



INDIAN RIVER COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

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** – Vacant*

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 October 29, 2025, in Building B, First Floor Conference Room (B1-501), 1800 27th Street, Vero Beach.

- 1) Call to Order
- 2) Pledge of Allegiance
- 3) Approval of Minutes
August 13, 2025
Action Required
- 4) Recognition of Senior Resource Association (SRA) Award
No Action Required

- 5) **Status Report of MPO Advisory Committees**
No Action Required
- 6) **Review of FDOT Draft Tentative Five-Year Work Program for FY 2027-2031**
Action Required
- 7) **Consideration of the Draft 2050 Long Range Transportation Plan**
Action Required
- 8) **Consideration of a Transportation Improvement Program (TIP) Amendment**
Action Required
- 9) **Review of the Annual MPO Certification**
Action Required
- 10) **Other Business**
 - a. *2026 Meeting Schedule*
- 11) **Comments from the Public**
- 12) **Adjournment**

Next Meeting: MPO – December 10, 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.

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 at least seven days prior to the meeting.

METROPOLITAN PLANNING ORGANIZATION

A meeting of the Indian River County (IRC) Metropolitan Planning Organization (MPO) was held at 10:00 AM on Wednesday, August 13, 2025, in County Administration Building "B", First Floor Conference Room B1-501, 1800 27th 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:

Chairman, Mayor Bob McPartlan, City of Sebastian
Vice Chairman, Bob Auwaerter, Vice Mayor, Indian River Shores
Commissioner Joseph E. Flescher, District 2
Commissioner Joe Earman, District 3
Commissioner Deryl Loar, District 4
Commissioner Laura Moss, District 5
Aaron Vos, Council Member, City of Vero Beach
Linda Moore, Vice Mayor, City of Vero Beach
Ben Baker, Council Member, City of Fellsmere

Members Absent:

Commissioner Susan Adams, District 1 (excused)
Ed Dodd, Council Member, City of Sebastian (excused)
David Dyer, IRC School Board (excused)
Daniel McEvoy, Town of Orchid

Staff in Attendance:

Brian Freeman, MPO Staff Director
Mark Vietze, MPO Senior Planner
Patti Johnson, MPO Staff Assistant III/Recording Secretary

Others Present:

FDOT: Tony Norat, Marsha Taylor-Long, Victoria Peters, Victoria Williams, & Elzbieta (Ela) Krekora
St. Johns Improvement District: John F. Lang
Inspire Placemaking Collective: Eric Raasch & Haiden Lewis
Patel, Greene & Associates: Kelly Farabee
Vero Lake Estates: Tom Davis
Residents: Honey Minuse, Jeanette Anderson, & Ervin Cartwright

Call to Order.

Chair McPartlan called the meeting to order at 10:02 AM. It was noted that a quorum was present.

Approval of Minutes of the MPO Meeting June 11, 2025.

Action Required

Chair McPartlan asked if there were any additions or corrections to the MPO meeting minutes of June 11, 2025.

There being none, the item was open for motion.

ON MOTION by Commissioner Flescher and SECONDED by Commissioner Earman, the members voted (9-0) to approve the minutes of the Metropolitan Planning Organization June 11, 2025, meeting as presented.

Status Report of MPO Advisory Committees.

No Action Required

Mr. Freeman reviewed his memorandum, dated August 5, 2025, included in the agenda packet and on file in the MPO Office.

Consideration of the Safe Streets for All (SS4A) Action Plan.

Action Required

Mr. Freeman stated this is the final presentation on the Safe Streets for All (SS4A) Action Plan. Indian River County was awarded a grant to develop a safety action plan last year. Earlier this year we conducted a round of public involvement activities: open houses at four different locations throughout the community, a project website where we received approximately 500 responses either from a survey or an interactive map.

The consultant team has compiled a final report and prepared a presentation using those results, Mr. Eric Raash with Inspire Placemaking Collective and Ms. Kelly Farabee from Patel, Greene & Associates conducted the presentation.

Once the presentation concluded, Chair McPartlan opened the floor for any questions or comments.

Vice Mayor Moore commented the City of Vero Beach would like to have a traffic light installed on 20th Street, near the Courthouse. Commissioner Flescher stated a traffic control warrant study should be requested to validate this request.

Mr. Baker remarked there is a real safety concern on CR 512, from Willow Street to the Dollar General, where mothers are having to walk along the side of the road and it's dangerous.

There being no further comments, Chair McPartlan opened the floor for motion.

ON MOTION by Vice Chair Auwaerter and SECONDED by Vice Mayor Moore, the members voted (9-0) to approve the Safe Streets for All (SS4A) Action Plan, as presented.

Consideration of the Long Range Transportation Plan - Draft Cost Feasible Plan Concepts.

No Action Required

Mr. Freeman introduced William Roll, from Kimley-Horn and Associates, who provided a brief overview of the Long Range Transportation Plan (LRTP) Draft Cost Feasible Plan Concepts. Mr. Roll was there to answer questions. A copy of this presentation is on file in the MPO office.

Mr. Roll reminded the Committee that the deadline to approve this plan is December 2025. Failure to adopt the plan by the deadline risks the denial of federal funding for transportation projects. The next step in this process would be to develop a 25-year schedule for these projects.

Mr. Freeman stated this is an informational item, but we are soliciting comments.

Mr. Roll asked the board which of the four choices not currently included in the cost feasible plan would be at the top of the list to potentially add if funds are available, (CR 512, 53rd Street, 12th Street and 43rd Avenue). The consensus of the board was first - CR 512 and second - 43rd Avenue.

Mr. Ervin Cartwright and Ms. Jeanette Anderson (Wabasso residents) stated their concerns over CR 510. They expounded they would like to see the Wabasso area receive assistance with traffic issues, among other things. Mr. Roll said he would like to speak with both of them after the meeting to obtain more information.

Mr. Vos would like to receive a copy of the grid map from the Comprehensive Plan and Mr. Freeman said he would send him that document.

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

This is an informational item, looking only for comments, no action.

Consideration of Transportation Improvement Program (TIP) Roll-Forward Amendment.
Action Required

Mr. Freeman stated this is an administrative exercise which is done every year because the State's fiscal year starts July 1st and the federal fiscal year starts October 1st. Projects which have funds left are rolled forward so that projects may be completed.

Chair 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 Flescher and SECONDED by Vice Mayor Moore, the members voted (9-0) to approve the Transportation Improvement Program (TIP) Roll-Forward Amendment, as presented.

Consideration of a Transportation Improvement Program (TIP) Amendment for Federal Transit Administration Funds.

Action Required

Mr. Freeman commented that FDOT has requested the MPO approve an amendment to the Transportation Improvement Program (TIP) adopted by the Indian River County MPO for FY 2025-2029. This amendment reflects the amount of federal funding awarded to Indian River County during the current fiscal year for transit operating and capital assistance.

Staff recommends the MPO approve the amendment.

Chair 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 Loar and SECONDED by Commissioner Flescher, the members voted (9-0) to approve a Transportation Improvement Program (TIP) Amendment for Federal Transit Administration Funds, as presented.

Review of the Public Participation Plan Annual Evaluation for FY 2024/25.

No Action Required

Mr. Freeman remarked this is not so much of an evaluation, but an overview of the public involvement activities the MPO has participated in over the past year. This is a part of the Unified Planning Work Program (UPWP), and it covers from July 1st through June 30th period.

A couple of things to highlight: The bike rodeo program continued during this time frame, and we were able to reach almost 1,200 children, providing them helmets and bike safety instruction. Workshops were conducted on the 2050 Long Range

Transportation Plan and Safe Streets 4 All Action Plan. All objectives were achieved

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

Consideration of the Amendment to the MPO Agreement.

No Action Required

Mr. Freeman stated on December 11, 2024 the MPO board approved an amendment to the FY 2024/25-2025/26 Unified Planning Work Program (UPWP). This is the MPO's budget and description of upcoming transportation activities for those two fiscal years.

FDOT has prepared an amendment to this agreement which incorporates the additional funds. FDOT requested the MPO Staff Director approve the amendment on June 30, 2025. Pursuant to MPO Resolution 99-02 allows such administrative amendments, with the requirement that the MPO Staff Director provide a status report to the advisory committees at their next regularly scheduled meetings. This is the required staff report.

Chair McPartlan asked if there were any questions or comments.

There were none.

As this was an informational item, no action is required.

Other Business.

There were none.

Comments from the Public.

There were none.

Adjournment

There being no further business, the meeting was adjourned at 11:01 AM.

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

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

THROUGH: Ryan Sweeney
Acting Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: October 21, 2025

SUBJECT: Status Report of MPO Advisory Committees

It is requested that the information presented herein be given formal consideration by the Indian River County Metropolitan Planning Organization (MPO) at its meeting of October 29, 2025.

Transportation Disadvantaged Local Coordinating Board (TDLCB)

At its August 28th meeting, the TDLCB reviewed and approved Progress Report/Reimbursement Invoice #4 for FY 2024/25, the Actual Expenditure Report for FY 2024/25, and an amendment to the Transportation Disadvantaged Service Plan for FY 2025/26. The TDLCB also assigned members to its subcommittee for the Community Transportation Coordinator annual evaluation.

Technical Advisory Committee (TAC) / Citizens Advisory Committee (CAC) / Bicycle and Pedestrian Advisory Committee (BPAC)

The TAC, CAC, and BPAC are scheduled to conduct a joint meeting on October 28, 2025. At the October 29th MPO meeting, MPO staff will provide an update on the joint TAC/CAC/BPAC meeting.

Upcoming Meetings

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

TDLCB Meeting: November 20, 2025, 2025 – 10:00 am

CAC Meeting: December 2, 2025 – 2:00 pm

TAC Meeting: December 5, 2025 – 10:00am

MPO Meeting: December 10, 2025 – 10:00 am

BPAC Meeting: January 27, 2026 – 2:00 pm

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

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

THROUGH: Ryan Sweeney
Acting Planning & Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Mark Vietze
Senior Planner

DATE: October 21, 2025

SUBJECT: **Review of FDOT Draft Tentative Five-Year Work Program for Fiscal Years 2027 through 2031**

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 October 29, 2025.

DESCRIPTION AND CONDITIONS

At the October 29th MPO meeting, FDOT will present the FY 2027 - 2031 Draft Tentative Five-Year Work Program (Attachment #1). The work program, which is FDOT's project programming and financing schedule for transportation projects within the MPO area, must be developed with consideration of the MPO's 2025 highway, regional, congestion management process, transit, and bicycle/pedestrian priorities. Prior to FDOT transmitting the work program to the state legislature for ultimate approval later in the fiscal year, the MPO must approve the work program.

According to state and federal requirements, FDOT's work program must be developed cooperatively with the MPO and local governments. The MPO's input into FDOT's process of developing its FY 2027 - 2031 Draft Tentative Five-Year Work Program actually began with the MPO's June submittal to FDOT of its 2025 List of Priority Projects, which identifies the MPO's priorities for highway, regional, congestion management process, transit, and bicycle/pedestrian projects. According to established procedures, FDOT had to consider the MPO's project priorities in developing a new fifth year (FY 2031) of its Draft Tentative Five-Year Work Program.

In accordance with state law, MPOs must approve the work program prior to the District office sending it to Tallahassee for ultimate approval by the legislature during the upcoming legislative session.

ANALYSIS

FDOT's Draft Tentative Five-Year Work Program is both the basis for the Transportation Improvement Program (TIP) that the MPO must prepare annually and is also the FDOT's schedule for undertaking transportation projects in the area. After approval by the MPO, the Draft Work Program will be formally transmitted to FDOT for approval.

2025 Priority Highway Projects

FDOT has been able to add funding in Indian River County for several MPO priorities. The following table identifies MPO priority highway projects that were considered in the development of the work program.

MPO Roadway Priorities in the Draft Tentative Work Program

Priority	Roadway	Segment Limits	Improvement	Phase(s) Funded ¹
1	45th St	58th Ave – 43rd Ave	Complete Street Retrofit	PE
2	CR 510	CR 512 – 58th Ave	Widen to 4 lanes	ROW, CST
3	CR 510	58th Ave – US 1	Widen to 4 lanes	ROW
4	82nd Ave	26th St – 69th St	New road construction	ROW
6	US 1	@ Aviation Blvd	Intersection improvement	PE, ROW
7	Aviation Blvd	43 rd Ave – US 1	Widen to 4 lanes	PDE, PE

¹Project phases: PDE – Project Development and Environmental study; PE – Preliminary Engineering; ROW – Right-of-Way Acquisition; CST – Construction. Note: Phases may be partially funded.

2025 Priority Regional Projects

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

Earlier this year, the MPO designated the widening of CR 512 from Willow Street to I-95 as its *#1 Regional Priority*. On May 1st, the TCTC formally added the CR 512 widening project to the regional prioritization list. In developing the new work program, FDOT has programmed \$6 million in TRIP funds for construction in FY 2031 and has indicated additional funds will be programmed next year for FY 2032.

2025 Priority Bicycle & Pedestrian Projects

The Transportation Alternatives Program (TAP) includes on-road and off-road pedestrian and bicycle facilities that have a direct relationship to the intermodal transportation system. For stand-alone projects, TAP is the primary method for programming the MPO's Bicycle and Pedestrian Priorities. Generally, projects added to the Bike-Ped Priorities List will first be identified in the MPO's Bicycle and Pedestrian Master Plan, which was updated last year.

FDOT has programmed the following MPO Bicycle & Pedestrian Priorities with Transportation Alternatives funds:

- *Bike-Ped Priority #1*: 43rd Avenue sidewalk project between 45th Street and 49th Street (construction funded in 2027).
- *Bike-Ped Priority #1*: 41st Street sidewalk project from 32nd Avenue to US 1 (construction funded in 2029).

Other Projects

In addition to the Highway and Transportation Alternatives projects described above, there are several other noteworthy projects reflected in the work program. Those include funding for the transit system and projects at the Vero Beach and Sebastian airports. Also, FDOT has provided additional funding for the resurfacing and/or reconstruction of several County and State Roads, including US 1, SR A1A, SR 60, CR 512, and 43rd Avenue.

RECOMMENDATION

Staff recommends that the MPO review FDOT's Draft Tentative Work Program for Fiscal Years 2027 through 2031, consider the presentation, and approve the Draft Tentative Work Program.

ATTACHMENTS

1. FDOT Draft Tentative Work Program for 2026/27 – 2030/31

DISTRICT 4



TENTATIVE WORK PROGRAM PUBLIC HEARING REPORT

FISCAL YEAR 2027 TO FISCAL YEAR 2031



INDIAN RIVER COUNTY DETAIL REPORT

AS OF **10/10/2025 10:25 AM** SUBJECT TO CHANGE

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT 4
PROJECTS FUNDED JULY 1, 2026 TO JUNE 30, 2031
VISIT US AT WWW.FDOT.GOV/WPPH/DISTRICT4

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 10, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Highways****230879-3 - 82ND AVE FROM 26TH STREET TO 69TH STREET**

Type of Work: NEW ROAD CONSTRUCTION

Phase	Fund Code	2027	2028	2029	2030	2031
Right of Way	ACSA	\$100,000	\$1,459,722			
	ACSM	\$331,897		\$400,000		
	ACSN	\$697,652	\$663,680			
Total for Project 230879-3		\$1,129,549	\$2,123,402	\$400,000		

405606-3 - CR-510/85TH ST FROM W OF 82ND AVE TO 58TH AVE

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2027	2028	2029	2030	2031
Right of Way	ACCM	\$590,581				
	ACSL	\$1,025,429	\$2,371,766			
Total for Project 405606-3		\$1,616,010	\$2,371,766			

405606-4 - CR-510/85TH ST FROM CR-512 TO W OF 82ND AVE

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2027	2028	2029	2030	2031
Right of Way	ACSL		\$300,000			
	ACSM		\$512,727			
Total for Project 405606-4			\$812,727			

405606-8 - CR-510/85TH ST TO 87TH ST. TO WEST OF 82ND AVE

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	ACCM				\$2,574,339	
	ACSA				\$17,199,186	
	ACSL				\$2,317,359	\$1,494,867
	ACSM				\$575,148	
	ACSN				\$750,111	
Railroad & Utilities	LF			\$38,046	\$2,772,404	
Total for Project 405606-8				\$38,046	\$26,188,547	\$1,494,867

413048-2 - SR-9/I-95 @ OSLO ROAD INTERCHANGE

Type of Work: INTERCHANGE (NEW)

Phase	Fund Code	2027	2028	2029	2030	2031
Right of Way	ACNP		\$221,027			
Total for Project 413048-2			\$221,027			

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 10, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Highways****413048-5 - I-95/SR-9 @ OSLO ROAD INTERCHANGE**

Type of Work: LANDSCAPING

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	DDR				\$1,335,678	
	DIH				\$56,259	
Preliminary Engineering	DIH		\$19,958			
	DS		\$249,480			
Total for Project 413048-5			\$269,438		\$1,391,937	

427804-4 - INDIAN RIVER CTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM

Type of Work: TRAFFIC SIGNALS

Phase	Fund Code	2027	2028	2029	2030	2031
Operations	DDR	\$243,054				
	DITS	\$217,766				
Total for Project 427804-4		\$460,820				

441692-1 - CR-510 FROM 58TH AVENUE TO E SR-5/US-1

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2027	2028	2029	2030	2031
Right of Way	ACCM					\$926,756
	ACSL					\$1,158,992
	ACSM					\$199,500
	ACSN					\$660,400
Total for Project 441692-1						\$2,945,648

441693-1 - SR-5/US-1 AT AVIATION BOULEVARD

Type of Work: INTERSECTION IMPROVEMENT

Phase	Fund Code	2027	2028	2029	2030	2031
Right of Way	DDR				\$4,632,500	\$11,000,000
	DIH	\$83,000	\$25,000			
Total for Project 441693-1		\$83,000	\$25,000		\$4,632,500	\$11,000,000

444270-3 - 43RD AVENUE 1ST STREET SW TO 6TH STREET

Type of Work: RESURFACING

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	LF		\$1,067,850			
	GRSC		\$1,650,000	\$1,553,550		
Total for Project 444270-3			\$2,717,850	\$1,553,550		

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 10, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Highways****445618-1 - SR-A1A OVER SEBASTIAN INLET- BRIDGE REPLACEMENT**

Type of Work: BRIDGE REPLACEMENT

Phase	Fund Code	2027	2028	2029	2030	2031
Contract Incentives	DDR				\$1,000,000	
Right of Way	ACBR	\$40,515				
Total for Project 445618-1		\$40,515			\$1,000,000	

445618-2 - SR-A1A FROM SAND DOLLAR LANE TO S. OF SEBASTIAN INLET BRIDGE

Type of Work: RESURFACING

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	ACNR			\$2,732,515		
	ACSA			\$2,195,797		
	LF			\$30,525		
	DDR			\$6,416,749		
	DIH			\$84,658		
	DS			\$1,602,122		
Total for Project 445618-2				\$13,062,366		

448443-1 - SR-60 FROM 21 AVE TO INDIAN RIVER BLVD AND 11 AVE FROM SR-60 TO US-1

Type of Work: RESURFACING

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	ACNR			\$2,431,212		
	LF			\$203,690		
	DDR			\$3,583,356		
	DIH			\$82,039		
	DS			\$700,193		
Railroad & Utilities	DS		\$100,000			
Total for Project 448443-1			\$100,000	\$7,000,490		

448444-1 - SR-60 FROM EAST OF FORT DRUM WILDLIFE ENTRANCE TO WEST OF CR-512

Type of Work: RESURFACING

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	ACNR				\$4,715,351	
	DDR				\$8,827,295	\$1,382,726
	DIH				\$97,484	
	DS				\$2,920,358	
Total for Project 448444-1					\$16,560,488	\$1,382,726

449332-1 - CR-512 FROM EAST OF I-95 TO WEST OF 106TH AVENUE

Type of Work: WIDEN/RESURFACE EXIST LANES

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	ACSA	\$3,485,113				
	LF	\$12,880				
Total for Project 449332-1		\$3,497,993				

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 10, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Highways****449700-1 - 43RD AVENUE FROM 5TH STREET SW TO 1ST STREET SW**

Type of Work: RESURFACING

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	LF				\$773,250	
	GRSC				\$784,000	
	SCED				\$512,821	
	SCOP				\$518,974	
	SCWR				\$503,955	
Total for Project 449700-1					\$3,093,000	

449812-1 - SR-5/US-1/FEDERAL HWY FROM N OF 87 ST TO S OF SEBASTIAN BLVD

Type of Work: RESURFACING

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	ACNR	\$1,084,810				
	LF	\$13,484				
	DDR	\$6,329,895				
	DIH	\$122,217				
	DS	\$3,649,436				
Total for Project 449812-1		\$11,199,842				

449818-1 - SR-A1A FROM INDIAN RIVER/ST. LUCIE COUNTYLINE TO JASMINE LANE

Type of Work: RESURFACING

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	DDR	\$12,229,007				
	DIH	\$85,413				
Total for Project 449818-1		\$12,314,420				

451368-1 - AVIATION BOULEVARD FROM 43RD AVE TO SR-5/US-1

Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2027	2028	2029	2030	2031
PD & E	ACCM			\$200,000		
	ACSA		\$500,000	\$5,000		
	ACSL			\$1,885,748		
	ACSN			\$660,400		
Preliminary Engineering	ACCM					\$800,000
	ACSA					\$10,000
Total for Project 451368-1			\$500,000	\$2,751,148		\$810,000

Draft Tentative Five-Year Work Program Public Hearing Detail Report - As of October 10, 2025

July 1, 2026 through June 30, 2031

Florida Department of Transportation - District Four

INDIAN RIVER COUNTY**Highways****452995-1 - 43RD AVENUE SIDEWALK FROM 45TH STREET TO 49TH STREET**

Type of Work: SIDEWALK

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	TALL	\$361,305				
	TALT	\$761,474	\$404,403			
	LF	\$42,000				
Total for Project 452995-1		\$1,164,779	\$404,403			

453327-1 - 45TH STREET/N GIFFORD RD FROM 58TH AVENUE TO 43RD AVENUE

Type of Work: BIKE LANE/SIDEWALK

Phase	Fund Code	2027	2028	2029	2030	2031
Preliminary Engineering	ACSA	\$400,000				
Total for Project 453327-1		\$400,000				

454444-1 - CR-510/85TH ST/WABASSO ROAD - FEC RR TO US 1

Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM

Phase	Fund Code	2027	2028	2029	2030	2031
Railroad & Utilities	ACSA			\$210,000		
	ACSL			\$300,000		
	ACSM			\$100,000		
	ACSN			\$100,000		
Total for Project 454444-1				\$710,000		

456646-1 - SR-60/BEACHLAND BLVD BRIDGE OVER ICWW

Type of Work: BRIDGE-REPAIR/REHABILITATION

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	BRRP					\$2,212,589
	DIH					\$85,464
Preliminary Engineering	BRRP		\$150,000	\$257,558		
	DIH		\$27,714			
Total for Project 456646-1			\$177,714	\$257,558		\$2,298,053

457095-1 - 41ST STREET FROM 32ND AVENUE TO US HIGHWAY 1

Type of Work: SIDEWALK

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	TALL			\$298,643		
	TALT			\$623,316		
	LF			\$143,341		
Preliminary Engineering	TALT	\$5,000				
Total for Project 457095-1		\$5,000		\$1,065,300		

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July 1, 2026 through June 30, 2031
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INDIAN RIVER COUNTY

Highways

457178-1 - SR-9/I-95 INDIAN RIVER COUNTY-INCLUDES SMALL PIECE IN ST LUCIE COUNTY
Type of Work: GUARDRAIL

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	ACSS		\$7,833,669			
	SSI		\$2,206,402			
Preliminary Engineering	SSI	\$1,128,098				
Total for Project 457178-1		\$1,128,098	\$10,040,071			

457317-1 - CR-512 FROM WILLOW STREET TO SR-9/I-95
Type of Work: ADD LANES & RECONSTRUCT

Phase	Fund Code	2027	2028	2029	2030	2031
Construction	LF					\$16,765,681
	TRIP					\$5,000,000
	TRWR					\$1,000,000
Total for Project 457317-1						\$22,765,681

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INDIAN RIVER COUNTY**Maintenance****233666-1 - INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY**

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	D	\$220,000	\$220,000	\$220,000		
Total for Project 233666-1		\$220,000	\$220,000	\$220,000		

233666-2 - INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM BRIDGES

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	D	\$40,000	\$40,000			
Total for Project 233666-2		\$40,000	\$40,000			

234242-1 - INDIAN RIVER INTERSTATE ROADWAY

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	D	\$15,000	\$15,000	\$15,000		
Total for Project 234242-1		\$15,000	\$15,000	\$15,000		

234242-2 - INDIAN RIVER INTERSTATE BRIDGES

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	D	\$25,000	\$25,000			
Total for Project 234242-2		\$25,000	\$25,000			

451293-2 - INDIAN RIVER COUNTY MOWING

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	D	\$325,000	\$325,000			
Total for Project 451293-2		\$325,000	\$325,000			

