inquired what can we do, or how do we go about requesting more funding, pass a resolution, lobby more? Mr. Norat (FDOT) responded that it never hurts to ask, the problem is that we have to have the money available. Commissioner Moss asked how often are we able to ask for more funding, and who do we ask. Mr. Norat stated, that it never hurts to ask, but there does have to be money available. Mr. Norat remarked that sometimes funding becomes available when projects are not yet ready, the funding gets moved to shovel-ready projects. It's important to have projects ready so when there is funding it can be transferred. Commissioner Adams remarked that Mr. Freeman is very aware of things and has a great relationship with FDOT. Mr. Norat also stated that Mr. Freeman does a fantastic job of reaching out to the right people. We do have a monthly coordination meeting and when things come up, he is right on top of it, staying on top of that, and he does a great job for Indian River.

Mr. Mann stated when the TAC met, they approved of this item with an amendment. Barber Street is closer to being ready for construction, so they asked to switch #18 Barber Street with #10 South Easy Street.

Chairman McPartlan opened the floor for comments from the Board.

There were none, the item was open for motion.

**ON MOTION by Commissioner Flescher and SECONDED**

by Commissioner Adams, the members voted (10-0) to approve the Draft List of Priority Projects (LOPP), as presented.

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

*Action Required*

Mr. Freeman informed the group that Mr. Mark Vietze prepared the presentation that will be shown, a copy of which is in the MPO office.

Mr. Freeman conducted the presentation, a copy of which is on file in the MPO office. Major updates are required every five years. The update is necessary to obtain funding in the Public Transportation Block Grant.

Last year a major update was prepared in which college interns handed out surveys and this effort produced over 1300 responses. The survey data showed riders would like to have increased hours on weekdays and Saturdays. Also, Sunday service was mentioned. The extended hours have been put in place and the increase in ridership is due to that effort.

GoLine has 20+ years of increasing ridership, the only exception to this was during the pandemic. Ridership for FY 23/24 was more than 1.3 million, and with that in mind the objective is to achieve 1.75 million by 2033. The 2022 list of Florida transit systems operating expense per passenger trip shows Indian River County GoLine in the top spot with \$3.10. The second spot is Gainesville Regional Transit System with \$5.99.

The past year two new hours of evening service, Monday-Friday were added (7:00am - 9:00pm), Saturday added three hours of service (7:00am - 7:00pm) and Route 13 was added to the Saturday schedule. During the extended hours for the 4<sup>th</sup> Quarter of FY 23/24, ridership was 28,153. There was also an increase in ridership from 5pm-7pm by 40%.

Vice Chair Auwaerter inquired as to what we are doing better than the other transit systems and Mr. Freeman replied it's the use of the system. The route network makes transfers easy to accommodate the riders and it is a fare free system.

Commissioner Flescher is pleased with how big this system has grown, and appreciates the funding received from FDOT to provide service to Indian River State College in Fort Pierce.

Chairman McPartlan opened the floor for comments from the Board.

There were none, the item was open for motion.

**ON MOTION by Commissioner Flescher and SECONDED  
by Commissioner Earman, the members voted (10-0) to**

approve the 2025 Transit Development Plan (TDP) Annual Update, as presented.

**Other Business.**

Mr. Freeman reminded the members of the upcoming Safe Streets for All workshops, two will be held tomorrow.

Commissioner Flescher wanted to let FDOT know they appreciate the compliments/comments regarding Mr. Freeman. We are blessed to have the MPO we have, including Jim, the presentations are robust and we are well informed

**Comments from the Public.**

There were none.

**Adjournment**

There being no further business, the meeting was adjourned at 10:56 AM.

**INDIAN RIVER COUNTY, FLORIDA**

**M E M O R A N D U M**

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

**THROUGH:** Ryan Sweeney  
Assistant Planning and Development Services Director

**FROM:** Brian Freeman, AICP  
MPO Staff Director

**DATE:** April 1, 2025

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

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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 April 9, 2025.

**Transportation Disadvantaged Local Coordinating Board (TDLCB)**

At its February 27th meeting, the TDLCB considered the CTC Annual Evaluation and voted to recommend approval. The TDLCB also recognized the GoLine and Community Coach Drivers of the Year and considered a presentation on the Transit Development Plan (TDP) Annual Update.

**Bicycle Pedestrian Advisory Committee (BPAC)**

At its March 25th meeting, the BPAC considered presentations on the Safety Action Plan, the LRTP Preliminary Needs Assessment, and the FDOT District 4 Pedestrian & Bicycle Master Plan. The BPAC also reviewed proposed amendments to the MPO Bylaws and voted to recommend approval.

**Technical Advisory Committee (TAC)**

At its March 28th meeting, the TAC considered presentations on the Safety Action Plan and the LRTP Preliminary Needs Assessment. The TAC also reviewed proposed amendments to the MPO Bylaws and voted to recommend approval.

**Citizens Advisory Committee (CAC)**

At its April 1st meeting, the CAC considered presentations on the Safety Action Plan and the LRTP Preliminary Needs Assessment. The CAC also reviewed proposed amendments to the MPO

Bylaws and voted to recommend approval. Lastly, the CAC reelected Juliana Young as Chair for 2025 and Bruce Hoffman as Vice Chair.

### **Upcoming Meetings**

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

**TDLCB Meeting: May 22, 2025 – 10:00 am**

**TAC Meeting: May 30, 2025 – 10:00 am**

**CAC-BPAC Joint Meeting: June 3, 2025 – 2:00 pm**

**MPO Meeting: June 11, 2025 – 10:00 am**

**INDIAN RIVER COUNTY, FLORIDA**

**M E M O R A N D U M**

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**TO:** Members of the Indian River County Metropolitan Planning Organization

**THROUGH:** Ryan Sweeney  
Assistant Planning and Development Services Director

**FROM:** Brian Freeman, AICP  
MPO Staff Director

**DATE:** April 1, 2025

**SUBJECT:** **Review of Community Transportation Coordinator (CTC) Annual Evaluation Report for FY 2023/24**

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It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization at its meeting of April 9, 2025.

**DESCRIPTION AND CONDITIONS**

One requirement of the MPO's Transportation Disadvantaged (TD) Planning Grant is an annual evaluation of the county's Community Transportation Coordinator (CTC), which is the Senior Resource Association (SRA). As CTC, SRA manages the enrollment process for eligible residents, operates a customer call center, schedules TD-sponsored trips, and provides TD trips through Community Coach or one of SRA's contractors. In addition to coordinating the county's Transportation Disadvantaged program, SRA also operates the GoLine fixed-route system.

To conduct this year's CTC evaluation, the Transportation Disadvantaged Local Coordinating Board (TDLCB) established a subcommittee whose purpose was to meet with the coordinator and evaluate the coordinator's performance. Recently, the subcommittee assessed the performance of the Community Transportation Coordinator and prepared a report addressing the coordinator's performance in relation to each of the evaluation criteria. A copy of that report is attached (see Attachment #1). Based upon its assessment, the committee gave excellent marks to the Senior Resource Association, the county's CTC, and recommends that the Senior Resource Association be retained as the county's CTC.

At its February 27th meeting, the TDLCB approved the CTC annual evaluation report and directed staff to forward the annual evaluation report to the MPO for its approval prior to submittal of the report to the state Commission for the Transportation Disadvantaged.

## **RECOMMENDATION**

Staff recommends that the MPO approve the attached CTC annual evaluation report and direct staff to forward the report to the State Commission for the Transportation Disadvantaged.

## **ATTACHMENTS**

1. Community Transportation Coordinator Evaluation for FY 2023/24
2. Excerpts from the CTC Evaluation Workbook



# QUALITY ASSURANCE

The Transportation Disadvantaged Local Coordinating Board (TDLCB) shall evaluate the performance of the Community Transportation Coordinator and provide a recommendation to the DOPA for continuation or replacement of the Community Transportation Coordinator. To facilitate this evaluation process, the TDLCB developed a set of criteria for the coordinator evaluation. On September 11, 1992, the Board of County Commissioners, acting as the county's Designated Official Planning Agency (DOPA), approved the CTC's evaluation procedures and standards.

According to state requirements, the county can utilize its own CTC evaluation criteria to evaluate the performance of the CTC. The state, however, is requiring that the following modules from the CTD's evaluation workbook be used as part of the CTC's performance evaluation:

- Competition
- Cost Effectiveness and Efficiency
- Availability of Service

## CTC Evaluation Process

Florida Rule Chapter 41-2, implementing the provisions of Chapter 427, Florida Statutes, places upon the Community Transportation Coordinator (CTC) the responsibility for the overall planning, administration, monitoring, coordination, arrangement and delivery of transportation disadvantaged (TD) services within its designated service area (Rule 41-2.011 (1)). This rule also requires that the Local Coordinating Board (LCB) on a continuous basis evaluate the services provided by the County Transportation Coordinator and provide an evaluation of the Coordinator's performance in general and relative to Transportation Disadvantaged Commission's standards.

## Responsibilities and Timeframe

The Transportation Disadvantaged Local Coordinating Board (LCB) must evaluate the performance of the Community Transportation Coordinator (CTC) on an annual basis and provide a recommendation to the Designated Official Planning Agency (DOPA) for continuation or replacement of the Community Transportation Coordinator.

### Evaluation Subcommittee

The LCB shall designate an Evaluation Subcommittee on an annual basis consisting of three voting members of the LCB to evaluate the previous year's performance of the Community Transportation Coordinator and to provide a written report to the LCB.

### Timeframe

- a) The evaluation report must cover the period from July 1 to June 30, corresponding to the timeframe of the Annual Operating Report (AOR). The evaluation subcommittee's report must be submitted for the TDLCB's consideration at the November meeting of the LCB.
- b) One additional evaluation report per year may be requested by the LCB members. The request for additional evaluation reports must be approved by the majority vote of the LCB members.

## Evaluation Criteria

The following evaluation standards have been developed to allow the Local Coordinating Board to assess the performance of the Coordinator using locally developed criteria which incorporate those performance criteria provided by the Transportation

Disadvantaged Commission. These standards address four areas: coordination/planning, operation, costs/financial management, and utilization. In addition to a Quantitative Performance Ranking (meeting standards for each area) the LCB has developed a number of Qualitative Criteria to assess the effectiveness of the service. Quantitative and Qualitative Criteria are shown below.

### Coordination/Planning

Coordination is defined by Chapter 427, Florida Statutes, as "the arrangement for the provision of transportation service to the transportation disadvantaged in a manner that is cost effective, efficient, and reduces fragmentation and duplication of services". These standards are intended to measure how well the County Transportation Coordinator (CTC) manages to bring together operators and consumers to ensure quality transportation for transportation disadvantaged persons at a reasonable cost.

**Table 23: Coordination/Planning Evaluation Criteria**

| Quantitative Performance Measures                        |                                       |  |      |  |         |                        |      |  |          |                                                                                                                                |  |  |
|----------------------------------------------------------|---------------------------------------|--|------|--|---------|------------------------|------|--|----------|--------------------------------------------------------------------------------------------------------------------------------|--|--|
| Criteria                                                 | Standard                              |  |      |  |         | Score                  |      |  |          | Standard Achieved                                                                                                              |  |  |
| CTC’s record for submittal of the MOA to the CTD on time | Submits MOA within 1 week of due date |  |      |  |         | MOA submitted in 2023. |      |  |          | Yes                                                                                                                            |  |  |
| Qualitative Performance Ranking                          |                                       |  |      |  |         |                        |      |  |          |                                                                                                                                |  |  |
| Criteria                                                 | Excellent                             |  | Good |  | Average |                        | Poor |  | Comments |                                                                                                                                |  |  |
| CTC’s effort to prioritize trips                         | (10) 9 8 7 6 5 4 3 2 1                |  |      |  |         |                        |      |  |          | There have been no TD trip denials, and the CTC follows all established guidelines in TDSP.                                    |  |  |
| CTC’s promotional and marketing campaign                 | (10) 9 8 7 6 5 4 3 2 1                |  |      |  |         |                        |      |  |          | This CTC markets via videos, web, social media, speaking engagements, uses a language line services, and has a smartphone app. |  |  |

|                                                                              |                        |                                                                                                                                                                                                                                                              |
|------------------------------------------------------------------------------|------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CTC's effort to coordinate inter-county trips                                | (10) 9 8 7 6 5 4 3 2 1 | The CTC created the Advantage Ride program (TCAR), which serves 4 counties on the Treasure Coast (Indian River, Martin, St. Lucie, and Okeechobee). The TCAR program has provided over 166,000 trips so far through an Innovative Service development Grant. |
| CTC's data base regarding routes, schedules, facilities, vehicles, locations | (10) 9 8 7 6 5 4 3 2 1 | The CTC utilizes TransLoc and EcoLane Software as a service platforms to ensure prompt service.                                                                                                                                                              |

**CTC evaluation sub-committee's chairman initials: \_\_\_\_\_**

### Operation

Operation involves the actual delivery of services to the transportation disadvantaged. It is considered to be the aspect of the overall evaluation most indicative of the coordinator's performance. The standards in this area measure what service is available to the TD public and how well it is provided. Many of the standards in this section are specific requirements required within Rule Chapter 41-2.

**Table 24: Operation Evaluation Criteria**

| Quantitative Performance Measures                                                                             |                             |   |      |   |         |                              |      |   |                   |   |                                                                                                                                                                                                    |
|---------------------------------------------------------------------------------------------------------------|-----------------------------|---|------|---|---------|------------------------------|------|---|-------------------|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Criteria                                                                                                      | Standard                    |   |      |   |         | Score                        |      |   | Standard Achieved |   |                                                                                                                                                                                                    |
| CTC’s safety plan as measured by a declining accidents rate                                                   | < 1 accident/ 100,000 miles |   |      |   |         | 1 accident per 943,981 miles |      |   | Yes               |   |                                                                                                                                                                                                    |
| CTC’s effort to avoid missing scheduled trips                                                                 | < 1 Missed Trip/Week        |   |      |   |         | Less than 1 Trip/Month       |      |   | Yes               |   |                                                                                                                                                                                                    |
| Qualitative Performance Ranking                                                                               |                             |   |      |   |         |                              |      |   |                   |   |                                                                                                                                                                                                    |
| Criteria                                                                                                      | Excellent                   |   | Good |   | Average |                              | Poor |   | Comments          |   |                                                                                                                                                                                                    |
| CTC’s system to ensure that all equipment used complies with federal, state, TD Commission and local policies | (10)                        | 9 | 8    | 7 | 6       | 5                            | 4    | 3 | 2                 | 1 | The SRA went through many audits successfully. Vehicles are serviced every 6K miles. The drivers are responsible and keep the vehicles clean and presentable. All vendors reviewed for compliance. |

|                                                                               |                        |                                                                                                                                                                                                                                                             |
|-------------------------------------------------------------------------------|------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| CTC's effort to provide services 24 hours per day/7 day a week                | (10) 9 8 7 6 5 4 3 2 1 | Service levels are dictated by funding and needs. Service levels are adjusted to meet needs of clients. The TCAR program is a 24/7 program.                                                                                                                 |
| CTC's available insurance                                                     | (10) 9 8 7 6 5 4 3 2 1 | The proper limits of insurance is kept on all vehicles.                                                                                                                                                                                                     |
| CTC's system of resolving complaints performing client satisfaction surveys   | (10) 9 8 7 6 5 4 3 2 1 | CTC's record of complaints is very low. Every 5 years, extensive rider surveys are conducted as part of preparation of Transit Development Plan.                                                                                                            |
| CTC's effort on reducing the clients waiting time                             | (10) 9 8 7 6 5 4 3 2 1 | The notification module gives riders updates the night before and when the bus is on its way.                                                                                                                                                               |
| CTC's reservation and scheduling system                                       | (10) 9 8 7 6 5 4 3 2 1 | Transit software (EcoLane) applications assist with scheduling, dispatching and on-time performance.                                                                                                                                                        |
| CTC's on time performance                                                     | (10) 9 8 7 6 5 4 3 2 1 | National standard is 75%, GoLine averages 92%. The SRA is very efficient.                                                                                                                                                                                   |
| CTC's system to ensure that service is provided on a non-discriminatory basis | (10) 9 8 7 6 5 4 3 2 1 | All buses are ADA compliant and equipped with wheelchair lifts or ramps. CTC maintains a Title VI Program, and it is noted on our CTC website. All complaints are logged, and the overall level of complaints is low. Language line services are available. |
| CTC's effort to identify unmet needs                                          | (10) 9 8 7 6 5 4 3 2 1 | The CTC utilizes feedback from the TDP, LCB, and riders to constantly plan to meet unmet needs.                                                                                                                                                             |

CTC evaluation sub-committee's chairman initials: \_\_\_\_\_

## Cost/Financial Management

Costs and Financial Management standards reflect requirements for proper methods of calculating, recording and reporting of service costs. Standards contained in this section reflect guidance contained in Rule Chapter 41-2.

**Table 25: Cost/Financial Management Evaluation Criteria**

| Quantitative Performance Measures                                                                   |                   |   |      |   |         |                                                                          |      |   |                   |   |                                                                                                                                                                                                                                                         |  |
|-----------------------------------------------------------------------------------------------------|-------------------|---|------|---|---------|--------------------------------------------------------------------------|------|---|-------------------|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| Criteria                                                                                            | Standard          |   |      |   |         | Score                                                                    |      |   | Standard Achieved |   |                                                                                                                                                                                                                                                         |  |
| CTC’s fully allocated one-way passenger trip cost compared to the statewide average                 | Statewide average |   |      |   |         | IRC cost is \$3.23, which is well below the statewide average of \$9.54. |      |   | Yes               |   |                                                                                                                                                                                                                                                         |  |
| Qualitative Performance Ranking                                                                     |                   |   |      |   |         |                                                                          |      |   |                   |   |                                                                                                                                                                                                                                                         |  |
| Criteria                                                                                            | Excellent         |   | Good |   | Average |                                                                          | Poor |   | Comments          |   |                                                                                                                                                                                                                                                         |  |
| CTC’s system of cost/revenue allocation and reporting to the TDLCB                                  | (10)              | 9 | 8    | 7 | 6       | 5                                                                        | 4    | 3 | 2                 | 1 | The fixed route cost per passenger trip is the lowest in the state of Florida at \$3.23.                                                                                                                                                                |  |
| CTC’s effort to raise local funds                                                                   | (10)              | 9 | 8    | 7 | 6       | 5                                                                        | 4    | 3 | 2                 | 1 | St. Lucie County is providing funding for TCAR in the County, and the CTD provides funding in the other 3 Counties. The advertising program supplements local match, and new bus shelters have been paid for by developers, and donations are accepted. |  |
| CTC’s effort to develop an equitable fare structure and solicit client contributions as appropriate | (10)              | 9 | 8    | 7 | 6       | 5                                                                        | 4    | 3 | 2                 | 1 | The GoLine is fare free and the TD fare is \$2, but no one is turned away if unable to pay. CTC has donation boxes to assist in helping clients cover costs.                                                                                            |  |
| CTC’s effort to utilize all federal, state, and local funds                                         | (10)              | 9 | 8    | 7 | 6       | 5                                                                        | 4    | 3 | 2                 | 1 | The CTC utilizes all federal, state, and local funds. The CTC also looks for new service development grant opportunities as available.                                                                                                                  |  |

CTC evaluation sub-committee's chairman initials: \_\_\_\_ Utilization Review

Utilization, like Operation, represents the practical aspect of the Coordinator's responsibilities. These standards are intended to measure the degree to which the Coordinator has provided coordinated transportation services, which include the greatest possible involvement of local agencies and the most effective use of resources and funding.

**Table 26: Utilization Evaluation Criteria**

| Quantitative Performance Measures                                                                                            |                                              |   |   |      |   |                                                                 |   |   |                                       |   |                                                                                                                                            |  |
|------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------|---|---|------|---|-----------------------------------------------------------------|---|---|---------------------------------------|---|--------------------------------------------------------------------------------------------------------------------------------------------|--|
| Criteria                                                                                                                     | Standard                                     |   |   |      |   | Score                                                           |   |   | Standard Achieved                     |   |                                                                                                                                            |  |
| CTC maintains a system for review and inventory of its organization and equipment/ensures availability of adequate equipment | Service Denials due to Lack of Equipment = 0 |   |   |      |   | Zero (All vehicles are equipped with wheelchair lifts or ramps) |   |   | Yes, all vehicles are ADA accessible. |   |                                                                                                                                            |  |
| Qualitative Performance Ranking                                                                                              |                                              |   |   |      |   |                                                                 |   |   |                                       |   |                                                                                                                                            |  |
| Criteria                                                                                                                     | Excellent                                    |   |   | Good |   | Average                                                         |   |   | Poor                                  |   | Comments                                                                                                                                   |  |
| CTC’s effort to utilize volunteers’ time and vehicles                                                                        | (10)                                         | 9 | 8 | 7    | 6 | 5                                                               | 4 | 3 | 2                                     | 1 | The SRA is limited due to insurance limitations and unable to have volunteer drivers. Volunteers are utilized in admin roles as available. |  |
| CTC’s effort to utilize the vehicles of all non-profit organizations                                                         | (10)                                         | 9 | 8 | 7    | 6 | 5                                                               | 4 | 3 | 2                                     | 1 | If needed, SRA has a list of approved outside partners to assist when needed to continue to provide for their clients.                     |  |
| CTC’s system of matching clients with appropriate vehicles                                                                   | (10)                                         | 9 | 8 | 7    | 6 | 5                                                               | 4 | 3 | 2                                     | 1 | Works with riders to accommodate needs and wants, within reason. The vehicles on certain routes can be adjusted as needed.                 |  |
| CTC’s flexibility to rotate vehicles based on the number of reservations and the clients’ origins and the destinations       | (10)                                         | 9 | 8 | 7    | 6 | 5                                                               | 4 | 3 | 2                                     | 1 | The demand-response software (EcoLane) has improved trip planning, and the CTC monitors and adapts to any special needs or requests.       |  |

**CTC evaluation sub-committee's chairman initials: \_\_\_\_\_**

# ***CTC***

## ***EVALUATION WORKBOOK***

Florida Commission for the



### **Transportation Disadvantaged**

**CTC BEING REVIEWED:** SENIOR RESOURCE ASSOCIATION, INC.

**COUNTY (IES):** INDIAN RIVER

**ADDRESS:** 4385 43<sup>RD</sup> AVENUE, VERO BEACH, FLORIDA, 32967

**CONTACT:** KAREN DEIGL    **PHONE:** 772-569-0760

**REVIEW PERIOD:** FY24                      **REVIEW DATES:** \_\_\_\_\_

**PERSON CONDUCTING THE REVIEW:** BRIAN FREEMAN

**CONTACT INFORMATION:** 772-226-1990

**REVISED JULY 2014**

# ***LCB EVALUATION WORKBOOK***

| <b>ITEM</b>                                     | <b>PAGE</b> |
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# REVIEW CHECKLIST & SCHEDULE

## **COLLECT FOR REVIEW:**

- |                                                      |                                               |                                                           |
|------------------------------------------------------|-----------------------------------------------|-----------------------------------------------------------|
| <input type="checkbox"/> APR Data Pages              | <input type="checkbox"/> QA Section of TDSP   | <input type="checkbox"/> Last Review (Date: _____)        |
| <input type="checkbox"/> List of Omb. Calls          | <input type="checkbox"/> QA Evaluation        | <input type="checkbox"/> Status Report (from last review) |
| <input type="checkbox"/> AOR Submittal Date          | <input type="checkbox"/> TD Clients to Verify | <input type="checkbox"/> TDTF Invoices                    |
| <input type="checkbox"/> Audit Report Submittal Date |                                               |                                                           |

## **ITEMS TO REVIEW ON-SITE:**

- |                                              |                                                                      |
|----------------------------------------------|----------------------------------------------------------------------|
| <input type="checkbox"/> SSPP or PTASP       | <input type="checkbox"/> Policy/Procedure Manual                     |
| <input type="checkbox"/> Complaint Procedure | <input type="checkbox"/> Drug & Alcohol Policy (see certification)   |
| <input type="checkbox"/> Grievance Procedure | <input type="checkbox"/> Driver Training Records (see certification) |
| <input type="checkbox"/> Contracts           | <input type="checkbox"/> Other Agency Review Reports                 |
| <input type="checkbox"/> Budget              | <input type="checkbox"/> Performance Standards                       |
| <input type="checkbox"/> Medicaid Documents  |                                                                      |

## **ITEMS TO REQUEST:**

- ☐ **REQUEST INFORMATION FOR RIDER/BENEFICIARY SURVEY** (Rider/Beneficiary Name, Agency who paid for the trip [sorted by agency and totaled], and Phone Number)
- ☐ **REQUEST INFORMATION FOR CONTRACTOR SURVEY** (Contractor Name, Phone Number, Address and Contact Name)
- ☐ **REQUEST INFORMATION FOR PURCHASING AGENCY SURVEY** (Purchasing Agency Name, Phone Number, Address and Contact Name)
- ☐ **REQUEST ANNUAL QA SELF CERTIFICATION** (Due to CTD annually by January 15th).
- ☐ **MAKE ARRANGEMENTS FOR VEHICLES TO BE INSPECTED** (Only if purchased after 1992 and privately funded).

## **INFORMATION OR MATERIAL TO TAKE WITH YOU:**

- |                                         |                                     |
|-----------------------------------------|-------------------------------------|
| <input type="checkbox"/> Measuring Tape | <input type="checkbox"/> Stop Watch |
|-----------------------------------------|-------------------------------------|

## EVALUATION INFORMATION

**An LCB review will consist of, but is not limited to the following pages:**

|         |                                                                                                                |
|---------|----------------------------------------------------------------------------------------------------------------|
| 1       | Cover Page                                                                                                     |
| 5 - 6   | Entrance Interview Questions                                                                                   |
| 12      | Chapter 427.0155 (3) Review the CTC monitoring of contracted operators                                         |
| 13      | Chapter 427.0155 (4) Review TDSP to determine utilization of school buses and public transportation services   |
| 19      | Insurance                                                                                                      |
| 23      | Rule 41-2.011 (2) Evaluation of cost-effectiveness of Coordination Contractors and Transportation Alternatives |
| 25 - 29 | Commission Standards and Local Standards                                                                       |
| 39      | On-Site Observation                                                                                            |
| 40 – 43 | Surveys                                                                                                        |
| 44      | Level of Cost - Worksheet 1                                                                                    |
| 45- 46  | Level of Competition – Worksheet 2                                                                             |
| 47 - 48 | Level of Coordination – Worksheet 3                                                                            |

**Notes to remember:**

- **The CTC should not conduct the evaluation or surveys. If the CTC is also the PA, the PA should contract with an outside source to assist the LCB during the review process.**
- **Attach a copy of the Annual QA Self Certification.**

## ENTRANCE INTERVIEW QUESTIONS

### INTRODUCTION AND BRIEFING:

- ☐ Describe the evaluation process (LCB evaluates the CTC and forwards a copy of the evaluation to the CTD).
- ☐ The LCB reviews the CTC once every year to evaluate the operations and the performance of the local coordinator.  
  
The LCB will be reviewing the following areas:
  - ☐ Chapter 427, Rules 41-2 and 14-90, CTD Standards, and Local Standards
  - ☐ Following up on the Status Report from last year and calls received from the Ombudsman program.
  - ☐ Monitoring of contractors.
  - ☐ Surveying riders/beneficiaries, purchasers of service, and contractors
- ☐ The LCB will issue a Review Report with the findings and recommendations to the CTC no later than 30 working days after the review has concluded.
- ☐ Once the CTC has received the Review Report, the CTC will submit a Status Report to the LCB within 30 working days.
- ☐ Give an update of Commission level activities (last meeting update and next meeting date), if needed.

### USING THE APR, COMPILE THIS INFORMATION:

1. OPERATING ENVIRONMENT: ☐ RURAL ☒ URBAN
2. ORGANIZATION TYPE:
  - ☐ PRIVATE-FOR-PROFIT
  - ☒ PRIVATE NON-PROFIT
  - ☐ GOVERNMENT
  - ☐ TRANSPORTATION AGENCY
3. NETWORK TYPE:
  - ☐ SOLE PROVIDER
  - ☒ PARTIAL BROKERAGE
  - ☐ COMPLETE BROKERAGE
4. NAME THE OPERATORS THAT YOUR COMPANY HAS CONTRACTS WITH:

In the 2023/2024 fiscal year we had contracts with

1. ROUND THE CLOCK TRANSPORTATION
2. Ultimate Comfort Transportation
3. TMC Transportation

5. NAME THE GROUPS THAT YOUR COMPANY HAS COORDINATION ~~CONTRACTS~~ AGREEMENTS WITH:

The Abilities Resource Center of Indian River County  
Camp Haven Inc.

6. NAME THE ORGANIZATIONS AND AGENCIES THAT PURCHASE SERVICE FROM THE CTC AND THE PERCENTAGE OF TRIPS EACH REPRESENTS?  
(Recent APR information may be used)

| Name of Agency    | % of Trips | Name of Contact | Telephone Number |
|-------------------|------------|-----------------|------------------|
| None at this time |            |                 |                  |
|                   |            |                 |                  |
|                   |            |                 |                  |
|                   |            |                 |                  |
|                   |            |                 |                  |

7. REVIEW AND DISCUSS TD HELPLINE CALLS:

|                      | Number of calls | Closed Cases | Unsolved Cases |
|----------------------|-----------------|--------------|----------------|
| Cost                 |                 |              |                |
| Medicaid             |                 |              |                |
| Quality of Service   |                 |              |                |
| Service Availability |                 |              |                |
| Toll Permit          |                 |              |                |
| Other                |                 |              |                |

## GENERAL QUESTIONS

Use the TDSP to answer the following questions. If these are not addressed in the TDSP, follow-up with the CTC.

1. DESIGNATION DATE OF CTC: 1992
  
2. WHAT IS THE COMPLAINT PROCESS? When a customer care agent receives a call from someone who wants to file a complaint, they forward that person to the Fixed route or paratransit Supervisor whose job responsibility involves handling complaints. The Supervisor will fill out a report form and enter it into the database. If warranted, the complaint is forwarded to the Safety and Training Supervisor or the Director of Transportation who will investigate, view tape from the buses, and speak with the drivers and/or passengers involved. If warranted, discipline action may be taken and the complainant may be called back and given more information.
 

|                                  |          |     |                          |    |
|----------------------------------|----------|-----|--------------------------|----|
| IS THIS PROCESS IN WRITTEN FORM? | <b>X</b> | Yes | <input type="checkbox"/> | No |
| Is the process being used?       | <b>X</b> | Yes | <input type="checkbox"/> | No |
  
3. DOES THE CTC HAVE A COMPLAINT FORM?      **X**      Yes      ☐      No
  
4. DOES THE COMPLAINT FORM INCORPORATE ALL ELEMENTS OF THE CTD'S UNIFORM SERVICE REPORTING GUIDEBOOK?  
**X**      Yes      ☐      No
  
5. DOES THE FORM HAVE A SECTION FOR RESOLUTION OF THE COMPLAINT?  
**X**      Yes      ☐      No
  
6. IS A SUMMARY OF COMPLAINTS GIVEN TO THE LCB ON A REGULAR BASIS?  
**X**      **Yes**      ☐      **No**
  
7. WHEN IS THE DISSATISFIED PARTY REFERRED TO THE TD HELPLINE? After the CTC has exhausted all reasonable means to resolve the complaint. To date, no party has had to be referred to the TD helpline
  
8. WHEN A COMPLAINT IS FORWARDED TO YOUR OFFICE FROM THE OMBUDSMAN PROGRAM, IS THE COMPLAINT ENTERED INTO THE LOCAL COMPLAINT FILE/PROCESS?  
**X**      Yes      ☐      No  
  
 If no, what is done with the complaint?
  
9. DOES THE CTC PROVIDE WRITTEN RIDER/BENEFICIARY INFORMATION OR BROCHURES TO INFORM RIDERS/ BENEFICIARIES ABOUT TD SERVICES?  
**X**      Yes      ☐      No      If yes, what type? TD brochure
  
10. DOES THE RIDER/ BENEFICIARY INFORMATION OR BROCHURE LIST THE OMBUDSMAN NUMBER?  
**X**      Yes      ☐      No

11. DOES THE RIDER/ BENEFICIARY INFORMATION OR BROCHURE LIST THE COMPLAINT PROCEDURE?

☒ Yes ☐ No

12. WHAT IS YOUR ELIGIBILITY PROCESS FOR TD RIDERS/ BENEFICIARIES?

All passengers must have an approved TD application on file before they can book trips with the CTC. Eligibility is renewed every 3 years.

*Please Verify These Passengers Have an Eligibility Application on File:*

| TD Eligibility Verification |                   |              |                      |
|-----------------------------|-------------------|--------------|----------------------|
| Name of Client              | Address of client | Date of Ride | Application on File? |
|                             |                   |              |                      |
|                             |                   |              |                      |
|                             |                   |              |                      |
|                             |                   |              |                      |
|                             |                   |              |                      |
|                             |                   |              |                      |
|                             |                   |              |                      |
|                             |                   |              |                      |
|                             |                   |              |                      |
|                             |                   |              |                      |

13. WHAT INNOVATIVE IDEAS HAVE YOU IMPLEMENTED IN YOUR COORDINATED SYSTEM? We have agreements with Brevard and St. Lucie County so we can do trips in their counties. We have an ISD Grant from the CTD to do special trips for the developmentally disabled all along the Treasure Coast. Also, we use Ecolane scheduling software to ensure schedule efficiency. In addition, we have started offering same day trips to clients when possible, and we are partners with the hospital to get ER patients home if they do not have a ride. We have started contracting out work to transportation vendors so we can provide more services. Also, a Paratransit Eligibility Specialist is on staff at the CTC to conduct interviews for new and current clients. These interviews are conducted in person.
14. ARE THERE ANY AREAS WHERE COORDINATION CAN BE IMPROVED? Having more drivers during peak times of the day.
15. WHAT BARRIERS ARE THERE TO THE COORDINATED SYSTEM? There is a lack of other transportation vendors to coordinate with.
16. ARE THERE ANY AREAS THAT YOU FEEL THE COMMISSION SHOULD BE AWARE OF OR CAN ASSIST WITH? Not at this time. The commission has always been supportive with new ideas and ways to improve coordination.
17. WHAT FUNDING AGENCIES DOES THE CTD NEED TO WORK CLOSELY WITH IN ORDER TO FACILITATE A BETTER-COORDINATED SYSTEM? All funding sources. We would love if we could get funding for ADA trips.
18. HOW ARE YOU MARKETING THE VOLUNTARY DOLLAR? Voluntary dollar marketing is done by a check box on the back of all IR county vehicle registrations.

## GENERAL QUESTIONS

Findings:  
NA

Recommendations:  
NA

## COMPLIANCE WITH CHAPTER 427, F.S.

**Review the CTC contracts for compliance with 427.0155(1), F.S.**

***“Execute uniform contracts for service using a standard contract, which includes performance standards for operators.”***

ARE YOUR CONTRACTS UNIFORM? ☒ Yes ☐ No

IS THE CTD’S STANDARD CONTRACT UTILIZED? ☒ Yes ☐ No

DO THE CONTRACTS INCLUDE PERFORMANCE STANDARDS FOR THE TRANSPORTATION OPERATORS AND COORDINATION CONTRACTORS?

☒ Yes ☐ No

DO THE CONTRACTS INCLUDE THE PROPER LANGUAGE CONCERNING PAYMENT TO SUBCONTRACTORS? (Section 21.20: Payment to Subcontractors, T&E Grant, and FY)

☒ Yes ☐ No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

| Operator Name                   | Exp. Date     | PTASP                   | AOR Reporting                                   | Insurance |
|---------------------------------|---------------|-------------------------|-------------------------------------------------|-----------|
| Round the Clock Transportation  | June 30, 2025 | Follows the CTC’s PTASP | The trips they provide are reported in the AOR  | X         |
| Ultimate Comfort Transportation | June 30, 2025 | Follows the CTC’s PTASP | The trips they provided are reported in the AOR | X         |
| TMC Transport                   | June 30, 2025 | Follows the CTC’s PTASP | The trips they provided are reported in the AOR | X         |



## COMPLIANCE WITH CHAPTER 427, F.S.

**Review the CTC last AOR submittal for compliance with 427. 0155(2)**

***“Collect Annual Operating Data for submittal to the Commission.”***

### REPORTING TIMELINESS

Were the following items submitted on time?

- |                                     |                                     |     |                                     |    |
|-------------------------------------|-------------------------------------|-----|-------------------------------------|----|
| a. Annual Operating Report          | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/>            | No |
| Any issues that need clarification? | <input type="checkbox"/>            | Yes | <input checked="" type="checkbox"/> | No |

Any problem areas on AOR that have been re-occurring?

List:

- |                                                                 |                                     |     |                          |    |
|-----------------------------------------------------------------|-------------------------------------|-----|--------------------------|----|
| b. Memorandum of Agreement                                      | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| c. Transportation Disadvantaged Service Plan                    | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| d. Grant Applications to TD Trust Fund                          | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| e. All other grant application (____%) <input type="checkbox"/> | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

## COMPLIANCE WITH CHAPTER 427, F.S.

**Review the CTC monitoring of its transportation operator contracts to ensure compliance with 427.0155(3), F.S.**

*“Review all transportation operator contracts annually.”*

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS OPERATOR(S) AND HOW OFTEN IS IT CONDUCTED?

