INDIAN RIVER COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

TECHNICAL ADVISORY COMMITTEE (TAC)

AGENDA

The MPO TECHNICAL ADVISORY COMMITTEE (TAC) will meet at 10:00 AM on FRIDAY, MAY 29, 2026, in BUILDING B, FIRST FLOOR CONFERENCE ROOM (B1-501), 1800 27th Street, Vero Beach, FL.

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1. Call to Order

2. Approval of Minutes
   March 27, 2026
   Action Required

3. Consideration of the FY 2027 – FY 2031 Transportation Improvement Program (TIP)
   Action Required

4. Consideration of the 2026 List of Priority Projects
   Action Required

5. Consideration of the General Planning Consultant (GPC) Scope of Services
   Action Required

6. Status Report of MPO Advisory Committees
   No Action Required

7. Other Business

8. Comments from the Public

9. Adjournment

Next Meeting: August 28, 2026 – 10:00 AM.

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

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

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

METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

A meeting of the Indian River County (IRC) Metropolitan Planning Organization Technical Advisory Committee (TAC) was held at 10:00 AM on Friday, March 27, 2026, conducted and hosted in County Administration Building "B", Room B1-501, 1800 27th Street, Vero Beach, Florida. A video of the meeting is available on the CivicPlus public portal, along with the meeting agenda and backup material.

TAC Members in Attendance: Chair, **Jason Jeffries** (City of Vero Beach); **Ryan Sweeney** (IRC Assistant Planning & Development Services Director); **Dan Hale** (IRC Traffic Engineering Alternate); **Kailey Fairchild** (IRC Budget Department Alternate); **Joe Storey** (Senior Resource Association Alternate); **Jeff Sabo** (City of Sebastian Airport); **Lee Plourde** (City of Sebastian Alternate); **Cherry Stowe** (Town of Orchid); **Chief Tad Stone** (Indian River Shores PD); **Karen Miller** (City of Sebastian Engineering); **Maura Stokes** (City of Fellsmere).

TAC Members Absent: Vice Chair, **Alix Bernard** (City of Sebastian Planning); **Sgt. Roderick Smith** (IRC Sheriff Department); **William Howard** (Vero Beach Airport); **Matthew Mitts** (City of Vero Beach); **Jennifer Idlette** (IRC School Board).

Staff in Attendance: Brian Freeman (MPO Staff Director); Mark Vietze and Jarrod McCarthy (MPO Senior Planners); Patti Johnson (MPO Staff Assistant III and Recording Secretary).

Others in Attendance: Tony Norat (FDOT/D4); James Brown (FDOT-FTP); William McCaslin (VLEPOA); Mel Scott (AtkinsRealis).

1. Call to Order

   Chair Jeffries called the meeting to order at 10:02am, it was noted there was a quorum present.

2. Approval of Minutes – *Action Required*

   Approval of January 23, 2026, meeting minutes

   ON MOTION by Chief Stone and SECONDED by Mr. Sabo, the members voted (10-0) to approve TAC meeting minutes of January 23, 2026, as presented.

   Ms. Stowe entered @ 10:03 am

3. FY 2026/27-FY 2027/28 Unified Planning Work Program (UPWP) – *Action Required*

Mr. Freeman presented this item which included a power point presentation. A copy of this presentation is on file in the MPO office. This presentation provided an overview of the proposed FY 2026/27-FY 2027/28 Unified Planning Work Program. Mr. Freeman provided an explanation of the tasks included in the UPWP, highlighted projects that were completed during the current UPWP, and listed the anticipated projects in the new UPWP. Mr. Freeman also covered how the UPWP is funded.

There being no further questions or comments, Chair Jeffries called for a motion.

> **ON MOTION by Mr. Sweeney and SECONDED by Ms. Miller, the members voted (11-0) to approve the FY 2026/27 – FY 2027/28 Unified Planning Work Program (UPWP), as presented.**

4. 2026 Title VI Program Update – *Action Required*

Mr. Freeman explained what the Title VI program is and that for the MPO to continue receiving federal transportation planning funds, this plan needs to be approved by the MPO. This item is on the MPO agenda for April 8th.

There being no further questions or comments, Chair Jeffries called for a motion.

> **ON MOTION by Ms. Stokes and SECONDED by Mr. Sweeney, the members voted (11-0) to approve the 2026 Title VI Program Update, as presented.**

5. Summary Sheet on Roadway Improvement Projects – *No Action Required*

Mr. Freeman stated that at the February 2nd Citizens Advisory Committee (CAC) meeting they requested staff provide a summary sheet identifying the status of major road projects within the county. This is an informal product and may be fluid.

After the presentation, comments were received, noting a legend should be added to explain the terminology as well as showing the date it was last updated.

This was an informational item, and therefore no action is required.

6. Presentation on Transportation Technology and Data – *No Action Required*

Staff conducted a presentation which included:

Florida Traffic Counts – This shows the traffic counts on roadways for the entire State of Florida
Interactive Transportation Improvement Program (TIP) – Provides a prioritized list of all transportation projects in the Indian River Planning area funded from federal and state sources over the next five years.
Indian River County Capital Improvement Plan (CIP) – This allows you to click on a particular project and get detailed information on it.
Indian River County GIS Map Gallery – Provides maps to explore trails, FEMA Flood Zones (not for use to lower flood insurance, just informational), and to look up the status of development projects in the County.
Florida Local Technical Assistance Program (LTAP) Center – Which helps local agencies increase the quality and safety of their surface transportation system.

A copy of these links will be emailed to all Board members for their use.

7. Status Report of MPO Advisory Committees – No Action Required

Mr. Freeman reviewed his memorandum, dated March 16, 2026, included in the agenda packet and on file in the MPO office. He also noted the next meeting dates for the MPO and its advisory committees

8. Other Business

There was none.

9. Public Comments

There was none.

10. Comments from the Public

There was none.

11. Adjournment - 10:48 am

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO:	Members of the Indian River County MPO - Technical Advisory Committee (TAC)
THROUGH:	Ryan Sweeney Assistant Planning and Development Services Director Brian Freeman, AICP MPO Staff Director
FROM:	Mark Vietze Senior Planner
DATE:	May 21, 2026
SUBJECT:	**Consideration of the FY 2027 – FY 2031 Transportation Improvement Program (TIP)**

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee (TAC) at its meeting of May 29, 2026.

DESCRIPTION AND CONDITIONS

The proposed Transportation Improvement Program for FY 2027 – FY 2031 lists all state and federally funded transportation improvement projects programmed within Indian River County over the TIP's five-year period. The attached TIP is based on FDOT’s FY 2027 – FY 2031 Draft Tentative Work Program which was developed using the MPO’s priorities for highway, transportation alternatives, congestion management process, aviation, transit, and turnpike projects. Those priorities were adopted by the MPO in June of last year.

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

In April 2026, FDOT provided MPO staff the project data for use in developing the attached TIP. Also included in the TIP, for informational purposes, are locally funded transportation improvements. The locally funded projects are based on the latest Indian River County capital improvements program, which was adopted in February 2026.

Florida Statutes and the Code of Federal Regulations (CFR) require all MPOs in Florida to develop a Transportation Improvement Program annually in coordination with the Florida Department of Transportation (FDOT) and local transit operators. In Indian River County, the TIP needs to be approved by the MPO and must be compatible with FDOT's work program in order to be included in the State Transportation Improvement Program (STIP). Approval of the STIP by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) enables the MPO to receive federal funding for implementation of transportation projects. This year, the MPO must submit the approved TIP to FDOT by July 15, 2026.

ANALYSIS

The MPO's FY 2027 – FY 2031 TIP, which is attached to this staff report (Attachment 1), includes an introduction to the various federal requirements of the TIP, as well as a listing of specific local, state and federally funded transportation improvement projects programmed for the next five years in the MPO area. As is required by state and federal regulations, the TIP contains all state and federally-funded projects programmed for FY 2027 – FY 2031. While not a required component of the TIP, the TIP also contains locally funded projects that are identified in the County's approved five-year capital improvements program for FY 2026 – FY 2030.