451293-3 - INDIAN RIVER COUNTY MOWING

Type of Work: ROUTINE MAINTENANCE

Phase	Fund Code	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	D			\$400,000	\$400,000	\$400,000
Total for Project 451293-3				\$400,000	\$400,000	\$400,000

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INDIAN RIVER COUNTY

Maintenance

451584-1 - INDIAN RIVER COUNTY JPA SIGNAL MAINTENANCE & OPS ON STATE HWY SYSTEM
Type of Work: TRAFFIC SIGNALS

Phase	Fund Code	2027	2028	2029	2030	2031
Bridge/Roadway/Contract Maintenance	D		\$701,387	\$608,350	\$836,608	\$655,504
Total for Project 451584-1			\$701,387	\$608,350	\$836,608	\$655,504

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INDIAN RIVER COUNTY**Modal Development: Aviation****451538-1 - VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM**

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	FAA		\$1,800,000			
	LF		\$100,000			
	DPTO		\$100,000			
Total for Project 451538-1			\$2,000,000			

453379-1 - SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT ACCESS ROAD AND UTILITIES WEST

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	LF		\$200,000	\$200,000		
	DPTO		\$800,000	\$800,000		
Total for Project 453379-1			\$1,000,000	\$1,000,000		

453383-1 - VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R -

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	FAA	\$1,980,000				
	LF	\$110,000				
	DPTO	\$110,000				
Total for Project 453383-1		\$2,200,000				

454897-1 - VERO BEACH REGIONAL AIRPORT EXT/MARK/LIGHT TWY E WEST OF RWY 4

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	FAA			\$3,400,000		
	LF			\$1,300,000		
	DPTO			\$1,300,000		
Total for Project 454897-1				\$6,000,000		

454901-1 - VERO BEACH REGIONAL AIRPORT-EXTEND RWY 4/22, PHASE 1 ENVIRONMENTAL

Type of Work: AVIATION ENVIRONMENTAL PROJECT

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	FAA		\$360,000			
	LF		\$20,000			
	DPTO		\$20,000			
Total for Project 454901-1			\$400,000			

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INDIAN RIVER COUNTY**Modal Development: Aviation****454998-1 - SEBASTIAN MUNICIPAL AIRPORT UPDATE AIRPORT MASTERPLAN**

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	FAA		\$450,000			
	LF		\$25,000			
	DPTO		\$25,000			
Total for Project 454998-1			\$500,000			

455011-1 - SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT GOLF APRON PHASE 1

Type of Work: AVIATION CAPACITY PROJECT

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	LF	\$300,000				
	DPTO	\$1,200,000				
Total for Project 455011-1		\$1,500,000				

457138-1 - SEBASTIAN MUNICIPAL AIRPORT

Type of Work: AVIATION SECURITY PROJECT

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	LF		\$100,000			
	DPTO		\$400,000			
Total for Project 457138-1			\$500,000			

457146-1 - SEBASTIAN MUNICIPAL AIRPORT

Type of Work: AVIATION PRESERVATION PROJECT

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	FAA			\$270,000		
	LF			\$15,000		
	DPTO			\$15,000		
Total for Project 457146-1				\$300,000		

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INDIAN RIVER COUNTY**Modal Development: Transit****407182-4 - SECTION 5311 FORMULA INDIAN RIVER CO NON-UZA OPERATING**

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Fund Code	2027	2028	2029	2030	2031
Operations	DU	\$53,188	\$56,299	\$63,714	\$64,263	\$68,740
	LF	\$110,375	\$114,455	\$121,801	\$126,673	\$131,740
Total for Project 407182-4		\$163,563	\$170,754	\$185,515	\$190,936	\$200,480

407190-2 - SECTION 5307 FORMULA INDIAN RIVER CO VERO BEACH/SEBASTIAN UZA SMALL

Type of Work: PURCHASE VEHICLES/EQUIPMENT

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	FTA	\$2,840,000	\$2,840,000	\$2,840,000	\$2,840,000	\$2,840,000
Total for Project 407190-2		\$2,840,000	\$2,840,000	\$2,840,000	\$2,840,000	\$2,840,000

407190-6 - INDIAN RIVER COUNTY BLOCK GRANT

Type of Work: OPERATING/ADMIN. ASSISTANCE

Phase	Fund Code	2027	2028	2029	2030	2031
Operations	LF	\$795,220	\$819,077	\$819,077	\$851,840	\$885,914
	DDR	\$795,220	\$819,077	\$819,077		\$552,222
	DPTO				\$851,840	\$333,692
Total for Project 407190-6		\$1,590,440	\$1,638,154	\$1,638,154	\$1,703,680	\$1,771,828

445728-1 - SECTION 5339 FORMULA INDIAN RIVER CO VERO BEACH/SEBASTIAN UZA SMALL

Type of Work: CAPITAL FOR FIXED ROUTE

Phase	Fund Code	2027	2028	2029	2030	2031
Capital	FTA	\$240,000	\$240,000	\$240,000	\$240,000	\$240,000
Total for Project 445728-1		\$240,000	\$240,000	\$240,000	\$240,000	\$240,000

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INDIAN RIVER COUNTY

Transportation Planning

439327-6 - INDIAN RIVER FY2026/2027-2027/2028 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2027	2028	2029	2030	2031
Planning	ACPL	\$609,672	\$609,672			
Total for Project 439327-6		\$609,672	\$609,672			

439327-7 - INDIAN RIVER FY2028/2029-2029/2030 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2027	2028	2029	2030	2031
Planning	ACPL			\$609,672	\$609,672	
Total for Project 439327-7				\$609,672	\$609,672	

439327-8 - INDIAN RIVER FY2030/2031-2031/2032 UPWP

Type of Work: TRANSPORTATION PLANNING

Phase	Fund Code	2027	2028	2029	2030	2031
Planning	ACPL					\$609,672
Total for Project 439327-8						\$609,672

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Fund Codes

Federal	ACBR - ADVANCE CONSTRUCTION (BRT)	ACCM - ADVANCE CONSTRUCTION (CM)	ACNP - ADVANCE CONSTRUCTION NHPP
	ACNR - AC NAT HWY PERFORM RESURFACING	ACPL - ADVANCE CONSTRUCTION PLANNING	ACSA - ADVANCE CONSTRUCTION (SA)
	ACSL - ADVANCE CONSTRUCTION (SL)	ACSM - STBG AREA POP. W/ 5K TO 49,999	ACSN - ADVANCE CONSTRUCTION (SN)
	ACSS - ADVANCE CONSTRUCTION (SS,HSP)	DU - STATE PRIMARY/FEDERAL REIMB	FAA - FEDERAL AVIATION ADMIN
	FTA - FEDERAL TRANSIT ADMINISTRATION	TALL - TRANSPORTATION ALTS- <200K	TALT - TRANSPORTATION ALTS- ANY AREA
Local	LF - LOCAL FUNDS		
State	BRRP - STATE BRIDGE REPAIR & REHAB	D - UNRESTRICTED STATE PRIMARY	DDR - DISTRICT DEDICATED REVENUE
	DIH - STATE IN-HOUSE PRODUCT SUPPORT	DITS - STATEWIDE ITS - STATE 100%.	DPTO - STATE - PTO
	DS - STATE PRIMARY HIGHWAYS & PTO	GRSC - GROWTH MANAGEMENT FOR SCOP	SCED - 2012 SB1998-SMALL CO OUTREACH
	SCOP - SMALL COUNTY OUTREACH PROGRAM	SCWR - 2015 SB2514A-SMALL CO OUTREACH	SSI - STATEWIDE SAFETY INITIATIVES
	TRIP - TRANS REGIONAL INCENTIVE PROGM	TRWR - 2015 SB2514A-TRAN REG INCT PRG	

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County Metropolitan Planning Organization

THROUGH: Ryan Sweeney
Acting Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: October 21, 2025

SUBJECT: **Consideration of the Draft 2050 Long Range Transportation Plan**

It is requested that the information presented herein be given formal consideration by the MPO at its meeting of October 29, 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. Earlier this year, Kimley-Horn 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. Also, during the month of April, the MPO coordinated with the Consultants to conduct a series of public workshops throughout the county. During the month of August, the Consultants prepared a preliminary list of cost feasible plan projects, which was presented at the August 5th joint meeting of the TAC/CAC/BPAC, the August 12th MPO meeting, and three public workshops conducted on August 21st in Gifford, Sebastian, and Vero Beach.

Attached is the draft Long Range Transportation Plan final report. Included in the report is the set of cost-feasible projects through the horizon year of 2050. At its October 28th meeting, the MPO is scheduled to approve the LRTP final report and open a 30-day comment period. Final adoption of the LRTP is scheduled for the December 10th MPO meeting.

ANALYSIS

Earlier this year, a Needs Assessment was prepared that identifies all projects needed to address future congestion deficiencies on the County's roadway network. After projecting the cost of those projects as well as future transportation revenues, staff and consultants determined that not all of the Needs Plan projects would be affordable in Indian River County by 2050.

The attached LRTP includes a set of affordable transportation improvements through the year 2050 (see pages 4-8 through 4-14). This set of cost-feasible projects includes the following projects, several of which are long-standing MPO priorities:

- CR 510: widen to four lanes from CR 510 to US 1.
- US 1: widen to six lanes from 53rd Street to CR 510.
- 53rd Street: new two-lane road from 66th Avenue to 58th Avenue.
- Aviation Blvd. Extension: new two-lane from US 1 to 35th Lane (west side of Cleveland Clinic).
- 82nd Avenue: new two-lane road from 26th Street to Concha Drive.
- Aviation Blvd.: widen to four lanes from 43rd Avenue to US 1.
- CR 512: widen to four lanes from Willow Street to I-95.
- 26th Street: widen to four lanes from 66th Avenue to 43rd Avenue.
- 45th Street: multimodal improvements from 58th Avenue to 43rd Avenue.
- Indian River Blvd.: strategic improvements from US 1 to 37th Street.
- 43rd Avenue: widen to four lanes from St. Lucie County line to 18th Street (partially funded).
- CR 512: widen to six lanes from I-95 to CR 510 (partially funded).

That set of projects has been organized into an implementation schedule based on projected financial resources.

As structured, the 2050 LRTP accommodates travel demand projected through the year 2050. The plan is multi-modal, incorporating highway, transit, and bicycle/pedestrian improvements. Accordingly, the plan will be the basis for developing the MPO's future priority projects lists and transportation improvement programs. It will also serve as a guide for programming federal, state, and local transportation funds through 2050.

RECOMMENDATION

Staff recommends that the MPO review the attached draft of the 2050 Long Range Transportation Plan update, consider the consultant presentation, approve the Draft LRTP, and open the 30-day public comment period.

ATTACHMENT

1. Indian River County MPO 2050 Long Range Transportation Plan Update



INDIAN RIVER COUNTY
mpo
METROPOLITAN PLANNING ORGANIZATION

Indian River County MPO 2050 LRTP



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CHAPTER 1

INTRODUCTION



1.0 INTRODUCTION

The Indian River County 2050 Long Range Transportation Plan (LRTP) is a comprehensive, multimodal blueprint designed to guide the development and enhancement of the county's transportation network over the next 25 years. Developed through close coordination with local municipalities, regional agencies, and state partners, and shaped by meaningful public and stakeholder input, the plan reflects a shared vision for a safe, efficient, and accessible transportation system. It is fiscally constrained to ensure financial feasibility and compliance with applicable state and federal requirements. The LRTP delivers countywide benefits while striving to avoid disproportionate adverse impacts to any community and supports a balanced approach to mobility that includes roadway improvements, transit, bicycle, pedestrian, and freight infrastructure.

The plan considers the adopted Comprehensive Plan for Indian River County and its municipalities and adheres to federal standards for metropolitan transportation planning. Appendix A provides a checklist demonstrating how and where long range transportation planning requirements identified in State Statutes and Federal Regulations have been addressed.

1.1 PURPOSE OF THE LRTP

The purpose of the LRTP is to establish a federally required framework for addressing both short- and long-term multimodal transportation needs within the Metropolitan Planning Organization's (MPO) planning area. The LRTP identifies a fiscally constrained set of projects that align with projected revenues, ensuring that planned improvements are financially feasible and sustainable. These projects are designed to meet the evolving demands of the county's transportation network, enhance mobility across all modes of travel, expand travel choices, and improve safety for all users. Through strategic planning and investment, the LRTP supports a resilient and efficient transportation system that meets future needs while complying with federal and state planning requirements.

1.2 LEGISLATION AND GUIDANCE

The development of the Indian River County 2050 Long Range Transportation Plan (LRTP) is guided by the Infrastructure Investment and Jobs Act (IIJA), which reauthorizes and builds upon the Fixing America's Surface Transportation Act (FAST) Act of 2015 and the Moving Ahead for Progress in the 21st Century (MAP-21) Act of 2012. While the previous LRTP (Connecting IRC 2045) was shaped by the priorities and requirements of the FAST Act, the 2050 LRTP reflects the expanded vision and updated policy direction introduced under the IIJA. The legislation emphasizes resilience, equity, sustainability, and innovation, introducing new priorities to address contemporary transportation challenges such as climate change, emerging technologies, and infrastructure modernization. The LRTP aligns with these federal mandates to ensure consistency, eligibility for funding, and responsiveness to evolving national and regional transportation goals.

CHAPTER 2

VISION, GOALS, OBJECTIVES, POLICIES, AND PERFORMANCE



2.0 GOALS, OBJECTIVES, POLICIES, AND PERFORMANCE

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.

2.1 GOALS

The MPO is committed to developing a comprehensive and effective transportation strategy guided by a structured framework of goal elements. These goals serve as the foundation for planning and decision-making, each supported by measurable objectives that promote accountability and enable progress tracking. To evaluate success, each objective is further reinforced by specific performance measures and indicators, providing quantifiable metrics that help assess outcomes over time.

In addition to objectives and performance measures, each goal is also supported by corresponding policies that help translate strategic intent into actionable guidance. This integrated approach fosters transparency, encourages continuous improvement, and ensures that transportation initiatives align with the broader vision for a safer, more efficient, and sustainable transportation system serving all communities in Indian River County.

GOAL 1 – EFFICIENCY

Goal 1 is defined as providing an efficient transportation system that is connected, responsive, aesthetically pleasing, and meets the needs of all users. The supporting objectives, policies, and performance measures and performance indicators are listed below.

- 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
 - Performance Indicator 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
 - Performance Indicator 1.02.1.1 – Hurricane evacuation clearance time measured through actual event
 - Performance Indicator 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
 - Performance Indicator 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
 - Performance Indicator 1.04.1 – 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
 - Performance Indicator 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 Roadway Improvement Sets
 - Performance Measure 1.06.1.1 – Percent of Person Trips that are Reliable (50% of Person-Miles (Non-Interstate) and 75% of Person-Miles (Interstate))

GOAL 2 – MOBILITY

Goal 2 is defined as enhancing mobility for people and freight and provide travel alternatives. The supporting objectives, policies, and performance measures and indicators are listed below.

- 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
 - Performance Indicator 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
 - Performance Indicator 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
 - Performance Indicator 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
 - Policy 2.04.2 – Implement bicycle facility improvements consistent with the adopted Bicycle/ Pedestrian Plan
 - Performance Indicator 2.04.1.1 – Percentage of roadways meeting adopted level of service standard
- 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

- o Policy 2.05.2 – Adapt abandoned railroad corridors, roadway alignments and military trails for bicycle facilities, wherever possible
 - Performance Indicator 2.05.1.1 – Average annual number of new bicycle facilities added during the period from 2025 to 2050
- Objective 2.06 – Enhance freight mobility by ensuring that the Truck Travel Time Reliability (TTTR) index on the Interstate Highways is less than 2.00
 - o Policy 2.06.1 – Implement the freight mobility improvements identified in the 2050 Cost Feasible Plan
 - Performance Indicator 2.06.1.1 – TTTR on the Interstate Highway System (Truck Travel Time Reliability (TTTR) index on the Interstate Highways is less than 2.00)
- 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
 - o Policy 2.07.1 – Add bus shelters and improve hubs consistent with the Transit Development Plan
 - Performance Indicator 2.07.1.1 – Number of new shelters/improved transit hubs

GOAL 3 – ENVIRONMENTAL PROTECTION

Goal 3 is defined as protecting the natural and social environment. The supporting objectives, policies, and performance measures and indicators are listed below.

- 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
 - o Policy 3.01.1 – Implement the transportation improvements identified in the 2050 Cost Feasible Plan
 - Performance Indicator 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
 - o Policy 3.02.1 – Implement the transportation improvements in the 2050 Cost Feasible Plan
 - Performance Indicator 3.02.1.1 – Centerline miles of collector roadways with six or more lanes
- Objective 3.03 – Increase resiliency of transportation infrastructure
 - o Policy 3.03.1 – Incorporate higher elevations, increased drainage capacity, and more resilient construction materials as appropriate into new projects
 - Performance Indicator 3.03.1.1 – Percentage of new projects incorporating enhanced features

GOAL 4 – SAFETY

Goal 4 is defined as maintaining a safe transportation system for all users. The supporting objectives, policies, and performance measures and indicators are listed below

- 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
 - Performance Indicator 4.01.1.1 – Annual percent change in the number and rate of Fatalities
- Objective 4.02 – 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
 - Performance Measure 4.02.1.1 – Annual percent change in the number and rate of Serious Injuries
- Objective 4.03 – 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 Bicycle/Pedestrian Plan
 - Performance Measure 4.03.1.1 – Annual percent change in the number and rate of non-motorized crashes

GOAL 5 – SYSTEM PRESERVATION

Goal 5 is defined as preserving and maintaining the transportation system and transportation infrastructure. The supporting objectives, policies, and performance measures and indicators are listed below.

- 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
 - Performance Measure 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 5.02.01 – Evaluate the structural integrity of bridges on the major road network and implement rehabilitation projects as appropriate in coordination with FDOT
 - Performance Measure 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
 - Performance Indicator 5.03.1.1 – Funding included for maintenance and operations

GOAL 6 – IMPLEMENTATION

Goal 6 is defined as ensure effective execution of improvements and maintenance. The supporting objectives, policies, and performance measures and indicators are listed below.

- 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
 - Performance Measure 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

2.2 DEVELOPMENT OF THE GOALS OBJECTIVES, POLICIES, AND PERFORMANCE MEASURES & INDICATORS

Early in the planning process, the MPO developed goals, objectives, and performance measures and indicators to align closely with its long-term vision. These elements were crafted through a collaborative approach involving stakeholders, public input, and technical analysis to ensure they reflected community values and priorities. By establishing clear objectives and measurable outcomes from the outset, the MPO ensured that each step of the planning process could be evaluated for consistency with its overarching vision and strategic direction.

The MPO Goals, Objectives, and Performance Measures and Indicators 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) provides long-term funding for infrastructure planning and investment in surface transportation. The IIJA 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 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 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 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 (FEDERAL) PLANNING FACTORS

The federal legislation has established planning factors that address the relationship between transportation, land use, and economic development. The federal planning factors are applied to the 2050 LRTP and include the following:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety of the transportation system for motorized and non-motorized users
- Increase the security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system

- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
- 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 L RTP
- 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

A matrix showing consistency between the L RTP Goals and the planning factors from the IIJA is shown in Table 2-1.

Table 2-1. IIJA Goals and Planning Factors and 2050 L RTP Goals

IIJA Planning Factors	2050 L RTP Goals					
	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 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
Economic Vitality	•	•			•	•
Safety	•	•	•	•	•	
Security	•	•	•	•	•	
Movement of People & Freight	•	•		•	•	•
Environment & Quality of Life	•	•	•	•	•	
Integration / Connectivity	•	•		•	•	•

IIJA Planning Factors	2050 LRTP Goals					
	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 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
System Management & Operation	•	•		•		•
System Preservation		•			•	•
Resiliency	•	•	•	•	•	
Tourism	•	•		•		•

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 FTP Goals is shown in Table 2-2.

Table 2-2. 2050 LRTP Goals and FTP Goals Comparison

FTP 2045 Goals	2050 LRTP Goals					
	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 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
Safety and Security	•	•	•	•	•	
Resilience	•	•	•	•	•	
Efficiency	•	•				•
Transportation Choices	•	•		•	•	•
Economic Competitiveness	•	•			•	•
Quality Places	•	•	•		•	•
Environment	•	•	•	•	•	

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 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 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 (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)

2.3 INDIAN RIVER COUNTY MPO SYSTEM PERFORMANCE REPORT

Pursuant to federal guidance, FDOT and MPOs must apply a transportation performance management approach in carrying out their federally required transportation planning and programming activities. The process requires the establishment and use of a coordinated, performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

FDOT is required to establish statewide targets for the required performance measures. MPOs are required to either support the statewide targets or adopt their own. Based on this information, the Indian River MPO has adopted the transportation performance measure targets included in this section. In addition, local transit agencies must also adopt performance targets in their Transit Asset Management Plan (TAM). MPOs must consider including the TAM targets in their LRTP and TIP updates.

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

SAFETY PERFORMANCE TARGETS (PM1)

Effective April 14, 2016, the FHWA established five highway safety performance measures to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

On August 31, 2024, FDOT established statewide safety performance targets for calendar year 2025. On February 12, 2025, the Indian River County MPO agreed to support FDOT's statewide performance targets. The MPO supports FDOT's Safety Performance Targets of a Vision Zero Policy.

The Indian River County MPO and statewide PM1 targets are listed in Table 2-3.

Table 2-3. Statewide and MPO PM1 Targets and Performance

Performance Measure	Florida Statewide Baseline Performance (Five-Year Rolling Average, 2020-2024)	FDOT Statewide Targets (Calendar Year 2025)	Indian River County Conditions (Five-Year Rolling Average, 2020-2024)	Indian River County MPO Safety Targets (Calendar Year 2025)
Number of Fatalities	3,423.2	0	21.4	0
Rate of Fatalities per 100 million VMT	1.510	0	1.220	0
Number of Serious Injuries	15,564.2	0	100.8	0
Rate of Serious Injuries per 100 million VMT	6.868	0	5.727	0
Number of Non-Motorized Fatalities and Serious Injuries	3,145.2	0	18.0	0

BRIDGE AND PAVEMENT CONDITION PERFORMANCE TARGETS (SYSTEM PRESERVATION) (PM2)

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

FDOT has the capability to collect and maintain data regarding bridge and pavement condition. In April 2023, the MPO adopted pavement and bridge condition performance targets in support of the measures and targets set by FDOT. Table 2-4 presents the statewide and MPO pavement and bridge (PM2) targets and performance.

Table 2-4. Statewide and MPO PM2 Targets and Performance

Performance Measure	2023 Statewide Target	2024 Statewide Performance	2024 MPO Performance	2025 Statewide Target
Percent of NHS bridges (by deck area) in good condition	≥50.0%	53.9%	87.2%	≥50.0%
Percent of NHS bridges (by deck area) in poor condition	≤10.0%	0.8%	0.0%	≤5.0%
Percent of Interstate pavements in good condition	≥60.0%	67.6%	83.1%	≥60.0%
Percent of Interstate pavements in poor condition	≤5.0%	0.1%	0.0%	≤5.0%
Percent of non-Interstate pavements in good condition	≥40.0%	50.2%	49.8%	≥40.0%
Percent of non-Interstate pavements in poor condition	≤5.0%	0.5%	0.1%	≤5.0%

HIGHWAY SYSTEM PERFORMANCE (PM3)

FHWA's System Performance/Freight Performance Measures Final Rule, which is referred to as the PM3 Rule, requires state DOTs and MPOs to establish targets for the following six performance measures:

National Highway Performance Program

- Percent of person-miles traveled on the Interstate NHS that are reliable
- Percent of person-miles traveled on the non-Interstate NHS that are reliable

National Highway Freight Program

- Truck Travel Time Reliability Index

The first two performance measures assess the percent of person-miles traveled on the Interstate or the non-Interstate NHS that are reliable. Reliability is defined as the ratio of longer travel times compared to a normal travel time over all applicable roads, across four time periods between the hours of 6 a.m. and 8 p.m. each day. The third performance measure assesses the reliability of truck travel on the Interstate system. The TTTR assesses how reliable the Interstate network is by comparing the worst travel times for trucks against the travel time they typically experience.

On December 16, 2022, FDOT established statewide performance targets for the system performance measures. On April 12, 2023, the Indian River MPO agreed to support FDOT's statewide system performance targets. Table 2-5 presents the statewide and MPO targets.

Table 2-5. Indian River County MPO and Statewide PM3 Targets

Performance Measure	2024 Statewide Performance	2023 Statewide Target	2025 Statewide Target	2024 Indian River County MPO Performance	2025 Indian River County MPO Target
Percent of person-miles on the Interstate NHS that are reliable	80.7%	≥75.0%	≥75.0%	100.0%	≥75.0%
Percent of person-miles on the non-Interstate NHS that are reliable	90.0%	≥50.0%	≥60.0%	96.3%	≥60.0%
Truck Travel Time Reliability Index (TTTR)	1.54	≤1.75	≤2.00	1.09	≤2.00

TRANSIT ASSET MANAGEMENT PERFORMANCE MEASURES

MPO's are now required to establish performance targets for the management of transit assets. On September 30, 2022, the Indian River County MPO established the transit asset performance targets shown in Table 2-6 and Table 2-7 for the MPO's planning area. Table 2-6 summarizes the required performance targets for transit vehicles and equipment as well as the current status of each performance measure. Transit vehicles have a useful life benchmark of 4-12 years, based on vehicle type. The performance measure for vehicles is the percent of vehicles that are within their respective useful life benchmark.