SRA’s direct involvement in day-to-day operations of service for transportation operators might include, but is not limited to:

1. On-street monitoring of drivers and vehicles
  - SRA’s on-street monitoring shall include, but is not limited to:
    - on-time performance
    - knowledge of service area and routing
    - driver assistance
    - manifest accuracy and completeness
    - driver appearance
    - vehicle appearance
    - wheelchair lift condition and operation
    - wheelchair securement systems condition and use
    - safety equipment
    - compliance with Florida Motor Vehicle Regulations.
2. Inspections of equipment
3. Customer service functions
4. Contract compliance oversight
5. Quality control.
6. SRA reserves the right, through its agreements with the Providers, in its sole discretion, **at any time**, to inspect vehicles and maintenance facilities during normal working hours and review Provider’s maintenance records.
  - SRA staff inspect all vehicles, wheelchair lifts or ramps and wheelchair securement devices at least annually.
    - Any vehicle found in violation of any contractual standard is removed from service until violation is remedied.
    - Any corrective action for Provider must take place before SRA will send more trips to provider

SRA also performs **annual** evaluations of Providers every December, ensuring compliance with

1. Locally approved standards
  2. Florida Commission for the Transportation Disadvantaged (CTD) standards
  3. Florida Department of Transportation (FDOT) standards
  4. SRA insurance requirements
- a. Providers are required to provide SRA with Driver Files.
- Each file shall indicate:
    - driver's name
    - relevant training

- Drug and Alcohol test results
  - Motor Vehicle Record review
  - Latest criminal record check.
- b. Providers are required to maintain updated Driver Rosters.
- c. Providers must provide SRA with evidence all drivers have completed a training program
- d. Provider must have procedures to review periodically their drivers' Motor Vehicle Reports.
- SRA staff monitors compliance
    - SRA requests State of Florida Motor Vehicle Reports for Provider's drivers on a periodic basis.
    - If a report shows evidence of violations SRA will promptly notify Provider.
    - Any corrective action must take place before SRA will send more trips to provider

Is a written report issued to the operator?      **X**      Yes      ☐      No

If NO, how are the contractors notified of the results of the monitoring?

WHAT TYPE OF MONITORING DOES THE CTC PERFORM ON ITS COORDINATION CONTRACTORS AND HOW OFTEN IS IT CONDUCTED?

We communicate regularly with them, but we have a coordination agreement with them. This is separate from a coordination contract. We get an annual report from the Coordination agreement partners once a year, and FDOT does a triennial review of them every 3 years to ensure compliance

Is a written report issued?      **X**      Yes      ☐      No

If NO, how are the contractors notified of the results of the monitoring?

WHAT ACTION IS TAKEN IF A CONTRACTOR RECEIVES AN UNFAVORABLE REPORT?

Their 5310 grant vehicles and funds could be taken away from them if they are not compliant

IS THE CTC IN COMPLIANCE WITH THIS SECTION?      **X**      Yes      ☐      No

|                                                        |
|--------------------------------------------------------|
| <b>ASK TO SEE DOCUMENTATION OF MONITORING REPORTS.</b> |
|--------------------------------------------------------|

## COMPLIANCE WITH CHAPTER 427, F.S.

**Review the TDSP to determine the utilization of school buses and public transportation services [Chapter 427.0155(4)]**

***“Approve and coordinate the utilization of school bus and public transportation services in accordance with the TDSP.”***

HOW IS THE CTC USING SCHOOL BUSES IN THE COORDINATED SYSTEM? Due to insurance constraints this is not an acceptable application. Senior Resource Association will coordinate any trips provided by SRA owned/driven vehicles if possible in conjunction with the school bus trips.

**Rule 41-2.012(5)(b):** *"As part of the Coordinator's performance, the local Coordinating Board shall also set an annual percentage goal increase for the number of trips provided within the system for ridership on public transit, where applicable. In areas where the public transit is not being utilized, the local Coordinating Board shall set an annual percentage of the number of trips to be provided on public transit."*

HOW IS THE CTC USING PUBLIC TRANSPORTATION SERVICES IN THE COORDINATED SYSTEM?

The CTC operates Indian River County's demand response system (Community Coach) and fixed route system (GoLine). In recent years, GoLine service has continued to expand service hours and service to new areas. Community Coach hours have also been increased in the recent years.

IS THERE A GOAL FOR TRANSFERRING PASSENGERS FROM PARATRANSIT TO TRANSIT?

☒ Yes ☐ No

If YES, what is the goal? 2% of paratransit clients per year

Is the CTC accomplishing the goal? ☒ Yes ☐ No

IS THE CTC IN COMPLIANCE WITH THIS REQUIREMENT? ☒ Yes ☐ No

Comments:

## COMPLIANCE WITH CHAPTER 427, F.S.

**Review of local government, federal and state transportation applications for TD funds (all local, state or federal funding for TD services) for compliance with 427.0155(5).**

*“Review all applications for local government, federal, and state transportation disadvantaged funds, and develop cost-effective coordination strategies.”*

IS THE CTC INVOLVED WITH THE REVIEW OF APPLICATIONS FOR TD FUNDS, IN CONJUNCTION WITH THE LCB? (TD Funds include all funding for transportation disadvantaged services, i.e. Section 5310 [formerly Sec.16] applications for FDOT funding to buy vehicles granted to agencies who are/are not coordinated)

☒ Yes ☐ No

If Yes, describe the application review process.

The CEO reviews and submits all TD fund applications and has input for approval or denial of funds. The TD Commission has the last ruling as to how funds are distributed.

If no, is the LCB currently reviewing applications for TD funds (any federal, state, and local funding)? ☐ Yes ☐ No

If no, is the planning agency currently reviewing applications for TD funds?  
☐ Yes ☐ No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

## COMPLIANCE WITH CHAPTER 427, F.S.

**Review priorities listed in the TDSP, according to Chapter 427.0155(7).**

***“Establish priorities with regard to the recipients of non-sponsored transportation disadvantaged services that are purchased with Transportation Disadvantaged Trust monies.”***

REVIEW THE QA SECTION OF THE TDSP (ask CTC to explain):

WHAT ARE THE PRIORITIES FOR THE TDTF TRIPS?

Page 43 b. Prioritization Section

- 1) Medical Trips
- 2) Grocery Shopping/Congregate Meal Trips
- 3) Social Service Agency Trips
- 4) Employment/Job Training/Volunteer Service Trips
- 5) Social Trips
- 6) Other non-grocery shopping trips
- 7) Other trips

HOW ARE THESE PRIORITIES CARRIED OUT? All bookings are done on a first come first serve basis with respect to order of prioritization

IS THE CTC IN COMPLIANCE WITH THIS SECTION?

☒ Yes

☐ No

Comments:

## COMPLIANCE WITH CHAPTER 427, F.S.

**Ensure CTC compliance with the delivery of transportation services, 427.0155(8).**

*“Have full responsibility for the delivery of transportation services for the transportation disadvantaged as outlined in s. 427.015(2).”*

Review the Operational section of the TDSP

1. Hours of Service: 6am-9pm Monday-Friday. 7am-7pm Saturdays
2. Hours of Intake: 6am-9pm Monday-Friday. 7am-7pm Saturdays
3. Provisions for After Hours Reservations/Cancellations? For after hour reservations, there is a voicemail system in place where clients can leave their reservation information or trip cancellations.
4. What is the minimum required notice for reservations? Day before for complementary ADA and 48 hours for TD. However, when available the CTC is offering same day trip reservations for TD clients
5. How far in advance can reservations be place (number of days)? 14 days

IS THE CTC IN COMPLIANCE WITH THIS SECTION?

**X**

Yes

☐

No

Comments:

## COMPLIANCE WITH CHAPTER 427, F.S.

**Review the cooperative agreement with the local WAGES coalitions according to Chapter 427.0155(9).**

***“Work cooperatively with local WAGES coalitions established in Chapter 414 to provide assistance in the development of innovative transportation services for WAGES participants.”***

WHAT TYPE OF ARRANGEMENT DO YOU HAVE WITH THE LOCAL WAGES COALITION?

We have no arrangement, but we have continuous contact with the coalition and will work with them when allowable.

HAVE ANY INNOVATIVE WAGES TRANSPORTATION SERVICES BEEN DEVELOPED?

We attempted to get a grant to pay for training for the drivers, but the grant was not in the scope of work we needed for training.

IS THE CTC IN COMPLIANCE WITH THIS SECTION?      X      Yes      ☐      No

Comments:



## CHAPTER 427

Findings:

NA

Recommendations:

NA

COMPLIANCE WITH 41-2, F.A.C.

**Compliance with 41-2.006(1), Minimum Insurance Compliance**

***“...ensure compliance with the minimum liability insurance requirement of \$100,000 per person and \$200,000 per incident...”***

WHAT ARE THE MINIMUM LIABILITY INSURANCE REQUIREMENTS?

\$100,000 per person and \$300,000 per incident

WHAT ARE THE MINIMUM LIABILITY INSURANCE REQUIREMENTS IN THE OPERATOR AND COORDINATION CONTRACTS?

\$100,000 per person and \$300,000 per incident

HOW MUCH DOES THE INSURANCE COST (per operator)?

| Operator                    | Insurance Cost                                  |
|-----------------------------|-------------------------------------------------|
| Senior Resource Association | Vehicle: \$129,200<br>Gen. Liability: \$110,851 |
|                             |                                                 |
|                             |                                                 |
|                             |                                                 |

DOES THE MINIMUM LIABILITY INSURANCE REQUIREMENTS EXCEED \$1 MILLION PER INCIDENT?

☐ Yes ☒ No

If yes, was this approved by the Commission? ☐ Yes ☐ No

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

## COMPLIANCE WITH 41-2, F.A.C.

### Compliance with 41-2.006(2), Safety Standards.

*“...shall ensure the purchaser that their operations and services are in compliance with the safety requirements as specified in Section 341.061(2)(a), F.S. and 14-90, F.A.C.”*

Date of last SSPP Compliance Review March 2019, Obtain a copy of this review.

Review the last FDOT SSPP Compliance Review, if completed in over a year, check drivers' records. If the CTC has not monitored the operators, check drivers' files at the operator's site.

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

ARE THE CTC CONTRACTED OPERATORS IN COMPLIANCE WITH THIS SECTION?

☒ Yes ☐ No

### DRIVER REQUIREMENT CHART

| Driver Last Name | Driver License | Last Physical | CPR/1st Aid | Def. Driving | ADA Training | Other- |
|------------------|----------------|---------------|-------------|--------------|--------------|--------|
|                  |                |               |             |              |              |        |
|                  |                |               |             |              |              |        |
|                  |                |               |             |              |              |        |
|                  |                |               |             |              |              |        |
|                  |                |               |             |              |              |        |
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|                  |                |               |             |              |              |        |
|                  |                |               |             |              |              |        |
|                  |                |               |             |              |              |        |

Sample Size: 1-20 Drivers – 50-100% 21-100 Drivers – 20-50% 100+ Drivers – 5-10%



|                              |
|------------------------------|
| COMPLIANCE WITH 41-2, F.A.C. |
|------------------------------|

**Compliance with 41-2.006(3), Drug and Alcohol Testing**

*“...shall assure the purchaser of their continuing compliance with the applicable state or federal laws relating to drug testing...”*

With which of the following does the CTC (and its contracted operators) Drug and Alcohol Policy comply?

- ☒ FTA (Receive Sect. 5307, 5309, or 5311 funding)
- ☐ FHWA (Drivers required to hold a CDL)
- ☐ Neither

**REQUEST A COPY OF THE DRUG & ALCOHOL POLICY AND LATEST COMPLIANCE REVIEW.**

DATE OF LAST DRUG & ALCOHOL POLICY REVIEW:

FTA: July 2023

FDOT: November 2022

CTD: January 2023

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

Comments:

## COMPLIANCE WITH 41-2, F.A.C.

### Compliance with 41-2.011(2), Evaluating Cost-Effectiveness of Coordination Contractors and Transportation Alternatives.

*"...contracts shall be reviewed annually by the Community Transportation Coordinator and the Coordinating Board as to the effectiveness and efficiency of the Transportation Operator or the renewal of any Coordination Contracts."*

1. IF THE CTC HAS COORDINATION CONTRACTORS, DETERMINE THE COST-EFFECTIVENESS OF THESE CONTRACTORS.

Cost [CTC and Coordination Contractor (CC)]

|                                           | CTC                               | RTC                               | Ultimate                          | TMC                               |
|-------------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
| Flat contract rate (s) (\$ amount / unit) | Amb.<br>\$36.07<br>W/C<br>\$61.83 | Amb.<br>\$20.00<br>W/C<br>\$25.00 | Amb.<br>\$20.00<br>W/C<br>\$25.00 | Amb.<br>\$20.00<br>W/C<br>\$25.00 |
|                                           |                                   | +\$2/mile<br>after 10<br>miles    | +\$2/mile<br>after 10<br>miles    | +\$2/mile<br>after 10<br>miles    |

2. DO YOU HAVE TRANSPORTATION ALTERNATIVES? ☐ Yes ☒ No

(Those specific transportation services approved by rule or the Commission as a service not normally arranged by the Community Transportation Coordinator, but provided by the purchasing agency. Example: a neighbor providing the trip)

Cost [CTC and Transportation Alternative (Alt.)]

|                                                                                              | CTC | Alt. #1 | Alt. #2 | Alt. #3 | Alt. #4 |
|----------------------------------------------------------------------------------------------|-----|---------|---------|---------|---------|
| Flat contract rate (s) (\$ amount / unit)                                                    |     |         |         |         |         |
| Detail other rates as needed: (e.g. ambulatory, wheelchair, stretcher, out-of-county, group) |     |         |         |         |         |
|                                                                                              |     |         |         |         |         |
|                                                                                              |     |         |         |         |         |
| Special or unique considerations that influence costs?                                       |     |         |         |         |         |
| Explanation:                                                                                 |     |         |         |         |         |

IS THE CTC IN COMPLIANCE WITH THIS SECTION? ☒ Yes ☐ No

## **RULE 41-2**

Findings:

NA

Recommendations:

NA

## COMPLIANCE WITH 41-2, F.A.C.

### **Compliance with Commission Standards** *"...shall adhere to Commission approved standards..."*

Review the TDSP for the Commission standards.

| Commission Standards                                         | Comments                                  |
|--------------------------------------------------------------|-------------------------------------------|
| Local toll free phone number must be posted in all vehicles. | 772-569-0903-Collect, page 55 of the TDSP |
| Vehicle Cleanliness                                          | Page 55 of the TDSP                       |
| Passenger/Trip Database                                      | Page 56 of the TDSP                       |
| Adequate seating                                             | Page 56 of the TDSP                       |
| Driver Identification                                        | Page 56 of the TDSP                       |
| Passenger Assistance                                         | Page 56 of the TDSP                       |
| Smoking, Eating and Drinking                                 | Page 56 of the TDSP                       |
| Two-way Communications                                       | Page 56 of the TDSP                       |
| Air Conditioning/Heating                                     | Page 57 of the TDSP                       |
| Billing Requirements                                         | Page 56 of the TDSP                       |



## COMMISSION STANDARDS

Findings:

NA

Recommendations:

NA

## COMPLIANCE WITH 41-2, F.A.C.

### Compliance with Local Standards

*“...shall adhere to Commission approved standards...”*

Review the TDSP for the Local standards.

| Local Standards                                          | Comments            |
|----------------------------------------------------------|---------------------|
| Transport of Escorts and dependent children policy       | Page 55 of the TDSP |
| Use, Responsibility, and cost of child restraint devices | Page 55 of the TDSP |
| Out-of-Service Area trips                                | Page 53 of the TDSP |
| CPR/1st Aid                                              | Page 57 of the TDSP |
| Driver Criminal Background Screening                     | Page 57 of the TDSP |
| Rider Personal Property                                  | Page 55 of the TDSP |
| Advance reservation requirements                         | Page 57 of the TDSP |
| Pick-up Window                                           | Page 57 of the TDSP |

| <i>Measurable Standards/Goals</i>                                                                          | <i>Latest Figures</i>                                       | <i>Is the CTC/Operator meeting the Standard?</i> |
|------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------|--------------------------------------------------|
| <1 accident per 100,000 miles                                                                              | Averaging 1 accident every 423,000 miles on Community Coach | x                                                |
| <1 missed trip each week                                                                                   | Average <1/month                                            | x                                                |
| Submits MOA within 1 week of due date                                                                      | Yes                                                         | x                                                |
| 1 way passenger trip cost is low, compared to state average                                                | Yes                                                         | x                                                |
| 0 service denials due to lack of equipment                                                                 | 0 service denials                                           | x                                                |
| Passenger No-shows: No more than 5% increase from previous year                                            | No shows went down 2% from FY23 to FY24                     | x                                                |
| Roadcalls: The average number of vehicle miles between emergency road calls will be more than 90,000 miles | Averaging 1 roadcall every 106,000 miles                    | x                                                |
| Complaints: No more than 2 defined TD complaints per year                                                  | Only 1 TD complaint this year                               | x                                                |
| Call Hold Time: No longer than 2 minutes                                                                   | 2024 Hold Time Averaged 18 seconds                          | x                                                |

## LOCAL STANDARDS

Findings:

NA

Recommendations:

NA

|                                                 |
|-------------------------------------------------|
| COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT |
|-------------------------------------------------|

|                                                   |
|---------------------------------------------------|
| REVIEW COPIES OF THE PUBLIC INFORMATION PROVIDED. |
|---------------------------------------------------|

DOES PUBLIC INFORMATION STATE THAT ACCESSIBLE FORMATS ARE AVAILABLE UPON REQUEST?

**X** Yes ☐ No

ARE ACCESSIBLE FORMATS ON THE SHELF? ☐ Yes **X** No

IF NOT, WHAT ARRANGEMENTS ARE IN PLACE TO HAVE MATERIAL PRODUCED IN A TIMELY FASHION UPON REQUEST?

SRA Transportation has all materials on file with Braille Works and can have formats printed within 72 hours of the request. We also have the ability to record all information in house on tape and send within 24 hours of the request.

DO YOU HAVE TTY EQUIPMENT OR UTILIZE THE FLORIDA RELAY SYSTEM?

**X** Yes ☐ No

ARE THE TTY NUMBER OR THE FLORIDA RELAY SYSTEM NUMBERS LISTED WITH THE OFFICE PHONE NUMBER?

**X** Yes ☐ No

Florida Relay System:  
Voice- 1-800-955-8770  
TTY- 1-800-955-8771

EXAMINE OPERATOR MANUALS AND RIDER INFORMATION. DO CURRENT POLICIES COMPLY WITH ADA PROVISION OF SERVICE REQUIREMENTS REGARDING THE FOLLOWING:

| Provision of Service                                               | Training Provided                 | Written Policy                              | Neither |
|--------------------------------------------------------------------|-----------------------------------|---------------------------------------------|---------|
| Accommodating Mobility Aids                                        | X                                 |                                             |         |
| Accommodating Life Support Systems (O <sub>2</sub> Tanks, IV's...) |                                   | Only portable carried by customer           |         |
| Passenger Restraint Policies                                       | X                                 | Community Coach riders must wear seat belts |         |
| Standee Policies (persons standing on the lift)                    |                                   | Person may stand on the lift                |         |
| Driver Assistance Requirements                                     | X                                 | Yes                                         |         |
| Personal Care Attendant Policies                                   |                                   | Yes                                         |         |
| Service Animal Policies                                            | All service animals allowed       |                                             |         |
| Transfer Policies (From mobility device to a seat)                 | Customer must transfer unassisted | Yes                                         |         |
| Equipment Operation (Lift and securement procedures)               | X                                 | Yes                                         |         |
| Passenger Sensitivity/Disability Awareness Training for Drivers    | X                                 | Yes                                         |         |

RANDOMLY SELECT ONE OR TWO VEHICLES PER CONTRACTOR (DEPENDING ON SYSTEM SIZE) THAT ARE IDENTIFIED BY THE CTC AS BEING ADA ACCESSIBLE AND PURCHASED WITH PRIVATE FUNDING, AFTER 1992. CONDUCT AN INSPECTION USING THE ADA VEHICLE SPECIFICATION CHECKLIST.

INSPECT FACILITIES WHERE SERVICES ARE PROVIDED TO THE PUBLIC (ELIGIBILITY DETERMINATION, TICKET/COUPON SALES, ETC...).

IS A RAMP PROVIDED?                      **X**      Yes                      ☐      No

ARE THE BATHROOMS ACCESSIBLE?      **X**      Yes                      ☐      No

## Bus and Van Specification Checklist

Name of Provider:

Vehicle Number (either VIN or provider fleet number):

Type of Vehicle:      ☐ Minivan                      ☐ Van                      ☐ Bus (>22')  
                                 ☐ Minibus (<= 22')                      ☐ Minibus (>22')

Person Conducting Review:

Date:

Review the owner's manual, check the stickers, or ask the driver the following:

- ☐ The lift must have a weight limit of at least 600 pounds.
- ☐ The lift must be equipped with an emergency back-up system (in case of loss of power to vehicle). Is the pole present?
- ☐ The lift must be "interlocked" with the brakes, transmission, or the door, so the lift will not move unless the interlock is engaged. Ensure the interlock is working correctly.

Have the driver lower the lift to the ground:

- ☐ Controls to operate the lift must require constant pressure.
- ☐ Controls must allow the up/down cycle to be reversed without causing the platform to "stow" while occupied.
- ☐ Sufficient lighting shall be provided in the step well or doorway next to the driver, and illuminate the street surface around the lift, the lighting should activate when the door/lift is in motion. Turn light switch on, to ensure lighting is working properly.

Once the lift is on the ground, review the following:

- ☐ Must have an inner barrier to prevent the mobility aid from rolling off the side closest to the vehicle until the platform is fully raised.
- ☐ Side barriers must be at least 1 ½ inches high.
- ☐ The outer barrier must be sufficient to prevent a wheelchair from riding over it.
- ☐ The platform must be slip-resistant.
- ☐ Gaps between the platform and any barrier must be no more than 5/8 of an inch.
- ☐ The lift must have two handrails.
- ☐ The handrails must be 30-38 inches above the platform surface.
- ☐ The handrails must have a useable grasping area of 8 inches, and must be at least 1 ½ inches wide and have sufficient knuckle clearance.
- ☐ The platform must be at least 28 1/2 inches wide measured at the platform surface, and 30 inches wide and 48 inches long measured 2 inches above the platform surface.
- ☐ If the ramp is not flush with the ground, for each inch off the ground the ramp must be 8 inches long.
- ☐ Lifts may be marked to identify the preferred standing position (suggested, not required)

Have the driver bring the lift up to the fully raised position (but not stowed):

- ☐ When in the fully raised position, the platform surface must be horizontally within 5/8 inch of the floor of the vehicle.
- ☐ The platform must not deflect more than 3 degrees in any direction. To test this, stand on the edge of the platform and carefully jump up and down to see how far the lift sways.

- ☐ The lift must be designed to allow boarding in either direction.

**While inside the vehicle:**

- ☐ Each securement system must have a clear floor area of 30 inches wide by 48 inches long.
- ☐ The securement system must accommodate all common wheelchairs and mobility aids.
- ☐ The securement system must keep mobility aids from moving no more than 2 inches in any direction.
- ☐ A seat belt and shoulder harness must be provided for each securement position, and must be separate from the security system of the mobility aid.

**Vehicles under 22 feet must have:**

- ☐ One securement system that can be either forward or rear-facing.
- ☐ Overhead clearance must be at least 56 inches. This includes the height of doors, the interior height along the path of travel, and the platform of the lift to the top of the door.

**Vehicles over 22 feet must have:**

- ☐ Must have 2 securement systems, and one must be forward-facing, the other can be either forward or rear-facing.
- ☐ Overhead clearance must be at least 68 inches. This includes the height of doors, the interior height along the path of travel, and the platform of the lift to the top of the door.
- ☐ Aisles, steps, and floor areas must be slip resistant.
- ☐ Steps or boarding edges of lift platforms must have a band of color which contrasts with the step/floor surface.



## COMPLIANCE WITH AMERICANS WITH DISABILITIES ACT

Table 1. ADA Compliance Review - Provider/Contractor Level of Service Chart

| <b>Name of Service Provider/ Contractor</b> | <b>Total # of Vehicles Available for CTC Service</b> | <b># of ADA Accessible Vehicles</b> | <b>Areas/Sub areas Served by Provider/Contractor</b>      |
|---------------------------------------------|------------------------------------------------------|-------------------------------------|-----------------------------------------------------------|
| Senior Resource Association                 | 18                                                   | 18                                  | Indian River County<br>North St Lucie<br>Southern Brevard |
|                                             |                                                      |                                     |                                                           |
|                                             |                                                      |                                     |                                                           |
|                                             |                                                      |                                     |                                                           |
|                                             |                                                      |                                     |                                                           |
|                                             |                                                      |                                     |                                                           |
|                                             |                                                      |                                     |                                                           |

BASED ON THE INFORMATION IN TABLE 1, DOES IT APPEAR THAT INDIVIDUALS REQUIRING THE USE OF ACCESSIBLE VEHICLES HAVE EQUAL SERVICE?

☒ Yes      ☐ No

## **ADA COMPLIANCE**

Findings:

NA

Recommendations:

NA

**FY \_\_\_\_\_/\_\_\_\_\_ GRANT QUESTIONS**

The following questions relate to items specifically addressed in the FY \_\_\_\_\_/\_\_\_\_\_ Trip and Equipment Grant.

DO YOU KEEP ALL RECORDS PERTAINING TO THE SPENDING OF TDTF DOLLARS FOR FIVE YEARS? (Section 7.10: Establishment and Maintenance of Accounting Records, T&E Grant, and FY \_\_\_\_\_)

☒ Yes ☐ No

ARE ALL ACCIDENTS THAT HAVE RESULTED IN A FATALITY REPORTED TO THE COMMISSION WITHIN 24 HOURS AFTER YOU HAVE RECEIVED NOTICE? (Section 14.80: Accidents, T/E Grant, and FY \_\_\_\_\_)

☒ Yes ☐ No

ARE ALL ACCIDENTS THAT HAVE RESULTED IN \$1,000 WORTH OF DAMAGE REPORTED TO THE COMMISSION WITHIN 72 HOURS AFTER YOU HAVE RECEIVED NOTICE OF THE ACCIDENT? (Section 14.80: Accidents, T/E Grant, and FY \_\_\_\_\_)

☒ Yes ☐ No

## STATUS REPORT FOLLOW-UP FROM LAST REVIEW(S)

DATE OF LAST REVIEW: \_\_\_\_\_

STATUS REPORT DATED: \_\_\_\_\_

### CTD RECOMMENDATION:

CTC Response:

Current Status:

### CTD RECOMMENDATION:

CTC Response:

Current Status:

### CTD RECOMMENDATION:

CTC Response:

Current Status:

**CTD RECOMMENDATION:**

CTC Response:

Current Status:

**CTD RECOMMENDATION:**

CTC Response:

Current Status:

**CTD RECOMMENDATION:**

CTC Response:

Current Status:

## ON-SITE OBSERVATION OF THE SYSTEM

RIDE A VEHICLE WITHIN THE COORDINATED SYSTEM. REQUEST A COPY OF THE MANIFEST PAGE THAT CONTAINS THIS TRIP.

Date of Observation:

11/21/24

Please list any special guests that were present:

Mark Vietze, Wendy Grow, Laura Koursaris

Location:

1801 27<sup>th</sup> ST > Cleveland Clinic IRC Hospital > 6885 20<sup>th</sup> ST > 1801 27<sup>th</sup> ST

Number of Passengers picked up/dropped off:

1

Ambulatory

1

Non-Ambulatory

Was the driver on time?

☒

Yes

☐

No, how many minutes late/early?

Did the driver provide any passenger assistance?

☒

Yes

☐

No

Was the driver wearing any identification?

☒

Yes:

☒ Uniform

☒ Name Tag

☐ ID Badge

☐

No

Did the driver render an appropriate greeting?

☒

Yes

☐

No

☐

Driver regularly transports the rider, not necessary

If CTC has a policy on seat belts, did the driver ensure the passengers were properly belted?

☒

Yes

☐

No

Was the vehicle neat and clean, and free from dirt, torn upholstery, damaged or broken seats, protruding metal or other objects?

☒

Yes

☐

No

Is there a sign posted on the interior of the vehicle with both a local phone number and the TD Helpline for comments/complaints/commendations?

☒

Yes

☐

No

Does the vehicle have working heat and air conditioning?

☒

Yes

☐

No

Does the vehicle have two-way communications in good working order?

☒

Yes

☐

No

If used, was the lift in good working order?

N/A

Yes

☐

No

Was there safe and appropriate seating for all passengers?

☒

Yes

☐

No

Did the driver properly use the lift and secure the passenger?

N/A

Yes

☐

No

If no, please explain:

CTC: SRA County: Indian River

Date of Ride: 11/21/24

| Funding Source | No. of Trips | No. of Riders/Beneficiaries | No. of Calls to Make | No. of Calls Made |
|----------------|--------------|-----------------------------|----------------------|-------------------|
| CTD            |              |                             |                      |                   |
| Medicaid       |              |                             |                      |                   |
| Other          |              |                             |                      |                   |
| Other          |              |                             |                      |                   |
| Other)         |              |                             |                      |                   |
| Other          |              |                             |                      |                   |
| ADA            | 1            |                             |                      |                   |
|                |              |                             |                      |                   |
|                |              |                             |                      |                   |
|                |              |                             |                      |                   |
|                |              |                             |                      |                   |
|                |              |                             |                      |                   |
|                |              |                             |                      |                   |
|                |              |                             |                      |                   |
|                |              |                             |                      |                   |
| Totals         |              |                             |                      |                   |

| Number of Round Trips | Number of Riders/Beneficiaries to Survey |
|-----------------------|------------------------------------------|
| 0 – 200               | 30%                                      |
| 201 – 1200            | 10%                                      |
| 1201 +                | 5%                                       |

Note: Attach the manifest

## RIDER/BENFICIARY SURVEY

Staff making call: \_\_\_\_\_

County: \_\_\_\_\_

Date of Call:     /     /

Funding Source: \_\_\_\_\_

- 1) Did you receive transportation service on \_\_\_\_\_? ☐ Yes or ☐ No
- 2) Where you charged an amount in addition to the co-payment? ☐ Yes or ☐ No If so, how much?
- 3) How often do you normally obtain transportation?  
☐ Daily 7 Days/Week    ☐ Other  
☐ 1-2 Times/Week                      ☐ 3-5Times/Week
- 4) Have you ever been denied transportation services?  
☐ Yes  
☐ No. If no, skip to question # 4  
    A. How many times in the last 6 months have you been refused transportation services?  
        ☐ None                                      ☐ 3-5 Times  
        ☐ 1-2 Times                              ☐ 6-10 Times  
        If none, skip to question # 4.  
    B. What was the reason given for refusing you transportation services?  
        ☐ Ineligible                      ☐ Space not available  
        ☐ Lack of funds                      ☐ Destination outside service area  
        ☐ Other \_\_\_\_\_
- 5) What do you normally use the service for?  
☐ Medical                                      ☐ Education/Training/Day Care  
☐ Employment                              ☐ Life-Sustaining/Other  
☐ Nutritional
- 6) Did you have a problem with your trip on \_\_\_\_\_?  
☐ Yes. If yes, please state or choose problem from below  
☐ No. If no, skip to question # 6  
    What type of problem did you have with your trip?  
        ☐ Advance notice                                      ☐ Cost  
        ☐ Pick up times not convenient                              ☐ Late pick up-specify time of wait  
        ☐ Assistance                                      ☐ Accessibility  
        ☐ Service Area Limits                                      ☐ Late return pick up - length of wait  
        ☐ Drivers - specify                                      ☐ Reservations - specify length of wait  
        ☐ Vehicle condition                                      ☐ Other
- 7) On a scale of 1 to 10 (10 being most satisfied) rate the transportation you have been receiving.  
\_\_\_\_\_
- 8) What does transportation mean to you? (Permission granted by \_\_\_\_\_ for use in publications.)

Additional Comments: \_\_\_\_\_



Contractor Survey  
\_\_\_\_\_County

---

Contractor name (optional)

1. Do the riders/beneficiaries call your facility directly to cancel a trip?

☐Yes      ☐No

2. Do the riders/beneficiaries call your facility directly to issue a complaint?

☐Yes      ☐No

3. Do you have a toll-free phone number for a rider/beneficiary to issue commendations and/or complaints posted on the interior of all vehicles that are used to transport TD riders?

☐Yes      ☐No

If yes, is the phone number posted the CTC's?

☐Yes      ☐No

4. Are the invoices you send to the CTC paid in a timely manner?

☐Yes      ☐No

5. Does the CTC give your facility adequate time to report statistics?

☐Yes      ☐No

6. Have you experienced any problems with the CTC?

☐Yes      ☐No

If yes, what type of problems?

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

## PURCHASING AGENCY SURVEY

Staff making call: \_\_\_\_\_

Purchasing Agency name: \_\_\_\_\_

Representative of Purchasing Agency: \_\_\_\_\_

1) Do you purchase transportation from the coordinated system?

☐ YES

☐ NO If no, why?

2) Which transportation operator provides services to your clients?

3) What is the primary purpose of purchasing transportation for your clients?

☐ Medical

☐ Employment

☐ Education/Training/Day Care

☐ Nutritional

☐ Life Sustaining/Other

4) On average, how often do your clients use the transportation system?

☐ 7 Days/Week

☐ 1-3 Times/Month

☐ 1-2 Times/Week

☐ Less than 1 Time/Month

☐ 3-5 Times/Week

5) Have you had any unresolved problems with the coordinated transportation system?

☐ Yes

☐ No If no, skip to question 7

6) What type of problems have you had with the coordinated system?

☐ Advance notice requirement [specify operator (s)]

☐ Cost [specify operator (s)]

☐ Service area limits [specify operator (s)]

☐ Pick up times not convenient [specify operator (s)]

☐ Vehicle condition [specify operator (s)]

☐ Lack of passenger assistance [specify operator (s)]

☐ Accessibility concerns [specify operator (s)]

☐ Complaints about drivers [specify operator (s)]

☐ Complaints about timeliness [specify operator (s)]

☐ Length of wait for reservations [specify operator (s)]

☐ Other [specify operator (s)] \_\_\_\_\_

7) Overall, are you satisfied with the transportation you have purchased for your clients?