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

- Widening of CR 512 to four lanes from Willow Street to I-95: Construction funded in FY 2031. *[#1 Priority for Regional Projects]*
- Multi-modal safety improvements of 45th Street between 58th Avenue and 43rd Avenue: design funded in FY 2027. *[#1 Priority for Highway Projects]*
- Widening of CR 510 to four lanes from CR 512 to 58th Avenue: Construction from CR 512 to 87th Street is underway; construction from 87th Street to 82nd Avenue is funded in FY 2030; and ROW acquisition programmed for 82nd Avenue to 58th Avenue. *[#2 Priority for Highway Projects]*
- Widening of CR 510 to four lanes from 58th Avenue to US 1 with an overpass at the FEC Railroad and US 1: Project design is underway and ROW acquisition is programmed in FY 2031 *[#3 Priority for Highway Projects]*
- Paving of 82nd Avenue from 26th Street to 69th Street: ROW acquisition is programmed for FY 2027-29. *[#4 Priority for Highway Projects]*
- US 1 at Aviation Boulevard Intersection Improvement: Design of at-grade intersection improvements are underway, and ROW acquisition is also programmed. *[#6 Priority for Highway Projects]*
- Widening of Aviation Boulevard to four lanes from 43rd Avenue to US 1: Project Development & Environmental (PD&E) study is programmed in FY 2028-29. Design work is programmed in 2031. *[#7 Priority for Highway Projects]*

- Standalone sidewalk project on 43rd Avenue between 45th Street and 49th Street: construction funded in FY 2027-2028 *[#1 Priority for Bicycle and Pedestrian Projects]*
- Standalone sidewalk project on 41st Street between 32nd Avenue and U.S. 1: design funded in FY 2027 and construction funded in FY 2029 *[#2 Priority for Bicycle and Pedestrian Projects]*

In total, the TIP contains $254 million in funding (including $121 million in federal funds) for transportation improvements over the five-year period. As required by state and federal law, the TIP is consistent with all local and regional comprehensive plans. It is FDOT's position that, due to limited flexibility in the reallocation of committed funds and project schedules, the MPO has limited discretion in revising the TIP. It is important, however, to note that federal and state funds cannot be released for the projects contained in the TIP until the TIP is approved by the MPO.

RECOMMENDATION

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

ATTACHMENTS

1. Indian River County MPO FY 2027 – FY 2031 TIP

INDIAN RIVER COUNTY

MPO

METROPOLITAN PLANNING ORGANIZATION

Transportation Improvement Program

FY 2027 - FY 2031

DRAFT

ATTACHMENT 1

INDIAN RIVER COUNTY
MPO
METROPOLITAN PLANNING ORGANIZATION

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

www.indianriver.gov/MPO

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

Revision History:

May 8, 2026 – Draft TIP

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MPO RESOLUTION NO. 2026-04

A RESOLUTION OF THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION APPROVING THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FY 2027 - 2031

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED THAT THE MPO APPROVES THE FY 2027 - 2031 TRANSPORTATION IMPROVEMENT PROGRAM

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

Susan Adams, Indian River County	_____________
Bob Auwaerter, Town of Indian River Shores	_____________
Ben Baker, City of Fellsmere	_____________
Ed Dodd, City of Sebastian	_____________
David Dyer, IRC School Board	_____________
Joe Earman, Indian River County	_____________
Joseph E. Flescher, Indian River County	_____________
Deryl Loar, Indian River County	_____________
Bob McPartlan, City of Sebastian	_____________
Linda Moore, City of Vero Beach	_____________
Laura Moss, Indian River County	_____________
Aaron Vos, City of Vero Beach	_____________

The Chairman thereupon declared the resolution duly passed and adopted this 10th day of June, 2026.

INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION

____
Bob McPartlan, Chairman

ATTEST:

____

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY:

____
Susan J. Prado, Deputy County Attorney

INTRODUCTION

The FY 2027 - 2031 Transportation Improvement Program (TIP) identifies transportation projects programmed for Indian River County over the next five fiscal years. Consistent with Florida Department of Transportation (FDOT) requirements, this TIP lists all the federal and state funded transportation projects within the Metropolitan Planning Area for fiscal years 2027 through 2031. The TIP was developed in cooperation with FDOT and public transit operators in the county, who provide estimates of funds to develop financial plans.

Purpose

The TIP is a 5-year financially feasible program of multi-modal transportation improvement projects, as adopted by state and local government jurisdictions and transportation agencies. The Indian River TIP is updated annually by the Metropolitan Planning Organization (MPO) as one of several prerequisites for continued receipt of federal assistance for transportation improvements. The effective date of the TIP is October 1, 2026.

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

Using the TIP

The TIP includes all transportation improvements with federal and/or state funding during the FY 2027 - 2031 period. Projects in the TIP are grouped into one of the following sections:

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

E. Aviation Projects
F. Transportation Planning/Studies

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

Financial Plan/Financial Feasibility

As structured, the TIP is financially constrained for each of the five years in the FY 2027 - 2031 period. All federal and state funded projects identified in the TIP are reflected in FDOT's Work Program for FY 2027 - 2031, and those projects can be funded using current and proposed revenue sources. The TIP is also financially constrained for all locally funded projects. For all projects in the TIP, costs and revenues are shown in Year of Expenditure dollars.

Innovative financing techniques are used extensively in the development of projects in Indian River County, primarily as a source of local matching funds for FDOT grant dollars. Examples include transit advertising revenue, impact fees, and the Local Option Sales Tax that was renewed by voters on November 7, 2016 until the end of 2034. If reasonable additional funding sources are identified beyond those included in the financial plan, that additional funding would be used to advance the construction of MPO priority projects discussed below.

Strategic Intermodal System (SIS)

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

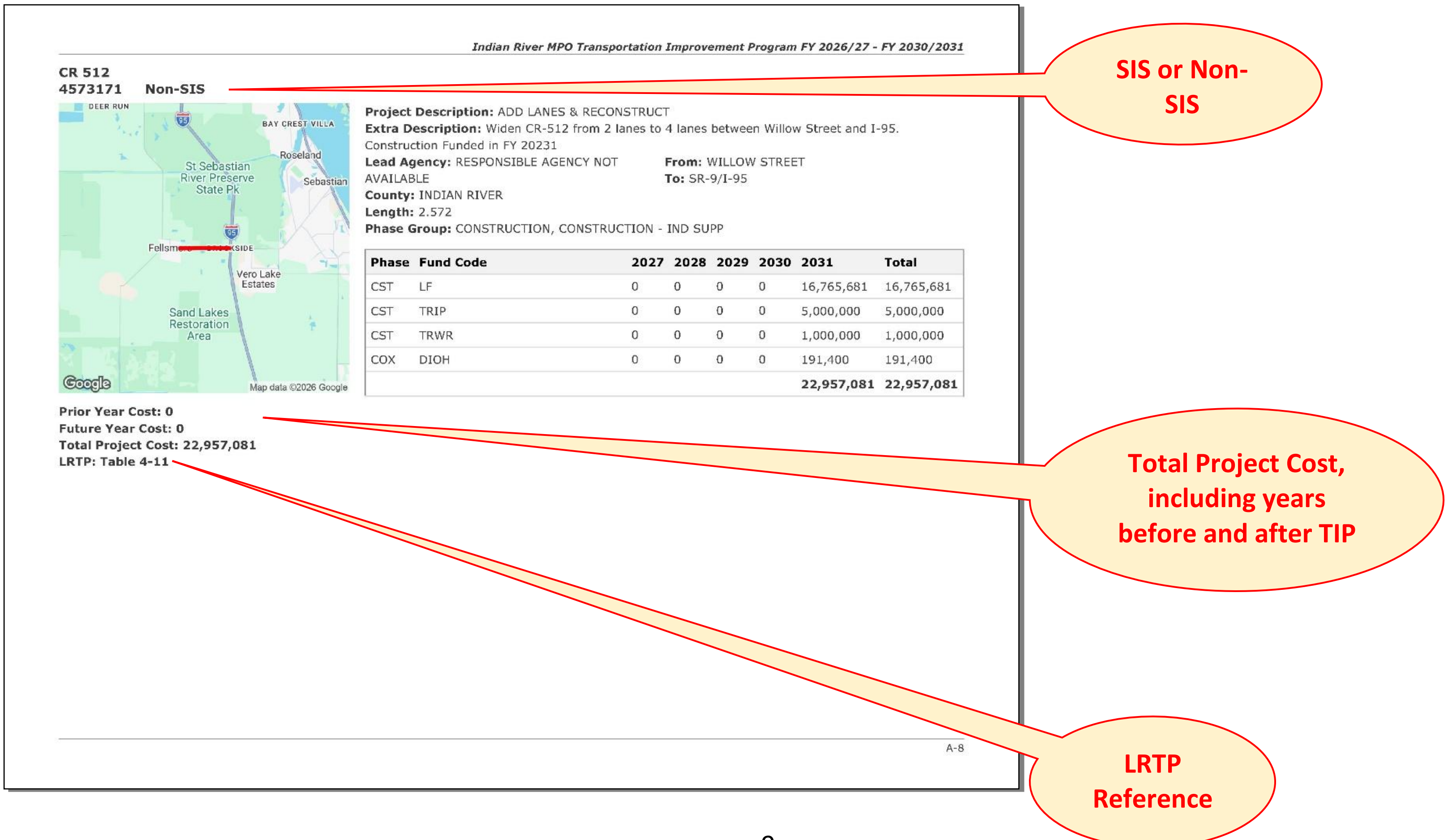
Within the TIP, each project is indicated as being SIS or Non-SIS (See example TIP page in Figure 1).