Table 2-6. Performance Measures for Transit Vehicles and Equipment

Asset Category	Asset Class	Individual Assets	# of Vehicles	Vehicle Age (Years)	Useful Life Benchmark (Years)	FY 26 Target	Current Status (Active Fleet)	Current Status (Active + Spares)
Revenue Vehicles (Fixed Route)	Bus (BU)	2013 Gillig Low Floor Bus	3	12	12	33%	0%	0%
		2015 Gillig Low Floor Bus	2	10	12			
		2016 Gillig Low Floor Bus	1	9	12			
		2024 Gillig Low Floor Bus	3	1	12			

Asset Category	Asset Class	Individual Assets	# of Vehicles	Vehicle Age (Years)	Useful Life Benchmark (Years)	FY 26 Target	Current Status (Active Fleet)	Current Status (Active + Spares)
	Cutaway Bus (CU)	2016 Odyssey	5	9	5	33%	0%	35%
		2018 Defender	3	7	7			
		2019 Defender	1	6	7			
		2021 Defender	2	4	7			
		2021 Odyssey XL	3	4	5			
Revenue Vehicles (Demand Response)	Cutaway Bus (CU)	2013 Defender	1	12	7	67%	88%	88%
		2015 Van Terra	2	10	5			
		2017 Challenger	1	8	5			
		2017 Van Terra	1	8	5			
		2018 Challenger	1	7	5			
		2018 Crusader	2	7	5			
		2021 Van Terra	1	4	5			
	Van (VN)	2012 MV1	2	14	4	67%	100%	100%
		2018 Entervan (Caravan)	1	8	4			
Equipment	Truck	2021 Ranger	1	4	5	50%	0%	0%
		2021 Explorer	3	4	5			
		2021 F-150	1	4	5			
		2024 F-150	1	1	5			

Table 2-7 summarizes the required performance targets for transit facilities as well as the current status of each performance measure. Transit facilities are rated using the Transit Economic Requirements Model (TERM) scale. The TERM scale has a range of 1 to 5, with 5 representing facilities in the best condition. A TERM rating of 3.0 represents a facility in adequate condition. Each facility is assigned a rating based on its condition.

Table 2-7. Performance Measures for Transit Facilities

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

TRANSIT SAFETY PERFORMANCE MEASURES

The Federal Transit Administration (FTA) established transit safety performance management requirements in the Public Transportation Agency Safety Plan (PTASP) final rule, which was published on April 9, 2024. This rule requires providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53 to develop and implement a PTASP based on a Safety Management Systems approach.

In 2025, the Senior Resource Association (SRA) and MPO staff prepared a Public Transportation Agency Safety Plan (PTASP) based on federal guidance. Within that PTASP, performance targets were established for five transit safety measures:

- Preventable Accident Rate
- Injuries
- Fatalities
- Safety Events
- System Reliability

The Indian River County PTASP was approved by the Board of County Commissioners on February 4, 2025. The MPO's transit safety performance targets are listed in Table 2-8.

Table 2-8. Transit Safety Performance Targets

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

CHAPTER 3

PLANNING ASSUMPTIONS



3.0 PLANNING ASSUMPTIONS

A critical component of the planning process is ensuring that identified transportation needs are balanced with anticipated available funding, which informs the Cost Feasible Plan—a prioritized set of improvements that can be implemented within projected revenue limits. One of the initial steps in this process involves forecasting the geographic distribution of population and employment growth across the MPO’s planning area. This forecast serves as the basis for estimating travel demand through the year 2050. Using a regional travel demand forecast model, population and employment data are converted into trip estimates, which are then assigned to the roadway and transit networks. This modeling approach helps identify future congestion points, evaluate multimodal travel patterns, and support data-driven decision-making for long-term transportation investments.

3.1 POPULATION AND EMPLOYMENT GROWTH

Indian River County is expected to experience significant growth through the year 2050. This projection is based on an analysis of local, regional, and national trends, as well as population and employment data. Anticipated growth plays a critical role in shaping future transportation needs, as both the type and scale of development influence travel demand and infrastructure requirements.

Table 3-1 presents the forecasted population and employment growth for Indian River County, as incorporated into the Treasure Coast Regional Planning Model (TCRPM) version 5.1. These growth allocations were developed using Future Land Use maps, current development activity, and input from local government planning staff. Population and employment projections were sourced from the University of Florida’s Bureau of Economic and Business Research. The travel demand model translates these projections into estimated trips, which are then assigned to the roadway and transit networks to inform long-range planning decisions.

Table 3-1. Population and Employment Forecast Summary

Year	Population	Employment
2020	158,309	83,855
2050	208,932	111,769
Total Projected Growth	50,623	27,914
Projected 30-year Growth (%)	32%	33%

Figure 3-1 and Figure 3-2 illustrate the geographic distribution of anticipated population and employment growth across Indian River County. These maps display growth by Traffic Analysis Zone (TAZ)—the standard geographic units used in transportation planning to analyze and forecast travel behavior. The socioeconomic data shown at the TAZ level reflects expected concentrations of residents and jobs, which are key inputs for modeling future travel demand.

As population and employment increase, pressure on the county’s transportation network will grow, reinforcing the need for continued investment in infrastructure and expanded mobility options. The Indian River County MPO remains committed to addressing these evolving needs by supporting a sustainable, multimodal transportation system that serves residents, visitors, and the local economy.

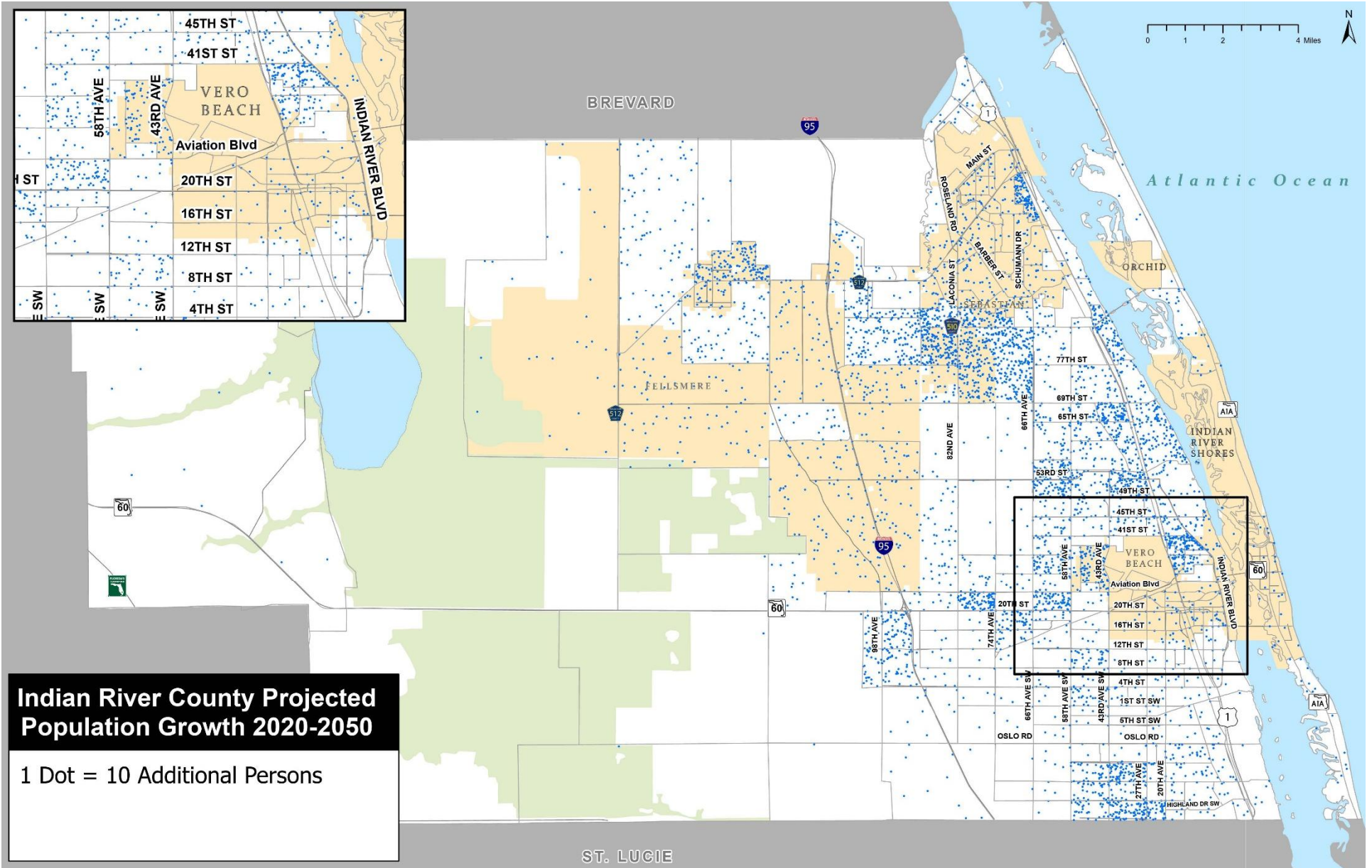


Figure 3-1. Population Growth Results Map



3-3

3.2 INTEGRATING HOUSING PATTERNS INTO THE LRTP

The 2050 LRTP supports major housing and development themes for Indian River County by aligning transportation investments with local comprehensive plans and future land use maps. It addresses projected population and employment growth to inform transportation improvement priorities and supports infill and redevelopment within the Urban Service Area by prioritizing multimodal strategies and infrastructure projects that facilitate access to existing and future residential areas. While the LRTP ensures transportation improvements are consistent with anticipated development patterns, it does not set new housing policies or conduct scenario planning for housing—those details remain in the local comprehensive plans and the Land Use Vision Study completed in August 2022.

3.3 LRTP CONSISTENCY WITH FUTURE LAND USE ELEMENTS, GOALS, AND OBJECTIVES OF LOCAL COMPREHENSIVE PLANS

The 2050 LRTP has been developed through close coordination with local municipalities and is designed to align with the adopted comprehensive plans of Indian River County and its cities, including Vero Beach, Fellsmere, Sebastian, Indian River Shores, and Orchid. The plan incorporates population and employment growth forecasts based on Future Land Use maps and input from local planning staff, ensuring that transportation improvements are planned in harmony with anticipated development patterns. This approach supports the integration of transportation and land use planning, promoting consistency between transportation investments and the housing, growth, and economic development objectives outlined in each municipality's comprehensive plan.

The LRTP's goals and objectives emphasize efficient system management, multimodal mobility, environmental protection, safety, and system preservation, all of which reflect and reinforce the priorities found in local comprehensive plans. By establishing performance measures and targets that address accessibility, connectivity, and sustainability, the LRTP ensures that transportation projects contribute to the creation of vibrant, resilient communities. The plan's fiscally constrained project list and multimodal strategies—including roadway, transit, bicycle, and pedestrian improvements—are designed to support future land use visions, accommodate projected growth, and enhance quality of life for residents across Indian River County and its municipalities.



VERO BEACH
FLORIDA

CHAPTER 4

TRANSPORTATION NEEDS PLAN



4.0 TRANSPORTATION NEEDS

The Transportation Needs Plan serves as the cornerstone of the Indian River County MPO's LRTP, offering a fiscally constrained and forward-thinking strategy to address the region's mobility needs through the 2050 planning horizon. This section brings together key elements such as the projected revenues, project phasing, and prioritization criteria to support the development of a Cost Feasible Plan that reflects available funding. In addition to identifying funded improvements, the plan highlights unfunded roadway needs to showcase future investment opportunities beyond current fiscal limitations. Building on the existing and committed roadway network, the plan adopts a multimodal approach through the inclusion of the multimodal priority map, transit strategies, and coordination with the Transit Development Plan. It also emphasizes regional connectivity through targeted regional projects and enhances system performance via operations and management strategies, congestion mitigation, and safety initiatives. The plan integrates the Bicycle and Pedestrian Master Plan, addresses vulnerable roadways with appropriate mitigation strategies, and places safety at the forefront of all planning efforts. Collectively, these components establish a comprehensive framework to support a safe, efficient, and resilient transportation system for all users.

4.1 PROJECTED REVENUES

Existing revenue sources are not sufficient to fully meet Indian River County's future mobility needs, especially in light of the anticipated growth in population and employment by the year 2050. As the county's transportation demands increase, it becomes essential to prioritize investments that can be supported within the limits of projected funding.

The 1% Local Government Infrastructure Surtax is a key revenue source for Indian River County, funding a range of public facility and infrastructure projects with a life expectancy of five or more years. In 2016, voters in Indian River County approved an extension of the surtax, which took effect in January 2017 and would be active through December 2034. Revenue generated is distributed between the county and its municipalities according to an interlocal agreement. As a dedicated funding stream for capital outlay, the surtax enables essential transportation investments, such as road improvements and new construction, that directly support the goals outlined in the 2050 LRTP.

Projected revenues through 2050 are summarized in Table 4-1 and Table 4-2, which detail roadway funding totals by source and by timeframe. These revenue estimates are presented in both Present-Day Value (PDV)—reflecting 2024 dollars—and Year of Expenditure (YOE), which accounts for inflation and represents the estimated cost at the time the funds are spent. This dual approach helps ensure that financial planning remains realistic and responsive to future economic conditions.

Table 4-1. Projected Revenues in Present-Day Value (PDV, 2025 Dollars)

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS) ¹		\$643,411	-	\$4,639,175	\$5,282,586
State Highway System (Non-SIS) – Non-TMA ²		\$2,643,411	\$2,282,051	\$3,747,423	\$8,672,885
SHS (Non-SIS) – Product Support ³		\$581,550	\$502,051	\$824,433	\$1,908,035
Other Roads (Non-SIS, Non-SHS) “Off-System”		\$2,403,101	\$2,064,103	\$3,381,443	\$7,848,647
Other Roads (Non-SIS, Non-SHS) Product Support ³		\$528,682	\$453,846	\$743,814	\$1,726,343
Surface Transportation Block Grant – Non-TMA (SL) ⁴		\$10,162,791	\$8,403,846	\$13,515,464	\$32,081,101
Surface Transportation Block Grant – (SA - Any Area) ⁵		\$28,000,000	\$28,000,000	\$56,000,000	\$112,000,000
Transportation Alternatives – Any Area (TALT, TALN, TALM, TALL) ⁴		\$1,940,000	\$1,940,000	\$3,880,000	\$7,760,000
Subtotal Non-SIS Federal/State Revenues (For Capacity)		\$44,319,535	\$41,705,897	\$78,212,577	\$164,238,010
State Levied Fuel Taxes	County Gas Tax	\$4,075,000	\$4,075,000	\$8,150,000	\$16,300,000
	Constitutional Gas Tax	\$9,350,000	\$9,350,000	\$18,700,000	\$37,400,000
Locally Levied Fuel Taxes	Local Option Gas Tax	\$17,940,000	\$17,940,000	\$35,880,000	\$71,760,000
	9 th Cent Gas Tax	\$975,000	\$975,000	\$1,950,000	\$3,900,000
Infrastructure Sales Tax (1%) ⁶		\$51,463,566	\$48,778,846	\$94,566,495	\$194,808,907
Road Impact Fees		\$25,710,000	\$30,010,000	\$79,760,000	\$135,480,000
Subtotal Local Revenues (For Capacity)		\$77,173,566	\$78,788,846	\$174,326,495	\$330,288,907
Grand Total (Available for Capacity)		\$121,493,101	\$120,494,744	\$252,539,072	\$494,526,917

1. Based on SIS First Five Year Plan FY 2024/2025 – FY 2028/2029 and SIS Cost Feasible Plan 2035-2050
2. Estimated Indian River County MPO allocation of funding eligible for non-TMA MPOs
3. According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available
4. Estimated IRC MPO allocation of funding (Assumed 100% of districtwide amount)
5. Estimated IRC MPO allocation of funding based on current and historical amounts
6. Infrastructure Sales Tax assumes 34% to be used for transportation projects
(Banded items are identified as revenue sources to be used for roadway capital projects)

Table 4-2. Projected Revenues in Year of Expenditure (YOE) Cost

Revenue Source		2031-2035	2036-2040	2041-2050	2031-2050 Total
Strategic Intermodal System (SIS) ¹		\$830,000	-	\$9,000,000	\$9,830,000
State Highway System (Non-SIS) – Non-TMA ²		\$3,410,000	\$3,560,000	\$7,270,000	\$14,240,000
SHS (Non-SIS) – Product Support ³		\$750,200	\$783,200	\$1,599,400	\$3,132,800
Other Roads (Non-SIS, Non-SHS) “Off-System”		\$3,100,000	\$3,220,000	\$6,560,000	\$12,880,000
Other Roads (Non-SIS, Non-SHS) Product Support ³		\$682,000	\$708,000	\$1,443,000	\$2,833,000
Surface Transportation Block Grant – Non-TMA (SL) ⁴		\$13,110,000	\$13,110,000	\$26,220,000	\$52,440,000
Surface Transportation Block Grant – (SA - Any Area) ⁵		\$36,120,000	\$43,680,000	\$108,640,000	\$188,440,000
Transportation Alternatives – Any Area (TALT, TALN, TALM, TALL) ⁴		\$1,940,000	\$1,940,000	\$3,880,000	\$7,760,000
Subtotal Non-SIS Federal/State Revenues (For Capacity)		\$57,172,200	\$65,061,200	\$151,732,400	\$273,965,800
State Levied Fuel Taxes	County Gas Tax	\$5,256,750	\$6,357,000	\$15,811,000	\$27,424,750
	Constitutional Gas Tax	\$12,061,500	\$14,586,000	\$36,278,000	\$62,925,500
Locally Levied Fuel Taxes	Local Option Gas Tax	\$23,142,600	\$27,986,400	\$69,607,200	\$120,736,200
	9 th Cent Gas Tax	\$1,257,750	\$1,521,000	\$3,783,000	\$6,561,750
Infrastructure Sales Tax (1%) ⁶		\$63,388,000	\$76,095,000	\$183,459,000	\$325,942,000
Road Impact Fees		\$33,165,900	\$46,815,600	\$154,734,400	\$234,715,900
Subtotal Local Revenues (For Capacity)		\$99,553,900	\$122,910,600	\$338,193,400	\$560,657,900
Grand Total (Available for Capacity)		\$156,726,100	\$187,971,800	\$489,925,800	\$834,623,700

1. Based on SIS First Five Year Plan FY 2024/2025 – FY 2028/2029 and SIS Cost Feasible Plan 2035-2050
2. Estimated Indian River County MPO allocation of funding eligible for non-TMA MPOs
3. According to the FDOT 2050 Revenue Forecast. MPOs can also assume that an additional 22 percent of estimated SHS (non-SIS) funds are available
4. Estimated IRC MPO allocation of funding (Assumed 100% of districtwide amount)
5. Estimated IRC MPO allocation of funding based on current and historical amounts
6. Infrastructure Sales Tax assumes 34% to be used for transportation projects
(Banded items are identified as revenue sources to be used for roadway capital projects)

4.2 PHASING

At the beginning of the plan, an initial Needs Assessment was performed. From here, the needs were divided up based on funding status. Roadway and Highway projects in the plan are grouped into five categories based on funding status and implementation readiness. These tiers identify the relative level of priority and funding status as indicated in Figure 4-1 below.

	TIER 1	TIER 2	TIER 3	TIER 4	TIER 5	TIER 6
	Existing and Committed Roadway Improvements	Interim Cost Feasible Plan (2031-2040)	Cost Feasible Plan (2041-2050)	Illustrative Projects Other Priority Projects	Other Unfunded Needs	Vision Roadway Improvements
Needs Assessment?	Yes	Yes	Yes	Yes	Yes	
High Priority?	Yes	Yes	Yes	Yes		
Cost Feasible?	Yes	Yes	Yes	Should funds become available		

Figure 4-1. Phasing Tiers Graphic

4.3 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

The first five years of the Cost Feasible LRTP comprise the Transportation Improvement Program (TIP), which is included in Appendix B. While federal regulations require a four-year TIP, Florida extends this requirement to five years and recognizes the full-five-year program for planning and funding purposes.

Because the TIP is a dynamic document that is frequently amended to reflect updated priorities and funding, the most current version is available on the Indian River County MPO website. Any amendments or major changes to the TIP follow a formal process, which includes a public hearing for significant modifications to ensure transparency and public involvement.



Table 4-3. Roadway Capacity Projects Listed in TIP FY 2025/2026-2029/2030

On Street	From Street	To Street	Improvement
82 nd Ave	26 th St	69 th St	New 2 Lane
Aviation Blvd	43 rd Ave	SR 5/ US 1	Widen to 4 Lane and Add Improvement
CR 510	58 th Ave	E SR 5/US 1	Widen to 4 Lane
CR 510	CR 512	87 th St	Widen to 4 Lane
CR 510	W of 82 nd Ave	58 th Ave	Widen to 4 Lane
CR 510	87 th St	W of 82 nd Ave	Widen to 4 Lane
I-95	Oslo Road		Landscaping (Interchange)
Oslo Road	SW 82 nd Ave	58 th Ave	Widen to 4 Lane
US 1	Aviation Blvd		Intersection Improvements

Table 4-4. Operations & Maintenance and Safety Projects Listed in TIP FY 2025/2026-2029/2030

On Street	From Street	To Street	Improvement
43 rd Ave	1 st St SW	6 th St	Resurfacing
43 rd Ave	6 th St	12 th St	Resurfacing
43 rd Ave	5 th St SW	1 st St SW	Resurfacing
45 th St	58 th Ave	43 rd Ave	Bike Lane/Sidewalk Retrofit
CR 512	I-95	W of 106 th Ave	Widen/Resurface (Interchange)
			IRC Mowing
			IRC State Highway System Bridges
			IRC State Highway System Roadway
			Interstate Highway Bridges
			Interstate Highways Maintenance
SR 60	SR 60 to US 1	IR Blvd & 11 th Ave	Resurfacing
SR 60	E of Ft Drum Wildlife Entrance	W of CR 512	Resurfacing
SR A1A	Sebastian Inlet Bridge		Bridge Replacement
SR A1A	IRC/St. Lucie County Line	Jasmine Ln	Resurfacing
SR A1A	Sand Dollar Ln	S of Sebastian Inlet Bridge	Resurfacing
			Traffic Signal Maintenance
			Traffic Signal Maintenance
US 1	N of 87 th St	S of Sebastian Blvd	Resurfacing

Table 4-5. Transit and Transit Development Projects Listed in TIP FY 2025/2026-2029/2030

On Street	From Street	To Street	Improvement
			Operations/Administrative Assistance
			Purchase Vehicles and Equipment
			Operating for Fixed Route
			Operating/Administrative Assistance

Table 4-6. Bicycle, Pedestrian, and Trail Projects Listed in TIP FY 2025/2026-2029/2030

On Street	From Street	To Street	Improvement
43 rd Ave	45 th St	49 th St	Sidewalk Construction
Trans Florida Railroad	Broadway St	Grant Ave	Bicycle Path/Trail

Table 4-7. Aviation Projects Listed in TIP Fy 2025/2026-2029/2030

On Street	From Street	To Street	Improvement
Sebastian Airport			Construction Access Road & Uti. West
Sebastian Airport			Construction Golf Apron Phase 1
Sebastian Airport			Construction Terminal Apron Expansion
Sebastian Airport			Construction Aircraft Wash Rack
Sebastian Airport			Construction Taxiway Golf
Sebastian Airport			Engineering and Design Golf Apron Phase 1
Sebastian Airport			Update Airport Master Plan
Sebastian Airport			Design Access Road and Utility
Vero Beach Airport			Rehabilitate Taxiway A (Design)
Vero Beach Airport			Airfield Electrical Upgrades
Vero Beach Airport			AWOS Relocation
Vero Beach Airport			Rehabilitate Airport Drain System
Vero Beach Airport			Rehabilitate Taxiway A (Construction)
Vero Beach Airport			Replace Hangar Roof
Vero Beach Airport			Extend/Mark/Light Taxiway East
Vero Beach Airport			Extend/Mark/Light Taxiway East
Vero Beach Airport			Extend Runway 4/22 Phase 1 Environment

Table 4-8. Planning Projects Listed in TIP FY 2025/2026-2029/2030

On Street	From Street	To Street	Improvement
			Indian River FY25-26 UPWP
			Indian River FY27-28 UPWP
			Indian River FY29-30 UPWP

Table 4-9. Capital Improvement Projects Listed in TIP FY 2025/2026-2029/2030

On Street	From Street	To Street	Improvement
1 st St SW	27 th Ave		Left Turn Lane/Traffic Signal
8 th St	66 th Ave	74 th Ave	Reconstruction
8 th St	74 th Ave	82 nd Ave	Reconstruction
16 th St	58 th Ave		Intersection Improvement
17 th St SW	27 th Ave	43 rd Ave	
20 th Ave	8 th St	12 th St	Sidewalk East Side
26 th St	43 rd Ave		Intersection Improvement
26 th St	43 rd Ave	58 th Ave	4/5 Lanes (1 mile)
26 th St	58 th Ave	66 th Ave	4/5 Lanes (1 mile)
27 th Ave	Oslo Road		NB Right & Long Left
37 th St	Indian River Blvd		Intersection Improvement
Aviation Blvd	US 1	37 th & 41 st St	Extension
41 st St	32 nd Ave	US 1	Sidewalk North Side
41 st St	US 1		Intersection Improvements/Old Dixie
43 rd Ave	5 th St SW	1 st St SW	Bridge Replacement/Pedestrian Crossing
43 rd Ave	5 th St SW	1 st St SW	Pedestrian & Bicycle Access Improvement
43 rd Ave	1 st St SW	6 th St	Pedestrian & Bicycle Access Improvement
43 rd Ave	6 th St	12 th St	Pedestrian & Bicycle Access Improvement
43 rd Ave	45 th St	49 th St	Sidewalks Both Sides
45 th St	US 1		Left Turn Lane
49 th St & 28 th Ct	FS 12 & 47 th St	Old Dixie & 49 th St	Sidewalks North & Both Sides
49 th St	US 1		Intersection Improvement
53 rd St	58 th Ave	66 th Ave	Widening 900 ft 4 Lane
53 rd St	58 th Ave W	66 th Ave	Widening 1,545 ft Upgrade to 4 Lane
53 rd St	58 th Ave W	66 th Ave	Widening 2,745 ft 4 Lane
58 th Ave	33 rd St		Left Turn Lanes

On Street	From Street	To Street	Improvement
58 th Ave	37 th St		Left Turn Lanes
58 th Ave	77 th St		Intersection Improvement
66 th Ave	49 th St	69 th St	4 Lanes (2.5 miles)
66 th Ave	69 th St	85 th St	4 Lanes (2.0 miles)
82 nd Ave			Bridge Replacement - Temporary Culvert
CR 510	CR 512	US 1	4 Lanes
CR 512	Willow St	I 95	4 Lanes
Highland Drive			Sidewalk
IR Blvd	17th St Bridge	US 1	Pedestrian & Bicycle Access Improvement
			Miscellaneous ROW Acquisition
64 th Ave	64 th Ave	Wabasso Park	Sidewalk Extension
2 nd St	Old Dixie Hwy	20 th Ave	Sidewalks (1.25 miles)
			Sidewalks and Designated Bike Lanes

4.4 COST FEASIBLE PLAN

Detailed tables of the Cost Feasible projects are included in Appendix C and Appendix D of this document. Appendix C includes the projects in terms of Present-Day Value (PDV), while Appendix D includes the projects in terms of Year of Expenditure (YOE) costs.