☐ Yes

☐ No If no, why? \_\_\_\_\_

County: Indian River  
 CTC: Senior Resource Association, Inc.  
 Contact: Karen Deigl  
 694 14th St.  
 Vero Beach, FL 32960  
 772-569-0111  
 Email: kdeigl@sramail.org

| Demographics            | Number |
|-------------------------|--------|
| Total County Population | 0      |
| Unduplicated Head Count | 3,898  |



| <b>Trips By Type of Service</b>          | <b>2022</b>   | <b>2023</b>   | <b>2024</b>   | <b>Vehicle Data</b>               | <b>2022</b> | <b>2023</b> | <b>2024</b> |
|------------------------------------------|---------------|---------------|---------------|-----------------------------------|-------------|-------------|-------------|
| Fixed Route (FR)                         | 0             | 0             | 0             | Vehicle Miles                     | 514,407     | 522,929     | 475,106     |
| Deviated FR                              | 0             | 0             | 0             | Roadcalls                         | 5           | 6           | 9           |
| Complementary ADA                        | 32,900        | 31,541        | 37,832        | Accidents                         | 1           | 1           | 0           |
| Paratransit                              | 28,477        | 39,511        | 36,163        | Vehicles                          | 62          | 63          | 56          |
| TNC                                      | 0             | 0             | 0             | Drivers                           | 58          | 69          | 66          |
| Taxi                                     | 0             | 0             | 0             |                                   |             |             |             |
| School Board (School Bus)                | 0             | 0             | 0             |                                   |             |             |             |
| Volunteers                               | 0             | 0             | 0             |                                   |             |             |             |
| <b>TOTAL TRIPS</b>                       | <b>61,377</b> | <b>71,052</b> | <b>73,995</b> |                                   |             |             |             |
| <b>Passenger Trips By Trip Purpose</b>   |               |               |               | <b>Financial and General Data</b> |             |             |             |
| Medical                                  | 25,005        | 25,237        | 24,809        | Expenses                          | \$2,639,210 | \$2,499,143 | \$2,980,246 |
| Employment                               | 5,312         | 5,449         | 8,204         | Revenues                          | \$3,166,256 | \$3,037,795 | \$2,784,625 |
| Ed/Train/DayCare                         | 18,731        | 26,155        | 27,326        | Commendations                     | 16          | 22          | 44          |
| Nutritional                              | 0             | 250           | 1,280         | Complaints                        | 13          | 15          | 24          |
| Life-Sustaining/Other                    | 12,329        | 13,961        | 12,376        | Passenger No-Shows                | 207         | 134         | 111         |
| <b>TOTAL TRIPS</b>                       | <b>61,377</b> | <b>71,052</b> | <b>73,995</b> | Unmet Trip Requests               | 7           | 0           | 0           |
| <b>Passenger Trips By Revenue Source</b> |               |               |               | <b>Performance Measures</b>       |             |             |             |
| CTD                                      | 13,834        | 13,275        | 10,882        | Accidents per 100,000 Miles       | 0.19        | 0.19        | 0           |
| AHCA                                     | 0             | 0             | 0             | Miles between Roadcalls           | 102,881     | 87,155      | 52,790      |
| APD                                      | 12,480        | 23,438        | 23,917        | Avg. Trips per Passenger          | 15.26       | 17.32       | 18.98       |
| DOEA                                     | 0             | 0             | 0             | Cost per Trip                     | \$43.00     | \$35.17     | \$40.28     |
| DOE                                      | 0             | 0             | 0             | Cost per Paratransit Trip         | \$43.00     | \$35.17     | \$40.28     |
| Other                                    | 35,063        | 34,339        | 39,196        | Cost per Total Mile               | \$5.13      | \$4.78      | \$6.27      |
| <b>TOTAL TRIPS</b>                       | <b>61,377</b> | <b>71,052</b> | <b>73,995</b> | Cost per Paratransit Mile         | \$5.13      | \$4.78      | \$6.27      |
| <b>Trips by Provider Type</b>            |               |               |               |                                   |             |             |             |
| CTC                                      | 32,900        | 31,541        | 39,489        |                                   |             |             |             |
| Transportation Operator                  | 13,834        | 13,275        | 10,086        |                                   |             |             |             |
| Coordination Contractor                  | 14,643        | 26,236        | 24,420        |                                   |             |             |             |
| <b>TOTAL TRIPS</b>                       | <b>61,377</b> | <b>71,052</b> | <b>73,995</b> |                                   |             |             |             |

## Level of Competition Worksheet 2

### 1. Inventory of Transportation Operators in the Service Area

|                                | Column A<br>Operators<br>Available | Column B<br>Operators<br>Contracted in the<br>System. | Column C<br>Include Trips | Column D<br>% of all Trips |
|--------------------------------|------------------------------------|-------------------------------------------------------|---------------------------|----------------------------|
| Private Non-Profit             | 2                                  | 3                                                     | 24,420                    | 33%                        |
| Private For-Profit             | 7                                  | 2                                                     | 11,743                    | 16%                        |
| Government                     | 0                                  | 0                                                     | 0                         |                            |
| Public Transit<br>Agency (SRA) | 1                                  | 1                                                     | 37,832                    | 51%                        |
| Total                          | 10                                 | 6                                                     | 73,995                    | 100%                       |

2. How many of the operators are coordination contractors? The 3 private non-profits are organizations SRA has a coordination agreement with or a non profit that is one of our operators. The private FOR profits are transportation providers that the CTC contracts with to do TD and ADA work when the CTC is unable to provide the trips.
3. Of the operators included in the local coordinated system, how many have the capability of expanding capacity? 2 of the 9  
Does the CTC have the ability to expand? Yes
4. Indicate the date the latest transportation operator was brought into the system. TMC Transport was brought in on January of 2023
5. Does the CTC have a competitive procurement process? Yes, but for contractors we don't go out to bid. We negotiate with any of the agencies that want to do work for us, and go with the safest, most reliable, and most cost-feasible option in the event we can't do the trip ourselves.
6. In the past five (5) years, how many times have the following methods been used in selection of the transportation operators?

|   |                             |
|---|-----------------------------|
|   | Low bid                     |
|   | Requests for qualifications |
| x | Negotiation only            |

|  |                                 |
|--|---------------------------------|
|  | Requests for proposals          |
|  | Requests for interested parties |
|  |                                 |

Which of the methods listed on the previous page was used to select the current operators?

Negotiation only. We don't advertise for transportation operators, but never turn anyone away without listening to them and evaluating if their services could work for the TD program.

7. Which of the following items are incorporated in the review and selection of transportation operators for inclusion in the coordinated system?

|   |                                |
|---|--------------------------------|
| X | Capabilities of operator       |
|   | Age of company                 |
| X | Previous experience            |
|   | Management                     |
| X | Qualifications of staff        |
| X | Resources                      |
|   | Economies of Scale             |
| X | Contract Monitoring            |
| X | Reporting Capabilities         |
| X | Financial Strength             |
|   | Performance Bond               |
|   | Responsiveness to Solicitation |

|   |                                 |
|---|---------------------------------|
|   | Scope of Work                   |
| X | Safety Program                  |
| X | Capacity                        |
| X | Training Program                |
| X | Insurance                       |
|   | Accident History                |
| X | Quality                         |
|   | Community Knowledge             |
|   | Cost of the Contracting Process |
| X | Price                           |
|   | Distribution of Costs           |
|   | Other: (list)                   |

8. If a competitive bid or request for proposals has been used to select the transportation operators, to how many potential operators was the request distributed in the most recently completed process? \_\_\_\_\_

How many responded? \_\_\_\_\_

The request for bids/proposals was distributed:

\_\_\_\_\_ Locally      \_\_\_\_\_ Statewide      \_\_\_\_\_ Nationally

9. Has the CTC reviewed the possibilities of competitively contracting any services other than transportation provision (such as fuel, maintenance, etc...)? Yes, we have looked into it.

## Level of Availability (Coordination)

### Worksheet 3

Planning – What are the coordinated plans for transporting the TD population?

Indian River County Transportation Disadvantage Service Plan  
Indian River County Transit Development Plan (2023 Major Update)

Public Information – How is public information distributed about transportation services in the community?

Information about transportation services are provided through printed materials and website. In addition, transportation staff meet with local groups interested in transportation offerings.

Certification – How are individual certifications and registrations coordinated for local TD transportation services?

SRA has an eligibility specialist who makes sure the TD application is up to date with eligibility information in the TDSP. She coordinates the certifications and registrations of TD clients and potential clients.

Eligibility Records – What system is used to coordinate which individuals are eligible for special transportation services in the community?

SRA has an eligibility specialist who keeps track of each clients' information in a software called Ecolane. Ecolane keeps track of their eligibility dates, and which programs they are eligible for.

Call Intake – To what extent is transportation coordinated to ensure that a user can reach a Reservationist on the first call?

SRA has a reservation call center in the main transportation building. If a call comes in during our business hours it will stay in the "que" until a customer care agent picks it up.

Reservations – What is the reservation process? How is the duplication of a reservation prevented?

When a client calls in and makes a reservation, that information is put into a software called Ecolane. The software keeps track of the clients' information, as well as the drivers/vehicles SRA has available. We use the software to build each drivers' run for the next day.

Trip Allocation – How is the allocation of trip requests to providers coordinated?

Transportation providers only get the trips the CTC is unable to provide. A report is run from Ecolane showing which trips were not scheduled on a Community Coach bus. That report is emailed to the vendors/contractors on a "as needed" basis; taking into consideration things like

- Vendor costs
- Vendor capabilities
- Vendor capacity
- Vendor history with certain clients
- etc

Scheduling – How is the trip assignment to vehicles coordinated?

When a client calls in and makes a reservation, that information is put into a software called Ecolane. The software keeps track of the clients' information, as well as the drivers/vehicles SRA has available. We use the software to build each drivers' run for the next day.

Transport – How are the actual transportation services and modes of transportation coordinated?

Each vehicle is outfitted with GPS and Ecolane technology. Each vehicle can be tracked in the system as it performs pick up/drop offs. Every vehicle is ADA accessible, and can handle 2 WC at a time. The system knows this, so a driver will never be dispatched to pick up a 3<sup>rd</sup> wc if two are already on board.

Dispatching – How is the real time communication and direction of drivers coordinated?

There is a full time dispatcher in the office who handles the dispatching of vehicles using the Ecolane software, the tablets in the buses, and radio capabilities.

General Service Monitoring – How is the overseeing of transportation operators coordinated?

There is a verification system in Ecolane that keeps track of on time performance, and vehicle locations. This is monitored by operators' supervisors. Also, there is a reporting module in the phone system that allows supervisors to monitor how long callers are waiting or on hold.

Daily Service Monitoring – How are real-time resolutions to trip problems coordinated?

The dispatcher or paratransit supervisor monitors real time performance, and if any issues arise they can dispatch more/less vehicles. Also, we have a customer care agent in charge of complaints who records any/all complaints that come in. These complaints are investigated and action is taken if necessary. Complaints are reported to the TDLCB each quarter.

Trip Reconciliation – How is the confirmation of official trips coordinated?

When a driver completes a trip, they mark it on their tablet and the information is sent back to transit HQ. This information goes through a verification process each day for the previous day.

Billing – How is the process for requesting and processing fares, payments, and reimbursements coordinated?

When a customer makes an appointment they are told if they have a co pay or not. The driver is supposed to collect the co pay, but SRA has an "everyone rides" policy, so will never turn someone away for not having the nominal copay. The money is collected each night. The trips are billed to the CTD each month when a verified trip report is run using the Ecolane system. The standard CTD invoices/backup is used.

Reporting – How is operating information reported, compiled, and examined?

SRA employees report each day, and the Ecolane technology collects and reports on the trip/vehicle data. Each month, the CTC meets with the county MPO staff to go over the reports and analyze the data. Reports are also given to the TDLCB once every 3 months.

Cost Resources – How are costs shared between the coordinator and the operators (s) in order to reduce the overall costs of the coordinated program?

The CTC has an annual budget approved each year, vendor/operator costs are a line item in the budget. The budget is determined by the amount of money available from the local, state and federal governments each year.

Information Resources – How is information shared with other organizations to ensure smooth service provision and increased service provision?

Reporting at the LCB level

Overall – What type of formal agreement does the CTC have with organizations, which provide transportation in the community?

We have coordination agreements with 2 non profits in town, as well as contracts with 5 providers who do trips on our behalf. The contracts, and our service monitoring, ensure the standards the CTD and LCB have, are met.

**INDIAN RIVER COUNTY, FLORIDA**

**M E M O R A N D U M**

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**TO:** Members of the Indian River County Metropolitan Planning Organization

**THROUGH:** Ryan Sweeney  
Assistant Planning and Development Services Director

**FROM:** Brian Freeman, AICP  
MPO Staff Director

**DATE:** April 1, 2025

**SUBJECT:** **Consideration of Amendments to the Bylaws of the Indian River County MPO**

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It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization at its meeting of April 9, 2025.

**DESCRIPTION, CONDITIONS, & ANALYSIS**

Attached are a series of amendments to the MPO Bylaws. Most of the proposed changes are to update the Bylaws to reflect current practices. For example, the Bylaws currently state that the MPO Board and each advisory committee shall conduct an organizational meeting in January to elect officers. Because not every committee typically meets in January, it is proposed that the organizational meeting be the first meeting of the calendar year. Another “clean up” change is referring to the Bicycle and Pedestrian Advisory Committee as the “BPAC” instead of “BAC”.

The proposed amendments also add a new Section 5.0 to the Bylaws addressing joint meetings of the MPO’s advisory committees (see pages 14-15). Currently, joint meetings between the TAC, CAC, and/or BPAC are conducted as two or more committees meeting separately together. With the proposed amendment, joint meetings will now be conducted as a single meeting of the participating committees. Under this arrangement, the chairperson of the combined committee would rotate among the officers of the advisory committees (the current practice is to have multiple chairs running the joint meeting). Regarding quorum for joint meetings, a majority of the combined committee’s membership would need to be present (currently, each committee’s quorum is counted separately).

Each of the MPO’s three advisory committees have reviewed the proposed amendments and voted to recommend approval—the BPAC at its March 25th meeting, the TAC at its March 28th meeting, and the CAC at its April 1st meeting.



**RECOMMENDATION**

Staff recommends that the MPO approve the amendments to the MPO Bylaws.

**ATTACHMENT**

1. Bylaws of the Indian River County MPO as amended

**BYLAWS OF THE  
INDIAN RIVER COUNTY  
METROPOLITAN PLANNING ORGANIZATION (IRCMPO)**

- 1.01 Preamble. The rules of the Indian River County Metropolitan Planning Organization (IRCMPO) shall serve to guide the proper functioning of the urban transportation planning process by the Metropolitan Planning Organization for Indian River County, Florida. These rules provide general procedures and policies for the IRCMPO, the IRCMPO Technical Advisory Committee (TAC), the Indian River County Citizen's Advisory Committee (CAC) and the Indian River County Bicycle and Pedestrian Advisory Committee (~~BAC~~BPAC) for fulfilling the requirements of: the interlocal agreement which creates the IRCMPO; the Federal Highway Act of 1962, as amended, as codified in Title 23 and Title 49 of the United States Code; and the applicable provisions of Chapter 339, Section 339.175, Florida Statutes.
- 1.02 Interpretation. If any provision of these rules conflicts with the interlocal agreement which creates the IRCMPO, the interlocal agreement shall control. Furthermore, all provisions contained in these rules shall be interpreted to be consistent with applicable state and federal law.
- 1.03 Membership.
- 1.031 There shall be twelve (12) voting members of the IRCMPO. The voting membership of the IRCMPO shall be as follows:
- Indian River County Board of County Commissioners (5)
  - City of Vero Beach (2)
  - City of Sebastian (2)
  - Town of Indian River Shores (1)
  - City of Fellsmere (1)
  - Indian River County School Board (1)

1.032 The IRCMPO governing board shall also include ~~threetwo~~ (32) Ex-Officio (Non-voting) members. The non-voting governing board membership shall be as follows:

Town of Orchid (1)

~~FDOT District 4 Secretary~~ Florida Department of Transportation (1)

~~FDOT State Transportation Planner~~

1.04 Appointment, Qualification and Terms of Office.

The governing body of each local government which is designated for membership on the IRCMPO shall select a member or members to serve on the IRCMPO. Each member appointed to serve on the MPO shall be an elected official of the local government appointing the member. Members shall serve four-year terms, and may be reappointed for one or more four-year terms. Each member's term of office on the IRCMPO shall, however, automatically expire upon the member leaving elected office. A governing body authorized to appoint a member to the IRCMPO may remove the member as an IRCMPO representative.

1.05 Officers and Duties

1.051 The IRCMPO shall hold an election at its organizational meeting each year to select a chairperson and vice-chairperson. The officers shall be elected by a majority of those present and voting.

1.052 The chairperson shall preside at all meetings and shall sign official documents of the IRCMPO. In the absence of the chairperson, the vice-chairperson may fulfill all of the duties set forth in these regulations as being duties of the chairperson.

1.053 In the absence of the chairperson and vice-chairperson, those present shall elect a chairperson pro tem.

1.06 Meetings.

1.061 The regular meeting of the IRCMPO shall be held on the second Wednesday of each month at a time and place designated by the IRCMPO. Regular meeting dates and times may be changed by action of the IRCMPO.

1.062 The organizational meeting of the IRCMPO shall be held at the first regular meeting ~~in January of each calendar year.~~

- 1.063 The presence of seven members of the IRCMPO who are authorized to vote shall constitute a quorum.
- 1.064 Special meetings of the IRCMPO may be called by the chairperson, or in the absence of the chairperson, by the vice-chairperson.
- 1.065 The IRCMPO may choose to hold workshops from time to time. A quorum shall not be necessary for conducting a workshop; however, all workshops shall be noticed in the same manner as regular meetings of the IRCMPO.
- 1.066 A quorum must be present at all meetings other than workshops.
- 1.067 The IRCMPO staff director is responsible for the minutes of the meetings of the IRCMPO and for all notices and agendas for future meetings. The Indian River County Board of County Commissioners shall furnish a recording secretary for all IRCMPO meetings.
- 1.068 IRCMPO meetings shall be open to the public.
- 1.069 Except as otherwise provided in these rules, the rules of the Indian River County Board of County Commissioners shall be used to conduct all meetings of the IRCMPO.
- 1.07 Alternate Voting Members.
  - 1.071 Each IRCMPO member government may appoint an alternate for each of the government's representatives on the IRCMPO governing board.
    - (1) The alternate member must be an elected official and serve the same governmental entity as the regular member serves.
    - (2) An alternate member's term shall not exceed that of the regular member.
    - (3) Any member government may change its designated alternate voting members by notifying the chairman of the IRCMPO in writing.
  - 1.072 An alternate voting member is authorized to vote when the regular voting member is not present. It shall be the obligation of the regular voting member to provide reasonable notice to the alternate that the regular member will not be attending a meeting. When the secretary to the IRCMPO staff director polls the voting members prior to the IRCMPO

meeting, the voting member shall notify the secretary if the alternate voting member will represent the local government at the IRCMPO meeting, and that the alternate has been so instructed.

- 1.08 Subcommittees. Subcommittees and the chairpersons of subcommittees shall be designated by the chairperson, as necessary, to investigate and report on specific subject areas of interest to the IRCMPO. The IRCMPO may veto a designation of a subcommittee or a subcommittee chairperson by an affirmative vote of a majority of those present. A subcommittee shall consist of at least three members. Two of the subcommittee members must be present for the subcommittee to take formal action.
- 1.09 IRCMPO General Policies. General policies shall apply to all committees and subcommittees of the IRCMPO.
- (1) The adoption of major reports, studies, plans, and programs shall be by affirmative vote of the IRCMPO. All committees and subcommittees shall make recommendations, unless a more formal document is specifically required by a state or federal law, regulation or grant procedure.
  - (2) Changes in the provisions of these rules may be made only by the IRCMPO upon a simple majority vote of the voting members present and voting at any IRCMPO meeting.
- 1.10 Responsibilities and Functions. The responsibility of the IRCMPO is to manage a continuing, cooperative, and comprehensive transportation planning process that, based upon the prevailing principles provided in Florida Statutes Section 334.046(1), results in the development of plans and programs which are consistent, to the maximum extent feasible, with the approved local government comprehensive plans of the units of local government the boundaries of which are within the metropolitan area of the MPO. As the Designated Official Planning Agency (DOPA) for Indian River County, the MPO shall fulfill all of the functions of transportation disadvantaged planning consistent with Florida Statutes Chapter 427 Rule 41-2. The MPO shall be the forum for cooperative decisionmaking by officials of the affected governmental entities in the development of required transportation plans and programs. The MPO shall perform all acts required by

federal or state laws or rules, now and subsequently applicable, which are necessary to qualify for federal aid.

- (1) The IRCMPO shall develop:
  - a. A long-range transportation plan;
  - b. An annually updated transportation improvement program; and
  - c. An annual unified planning work program.
- (2) In order to provide recommendations to FDOT and local governmental entities regarding transportation plans and programs, the IRCMPO shall:
  - a. Prepare a congestion management system for the metropolitan area and cooperate with the department in the development of all other transportation management systems required by state or federal law;
  - b. Assist the department in mapping transportation planning boundaries required by state or federal law;
  - c. Assist the department in performing its duties relating to access management, functional classification of roads, and data collection;
  - d. Execute all agreements or certifications necessary to comply with applicable state or federal law;
  - e. Represent all the jurisdictional areas within the metropolitan area in the formulation of transportation plans and programs required by this section; and
  - f. Perform all other duties required by state or federal law.
- (3) The IRCMPO recognizes that periodically there may be a need to amend the various adopted MPO plans or work programs. Amendments to adopted plans or programs may be initiated by local governments, TAC members, or by the IRCMPO itself. Amendments to plans and programs will be reviewed and approved in substantially the same manner as adoption of that plan or program, including all activities required under federal and state guidance.

1.11 Procurement of Services and Goods. Whenever the MPO as the contracting party wishes to obtain goods or services from any individual or entity other than a government agency, the MPO shall to the extent possible utilize the provisions set

forth in the Procurement Code of Indian River County, unless the Indian River County code conflicts with applicable state or federal regulations. Whenever compliance with the requirements of the Procurement Code are impractical or impossible and not in the public interest, the IRCMPO may by motion adopt an alternative procedure for obtaining specific goods or services.

## 2.0 The IRCMPO Technical Advisory Committee (TAC).

### 2.01 Membership.

2.011 The membership of the TAC shall be consistent with the criteria referenced in Section 339.175(17), F.S.

2.012 The TAC shall consist of 16 voting members. Membership shall be as follows:

(1) The Director from each of the following Indian River County departments/divisions shall appoint one regular voting member:

(a) Public Works Department;

(b) ~~Community Development~~ Planning and Development

Services Department;

(c) Traffic Engineering Division;

(d) Budget Office;

(2) The Cities of Vero Beach and Sebastian shall appoint members and alternates from each of the following departments:

(a) Public Works/Engineering

(b) Planning

(c) Airport

(3) The Indian River County Sheriff's Department shall appoint one member.

(4) The Indian River County School Board shall appoint one member.

(5) The Indian River County Senior Resource Association shall appoint one member.

(6) The Town of Indian River Shores, the City of Fellsmere, and the Town of Orchid shall each appoint a regular voting member.

- (7) The FDOT, District 4 Office shall appoint advisory (non-voting) member(s).
- (8) The Florida Department of Environmental Protection may appoint one advisory (non-voting) member.
- (9) The TAC shall have additional advisory (non-voting) members as the IRCMPO deems advisable.

#### 2.02 Appointment, Qualification and Terms of Office of TAC Members.

- (1) Each governmental unit and agency, in selecting its representative to the TAC, shall name technically qualified persons employed by that governmental unit or agency for the purpose of planning, traffic engineering, or civil engineering with a responsibility to that governmental unit or agency for some aspect of the control, planning, development, or improvement of the transportation system in Indian River County.
- (2) Each member of the TAC is expected to demonstrate interest in the TAC's activities through attendance at the regularly scheduled monthly meeting except for reasons of an unavoidable nature. A majority of the TAC may recommend the removal from membership of any member who fails to attend, or make arrangements for an alternate to attend, three or more meetings in a one-year period. Such recommendations shall be forwarded to the appointing agency or governmental unit.

#### 2.03 TAC Officers and Duties.

- (1) The TAC shall hold an organizational meeting as part of its first regular meeting ~~in January~~ of each year for the purpose of selecting a chairperson and vice-chairperson.
- (2) Officers shall be elected by a majority of the members of the TAC present and authorized to vote at the organizational meeting. Officers shall serve a term of one (1) year, starting with the ~~January~~ organizational meeting, but may be elected for consecutive terms.
- (3) The chairperson shall preside at all meetings. In the event of the absence of the chairperson, or at the chairperson's direction, the vice-chairperson shall temporarily assume the powers and duties of the chairperson.



- (4) In the absence of the chairperson and vice-chairperson, those present shall elect a chairperson pro tem.

2.04 TAC Meetings.

- (1) Regular meetings of the TAC shall normally be held on the fourth Friday of ~~each~~the month at a time and place to be designated by the chairperson. Regular meeting dates and times may be changed by action of the TAC to accommodate desirable changes because of holidays or other reasons.
- (2) The presence of nine (9) TAC members who are authorized to vote shall constitute a quorum for the transaction of business.
- (3) The presence of a quorum shall be necessary for the TAC to conduct any business. If a quorum is not present, the TAC may convene a workshop in place of the meeting concerning those issues which were scheduled for consideration. However, no action shall be taken.
- (4) Special meetings may be called by the chairperson.
- (5) An affirmative vote of a majority of the voting members present and voting at any meeting of the TAC shall be necessary in order to adopt any measures.
- (6) The IRCMPO staff director is responsible for the minutes of the meetings of the TAC and for all notices and agendas for future meetings, and shall assist the chairperson in the preparation, duplication and distribution of all printed materials necessary for TAC meetings.
- (7) TAC meetings shall be open to the public.
- (8) Except as otherwise provided in this Policy Manual, the rules of the Indian River County Board of County Commissioners shall be used to conduct all meetings of the TAC.

2.05 Alternates. Each TAC member may designate an alternate. An alternate to the TAC may vote only when the regular voting representative from the same district is not present at the meeting. If a regular voting member of the TAC is unable to attend, the member shall be responsible for notifying the first alternate and if the first alternate is unable to attend, the member shall notify the second alternate, in cases where there is a second alternate.

#### 2.06 TAC Responsibilities and Functions.

- (1) The TAC is responsible for coordinating transportation planning and programming, for review of all transportation studies, reports, plans and programs, and for making recommendations to the IRCMPO. The TAC shall assist the IRCMPO by providing technical resources as requested.
- (2) TAC recommendations to the IRCMPO shall be based upon the technical sufficiency, accuracy, and completeness of studies, plans and programs.
- (3) The TAC shall make priority recommendations to the IRCMPO and other agencies responsible for plan and program implementation based upon needs as determined by technical studies.
- (4) The TAC shall serve as an advisory committee for the completion of all required transportation studies, plans, development and programming recommendations required under state or federal laws pertaining to all modes of transportation and transportation support facilities.
- (5) The TAC may serve as an advisory committee to any and all duly constituted areawide transportation authorities and boards, as well as areawide planning boards or councils for physical development or comprehensive planning upon direct request of such authorities, boards, or councils and with the concurrence of the IRCMPO.
- (6) The TAC shall provide the opportunity at each of its meetings for citizens to comment on any matter pertinent to the transportation planning and programming process.

#### 2.07 TAC Subcommittees.

- (1) Subcommittees may be designated by the chairperson of the TAC as necessary to investigate and report on specific subject areas of interest to the TAC or to deal with administrative procedures. The chairperson of the TAC shall also designate the chairperson of the subcommittee.

### 3.0 The IRCMPO Citizens Advisory Committee (CAC).

3.01 Function. The community at large shall be involved in the transportation planning process by the establishment of the CAC. The purpose of the CAC shall be to seek reaction to planning proposals and to provide comment with respect to the concerns of various segments of the population regarding their transportation needs. It shall be the function of the CAC to:

- (a) Assist the IRCMPO in formulation of goals and objectives providing safe and efficient transportation networks for all Indian River County residents and visitors.
- (b) Conduct public information programs.
- (c) Provide an effective opportunity for citizens to review the preliminary findings and recommendations for MPO plans and studies
- (d) Assist in other functions as deemed desirable by the IRCMPO or TAC.

3.02 Membership.

3.021 The CAC shall consist of fourteen (14) voting members. Each voting member government of the IRCMPO shall appoint one CAC member for each regular voting member that the member local government has on the IRCMPO governing board. In addition, two at-large members will be appointed by the MPO, one of whom will be a representative of the transportation disadvantaged community, and one of whom will be a representative of a racial minority.

3.022 Each voting member of the CAC is expected to demonstrate interest in CAC activities through participation in scheduled meetings.

3.03 Term of Office. Members designated by the IRCMPO shall serve at the pleasure of the appointing governmental entity.

3.04 CAC Meetings.

- (1) The CAC shall hold an organizational meeting as part of its first regular meeting ~~in January~~ of each year.
- (2) The CAC shall hold at least four (4) regular meetings a year ~~and shall at each meeting determine the date for the following meeting, which shall normally occur on the first Tuesday of the month.~~
- (3) Special meetings may be called by the chairperson.

- (4) The CAC, in addition to its regular and special meetings, shall, as necessary, hold public hearings, to elicit public input and to determine the degree of acceptance that a plan may have on all segments of the population, regardless of color, creed, religion, age, sex or national origin.
- (5) Quorum. The presence of eight (8) or more voting members of the CAC shall constitute a quorum. If a quorum is not present, the CAC may convene a workshop in place of the meeting concerning those issues which were scheduled for consideration. However, no action shall be taken.
- (6) An affirmative vote of a majority of voting members present and voting at any meeting of the CAC shall be necessary in order to adopt any measure.
- (7) The Indian River County Board of County Commissioners office shall furnish a recording secretary for all CAC meetings and assist in preparation, duplication and distribution of all printed materials necessary for CAC meetings.
- (8) CAC meetings shall be open to the public.
- (9) Except as otherwise provided in these Rules of Procedure, the rules of the Indian River County Board of County Commissioners shall be used to conduct meetings of the CAC.

### 3.05 CAC Officers and Duties.

- (1) The CAC shall, at its ~~January~~ organizational meeting, conduct an election to select a chairperson and vice-chairperson. The officers shall serve a term of one year starting with the organizational meeting ~~in January~~ and may serve consecutive terms.
- (2) In the absence of the chairperson and vice-chairperson, those present shall elect a chairperson pro tem.

### 3.06 CAC Responsibilities and Functions.

- (1) The CAC shall be charged with the following:
  - (a) Prepare position statements regarding general plan proposals and means to implement plans;
  - (b) Determine the effect of a plan, as proposed, upon the various segments of the population;

- (c) Note the plans that appear to be harmful or detrimental to segments of the community, particularly the traditionally underserved and underrepresented segments of the community; and also note those plans which fail to benefit, or which tend to create a disincentive to the interests of the various segments of the community; and
- (d) Transmit these recommendations and findings to the IRCMPO for consideration.

3.07 CAC Subcommittees. Subcommittees may be designated by the chairperson of the CAC, as necessary, to investigate and report on specific subject areas of interest to the CAC or to deal with administrative procedures.

#### 4.0 The IRCMPO Bicycle and Pedestrian Advisory Committee (~~BACBPAC~~).

4.01 Function. The purpose of the ~~BACBPAC~~ shall be to ensure that bicycle and pedestrian concerns are addressed in the transportation planning process and to provide comments to the MPO with respect to the concerns of bicycle and pedestrian travel. It shall be the function of the ~~BACBPAC~~ to:

- (a) Assist the IRCMPO in formulation of goals and objectives to provide safe and efficient bicycle and pedestrian networks for all Indian River County residents and visitors.
- (b) Conduct public information programs.
- (c) Provide an effective review of preliminary findings and proposed recommendations for MPO plans and studies from the perspective of bicyclists and pedestrians.
- (d) Assist in other functions as deemed desirable by the IRCMPO.

#### 4.02 Membership

4.021 The ~~BACBPAC~~ shall consist of six (6) voting members. Membership shall be representative of the general purpose local governments in Indian River

County. Each of the following voting member governments from the IRCMPO shall appoint one BACBPAC member:

Indian River County Board of Commissioners (1)

City of Vero Beach (1)

City of Sebastian (1)

Town of Indian River Shores (1)

Town of Orchid (1)

City of Fellsmere (1)

4.022 Each voting member of the BACBPAC is expected to demonstrate interest in BACBPAC activities through participation in scheduled meetings.

4.03 Term of Office. Members appointed to the BACBPAC shall serve at the pleasure of the appointing governmental entity.

4.04 BACBPAC Meetings.

(a1) The BACBPAC shall hold ~~at least one yearly~~an organizational meeting at its first regular meeting of each year.

(b2) The BACBPAC shall ~~meet on an ad hoc basis~~hold at least four (4) regular meetings a year.

(c3) Special meetings may be called by the chairperson.

(d4) The BACBPAC, in addition to its regular and special meetings, shall, as necessary, hold public hearings, to elicit public input on all matters related to bicycle and pedestrian travel.

(e) (5) Quorum. The presence of four (4) or more voting members of the BACBPAC shall constitute a quorum. If a quorum is not present, the BPAC may convene a workshop in place of the meeting concerning those issues which were scheduled for consideration. However, no action shall be taken.

(f) (6) An affirmative vote of a majority of voting members present and voting at any meeting of the BACBPAC shall be necessary in order to adopt any measure.

(g) (7) The Indian River County Board of County Commissioners office shall furnish a recording secretary for all BACBPAC meetings and assist in

preparation, duplication and distribution of all printed materials necessary for BACBPAC meetings.

(~~h8~~) BACBPAC meetings shall be open to the public.

(~~i9~~) Except as otherwise provided in these Rules of Procedure, the rules of the Indian River County Board of County Commissioners shall be used to conduct meetings of the BACBPAC.

#### 4.05 BACBPAC Officers and Duties.

(1) The BACBPAC shall, at its ~~January~~ organizational meeting, conduct an election to select a chairperson and vice-chairperson. The officers shall serve a term of one year starting with the organizational meeting ~~in January~~ and may serve consecutive terms.

(2) In the absence of the chairperson and vice-chairperson, those present shall elect a chairperson pro tem.

#### 4.06 BACBPAC Responsibilities and Functions.

(~~1a~~) The BACBPAC shall be charged with the following:

- (a) Prepare position statements regarding general plan proposals and means to implement plans;
- (b) Provide policy guidance in the creation of the bicycle and pedestrian plan;
- (c) Determine the effect of a plan, as proposed, upon bicycle and pedestrian travel;
- (d) Note plans that conflict with the safe and efficient movement of bicycle and pedestrian travel; and
- (e) Transmit these recommendations and findings to the IRCMPO for consideration.

### 5.0 Joint Meetings of the TAC, CAC, and/or BPAC

(1) Joint meetings of two or more advisory meetings (i.e. TAC, CAC, and/or BPAC) may be conducted.

(2) During joint meetings, the officers of the joint meeting shall rotate among the officers of the advisory committees.

- (3) During joint meetings, a quorum comprised of a majority of all members of the combined committees who are authorized to vote shall be present for the transaction of business. If a quorum is not present, a workshop may be convened in place of the meeting concerning those issues which were scheduled for consideration. However, no action shall be taken.

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**INDIAN RIVER COUNTY, FLORIDA**

**M E M O R A N D U M**

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**TO:** Members of the Indian River County Metropolitan Planning Organization

**THROUGH:** Ryan Sweeney  
Assistant Planning and Development Services Director

**FROM:** Brian Freeman, AICP  
MPO Staff Director

**DATE:** April 1, 2025

**SUBJECT:** **Consideration of the Safe Streets for All (SS4A) Safety Analysis**

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It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization at its meeting of April 9, 2025.

**DESCRIPTION, CONDITIONS, & ANALYSIS**

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

Earlier this year, the MPO coordinated with the Consultants on public engagement activities, which included developing a project website (<https://www.inspire-engagement.com/irc-ss4a>) and conducting four public workshops throughout the community. In addition, the Consultants have conducted a Safety Analysis (see Attachment #1) which includes analyzing five years of crash data within Indian River County, developing crash profiles based on trends in the data, and identifying a "High Injury Network" of roadways and intersections with a history of severe crashes.

Several trends were identified in the crash data analysis. As shown on Figure 5 (see page 6), the types of crashes most associated with causing fatal or serious injuries are Left Turn, Other, and Angle crashes. While Left Turn crashes account for only 10% of all crashes, Left Turn crashes comprise over 25% of serious injury crashes and approximately 20% of fatal crashes. An evaluation of "Other" crashes indicated that a majority are single vehicle crashes and 42% were labeled as lane departures. Another trend in the data is that crashes involving motorcyclists, bicyclists, and pedestrians are more likely to result in fatal or serious injuries; motorcyclists, bicyclists, and pedestrians account for 40% of fatal crashes but only 5% of total crashes (see Figure 9).

Based on patterns in the crash data, the Consultants have identified ten crash profiles or sets of characteristics that contribute to fatal and serious injury crashes:

Pedestrian Crash Profile

1. Pedestrians struck at midblock locations where no lighting is present.

Bicycle Crash Profiles

2. Midblock collisions.
3. Collisions with turning vehicles at intersections.

Motorcycle Crash Profiles

4. Left turn motorcycle crashes at intersections or driveways on rural roadways.

Motor Vehicle Crash Profiles

5. Left turn and angle collisions at signalized intersections.
6. Left turn and angle collisions at unsignalized intersections
7. Single vehicle crashes on rural roadway segments.

Aging Driver Crash Profiles

8. Angle/left turn crashes at signalized intersections involving aging drivers.
9. Angle/left turn crashes at unsignalized intersections involving aging drivers.

Impaired Driving Crash Profiles

10. Impaired driving at night on rural roadways.

Map 3 depicts the High Injury Network (see page 34), which consists of roadways and intersections that exhibit a history of severe crashes. The High Injury Network is comprised of the roadway segments with the highest rate of crashes per million vehicle miles traveled and the intersections with the highest rate of crashes per million vehicles entering the intersection.

At the April 9th MPO meeting, the Consultants will present the results of the Safety Analysis. In the upcoming months, the Consultants will summarize the public engagement and identify projects and strategies to improve safety (including short term/lower cost approaches, long term capital improvements, and non-infrastructure strategies). Development of the Safety Action Plan is expected to be complete by this summer.

**RECOMMENDATION**

Staff recommends that the MPO review the attached information, consider the consultant presentation, and provide comments to staff.

**ATTACHMENT**

1. SS4A Technical Memorandum: Safety Analysis

# SS4A Technical Memorandum: Safety Analysis

Indian River MPO

## INTRODUCTION

Indian River County was awarded a Safe Streets for All (SS4A) Planning grant in late 2023 for the purpose of creating a Safety Action Plan. The Indian River County Metropolitan Planning Organization (IRC MPO) is tasked with overseeing the plan development with a goal of identifying a project that can be advanced further through SS4A Implementation funding. Additionally, the safety action plan will enable the community to identify a list of projects to enhance safety at high-risk locations while proactively working to address systemic safety concerns.

The SS4A program identifies 9 components that should be included in a safety action plan. This document addresses Component 3: Safety Analysis, outlined below.

### Does the Action Plan include ALL of the following?

Analysis of existing conditions and historical trends to provide a baseline level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region

Analysis of the location where there are crashes, the severity, as well as contributing factors and crash types

Analysis of systemic and specific safety needs, as needed (e.g. high-risk road features or specific safety needs of relevant road users)

A geospatial identification (geographic or locational data using maps) of higher risk locations

An overview of why safety matters and the guiding principles employed to develop the overall safety action plan are provided below. Additionally, an overview of the crash data sources used for this study is provided. The sections that follow outline the baseline analysis of existing conditions and historical trends; detail the systemic analysis and identify crash profiles developed using crash characteristics and contextual factors; and document how the High Injury Network was developed and provide maps identifying high risk locations.