Obtaining Project Cost Information in the TIP

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

For each project within the TIP, project cost information is provided for the five years of the current TIP (FY 2027 through FY 2031) as well as historical costs from previous years and the projected costs for the five years following the TIP (FY 2032 through FY 2036). Where a project's total cost is listed in the TIP, it will be for costs through FY 2036. For project costs beyond FY 2036, please refer to the page or table indicated in the MPO's 2050 Long Range Transportation Plan (LRTP), which can be accessed at the following link: http://www.irmpo.com/LRTP/.

Figure 1. Example TIP Project Page



Indian River MPO Transportation Improvement Program FY 2026/27 - FY 2030/2031

CR 512
4573171 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: Widen CR-512 from 2 lanes to 4 lanes between Willow Street and I-95. Construction Funded in FY 20231
Lead Agency: RESPONSIBLE AGENCY NOT AVAILABLE
From: WILLOW STREET
To: SR-9/I-95
County: INDIAN RIVER
Length: 2.572
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	LF	0	0	0	0	16,765,681	16,765,681
CST	TRIP	0	0	0	0	5,000,000	5,000,000
CST	TRWR	0	0	0	0	1,000,000	1,000,000
COX	DIOH	0	0	0	0	191,400	191,400
						22,957,081	22,957,081

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 22,957,081
LRTP: Table 4-11

A-8

Projects Located Outside the MPO Planning Area

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

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

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

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

Project Selection

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

To be included in the TIP, a project first must be identified in the MPO's Long Range Transportation Plan (LRTP). The MPO's 2050 LRTP was adopted in December 2025 and identifies the transportation improvements needed to accommodate the projected population growth through 2050. Of those transportation improvement needs, a cost-feasible plan was developed that identifies the projects that can be implemented based on the projected revenues for transportation improvements.

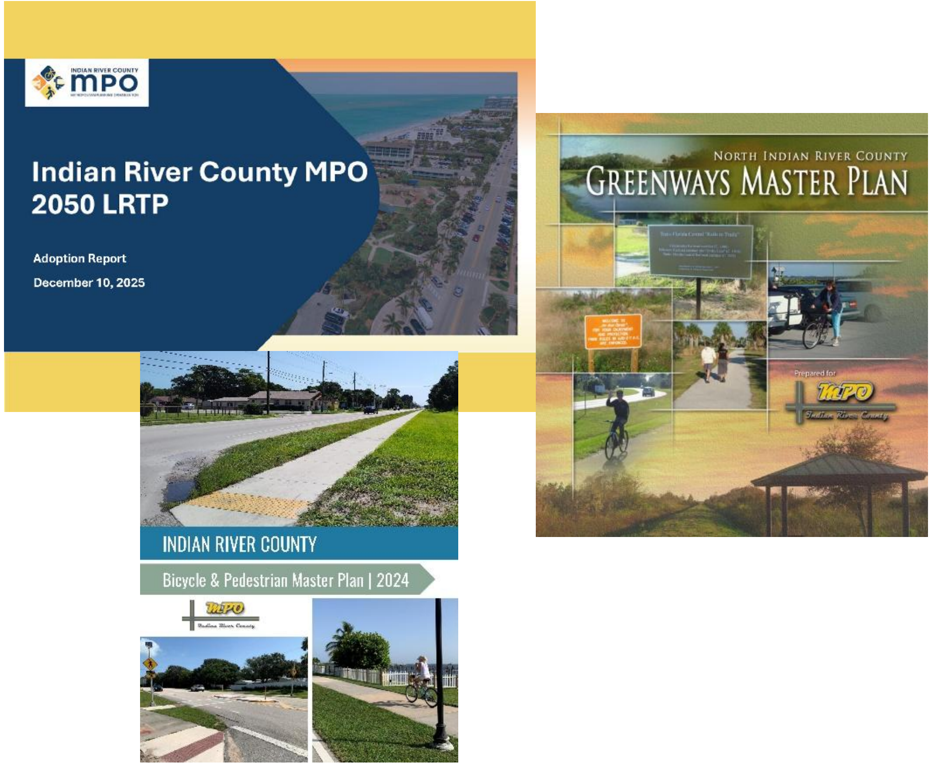
Each year, the MPO updates its Lists of Priority Projects, which identifies priorities for highway projects (SIS, non-SIS, and regional), transit projects, bicycle and pedestrian projects, airport, and congestion management process (CMP) projects. For the Indian River County MPO's FY 2027 - 2031 TIP, the project selection process started in January 2025. At that time, MPO staff, in conjunction with FDOT and local government officials, met to discuss MPO priorities. In June 2025, the MPO submitted its Lists of Priority Projects to FDOT.

Using the MPO's 2025 Lists of Priority Projects, FDOT developed its FY 2027 - 2031 Tentative Work Program. That five-year work program was presented to the MPO in December 2025 and constitutes the principal part of this TIP.

Consistency with Other Plans

As structured, the FY 2027 - 2031 TIP is consistent with all transportation plans applicable to the MPO area. Those include the following:

- MPO 2050 Long Range Transportation Plan.
- MPO Transit Development Plan.
- MPO Congestion Management Process Plan.
- MPO Bicycle/Pedestrian Plan.
- Indian River County 2030 Comprehensive Plan.
- City of Vero Beach Comprehensive Plan.
- City of Sebastian Comprehensive Plan.
- City of Fellsmere Comprehensive Plan.
- Town of Indian River Shores Comprehensive Plan.
- Town of Orchid Comprehensive Plan.
- Regional Long Range Transportation Plan Components.
- Applicable Aviation Master Plans



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The MPO's 2050 Long Range Transportation Plan was adopted in December 2025. That plan includes interim year sets of Long Range Transportation Plan improvements to be used as the basis for TIP development. In developing this TIP, MPO staff ensured that the TIP was consistent with projects listed in the MPO's financially feasible transportation plan.