2050 LRTP-identified projects include an estimated \$854 million (PDV) of roadway costs. Unfunded needs account for about a third of that total, valuing at about \$283 million. Many high-priority unfunded projects are on the SIS and would be eligible for future funding based on statewide priorities. Indian River County will also continue to consider opportunities to increase funding for transportation. The tables included in Appendices C and D ensure that the proposed improvements included in the Cost Feasible Plan are identified sufficiently per 23 C.F.R. 450.322 (f)(6).

The 2050 fully funded roadway capacity needs projects are identified in Table 4-10. Partially funded and unfunded projects are shown in Table 4-11. Figure 4-2 through Figure 4-4 present the geographic distribution of all projects identified during the full needs assessment for the LRTP. The maps identify the Existing and Committed (E+C) roadway network in Figure 4-2, the Cost Feasible Projects in Figure 4-3, and Unfunded Needs in Figure 4-4.

There is a specific amount of projected revenue designated for the capital costs of roadway capital projects. Other roadway revenues are designated for operations and maintenance (O&M) of the county's roadways throughout the planning period of the LRTP. Table 4-12 presents the demonstration of fiscal constraint.

Table 4-10. 2050 Fully Funded Roadway Capacity Needs Projects

On Street	From Street	To Street	Length (miles)	Improvement Type	Total Cost Remaining ¹	Funding Source(s)	Tentative Status for 2050 L RTP
CR 510	W of 82 nd Ave	58 th Ave	3.02	Widen 2 to 4 Lanes	\$31,006,375	Mix	Funded 2031 - 2035
CR 510	58 th Ave	US 1	0.60	Widen 2 to 4 Lanes	\$102,703,100	Mix	Funded 2031 - 2035
45 th St	60 th Ave	43 rd Ave	1.03	Multimodal Improvements	\$10,088,282	Mix	Funded 2031 - 2035
US 1	53 rd St	CR 510	4.32	Widen 4 to 6 Lanes	\$72,282,177	Mix	Funded 2036 - 2040
53 rd St	66 th Ave	58 th Ave	1.03	New 2 Lanes	\$3,390,407	Local	Funded 2036 - 2040
Aviation Blvd Ext	US 1	35 th Ln	0.89	New 2 Lanes	\$8,086,797	Local	Funded 2041 - 2050
82 nd Ave	26 th St	69 th St	5.02	New 2 Lanes	\$32,833,580	State/Federal	Funded 2041 - 2050
82 nd Ave	69 th St	CR 510	2.02	New 2 Lanes	\$20,183,481	State/Federal	Funded 2041 - 2050
82 nd Ave	CR 510	Concha Dr	0.97	New 2 Lanes	\$16,321,844	Mix	Funded 2041 - 2050
Aviation Blvd	43 rd Ave	US 1	1.95	Widen 2 to 4 Lanes	\$40,317,646	Mix	Funded 2041 - 2050
CR 512	Willow St	I-95	2.45	Widen 2 to 4 Lanes	\$52,034,688	Mix	Funded 2041 - 2050
26 th St	66 th Ave	58 th Ave	1.02	Widen 2 to 4 Lanes	\$13,194,065	Local	Funded 2041 - 2050
26 th St	58 th Ave	43 rd Ave	1.00	Widen 2 to 4 Lanes	\$12,928,901	Local	Funded 2041 - 2050
Indian River Blvd	US 1/4 th St	37 th St	3.71	Strategic Improvements	\$10,000,000	Local	Funded 2041 - 2050

1. Reflective of unfunded costs remaining beyond the 5-year Transportation Improvement Program timeframe (FY 2025/2026-2029/2030)

Table 4-11. Partially Funded and Unfunded Roadway Capacity Needs Projects

On Street	From Street	To Street	Length (miles)	Improvement Type	Total Cost Remaining ¹	Funding Source(s)	Tentative Status for 2050 LRTP
CR 512	I-95	CR 510	2.56	Widen 4 to 6 Lanes	\$43,989,681	Mix	Partially Funded
43 rd Ave	St. Lucie County Line	18 th St	5.28	Widen 2 to 4 Lanes	\$112,098,272	Local	Partially Funded
Florida's Turnpike	St. Lucie County Line	Osceola County Line	9.94	Widen 4 to 6 Lanes	\$575,517,589 ²	State/Federal	TBD
53 rd St	82 nd Ave	66 th Ave	1.99	New 2 Lanes	\$33,554,721	TBD	Unfunded
12 th St	74 th Ave	66 th Ave	1.00	Improved 2 Lanes	\$18,840,209	TBD	Unfunded
5 th St SW	20 th Ave	Old Dixie Hwy	1.42	Improved 2 Lanes	\$26,934,909	TBD	Unfunded
66 th Ave	CR 510	Barber St	0.80	Widen 2 to 4 Lanes	\$17,017,710	TBD	Unfunded
Roseland Rd	CR 512	US 1	4.70	Widen 2 to 4 Lanes	\$99,740,893	TBD	Unfunded
27 th Ave SW	St. Lucie County Line	Oslo Rd	2.01	Widen 2 to 4 Lanes	\$42,740,798	TBD	Unfunded
SW 58 th Ave	St. Lucie County Line	Oslo Rd	2.59	New 2 Lanes	\$43,701,861	TBD	Unfunded
SR 60	Vero Beach Ave	Indian River Blvd	2.97	TSM&O	\$3,275,500	TBD	Unfunded
Indian River Blvd	US 1	Merrill P. Barber Bridge / Beachland Blvd	3.1	TSM&O	\$4,133,800	TBD	Unfunded
US 1	79 th St	86 th St	1.01	TSM&O	\$1,395,400	TBD	Unfunded
85 th St	58 th Ave	Wabasso Island	1.56	TSM&O	\$1,146,000	TBD	Unfunded
17 th St	US 1	A1A	1.98	TSM&O	\$1,567,400	TBD	Unfunded

1. Reflective of unfunded costs remaining beyond the 5-year Transportation Improvement Program timeframe (FY 2025/2026-2029/2030)

2. Estimated Indian River County portion (9.94 miles) of total project estimate \$2.375B

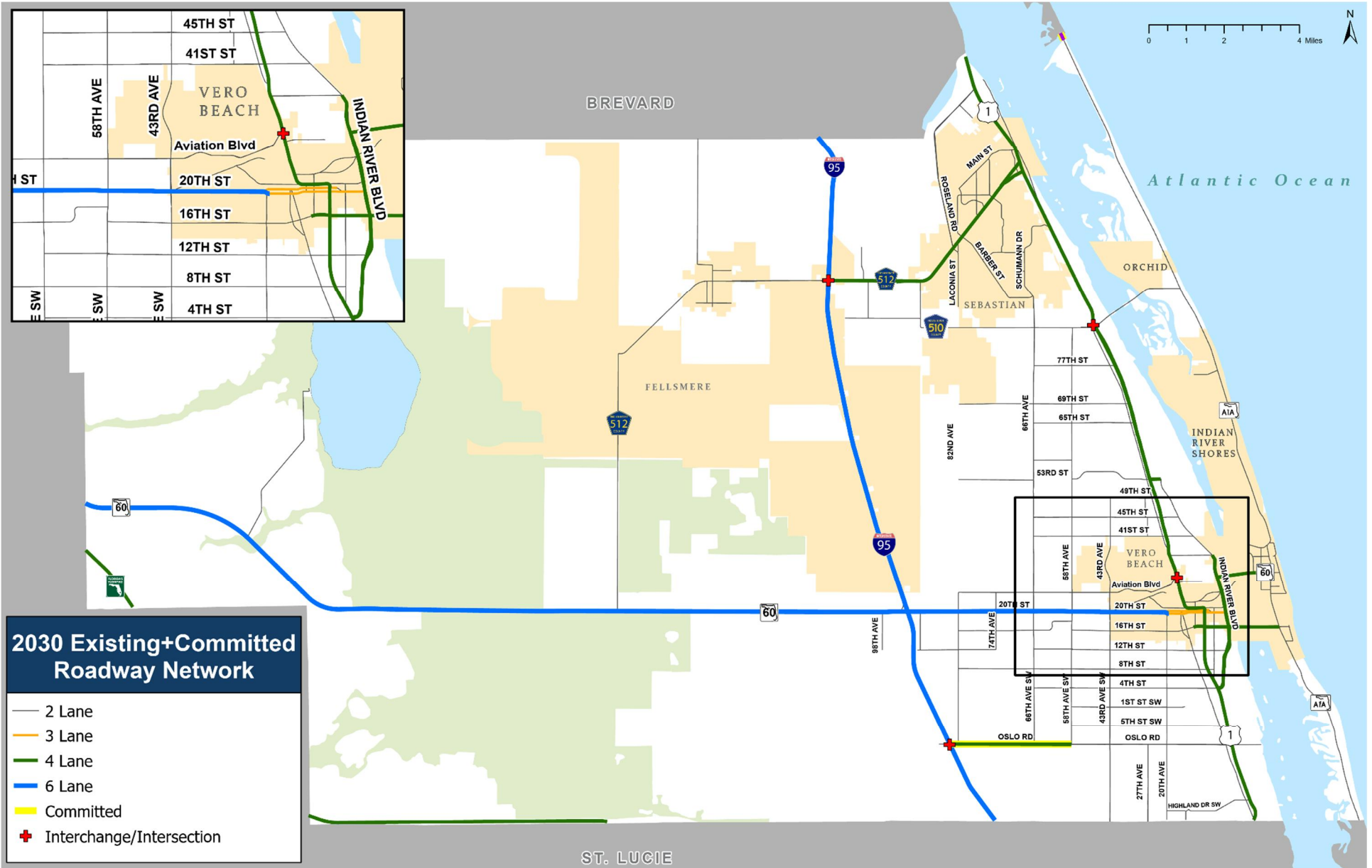


Figure 4-2. 2030 Existing + Committed Roadway Network

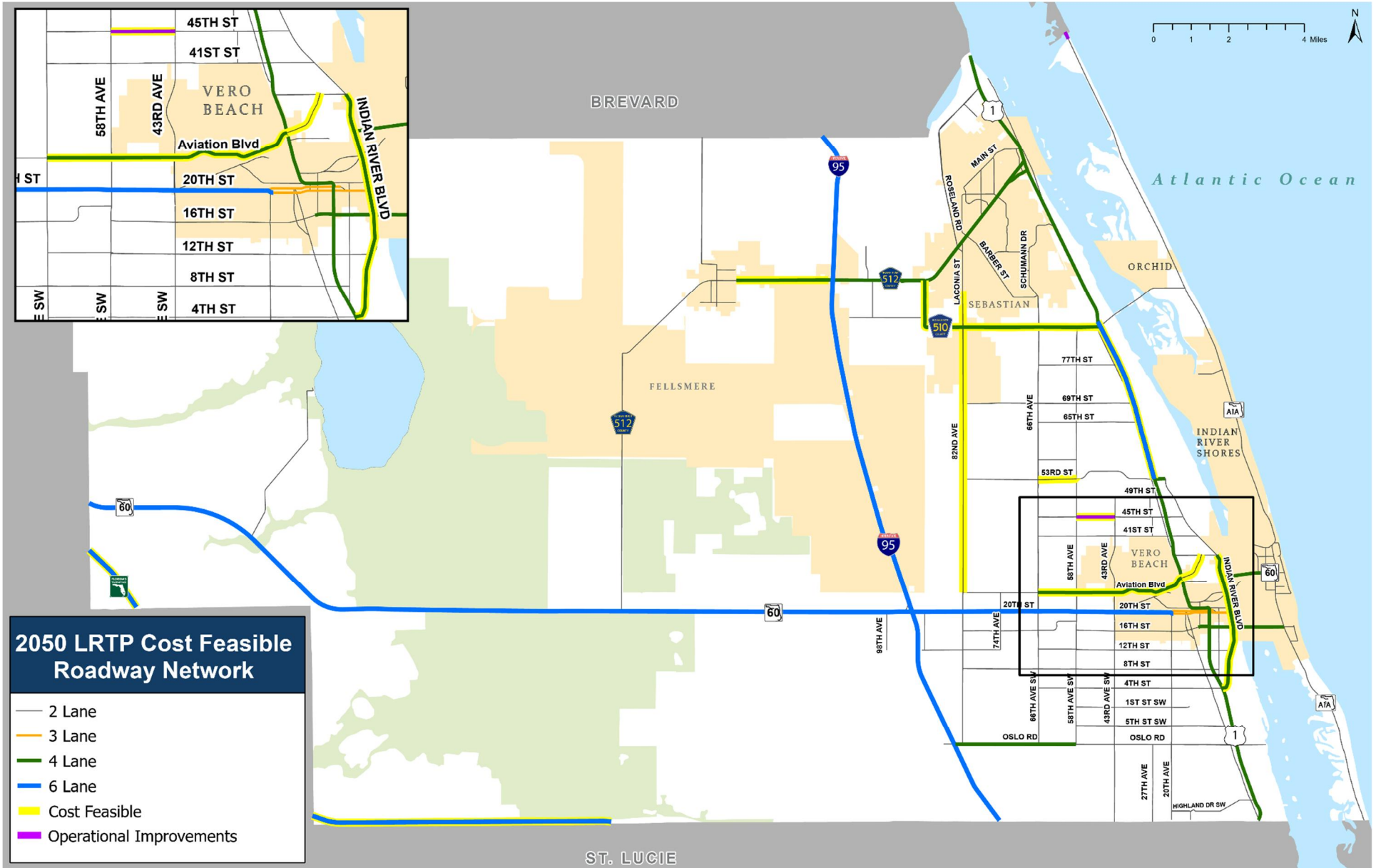


Figure 4-3. 2050 Cost Feasible Projects

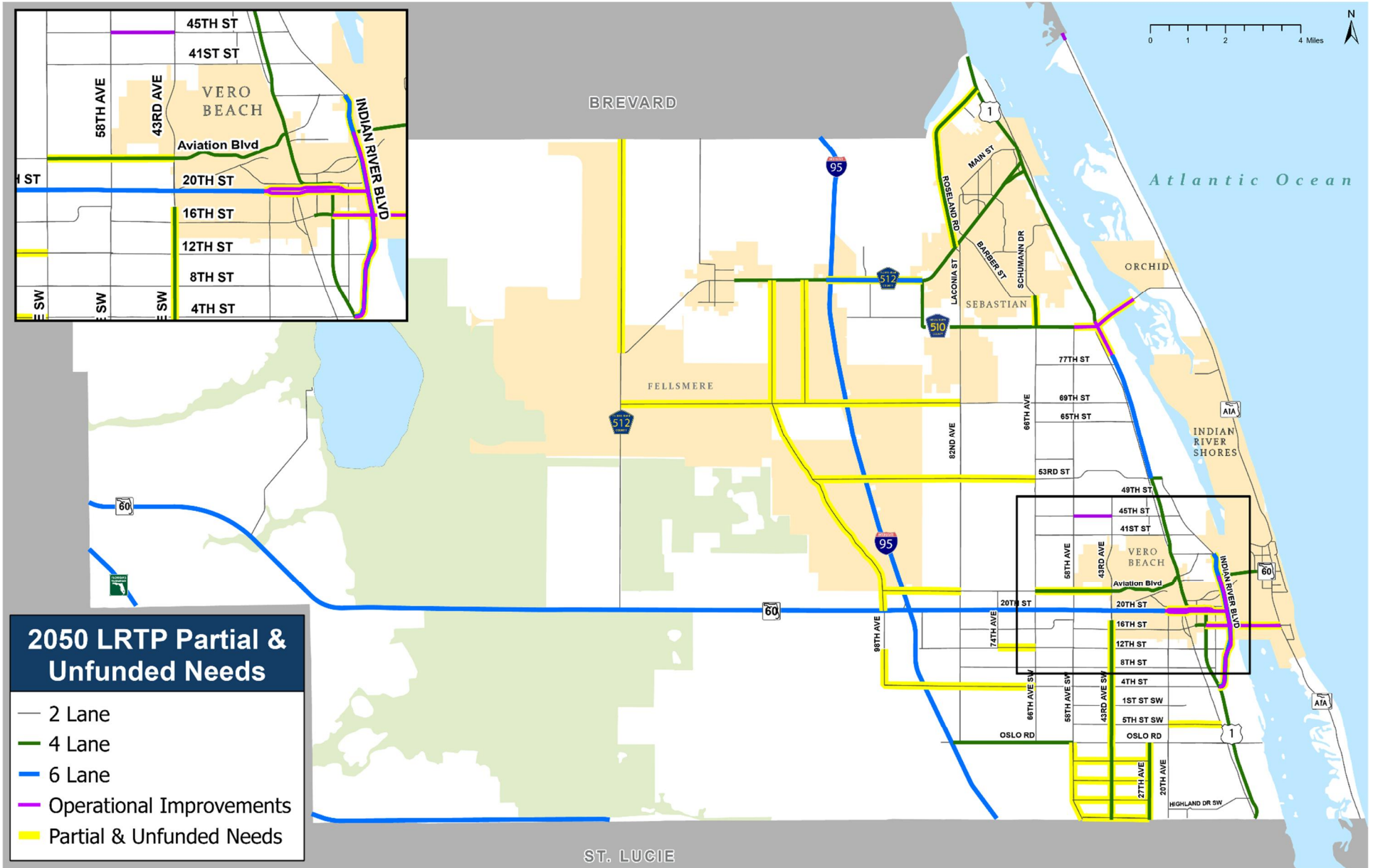


Figure 4-4. Partially and Unfunded 2050 Unfunded Roadway Needs

Table 4-12. Demonstration of Fiscal Constraint (Present-Day Value (PDV))

Revenue	2030	2031-2035	Expenditures	Rollover	2036-2040	Expenditures	Rollover	2041-2050	Expenditures	Rollover
SIS Projects (2 projects)	\$-	\$643,411			\$-			\$4,639,175		
SL (STBG for areas with population from 50,000 to 200,000)	\$2,365,455	\$10,162,791	\$(9,863,500)	\$479,291	\$8,403,846	\$(6,524,002)	\$2,276,181	\$13,515,464	\$(36,437,703)	\$(21,091,909)
TALL (for areas with population from 50,000 to 200,000)	\$350,909	\$1,503,876			\$1,243,590			\$2,000,000		
TALT (any area)	\$216,756	\$931,783			\$770,513			\$1,239,691		
State Highway System (non-SIS) – Non TMA MPOs	\$236,364	\$2,643,411	\$(9,506,375)	\$(6,862,964)	\$2,282,051	\$-	\$(3,393,092)	\$3,747,423		\$1,018,957
State Highway System (non-SIS) – Non TMA MPOs Product Support	\$52,000	\$581,550		\$581,550	\$502,051	\$(5,190,506)	\$(4,207,558)	\$824,433		\$(2,558,964)
Other Roads (non-SIS/non-SHS)	\$952,727	\$2,403,101		\$2,403,101	\$2,064,103	\$-	\$4,051,282	\$3,381,443	\$(6,175,833)	\$463,342
Other Roads (non-SIS, non-SHS) Product Support	\$210,000	\$528,682		\$528,682	\$453,846	\$(3,918,646)	\$(3,027,620)	\$743,814		\$(1,690,767)
STBG (SA – Any Area)	\$896,599	\$28,000,000	\$(25,019,600)	\$2,980,400	\$28,000,000	\$(32,125,412)	\$(1,660,851)	\$56,000,000	\$(44,706,216)	\$9,958,255
Total	\$6,018,991	\$50,801,705			\$46,662,308			\$90,921,340		
Total for Capacity	\$1,451,091	\$44,319,535	\$(44,209,475)	\$110,060	\$41,705,897	\$(47,758,567)	\$(5,961,658)	\$78,212,577	\$(87,319,752)	\$(13,901,086)
County Gas Tax	\$815,000	\$4,075,000			\$4,075,000			\$8,150,000		
Constitutional Gas Tax	\$1,870,000	\$9,350,000			\$9,350,000			\$18,700,000		
Local Option Gas Tax	\$3,588,000	\$17,940,000			\$17,940,000			\$35,880,000		
9 th Cent Gas Tax	\$195,000	\$975,000			\$975,000			\$1,950,000		
Infrastructure Sales Tax (1%)	\$11,055,455	\$51,463,566	\$(68,000,000)	\$(16,536,434)	\$48,778,846	\$(38,758,292)	\$(3,653,805)	\$94,566,495	\$(79,731,058)	\$11,897,325
Road Impact Fees	\$4,584,000	\$25,710,000	\$(23,739,869)	\$1,970,131	\$30,010,000	\$(42,877,418)	\$(11,238,272)	\$79,760,000	\$(66,957,034)	\$3,766,005
Total	\$22,107,455	\$109,513,566			\$111,128,846			\$239,006,495		
Total for Capital	\$15,639,455	\$77,173,566	\$(91,739,869)	\$(14,566,303)	\$78,788,846	\$(81,635,711)	\$(14,892,077)	\$174,326,495	\$(146,688,093)	\$15,663,330

4.5 PUBLIC TRANSPORTATION

INDIAN RIVER COUNTY TRANSIT DEVELOPMENT PLAN 2025 ANNUAL UPDATE

The Indian River County Transit Development Plan (TDP) 2025 Annual Update provides a comprehensive review of the county's public transit system, including recent achievements, current operations, and future priorities. The GoLine fixed-route system, operated by the Senior Resource Association, now consists of fourteen routes serving both urban and rural areas, with expanded weekday and Saturday service hours implemented ahead of schedule. Paratransit services, branded as Community Coach, continue to provide essential door-to-door transportation for eligible residents. In FY 2023/2024, GoLine Ridership reached 1.36 million, a 7.9% increase over the previous year, reflecting strong demand and system growth. Performance measures indicate that all routes meet or exceed effectiveness and efficiency standards.

The TDP outlines a staged ten-year implementation program, identifying priority projects such as the construction of a North County Hub, initiation of Sunday service, and ongoing vehicle replacements. The plan is supported by a financially feasible ten-year capital and operating plan, leveraging federal, state, and local funding sources. Key goals include enhancing service quality, maintaining system accessibility and safety, and fostering regional coordination. While the system continues to perform well, challenges such as rising operating costs and the need for sustained funding remain. The TDP's ongoing updates ensure that transit planning remains responsive to community needs and aligned with the broader objectives of the LRTP.