### *Why Safety Matters & Guiding Principles for Safety Action Planning*

Traffic safety is a serious problem throughout the United States. An average of 8 people are killed and 49 people are seriously injured each day on Florida roadways alone. In response to this ongoing safety crisis, the federal Bipartisan Infrastructure Law included a dedicated funding source for safety projects that prevent fatalities and serious injuries. This plan provides an analysis of traffic safety data for Indian River County and identifies data-driven strategies for eliminating traffic related fatalities and serious injuries. The primary mechanism for delivering safer outcomes is through the adoption of Vision Zero and the application of Safe System Approach principles.

# SS4A Technical Memorandum: Safety Analysis

Indian River MPO

## Vision Zero

Vision Zero is a fundamental shift in how we think about traffic fatalities and serious injuries. Over the past decade, an average of 117 serious injuries and 25 fatalities have been reported on Indian River County's roadways each year. These numbers represent family members, friends, coworkers, grandparents, and children who have all been lost or had their lives fundamentally changed. The Vision Zero target recognizes that even one fatality or serious injury is not acceptable and is built upon the following principles as defined by the Federal Highway Administration (FHWA):

- Traffic deaths and injuries are unacceptable and preventable.
- People make mistakes.
- Humans are vulnerable and their health and safety should be prioritized.
- Responsibility for road safety is shared.
- Traffic safety is proactive.
- Redundancy is critical.

## Safe System Approach

The Safe System Approach, illustrated in Figure 1, recognizes that transportation engineering design alone cannot get us to zero traffic fatalities or serious injuries. Rather, an integrated approach that encourages partnerships and promotes a culture of safety is needed to address a variety of factors that contribute to serious crashes.

## Crash Data

For this study, data was obtained from the Signal Four Analytics database. This database is developed and hosted for the state of Florida by the University of Florida. Signal Four receives data from Florida's statutory custodian of records, the Florida Department of Highway Safety and Motor Vehicles. (FLHSMV). This is the database commonly used by the Florida Department of Transportation (FDOT) and by local agencies across the state.



Figure 1 - FHWA Safe Systems Approach

# SS4A Technical Memorandum: Safety Analysis

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It is standard practice to evaluate at least five full years of crash data when evaluating safety trends. Reported crashes for the calendar years 2019 through 2023 were used as a basis to evaluate existing conditions and historical trends related to traffic safety in Indian River County. This plan focuses on publicly-owned, non-limited access roadways; therefore, crashes noted as occurring on I-95 or in parking lots were excluded from the analysis.

This analysis is about more than just dots on a map or colorful bar charts. Crashes resulting in deaths and serious injuries are life-altering events that impact not just the people directly involved in the crash, but families, friends, and the greater community. Ultimately, this plan is about identifying locations where projects can be implemented, developing strategies to encourage a culture of safety within the community, and working with leaders to reduce fatal and serious injury crashes in Indian River County.

## EXISTING CONDITIONS & HISTORICAL TRENDS

It is critical to understand the current state of safety in the Indian River County transportation network. Understanding existing trends and conditions serves as the foundation for developing a data-driven strategy to achieve Vision Zero. The existing conditions also provide a baseline from which to measure progress towards zero deaths and serious injuries as strategies are implemented on the ground.

As noted in the introduction, crash data for the most recent five-year period (calendar years 2019 through 2023) was evaluated.

### *Existing Conditions*

#### *Roadways*

Indian River County includes a mix of rural and urban roadways. Most of the developed areas lie to the east of I-95, with the City of Fellsmere located just west of I-95 at the north end of the county. Much of the county roads are considered minor arterials or major collectors, with a small number of major arterials serving the county. US 1 serves as a major north-south arterial and SR 60 is the primary east-west arterial. These major arterials are supplemented by CR 510, an east west arterial near the north end of the county, and by a loop of arterials around the City of Vero Beach. In terms of centerline miles, the roadway network is comprised of approximately 118 rural miles (33 percent) of roadway and 241 urban miles (67 percent) of roadway.

Vehicle speed plays a critical role related to the severity level of crashes, as reflected in the Safe Speeds component of the Safe Systems Approach. Speeds are especially critical when vulnerable users, such as pedestrians or bicyclists, are involved in a crash. Research<sup>1</sup> shows that as speeds increase, the risk of a pedestrian dying after being struck by a vehicle increases dramatically. The average risk of death for an impact speed of 23 mph is 10 percent, versus an average risk of 75 percent for a pedestrian struck by a vehicle traveling at 50 mph. The risk of death or severe injury increases for more vulnerable populations such as pedestrians over 70 years of age. This is particularly concerning for a community like Indian River County where approximately a third of the population is above age 65.

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<sup>1</sup> Tefft, B.C. (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death* (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

# SS4A Technical Memorandum: Safety Analysis

Indian River MPO

Posted speed limits on collectors and arterials in Indian River County was obtained from the MPO. Posted speed limits range from 25 miles per hour (mph) in more dense, urban areas to 65 mph along SR 60 to the west of I-95 where the adjacent land is primarily agricultural. Figure 2 indicates the proportions of centerline miles of roadway represented by each posted speed limit. Roadways with posted speed limits of 45 mph represent the largest share of centerline miles at 34 percent. It should be noted that this data does not include local and neighborhood streets which tend to have lower posted speed limits of 25 or 30 mph.

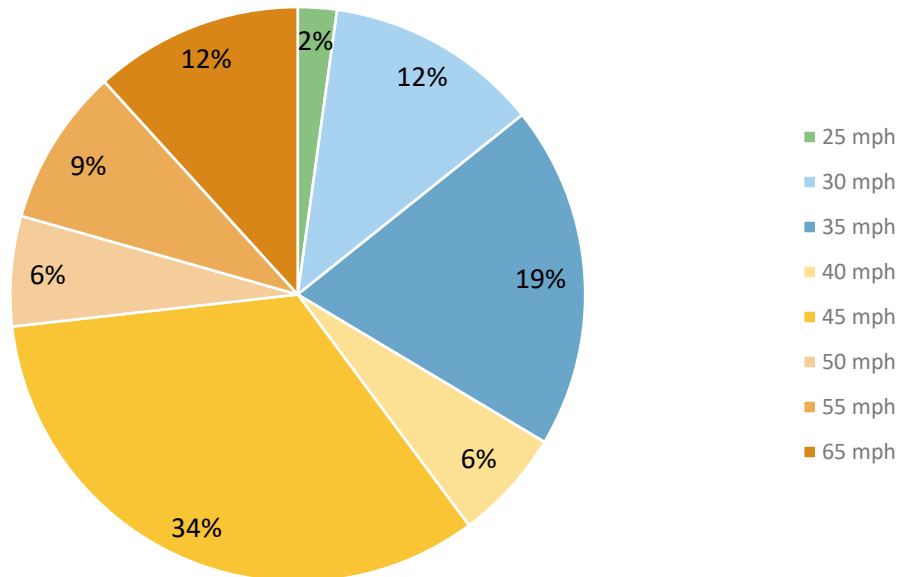


Figure 2 - Posted Speed Limits by Centerline Miles of Roadway

## Historical Crash Trends

In general, the number of crashes per year has been increasing since 2019, with the exception of a dip in 2020, during the COVID-19 pandemic, as shown in Figure 3. For the five-year analysis period, a total of 15,623 crashes were reported on roadways across the county (excluding the interstate and collisions reported in parking lots). Of the crashes reported over the five years reviewed, 99 crashes were fatal, and 331 collisions resulted in incapacitating (or serious) injuries. Figure 4 presents the fatal and serious injury crashes by year. Fatal crashes have remained somewhat steady at around 20 per year. Reported crashes resulting in serious injuries have varied from 55 to 76 per year, with an average of 66 serious injury crashes per year.

# SS4A Technical Memorandum: Safety Analysis

Indian River MPO

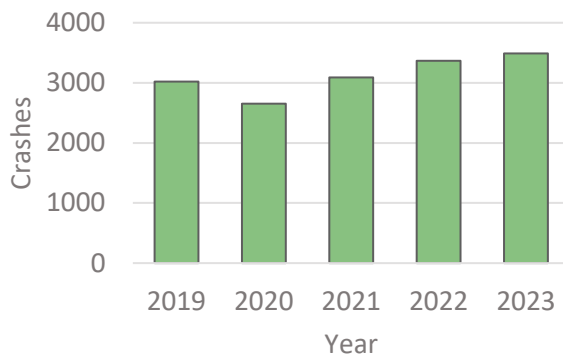
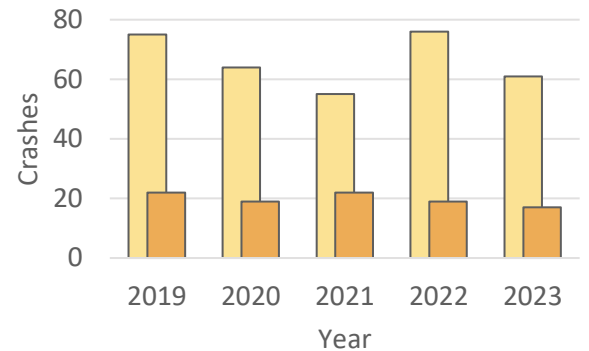


Figure 3 - Crashes by year



■ Serious Injury ■ Fatal

Figure 4 - Fatal and serious injury crashes by year

## Crash Types

Understanding the types of crashes reported in the County helps us begin to get a picture for potential factors that contributed to the incidents. Figure 5 presents the percentage of each crash type for total, serious injury, and fatal crashes. Although rear ends account for over 30 percent of all crashes, left turn, other, and angle crashes are the top three types associated with severe crashes (crashes resulting in fatalities or serious injuries). Figure 6 further summarizes the frequency of each crash type by fatal and serious injury crashes. A further evaluation of fatal and serious injury crashes classified as “other” indicated that the majority were single vehicle crashes and most occurred along rural roadway segments. 42 percent of “other” crashes are labeled as lane departure related.

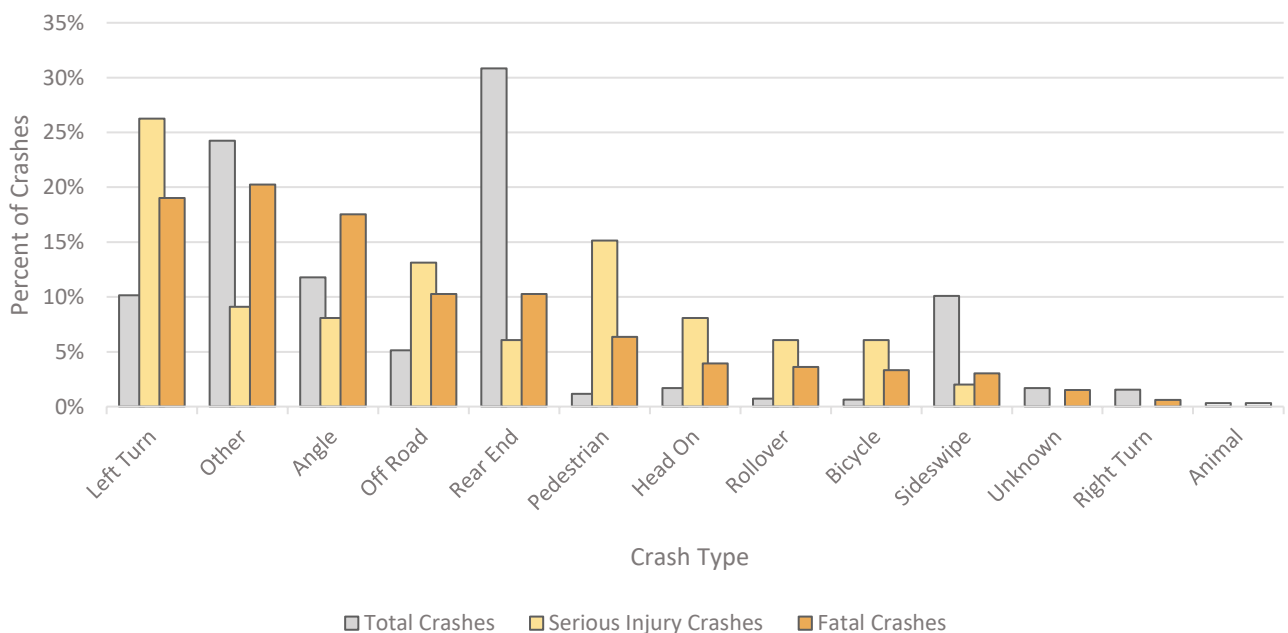


Figure 5 - Crash types, 2019-2023

# SS4A Technical Memorandum: Safety Analysis

Indian River MPO

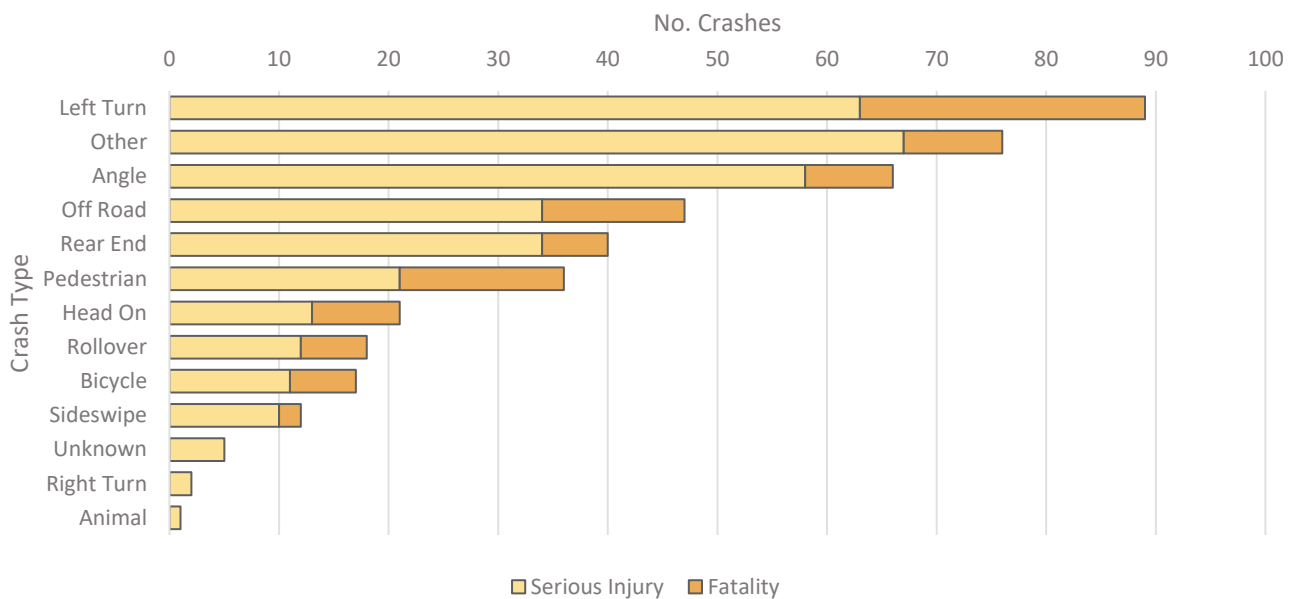


Figure 6 - Fatal and serious injury crashes by crash type, 2019-2023

## Lighting Conditions

Figure 7 shows all crashes by lighting conditions and crash severity. Nearly 80 percent of all crashes were reported as occurring during daylight hours. Approximately 10 percent of all crashes occurred in dark – lighted conditions while just over 5 percent were reported in dark – not lighted conditions. For fatal and serious injury crashes, 14 percent occurred in dark – lighted conditions and 17 percent occurred in dark – not lighted, as shown in Figure 8. This indicates that fatal and serious injury crashes are overrepresented in dark conditions, both when lighting is present and when there is no lighting.

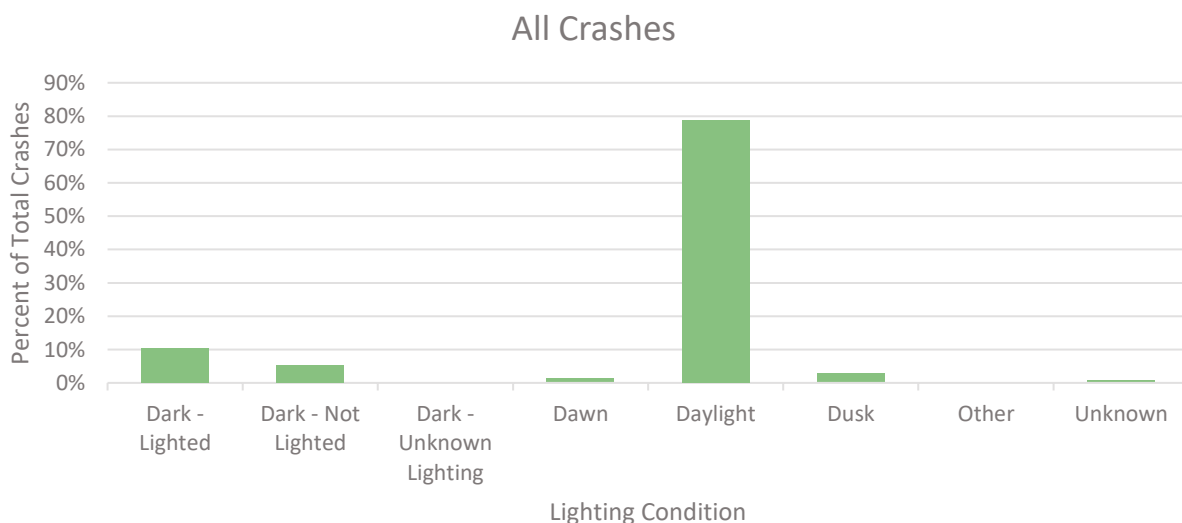


Figure 7 - All crashes by lighting condition, 2019-2023



# SS4A Technical Memorandum: Safety Analysis

Indian River MPO

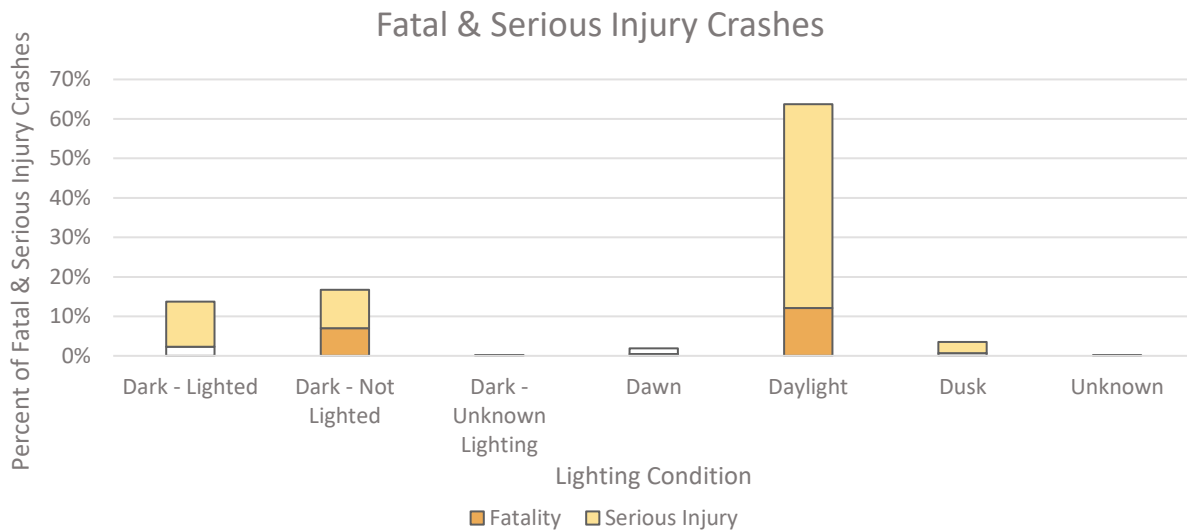


Figure 8 - Fatal and serious injury crashes by lighting condition, 2019-2023

## Road Users

### Crashes by Mode of Travel

Motor vehicle only crashes made up 95 percent of all crashes; however, only 60 percent of fatal crashes involve only motor vehicles. Motorcycles, bicycles, and pedestrians are each involved in only 2 percent of the total reported crashes but share higher portions of serious injury and fatal crashes, as indicated in Figure 9. These statistics reflect the fact that motor vehicles tend to protect occupants during a collision, whereas motorcyclists, bicyclists, and pedestrians are more vulnerable.

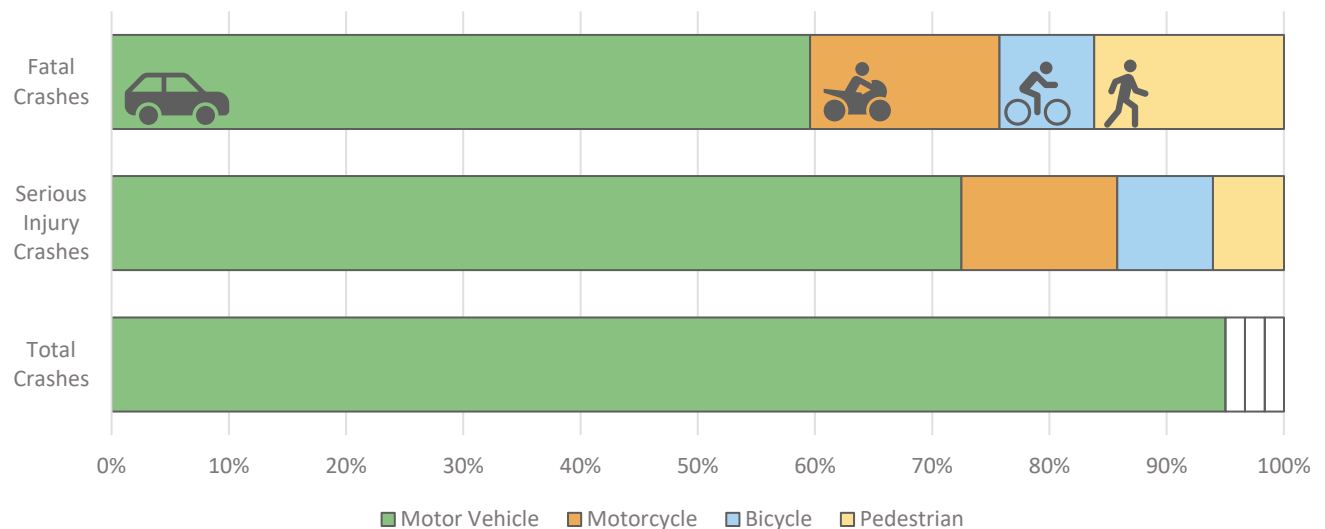


Figure 9 - Crashes by Mode and Severity

# SS4A Technical Memorandum: Safety Analysis

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The review of roadway lighting conditions related to the County's crash history indicated that 16 percent of dark – not lighted crashes resulted in fatalities or serious injuries. Further evaluation of the dark – not lighted crashes based on mode choice revealed that vulnerable users are overrepresented in fatal and serious injury crashes for this condition. Figure 10 presents a chart of total, serious injury, and fatal crashes by mode choice for dark – not lighted conditions. Pedestrians were involved in 5 percent of all dark – not lighted crashes but account for 14 percent of serious injury and 37 percent of fatal crashes that occurred in dark – not lighted conditions. Bicyclists were involved in 2 percent of the total crashes and 7 percent of fatal dark – not lighted crashes. Motorcycles were involved in 3 percent of the total and fatal crashes but 17 percent of serious injury crashes that included dark – not lighted conditions.

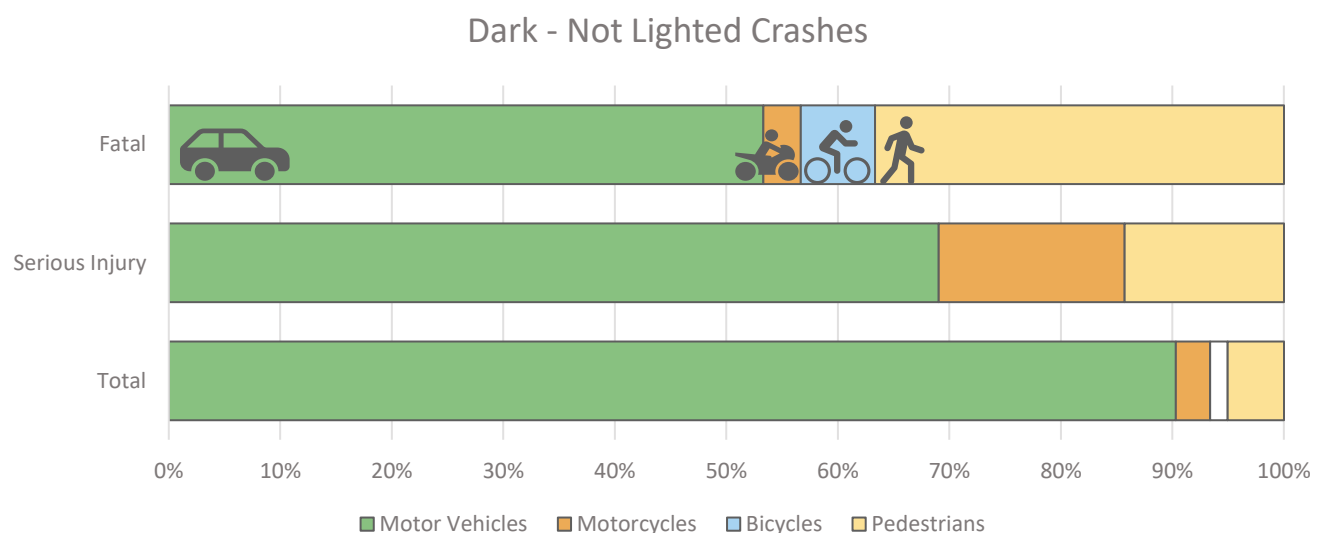


Figure 10 - Dark - Not Lighted crashes by mode and severity

## Drivers by Age

Driver abilities can differ based on the driver age groups. In general, teen drivers (ages 15 to 19) tend to be less skilled because they have less experience driving. Aging drivers, defined as drivers ages 65 and older, can begin to experience physical challenges (such as vision or hearing changes) that affect their driving abilities. Figure 11 presents the proportions of each age group (teen drivers, aging drivers, and drivers age 20 to 64) involved in crashes based on the crash severity. Teen drivers represent between 13 and 15 percent of crashes for each severity level with the exception of being involved in only 5 percent of fatal crashes. Aging drivers are involved in 36 percent of all crashes, but represent 44 percent of fatal crashes, indicating that aging drivers are overrepresented in fatal crashes.

# SS4A Technical Memorandum: Safety Analysis

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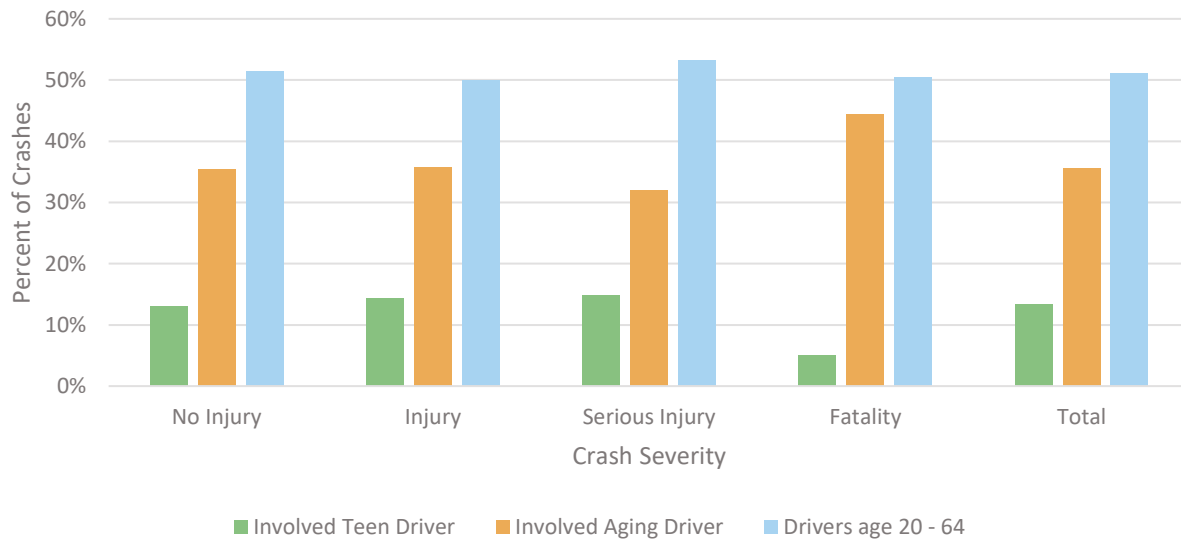


Figure 11 - Crash severity by age group, 2019-2023

## Crash Locations

### Rural vs Urban

Indian River County includes a mix of rural and urban areas. Figure 12 presents a summary of rural and urban crashes by crash severity. Approximately 32 percent of roadways (measured in centerline miles) in the county are considered rural, with the remaining 68 percent classified as urban. Crash reports, however, indicate that approximately 65 percent of crashes occur on rural roadways. For fatal and serious injury crashes, that portion jumps to 75 percent. This reveals that rural roadways are overrepresented in the fatal and serious injury crashes.

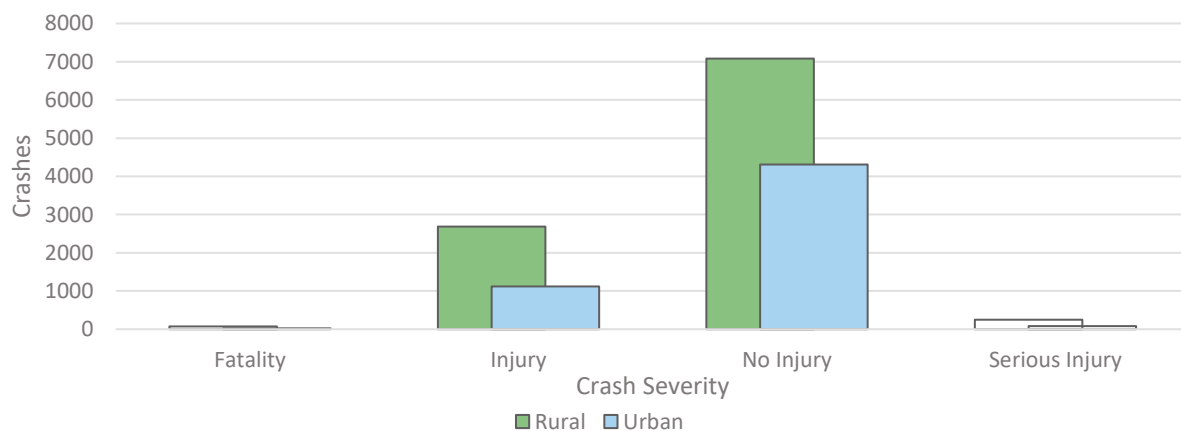


Figure 12 - Rural and urban crashes by severity

# SS4A Technical Memorandum: Safety Analysis

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## Intersection Related

It is important to understand the breakdown of crashes reported at intersections versus along roadway segments. Figure 13 indicates that while 44 percent of all crashes occurred at intersections, 53 percent of fatal and serious injury crashes happened at intersections. The crash history suggests that intersections are overrepresented for fatal and serious injury crashes. Still, the plan should consider ways to improve both intersections and road segments with regards to safety.

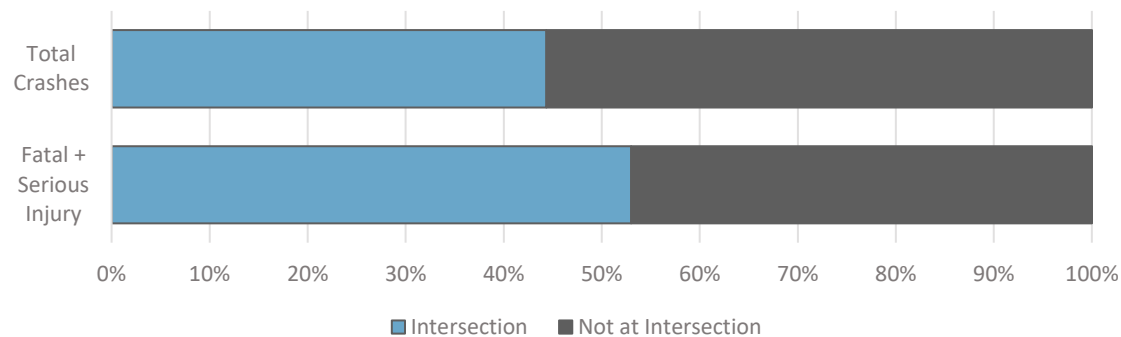
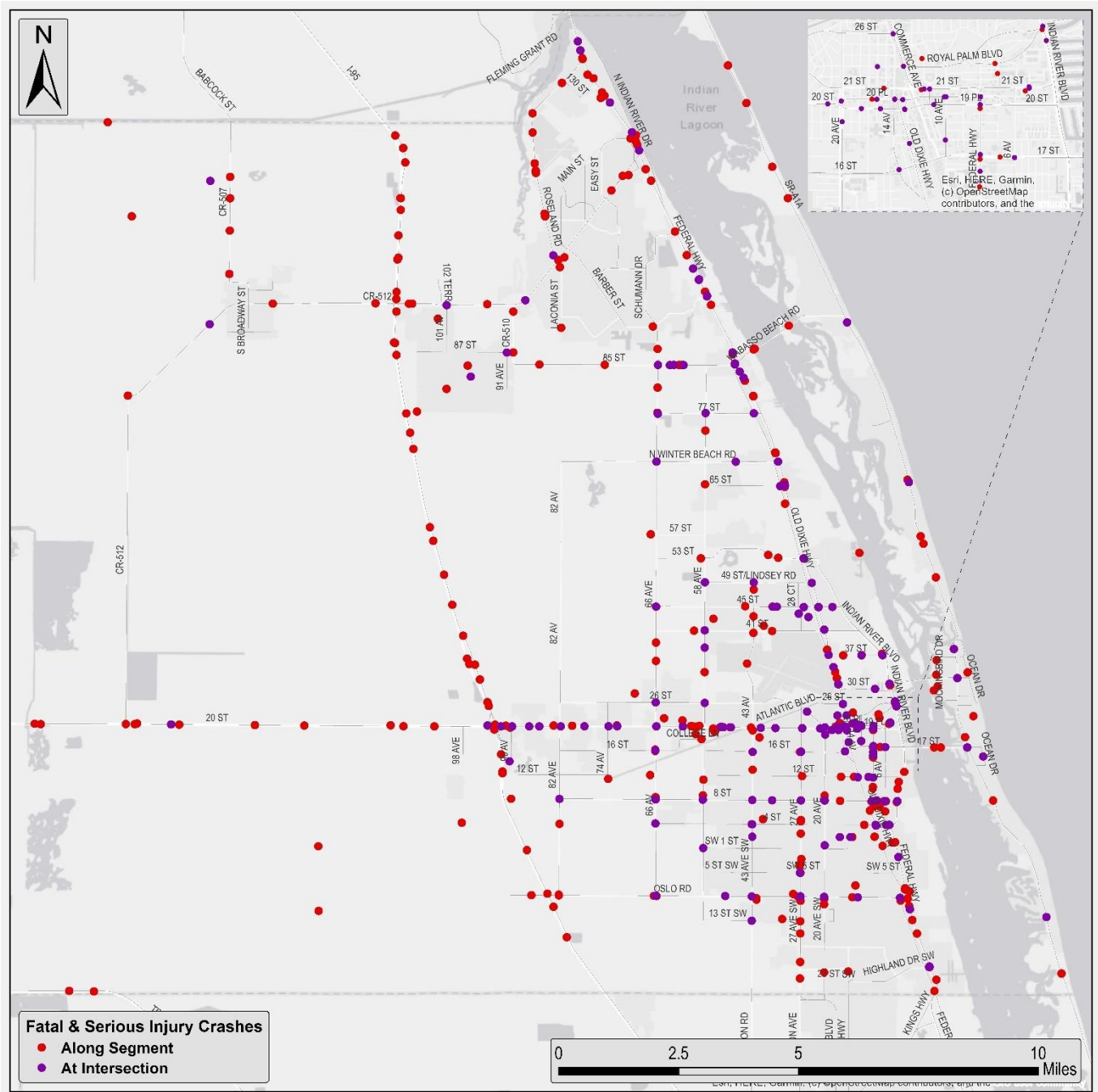


Figure 13 - Intersection vs not at intersection crashes, 2019-2023

Map 1 identifies the locations of all fatal and serious injury crashes within Indian River County for the years 2019 through 2023.

# SS4A Technical Memorandum: Safety Analysis

Indian River MPO



Map 1 - Fatal & Serious Injury Crashes, 2019-2023

## CRASH PROFILES

Thus far, the plan has considered overall crash trends for Indian River County and identified high risk road segments and intersections. To truly develop a robust safety action plan, it is important to also understand crash patterns with regards to the crash types and settings, regardless of specific locations. A systemic safety analysis evaluates historical crash data with the goal of identifying features or characteristics within the transportation system that might contribute to crashes. Such elements can be physical or behavior. Through this approach, we can identify crash profiles, or sets of characteristics that contribute to fatal and serious injury crashes. The crash profiles can be used to develop corresponding safety strategies including physical countermeasures as well as educational programs or law enforcement initiatives.