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

Project Priorities included in the TIP

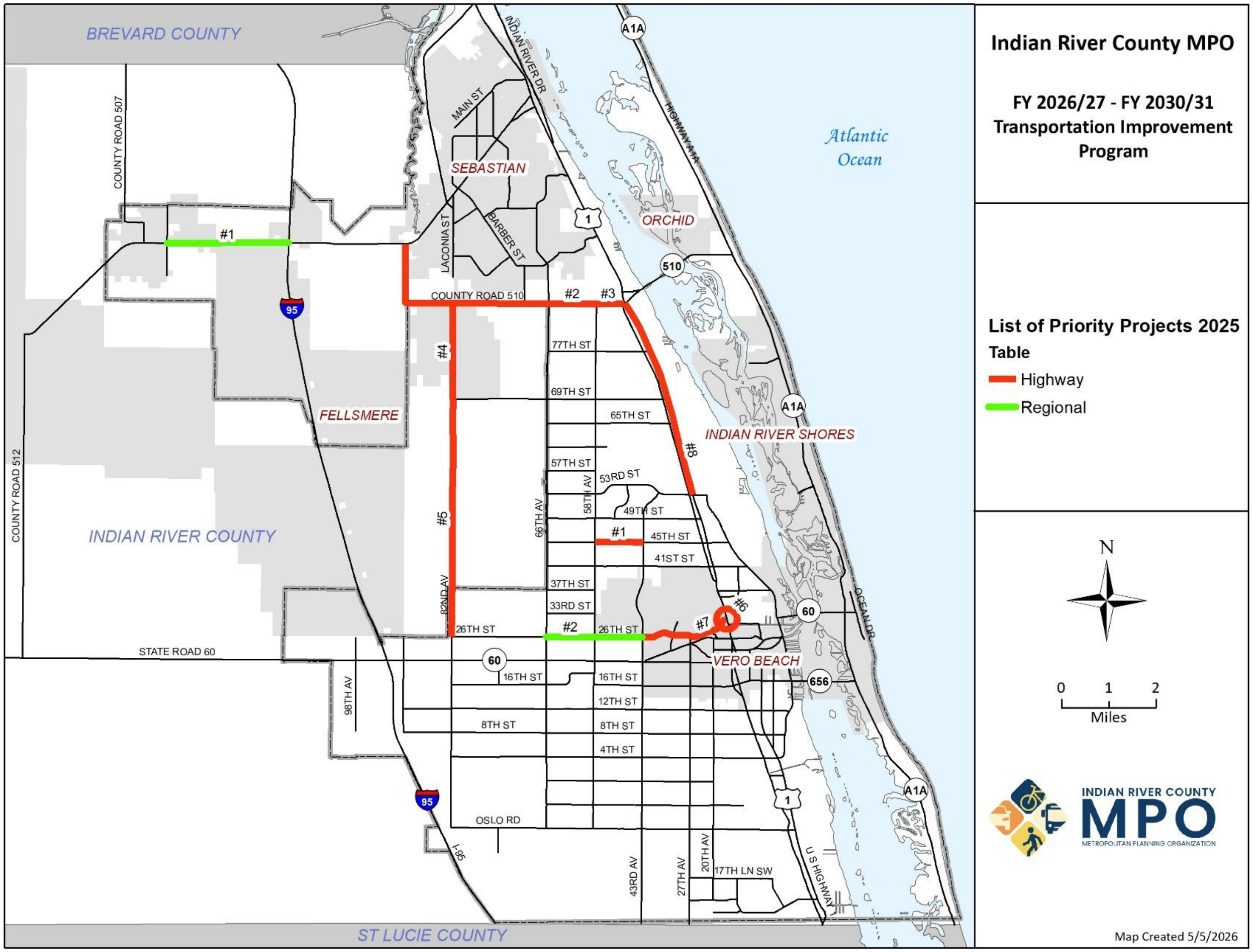
Table 1 summarizes the roadway improvement projects identified in the 2025 Priority Projects Report that have been incorporated into the TIP. In addition, Figure 2 provides a map depiction of the project priorities.

Table 1. MPO Project Priorities in the TIP

Type	Rank	Roadway	Project Limits	Improvement	Comments
Highway	1	45th Street	58th Avenue to 43rd Avenue	Multimodal Safety Improvements	Multimodal safety improvements for this segment of 45th Street, including roadway resurfacing and enclosing open canal on south side. This upgrade will also include bike lanes and sidewalks on both sides. PD&E (project development and environmental) study is programmed for FY 2026, while Preliminary Engineering is programmed for FY 2027.
Highway	2	CR 510	87th St to 58th Ave	Widen to 4 lanes	This segment of CR 510 is being widened in phases by FDOT. Final Design is currently underway. Right-of-way acquisition began in FY 2021 and is programmed for different phases through FY 2031. Construction to occur in phases, with 87th St to west of 82nd Ave programmed in FY 2030.

Type	Rank	Roadway	Project Limits	Improvement	Comments
Highway	3	CR 510	58th Ave to US 1	Widen to 4 lanes	Widening of this segment of CR 510 will also include intersection improvements at US 1. The project's PD&E (project development and environmental) study is complete. Preliminary Engineering is underway. Right-of-way acquisition programmed for FY 2031.
Highway	4	82nd Ave	26th St to 69th St	Pave existing road	82nd Avenue is to be constructed as a two-lane paved road from 26th Street to 69th Street. Currently, this segment of 82nd Avenue is surfaced with recycled asphalt millings. Project design is complete. Right-of-way acquisition is underway and programmed through FY 2029, with construction to occur later.
Highway	5	82nd Ave	69th St to CR 510	New road	82nd Avenue is to be constructed as a two-lane paved road from 69th St. to CR 510. Design and right-of-way acquisition complete. Construction yet to be programmed.
Highway	6	US 1	@ Aviation Blvd	Intersection improvements	This project consists of at-grade intersection improvements. Project design is underway, and right-of-way acquisition began in FY 2026 and is scheduled through FY 2031 .
Highway	7	Aviation Blvd	43rd Ave to US 1	Widen to 4 lanes	This project will widen Aviation Blvd. to 4 lanes. Connects to Priority #6 (US 1 intersection improvements) to the east and Regional Priority #2 (26th Street widening) to the west. The PD&E (project development and environmental) study is programmed for FY 2028 and 2029. Preliminary Engineering is funded in FY 2031.
Highway	8	US 1	53rd St to CR 510	Widen to 6 lanes	This segment of US 1 is to be widened in multiple phases. The project's PD&E (project development and environmental) study and design complete. Right-of-way acquisition and construction to be programmed in future years.
Regional	1	CR-512	Willow St. to I-95	Widen to 4 lanes	This segment is to be widened to 4 lanes and will include multimodal improvements. Construction funded in FY 2031.

Figure 2. Map of 2025 MPO Priorities



Transportation Disadvantaged

Transportation Disadvantaged (TD) services are provided pursuant to Florida Statute 427.015. In Indian River County, the MPO is the Designated Official Planning Agency (DOPA) and the Senior Resource Association is the Community Transportation Coordinator. For FY 2027, the Commission for the Transportation Disadvantaged has programmed the following funds for the Indian River County TD program:

Table 2. Transportation Disadvantaged (TD) Funding Allocations for FY 2027

Trip and Equipment Grant			Planning Grant		
TD Trust Fund	Local Match	Total	TD Trust Fund	Local Match	Total
$ 343,354	$ 38,150	$ 381,504	$ 27,085	$ -	$ 27,085

Implemented Projects

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

Previous Conforming Projects

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

Public Involvement

This TIP was developed with the involvement and input of citizens, businesses, and officials from local, state, and federal entities. Last year, the MPO reviewed its 2025 priority lists for highway, transportation alternatives, transit, aviation, and congestion management process (CMP) projects at public meetings. Those included meetings of the MPO Board and its advisory committees, the TAC, CAC, and BPAC. Additional public meetings were held to review FDOT's FY 2027 - 2031 Tentative Five-Year Work Program and the MPO's draft TIP for 2027 - 2031. Public notice for each of those meetings was given through a published advertisement in the local newspaper. In addition, agendas and staff reports were made available through the Indian River County website and through other means. As a result, members of the general public attended those meetings and participated in the process. The public involvement utilized in preparation of this TIP was consistent with the MPO's current Public Participation Plan, which was adopted in 2025.

Efficient Transportation Decision Making (ETDM)

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

Management Systems

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

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

- traffic monitoring system for highways.

In addition, Florida statutes require that all MPOs develop and implement a Congestion Management Process (CMP). To obtain CMP priorities in the 2025 Project Priorities Report, the MPO performed a CMP analysis in March 2024. The MPO utilizes its CMP and the other management systems as appropriate to prepare its annual lists of priority projects and the TIP.

Amendments

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

State Certification

The Indian River County MPO planning process is certified annually by FDOT to ensure that the MPO planning process conforms to state and federal guidelines. The last certification review statement was approved by FDOT in June 2025.