4.6 BICYCLE AND PEDESTRIAN MASTER PLAN

The 2024 Indian River County Bicycle & Pedestrian Master Plan provides a strategic framework for developing a safe, accessible, and connected bicycle and pedestrian network throughout the county. Building on previous planning efforts, the updated plan establishes a vision for active transportation that prioritizes safety and comfort for all users. The plan evaluates existing conditions, identifies gaps in the current network, and incorporates extensive public and stakeholder input to ensure that community needs and preferences are reflected in project recommendations.

The plan includes a comprehensive inventory of existing facilities, analyzes crash and safety data, and applies contemporary metrics such as Level of Traffic Stress (LTS) to assess the comfort and connectivity of walking and bicycling environments. It identifies a Vision Network of desired bicycle and pedestrian facilities, and prioritizes projects based on criteria including safety, connectivity, equity, and access to schools, civic destinations, and transit. The plan also provides planning-level cost estimates and outlines implementation strategies, including stand-alone projects, integration with roadway resurfacing, and alignment with the LRTP's cost feasible projects.

Policy recommendations focus on updating design standards, adopting best practices for facility design, and embedding safety and accessibility in decision-making. The plan encourages coordination with local agencies, ongoing public engagement, and regular monitoring of progress using measurable performance indicators. Ultimately, the plan supports the LRTP's goals by advancing a multimodal transportation system that enhances mobility, improves safety, and promotes a healthier future for Indian River County.

INDIAN RIVER COUNTY

Bicycle & Pedestrian Master Plan | 2024



4.7 INTERCITY TRAVEL

GREYHOUND

Greyhound Lines is a privately-operated bus operator that provides intercity bus service connecting Indian River County to major cities across Florida and the broader United States. While Greyhound does not operate local fixed-route service within the county, it offers regional and national connectivity through its stop in Vero Beach. The Vero Beach stop is located at the Sunoco gas station on 20th Street, near I-95 Exit 170. This service compliments the county's local transit system, GoLine, by offering residents and visitors access to long-distance travel options. There are no plans for Greyhound terminals in the county, but future planning efforts may consider opportunities to enhance intercity bus travel.

BRIGHTLINE

Brightline is a privately-operated high-speed passenger rail service connecting Miami to Orlando. While the corridor passes through Indian River County, the company has excluded Vero Beach and other county locations from its current station selection process. Instead, Brightline is evaluating proposals for a Treasure Coast station in either Martin or St. Lucie County. Indian River County officials and municipalities—including Vero Beach, Sebastian, and Fellsmere—have expressed strong support for a station in Fort Pierce due to its central location and potential to boost tourism and regional connectivity. At this time, Brightline has no plans to add a station in Indian River County.

TRAVEL AND TOURISM

Travel and tourism are central to the economic vitality and cultural identity of Indian River County. The 2050 LRTP supports this sector by improving access to key destinations such as beaches, historic downtowns, parks, and recreational corridors. By coordinating transportation investments with tourism priorities, the plan enhances mobility for visitors, strengthens regional connectivity, and supports local businesses. A safe, efficient, and attractive transportation network not only improves the visitor experience but also reinforces the county's reputation as a welcoming and vibrant destination.



Credit: visitindianrivercounty.com

CHAPTER 5

PUBLIC INVOLVEMENT



5.0 PUBLIC INVOLVEMENT

The 2050 LRTP involved a public involvement process that solicited input from the public and other stakeholders through workshops, MPO meetings, interviews, and surveys. To be eligible to receive federal transportation funds, Indian River County MPO must comply with federal and state standards regulating public involvement processes in transportation planning. To promote full and fair participation in the LRTP update process by all affected citizens, the MPO provided public notice and allowed for public comment both at key points and throughout the planning process.

The 2050 LRTP update was guided by a comprehensive public participation strategy that began early and continued throughout the planning process. Outreach methods included workshops, stakeholder interviews, surveys, MPO meetings, press releases, and newsletters – each designed to maximize community input and visibility. To ensure equitable access and meaningful participation, outreach efforts adhered to Title VI of the Civil Rights Act of 1964 and the Americans with Disabilities Act of 1990. Special attention was given to engaging minority, low-income, transit-dependent, and limited English proficiency populations.

5.1 PUBLIC INVOLVEMENT ACTIVITIES

A series of workshops was conducted to obtain public input to incorporate into the plan during the development of the Needs Assessment and the Cost Feasible Plan (CFP). Throughout the plan development process, interim results were presented to the MPO's Governing Board, Technical Advisory Committee (TAC), and Citizens Advisory Committee (CAC). Information was provided in advance of the MPO meetings. The typical format of the meetings included a presentation followed by an opportunity to provide feedback and ask questions. The MPO meetings were publicly advertised, thus sharing opportunities for the public to provide input. A summary of public involvement events, surveys, and information dissemination methods is provided on the following page.

The MPO hosted a wide array of public engagement activities as shown in Table 5-1. There were a total of 146 attendees across all workshops.

Table 5-1. Public Engagement Activities Hosted by Indian River County MPO

Date	Activity	Location
April 8, 2025	Public Workshop 1	North IRC Library
April 8, 2025	Public Workshop 2	Fellsmere City Hall
April 9, 2025	Public Workshop 3	IG Center
April 17, 2025	Public Workshop 4	Gifford Youth Achievement Center (GYAC)
April 17, 2025	Public Workshop 5	Vero Beach Community Center
August 21, 2025	Public Workshop 6	Gifford Youth Achievement Center (GYAC)
August 21, 2025	Public Workshop 7	Indian River County Admin Building
August 21, 2025	Public Workshop 8	North Indian River County Library

At the public workshops, participants highlighted concerns such as traffic congestion, speeding, distracted driving, and inadequate lighting and pedestrian infrastructure, especially along CR 512. Public transit suggestions included better marketing, extended service hours, increased frequency, improved signage, mobile app development, and expanded rural coverage. Bicycle and pedestrian access was flagged as unsafe, with calls for protective barriers, new bike lanes and sidewalks, and attention to student routes.

Additional transportation priorities included multimodal integration, equitable transit service for lower-income areas, emergency evacuation planning, seasonal tourism support, and youth-focused programs like “Safe Routes to School.” Capacity needs were ranked by urgency: Tier 1 corridors (e.g., US 1, CR 510, CR 512) require immediate attention; Tier 2 (e.g., SR 60, 12th St) are medium priority; and Tier 3 (e.g., Oslo Rd, Roseland Rd) are lower priority.

5.2 AGENCY OUTREACH AND COORDINATION

The development of the LRTP included coordination with local agencies, adjacent MPOs (Space Coast TPO and St. Lucie TPO), and FDOT. Also, in order to understand the environmental mitigation opportunities and issues within the planning area, the MPO also conducted direct outreach to appropriate federal, state and local land management, resource, environmental, and historic preservation agencies. Consultative comments from responding agencies are included in Appendix E. It should be noted there are no designated Tribal lands within the boundaries of the MPO’s planning area. This direct outreach included the following:

- Indian River County
- Florida Department of Environmental Protection
- St. Johns River Water Management District
- Florida Fish and Wildlife Conservation Commission
- Florida Department of Historical Resources
- U.S. Fish and Wildlife Service



Credit: Sarah Tolve/USFWS

CHAPTER 6

PERFORMANCE EVALUATION



6.0 PERFORMANCE EVALUATION

Performance targets are a foundational element of the LRTP's planning framework, helping to evaluate progress toward long-term transportation goals. As outlined in Chapter 2 and the federally required System Performance Report (Appendix F), the MPO has adopted statewide performance targets established by FDOT and incorporated transit asset management (TAM) targets in coordination with local transit agencies. These targets guide investment decisions and project prioritization across the transportation network.

While Chapter 2 presents the policy and regulatory basis for performance-based planning, this chapter serves as a “report card” for the LRTP. It evaluates how well the plan performs against established measures and forecasts future outcomes. The tables that follow provide a snapshot of current system performance and anticipated trends, supporting transparency and continuous improvement in transportation planning for Indian River County.

6.1 FHWA GOAL PERFORMANCE

Performance Measures established through the Federal Highway Administration (FHWA) address each of the national planning goal areas. MPOs are required to conduct performance-based planning by setting data-driven performance targets for the performance measures and programmed transportation investments that are expected to contribute to achieving those targets. Table 6-1 through Table 6-3 present the adopted targets and thresholds as identified in Chapter 2 and includes a forecast for 2050 relative to each Performance Measure.

Table 6-1. Performance Measure 1 (PM1) – Safety

Safety Performance Measure	FDOT Statewide Safety Targets	Indian River County MPO Safety Targets	IRC 2050 Forecast
Number of Fatalities	0	0	Improved; Target not met
Number of Serious Injuries	0	0	Improved; Target not met
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	0	Improved; Target not met
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled (VMT)	0	0	Improved; Target not met
Total Number of Non-motorized Fatalities and Serious Injuries	0	0	Improved; Target not met

Table 6-2 Performance Measure 2 (PM2) – Pavement and Bridge

Performance Measure	2023 Statewide Target	2025 Statewide Target	IRC 2050 Forecast
Percent of NHS bridges (by deck area) in good condition	50.00%	50.00%	Target met
Percent of NHS bridges (by deck area) in poor condition	10.00%	5.00%	Target met
Percent of Interstate pavements in good condition	60.00%	60.00%	Target met
Percent of Interstate pavements in poor condition	5.00%	5.00%	Target met
Percent of non-Interstate pavements in good condition	40.00%	40.00%	Target met
Percent of non-Interstate pavements in poor condition	5.00%	5.00%	Target met

Table 6-3. Performance Measure 3 (PM3) – System Performance and Freight

Performance Measure	Target	IRC 2050 Forecast
Percent of person-miles on the Interstate system that are reliable — Level of Travel Time Reliability (Interstate LOTTR)	≥ 70%	Maintained or Improved
Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR)	≥ 50%	Maintained or Improved
Freight travel time reliability	2.00	Maintained or Improved

6.2 IRC 2050 GOAL PERFORMANCE

To assess progress toward each LRTP goal, the MPO has established performance indicators and measures aligned with the plan's objectives and policies. These indicators are evaluated at key milestones rather than annually. Table 6-4 through Table 6-9 present the forecasted performance for each goal through 2050, based on the adopted targets and thresholds from Chapter 2.

Table 6-4. Goal 1 Objectives, Policies, and Performance Measures & Indicators

Objectives	Policies	Performance Measures (PM) and Indicators (PI)	IRC 2050 Forecast
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.	Maintained or Improved
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.	Maintained or Improved
		PI 1.02.1.2 – Lane miles of roadway improvements on hurricane evacuation routes.	Maintained or Improved
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.	Maintained or Improved
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 – New flyover at the FEC Railroad.	Maintained or Improved
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.	Maintained or Improved
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 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))	Maintained or Improved

Table 6-5. Goal 2 Objectives, Policies, and Performance Measures & Indicators

Objectives	Policies	Performance Measures (PM) and Indicators (PI)	IRC 2050 Forecast
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.	Maintained or Improved
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.	Maintained or Improved
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.	Maintained or Improved
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.	Maintained or Improved
	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.	Maintained or Improved
	Policy 2.05.2 – Adapt abandoned railroad corridors, roadway alignments and military trails for bicycle facilities, wherever possible.		
Objective 2.06 – 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	PI 2.06.1.1 – TTTR on the Interstate Highway System (Truck Travel Time Reliability (TTTR) index on the Interstate Highways is less than 2.00)	Maintained or Improved
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	Maintained or Improved

Table 6-6. Goal 3 Objectives, Policies, and Performance Measures & Indicators

Objectives	Policies	Performance Measures (PM) and Indicators (PI)	IRC 2050 Forecast
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.	Maintained or Improved
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 in the 2050 Cost Feasible Plan.	PI 3.02.1.1 – Centerline miles of collector roadways with six or more lanes.	Maintained or Improved
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.	Maintained or Improved

Table 6-7. Goal 4 Objectives, Policies, and Performance Measures & Indicators

Objectives	Policies	Performance Measures (PM) and Indicators (PI)	IRC 2050 Forecast
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.	Maintained or Improved
Objective 4.02 – 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.	Maintained or Improved
Objective 4.03 – 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 Bicycle/Pedestrian Plan.	PM 4.03.1.1 – Annual percent change in the number and rate of non-motorized crashes.	Maintained or Improved

Table 6-8. Goal 5 Objectives, Policies, and Performance Measures & Indicators

Objectives	Policies	Performance Measures (PM) and Indicators (PI)	IRC 2050 Forecast
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	Maintained or Improved
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 5.02.01 – 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	Maintained or Improved
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.	Maintained or Improved

Table 6-9. Goal 6 Objectives, Policies, and Performance Measures & Indicators

Objectives	Policies	Performance Measures (PM) and Indicators (PI)	IRC 2050 Forecast
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.	Maintained or Improved
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.	Maintained or Improved

6.3 TRAVEL DEMAND

As previously discussed, the Treasure Coast Regional Planning Model (TCRPM) was utilized to identify the current and projected transportation demand of persons and goods in the planning area. The model was also used to evaluate the performance of the plan against identified performance targets and indicators, as well as the forecasted performance of the roadway network. The travel demand model provides an indication of how effective the Cost Feasible Plan network is in managing congestion and travel delay. An overall analysis of volume/capacity (V/C) ratios for the roadway network was conducted to demonstrate the level of congestion expected in 2050. Maps depicting the 2050 roadway network are included on the following pages, including the number of annual average daily traffic (Figure 6-1) and V/C ratios (Figure 6-2).



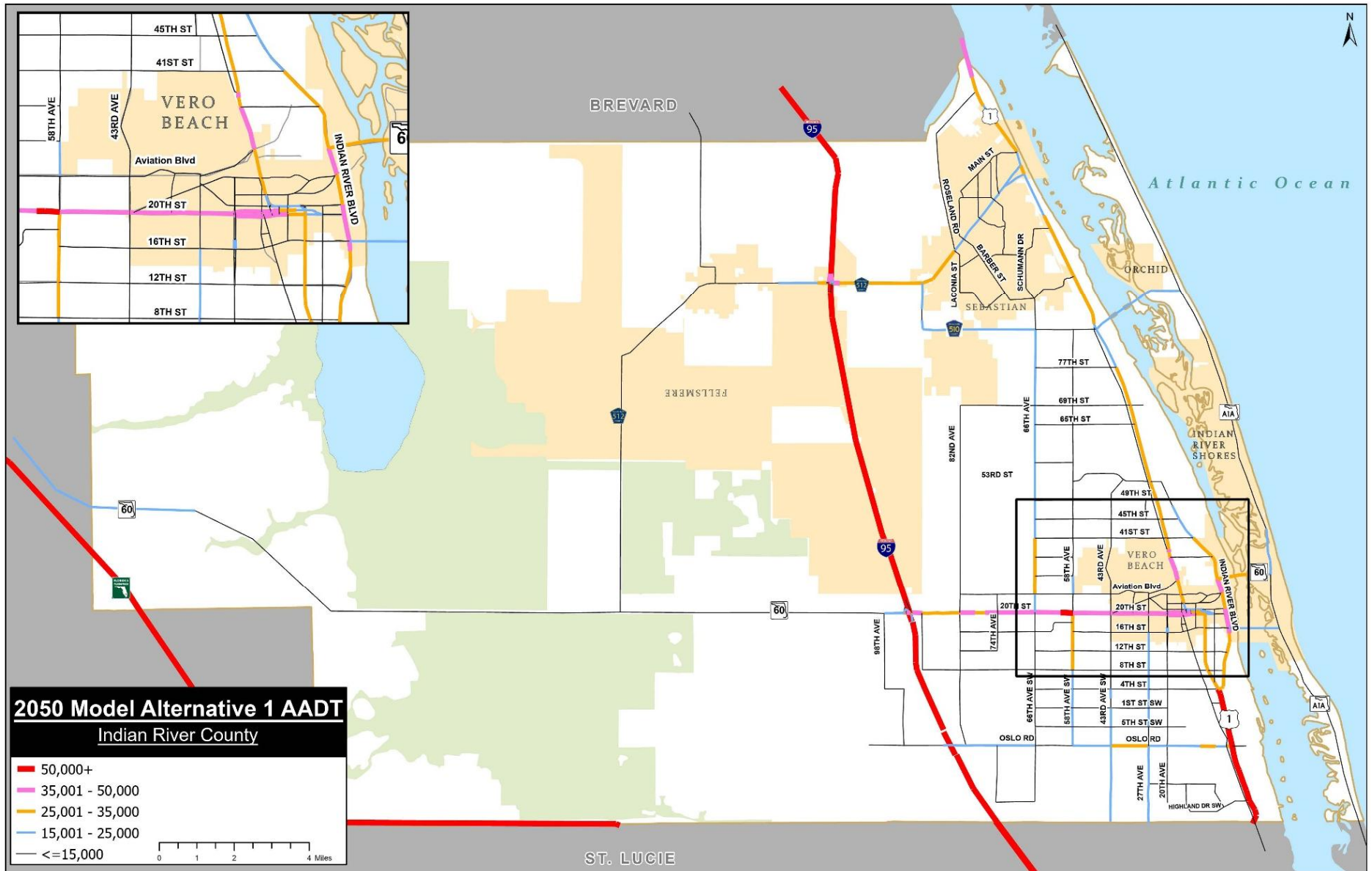


Figure 6-1. Annual Average Daily Traffic (2050 Network)

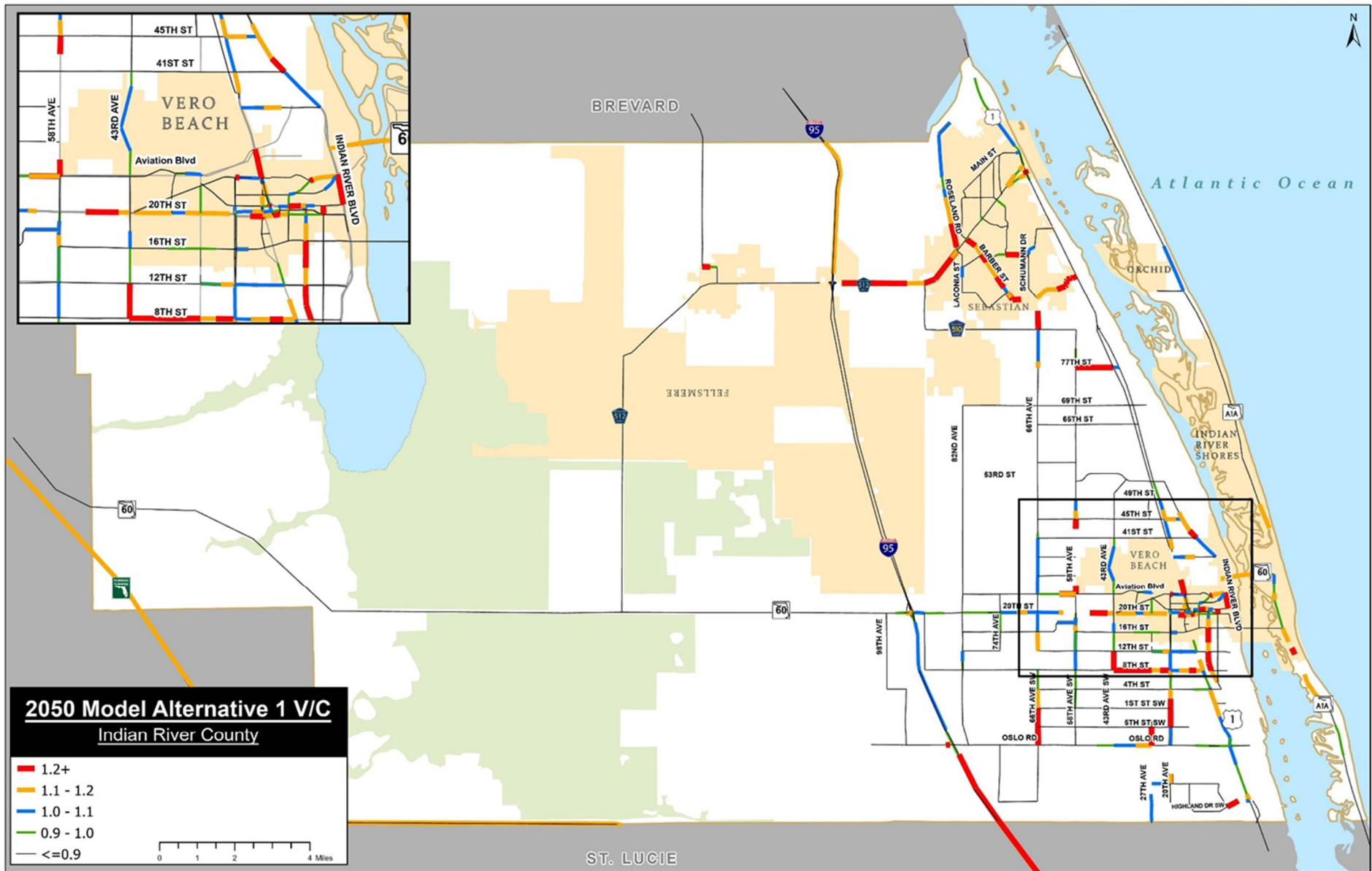


Figure 6-2. Volume to Capacity (2050 Network)

CHAPTER 7

IMPLEMENTATION



7.0 IMPLEMENTATION

The IRC 2050 LRTP serves as a strategic guide for implementing transportation improvements over the next five years and beyond. Successful implementation will depend on continued collaboration among key partners, including Indian River County, local municipalities, FDOT District Four, transit providers, neighboring jurisdictions, other MPOs/TPOs, and the broader community. The MPO will work closely with these partners to secure funding and advance projects that address the county's evolving transportation needs.

As a central component of the MPO's planning and programming framework, the LRTP's Cost Feasible Plan informs the development of the annual Priority Projects Report (PPR). The PPR identifies projects for advancement into the Transportation Improvement Program (TIP), which in turn feeds into FDOT's Five-Year Work Program. This process ensures that long-range planning goals are translated into actionable investments that support a safe, efficient, and multimodal transportation system.

7.1 PLAN AMENDMENT PROCESS

This LRTP is not a static document. LRTP changes can occur due to shifts in availability of funding or updated project priorities, among other reasons. FDOT provides MPOs guidance to implement amendments to the LRTP.

The MPO may need to revise the LRTP outside of the standard 5-year update cycle. The Code of Federal Regulations defines two types of revisions—*administrative modifications* and *amendments*.

An *administrative modification* is a minor revision to the LRTP or TIP. It generally includes minor changes to project/phase costs, funding sources, or project/phase initiation dates. Public review and comments are not required, and fiscal constraint demonstration is not necessary either.

An *amendment* is a major revision to the LRTP. Amendments include the addition or removal of projects from the plan, major changes to project costs, changes to major dates, or significant revisions to design concepts and scopes for existing projects. Amendments require re-demonstrating fiscal constraints as well as public review and comment in accordance with the LRTP amendment and Public Participation Process (PPP). Changes to projects that are considered illustrative do not require an amendment. An amendment requires revenue and cost estimates supporting the plan to use an inflation rate(s) to reflect year of expenditure dollars, based on reasonable financial principles and information.

The LRTP can be revised at any time. It is important to note that the MPO does not have to extend the planning horizon of the LRTP for administrative modifications or for amendments. Florida Statute requires that the Indian River County MPO Board adopt amendments to the LRTP by a recorded roll call vote or hand-counted vote of the majority of the membership present. The amended long-range plan is to be distributed in accordance with the FDOT MPO Handbook requirements.

7.2 THE NEXT FIVE YEARS

The Indian River County MPO envisions a transportation system that strengthens local mobility and enhances regional connectivity. The 2050 LRTP addresses these needs by prioritizing high-value, community-focused improvements that promote safety, economic development, and multimodal access. A defining feature of this plan is its commitment to investing in transportation solutions that reflect and support the character of Indian River County.

The 2050 LRTP will guide MPO activities for the next five years, with the next update anticipated by December 2030. During this period, the MPO will work collaboratively with its partners to implement the plan's recommendations and advance projects that align with the community's long-term goals.

APPENDIX A

2050 LRTP CHECKLIST





LONG RANGE TRANSPORTATION PLAN (LRTP) REVIEW CHECKLIST

MPO: [Indian River County](#)

LRTP Submittal Date:

Review #:

Date of Review: [October 20, 2025](#)Reviewed By: [Matthew Hansford](#)

The following LRTP Review Checklist is provided to assist in the review of the MPO's LRTP. This Review Checklist is to be completed by the MPO Liaison.

Section A – Federal Requirements

[23 CFR Part 450 – Planning Assistance and Standards](#)

A-1 ([23 CFR 450.324\(a\)](#))

- Does the Long Range Transportation Plan (LRTP) cover a 20-year horizon from the date of adoption? Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 1-1

[Click here to enter comments](#)

A-2 ([23 CFR 450.324\(a\)](#))

- Does the LRTP address the planning factors described in [23 CFR 450.306\(b\)23](#)? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-7 – 2-8, 4-14, 2-11 – 2-16

[Click here to enter comments](#)

- Risk and Resiliency: Does the LRTP improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation?