Crashes were analyzed based on different user groups including pedestrians, bicyclists, motorcyclists, and motor vehicles. For the purposes of this plan, motorcycle crashes were considered separately from motor vehicle crashes because of the differences in safety features versus motor vehicles. Like bicyclists, motorcyclists are more vulnerable to injuries and fatalities because they are not surrounded by a vehicle frame. In addition, motorcycles can be difficult for motorists to see, placing them at a higher risk of being struck by a motor vehicle when compared to the other motor vehicles on the roadway.

Within each user group, crash attributes related to both roadways and users were evaluated. Emerging patterns were used to create crash profiles that identify a set of characteristics that tend to occur together in a high frequency. These crash profiles will be used to guide the development of proactive solutions, versus a more reactive approach where countermeasures are selected to address concerns at specific locations identified based on observed crash history.

### ***Pedestrian Crashes***

Pedestrians were involved in 253 crashes, or 2 percent of all crashes. For the 5-year analysis period, 36 crashes involving pedestrians resulted in deaths or serious injuries. Of those fatal and serious injury crashes involving pedestrians, 25 crashes (69%) occurred at a rural location (as shown in Figure 14), and only 4 crashes were intersection related. Figure 15 shows how the lighting conditions relate to the location. A total of 27 crashes occurred under dark conditions, including 17 crashes that happened at locations with no lighting present. 25 of the crashes occurred at midblock locations.

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Indian River MPO

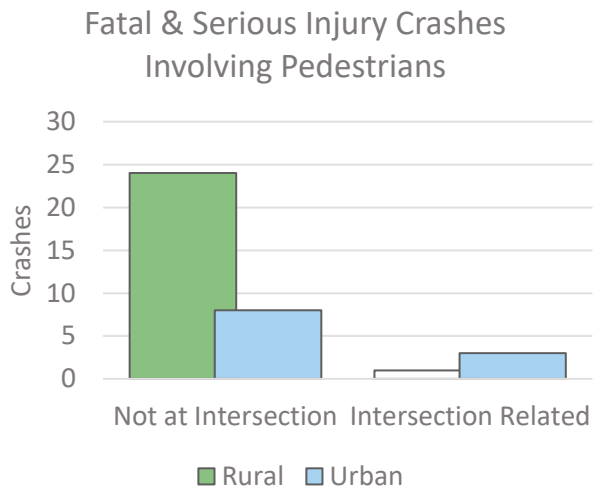


Figure 14 - Fatal and serious injury pedestrian crashes by location, 2019-2023

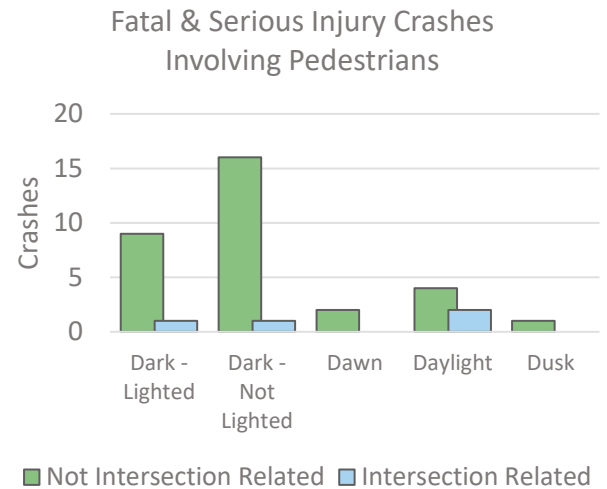
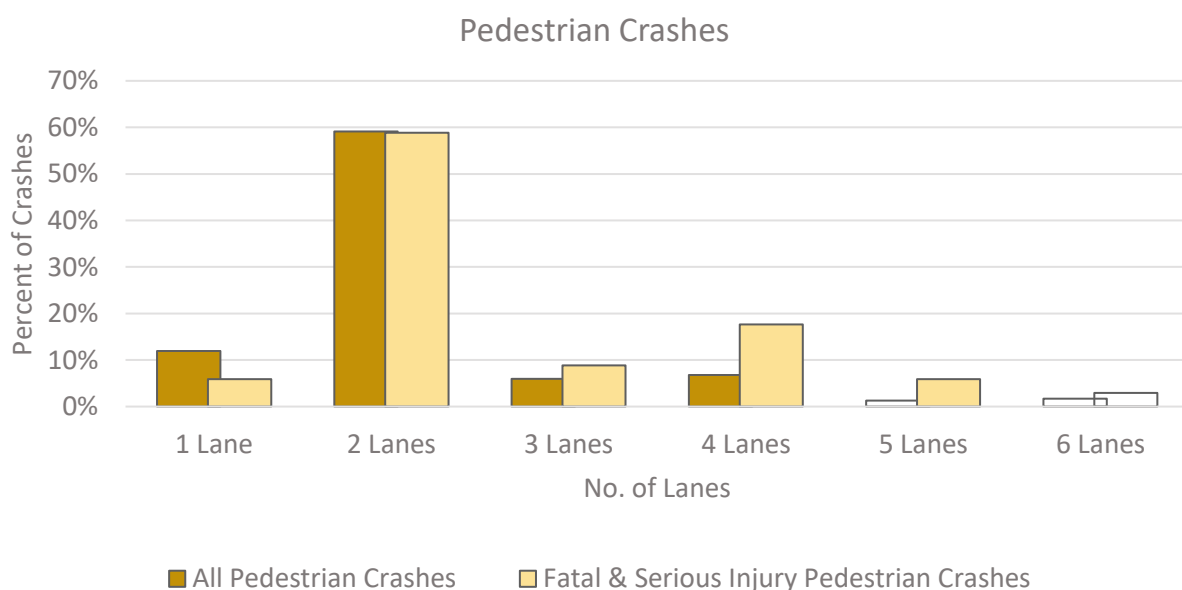


Figure 15 - Fatal and serious injury pedestrian crashes by lighting conditions and location, 2019-2023

Figure 16 presents the severe crashes involving pedestrians by the number of lanes on the roadway. Approximately 60 percent of all pedestrian crashes and of fatal and serious injury crashes occurred on two-lane roadways. Meanwhile, four-lane facilities accounted for 7 percent of all pedestrian crashes, but 18 percent of fatal and serious injury pedestrian crashes. Over 70 percent of the four-lane roadways where pedestrian crashes were reported feature posted speed limits of 40 mph or higher. Further review of fatal and serious injury crashes involving pedestrians indicated that midblock crashes occurred primarily on two-lane and four-lane facilities. The incidents that were reported on five- and six-lane facilities were located at intersections.



# SS4A Technical Memorandum: Safety Analysis

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Figure 16 - Pedestrian crashes by severity and number of lanes on roadway

Figure 17 presents the dark – not lighted crashes that involved pedestrians. In total, 41 crashes involving pedestrians were reported under dark – not lighted conditions. 75 percent of the dark – not lighted crashes happened at rural locations. 15 of the 17 fatal and serious injury crashes occurred at rural locations.

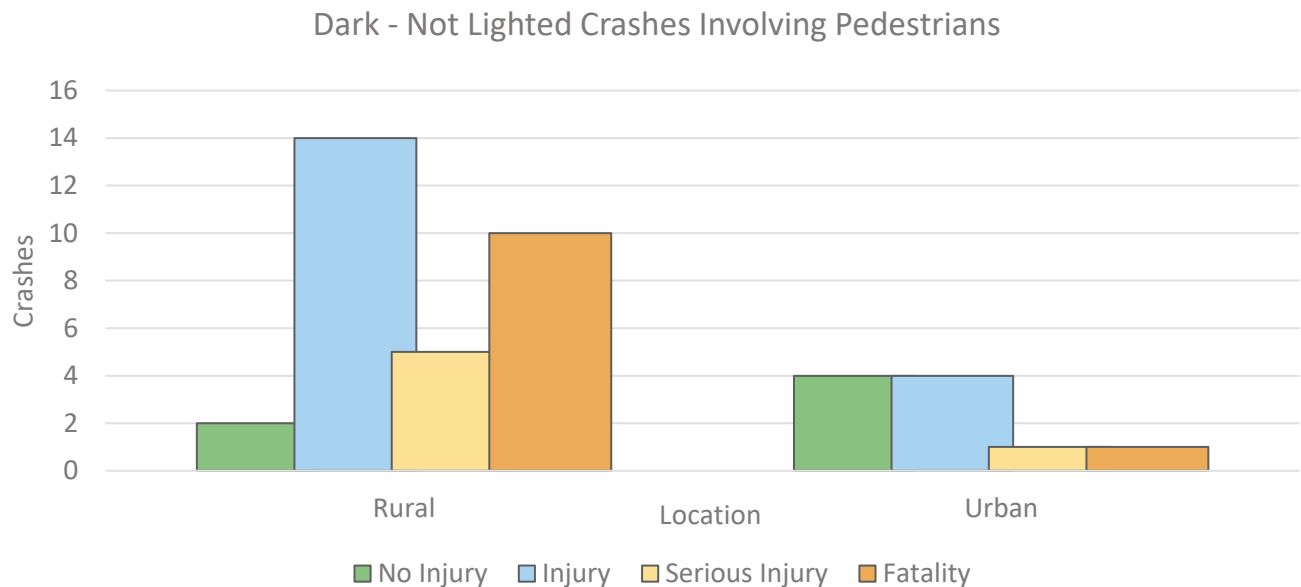


Figure 17 - Dark - Not Lighted crashes involving pedestrians, by location, 2019-2023

Figure 18 summarizes pedestrian crashes based on the posted speed limit of the roadway for all pedestrian crashes and for fatal and serious injury pedestrian crashes. For posted speed limits 30 mph and less, the percent of crashes is similar for all pedestrian crashes and severe pedestrian crashes. For roadways with posted speed limits 35 mph and higher, the percentage of fatal and serious injury crashes are greater than the percentage of all crashes. This likely reflects the role of vehicular speed in deaths and incapacitating injuries of vulnerable road users. As vehicle speeds increase, the chances of a pedestrian surviving being struck decrease dramatically.



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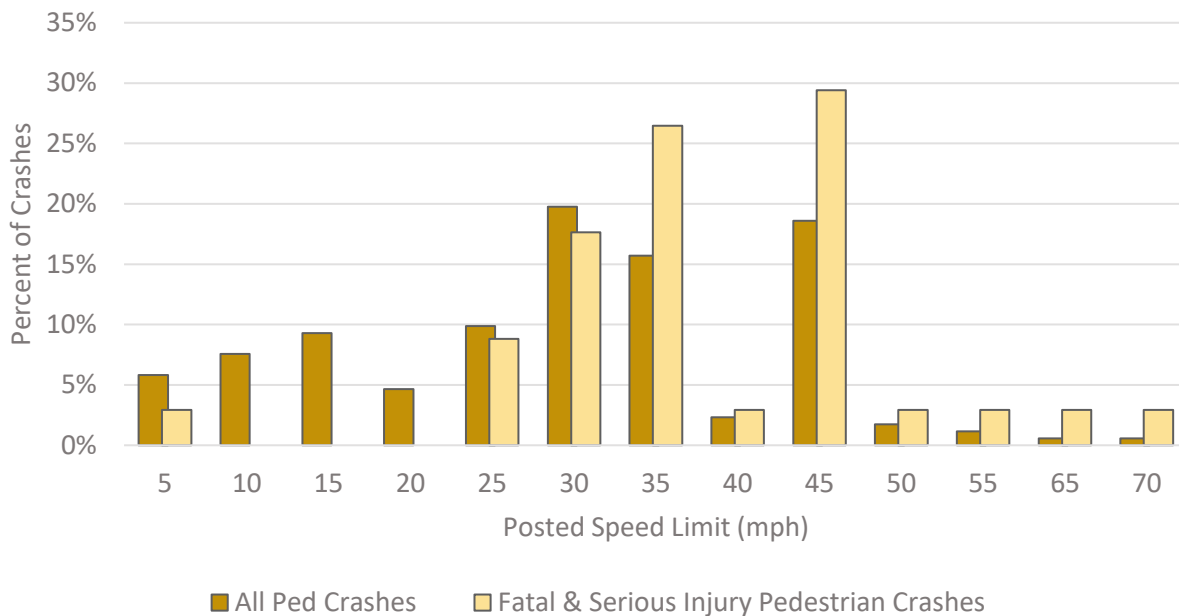
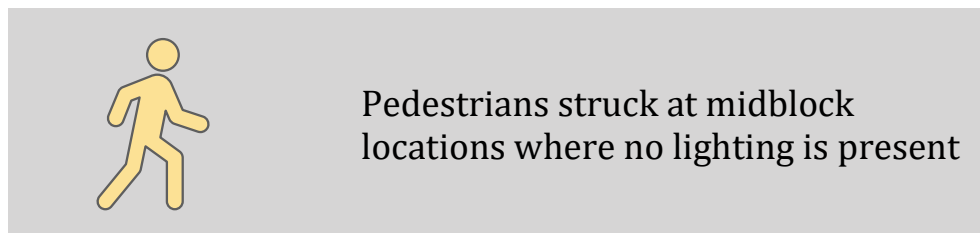


Figure 18 - Pedestrian crashes by posted speed limit and severity

## Pedestrian Crash Profiles

Based on the crash history for Indian River County, the following profile emerged:



Solutions to address the pedestrian crash profile should consider both rural and urban contexts as well as measures that can be implemented for both two-lane and multilane facilities. Roadways with posted speed limits greater than 30 mph should also be given special consideration.

## Bicycle Crashes

Bicyclists were involved in 264 crashes over the five-year evaluation period. 35 crashes resulted in deaths or serious injuries. As shown in Figure 19, 28 crashes (80%) occurred in rural locations. 20 crashes were reported at intersections and 15 crashes happened at non-intersection locations. Figure 20 indicates that the majority of crashes occurred during daylight conditions, with 2 crashes reported in dark – not lighted conditions.

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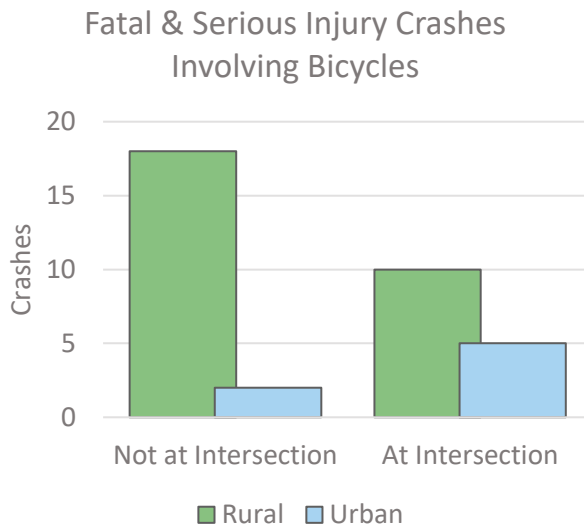


Figure 19 - Fatal and serious injury bicycle crashes by location, 2019-2023

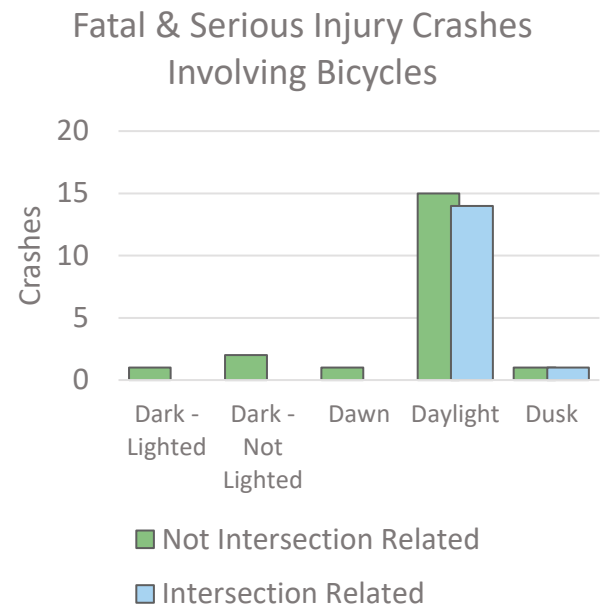


Figure 20 - Fatal and serious injury bicycle crashes by lighting conditions and location, 2019-2023

Figure 21 shows the vehicle movements and intersection stop control (or “no control” for non-intersection locations) reported for the severe bicycle crashes. 48 percent of vehicles were traveling straight ahead while 22 percent were turning right and 16 percent were turning left. The majority of the crashes involving vehicles traveling straight ahead occurred at locations where no traffic control was present, suggesting that these were midblock collisions. The crashes involving vehicles turning right were all reported at locations with either a stop sign or a traffic signal.

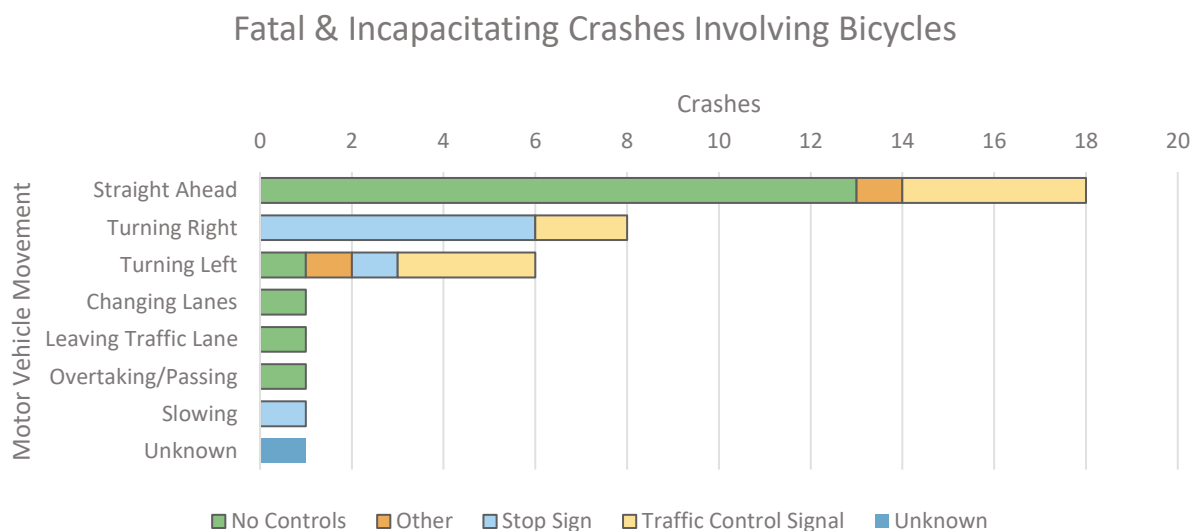


Figure 21 - Fatal and serious injury bicycle crashes by motor vehicle movement and stop control

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Figure 22 compares the number of lanes for all bicycle crashes with fatal and serious injury bicycle crashes. In general, most bicycle crashes were reported on two-lane facilities. The fatal and serious injury bicycle crashes appear to exhibit similar trends as for all bicycle crashes, with the exception of 14 percent of fatal and serious injury crashes were reported on three-lane roadways, versus 8 percent of all bicycle crashes.

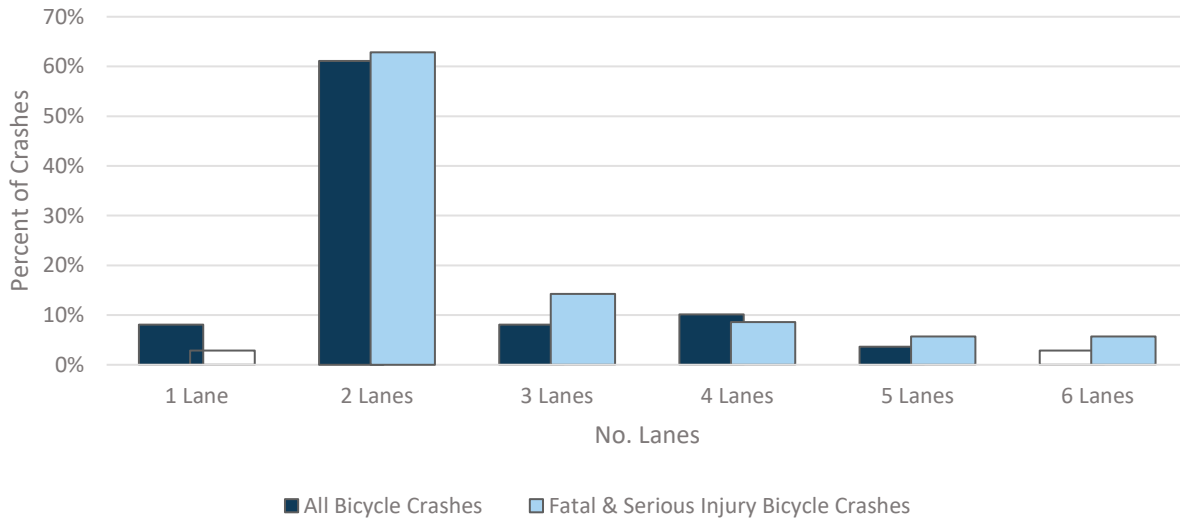


Figure 22 - Bicycle crashes by number of lanes, 2019-2023

Vehicular speeds play a crucial role in crashes involving bicycles as higher speeds typically increase the risk of death or serious injury for vulnerable users. Figure 23 shows bicycle crashes based on the posted speed limit of the roadway. Posted speed limits of 25 and 30 mph tend to represent a higher proportion of all bicycle crashes but lower proportions of fatal and serious injury bicycle crashes. This trend reversed for posted speed limits of 35, 40, 45, and 50 mph. While roadways with 45 mph posted speed limits are represented in 24 percent of all bicycle crashes, 31 percent of fatal and serious injury crashes occurred on 45 mph facilities.

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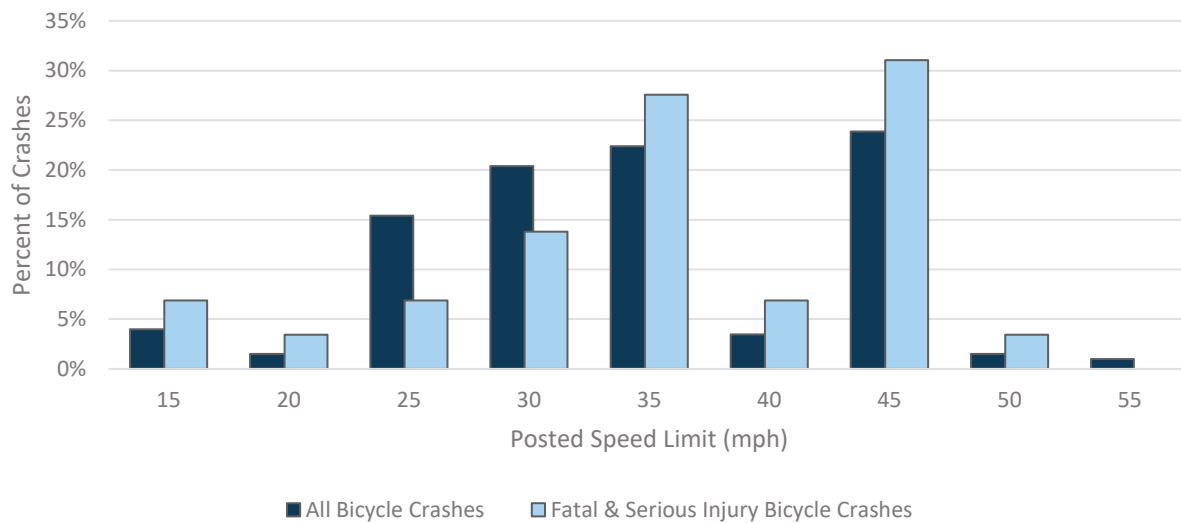
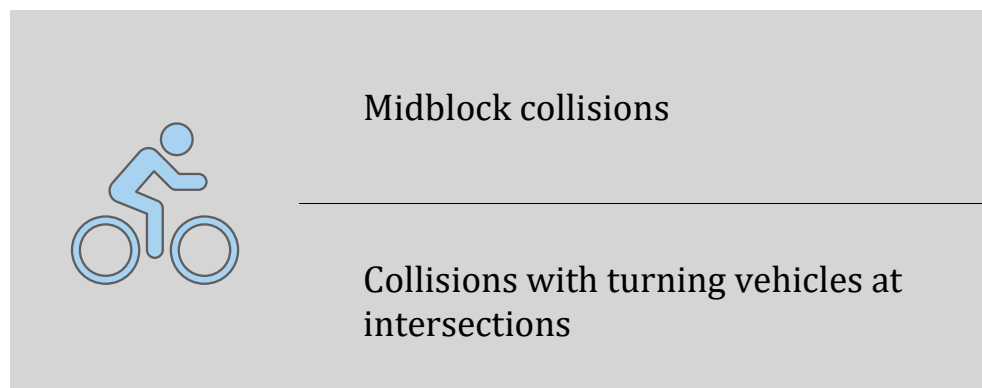


Figure 23 - Bicycle crashes by posted speed limit, 2019-2023

## Bicycle Crash Profiles

Based on the crash history for Indian River County, the following bicycle crash profiles emerged:



Countermeasures intended to address bicycle crash profiles will need to address both rural and urban locations. Two-lane facilities should be a focus for implementing strategies.

## Motorcycle Crashes

Motorcycles were involved in 276 (2 percent) crashes. Of those crashes involving motorcycles, 60 crashes, or 21.7 percent, resulted in fatalities or serious injuries. Further review indicated that 80 percent of fatal and serious injury motorcycle crashes occurred in rural locations, while 60 percent were intersection related. Figure 24 summarizes the severe motorcycle crashes based on location. The majority of fatal and serious injury crashes occurred in daylight conditions, as indicated in Figure 25.

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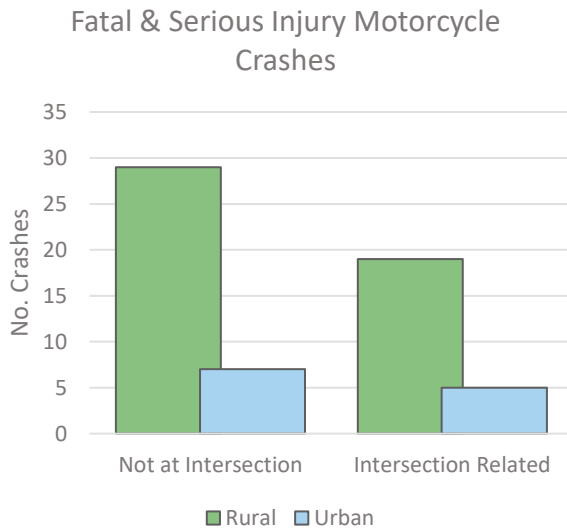


Figure 24 - Fatal and serious injury motorcycle crashes by location, 2019-2023

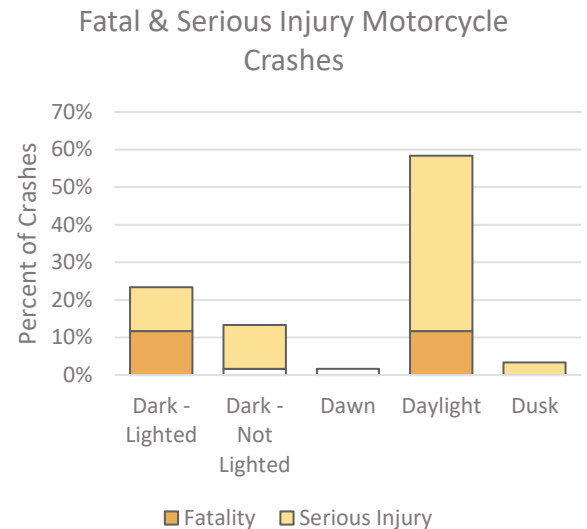


Figure 25 - Fatal and serious injury crashes by lighting conditions and severity, 2019-2023

Figure 26 compares all motorcycle crashes with fatal and serious injury motorcycle crashes by crash type. Single vehicle crashes were the most frequent type of motorcycle crash regardless of severity. While rear ends account for 19 percent of all motorcycle crashes, only 10 percent of fatal and serious injury crashes were rear ends. Left turn crashes, which include left entering, left rear, and left leaving types, were overrepresented for fatal and serious injury motorcycle crashes relative to total motorcycle crashes.

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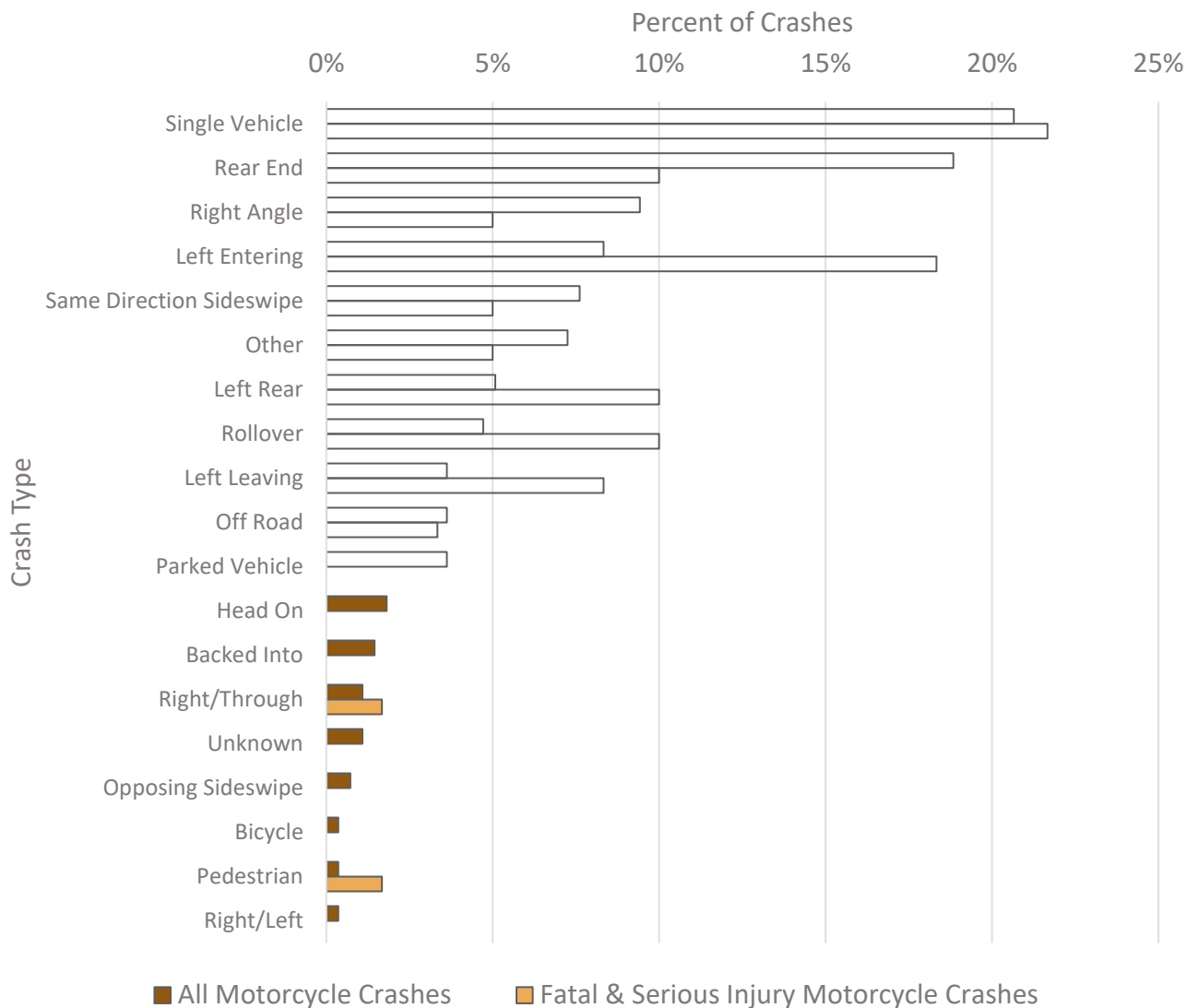


Figure 26 - Motorcycle crashes by type, 2019-2023

Left turn, single vehicle, and rollover crashes represent the highest portions of fatal and serious injury motorcycle crashes. These crash types were evaluated further to identify common locations where these crash types occur. Figure 27 indicates that the majority of fatal and serious injury left turn motorcycle crashes happened at intersections or driveway access points. Meanwhile, single vehicle and rollover motorcycle crashes that resulted in fatalities or serious injuries tended to occur at non-intersection, or midblock, locations, as shown in Figure 28.

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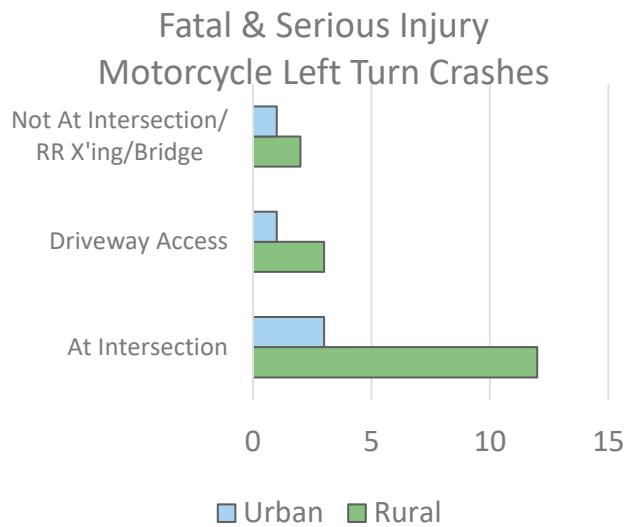


Figure 27 - Fatal and serious injury left turn motorcycle crashes by location, 2019-2023

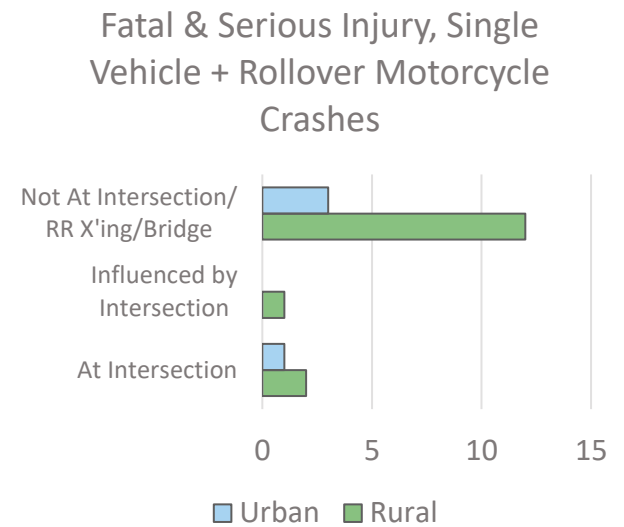


Figure 28 - Fatal and serious injury single vehicle and rollover motorcycle crashes by location, 2019-2023

Figure 29 presents the posted speed limit reported for all motorcycle crashes versus for fatal and serious injury motorcycle crashes. Roadways with posted speed limits 40 mph and above exhibited a higher portion of fatal and serious injury crashes versus all motorcycle crashes.

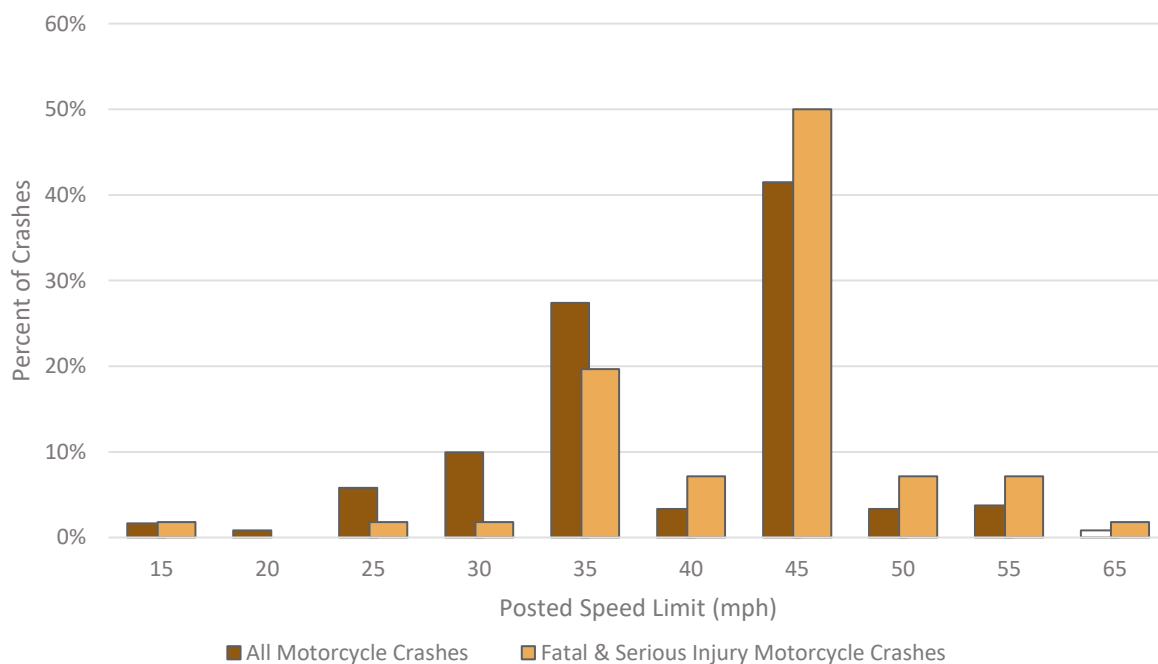


Figure 29 - Motorcycle crashes by posted speed limit, 2019-2023

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Figure 30 depicts motorcycle crashes based on the number of lanes on the roadway. Fatal and serious injury motorcycle crashes were overrepresented on three and four lane roadways versus all motorcycle crashes.