INDEX OF TIP PROJECTS

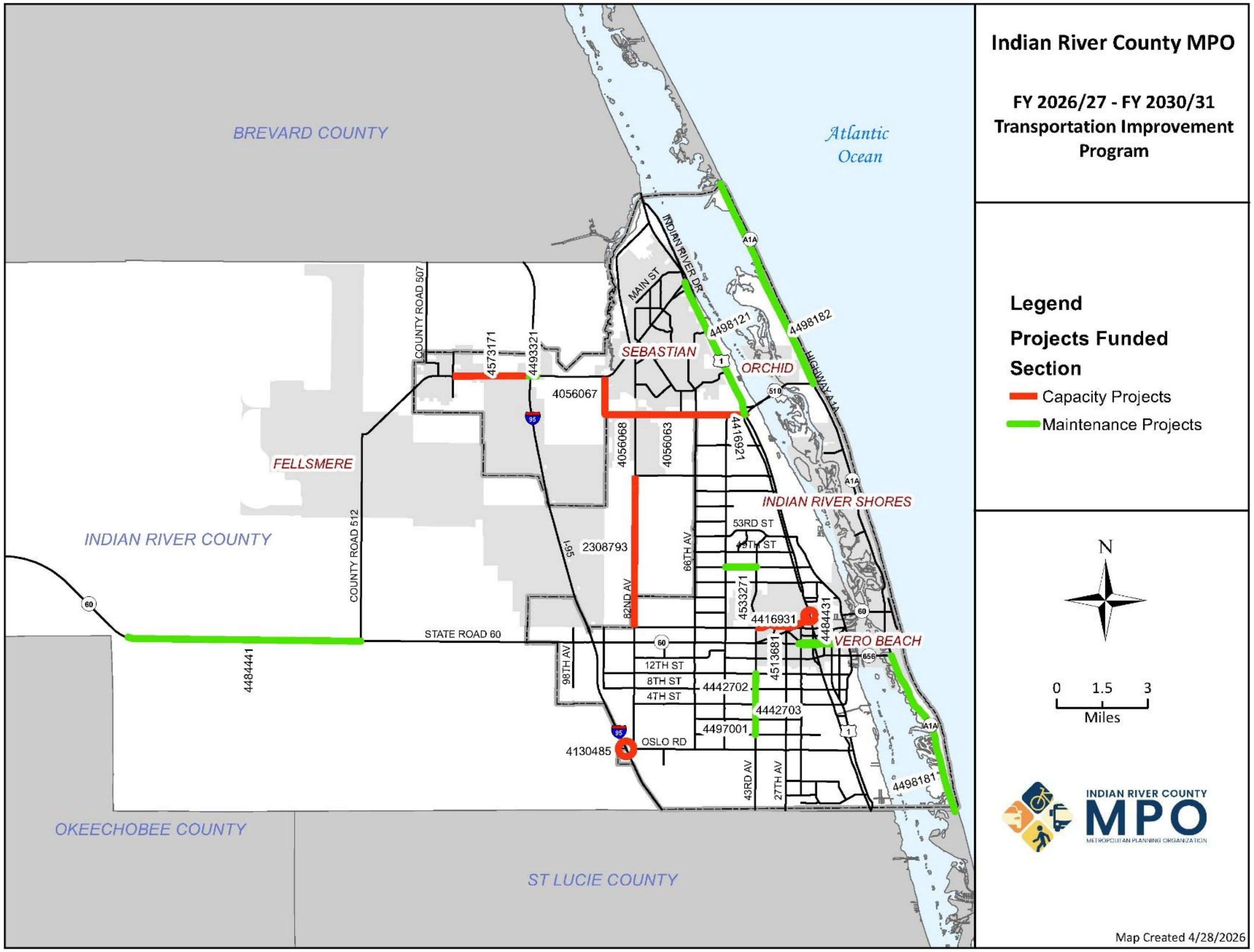
The following index summarizes the roadway capacity, transportation alternatives, and maintenance projects contained within the TIP. Figure 3 provides a map depiction of the TIP projects. For additional information on a specific project, refer to the TIP page number listed in the rightmost column.

Table 3. Index of TIP Projects

Roadway	From	To	Work Description	Phase(s)	FY(s)	Funding Amt. (5Yr Total)	FM#	LRTP Page/ Table #	TIP Page #
43rd Ave	1st St SW	6th St	Resurfacing	CST	28-29	$4,373,593	4442703	2-1	B-2
	5th St SW	1st St SW	Resurfacing	CST	30	$3,167,000	4497001	2-1	B-3
45th St	43rd Ave	58th Ave	Multimodal Safety Improvements	PE	27	$429,800	4533271	2-1	B-4
82nd Ave	26th St	69th St	New Road Construction	ROW	27-29	$3,889,107	2308793	4-11	A-2
Aviation Blvd	43rd Ave	SR-5/US-1	Widen to 4 lanes	PDE	28-29	$3,493,667	4513681	4-11	A-3
				PE	31	$870,961			
CR-510	58th Ave	US 1	Widen to 4 lanes	ROW	31	$3,131,456	4416921	4-11	A-7
	82nd Ave	58th Ave	Widen to 4 lanes	ROW	26 -28	$4,233,025	4056063	4-11	A-4
				RRU	28-30	$2,810,450	4056068	4-11	A-6
				CST	30	$25,836,482			
	CR-512	82nd Ave	Widen to 4 lanes	ROW	28	$862,710	4056064	4-11	A-5

Roadway	From	To	Work Description	Phase(s)	FY(s)	Funding Amt. (5Yr Total)	FM#	LRTP Page/ Table #	TIP Page #
CR-512	Willow St	I-95	Widen to 4 lanes	CST	31	$22,957,081	4573171	4-11	A-8
	I-95	106th Ave	Resurfacing	CST	27	$3,891,564	4493321	2-1	B-14
I-95	Oslo Rd	Oslo Rd	Landscaping	PE	28	$290,740	4130485	4-11	A-9
				CST	30	$1,443,438	4130485	4-11	A-9
				ROW	28	$234,620	4130482	4-11	A-10
	N County line	S County Line	Guardrail	PE	27	$1,212,141	4571781	2-1	B-5
				CST	28	$10,387,113			
SR-5/US-1	Aviation Blvd	32nd St	Intersection	ROW	27-31	$16,715,518	4416931	4-11	A-11
	Sebastian Blvd	87th St	Resurfacing	CST	27	$11,588,624	4498121	2-1	B-22
SR-60	21st Ave	IRB	Resurfacing	RRU	28	$100,000	4484431	2-1	B-15
				CST	29	$7,243,385			
	23500 Block	CR-512	Resurfacing	CST	30	$18,541,166	4484441	2-1	B-16
	Barber Bridge		Bridge repair	PE	28-29	$469,407	4566461	2-1	B-20
				CST	31	$2,382,407			
SR-A1A	Sebastian Bridge	Sebastian Bridge	Bridge replacement	ROW	27-31	$103,862	4456181	2-1	B-17
				INC	30	$1,000,000			
	Jasmine Ln	St. Lucie Line	Resurfacing	CST	27	$12,427,928	4498181	2-1	B-19
	Sebastian Bridge	Sand Dollar Ln	Resurfacing	CST	29	$13,501,714	4456182	2-1	B-18

Figure 3. Map of the FY 2027 – FY 2031 Transportation Improvement Program



FISCAL SUMMARY OF TIP PROJECTS FOR FY 2027 – 2031

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

Table 4. Fiscal Summary of TIP Projects for FY 2027 - 2031

A. ROADWAY CAPACITY PROJECTS

Fund Code	Federal Funding	2026/27	2027/28	2028/29	2029/30	2030/31	5 Yr Total
ACCM	Y	590,581	0	200,000	2,574,339	1,726,756	5,091,676
ACNP	Y	0	221,027	0	0	0	221,027
ACSA	Y	100,000	1,959,722	5,000	17,187,906	10,000	19,262,628
ACSL	Y	1,025,429	2,671,766	1,885,748	2,317,359	2,653,859	10,554,161
ACSM	Y	331,897	512,727	400,000	575,148	199,500	2,019,272
ACSN	Y	697,652	663,680	660,400	750,111	660,400	3,432,243
DDR	N	0	0	0	5,968,178	11,000,000	16,968,178
DIH	N	83,000	44,958	0	56,259	0	184,217
DIOH	N	185,779	406,773	231,250	1,206,227	1,168,933	3,198,962
DS	N	0	249,480	0	11,280	0	260,760
LF	N	0	0	38,046	2,772,404	16,765,681	19,576,131
TRIP	N	0	0	0	0	5,000,000	5,000,000
TRWR	N	0	0	0	0	1,000,000	1,000,000
Total		**3,014,338**	**6,730,133**	**3,420,444**	**33,419,211**	**40,185,129**	**86,769,255**
Total Federal Funds		**2,745,559**	**6,028,922**	**3,151,148**	**23,404,863**	**5,250,515**	**40,581,007**