Yes | If yes, page number: 2-3 – 2-4, 2-7 – 2-9, 2-13 – 2-14, 2-16, 6-2, 6-4 – 6-5

[Click here to enter comments](#)

- Travel and Tourism: Does the LRTP enhance travel and tourism? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-8 – 2-9, 4-17

[Click here to enter comments](#)

A-3 ([23 CFR 450.324\(b\)](#))

1. Does the LRTP include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal transportation system (including accessible pedestrian walkways and bicycle transportation facilities) to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-3 – 2-5, 4-9, 4-16, 6-4 – 6-5

[Click here to enter comments](#)

A-4 ([23 CFR 450.324\(c\)](#))

2. Was the requirement to update the LRTP at least every five years met? Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) and [2012 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: [Click or tap here to enter text.](#)

To be completed after resolution adoption

A-5 ([23 CFR 450.324\(d\)](#))

3. Did the MPO coordinate the development of the LRTP with the process for developing transportation control measures (TCMs) in a State Implementation Plan (SIP)? See [2012 FHWA LRTP Expectations Letter](#) for guidance.

Not Applicable | If yes, page number: xx

[Click here to enter comments](#)

A-6 ([23 CFR 450.324\(e\)](#))

4. Was the LRTP updated based on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 3-1 – 3-3, 6-7

[Click or tap here to enter text.](#)

A-7 ([23 CFR 450.324\(f\)\(1\)](#))

5. Does the LRTP include the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the plan? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “Administrative Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 3-1 – 3-3

[Click here to enter comments](#)

A-8 ([23 CFR 450.324\(f\)\(2\)](#))

6. Does the LRTP include existing and proposed transportation facilities (including major roadways, public transportation facilities, intercity bus facilities, multimodal and intermodal facilities, nonmotorized transportation facilities, and intermodal connectors that should function as an integrated metropolitan transportation system, giving emphasis to those facilities that serve important national and regional transportation functions over the period of the transportation plan?

Yes | If yes, page number: 4-5 – 4-10

[Click here to enter comments](#)

A-9 ([23 CFR 450.324\(f\)\(3\)](#))

7. Does the LRTP include a description of the performance measures and performance targets used in assessing the performance of the transportation system in accordance with [23 CFR 450.306\(d\)](#)? Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-2 – 2-6, 2-11 – 2-16

[Click here to enter comments](#)

A-10 ([23 CFR 450.324\(f\)\(4\)\(i\)](#))

8. Does the LRTP include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets described in [23 CFR 450.306\(d\)](#), including progress achieved by the metropolitan planning organization in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data? Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-11 – 2-16, Appendix F

[Click here to enter comments](#)

A-11 ([23 CFR 450.306\(d\)\(4\)](#))

9. Did the MPO integrate in the metropolitan transportation planning process, directly or by reference, the goals, objectives, performance measures, and targets described in other State transportation plans and transportation processes, as well as any plans developed under [49 USC Chapter 53](#) by providers of public transportation, required as part of a performance-based program including:
- o (i) The State asset management plan for the NHS, as defined in [23 USC 119\(e\)](#) and the Transit Asset Management Plan, as discussed in [49 USC 5326](#);
 - o (ii) Applicable portions of the HSIP, including the SHSP, as specified in [23 USC 148](#);
 - o (iii) The Public Transportation Agency Safety Plan, as specified in [49 USC 5329\(d\)49](#);
 - o (iv) Other safety and security planning and review processes, plans, and programs, as appropriate;
 - o (v) The Congestion Mitigation and Air Quality Improvement Program performance plan in [23 USC 149\(l\)](#), as applicable;
 - o (vi) Appropriate (metropolitan) portions of the [State Freight Plan \(MAP-21 section 1118\)](#);
 - o (vii) The congestion management process, as defined in [23 CFR 450.322](#), if applicable; and
 - o (viii) Other State transportation plans and transportation processes required as part of a performance-based program.

Please see the “New Requirements” section of the [2018 FHWA LRTP Expectations Letter](#) and [2012 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-6 – 2-16, Appendix F

[Click here to enter comments](#)

A-12 ([23 CFR 450.324\(f\)\(5\)](#))

10. Does the LRTP include operational and management strategies to improve the performance of existing transportation facilities to relieve vehicular congestion and maximize the safety and mobility of people and goods? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-3, 2-5, 4-5, 4-10, 6-4

[Click here to enter comments](#)

A-13 ([23 CFR 450.324\(f\)\(6\)](#))

11. Does the LRTP include consideration of the results of the congestion management process in TMAs, including the identification of SOV projects that result from a congestion management process in TMAs that are nonattainment for ozone or carbon monoxide? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-5, 2-11, 6-5

Indian River County is in a not designated as a nonattainment area

A-14 ([23 CFR 450.324\(f\)\(7\)](#))

12. Does the LRTP include assessment of capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure, provide for multimodal capacity increases based on regional priorities and needs, and reduce the vulnerability of the existing transportation infrastructure to natural disasters?

Yes | If yes, page number: 2-2, 2-4 – 2-5, 2-7 – 2-9, 2-12, 6-3, 6-5

[Click here to enter comments](#)

A-15 ([23 CFR 450.324\(f\)\(8\)](#))

13. Does the LRTP include transportation and transit enhancement activities, including consideration of the role that intercity buses may play in reducing congestion, pollution, and energy consumption in a cost-effective manner and strategies and investments that preserve and enhance intercity bus systems, including systems that are privately owned and operated, and including transportation alternatives, as defined in [23 USC 101\(a\)](#), and associated transit improvements, as described in [49 USC 5302\(a\)49](#)?

Yes | If yes, page number: 4-17

[Click here to enter comments](#)

A-16 ([23 CFR 450.324\(f\)\(9\)](#))

14. Does the LRTP describe all proposed improvements in sufficient detail to develop cost estimates? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 4-9 – 4-10, 4-14

[Click here to enter comments](#)

A-17 ([23 CFR 450.324\(f\)\(10\)](#))

15. Does the LRTP include a discussion of the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the LRTP? Please see the “Technical Topics” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-4, 5-2

[Click here to enter comments](#)

A-18 ([23 CFR 450.324\(f\)\(11\)](#))

16. Does the LRTP include a financial plan that demonstrates how the adopted LRTP can be implemented? Please see the “Fiscal Constraint” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 4-9 – 4-10, 4-14

[Click here to enter comments](#)

A-19 ([23 CFR 450.324\(f\)\(11\)\(i\)](#))

17. Does the LRTP include system-level estimates of costs and revenue sources to adequately operate and maintain Federal-aid highways and public transportation?

Yes | If yes, page number: 4-2 – 4-3, 4-14

[Click here to enter comments](#)

A-20 ([23 CFR 450.324\(f\)\(11\)\(ii\)](#))

18. Did the MPO, public transportation operator(s), and State cooperatively develop estimates of funds that will be available to support LRTP implementation, as required under [23 CFR 450.314\(a\)](#)? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 4-2 – 4-3

[Click here to enter comments](#)

A-21 ([23 CFR 450.324\(f\)\(11\)\(iii\)](#))

19. Does the financial plan include recommendations on additional financing strategies to fund projects and programs included in the LRTP, and, in the case of new funding sources, identify strategies for ensuring their availability?

Yes | If yes, page number: 4-1

[Click here to enter comments](#)

A-22 ([23 CFR 450.324\(f\)\(11\)\(iv\)](#))

20. Does the LRTP's revenue and cost estimates use inflation rates that reflect year of expenditure dollars, based on reasonable financial principles and information, developed cooperatively by the MPO, State(s), and public transportation operator(s)?

Yes | If yes, page number: 4-3, Appendix D

[Click here to enter comments](#)

A-23 ([23 CFR 450.324\(f\)\(11\)\(vi\)](#))

21. Does the financial plan address the specific financial strategies required to ensure the implementation of Transportation Control Measures (TCM) in the applicable State Implementation Plan (SIP)?

Not Applicable | If yes, page number: xx

[Click here to enter comments](#)

A-24 ([23 CFR 450.324\(f\)\(12\)](#))

22. Does the LRTP include pedestrian walkway and bicycle transportation facilities in accordance with [23 USC 217\(g\)](#)?

Yes | If yes, page number: 4-6 – 4-8

[Click here to enter comments](#)

A-25 ([23 CFR 450.324\(h\)](#))

23. Does the L RTP integrate the priorities, goals, countermeasures, strategies, or projects for the metropolitan planning area contained in the HSIP, including the SHSP, the Public Transportation Agency Safety Plan, or an Interim Agency Safety Plan? Please see the “Technical Topics” section of the [2018 FHWA L RTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-11, 2-16

[FDOT Strategic Highway Safety Plan and Public Transportation Agency Safety Plan mentioned](#)

A-26 ([23 CFR 450.324\(g\)\(1\)](#))

24. Does the L RTP identify the current and projected transportation demand of persons and goods in the metropolitan planning area over the period of the L RTP?

Yes | If yes, page number: 3-1 – 3-3

[Click here to enter comments](#)

A-27 ([23 CFR 450.324\(j\)](#))

25. Did the MPO provide individuals, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cashout program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the L RTP using the MPO’s adopted Public Participation Plan (PPP) developed under [23 CFR 450.316\(a\)](#)?

Yes | If yes, page number: 5-1 – 5-2

[Click here to enter comments](#)

A-28 ([23 CFR 450.324\(k\)](#), [23 CFR 450.316\(a\)\(1\)\(iv\)](#))

26. Did the MPO publish or otherwise make readily available the L RTP for public review, including (to the maximum extent practicable) in electronically accessible formats and means, such as the World Wide Web? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA L RTP Expectations Letter](#) for guidance. Please see the “Administrative Topics” section of the [2018 FHWA L RTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 5-1 – 5-2

[Click here to enter comments](#)

A-29 ([23 CFR 450.316\(a\)\(1\)\(j\)](#))

27. Did the MPO provide adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed L RTP? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA L RTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 5-1 – 5-2

[Click here to enter comments](#)

A-30 ([23 CFR 450.316\(a\)\(1\)\(vii\)](#))

28. In developing the LRTP, did the MPO seek out and consider the needs of those traditionally underserved by existing transportation systems such as low-income and minority households? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance. Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 5-1

[Click here to enter comments](#)

A-31 ([23 CFR 450.316\(a\)\(1\)\(vi\)](#), [23 CFR 450.316\(a\)\(2\)](#))

29. Has the MPO demonstrated explicit consideration of and response to public input received during development of the LRTP? If significant written and oral comments were received on the draft LRTP, is a summary, analysis, and report on the disposition of the comments part of the final LRTP? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 5-1 – 5-2

[Click or tap here to enter text.](#)

A-32 ([23 CFR 450.316\(a\)\(1\)\(viii\)](#))

30. Did the MPO provide an additional opportunity for public comment if the final LRTP differs significantly from the version that was made available for public comment and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts? Please see the “Stakeholder and Coordination Input” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Not Applicable | If yes, page number: xx

[Click here to enter comments](#)

A-33 ([23 CFR 450.316\(b\)](#))

31. Did the MPO consult with agencies and officials responsible for other planning activities within the MPO planning area that are affected by transportation, or coordinate its planning process (to the maximum extent practicable) with such planning activities in the development of the LRTP? Please see the “Proactive Improvements” section of the [2018 FHWA LRTP Expectations Letter](#) for guidance.

Yes | If yes, page number: 2-11, 4-15 – 4-17

[Click here to enter comments](#)

A-34 ([23 CFR 450.316\(c\)](#))

32. If the MPO planning area includes Indian Tribal lands, did the MPO appropriately involve the Indian Tribal government(s) in the development of the LRTP?

Not Applicable | If yes, page number: xx

[Click here to enter comments](#)

A-35 ([23 CFR 450.316\(d\)](#))

33. If the MPO planning area includes Federal public lands, did the MPO appropriately involve Federal land management agencies in the development of the LRTP?

[Yes](#) | If yes, page number: [5-2](#)

[Click here to enter comments](#)

A-36 ([23 CFR 450.316\(e\)](#))

34. In U.S. Census designated urban areas of more than 50,000 people that are served by more than one MPO, is there written agreement among the MPOs, the State, and public transportation operator(s) describing how the metropolitan transportation planning processes will be coordinated to assure the development of consistent plans across the planning area boundaries, particularly in cases in which a proposed transportation investment extends across those boundaries?

[Not Applicable](#) | If yes, page number: [xx](#)

[Click here to enter comments](#)

A-37

35. Did the MPO consider projects and strategies that will promote consistency between transportation improvements and state and local housing patterns (in addition to planned growth and economic development patterns) in the development of the LRTP?

[Yes](#) | If yes, page number: [3-4](#)

[No mention of housing patterns](#)

Section B – State Requirements

[Florida Statutes: Title XXVI – Public Transportation, Chapter 339, Section 175](#)

B-1 ([s.339.175\(1\), \(5\), and \(7\), FS](#))

36. Are the prevailing principles in [s. 334.046\(1\), FS](#) – preserving the existing transportation infrastructure, enhancing Florida's economic competitiveness, and improving travel choices to ensure mobility – reflected in the LRTP?

Yes | If yes, page number: [2-3 – 2-5, 2-7 – 2-10, 2-12 – 2-13, 3-1, 6-4](#)

[Click here to enter comments](#)

B-2 ([s.339.175\(1\) and \(7\)\(a\), FS](#))

37. Does the LRTP give emphasis to facilities that serve important national, state, and regional transportation functions, including SIS and TRIP facilities?

Yes | If yes, page number: [2-2, 4-8, 6-3](#)

[Click here to enter comments](#)

B-3 ([s.339.175\(5\) and \(7\), FS](#))

38. Is the LRTP consistent, to the maximum extent feasible, with future land use elements and the goals, objectives, and policies of the approved comprehensive plans for local governments in the MPO's metropolitan planning area?

Yes | If yes, page number: [3-4](#)

No mention of local government comprehensive plans. Future land use maps discussed in population and employment projection section.

B-4 ([s.339.175\(1\) and \(7\) FS](#))

39. Did the MPO consider strategies that integrate transportation and land use planning to provide for sustainable development and reduce greenhouse gas emissions in the development of the LRTP?

Yes | If yes, page number: [2-4, 6-5](#)

[Click here to enter comments](#)

B-5 ([s.339.175\(7\)\(a\), FS](#))

40. Were the goals and objectives identified in the Florida Transportation Plan considered in the development of the LRTP?

Yes | If yes, page number: [2-9 – 2-10](#)

[Click here to enter comments](#)

B-6 ([s.339.175\(7\)\(c\), FS](#))

41. Does the LRTP assess capital investment and other measures necessary to 1) ensure the preservation of the existing metropolitan transportation system, including requirements for the operation, resurfacing, restoration, and rehabilitation of major roadways and requirements for the operation, maintenance, modernization, and rehabilitation of public transportation facilities; and 2) make the most efficient use of existing transportation facilities to relieve vehicular congestion and maximize the mobility of people and goods?

Yes | If yes, page number: [2-3, 2-5, 4-5 – 4-6, 4-8, 6-4, 6-6, Appendix B](#)

[Click here to enter comments](#)

B-7 ([s.339.175\(7\)\(d\), FS](#))

42. Does the LRTP indicate, as appropriate, proposed transportation enhancement activities, including, but not limited to, pedestrian and bicycle facilities, scenic easements, landscaping, historic preservation, mitigation of water pollution due to highway runoff, and control of outdoor advertising?

Yes | If yes, page number: [4-6 – 4-8, 5-2 Appendix B](#)

[Click here to enter comments](#)

B-8 ([s.339.175\(13\) FS](#))

43. Was the LRTP approved on a recorded roll call vote or hand-counted vote of the majority of the membership present?

Yes | If yes, page number: [p. i; 7-1](#)

[“\[Resolution Text Here\]”; statute requires recorded vote for amendments; adoption vote to be recorded at the meeting](#)

Section C – Proactive Recommendations

C-1 ([23 CFR 450.306\(b\)\(9\)](#))

44. Does the LRTP attempt to improve the resilience and reliability of the transportation system or mitigate the impacts of stormwater on surface transportation?

Yes | If yes, page number: [2-4, 2-8 – 2-9, 6-5](#)

[Click here to enter comments](#)

C-2

45. Does the LRTP proactively identify climate adaptation strategies including—but not limited to—assessing specific areas of vulnerability, identifying strategies to reduce emissions by promoting alternative modes of transportation, or devising specific climate adaptation policies to reduce vulnerability?

Yes | If yes, page number: [2-4, 2-7 – 2-10, 5-2](#)

[Click here to enter comments](#)

C-3

46. Does the LRTP consider strategies to promote inter-regional connectivity to accommodate both current and future mobility needs?

Yes | If yes, page number: [4-1, 4-17, 7-2](#)

[Click here to enter comments](#)

C-4

47. Does the MPO consider the short- and long-term effects of population growth and or shifts on the transportation network in the development of the LRTP?

Yes | If yes, page number: [3-1 – 3-3](#)

[Click here to enter comments](#)



APPENDIX B

FY 2025/2026 – 2029/2030

TRANSPORTATION IMPROVEMENT PROGRAM OVERVIEW



Draft TIP FY 2025/2026 – 2029/2030 Roadway Capacity Projects

FM Number	On Street	From Street	To Street	SIS	Agency	Distance	Improvement	Prior Year Costs	PDE Timeframe	PDE Cost	PDE Source	PE/DES Timeframe	PE/DES Cost	PE/DES Source	ROW Timeframe	ROW Cost	ROW Source	CST Timeframe	CST Cost	CST Source	RRU Timeframe	RRU Cost	RRU Source	Other Costs	Total TIP Cost	Future Year Costs
2308793	82 nd Ave	26 th St	69 th St	Y	FDOT	5.0	New 2 Lane	\$5,490,314							2026	\$100,000	ACSM									
															2026-2030	\$3,780,017	SA									
															2026-2029	\$1,215,059	SM									
															2026-2028	\$1,428,926	SN									
4513681	Aviation Blvd	43 rd Ave	SR 5/US 1	N	FDOT	2.105	Widen to 4 Lane and Add Improvements	\$-	2028	\$550,000	CM															
									2028-2029	\$3,055,000	SA															
4416921	CR 510	58 th Ave	E SR 5/US 1	Y	FDOT	0.6	Widen to 4 Lane	\$5,948,860							2029	\$1,801,748	SL									
															2029	\$565,400	SN									
4056067	CR 510	CR 512	87 th St	N	FDOT	0.978	Widen to 4 Lane	\$43,811,064										2026	\$302,385	ACPR						
																		2026	\$79,260	SA						
																		2026	\$148,320	SL						
																		2026	\$640,239	SL						
4056063	CR 510	W of 82 nd Ave	58 th Ave	Y	FDOT	3.26	Widen to 4 Lane	\$43,811,064							2026	\$1,710,192	ACCM									
															2027	\$590,581	CM									
															2026	\$291,600	LF									
															2026	\$1,053,719	SA									
															2026-2028	\$4,444,674	SL									
															2026	\$530,362	SN									
4056068	CR 510	87 th St	W of 82 nd Ave	N	FDOT	0.871	Widen to 4 Lane	\$43,811,064										2030	\$2,513,011	CN	2029-2030	\$2,810,450	LF			
																		2030	\$16,303,808	SA						
																		2030	\$2,000,000	SL						
																		2030	\$389,302	SM						
																		2030	\$701,400	SN						
4130485	I-95	Oslo Road		Y	FDOT	1.01	Landscaping (Interchange)	\$-				2028	\$19,958	DIH				2030	\$1,384,227	DDR						
												2028	\$249,480	DS				2030	\$58,304	DIH						
4315211	Oslo Road	SW 82 nd Ave	58 th Ave	Y	FDOT	2.683	Widen to 4 Lane	\$63,023,987							2027	\$316,063	SA									
4416931	US 1	Aviation Blvd		N	FDOT	0.01	Intersection Improvements	\$5,269,971				2026	\$1,653,360	DDR	2026-2030	\$5,742,965	DDR									
												2026	\$300,000	SL	2027-2028	\$108,000	DIH									

Draft TIP FY 2025/2026 – 2029/2030 Bicycle, Pedestrian, and Trail Projects

FM Number	On Street	From Street	To Street	SIS	Agency	Distance	Improvement	Prior Year Costs	CST Timeframe	CST Cost	CST Source	Other Costs	Total TIP Cost	Future Year Costs
4529951	43 rd Ave	45 th St	49 th St	N	FDOT	0.503	Sidewalk Construction	\$5,000	2027	\$42,000	LF			
									2027	\$361,305	TALL			
									2027-2028	\$1,165,877	TALT			
4489951	Trans FL RR	Broadway St	Grant Ave	N	FDOT	0.9	Bike Path/Trail	\$1,855,609	2026	\$87,952	LF			
									2026	\$165,945	TALL			
									2026	\$97,583	TALT			

Draft TIP FY 2025/2026 – 2029/2030 Aviation Projects

FM Number	Airport	SIS	Agency	Improvement	Prior Year Costs	CAP Timeframe	CAP Cost	CAP Source	Other Costs	Total TIP Cost	Future Year Costs
4533791	Sebastian	N	N/A	Construction Access Road and Uti. West	\$-	2027-2028	\$1,600,000	DPTO			
						2027-2028	\$400,000	LF			
4550111	Sebastian	N	N/A	Construction Golf Apron Phase 1	\$-	2027	\$75,000	DPTO			
						2027	\$1,350,000	FAA			
						2027	\$75,000	LF			
4533651	Sebastian	N	N/A	Construction Terminal Apron Expansion	\$-	2026	\$960,000	DPTO			
						2026	\$240,000	LF			
4495941	Sebastian	N	N/A	Construction Aircraft Wash Rack	\$-	2028	\$100,000	DPTO			
						2028	\$25,000	LF			
4481131	Sebastian	N	N/A	Construction Taxiway Golf	\$987,600	2026	\$790,080	DPTO			
						2026	\$197,520	LF			
4548181	Sebastian	N	N/A	Engineering Design and Golf Apron Phase 1	\$-	2026	\$12,500	DPTO			
						2026	\$225,000	FAA			
						2026	\$12,500	LF			
4549981	Sebastian	N	N/A	Update Airport Master Plan	\$-	2028	\$25,000	DPTO			
						2028	\$450,000	FAA			
						2028	\$25,000	LF			
4515611	Sebastian	N	N/A	Design Access Road & Utility	\$-	2026	\$200,000	DPTO			
						2026	\$50,000	LF			
4515541	Vero Beach	N	N/A	Rehabilitate Taxiway A (Design)	\$-	2026	\$10,000	DPTO			
						2026	\$180,000	FAA			
						2026	\$10,000	LF			
4533661	Vero Beach	N	N/A	Airfield Electrical Upgrades	\$-	2026	\$1,440,000	DPTO			
						2026	\$360,000	LF			
4550101	Vero Beach	N	N/A	AWOS Relocation	\$-	2027	\$280,000	DPTO			
						2027	\$70,000	LF			
4515381	Vero Beach	N	N/A	Rehabilitate Airport Drain System	\$-	2028	\$100,000	DPTO			
						2028	\$1,800,000	FAA			
						2028	\$100,000	LF			
4533831	Vero Beach	N	N/A	Rehabilitate Taxiway A (Construction)	\$-	2027	\$110,000	DPTO			
						2027	\$1,980,000	FAA			
						2027	\$110,000	LF			
4515531	Vero Beach	N	N/A	Replace Hangar Roof	\$-	2026	\$800,000	DPTO			
						2026	\$200,000	LF			
4548971	Vero Beach	N	N/A	Extend/Mark/Light Taxiway E	\$-	2029	\$1,300,000	DPTO			
						2029	\$3,400,000	FAA			
						2029	\$1,300,000	LF			
4549021	Vero Beach	N	N/A	Extend/Mark/Light Taxiway E	\$-	2028	\$1,120,000	DPTO			
						2028	\$280,000	LF			
4549011	Vero Beach	N	N/A	Extend Runway 4/22 Phase 1 Env	\$-	2028	\$20,000	DPTO			
						2028	\$360,000	FAA			
						2028	\$20,000	LF			