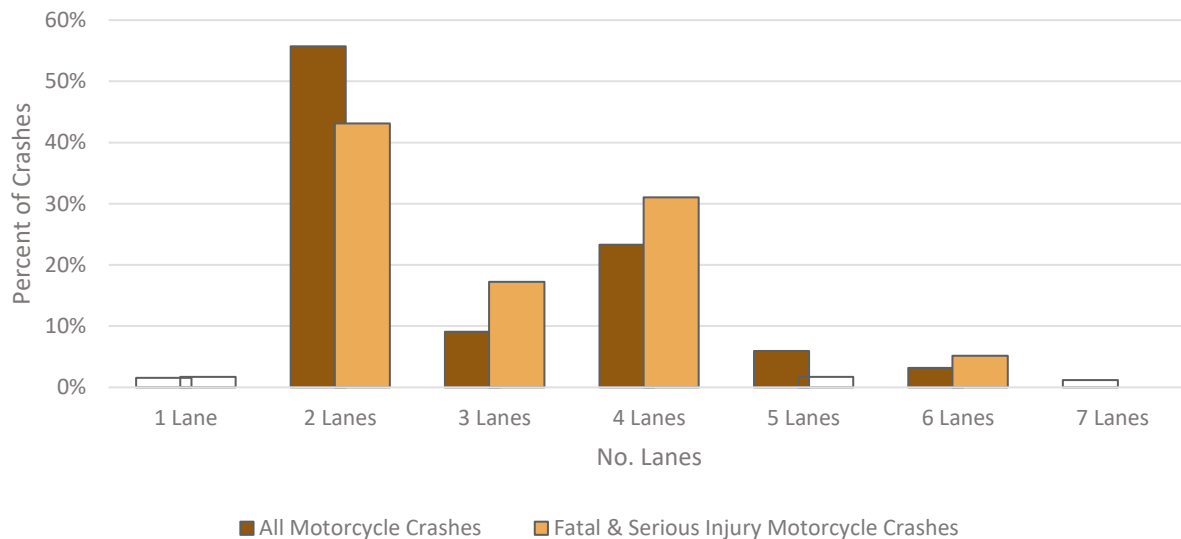


Figure 30 - Motorcycle crashes by number of lanes, 2019-2023

## Motorcycle Crash Profiles

Based on the crash history for Indian River County, the following motorcycle crash profile emerged:



Left turn motorcycle crashes at intersections or driveways on rural roadways

## Motor Vehicle Crashes

Fatal and serious injury collisions involving only motor vehicles accounted for 302 crashes over the five-year period from 2019 through 2023. Figure 31 presents the portion of crashes by location alongside the proportions of urban and rural roadway miles. Approximately 33 percent of Indian River County Road miles are considered rural; however, 70 percent of the severe motor vehicle crashes at intersections and 78 percent of midblock severe motor vehicle crashes occurred on rural roadways. Figure 32 indicates that the majority of motor vehicle collisions occurred during daylight hours.



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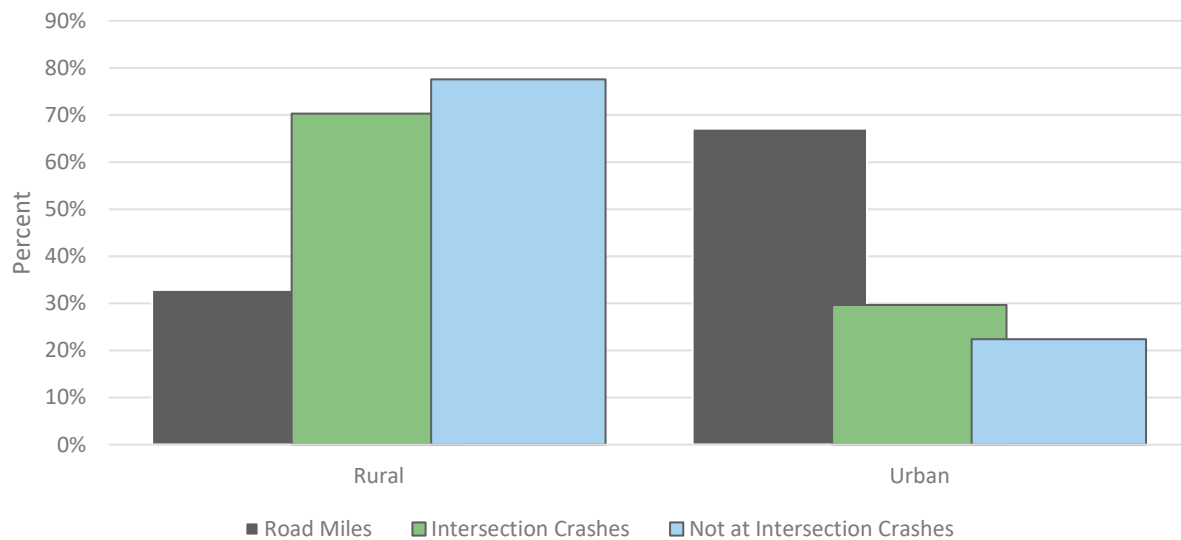


Figure 31 – Rural and urban road miles versus fatal and serious injury motor vehicle crashes by location, 2019-2023

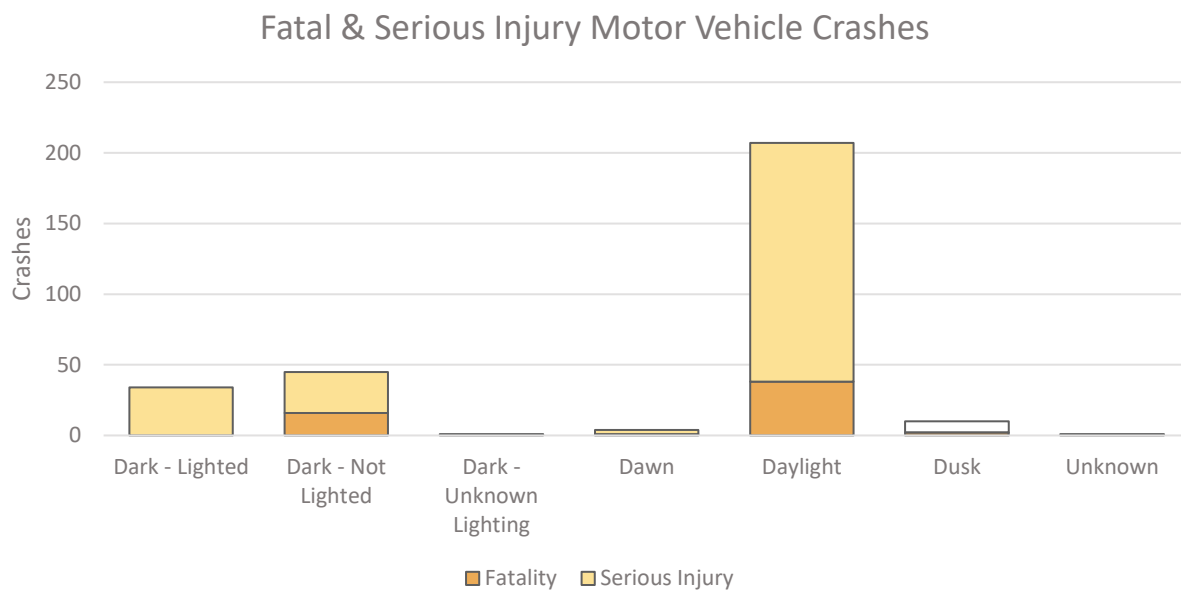


Figure 32 - Fatal and serious injury motor vehicle crashes by lighting conditions, 2019-2023

Figure 33 presents the detailed crash types for severe motor vehicle crashes based on whether the crash was at an intersection. Intersection locations exhibited high volumes of right angle and left turn crashes (including left entering, left rear, and left leaving). Roadway segments exhibited high frequencies of off road, single vehicle, and rear end collisions.

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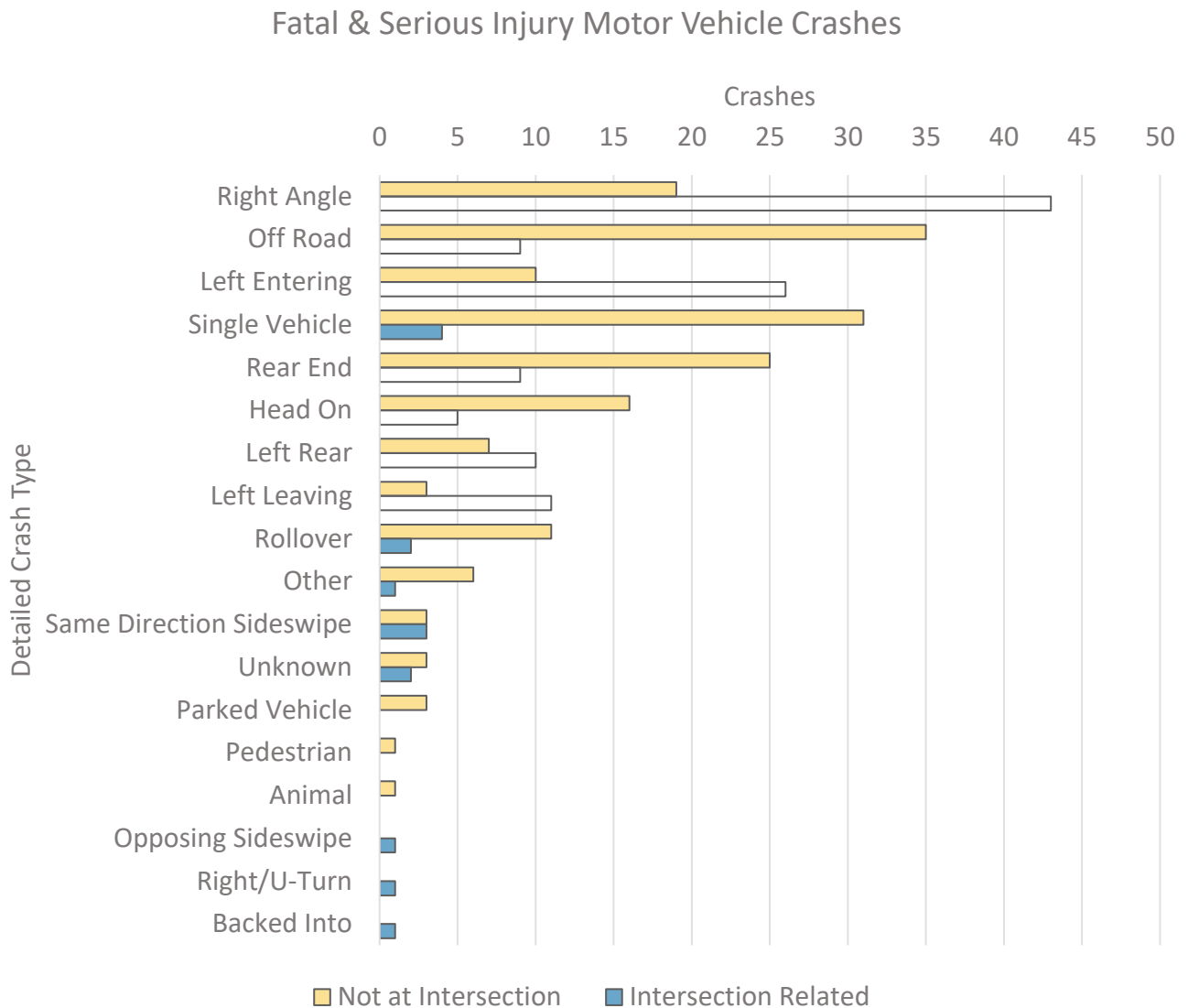


Figure 33 - Fatal and serious injury motor vehicle crashes by type, 2019-2023

Simplified crash types and stop control measures for fatal and serious injury motor vehicle crashes that occurred at intersections were evaluated as shown in Figure 34. Left turn crashes were reported at twice as many signalized intersections versus unsignalized intersections. Angle crashes also occurred at signalized intersections more than unsignalized.

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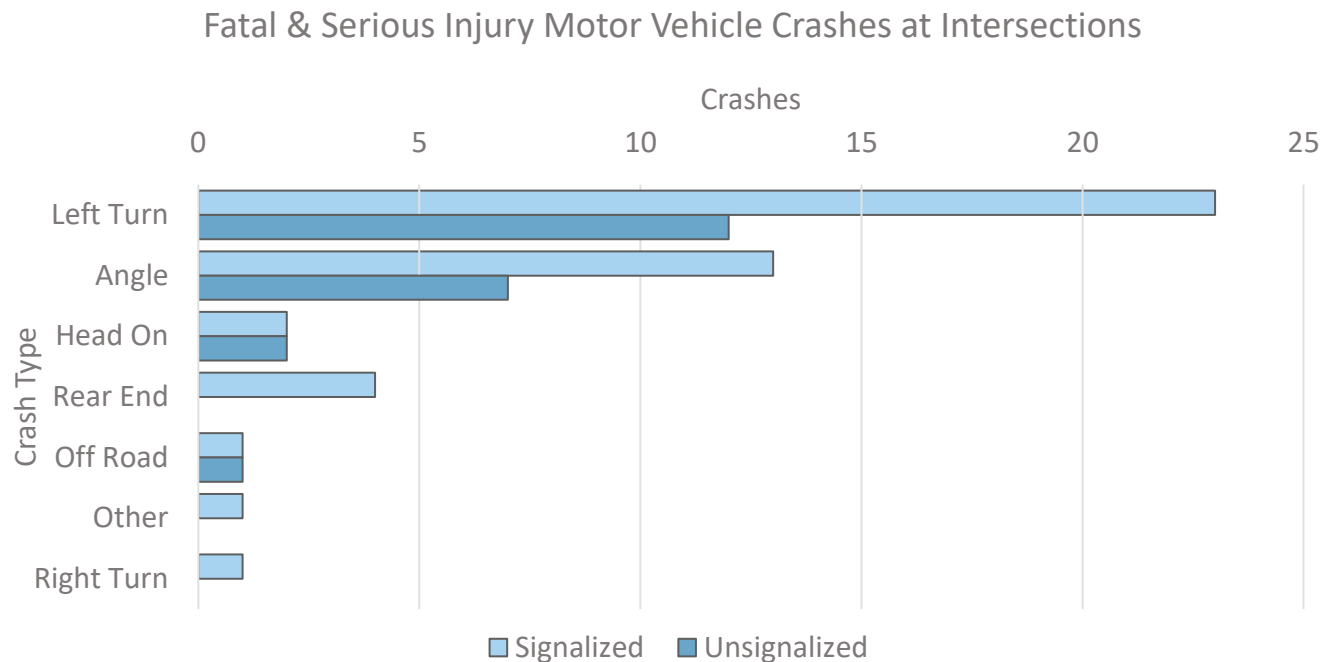


Figure 34 - Fatal and serious injury motor vehicle crashes at intersections by crash type and stop control, 2019-2023

Figure 35 shows that the majority of single vehicle crashes occurred on rural road segments.

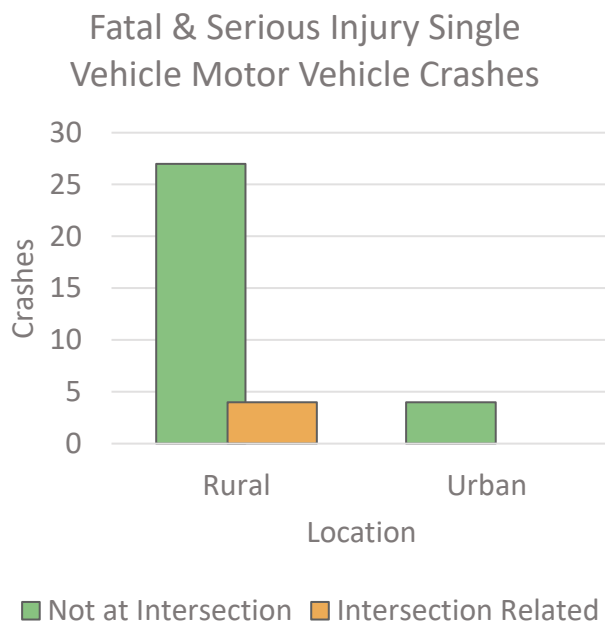


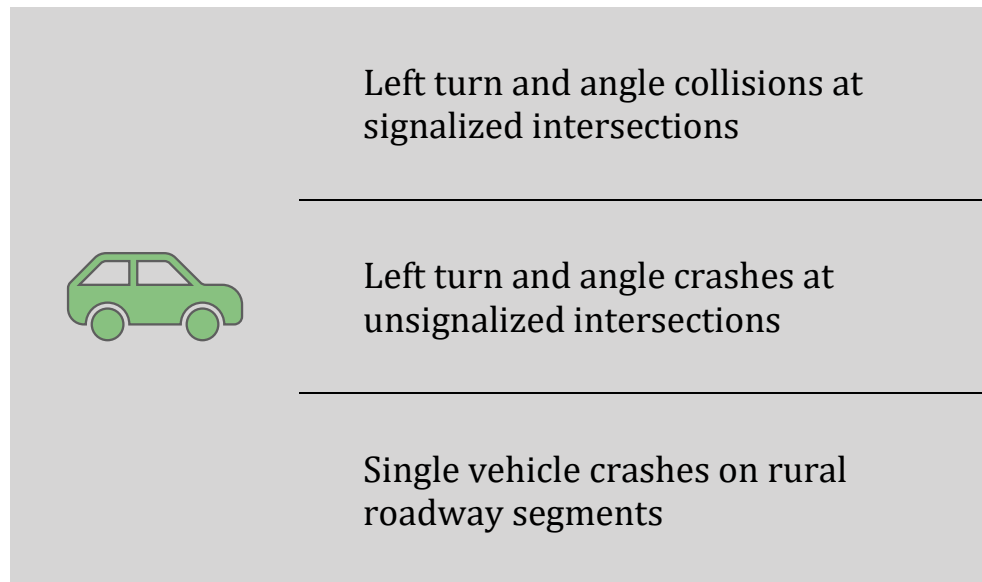
Figure 35 - Fatal and serious injury single vehicle crashes by location, 2019-2023

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## Motor Vehicle Crash Profiles

Based on the crash history for Indian River County, the following motor vehicle crash profiles emerged:



## Aging Drivers

In addition to evaluating different modes of travel, crashes involving aging drivers were also considered as part of the systemic safety analysis. Aging drivers have been involved in 150 fatal and serious injury crashes and have been a key emphasis area for Indian River County in recent years. Figure 36 presents the crash types based on rural and urban locations for fatal and serious injury crashes involving aging drivers. Aging drivers were involved in 49 left turn crashes, with 39 incidents reported on rural roadways. Angle crashes accounted for 20 percent (30 crashes) of all severe crashes involving aging drivers. Figure 37 reveals that left turn and angle crashes primarily happened at intersections.

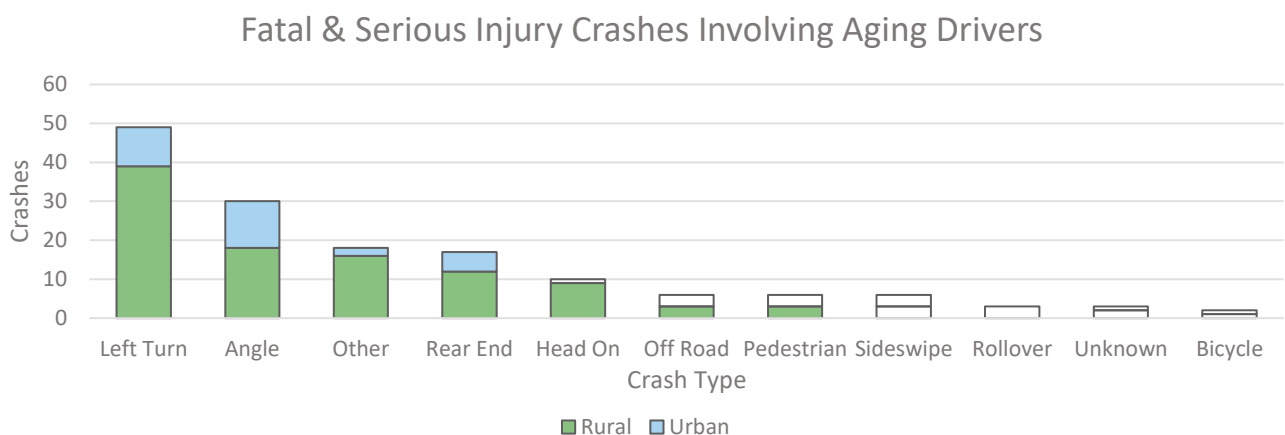


Figure 36 - Fatal and serious injury crashes involving aging drivers by crash type, 2019-2023

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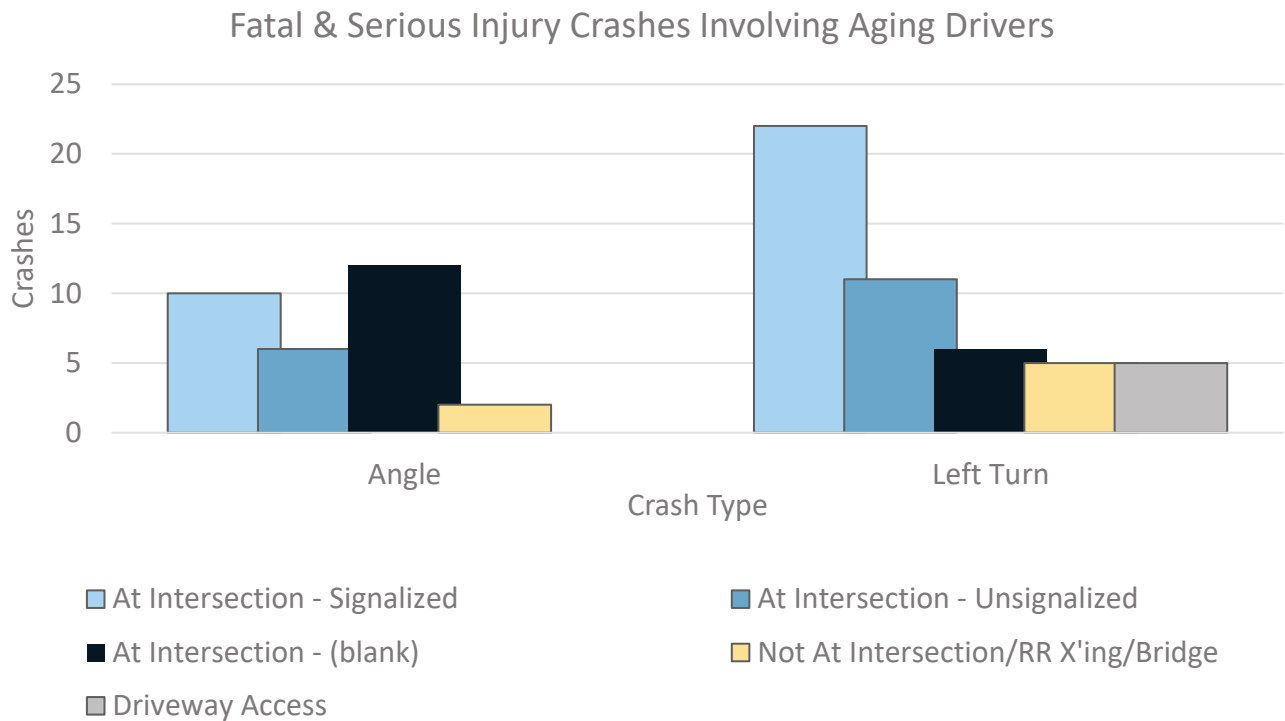


Figure 37 - Angle and left turn crashes involving aging drivers and resulting in fatalities or serious injuries by location, 2019-2023  
Note: "blank" indicates that intersection stop control was not listed

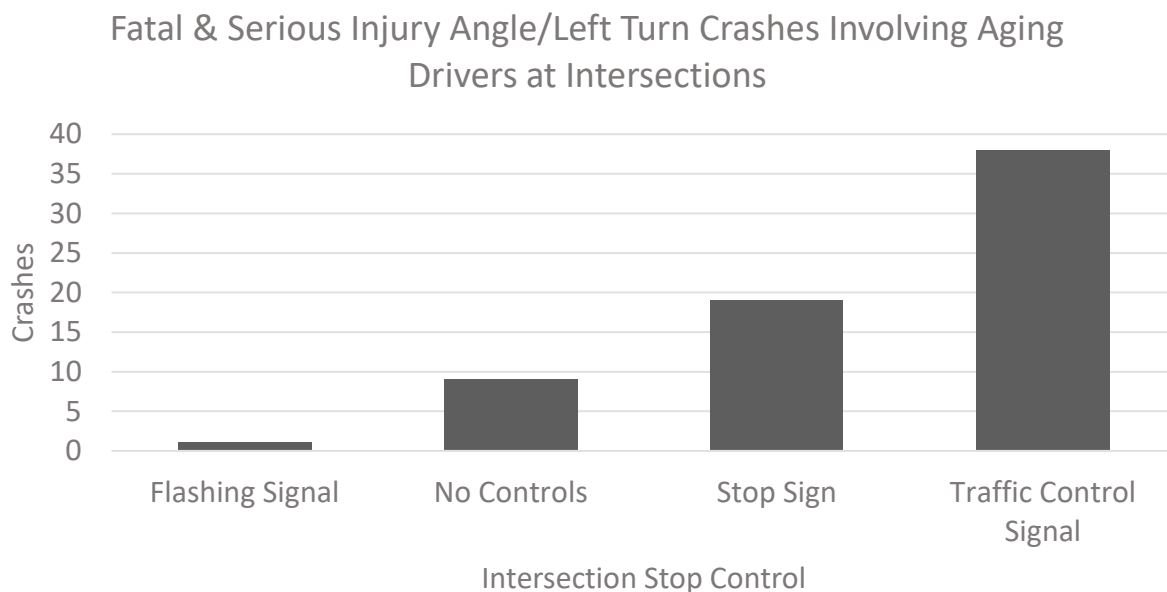


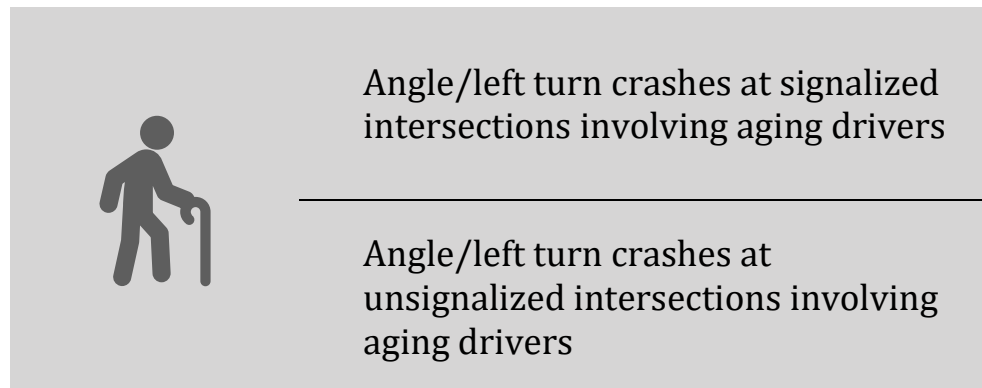
Figure 38 - Angle and left turn crashes involving aging drivers at intersections by stop control, 2019-2023

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## Aging Driver Crash Profiles

Based on the crash history for Indian River County, the following aging driver crash profiles emerged:



## Impaired Drivers

Impaired driving has been a top emphasis area within Indian River County over the past decade. Impaired driving crashes resulting in fatalities or serious injuries are summarized in Figure 39, Figure 40, and Figure 41. Over half of fatal and serious injury impaired driving crashes happened at nighttime, with 81 percent occurring on rural roads. Most crashes occurred at midblock locations.

Fatal & Serious Injury Impaired Driving Crashes

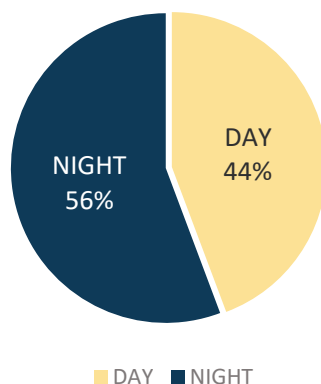


Figure 39 – Fatal and serious injury impaired driving crashes by time of day, 2019-2023

Fatal & Serious Injury Impaired Driving Crashes

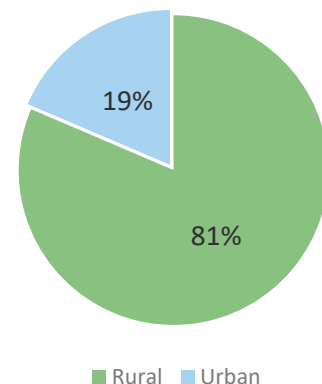


Figure 40 - Fatal and serious injury impaired driving crashes by location, 2019-2023

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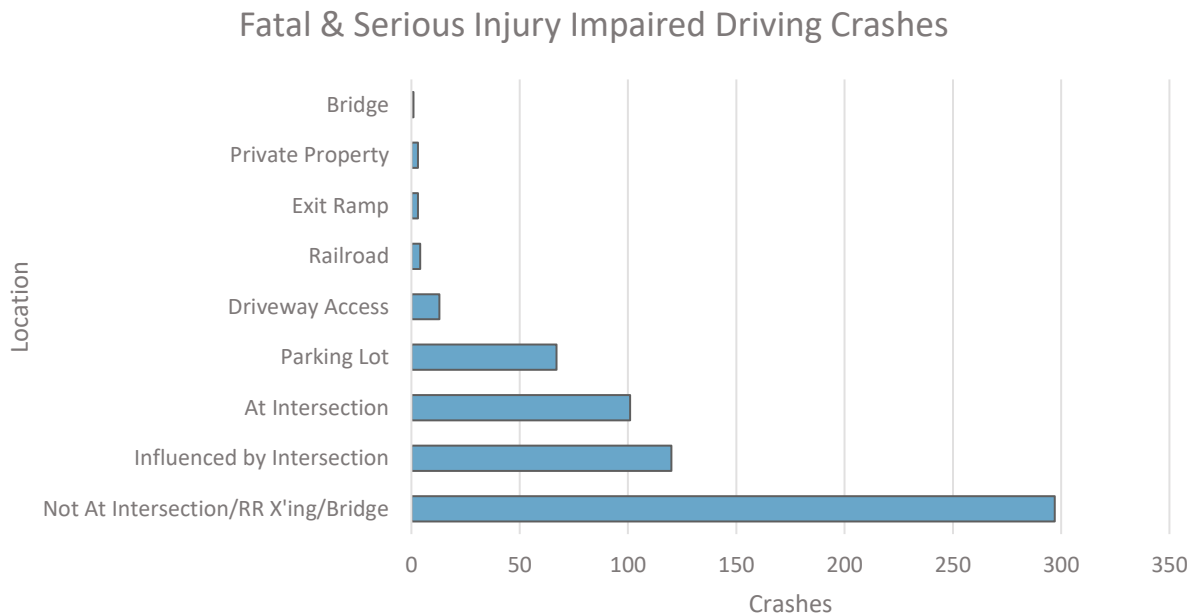


Figure 41 - Fatal and serious injury impaired driving crashes by location, 2019-2023

## Impaired Driving Crash Profiles

Based on the crash history for Indian River County, the following impaired driving crash profile emerged:



Impaired driving at night on rural roadways

## HIGH INJURY NETWORK (HIN)

Understanding where severe crashes are occurring within the community is an essential component for developing an effective safety action plan. A High Injury Network (HIN) is essentially a map of the roadways and intersections that exhibit a history of severe crashes.

### HIN Development

#### Crash Rates

The HIN for Indian River County was developed based on fatal and serious injury crash rates. The crash rate considers traffic volumes in addition to the number of fatal or serious injury crashes. Often the frequency of

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crashes at a particular location is higher if the volume of traffic at the location is higher. By using crash rates to establish the HIN, we can reduce the risk of overlooking low volume sites.

Separate crash rate equations were used for intersections and road segments, as outlined below. The different equations reflect differences in intersection and road segment operations and geometries. Because intersections feature at least two roadways, rates are developed based on the total volume of traffic entering the intersection. When evaluating roadway segments, both the traffic volume and the length of the segment must be considered. Road segments were defined based on data from the Florida Department of Transportation (FDOT) Transportation Data & Analytics (TDA) office and reflect portions of the roadway that have uniform roadway characteristics, including AADT values, number of lanes, lane widths, shoulder types, etc.

Intersection Crash Rates are estimated based on the volume of traffic entering the intersection. The rate is given in units of crashes per million entering vehicles (MEV).

$$R = \frac{1,000,000 \times C}{365 \times N \times V} = \frac{\text{crashes}}{\text{MEV}}$$

*R = Crash rate for the intersection expressed as  
crashes per million entering vehicles (MEV)*

*C = Total number of intersection crashes in the study period*

*N = Number of years of data*

*V = Traffic volumes entering the intersection daily*

Road Segment Crash Rates are estimated based on the average annual volume of traffic on the roadway and the length of the roadway segment being considered. Segment crash rates are given in crashes per million vehicle-miles of travel (MVMT).

$$R = \frac{1,000,000 \times C}{365 \times N \times V \times L}$$

*R = Crash rate for the road segment expressed as  
crashes per million vehicle-miles of travel (MVMT)*

*C = Total number of crashes in the study period*

*N = Number of years of data*

*V = Volume of vehicles per day (both directions)*

*L = Length of the roadway segment in miles*

## Crash Rate Thresholds

Crash rates can vary from one community to the next. A variety of factors can affect the crash rates in a given area, so comparing Indian River County to someplace like Miami-Dade County would not be helpful. Instead, crash rates within Indian River County were reviewed to establish a threshold for determining the HIN. By comparing sites within the local community, hot spots, or locations with higher rates, can be identified.



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The crash rates for intersections and segments in Indian River County were grouped as follows:

| Intersection Crash Rates<br>(Crashes per MEV) | Road Segment Crash Rates<br>(Crashes per MVMT) |
|-----------------------------------------------|------------------------------------------------|
| 0.050 – 0.075                                 | 0.050-0.075                                    |
| 0.075 – 0.100                                 | 0.075 – 0.100                                  |
| Greater than 0.100                            | Greater than 0.100                             |

Based on a review of the Indian River County crash rates, intersections with crash rates greater than 0.100 crashes per million entering vehicles and road segments with crash rates greater than 0.100 crashes per million vehicle-miles traveled were established as high risk locations to be included in the High Injury Network (HIN).

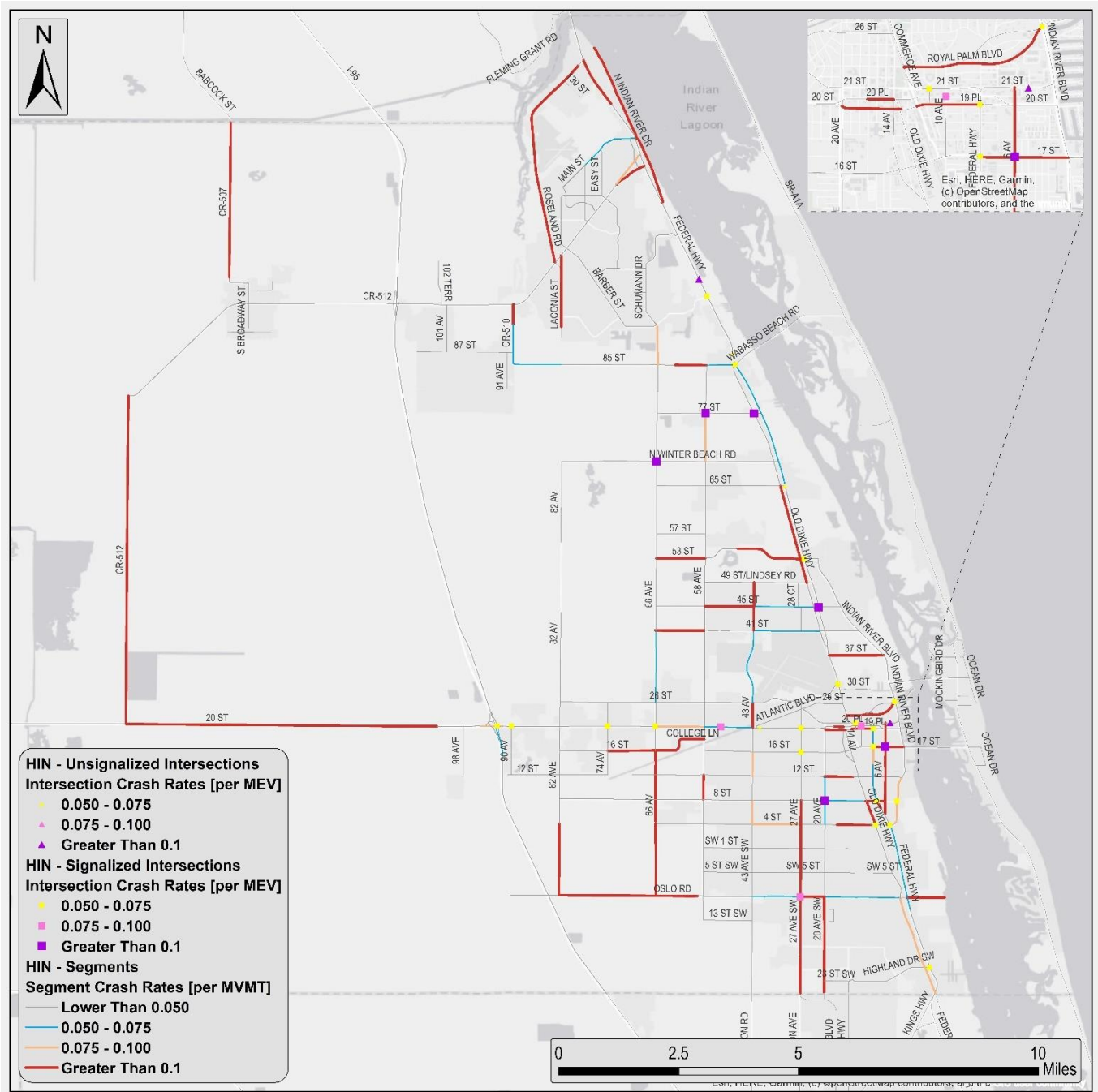
The high risk threshold does not imply that roadways with lower crash rates are safe. Rather, such locations just exhibit lower risk relative to the locations included in the HIN. Ultimately, the goal of creating the HIN is to aid decision makers in prioritizing projects. Project funding is not unlimited; therefore, the HIN highlights locations where there is greater risk of being involved in a fatal or severe injury crash.