B. TRAFFIC OPERATIONS, MAINTENANCE, AND SAFETY PROJECTS

Fund Code	Federal Funding	2026/27	2027/28	2028/29	2029/30	2030/31	5 Yr Total
ACBR	Y	40,515	0	0	0	63,347	103,862
ACNR	Y	1,084,810	0	5,163,727	4,715,351	0	10,963,888
ACSA	Y	4,099,566	0	2,405,797	0	0	6,505,363
ACSL	Y	0	0	300,000	0	0	300,000
ACSM	Y	0	0	100,000	0	0	100,000
ACSN	Y	0	0	100,000	0	0	100,000
ACSS	Y	0	7,833,669	0	0	0	7,833,669
BRRP	Y	0	150,000	257,558	0	2,212,589	2,620,147
D	N	625,000	1,326,387	1,243,350	1,236,608	1,055,504	5,486,849
DDR	N	18,427,350	0	10,000,105	9,827,295	1,382,726	39,637,476
DIH	N	207,630	27,714	166,697	97,484	85,464	584,989
DIOH	N	1,120,298	515,100	858,630	726,124	200,296	3,420,448
DITS	N	217,766	0	0	0	0	217,766
DS	N	3,649,436	100,000	2,302,315	2,920,358	0	8,972,109
GRSC	N	0	1,650,000	1,553,550	784,000	0	3,987,550
LF	N	171,549	1,067,850	234,215	773,250	0	2,246,864
SCED	N	0	0	0	512,821	0	512,821
SCOP	N	0	0	0	518,974	0	518,974
SCWR	N	0	0	0	503,955	0	503,955
SSI	N	1,128,098	2,206,402	0	0	0	3,334,500
Total		**30,772,018**	**14,877,122**	**24,685,944**	**22,616,220**	**4,999,926**	**97,951,230**

Total Federal Funds		**5,224,891**	**7,983,669**	**8,327,082**	**4,715,351**	**2,275,936**	**28,526,929**

C. TRANSIT AND TRANSPORTATION DISADVANTAGED PROJECTS

Fund Code	Federal Funding	2026/27	2027/28	2028/29	2029/30	2030/31	5 Yr Total
DDR	N	795,220	819,077	819,077	0	552,222	2,985,596
DIOH	N	20,786	21,446	21,628	22444	54,201	140,505
DPTO	N	0	0	0	851840	333,692	1,185,532
DU	N	53,188	56,299	63,714	64263	68,740	306,204
FTA	Y	7,800,000	7,800,000	7,800,000	7800000	7,800,000	39,000,000
LF	N	905,595	933,532	940,878	978513	1,017,654	4,776,172
Total		**9,574,789**	**9,630,354**	**9,645,297**	**9,717,060**	**9,826,509**	**48,394,009**
Total Federal Funds		**7,800,000**	**7,800,000**	**7,800,000**	**7,800,000**	**7,800,000**	**39,000,000**

D. BICYCLE, PEDESTRIAN, TRAILS, AND ENHANCEMENT PROJECTS

Fund Code	Federal Funding	2026/27	2027/28	2028/29	2029/30	2030/31	5 Yr Total
DIOH	N	37,158	12,900	30,006	0	0	80,064
LF	N	42,000	0	143,341	0	0	185,341
TALL	Y	361,305	0	298,643	0	0	659,948
TALT	Y	766,474	404,403	623,316	0	0	1,794,193
Total		**1,206,937**	**417,303**	**1,095,306**	**-**	**-**	**2,719,546**
Total Federal Funds		**1,127,779**	**404,403**	**921,959**	**-**	**-**	**2,454,141**

E. AVIATION PROJECTS								
	Fund Code	Federal Funding	2026/27	2027/28	2028/29	2029/30	2030/31	5 Yr Total
	DIOH	N	32,095	32,953	51,818	0	0	116,866
	DPTO	N	1,310,000	1,345,000	2,115,000	0	0	4,770,000
	FAA	Y	1,980,000	2,610,000	3,670,000	0	0	8,260,000
	LF	N	410,000	445,000	1,515,000	0	0	2,370,000
Total			**3,732,095**	**4,432,953**	**7,351,818**	**-**	**-**	**15,516,866**
Total Federal Funds			**1,980,000**	**2,610,000**	**3,670,000**	**-**	**-**	**8,260,000**

F. TRANSPORTATION PLANNING/STUDIES								
	Fund Code	Federal Funding	2026/27	2027/28	2028/29	2029/30	2030/31	5 Yr Total
	ACPL	Y	609,672	609,672	609,672	609,672	609,672	3,048,360
	DIOH	N	86,939	86,939	86,939	86,939	86,939	434,695
Total			**696,611**	**696,611**	**696,611**	**696,611**	**696,611**	**3,483,055**
Total Federal Funds			**609,672**	**609,672**	**609,672**	**609,672**	**609,672**	**3,048,360**

	2026/27	2027/28	2028/29	2029/30	2030/31	5 Yr Total
Total Funds	**48,936,788**	**36,724,476**	**46,835,420**	**66,389,102**	**55,648,175**	**254,533,961**
Total Federal Funds	**19,427,901**	**25,376,666**	**24,419,861**	**36,469,886**	**15,876,123**	**121,570,437**

Performance Measurement

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

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

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

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

Safety Performance Measures

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

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

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

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

FDOT, with the understanding that zero fatalities/serious injuries is unable to be achieved within the 2018 Highway safety Plan (HSP), developed statistical data models to forecast the number of fatalities and serious injuries. Based on the forecasts of these statistical models, FDOT established targets and programmed projects that they expect will reduce the number of fatalities and serious injuries. The five federally-mandated Safety Performance Measures targets for 2026 for FDOT and the Indian River County MPO are presented below in Table 5.

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

In August 2025, FDOT established statewide performance targets for the safety measures for calendar year 2026. On February 11, 2026, the Indian River County MPO again agreed to support FDOT's statewide safety performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets. Table 5 presents the statewide and MPO safety targets.

Table 5. Safety Performance Measure Targets for 2026

Safety Performance Measure	FDOT Statewide Safety Targets	Indian River County MPO Safety Targets	2024 IRC Performance
Number of Fatalities	0	0	21.4
Number of Serious Injuries	0	0	100.18
Rate of Fatalities per 100 Million Vehicle Miles Traveled (VMT)	0	0	1.220
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled (VMT)	0	0	5.727
Total Number of Non-motorized Fatalities and Serious Injuries	0	0	18.00

Contained in the TIP are strategic projects aimed at implementing the directives and achieving the goals and objectives of the MPO's 2050 Long-Range Transportation Plan (LRTP). *"Maintaining a safe transportation system for all users"* is one of 5 Major Goals of the 2050 LRTP (2050 LRTP, Appendix A), Safety Funding is allocated by FDOT and is specifically identified in the LRTP, and the discussion of safety on pages 2-4 and 2-5 of the LRTP notes that safety will be enhanced in a number of direct and indirect ways. These include implementing stand-alone safety projects; providing congestion relief which leads to fewer crashes; prioritizing projects with an identified safety benefits; and incorporating the latest design standards into the plan's capacity and maintenance projects.

Safety Programs in the TIP

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

The current 2050 Long Range Transportation Plan (LRTP) incorporated the regional Transportation Systems Management and Operations (TSM&O) Plan and evaluated projects based on that plan to determine performance measures.

Investment Priorities in the TIP

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

- CR 510 Widening (FM#s 4056063, 4056067, 4056068, and 4416921), which includes, a roundabout, buffered bike lanes and sidewalks;
- CR-512 Widening (FM# 4573171) which will widen CR-512 from 2 to 4 lanes between Willow St to I-95 and include multimodal improvements.
- US 1 @ Aviation Blvd. Intersection Improvements (FM# 4416931), which will improve a dangerous intersection with limited right-of-way along the Florida East Coast Railroad in a major transportation corridor;
- Aviation Blvd. Widening (FM# 4513681), which includes bike lanes, sidewalks, and a shared use path;
- 45th St multi-modal safety improvements (FM# 4533271) between 58th Avenue to 43rd Avenue to include new bike lanes and sidewalks on both sides to improve safety for all users.
- Safety Improvements at the I-95 interchange @ CR-512 to include an eastbound terminal lane.