Draft TIP FY 2025/2026 – 2029/2030 O&M and Safety Projects

FM Number	On Street	From Street	To Street	SIS	Agency	Distance	Improvement	Prior Year Costs	PDE Timeframe	PDE Cost	PDE Source	PE/DES Timeframe	PE/DES Cost	PE/DES Source	ROW Timeframe	ROW Cost	ROW Source	CST Timeframe	CST Cost	CST Source	RRU Timeframe	RRU Cost	RRU Source	INC Timeframe	INC Cost	INC Source	MNT Timeframe	MNT Cost	MNT Source	OPS Timeframe	OPS Cost	OPS Source	Other Costs	Total TIP Cost	Future Year Costs		
4442703	43 rd Ave	1 st ST SW	6 th St	N	IRC	0.756	Resurfacing	\$-										2028 - 2029	\$3,203,550	GRSC																	
																		2028	\$1,067,850	LF																	
4442702	43 rd Ave	6 th St	12 th St	N	IRC	0.764	Resurfacing	\$-										2026	\$1,415,525	GRSC																	
																		2026	\$1,318,900	LF																	
																		2026	\$487,805	SCED																	
																		2026	\$496,670	SCW R																	
4497001	43 rd Ave	5 th St SW	1 st St SW	N	IRC	0.491	Resurfacing	\$-										2030	\$784,000	GRSC																	
																		2030	\$773,250	LF																	
																		2030	\$512,821	SCED																	
																		2030	\$518,974	SCOP																	
																		2030	\$503,955	SCW R																	
4533271	45 th St	58 th Ave	43 rd Ave	N	FDO T	0.924	Bike Ln/Sidewalk Retrofit	\$-	2026	\$300,000	SA	2027	\$400,000	SA																							
4493321	CR 512	I-95	W of 106 th Ave	N	FDO T	0.381	Widen/Resurface (Interchange)	\$611,734										2027	\$2,567,464	SA																	
4512932				N	FDO T		IRC Mowing	\$-																			2026 - 2028	\$975,000	D								
2336662				N	FDO T		IRC State Hwy System Bridges	\$6,552,054																			2026 - 2028	\$120,000	D								
2336661				N	FDO T		IRC State Hwy System Roadway	\$6,552,054																			2026 - 2029	\$880,000	D								
2342422				Y	FDO T		Interstate Highway Bridges	\$671,800																			2026 - 2028	\$75,000	D								
2344241				Y	FDO T		Interstate Highways Maintenance	\$671,800																			2026 - 2029	\$60,000	D								
4484431	SR 60	SR 60 to US 1	IR Blvd & 11 th Ave	N	FDO T	3.11	Resurfacing	\$1,141,516										2029	\$2,517,962	ACNR	2028	\$200,000	DS														
																		2029	\$4,560,215	DDR																	
																		2029	\$84,967	DIH																	
																		2029	\$150,642	LF																	
4484441	SR 60	E of Ft Drum Wildlife Entrance	W of CR 512	Y	FDO T	7.14	Resurfacing	\$934,084										2030	\$4,886,743	ACNR																	
																		2030	\$2,131,084	DDR																	
																		2030	\$101,027	DIH																	
																		2030	\$9,370,481	DS																	
4456181	SR A1A	Sebastian Inlet Bridge		N	FDO T	1.058	Bridge Replacement	\$14,079,646							2026	\$3,581,600	ACBR	2026	\$74,160	ACBR				2030	\$1,000,000	DDR											
																		2026	\$105,127,508	ACBR																	
																		2026	\$17,813,196	GFBR																	
																		2026	\$2,053,430	LF																	
				N			Resurfacing	\$1,901,689										2027	\$12,983,008	DDR																	

FM Number	On Street	From Street	To Street	SIS	Agency	Distance	Improvement	Prior Year Costs	PDE Timeframe	PDE Cost	PDE Source	PE/DES Timeframe	PE/DES Cost	PE/DES Source	ROW Timeframe	ROW Cost	ROW Source	CST Timeframe	CST Cost	CST Source	RRU Timeframe	RRU Cost	RRU Source	INC Timeframe	INC Cost	INC Source	MNT Timeframe	MNT Cost	MNT Source	OPS Timeframe	OPS Cost	OPS Source	Other Costs	Total TIP Cost	Future Year Costs			
4498181	SR A1A	IRC/St. Lucie County Line	Jasmine Ln		FDOT	5.459												2027	\$88,152	DIH																		
4456182	SR A1A	Sand Dollar Ln	S of Sebastian Inlet Bridge	N	FDOT	6.55	Resurfacing	\$14,079,646										2026	\$3,016,539	ACNR																		
4515841				N	IRC		Traffic Signal Maintenance	\$-																		2028 - 2030	\$2,146,345	D										
4278044				N	IRC		Traffic Signal Maintenance	\$1,934,590																					2026 - 2027	\$430,549	DDR							
																																2026 - 2027	\$465,006	DITS				
4498121	US 1	N of 87 th St	S of Sebastian Blvd	N	FDOT	4.222	Resurfacing	\$1,392,606										2027	\$6,942,827	DDR																		

Draft TIP FY 2025/2026 – 2029/2030 Transit and TD Projects

FM Number	On Street	From Street	To Street	SIS	Agency	Distance	Funds	Improvement	Prior Year Costs	OPS Timeframe	OPS Cost	OPS Source	CAP Timeframe	CAP Cost	CAP Source	Other Costs	Total TIP Cost	Future Year Costs
4071906				N	IRC		FDOT Block Grant & FTA 5307	Operating/Administrative Assistance	\$1,500,888	2026-2029	\$3,207,230	DDR						
										2030	\$851,840	DPTO						
										2026-2030	\$4,059,070	LF						
										2026-2030	\$12,500,000	FTA						
4071902				N	IRC		FTA 5307	Purchase Vehicle/Equipment	\$1,500,888				2026-2030	\$20,000,000	FTA			
4457281				N	IRC		FTA 5339	Capital for Fixed Route	\$1,823,325				2026-2030	\$1,200,000	FTA			
4358461				N	IRC		FDOT Transit Corridor Grant	Operating for Fixed Route	\$1,161,299	2026	\$19,327	DDR						
										2026	\$130,673	DPTO						
4071824				N	IRC		FTA 5311	Operating/Administrative Assistance	\$199,330	2026-2030	\$579,426	DU						
										2026-2030	\$579,426	LF						

Draft TIP FY 2025/2026 – 2029/2030 Planning Projects

FM Number	On Street	From Street	To Street	SIS	Agency	Distance	Improvement	Prior Year Costs	Plan Timeframe	Plan Cost	Plan Source	Other Costs	Total TIP Cost	Future Year Costs
4393275				Y	IRC MPO		IR FY25-26 UPWP	\$969,467	2026	\$603,825	PL			
4393276				N	IRC MPO		IR FY27-28 UPWP	\$969,467	2027-2028	\$1,207,650	PL			
4393277				N	IRC MPO		IR FY29-30 UPWP	\$969,467	2029-2030	\$1,207,650	PL			

Draft TIP FY 2025/2026 – 2029/2030 Capital Improvement Projects

On Street	From Street	To Street	Improvement	Fully Funded?	PE/DES Timeframe	PE/DES Cost	PE/DES Source	ROW Timeframe	ROW Cost	ROW Source	CST Timeframe	CST Cost	CST Source	Other Costs	Total TIP Cost	Future Year Costs
1st Street SW	27th Ave		Left Turn Lane/Traffic Signal	Y	2025	\$50,000					2026	\$1,541,920				
8th St	66th Ave	74th Ave	Reconstruction	Y	2025	\$450,000		2026-2027	\$2,500,000		2027-2028	\$6,000,000				
8th St	74th Ave	82nd Ave	Reconstruction	Y	2025	\$450,000		2026-2027	\$2,500,000		2027-2028	\$6,000,000				
16th St	58th Ave		Intersection Improvement	N	2029	\$100,000										
17th Street SW	27th Ave	43rd Ave		Y	2027	\$300,000					2027-2028	\$3,200,000				
20th Ave	8th St	12th St	Sidewalk East Side	Y	2025	\$400,000					2026	\$2,000,000				
26th St	43rd Ave		Intersection Improvement	N				2025-2027	\$1,500,000		2028-2029	\$4,500,000				
26th St	43rd Ave	58th Ave	4/5 Lanes (1 mile)	N				2025-2029	\$2,500,000		2029	\$4,000,000				
26th St	58th Ave	66th Ave	4/5 Lanes (1 mile)	N				2025-2029	\$2,500,000							
27th Ave	Oslo Road		NB Right & Long Left		2026	\$500,000					2027-2028	\$4,000,000				
37th St	IR Blvd		Intersection Improvement	N	2026	\$300,000					2026-2027	\$4,200,000				
Aviation Blvd	US 1	37th & 41st St	Extension		2025	\$900,000		2026-2027	\$5,000,000							
41st St	32nd Ave	US 1	Sidewalk North Side		2026	\$50,000					2029	\$500,000				
41st St	US 1		Intersection Improvement/Old Dixie	Y	2026	\$50,000		2025-2026	\$900,000		2027-2028	\$1,750,000				
43rd Ave	5th St SW	1st St SW	Bridge Replacement/Pedestrian Crosswalk	Y	2027	\$100,000					2027-2028	\$5,625,000				
43rd Ave	5th St SW	1st St SW	Pedestrian & Bike Access Improvement	N	2029	\$300,000										
43rd Ave	1st St SW	6th St	Pedestrian & Bike Access Improvement	Y	2025	\$300,000					2028-2029	\$4,271,400				
43rd Ave	6th St	12th St	Pedestrian & Bike Access Improvement	N	2025	\$300,000					2026	\$2,400,000				
43rd Ave	45th St	49th St	Sidewalks Both Sides		2025	\$150,000					2027	\$1,569,182				
45th St	US 1		Left Turn Lane	Y	2025	\$50,000					2026-2027	\$2,114,290				
49th St & 28th Ct	FS 12 & 47th St	Old Dixie & 49th St	Sidewalks North & Both Sides	N	2027	\$200,000										
49th St	US 1		Intersection Improvement	Y	2025	\$40,000		2025-2027	\$900,000		2028-2029	\$1,750,000				
53rd St	58th Ave	66th Ave	Widening 900 ft 4 Lane	N							2026-2027	\$4,000,000				
53rd St	58th Ave W	66th Ave	Widening 1,545 ft Upgrade to 4 Lane	N				2025-2029	\$2,500,000		2028-2029	\$2,000,000				
53rd St	58th Ave W	66th Ave	Widening 2,745 ft 4 Lane	N				2027-2028	\$1,000,000		2027-2028	\$2,000,000				
58th Ave	33rd St		Left Turn Lanes	Y	2027	\$200,000		2025-2027	\$650,000		2028	\$1,000,000				
58th Ave	37th St		Left Turn Lanes	Y	2026	\$100,000		2025	\$250,000		2027	\$1,000,000				
58th Ave	77th St		Intersection Improvement	N	2025	\$125,000					2026	\$1,000,000				
66th Ave	49th St	69th St	4 Lanes (2.5 miles)	Y							2025	\$6,000,000				
66th Ave	69th St	85th St	4 Lanes (2.0 miles)	Y							2025-2026	\$13,435,804				
82nd Ave			Bridge Replacement - Temporary Culvert	N							2025	\$350,000				

On Street	From Street	To Street	Improvement	Fully Funded?	PE/DES Timeframe	PE/DES Cost	PE/DES Source	ROW Timeframe	ROW Cost	ROW Source	CST Timeframe	CST Cost	CST Source	Other Costs	Total TIP Cost	Future Year Costs
CR 510	CR 512	US 1	4 Lanes	Y	2025	\$1,000,000										
CR 512	Willow St	I-95	4 Lanes	N	2027	\$1,000,000										
Highland Drive			Sidewalk	Y	2025	\$125,000					2026	\$750,000				
IR Blvd	17th St Bridge	US 1	Pedestrian & Bike Access Improvement	Y							2025-2027	\$7,700,000				
			Miscellaneous ROW Acquisition	N				2025-2029	\$1,250,000							
64th Ave	64th Ave	Wabasso Park	Sidewalk Extension	Y				2025	\$50,000		2026	\$400,000				
2nd St	Old Dixie Hwy	20th Ave	Sidewalks (1.25 miles)	Y	2025	\$100,000		2026	\$100,000		2027	\$500,000				
			Sidewalks & Designated Bike Lanes	Y	2025	\$50,000					2025-2029	\$1,125,000				

APPENDIX C

COST FEASIBLE PROJECTS IN PRESENT-DAY VALUE (PDV)



2050 LRTP Roadway Cost Feasible Plan (Present Day Value, 2025 Dollars)

Indian River County MPO

2050 Capacity Needs

On Street	From Street	To Street	Mi.	Improv Type	PE Cost (PDV)	PE Time	PE Source	DES Cost (PDV)	DES Time	DES Source	ROW Cost (PDV)	ROW Time	ROW Source	CST Cost (PDV)	CST Time	CST Source		
CR 510	W OF 82ND AVE	58TH AVE	3.02	WIDEN 2 TO 4 LANES	Complete/Committed			Complete/Committed			Complete/Committed			\$ 14,796,164	2031 – 2035	Fed/State		
CR 510	58TH AVE	US 1	0.60	WIDEN 2 TO 4 LANES	Complete/Committed			Complete/Committed			\$ 9,683,500	2031 – 2035	Fed/State	\$ 93,019,600	2031 – 2035	Mix		
45TH ST	60TH AVE	43RD AVE	1.03	LTIMODAL IMPROVEME	Complete/Committed			Complete/Committed			Complete/Committed			\$ 10,088,282	2031 – 2035	Mix		
53RD ST	66TH AVE	58 AVE	1.03	NEW 2 LANES	Complete/Committed			Complete/Committed			Complete/Committed			\$ 10,183,897	2036 – 2040	Local		
US 1	53RD ST	CR 510	4.32	WIDEN 4 TO 6 LANES	Complete/Committed			Complete/Committed			\$ 32,125,412	2036 – 2040	Fed/State	\$ 40,156,765	2041 – 2050	Mix		
AVIATION BLVD EXT	US 1	35 LN	0.89	NEW 2 LANES	Complete/Committed			Complete/Committed			Complete/Committed			\$ 8,086,797	2041 – 2050	Local		
82 AVE	26TH ST	69TH ST	5.02	NEW 2 LANES	Complete/Committed			Complete/Committed			\$ 6,524,002	2036 – 2040	Mix	\$ 32,833,580	2041 – 2050	Mix		
82 AVE	69TH ST	CR 510	2.02	NEW 2 LANES	Complete/Committed			Complete/Committed			\$ 8,310,845	2041 – 2050	Mix	\$ 11,872,636	2041 – 2050	Mix		
82 AVE	CR 510	CONCHA DR	0.97	NEW 2 LANES	\$ 441,131	2036 – 2040	Fed/State	\$ 882,262	2036 – 2040	Fed/State	\$ 6,175,833	2041 – 2050	Mix	\$ 8,822,618	2041 – 2050	Mix		
AVIATION BLVD	43RD AVE	US 1	1.95	WIDEN 2 TO 4 LANES	Complete/Committed			\$ 2,239,869	2031 – 2035	Local	\$ 15,679,085	2036 – 2040	Local	\$ 22,398,692	2041 – 2050	Local		
CR 512	WILLOW ST	I-95	2.45	WIDEN 2 TO 4 LANES	\$ 1,406,343	2036 – 2040	State	\$ 2,812,686	2036 – 2040	State	\$ 19,688,801	2036 – 2040	Fed/State	\$ 28,126,858	2041 – 2050	Fed/State		
26TH ST	66TH AVE	58TH AVE	1.02	WIDEN 2 TO 4 LANES	Complete/Committed			Complete/Committed			\$ 1,500,000	2041 – 2050	Local	\$ 11,694,065	2041 – 2050	Local		
26TH ST	58TH AVE	43RD AVE	1.00	WIDEN 2 TO 4 LANES	Complete/Committed			Complete/Committed			\$ 1,500,000	2041 – 2050	Local	\$ 11,428,901	2041 – 2050	Local		
INDIAN RIVER BOULEVARD	US1/4TH STREET	37TH STREET	3.71	STRATEGIC IMPROVEMENTS	Estimate in CST phase inclusive of potential prior phases.									\$ 10,000,000	2041 – 2050	Local		
CR 512	I-95	CR 510	2.56	WIDEN 4 TO 6 LANES	\$ 1,188,910	2036 – 2040	State	\$ 2,377,821	2036 – 2040	State	\$ 16,644,744	TBD		\$ 23,778,206	TBD			
43RD AVE	ST. LUCIE COUNTY LINE	18 ST	5.28	WIDEN 2 TO 4 LANES	\$ 3,029,683	2041 – 2050	State	\$ 6,059,366	2041 – 2050	State	\$ 42,415,562	TBD		\$ 60,593,660	TBD			
FLORIDA'S TURNPIKE	ST LUCIE COUNTY LINE	OSCEOLA COUNTY LINE	9.94	WIDEN 4 TO 6 LANES	Estimated total of \$575,517,589 for all phases within Indian River County													
53RD ST	82 AVE	66TH AVE	1.99	NEW 2 LANES	\$ 906,884	TBD		\$ 1,813,769	TBD		\$ 12,696,381	TBD		\$ 18,137,687	TBD			
12TH STREET	74 AVE	66 AVE	1.00	IMPROVED 2 LANES	\$ 509,195	TBD		\$ 1,018,390	TBD		\$ 7,128,728	TBD		\$ 10,183,897	TBD			
5TH ST SW	20TH AVE	OLD DIXIE HWY	1.42	IMPROVED 2 LANES	\$ 727,971	TBD		\$ 1,455,941	TBD		\$ 10,191,587	TBD		\$ 14,559,410	TBD			
66TH AVENUE	CR 510	BARBER STREET	0.80	WIDEN 2 TO 4 LANES	\$ 459,938	TBD		\$ 919,876	TBD		\$ 6,439,133	TBD		\$ 9,198,762	TBD			
ROSELAND RD	CR 512	US 1	4.70	WIDEN 2 TO 4 LANES	\$ 2,695,700	TBD		\$ 5,391,400	TBD		\$ 37,739,797	TBD		\$ 53,913,996	TBD			
27 AVE SW	ST LUCIE COUNTY LINE	OSLO RD	2.01	WIDEN 2 TO 4 LANES	\$ 1,155,157	TBD		\$ 2,310,313	TBD		\$ 16,172,194	TBD		\$ 23,103,134	TBD			
SW 58 AVE	ST LUCIE COUNTY LINE	OSLO RD	2.59	NEW 2 LANES	\$ 1,181,131	TBD		\$ 2,362,263	TBD		\$ 16,535,839	TBD		\$ 23,622,628	TBD			

1. Reflective of unfunded costs remaining beyond the 5-year Transportation Improvement Program timeframe (FY 2025/26-2029/30)

2. Estimated Indian River County portion (9.94 miles) of total project estimate \$2.375B

APPENDIX D

COST FEASIBLE PROJECTS IN YEAR OF
EXPENDITURE (YOE) COST



2050 LRTP Roadway Cost Feasible Plan (Year of Expenditure)

Indian River County MPO

2050 Capacity Needs

On Street	From Street	To Street	Mi.	Improv Type	PE Cost (YOE)	PE Time	PE Source	DES Cost (YOE)	DES Time	DES Source	ROW Cost (YOE)	ROW Time	ROW Source	CST Cost (YOE)	CST Time	CST Source	
CR 510	W OF 82ND AVE	58TH AVE	3.02	WIDEN 2 TO 4 LANES	Complete/Committed			Complete/Committed			Complete/Committed			\$ 31,006,375	2031 – 2035	Fed/State	
CR 510	58TH AVE	US 1	0.60	WIDEN 2 TO 4 LANES	Complete/Committed			Complete/Committed			\$ 12,491,715	2031 – 2035	Fed/State	\$ 119,995,284	2031 – 2035	Mix	
45TH ST	60TH AVE	43RD AVE	1.03	LTIMODAL IMPROVEMENTS	Complete/Committed			Complete/Committed			Complete/Committed			\$ 13,013,883	2031 – 2035	Mix	
53RD ST	66TH AVE	58 AVE	1.03	NEW 2 LANES	Complete/Committed			Complete/Committed			Complete/Committed			\$ 20,876,988	2036 – 2040	Local	
US 1	53RD ST	CR 510	4.32	WIDEN 4 TO 6 LANES	Complete/Committed			Complete/Committed			\$ 50,115,643	2036 – 2040	Fed/State	\$ 77,904,125	2041 – 2050	Mix	
AVIATION BLVD EXT	US 1	35 LN	0.89	NEW 2 LANES	Complete/Committed			Complete/Committed			Complete/Committed			\$ 15,688,387	2041 – 2050	Local	
82 AVE	26TH ST	69TH ST	5.02	NEW 2 LANES	Complete/Committed			Complete/Committed			\$ 10,177,443	2036 – 2040	Mix	\$ 63,697,145	2041 – 2050	Mix	
82 AVE	69TH ST	CR 510	2.02	NEW 2 LANES	Complete/Committed			Complete/Committed			\$ 16,123,040	2041 – 2050	Mix	\$ 23,032,914	2041 – 2050	Mix	
82 AVE	CR 510	CONCHA DR	0.97	NEW 2 LANES	\$ 688,164	2036 – 2040	Fed/State	\$ 1,376,328	2036 – 2040	Fed/State	\$ 11,981,116	2041 – 2050	Mix	\$ 17,115,879	2041 – 2050	Mix	
AVIATION BLVD	43RD AVE	US 1	1.95	WIDEN 2 TO 4 LANES	Complete/Committed			\$ 2,889,431	2031 – 2035	Local	\$ 24,459,372	2036 – 2040	Local	\$ 43,453,463	2041 – 2050	Local	
CR 512	WILLOW ST	I-95	2.45	WIDEN 2 TO 4 LANES	\$ 2,193,895	2036 – 2040	State	\$ 4,387,790	2036 – 2040	State	\$ 30,714,529	2036 – 2040	Fed/State	\$ 54,566,105	2041 – 2050	Fed/State	
26TH ST	66TH AVE	58TH AVE	1.02	WIDEN 2 TO 4 LANES	Complete/Committed			Complete/Committed			\$ 2,910,000	2041 – 2050	Local	\$ 22,686,486	2041 – 2050	Local	
26TH ST	58TH AVE	43RD AVE	1.00	WIDEN 2 TO 4 LANES	Complete/Committed			Complete/Committed			\$ 2,910,000	2041 – 2050	Local	\$ 22,172,069	2041 – 2050	Local	
INDIAN RIVER BOULEVARD	US1/4TH STREET	37TH STREET	3.71	STRATEGIC IMPROVEMENTS	Estimate in CST phase inclusive of potential prior phases.									\$ 19,400,000	2041 – 2050	Local	
CR 512	I-95	CR 510	2.56	WIDEN 4 TO 6 LANES	\$ 1,854,700	2036 – 2040	State	\$ 3,709,400	2036 – 2040	State	\$ 34,121,726	TBD		\$ 48,745,322	TBD		
43RD AVE	ST. LUCIE COUNTY LINE	18 ST	5.28	WIDEN 2 TO 4 LANES	\$ 5,877,585	2041 – 2050	State	\$ 11,755,170	2041 – 2050	State	\$ 86,951,903	TBD		\$ 124,217,004	TBD		
FLORIDA'S TURNPIKE	ST LUCIE COUNTY LINE	OSCEOLA COUNTY LINE	9.94	WIDEN 4 TO 6 LANES	Estimated total of \$575,517,589 for all phases within Indian River County												
53RD ST	82 AVE	66TH AVE	1.99	NEW 2 LANES	\$ 1,414,740	TBD		\$ 2,829,479	TBD		\$ 24,630,979	TBD		\$ 35,187,113	TBD		
12TH STREET	74 AVE	66 AVE	1.00	IMPROVED 2 LANES	\$ 1,043,849	TBD		\$ 2,087,699	TBD		\$ 14,613,892	TBD		\$ 20,876,988	TBD		
5TH ST SW	20TH AVE	OLD DIXIE HWY	1.42	IMPROVED 2 LANES	\$ 1,492,340	TBD		\$ 2,984,679	TBD		\$ 20,892,754	TBD		\$ 29,846,791	TBD		
66TH AVENUE	CR 510	BARBER STREET	0.80	WIDEN 2 TO 4 LANES	\$ 942,873	TBD		\$ 1,885,746	TBD		\$ 13,200,224	TBD		\$ 18,857,462	TBD		
ROSELAND RD	CR 512	US 1	4.70	WIDEN 2 TO 4 LANES	\$ 5,526,185	TBD		\$ 11,052,369	TBD		\$ 77,366,584	TBD		\$ 110,523,692	TBD		
27 AVE SW	ST LUCIE COUNTY LINE	OSLO RD	2.01	WIDEN 2 TO 4 LANES	\$ 2,368,071	TBD		\$ 4,736,143	TBD		\$ 33,152,998	TBD		\$ 47,361,425	TBD		
SW 58 AVE	ST LUCIE COUNTY LINE	OSLO RD	2.59	NEW 2 LANES	\$ 2,421,319	TBD		\$ 4,842,639	TBD		\$ 33,898,471	TBD		\$ 48,426,387	TBD		

1. Reflective of unfunded costs remaining beyond the 5-year Transportation Improvement Program timeframe (FY 2025/26-2029/30)

2. Estimated Indian River County portion (9.94 miles) of total project estimate \$2.375B

APPENDIX E

STAKEHOLDER OUTREACH RESPONSES





TO BE UPDATED

APPENDIX F

SYSTEM PERFORMANCE REPORT





TO BE UPDATED

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

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

THROUGH: Ryan Sweeney
Acting Planning and Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Mark Vietze
Senior Planner

DATE: October 21, 2025

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

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 October 29, 2025.

DESCRIPTION, CONDITIONS & ANALYSIS

FDOT has requested that the MPO approve an amendment to the Transportation Improvement Program (TIP) adopted by the Indian River County MPO for FY 2026-2030.

This amendment adds \$2,359,355 of right-of-way (ROW), preliminary engineering, and environmental funds during FY 2026 for the 82nd Avenue improvement project from 26th St to 69th St (FM# 230879-3). Attached are the existing TIP project page (Attachment #1) and proposed TIP project page (Attachment #2).