## ***HIN Maps***

Map 2 presents intersections and roadways in Indian River County with crash rates greater than 0.050. Map 3 highlights the High Injury Network (HIN), which includes intersections and roadways with crash rates greater than 0.100. Table 1 lists the HIN segments and Table 2 lists the HIN intersections.

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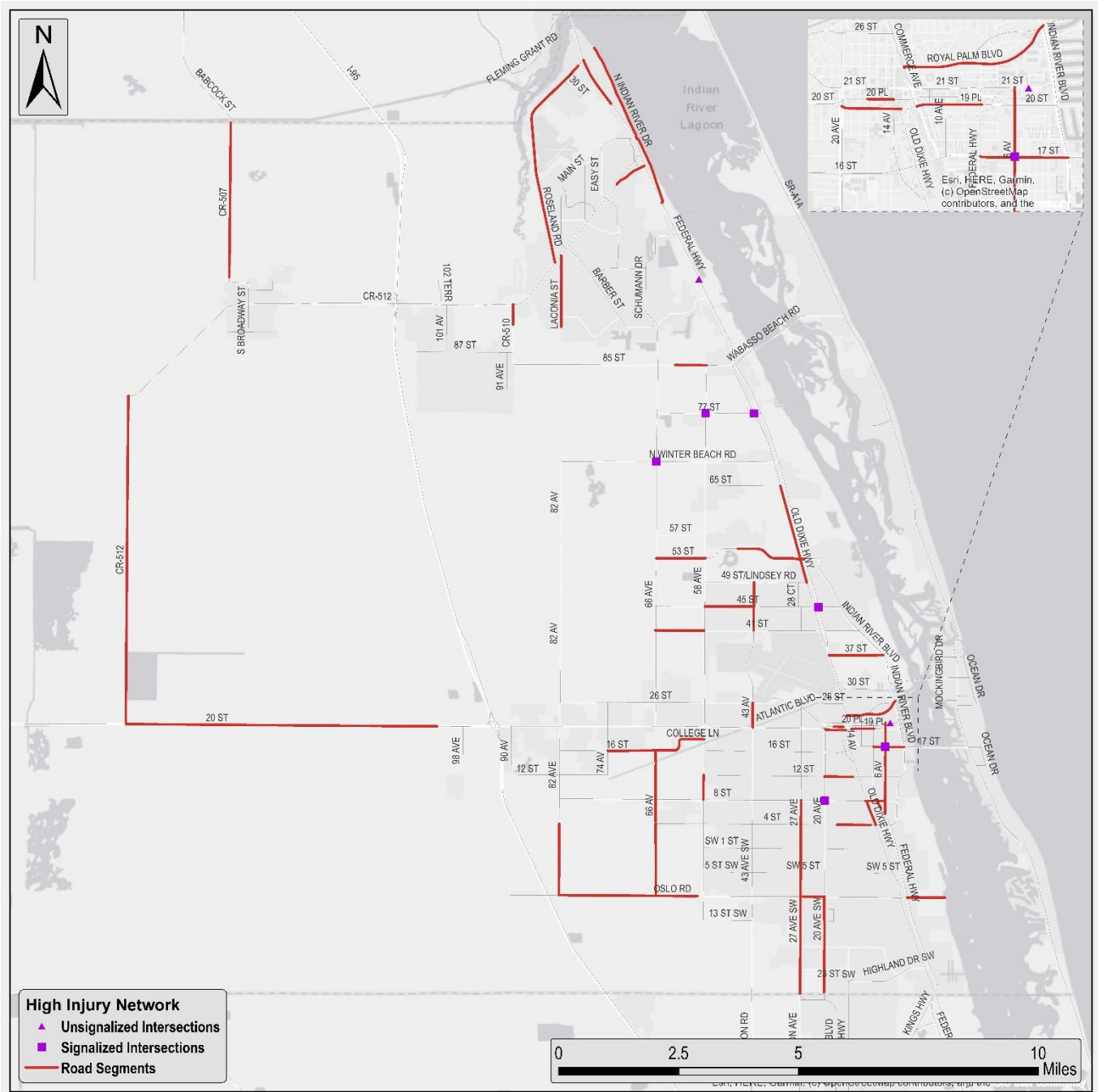
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Map 2 - Indian River County Roadway Segments and Intersections by Crash Rate

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Map 3 –The High Injury Network (HIN)

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Table 1 - HIN Roadway Segments

| Road Segment             | From                      | To                       |
|--------------------------|---------------------------|--------------------------|
| 8th Street               | Old Dixie Hwy             | 6th Avenue               |
| 20th Avenue SW           | 17th Place SW             | 25th Street SW           |
| 43rd Avenue              | 49th Street               | 45th Street              |
| 20th Place               | 17th Avenue               | 14th Avenue              |
| US 1                     | 8 <sup>th</sup> Street    | 6 <sup>th</sup> Avenue   |
| 20th Avenue SW           | Oslo Road                 | 17th Place SW            |
| CR 507/138th Avenue      | County Line               | 99th Street              |
| Royal Palm Blvd          | US 1                      | Indian River Blvd        |
| 43rd Avenue              | 45th Street               | 41st Street              |
| 41st Street              | 66th Avenue               | 58th Avenue              |
| 66th Avenue              | 16th Street/College Lane  | 4th Street               |
| 27th Avenue              | 8th Street                | 4th Street               |
| 12th Street              | 20th Avenue               | 11th Avenue              |
| Laconia Street           | Sebastian Blvd            | Crystal Mist Avenue      |
| CR 512 - Armory Drive    | Fellsmere Farm Road       | SR 60/20th Street        |
| 6th Avenue               | 21st Street               | US 1                     |
| Oslo Road                | 82nd Avenue               | 58th Avenue SW           |
| 82nd Avenue              | 4th Street                | Oslo Road                |
| 16th Street/College Lane | 74th Avenue               | 58th Avenue              |
| 27th Avenue              | 12th Sq SW                | 25th Street SW           |
| 17th Street              | US 1                      | Indian River Blvd        |
| Oslo Road                | 27th Avenue SW            | 20th Avenue SW           |
| 85th Street              | 63rd Road                 | 58th Avenue              |
| 27th Avenue              | 4th Street                | Oslo Road                |
| 27th Avenue              | Oslo Road                 | 12th Sq SW               |
| 58th Avenue              | 12th Street               | 8th Street               |
| 37th Street              | US 1                      | Indian River Blvd        |
| SR 60/20th Street        | CR 512/ Armory Drive      | 102nd Avenue             |
| Roseland Road            | Capewell Ct /Airport Dr W | CR 512/Sebastian Blvd    |
| Old Dixie Hwy            | 65th Street               | 49th Street/Lindsey Road |
| 20 <sup>th</sup> Street  | Commerce Avenue           | US 1                     |
| CR 512/Sebastian Blvd    | Sebastian Boulevard       | US 1                     |
| 19th Place               | 20th Avenue               | Old Dixie Hwy            |
| Old Dixie Hwy            | 8th Street                | 4th Street               |
| 45th Street              | 58th Avenue               | 43rd Avenue              |
| 66th Avenue              | 4th Street                | Oslo Road                |

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| Road Segment           | From                  | To                         |
|------------------------|-----------------------|----------------------------|
| US 1                   | Roseland Road         | Jackson Street             |
| CR 510/90th Avenue     | CR 512/Sebastian Blvd | North of Mako Way          |
| Oslo Road              | US 1                  | Boat Ramp                  |
| 53rd Street            | 66th Avenue           | 58th Avenue                |
| 43rd Avenue            | 26th Street           | 20th Street                |
| N Indian River Drive   | Roseland Road         | US 1                       |
| Roseland Road          | West of US 1          | Capewell Ct /Corp. Park Dr |
| 53rd Street            | 51st Court            | US 1                       |
| 4 <sup>th</sup> Street | 16th Avenue           | 9th Avenue                 |

Table 2 - HIN Intersections

| Intersection                          | Stop Control  |
|---------------------------------------|---------------|
| 77th Street at Old Dixie Hwy          | Signal        |
| 77th Street at 58th Avenue            | Beacon Signal |
| 69th Street at 66th Avenue            | Signal*       |
| 45th Street at US 1                   | Signal        |
| 8th Street at 20th Avenue             | Signal        |
| 17th Street at 6th Avenue             | Signal        |
| 21st Street at 5th Avenue/Publix Drwy | Unsignalized  |
| US 1 at 99 <sup>th</sup> Street       | Unsignalized  |

\*Note – Intersection improvements including installation of a signal were constructed beginning in 2022 and completed in 2024.

## HIN & Disadvantaged Communities

Understanding the relationship between the High Injury Network (HIN) and disadvantaged communities within Indian River County is important for promoting equity within the overall system. The Biden-Harris Administration established the Justice40 Initiative to address historical underinvestment in disadvantaged communities. The USDOT Equitable Transportation Community (ETC) Explorer tool is an interactive web application designed to provide census tract level information relevant to the Justice40 Initiative. The tool is based on 2020 Census data and highlights transportation disadvantage in the areas of climate and disaster risk, environmental burdens, health and social vulnerabilities, and transportation insecurity.

According to the ETC Explorer, Indian River County has a population of 157,000, with 60,200 people living in disadvantaged census tracts. 36 percent of the census tracts in the county are considered disadvantaged. Figure 42 presents a screenshot of the ETC Explorer tool with Indian River County selected. As different census tracts within the tool are selected, the overall disadvantage component scores are listed and additional details related to the scores are provided.

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## Indian River MPO

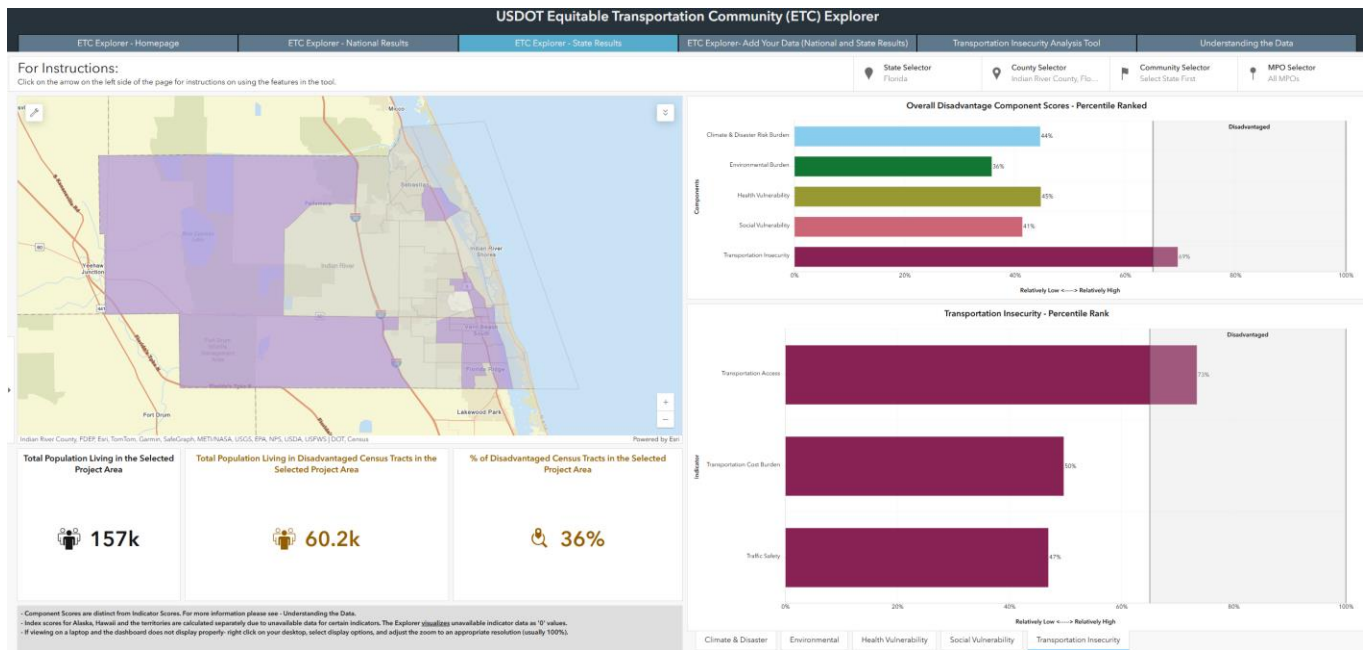


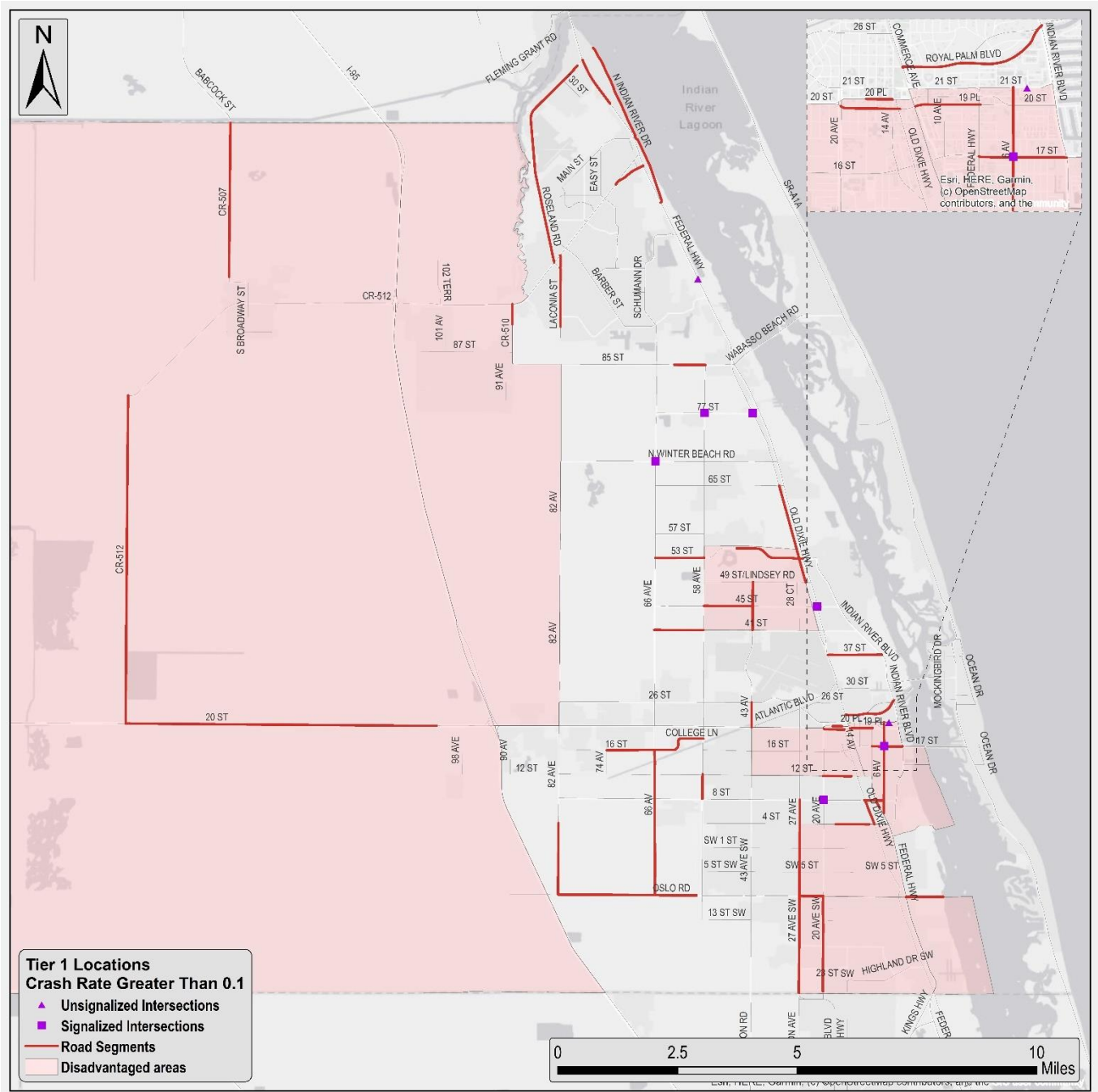
Figure 42 - ETC Explorer Tool: Indian River County overview

Overlaying the HIN with ETC Explorer tool data reveals locations that have experienced high crash rates and are within disadvantaged areas. Community leaders can use this information to ensure that projects are equitably distributed within disadvantaged communities and to identify projects that would be competitive for grant funding opportunities. Map 4 was developed using the HIN and disadvantaged community data obtained from the USDOT Equitable Transportation Community (ETC) Explorer tool.



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Map 4 - HIN with Disadvantaged Communities

**INDIAN RIVER COUNTY, FLORIDA**

**M E M O R A N D U M**

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**TO:** Members of the Indian River County Metropolitan Planning Organization

**THROUGH:** Ryan Sweeney  
Assistant Planning and Development Services Director

**FROM:** Brian Freeman, AICP  
MPO Staff Director

**DATE:** April 1, 2025

**SUBJECT:** **Presentation on the 2050 Long Range Transportation (LRTP) Preliminary Needs Assessment**

---

It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization at its meeting of April 9, 2025.

**DESCRIPTION, CONDITIONS, & ANALYSIS**

A primary function of every MPO is the development and adoption of a Long Range Transportation Plan (LRTP). One reason why the LRTP is so important is that a roadway widening or other major transportation project must first be identified in the MPO's Long Range Transportation Plan before it can receive any state or federal gas tax funding, which account for a majority of transportation improvements funds within Indian River County. In order to reflect changing conditions, new Long Range Transportation Plan updates must be adopted every five years and typically cover a 25-year planning horizon. The Indian River County MPO adopted its first LRTP (the 2020 LRTP) in 1995. Since then, the LRTP has been updated by the MPO every five years, with completion of the most recent update (the 2045 LRTP) occurring in December 2020.

The 2050 LRTP is being prepared by Kimley-Horn and Associates, one of the MPO's General Planning Consultants. So far, Kimley-Horn has prepared a Public Involvement Plan; Goals, Objectives, Policies, and Performance Measures; a fiscal resources summary; and a preliminary needs assessment for transportation improvements through the year 2050 (see Attachment #1).

In the attachment, Exhibit C shows preliminary roadway needs based on the adopted 2045 LRTP and the MPO's adopted priorities. In the near future, the Consultant will refine the preliminary roadway needs based on results from the recently-completed TCRPM6 (Treasure Coast Regional Planning Model, Version 6) and upcoming public engagement activities. A series of public workshops have been scheduled during the month of April at locations throughout Indian River



County (see attached flyer).

At the April 9th MPO meeting, the Consultants will present information on LRTP activities performed to date. In the upcoming months, the Consultants will be conducting public engagement activities, finishing the needs assessment, using the model to perform alternatives testing, and projecting transportation costs and revenues through the year 2050. These activities will culminate in the preparation of a Draft Cost Feasible Plan later this summer. Development of the 2050 LRTP must be completed by December 2025.

### **RECOMMENDATION**

Staff recommends that the MPO review the attached information, consider the consultant presentation, and provide comments to staff.

### **ATTACHMENT**

1. Draft LRTP Goals, Objectives, and Performance Measures and Preliminary Needs

# Goals, Objectives, & Performance Measures

## INTRODUCTION

This chapter outlines the strategy for maintaining, enhancing, and expanding the transportation network and systems of Indian River County. In compliance with federal and state regulations, the Indian River County MPO has established a set of goals, objectives, and performance measures to provide a basis for performance-based planning that will best serve the community and environment now and in the future.

The Indian River County MPO's goals, objectives, and performance measures align with the current federal transportation planning requirements, including those set forth in the Infrastructure Investment and Jobs Act (IIJA) and the Florida Transportation Plan.

The MPO's approach incorporates the latest Federal Highway Administration (FHWA) and Florida Department of Transportation (FDOT) guidance on transportation planning, including:

- A focus on data-driven decision-making and performance-based planning.
- Consideration of emerging technologies and their impact on transportation systems.
- Emphasis on safety, particularly for vulnerable road users.
- Integration of multimodal transportation options.
- Addressing environmental sustainability.
- Promoting accessibility in transportation planning.

By adhering to these updated guidelines, the Indian River County MPO's LRTP will remain current and responsive to both federal and state priorities while addressing local needs.

This Chapter is divided into the following sections:

- Indian River County MPO 2050 LRTP Goals, Objectives, and Performance Measures
- Federal Goals and Planning Factors
- State and Local Goals
- Federal and Indian River County MPO 2050 LRTP Performance Targets (System Performance PI)

## INDIAN RIVER COUNTY MPO TRANSPORTATION UPDATED GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

Goals and objectives that reflect the county visions were developed early in the planning process. The goals are shown in the figure below.

|        |                                 |                                                                                                                                      |
|--------|---------------------------------|--------------------------------------------------------------------------------------------------------------------------------------|
| Goal 1 | <b>Efficiency</b>               | Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users. |
| Goal 2 | <b>Mobility</b>                 | Enhancing mobility for people and freight and provide travel alternatives.                                                           |
| Goal 3 | <b>Environmental Protection</b> | Protecting the natural and social environment.                                                                                       |
| Goal 4 | <b>Safety</b>                   | Maintaining a safe transportation system for all users.                                                                              |
| Goal 5 | <b>System Preservation</b>      | Preserving and maintaining the transportation system and transportation infrastructure.                                              |
| Goal 6 | <b>Implementation</b>           | Ensure effective execution of improvements and maintenance.                                                                          |

Indian River County MPO 2050 Long Range Transportation Plan  
DRAFT Goals, Objectives, and Performance Measures

Table 1: Goal 1: Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users.

| Objectives                                                                                                                                                 | Policies                                                                                                                                             | Performance Measures (PM) and Indicators (PI)                                                                                                                     |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective 1.01 - Maintain the adopted level of service standard for all functionally classified roads through the year 2050.                               | Policy 1.01.1 – Implement roadway improvements identified in the 2050 Cost Feasible Plan, consistent with the Interim Year Roadway Improvement Sets. | PI 1.01.1.1 – Percent of lane miles meeting the adopted level of service standard.                                                                                |
| Objective 1.02 - Maintain a 12-hour hurricane evacuation clearance time on roads designated as hurricane evacuation routes through the year 2050.          | Policy 1.02.1 – Implement roadway improvements identified in the 2050 Cost Feasible Plan for roadways designated as hurricane evacuation routes.     | PI 1.02.1.1 – Hurricane evacuation clearance time measured through actual event. PI 1.02.1.2 – Lane miles of roadway improvements on hurricane evacuation routes. |
| Objective 1.03 - Enhance the grid roadway network by constructing an average of two centerline miles of new roadway corridors each year from 2025 to 2050. | Policy 1.03.1 – Implement new corridor roadway improvements identified in the 2050 Cost Feasible Plan.                                               | PI 1.03.1.1 – Average annual centerline miles of new roadway corridors constructed during the period from 2025 to 2050.                                           |
| Objective 1.04 - Enhance the FDOT’s Strategic Intermodal System (SIS) by constructing one FEC railway flyover by 2050.                                     | Policy 1.04.1 – Implement improvements to the SIS at the FEC Railroad by 2050.                                                                       | PI 1.04.1.1 – New Flyover at the FEC Railroad.                                                                                                                    |
| Objective 1.05 - Optimize functionality and efficiency of existing infrastructure and ROW through 2050.                                                    | Policy 1.05.1 – Incorporate Intelligent Transportation System (ITS) and/or Connected Vehicle architecture into all new roadway projects.             | PI 1.05.1.1 – Number of new roadways that incorporate ITS and Connected Vehicle Architecture.                                                                     |
| Objective 1.06- Ensure that 50% of Person-Miles (Non-Interstate) and 75% of Person-Miles (Interstate) on the National Highway System are Reliable          | Policy 1.06.1 – Implement roadway improvements identified in the 2050 Cost Feasible Plan, consistent with the Interim Year Roadway Improvement Sets. | PM 1.06.1.1 – Percent of Person Trips that are Reliable (50% of Person-Miles (Non-Interstate) and 75% of Person-Miles (Interstate))                               |

Indian River County MPO 2050 Long Range Transportation Plan  
DRAFT Goals, Objectives, and Performance Measures

Table 2: Goal 2: Enhancing mobility for people and freight and provide travel alternatives.

| Objectives                                                                                                                                                                                                                 | Policies                                                                                                                              | Performance Measures (PM) and Indicators (PI)                                                                                                           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective 2.01 - Maintain Transit Quality and LOS "A" for reliability.                                                                                                                                                     | Policy 2.01.1 – Make Capital and Operational improvements consistent with the adopted Transit Development Plan.                       | PI 2.01.1.1 – Percentage of buses arriving within 5 minutes of schedule.                                                                                |
| Objective 2.02 - Maintain Transit Quality and LOS "B" for Service Coverage.                                                                                                                                                | Policy 2.02.1 – Improve service coverage consistent with the adopted Transit Development Plan.                                        | PI 2.02.1.1 – System compliance with adopted level of service standard                                                                                  |
| Objective 2.03 - Expand weekday hours of service to 15 hours a day on at least one bus route every two years during the period from 2025 to 2050 so that all weekday bus routes operate at least 15 hours per day by 2050. | Policy 2.03.1 – Expand weekday hours of operation on fixed-route bus network consistent with the adopted Transit Development Plan.    | PI 2.03.1.1 – Average number of weekday bus routes with 15 hours of service added during the period from 2025 to 2050.                                  |
| Objective 2.04 - Maintain Bike/Ped LOS "D" on 80% percent of roadways in Indian River County through 2050.                                                                                                                 | Policy 2.04.1 – Implement sidewalk improvements consistent with the adopted Bicycle/Pedestrian Plan.                                  | PI 2.04.1.1 – Percentage of roadways meeting adopted level of service standard                                                                          |
|                                                                                                                                                                                                                            | Policy 2.04.2 – Implement bicycle facility improvements consistent with the adopted Bicycle/ Pedestrian Plan.                         |                                                                                                                                                         |
| Objective 2.05 - Add an average of two miles of bicycle facilities on functionally classified roadways or trails each year during the period from 2025 to 2050.                                                            | Policy 2.05.1 – Implement bicycle facility improvements consistent with the adopted Bicycle/ Pedestrian Plan                          | PI 2.05.1.1 – Average annual number of new bicycle facilities added during the period from 2025 to 2050.                                                |
|                                                                                                                                                                                                                            | Policy 2.05.2 – Adapt abandoned railroad corridors, roadway alignments and military trails for bicycle facilities, wherever possible. |                                                                                                                                                         |
| Objective 2.06PM - Enhance freight mobility by ensuring that the Truck Travel Time Reliability (TTTR) index on the Interstate Highways is less than 2.00                                                                   | Policy 2.06.1 – Implement the freight mobility improvements identified in the 2050 Cost Feasible Plan                                 | PM 2.06.1.1 – TTTR on the Interstate Highway System<br><i>(Truck Travel Time Reliability (TTTR) index on the Interstate Highways is less than 2.00)</i> |
| Objective 2.07 - Increase the efficiency and convenience of connecting multiple modes by adding an average of one shelter or transfer facility per year through 2050.                                                      | Policy 2.07.1 – Add bus shelters and improve hubs consistent with the Transit Development Plan.                                       | PI 2.07.1.1 – Number of new shelters/improved transit hubs                                                                                              |

Indian River County MPO 2050 Long Range Transportation Plan  
DRAFT Goals, Objectives, and Performance Measures

Table 3: Goal 3: Protecting the natural and social environment.

| Objectives                                                                                                                                                                  | Policies                                                                                                                                                | Performance Measures (PM) and Indicators (PI)                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------|
| Objective 3.01 - Limit average increase in CO, HC, and NO emissions to less than 15 percent from the previous five-year period for each five-year period from 2025 to 2050. | Policy 3.01.1 – Implement the transportation improvements identified in the 2050 Cost Feasible Plan.                                                    | PI 3.01.1.1 – Percent change in CO, HC, and NO emissions (in kilograms) for each five-year period from the base year for the period from 2025 to 2050. |
| Objective 3.02 - Ensure that all collector roadways are less than six lanes through the year 2050.                                                                          | Policy 3.02.1 – Implement the transportation improvements identified in the 2050 Cost Feasible Plan.                                                    | PI 3.02.1.1 – Centerline miles of collector roadways with six or more lanes.                                                                           |
| Objective 3.03 - Increase resiliency of transportation infrastructure.                                                                                                      | Policy 3.03.1 – Incorporate higher elevations, increased drainage capacity, and more resilient construction materials as appropriate into new projects. | PI 3.03.1.1 – Percentage of new projects incorporating enhanced features.                                                                              |

Table 4: Goal 4: Maintaining a safe transportation system for all users.

| Objectives                                                                                                   | Policies                                                                                                                                                              | Performance Measures (PM) and Indicators (PI)                                        |
|--------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------|
| Objective 4.01 – By 2050, reduce the number and rate of crash Fatalities to 0.                               | Policy 4.01.1 – Implement intersection and other improvements related to safety as identified in the Cost Feasible Plan including Congestion Management Process plan. | PI 4.01.1.1 – Annual percent change in the number and rate of Fatalities.            |
| Objective 4.02PM - Reduce the number and rate of Serious Injuries to 0 by 2050.                              | Policy 4.02.1 – Implement intersection and other improvements related to safety as identified in the Cost Feasible Plan including Congestion Management Process plan. | PM 4.02.1.1 – Annual percent change in the number and rate of Serious Injuries.      |
| Objective 4.03PM - Reduce the number and rate of Non-Motorized Fatalities and Serious Injuries to 0 by 2050. | Policy 4.03.1 – Implement intersection and other improvements related to safety as identified in the Cost Feasible Plan and Bike/Ped Plan                             | PM 4.03.1.1 – Annual percent change in the number and rate of non-motorized crashes. |

Indian River County MPO 2050 Long Range Transportation Plan  
DRAFT Goals, Objectives, and Performance Measures

Table 5: Goal 5: Preserving and maintaining the transportation system and transportation infrastructure.

| Objectives                                                                                                                                                                | Policies                                                                                                                                                                | Performance Measures (PM) and Indicators (PI)                  |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------|
| Objective 5.01 - Ensure that over 60% of the pavement area on the National Highway System (NHS) are rated “Good” by FDOT while less than 5% are rated “Poor” by FDOT.     | Policy 5.01.1 – Evaluate the structural integrity of pavement on the major road network and implement rehabilitation projects as appropriate in coordination with FDOT. | PM 5.01.1.1 – FDOT Pavement Condition Rating                   |
| Objective 5.02 - Ensure that over 50% of the bridge deck area on the National Highway System (NHS) are rated “Good” by FDOT while less than 10% are rated “Poor” by FDOT. | Policy 5.02.1 – Evaluate the structural integrity of bridges on the major road network and implement rehabilitation projects as appropriate in coordination with FDOT.  | PM 5.02.1.1 – FDOT Bridge Condition Rating.                    |
| Objective 5.03 - Provide adequate funding to maintain and operate the non-state highway system and multimodal infrastructure.                                             | Policy 5.03.1 – Program on an annual basis appropriate funding for maintenance and operations.                                                                          | PI 5.03.1.1 - Funding included for maintenance and operations. |

Table 6: Goal 6: Ensure effective execution of improvements and maintenance.

| Objectives                                                                                                          | Policies                                                                                                                                                                                                             | Performance Measures (PM) and Indicators (PI)                                             |
|---------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|
| Objective 6.01 – Identify projects that can be funded for implementation within a 5-10 year time band.              | Policy 6.01.1 – Prioritize and define a clear set of actionable projects that are eligible for funding within the 5-10 year timeframe, based on feasibility, impact, and alignment with long-term goals.             | PM 6.02.1.1 – Number of projects identified for funding by the Plan interim year of 2040. |
| Objective 6.02 - The plan will identify planning studies to prepare future projects for funding and implementation. | Policy 6.02.1 – Allocate resources for the identification and development of planning studies aimed at preparing future transportation projects for funding, ensuring that they meet regulatory and community needs. | PI 6.03.1.1 - Number of studies identified for funding.                                   |

## DEVELOPMENT OF THE GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The Indian River County MPO Goals, Objectives, and Performance Measures were developed based on federal, state, and local guidance. The requirements and guidance used to develop the Goals, Objectives, and Performance for the 2050 LRTP are described below.

### INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

Signed into law on November 15, 2021, the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA/BIL builds upon and expands programs included in the Fixing America's Surface Transportation (FAST) Act.

The IIJA continues to support a streamlined, performance-based surface transportation program that builds on many of the multimodal transportation policies first established under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Additionally, establishing a performance- and outcome-based program requires investment of financial resources in projects that will collectively make progress toward achieving national multimodal transportation goals. The 2050 LRTP has been developed to ensure compliance with the requirements of the IIJA and includes a performance-based approach to the transportation decision-making process.

### IIJA (FEDERAL) GOALS

The IIJA maintains and expands upon the national goals established in previous legislation. These goals are as follows:

- **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** - To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** - To improve the National Highway Freight Network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment, with a new emphasis on reducing transportation-related carbon emissions.
- **Reduced Project Delivery Delays** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.



## IIJA PLANNING FACTORS

The FAST Act has established specific planning factors that call for the recognition and address the relationship between transportation, land use, and economic development. The federal planning factors form the cornerstone for the 2050 LRTP and include:

1. Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the **safety** of the transportation system for motorized and non-motorized users.
3. Increase the **security** of the transportation system for motorized and non-motorized users.
4. Increase **accessibility and mobility** of people and freight.
5. Protect and enhance the **environment**, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local growth and economic development patterns.
6. Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
7. Promote **efficient system management** and operation.
8. Emphasize the **preservation** of the existing transportation system.
9. Improve the **resiliency and reliability** to improve preparedness and response to natural disasters and other emergencies.
10. Enhance **travel and tourism**.

The IIJA prescribes policy requirements and programmatic framework related to performance measures and targets for the national transportation system in the metropolitan planning process. These directly impact the Indian River County MPO and the planning activities of the agency. As such, the MPO is required to coordinate with state and public transportation providers to establish targets to continue to develop and assess a focused, performance-based multimodal transportation system. In the development and assessment, Indian River County MPO must:

- Describe the performance measures and targets used in assessing system performance and progress in achieving the performance targets within the LRTP.
- Develop the Transportation Improvement Plan (TIP) to make progress toward established performance targets and include a description of the anticipated achievements.
- Incorporate strategies to improve transportation facility resilience.
- Ensure that planning processes promote economic opportunity.

Indian River County MPO 2050 Long Range Transportation Plan  
DRAFT Goals, Objectives, and Performance Measures

A matrix showing consistency between the LRTP Goals and the planning factors from the IJJA is shown in Table 7.

Table 7: Connecting IRC 2050 Goals, Objectives, Policies, and Performance Measures

| Relationship between the LRTP Goals and the IJJA Planning Factors                                                                    | Economic Vitality | Safety | Security | Movement of People & Freight | Environment and Quality of Life | Integration / Connectivity | System Management & Operation | System Preservation | Resiliency | Tourism |
|--------------------------------------------------------------------------------------------------------------------------------------|-------------------|--------|----------|------------------------------|---------------------------------|----------------------------|-------------------------------|---------------------|------------|---------|
| Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users. | •                 | •      | •        | •                            | •                               | •                          | •                             |                     | •          | •       |
| Enhancing mobility for people and freight and provide travel alternatives.                                                           | •                 | •      | •        | •                            | •                               | •                          | •                             | •                   | •          | •       |
| Protecting the natural and social environment.                                                                                       | •                 | •      | •        | •                            | •                               | •                          | •                             |                     | •          | •       |
| Maintaining a safe transportation system for all users.                                                                              | •                 | •      | •        | •                            |                                 |                            | •                             |                     | •          | •       |
| Preserving and maintaining the transportation system and transportation infrastructure.                                              | •                 | •      | •        | •                            | •                               | •                          | •                             | •                   | •          |         |
| Ensure effective execution of improvements and maintenance.                                                                          | •                 | •      |          | •                            | •                               |                            | •                             | •                   |            |         |

## FLORIDA TRANSPORTATION PLAN (FTP)

The Florida Transportation Plan (FTP) is the single overarching statewide plan guiding Florida's transportation future. FDOT has begun the process of updating the FTP, with the new plan targeted for 2055. This update will continue to provide direction to FDOT, and all organizations involved in planning and managing Florida's transportation system, including statewide, regional, and local partners such as the Indian River County MPO.