Bridge and Pavement Condition Performance Measures

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

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

Table 6. Bridge and Pavement Performance Targets

Performance Measure	2023 Statewide Target	2025 Statewide Target	2024 IRC Performance
Percent of NHS bridges (by deck area) in good condition	50.00%	50.00%	87.4%
Percent of NHS bridges (by deck area) in poor condition	10.00%	5.00%	0.00%
Percent of Interstate pavements in good condition	60.00%	60.00%	83.1%
Percent of Interstate pavements in poor condition	5.00%	5.00%	0.00%
Percent of non-Interstate pavements in good condition	40.00%	40.00%	49.8%
Percent of non-Interstate pavements in poor condition	5.00%	5.00%	0.1%

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

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

Further, the federal pavement condition measures require a methodology that is different from the methods historically used by FDOT. For bridge condition, the performance is measured in deck area under the federal measure, while FDOT programs its bridge repair or replacement work on a bridge-by-bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT. For pavement condition, the methodology uses different ratings and pavement segment lengths, and FDOT only has one year of data available for non-Interstate NHS pavement using the federal methodology.

Investment Priorities in the TIP

The Indian River County TIP reflects investment priorities established in the 2050 LRTP and enhance infrastructure condition in the transportation system, helping the MPO meet its performance measures. Some of the more notable individual projects enhancing bridge and pavement condition include:

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

According to the 2050 LRTP, in order to meet established performance standards, funding for operations and maintenance are allocated before revenues are subsequently allocated for capacity improvement projects The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction. The TIP will fund, $97.951 million for resurfacing and $86.769 million for new capacity projects. Where feasible, safety and resiliency improvements (such as bike lanes and hardening) will be incorporated into these projects.

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

System Performance Measures

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

National Highway Performance Program (NHPP)
1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);
National Highway Freight Program (NHFP)
3. Truck Travel Time Reliability index (TTTR); *Congestion Mitigation and Air Quality Improvement Program (CMAQ)*
4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NOx, VOC, CO, PM10, and PM2.5) for CMAQ funded projects.

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

LOTTR Measures

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

TTTR Measure

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

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

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

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

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

Table 7. System Performance Targets

Performance Measure	2023 Statewide Target	2025 Statewide Target	2024 IRC Performance
Percent of person-miles traveled on the Interstate system that are reliable	75.00%	75.00%	100.00%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	50.00%	60.00%	96.30%
Truck travel time reliability (Interstate)	1.75	2.00	1.09

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

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

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

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

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

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

The Indian River MPO TIP reflects investment priorities established in the 2050 LRTP. The focus of the Indian River MPO's investments that address system performance and freight include FDOT's regional US 1 Corridor and Treasure Coast TSM&O studies, the Oslo Road Interchange project, the Aviation Boulevard – US 1 Intersection, and congestion relief improvements between US 1 and SR A1A.

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

The TIP devotes a significant amount of resources to programs and projects that will improve system performance and freight reliability on the Interstate and non-Interstate NHS. Investments include new Interstate Interchange access, congestion relief on NHS highways, and bicycle and pedestrian priorities. The TIP will fund $20.4 million for improvements to the Strategic Intermodal System (SIS), 22.9 million for congestion relief projects, $2.7 million for bike/ped and sidewalk projects, and $3.4 million for TSMO projects (such as signal maintenance and upgrades).

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

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

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

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

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

Transit Asset Performance Measures

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

Table 8. Performance Measures for Transit Vehicles and Equipment

Asset Category	Asset Class	Individual Assets	# of Vehicles	Vehicle Age (Years)	Useful Life Benchmark (Years)	% Exceeding ULB (including spare vehicles): FY 27 Target	% Exceeding ULB (including spare vehicles): Current Status (Active Fleet)	% Exceeding ULB (including spare vehicles): Current Status (Active + Spares)
Revenue Vehicles (Fixed Route)	Bus (BU)	2013 Gillig Low Floor Bus	3	13	12	33%	0%	33%
		2015 Gillig Low Floor Bus	2	11	12			
		2016 Gillig Low Floor Bus	1	10	12			
		2024 Gillig Low Floor Bus	3	2	12			
	Cutaway Bus (CU)	2016 Odyssey	5	10	5	33%	0%	47%
		2018 Defender	3	8	7			
		2019 Defender	1	7	7			
		2021 Defender	2	6	7			
		2021 Odyssey XL	3	5	5			
		2025 Odyssey XL	3	1	7			
Revenue Vehicles (Demand Response)	Cutaway Bus (CU)	2013 Defender	1	13	7	67%	57%	67%
		2015 Van Terra	2	11	5			
		2017 Challenger	1	9	5			
		2017 Van Terra	1	9	5			
		2018 Challenger	1	8	5			
		2018 Crusader	2	8	5			
		2021 Van Terra	1	5	5			
		2025 Van Terra	2	1	5			
		2025 Chevy Arboc	1	1	5			
	Van (VN)	2018 Entervan (Caravan)	1	9	4	67%	0%	50%
		2024 Braun Van	1	2	4			
Equipment	Truck	2021 Ranger	1	5	5	50%	0%	0%
		2021 F-150	1	5	5			
		2021 Explorer	3	5	5			
		2024 F-150	1	2	5			

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

Table 9. Performance Measures for Transit Facilities

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

The Indian River County TIP was developed and is managed in cooperation with Senior Resource Association, which operates Indian River County's public transportation system. It reflects the investment priorities established in the 2050 LRTP. Transit asset condition and state of good repair is a consideration in the methodology the MPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area. The MPO's goal of improving transit asset condition is linked to this investment plan, and the process used to prioritize the projects within the TIP is consistent with federal requirements.

"Enhancing mobility for people and freight and provide travel alternatives" is one of 5 Major Goals of the 2050 LRTP. To this end, the LRTP identifies numerous objectives and policies that promote alternative modes of mobility, including that capital and operational improvements be consistent with the MPO's Transit Development Plan (TDP). Transit agencies were required to adopt initial Transit Asset Management (TAM) plans by October 1, 2018, with an updated TAM plan due four years later. In Indian River County, the TAM plan is required to include an inventory of assets, a condition assessment of inventoried assets, a description of decision support tools, and a prioritized list of investments. By following the Transit Asset Management plan, agencies can maintain transit systems in a state

of good repair. The transit asset performance targets identified above are consistent with Indian River County's updated TAM plan adopted September 30, 2022.

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

Transit Safety Performance Measures

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

Table 10. Transit Safety Performance Targets

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

GLOSSARY OF TERMS AND ABBREVIATIONS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Strategic Intermodal System (SIS) – The SIS is a statewide network of high-priority transportation facilities, including the state's largest and most significant commercial service airports, spaceport, deepwater seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. These facilities are recognized as having the top priority for state and federal funding.