An amendment is required because the project cost has increased by more than \$2 million.

RECOMMENDATION

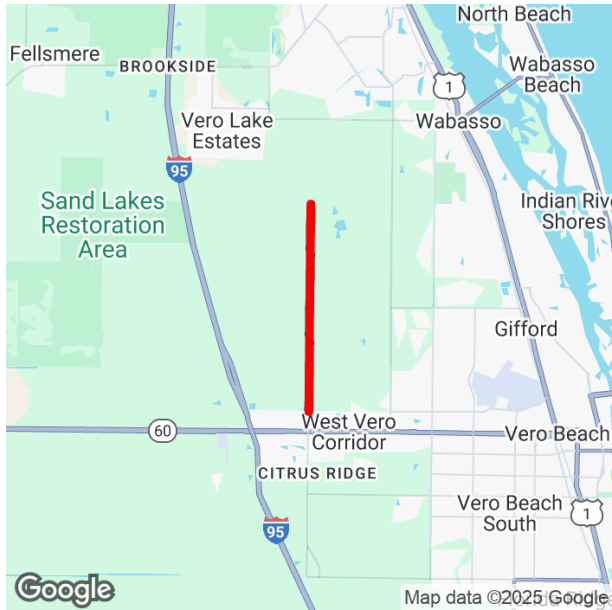
Staff recommends that the MPO review and approve the proposed TIP amendment.

ATTACHMENTS

1. Existing TIP project page for FM# 230879-3
2. Proposed TIP project page for FM# 230879-3

82ND AVE CONSTRUCTION

2308793 SIS



Prior Year Cost: 5,490,314
Future Year Cost: 0
Total Project Cost: 13,246,694
LRTP: Table 4-8

Project Description: NEW ROAD CONSTRUCTION

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

Lead Agency: MANAGED BY FDOT

From: 26TH STREET

County: INDIAN RIVER

To: 69TH STREET

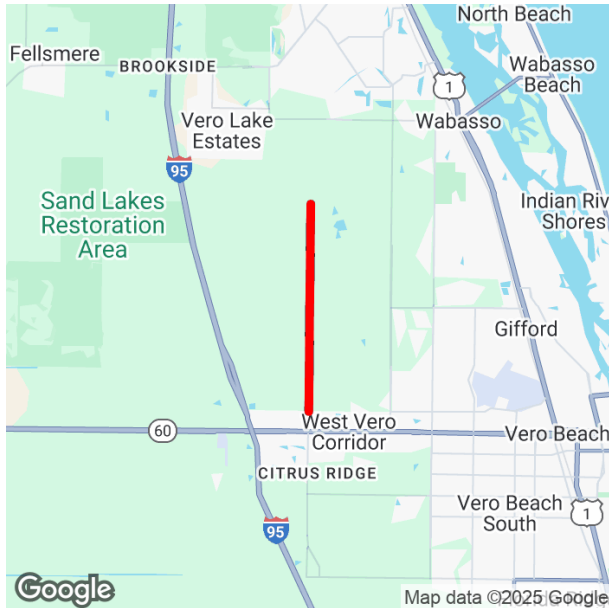
Length: 5

Phase Group: RIGHT OF WAY

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

82ND AVE CONSTRUCTION

2308793 Non-SIS



Prior Year Cost: 3,184,395
Future Year Cost: 0
Total Project Cost: 12,067,752
LRTP: Table 4-8

Project Description: NEW ROAD CONSTRUCTION

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

Lead Agency: MANAGED BY FDOT

From: 26TH STREET

County: INDIAN RIVER

To: 69TH STREET

Length: 5

Phase Group: PRELIMINARY ENGINEERING, RIGHT OF WAY, ENVIRONMENTAL

Phase	Fund Code	2026	2027	2028	2029	2030	Total
PE	ACSA	5,508	0	0	0	0	5,508
PE	SA	180	0	0	0	0	180
ROW	ACSM	1,736,398	331,897	0	400,000	0	2,468,295
ROW	SN	177,507	0	0	0	0	177,507
ENV	ACSA	1,900	0	0	0	0	1,900
ROW	ACSA	3,117,049	100,000	618,861	0	840,861	4,676,771
ROW	ACSN	191,864	697,652	663,680	0	0	1,553,196
		5,230,406	1,129,549	1,282,541	400,000	840,861	8,883,357

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

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

THROUGH: Ryan Sweeney
Acting Planning & Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: October 21, 2025

SUBJECT: Review of MPO Annual Certification Statement

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 October 29, 2025.

DESCRIPTION & CONDITIONS

One requirement of the federal transportation planning process is that MPOs be certified on an annual basis. The purpose of certification is to ensure that each MPO is adhering to all applicable laws and regulations as well as undertaking all required planning activities.

Accordingly, the certification process involves a review of MPO requirements and procedures to ensure that they are still current. It also entails a review of planning activities, public involvement activities, and intergovernmental coordination activities. Basically, certification is comparable to a performance audit of the MPO.

Earlier this year, FDOT representatives met with MPO staff to conduct the 2025 certification review. MPO staff answered questions, provided documentation, and completed surveys to demonstrate its compliance with various federal and state regulations. During the course of that review, FDOT determined that all of the MPO's plans and processes were satisfactory and in compliance with state and federal regulations.

To finalize the MPO certification process, MPO staff administratively approved the certification statement (per MPO Resolution 99-02, see Attachment #2).

ANALYSIS

As indicated in the attached certification statement, FDOT and the MPO recommend that the MPO Area Transportation Process for the Indian River County MPO be certified. By accepting the certification statement and signing the statement, the MPO formally concurs with the certification review results.

Attached to the certification statement is a copy of the certification checklist for 2025. That checklist identifies the planning activities and requirements which must be undertaken by the MPO. It should be noted that, unlike many other MPOs, the Indian River County MPO received no deficiencies in this evaluation. As it has in the past, FDOT also identified a number of noteworthy practices undertaken by the MPO (see Pages 22-23 of Attachment #1).

RECOMMENDATION

Although staff approved the Draft Certification Statement administratively (per MPO Resolution 99-02, attached), staff is seeking approval of the completed Certification Process at this time.

Attachments:

1. Excerpts from the 2025 Indian River County MPO Certification Statement and Checklist
2. MPO Resolution No. 99-02

FLORIDA DEPARTMENT OF TRANSPORTATION
MPO JOINT CERTIFICATION

525-010-05
POLICY PLANNING
11/24



Indian River County MPO

Calendar Year of Review Period: January 1, 2024, through December 31, 2024.

4/28/2025

Part 1 is to be completed by the Metropolitan Planning Organization

Part 1 Section 5: Noteworthy Practices & Achievements

One purpose of the certification process is to identify improvements in the metropolitan transportation planning process through recognition and sharing of noteworthy practices. Please provide a list of the MPO's noteworthy practices and achievements below.

Long Range Planning Efforts and Visioning:

In 2024, the MPO commenced development of the 2050 LRTP, which is scheduled to be completed by December 2025. While development of a long range plan is a major comprehensive undertaking in itself, the 2050 LRTP also represents the culmination of numerous planning efforts by the MPO in recent years covering multiple modes of transportation. In 2022, the MPO adopted a Visioning Study, which provides a robust foundation for the 2050 LRTP. In 2023, the MPO completed a Transit Development Plan major update. In 2024, the MPO completed an update to the Bicycle & Pedestrian Master Plan. Additionally, over the last two years, the MPO coordinated with FDOT District 4, the St. Lucie TPO, and the Martin MPO in the development of the next-generation regional transportation planning model (TCRPM6).

Excellence in Public Transportation:

Since the last certification review, the MPO and its modal partners have been acknowledged at the regional and statewide level for continued excellence in the design, provision, and oversight of its public transportation system.

Transit milestones achieved during the current year include:

- * 1.36 Million riders (the 13th consecutive year of 1 Million+ riders, even during Covid)
- * Most efficient public transportation system in Florida (Number one ranking in Cost per Passenger Trip (National Transit Database)
- * Implemented transit service enhancements recommended by the TDP (expanding transit service hours on weekday evenings and on Saturdays).

(These accomplishments are particularly noteworthy as most transit systems in the US are facing heavy losses in ridership and concerns about safety.)

Innovations in Bike/Ped Safety:

In 2024, the MPO again partnered with a Community Bicycle and Pedestrian Advocacy Organization, Bike/Walk Indian River County (BWIRC), to raise awareness and improve Bike/Ped Safety in the community. Through BWIRC and its partner associations, the County has continued its "Safe Routes to School" program. The program consists of week-long engagements at local elementary schools, where staff and volunteers instruct students about bicycle and pedestrian safety. In addition to the educational component, the program also includes bike riding activities. To enable safe and equitable riding participation, each student is fitted with a helmet by a certified helmet fitter, which the students then keep and take home. With the restart of the "Safe Routes to Schools" program in the Fall of 2022, MPO staff has so far visited 16 elementary schools and distributed over 3,000 helmets. Additional schools have been scheduled for the spring semester of the current school year. Helmets are

provided free of charge by Florida's Pedestrian & Bicycling Safety Resource Center funded by FDOT.

Additionally, in 2023 Indian River County was renewed as a bronze-level Bicycle Friendly Community (BFC) by the League of American Bicyclists. With the BFC redesignation, Indian River County has been continuously designated as a Bicycle Friendly Community since 2015.

Lastly, the MPO completed an update to the Bicycle & Pedestrian Master Plan, which included stakeholder interviews and public workshops. These workshops included both youth outreach (the study team spent a day meeting with local high school students) and outreach to historically marginalized populations (one workshop was conducted in Gifford, a predominantly African-American community). The plan included an analysis of the existing transportation system, identification of bicycle and pedestrian needs, and a prioritized list of bike-ped infrastructure projects.

Regional Planning and Cooperation:

The MPO continued its long-running participation in collaborative, regional transportation planning with its Treasure Coast partners (the St. Lucie TPO and Martin MPO). During 2024, the MPO hosted meetings of the Treasure Coast Technical Advisory Committee (TCTAC) and the Treasure Coast Transportation Council (TCTC), at which the TCTAC/TCTC reviewed and approved a new prioritization methodology for Transportation Regional Incentive Program (TRIP).

Finally, in coordination with FDOT District 4 and the St. Lucie and Martin T/MPO's, the MPO participates in the development of a computer-based regional planning model known as the Treasure Coast Regional Planning Model (or TCRPM). The 5th Generation model (or TCRPM5) was used in the development of the 2045 LRTP. The TCRPM5 is a 3-County Regional Travel Demand Forecast Model which provides a uniform technical basis for identifying regional projects across the Treasure Coast. In 2023-2024, the MPO coordinated with FDOT District 4 and the St. Lucie and Martin T/MPO's on the development of the next generation of the regional planning model, which is now being used in the development of the 2050 LRTP.

Part 2 Section 1: Risk Assessment

MPO Invoice Submittal

List all invoices and the dates that the invoices were submitted for reimbursement during the certification period in **Table 2** below.

Table 2. MPO Invoice Submittal Summary

Invoice #		Invoice Period	Date the Invoice was Forwarded to FDOT for Payment	Was the Invoice Submitted More than 90 days After the End of the Invoice Period? (Yes or No)
FHWA-G2933-6		10/01/2023 - 12/31/2023	02/22/2024	NO
FHWA-G2933-7		01/01/2024 - 03/31/2024	04/23/2024	NO
FHWA-G2933-8		04/01/2024 - 06/30/2024	08/01/2024	NO
FHWA-G2Y13-1		07/01/2024 - 09/30/2024	11/07/2024	NO
MPO Invoice Submittal Total				
Total Number of Invoices that were Submitted on Time				4
Total Number of Invoices Submitted				4

Table 3 and attach the checklists to this risk assessment. Provide the total number of questions marked with a red asterisk (*) marked “Yes” on each MPO Invoice Review Checklist. “Yes” indicates that the question was addressed satisfactorily and is not a Materially Significant Finding. Examples of Materially Significant Findings include:

- Submitting unallowable, unreasonable, or unnecessary expenses or corrections that affect the total amounts for paying out.
- Exceeding allocation or task budget.
- Submitting an invoice that is not reflected in the UPWP.
- Submitting an invoice that is out of the project scope.
- Submitting an invoice that is outside of the agreement period.
- Documenting budget status incorrectly.
- Not using a federally approved indirect cost rate.
- Not providing an overhead cost rate when claiming overhead costs.

Corrections not considered materially significant do not warrant elevation of MPO risk. Examples of corrections that are not considered materially significant include:

- Typos.
- Incorrect UPWP revision number.
- Incorrect invoice number.

FDOT Joint Certification
Part 2 – FDOT District

525-010-05
 POLICY PLANNING
 11/24

Table 3. MPO Invoice Review Checklist Summary

MPO Invoice Review Checklist	Number of “Yes” Responses on * Questions
FHWA-G2933-6	7
FHWA-G2933-7	7
FHWA-G2933-8	7
FHWA-G2Y13-1	7
MPO Invoice Review Checklist Total	
Total Number of “Yes” Responses on * Questions	28/28

**Note: There are 7 * questions per MPO Invoice Review Checklist for MPOs that do not have Indirect Costs.
 There are 12 * questions per MPO Invoice Review Checklist for MPOs with Indirect Costs.*

FDOT Joint Certification
Part 2 – FDOT District

Table 4 and attach the checklists and supporting documentation to this risk assessment. Provide the total number of questions marked with a red asterisk (*) marked “Yes” on each MPO Supporting Documentation Review Checklist. This indicates that the question was addressed satisfactorily and is not a Materially Significant Finding. Examples of Materially Significant Findings include:

- Submitting an invoice with charges not on the Itemized Expenditure Detail Report.
- Submitting an invoice with an expense that is not allowable.
- Not using a federally approved indirect rate
- Failing to submit supporting documentation, such as documentation that shows the invoice was paid.

Submitting travel charges that do not comply with the MPO’s travel policy.

FDOT Joint Certification
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Table 4. MPO Supporting Documentation Review Checklist Summary

MPO Supporting Documentation Review Checklist		Number of “Yes” Responses on * Questions
FHWA-G2933-7		23/23
MPO Supporting Documentation Review Checklist Total		
Total Number of “Yes” Responses on * Questions		23/23

**Note: There are 23 * questions per MPO Supporting Documentation Review Checklist for MPOs that do not have Indirect Costs. There are 25 * questions per MPO Supporting Documentation Review Checklist for MPOs with Indirect Costs.*

Technical Memorandum 19-04: Incurred Cost and Invoicing Practices

Were incurred costs billed appropriately at the end of the contract period?

Please Check: Yes ☒ No ☐ N/A ☐

Risk Assessment Score

Please use the [Risk Assessment Scoring Sheet](#) to calculate the MPO's risk score. Use **Table 5** as a guide for selecting the MPO's risk level. As previously mentioned, the Risk Assessment Scoring Sheet is available in the [Liaison Resources Library](#). This spreadsheet must be used to calculate the Risk Assessment Score, which determines the MPO's level of risk. A screenshot of this spreadsheet is provided in **Figure 2**. The values input into the spreadsheet must match those in this Risk Assessment.

Table 5. Risk Assessment Scoring

Score	Risk Level	Frequency of Monitoring
> 85 percent	Low	Annual
68 to < 84 percent	Moderate	Bi-annual
52 to < 68 percent	Elevated	Tri-annual
< 52 percent	High	Quarterly

Risk Assessment Score: 100%

Level of Risk: Low

FDOT Joint Certification
Part 2 – FDOT District

6. Does the contract contain required civil rights clauses, including:
- a. Nondiscrimination in a contracting statement ([49 CFR 26.13](#))
 - b. Title VI nondiscrimination clauses Appendices A and E ([DBE Nondiscrimination Assurance](#) & [49 CFR 21](#))
 - c. FDOT DBE specifications

Please Check: Yes ☒ No ☐ N/A ☐

Part 2 Section 8: District Questions

The District may ask up to five questions at their discretion based on experience interacting with the MPO that were not included in the sections above. Please fill in the question(s) and the response(s) in the blanks below. This section is optional and may cover any area the District would like more information on.

1. Can you describe how your MPO is incorporating FTP goals such as "Connected, efficient, and reliable mobility for people and freight" into your planning documents like the LRTP and TIP? What specific challenges and opportunities have arisen from these efforts, and how could FDOT support further integration?

The LRTP is a cost affordable plan. Therefore, it is essential that the available financial resources are used efficiently to maintain and improve the overall transportation system. Goals #1 & #2 of the 2045 LRTP are "Providing an efficient transportation system that is connected, responsive, aesthetically pleasing and meets the needs of all users" and "Enhancing mobility for people and freight and provide travel alternatives." To support both goals, the LRTP provides numerous objectives, policies, and performance measures. For example, Performance Measure 1.06.1 sets a minimum standard for system reliability based on the "Percent of Person Trips that are Reliable (50% of Person-Miles (Non-Interstate) and 75% of Person-Miles (Interstate))". In conformance with FAST Act requirements, performance-based planning has been incorporated into the TIP to ensure "the most efficient investment of...transportation funds by increasing accountability, transparency, and providing for better investment decisions". Among the performance measures included in the TIP are Level of Travel Time Reliability and Truck Travel Time Reliability Index. To date, insufficient funding has been the biggest challenge encountered by the MPO in providing a connected, efficient, and reliable transportation system.

FDOT Joint Certification
Part 2 – FDOT District

2. How has your MPO collaborated with FDOT and other stakeholders over the past year to address the FTP goals of maintaining infrastructure and expanding transportation choices? Could you share examples of successful initiatives or areas where further collaboration could enhance outcomes?

The MPO collaborates with numerous stakeholders and partners (both local and regional, including FDOT) regarding maintaining infrastructure and expanding transportation choices. Locally, the MPO partners with the Senior Resource Association (the operator of GoLine) to promote the public transit system and with Bike-Walk Indian River County to promote safety and other bicycle/pedestrian needs within the community. Through the Treasure Coast Transportation Council, the MPO engages in regional collaboration with the St. Lucie TPO and Martin MPO, such as the development of a Treasure Coast Regional LRTP and a prioritization process for the Transportation Regional Incentive Program (TRIP). The MPO also collaborates with the Space Coast TPO in District 5, and this partnership produced a regional trail concept that resulted in the Trans-Florida Central Railroad Trail being added to the SUN Trail network in 2024. Through Treasure Coast Transit Meetings, the MPO collaborates with regional transit agencies and transit planning organizations.

*FDOT Joint Certification
Part 2 – FDOT District*

3. What best practices has your MPO developed that align with the FTP’s vision elements, particularly regarding safety and minimizing environmental impacts? How could these practices be shared or adapted across other regions to benefit the broader transportation network?

Safety is the leading criteria considered when developing all MPO plans and programs. The Indian River County MPO has consistently adopted the State’s “Target Zero” performance measure targets for safety. For improvement projects across all transportation modes, increasing safety for all system users is of paramount importance. In recent years, MPO projects have increased the number of sidewalks and bike lanes within the community, provided shelters for transit system passengers, and provided bicycle and pedestrian safety training to over 16,000 elementary school students within Indian River County. Recently, the MPO was awarded a Safe Streets for All (SS4A) Planning Grant to develop a Safety Action Plan. Goal #4 of the LRTP is “Maintaining a safe transportation system for all users”, while Goal #3 is “Protecting the natural and social environment”. In 2022, the MPO adopted a Land Use Visioning Study to inform the development of the 2050 LRTP. The study identified six visioning principles, the first of which is “Conservation of sensitive environmental lands.”

4. Question

PLEASE EXPLAIN

5. Question

PLEASE EXPLAIN

Part 2 Section 9: Recommendations and Corrective Actions

Please note that the District shall report the identification of and provide status updates of any corrective action or other issues identified during certification directly to the MPO Board. Once the MPO has resolved the corrective action or problem to the satisfaction of the

District, the District shall report the resolution of the corrective action or issue to the MPO Board. The District may identify recommendations and corrective actions based on the information in this review, any critical comments, or to ensure compliance with federal regulation. The corrective action should include a date by which the MPO must correct the problem.

Status of Recommendations and Corrective Actions from Prior Certifications

CY 2023 Joint Certification Recommendations/Comments:

1. The Department appreciates Indian River MPO's eagerness to meet regularly and their participation in the monthly coordination meetings with the District, which commenced in calendar year 2022. Overall, these meetings have enhanced the collaborative relationship between the MPO and the District. We look forward to the continuation of this monthly opportunity to answer questions, coordinate needs, and share information. We encourage the MPO to provide feedback in how we can improve our coordination.
2. The Department acknowledges and appreciates Indian River MPO's continued partnership with the Department in pursuing priority projects important to both local and regional transportation. The District recognizes the importance of developing consistent and cohesive projects that provide mobility and safety to all Floridians who travel in, through, and between our Counties. We look forward to continuing our cooperative and collaborative relationship.

Recommendations for this Certification

The Department appreciates the continued partnership and participation at the monthly coordination meetings with the Indian River County MPO. Again, we encourage the MPO to provide feedback on how we can improve our coordination.

With regards to invoicing, it is recommended that the Indian River County MPO correct the following that was found within their accounting system practices on future invoices to the Florida Department of Transportation:

- Personal Services Expense: Provide the payroll register as an official PDF directly from the bank, confirming that the employees were paid the specified amount.

FDOT Joint Certification
Part 2 – FDOT District

- Consultant Services Expense: The tasks were completed outside the invoice period, although the invoice was received and payment made within that timeframe. The invoice period is to include the earliest and last date of when services were provided as the invoice beginning and end period. If the dates of an invoice overlaps with a previous invoice, add the following language to the Invoice summary page: *“The dates of this invoice overlaps with previous invoice(s) however there is no double billing.”*
- General: The backup should include white divider pages labeled 'Travel,' 'Contractual Services,' and 'Other Direct Costs'. Additionally, unnecessary information should be removed from both the Excel sheet and the backup file, such as empty charges for Indian River County Traffic Division employees. The Excel sheet summary should also be updated to include direct expenses and reflect all travel charges shown in the backup PDF file. It's recommended to eliminate any irrelevant details or information that does not contribute to the total cost.

Corrective Actions for this Certification

N/A

Part 2 Section 10: Attachments

Please attach any documents required from the sections above or other certification-related documents here or through the [GAP System](#). Please also sign and attach the [MPO Joint Certification Statement](#).

Title(s) and Date(s) of Attachment(s) in the [GAP System](#)

Click or tap here to enter text.

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.

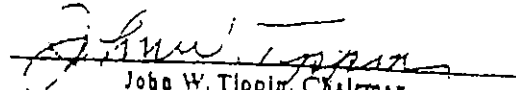
THIS RESOLUTION was moved for adoption by Caroline Ginn, and the motion was seconded by Fran Adams and, upon being put to a vote, the vote was as follows:

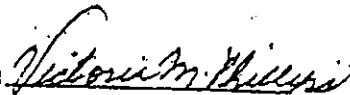
Chairman John W. Tippin
Commissioner Fran B. Adams
Councilwoman Sandra Bowden
Commissioner Caroline Ginn
Commissioner Kenneth Macht
Councilman John McCaus
Councilman Charles Neuberger
Councilman Carl Pease
Councilman Charles Wurmstedt

Aye
Aye
Aye
Aye
Aye
Aye
Aye
Aye
Aye

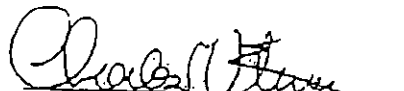
The Chairman thereupon declared the resolution duly passed and adopted this 14th day of July, 1999.

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 UNLESS SIGNED BY TWO

Indian River County MPO and MPO Advisory Committees

January – December 2026 Meeting Schedule

(All meetings held in First Floor Conference Room B1-501, County Admin. Bldg. B,
1800 27th Street, Vero Beach, FL 32960)

Committee Name and Meeting Dates

Month	MPO	TAC	CAC	BPAC	TDLCB
	(Metropolitan Planning Organization)	(Technical Advisory Committee)	(Citizens Advisory Committee)	(Bicycle Pedestrian Advisory Committee)	(Transportation Disadvantaged Local Coordinating Board)
January	--	23 rd	--	27 th	--
February	11 th		3 rd		26 th
March	--	27 th	--	31 st	--
April	8 th		7 th	--	
May	--	29 th	--	--	28 th
June	10 th	--	2 nd	2 nd	
July	--	--	--	--	--
August	--	28 th	--	--	27 th
September	9 th	25 th	1 st	22 nd	--
October	14 th	--	6 th	--	--
November	--	--	--	--	19 th
December	9 th	4 th	1 st	1 st	--
	<i>*Meeting Date 2nd Wednesday of the month 10 AM</i>	<i>*Meeting Date 4th Friday of the month 10 AM</i>	<i>*Meeting Date 1st Tuesday of the month 2 PM</i>	<i>*Meeting Date 4th Tuesday Quarterly of the month 2 PM</i>	<i>*Meeting Date Quarterly 4th Thursday of the month 10 AM</i>

*Due to holidays or other events, it may be necessary to adjust the usual meeting days.