The 2055 FTP will contain statewide goals and regional objectives, empowering communities to develop unique local strategies that align with the FTP. This approach aims to connect communities, policies, and programs across the state.

While the specific goals for the 2055 FTP are still in development, Five Focus Groups have been determined around the major topic areas of Safety, Resilient Infrastructure, Economic Development/Supply Chain, Technology, and Workforce Development. The FTP is expected to be adopted in November 2025.

The existing 2045 FTP follows similar topic areas, requiring MPOs to address the following goals:

- **Safety and security** for residents, visitors, and businesses
- Agile, **resilient**, and quality infrastructure
- **Connected, efficient, and reliable** mobility for people and freight
- **Transportation choices** that improve equity and accessibility
- Transportation solutions that **strengthen Florida's economy**
- Transportation solutions that **enhance Florida's communities**
- Transportation solutions that enhance Florida's **environment**

The 2055 FTP update process involves extensive public and stakeholder engagement, including regional workshops, focus groups, and online participation opportunities. This collaborative approach ensures that the plan will reflect community visions and goals across Florida.

As the 2055 FTP is still in development, MPOs should stay informed about updates and be prepared to align their plans with the new FTP once it is finalized. The updated FTP is expected to provide a comprehensive blueprint for Florida's transportation future over the next 30 years.

A matrix showing consistency between the LRTP Goals, and the Florida Transportation Plan Goals is shown in Table 8.

Indian River County MPO 2050 Long Range Transportation Plan  
DRAFT Goals, Objectives, and Performance Measures

Table 8: Connecting IRC 2050 LRTP Goals and Florida Transportation Plan Goals Comparison

| Relationship between the LRTP Goals and the Florida Transportation Plan Goals                                                        | Safety and Security | Resilience | Efficiency | Transportation Choices | Economic Competitiveness | Quality Places | Environment |
|--------------------------------------------------------------------------------------------------------------------------------------|---------------------|------------|------------|------------------------|--------------------------|----------------|-------------|
| Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users. | •                   | •          | •          | •                      | •                        | •              | •           |
| Enhancing mobility for people and freight and provide travel alternatives.                                                           | •                   | •          | •          | •                      | •                        | •              | •           |
| Protecting the natural and social environment.                                                                                       | •                   | •          | •          | •                      | •                        | •              | •           |
| Maintaining a safe transportation system for all users.                                                                              | •                   | •          | •          | •                      | •                        | •              | •           |
| Preserving and maintaining the transportation system and transportation infrastructure.                                              | •                   | •          | •          | •                      | •                        | •              | •           |
| Ensure effective execution of improvements and maintenance.                                                                          |                     |            |            |                        | •                        | •              |             |

## LOCAL PLANS

Local agencies involved in planning and managing Florida's transportation system follow guidelines set forth by the FTP. Local agencies establish goals and objectives as part of the long-range transportation planning process, representing the desired vision of how the statewide transportation system should evolve over the next 20 years with actionable guidelines on how to achieve them within each community.

Performance measures and targets are established to provide measurable guidelines focusing the plans on outcomes rather than just on activities and policies. The following is a list of the documents developed by partner agencies with which this document will be consistent. This list may not be inclusive of all documents referenced throughout the development of this LRTP.

- FDOT Strategic Highway Safety Plan
- The Florida Transportation Plan
- Comprehensive Plans for Indian River County and municipalities located within the county
- Indian River County Transit Development Plan (TDP)
- Indian River County MPO Public Participation Plan (PPP)
- Indian River County MPO Congestion Management Process (CMP)
- Indian River County MPO Transportation Improvement Program (TIP)

## Introduction

During the meeting the MPO staff and Consultant will provide an update on the following items:

- Plan Overview
- Goals and Objectives
- Initial Revenue Forecast
- Transportation Needs
- Upcoming Public Involvement Opportunities

## Exhibit A: 2020-2050 Population Growth

This figure reflects forecasted population growth in Indian River County by Traffic Analysis Zone (TAZ). This forecast along with the employment forecast shown on Exhibit B is one of the first steps in determining where transportation improvements will be needed in the future.

## Exhibit B: 2020-2050 Population Growth

This figure reflects forecasted growth in number of employees working in Indian River County by Traffic Analysis Zone (TAZ). This forecast along with the population forecast shown on Exhibit A is one of the first steps in determining where transportation improvements will be needed in the future.

## Exhibit C: Transportation Needs

This figure reflects currently identified needed roadway capacity projects through the year 2050. These Needs generally include Needs Improvements previously identified in the 2045 Long Range Plan, other state and local priorities, and additional improvements needed to address deficient roadway corridors identified during the develop of the needs forecast.

## Exhibit D: High Priority Needs

The High Priority Needs figure illustrates high priority needs, which are subset of the transportation needs identified Exhibit C. The High Priority Needs includes a mix of the 2045 Cost Feasible Plan and other local priorities.

## Exhibit E: Existing GoLine Route Map (From GoLine)

The GoLine Transit service map is included as a reference. The IRC MPO 2050 LRTP will identify future needs for the system initially based on the needs identified within the current Transit Development Plan as adopted in 2023. This ensures consistency with short-term and long-term planning.

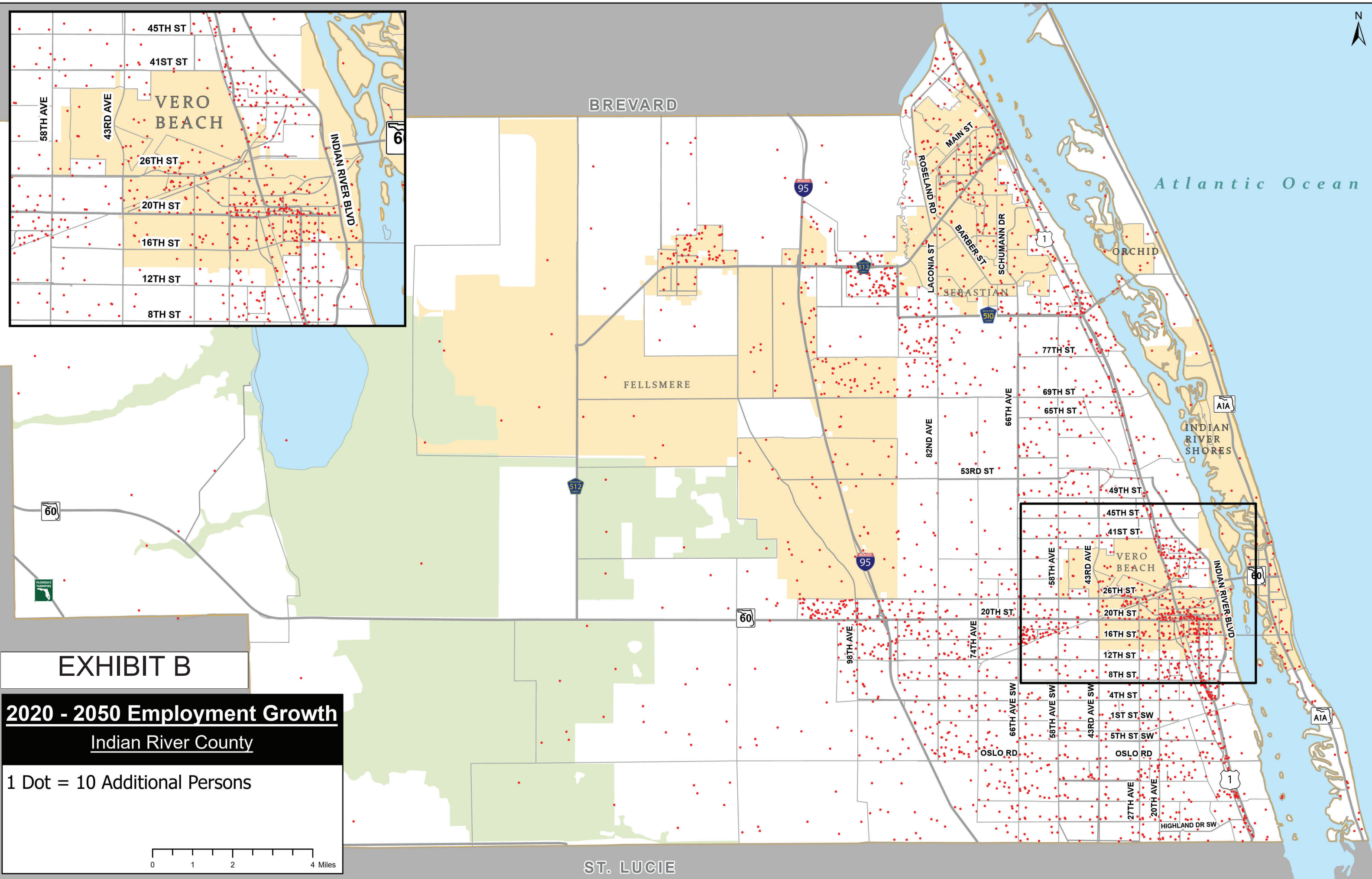
## Exhibits F & G: Proposed Sidewalk and Bicycle Networks (from 2024 BPMP)

These two maps are included for reference. The Indian River County Bicycle & Pedestrian Master Plan was adopted in 2024 and generally provides the framework for the multimodal needs that will be included in the 2050 LRTP.

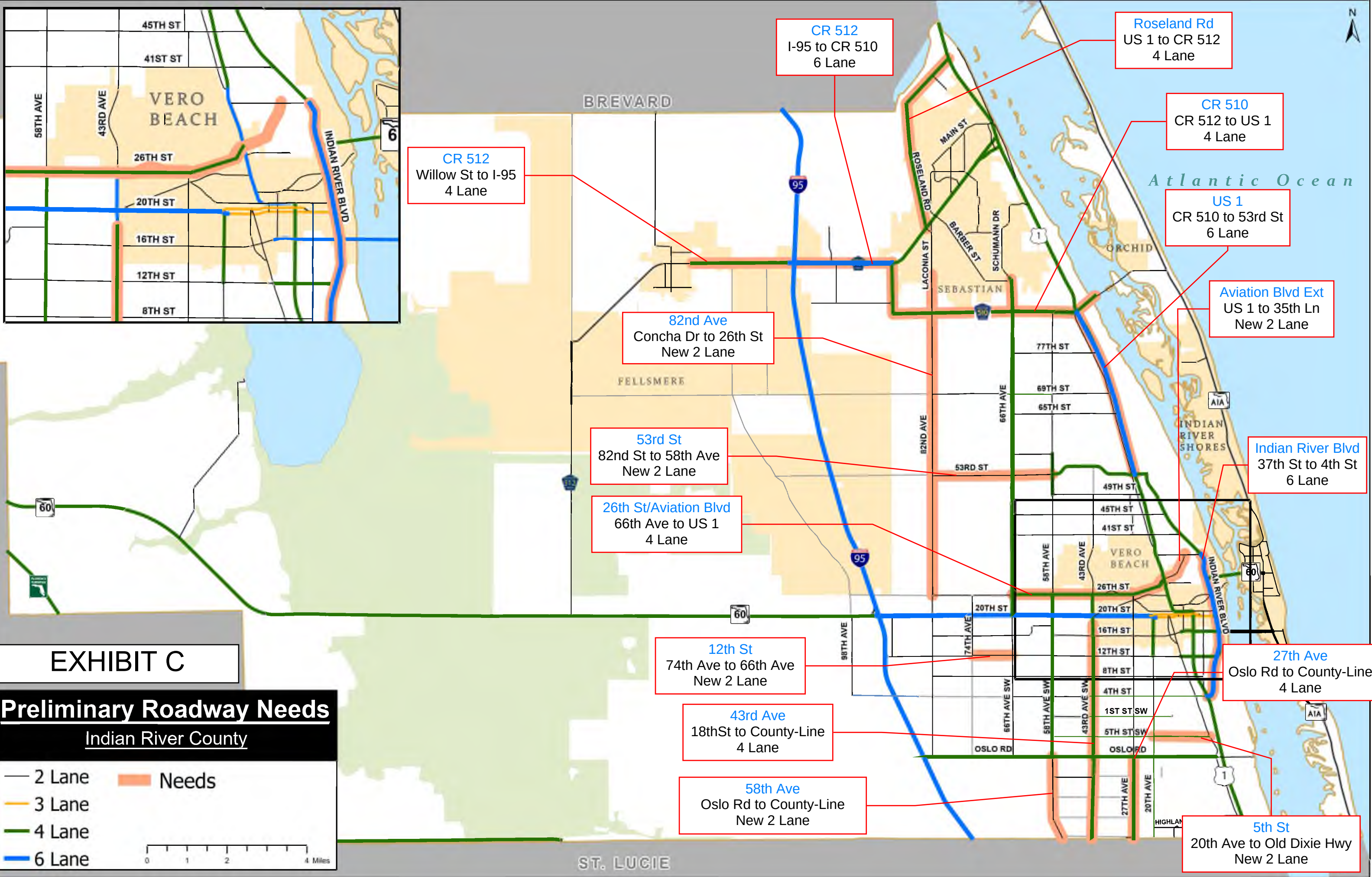
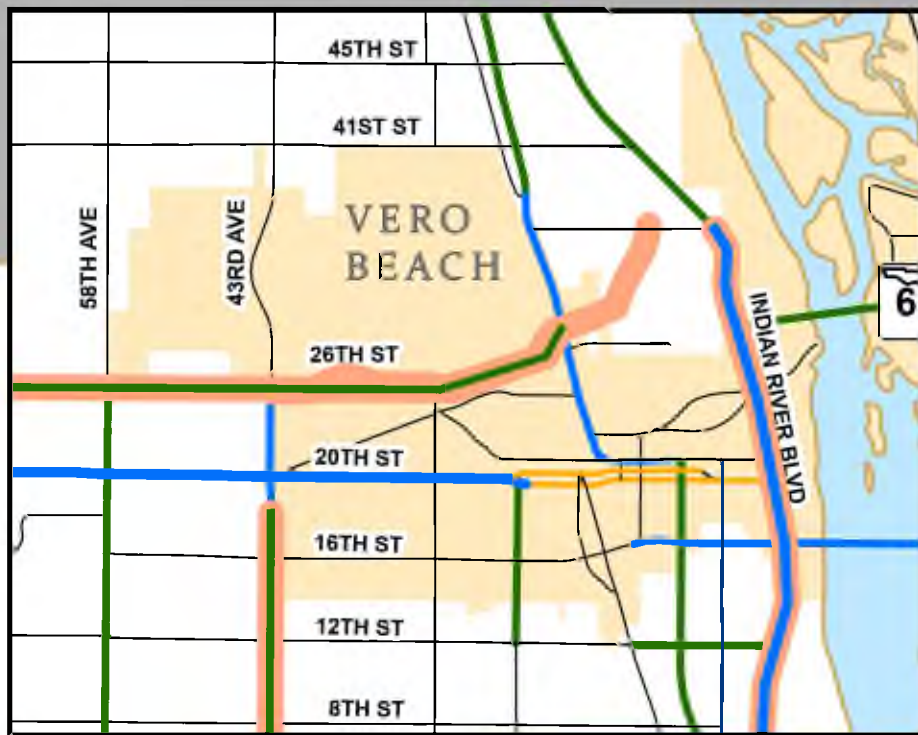




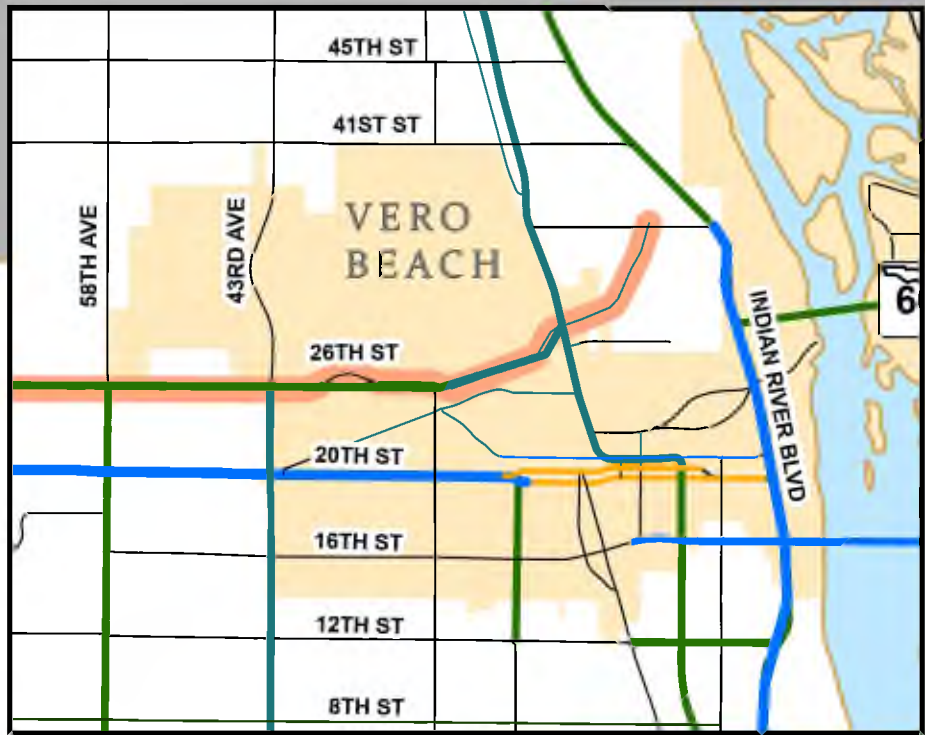












CR 512  
Willow St to I-95  
4 Lane

CR 512  
I-95 to CR 510  
6 Lane

CR 510  
CR 512 to US 1  
4 Lane

82nd Ave  
CR 510 to 26 St  
New 2 Lane

53rd St  
82nd St to 58th Ave  
New 2 Lane

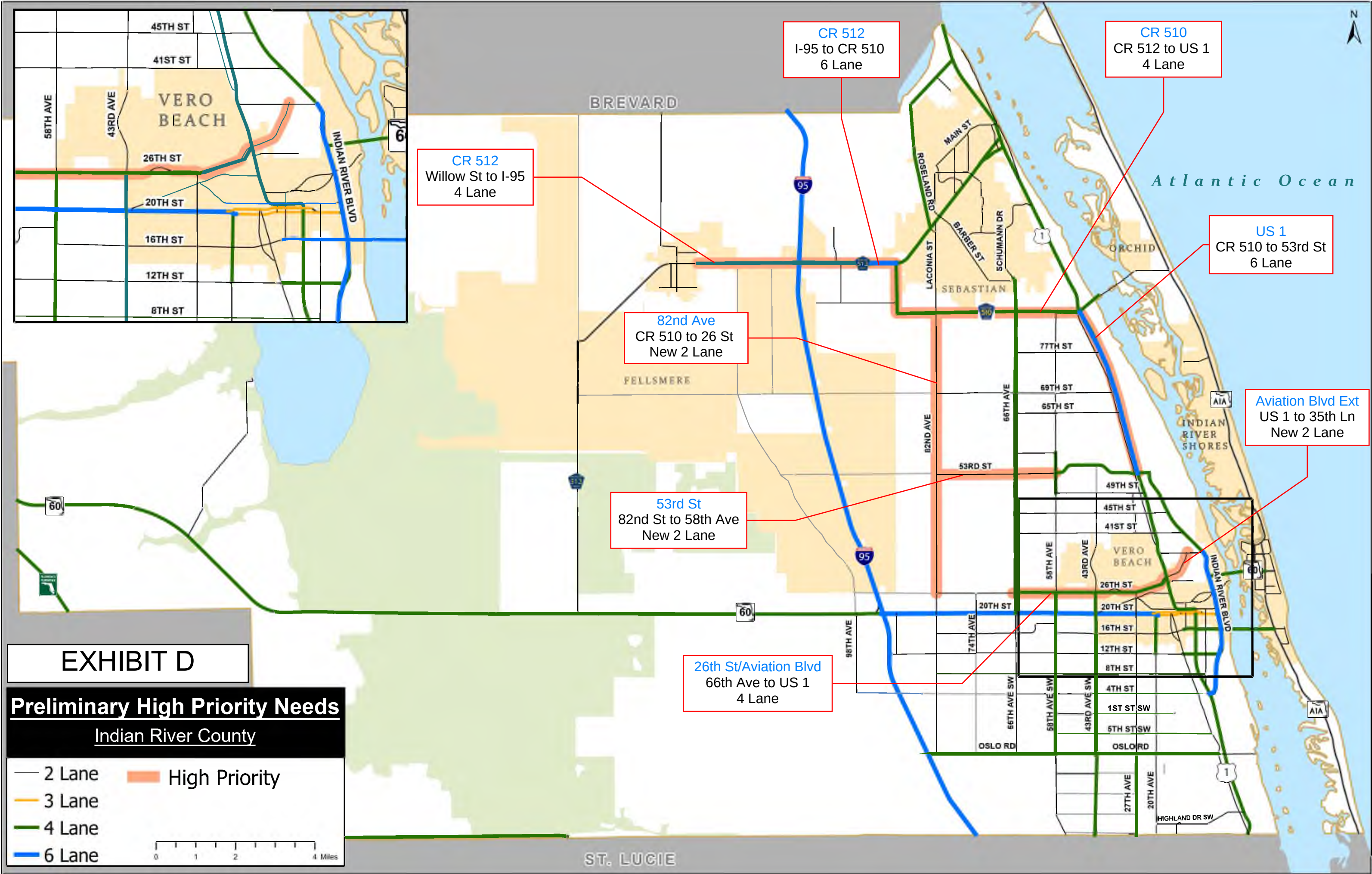
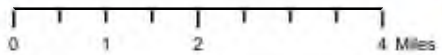
26th St/Aviation Blvd  
66th Ave to US 1  
4 Lane

US 1  
CR 510 to 53rd St  
6 Lane

Aviation Blvd Ext  
US 1 to 35th Ln  
New 2 Lane

**EXHIBIT D**  
**Preliminary High Priority Needs**  
Indian River County

- 2 Lane
- 3 Lane
- 4 Lane
- 6 Lane
- High Priority





# EXHIBIT E

**GoLine**  
getting you there

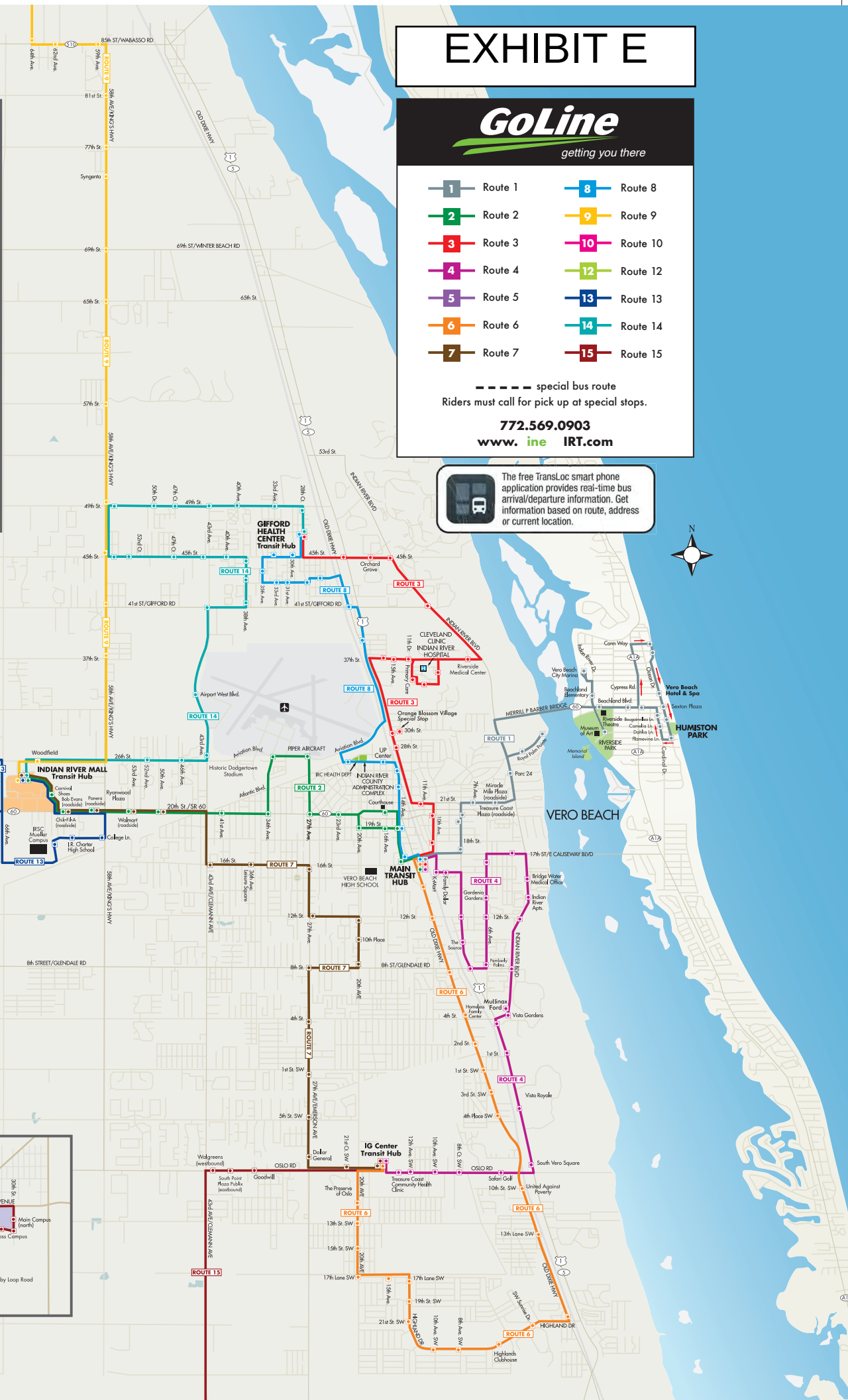
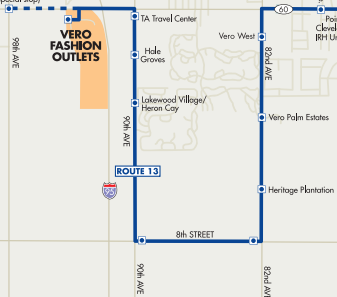
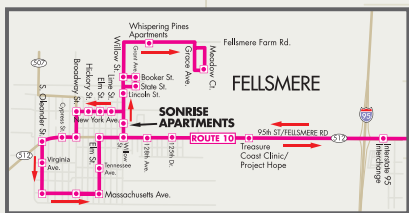
- |   |         |    |          |
|---|---------|----|----------|
| 1 | Route 1 | 8  | Route 8  |
| 2 | Route 2 | 9  | Route 9  |
| 3 | Route 3 | 10 | Route 10 |
| 4 | Route 4 | 12 | Route 12 |
| 5 | Route 5 | 13 | Route 13 |
| 6 | Route 6 | 14 | Route 14 |
| 7 | Route 7 | 15 | Route 15 |

----- special bus route  
Riders must call for pick up at special stops.

772.569.0903  
www.ine IRT.com



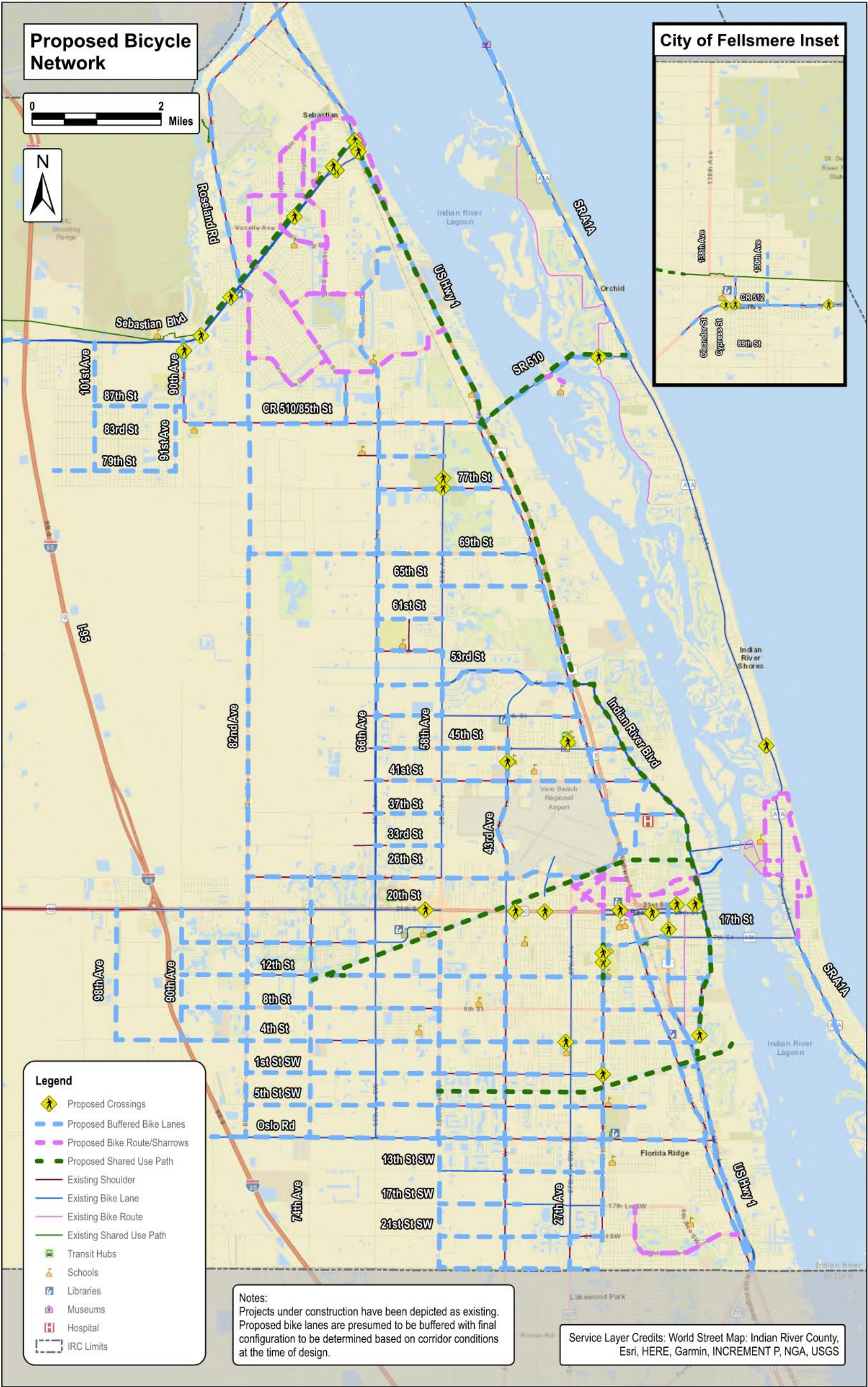
The free TransLoc smart phone application provides real-time bus arrival/departure information. Get information based on route, address or current location.











Map ES-2 – Proposed Bicycle Network

**INDIAN RIVER COUNTY, FLORIDA**

**M E M O R A N D U M**

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**TO:** Members of the Indian River County Metropolitan Planning Organization

**THROUGH:** Ryan Sweeney  
Assistant Planning and Development Services Director

**FROM:** Brian Freeman, AICP  
MPO Staff Director

**DATE:** April 1, 2025

**SUBJECT:** **Adjusted Performance Measures on Bridge Condition and Travel Time Reliability**

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It is requested that the information presented herein be given formal consideration by the Metropolitan Planning Organization at its meeting of April 9, 2025.

**DESCRIPTION, CONDITIONS, & ANALYSIS**

The “Fixing America’s Surface Transportation” (FAST) Act requires MPOs to implement performance and outcome-based planning practices. Beginning in 2018, states and MPOs were required to establish targets for performance measures including Safety (PM1), Bridge and Pavement Condition (PM2), and System Performance (PM3). While the Safety performance targets are updated annually, the others are updated every four years (with 2-year and 4-year targets).

On December 16, 2022, FDOT established 2-year and 4-year statewide targets for Bridge and Pavement Condition and System Performance. Using 2021 as a baseline, the 2-year targets reflect the anticipated performance levels at the end of calendar year 2023, while the 4-year targets reflect anticipated performance at the end of 2025. For each performance measure, the proposed targets apply only to the National Highway System (NHS), which consists primarily of interstates and major arterials maintained by FDOT. Subsequently, the Indian River County MPO adopted the state targets on April 12, 2023.

Recently, FDOT revised its 4-year targets for the performance measures on percent of bridges in poor condition (reduced to 5% or less), interstate travel time reliability (increased to 75% or greater), and non-interstate travel time reliability (increased to 60% or greater). The table below summarizes the original and adjusted targets for the affected performance measures:



| Performance Measure                                                    | Original 2025 Target | Adjusted 2025 Target |
|------------------------------------------------------------------------|----------------------|----------------------|
| PM2: Percent of NHS Bridges in Poor Condition (By Deck Area)           | ≤10.0%               | ≤5.0%                |
| PM3: Person-Miles Traveled on the Interstate that are Reliable         | ≥70.0%               | ≥75.0%               |
| PM3: Person-Miles Traveled on the Non-Interstate NHS that are Reliable | ≥50.0%               | ≥60.0%               |

At the request of FDOT, the MPO Staff Director approved the updated performance targets last month. Staff approval of minor amendments to MPO plans is allowed pursuant to MPO resolution No. 99-02, adopted on July 14, 1999. That resolution allows such administrative amendments with the requirement that the MPO Staff Director provide a status report of any such amendment to the MPO, TAC, and CAC at their next regularly scheduled meetings. This is the required staff report.

#### **RECOMMENDATION**

This is an informational item; no action is necessary.

#### **ATTACHMENT**

1. MPO Resolution 99-02

MPO RESOLUTION NO. 99-02

A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION AUTHORIZING THE MPO STAFF DIRECTOR TO PERFORM MINOR REVISIONS AND AMENDMENTS TO PLANS, REPORTS, AND DOCUMENTS APPROVED BY THE MPO, WHEN SUCH ACTION IS NEEDED TO OBTAIN FINAL STATE AND FEDERAL APPROVAL OF SUCH ITEMS AND IS NECESSARY DUE TO TIME OR OTHER CONSTRAINTS.

WHEREAS, the Indian River County Metropolitan Planning Organization (MPO) is the designated and constituted body responsible for the urban transportation planning and programming process for the Vero Beach Urbanized Area; and

WHEREAS, the MPO is responsible for preparing and approving several important transportation plans, reports, and documents; and

WHEREAS, the Florida Department of Transportation (FDOT), the US Department of Transportation (USDOT), or other state or federal agencies may require minor revisions to such transportation plans, reports, and documents as a condition of final approval; and

WHEREAS, minor revisions are generally defined as small-scale textual clarifications to MPO reports, plans, grant applications, consultant scopes of services, and other similar documents; minor changes to projects within the MPO's approved Transportation Improvement Program (TIP) including project advancement and state/federal project funding changes; and minor changes to the adopted Unified Planning Work Program (UPWP) involving budget line item revisions; and

WHEREAS, such minor revisions or amendments often need to be completed in short timeframes because of deadlines associated with such transportation plans, reports, and documents.

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

1. That the Indian River County Metropolitan Planning Organization (MPO) authorizes the MPO Staff Director to perform minor revisions amendments to plans, reports, and documents approved by the MPO, when such action is needed to obtain final state and federal approval of such items, and is necessary due to time or other constraints.
2. That the MPO Staff Director shall obtain concurrence from the MPO Chairman in the course of performing such minor revisions amendments.
3. That the MPO Staff Director shall provide a status report to the MPO, TAC, and CAC involving the nature of such minor revisions amendments at the next regularly scheduled MPO, TAC, and CAC meeting after the completion of such minor revisions amendments by the MPO Staff Director.

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

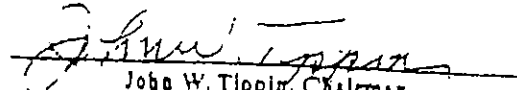
Chairman John W. Tippin  
Commissioner Fran B. Adams  
Councilwoman Sandra Bowden  
Commissioner Caroline Ginn  
Commissioner Kenneth Macht  
Councilman John McCaus  
Councilman Charles Neuberger  
Councilman Carl Pease  
Councilman Charles Wurmsiedt

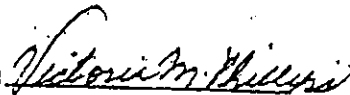
Aye  
Aye  
Aye  
Aye  
Aye  
Aye  
Aye  
Aye  
Aye



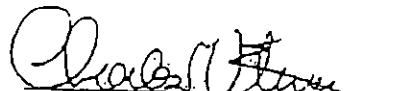
The Chairman thereupon declared the resolution duly passed and adopted this 14th day of July, 1999.

INDIAN RIVER COUNTY  
METROPOLITAN PLANNING ORGANIZATION

  
John W. Tippin, Chairman

ATTEST: 

APPROVED AS TO FORM AND  
LEGAL SUFFICIENCY

  
CHARLES P. VITUNAC  
MPO ATTORNEY

1. THIS INSTRUMENT IS NOT VALID