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

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

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

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

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

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

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

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

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

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

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

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

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

ABBREVIATIONS

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

PHASES

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

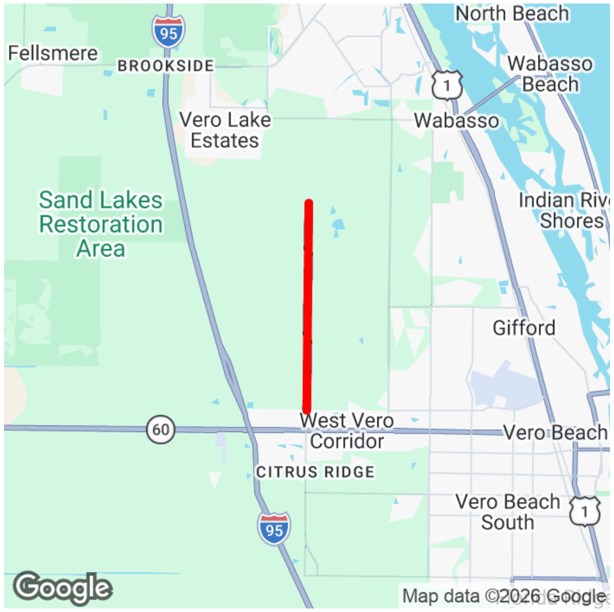
FUND CODES

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

TALN	Transportation Alternatives – Areas Less Than 5K Pop.
TALT	Transportation Alternatives – Any Area
TRIP	Transportation Regional Incentive Program
TRWR	Transportation Regional Incentive Program (2015 Senate Bill 2514A

SECTION A ROADWAY CAPACITY PROJECTS

82ND AVE CONSTRUCTION
2308793 Non-SIS

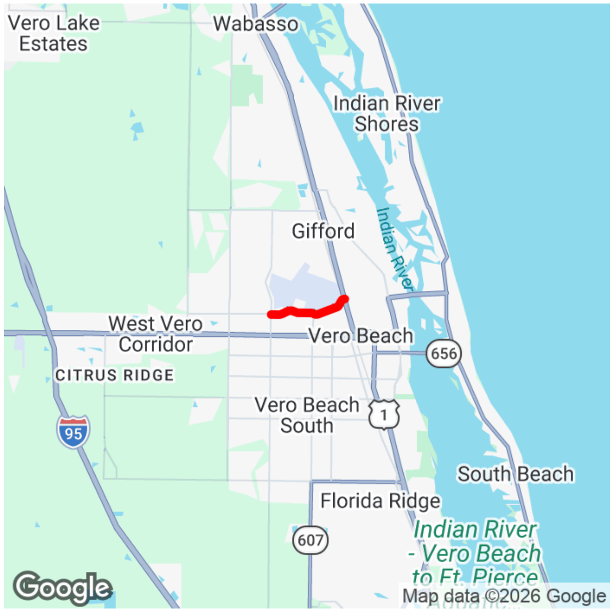


Project Description: NEW ROAD CONSTRUCTION
Extra Description: New 2 lane roadway from 26th Street to 69th Street. Right-of-way acquisition programmed for FY 2026 through FY 2029. Construction programmed for future years. Project length is 5 miles.
Lead Agency: MANAGED BY FDOT
From: 26TH STREET
County: INDIAN RIVER
To: 69TH STREET
Length: 5
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACSA	100,000	1,459,722	0	0	0	1,559,722
ROW	ACSM	331,897	0	400,000	0	0	731,897
ROW	ACSN	697,652	663,680	0	0	0	1,361,332
RWX	DIOH	75,928	135,628	24,600	0	0	236,156
		1,205,477	**2,259,030**	**424,600**			**3,889,107**

Prior Year Cost: 9,310,683
Future Year Cost: 0
Total Project Cost: 13,199,790
LRTP: Table 4-11

AVIATION BOULEVARD
4513681 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 4,364,628
LRTP: Table 4-11

Project Description: ADD LANES & RECONSTRUCT
Extra Description: Widen Aviation Blvd from 2-lanes to 4-lanes for a 2.1-mile corridor. Project Development and Environmental (PD&E) study is funded in FY 2028 through FY 2029. Project design funded in FY 2031. Additional improvements include buffered bike lanes, sidewalks, shared use path, median, and associated drainage improvements.
Lead Agency: MANAGED BY FDOT
From: 43RD AVE
County: INDIAN RIVER
To: SR-5/US 1
Length: 2.105
Phase Group: P D & E, P D & E - IND SUPP, PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PDE	ACCM	0	0	200,000	0	0	200,000
PDE	ACSA	0	500,000	5,000	0	0	505,000
PDE	ACSL	0	0	1,885,748	0	0	1,885,748
PDE	ACSN	0	0	660,400	0	0	660,400
PDX	DIOH	0	37,250	205,269	0	0	242,519
PE	ACCM	0	0	0	0	800,000	800,000
PE	ACSA	0	0	0	0	10,000	10,000
PEX	DIOH	0	0	0	0	60,961	60,961
			537,250	**2,956,417**		**870,961**	**4,364,628**

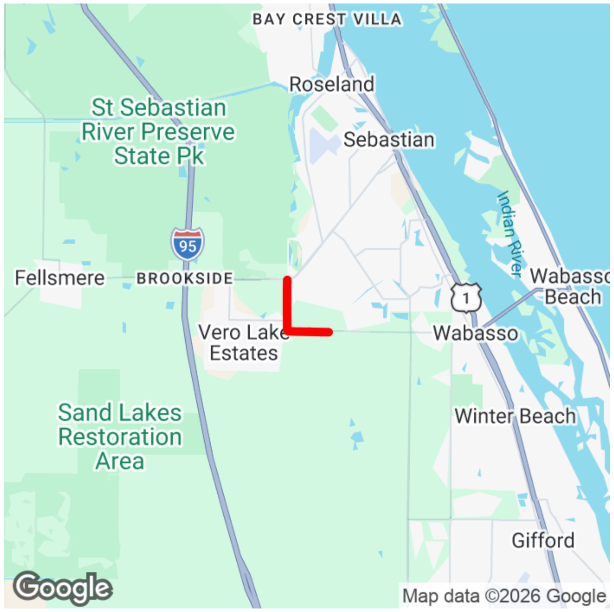
CR 510 WIDENING
4056063 Non-SIS

Project Description: ADD LANES & RECONSTRUCT
Extra Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between 82nd Avenue and 58th Avenue. Preliminary engineering currently underway. Right-of-way acquisition programmed for FY 2025 through 2028. Project length is 3.26 miles.
Lead Agency: MANAGED BY FDOT
From: W OF 82ND AVE
County: INDIAN RIVER
To: 58TH AVE
Length: 3.26
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACCM	590,581	0	0	0	0	590,581
ROW	ACSL	1,025,429	2,371,766	0	0	0	3,397,195
RWX	DIOH	99,385	145,864	0	0	0	245,249
		1,715,395	**2,517,630**				**4,233,025**

Prior Year Cost: 18,579,773
Future Year Cost: 0
Total Project Cost: 22,812,798
LRTP: Table 4-11

CR 510 WIDENING
4056064 Non-SIS

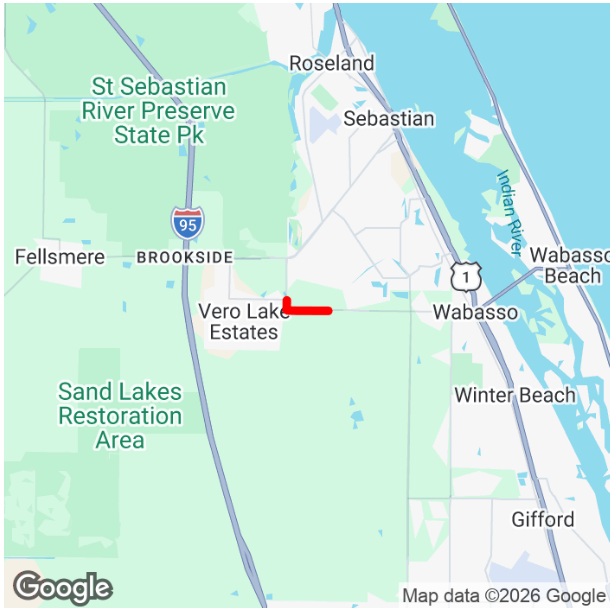


Prior Year Cost: 13,101,023
Future Year Cost: 0
Total Project Cost: 13,963,733
LRTP: Table 4-11

Project Description: ADD LANES & RECONSTRUCT
Extra Description: Right-of-way funds programmed in FY 2028 for widening of CR 510 (85th Street) from 2 lanes to 4 lanes between CR-512 and 87th ST (FM# 4056067) in conjunction with 87th Street and 82nd Avenue (FM# 4056068). Construction funds in respective project segments.
Lead Agency: MANAGED BY FDOT
From: CR-512
County: INDIAN RIVER
To: W OF 82ND AVE
Length: 2.2
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACSL	0	300,000	0	0	0	300,000
ROW	ACSM	0	512,727	0	0	0	512,727
RWX	DIOH	0	49,983	0	0	0	49,983
			862,710				**862,710**

CR 510 WIDENING
4056068 Non-SIS

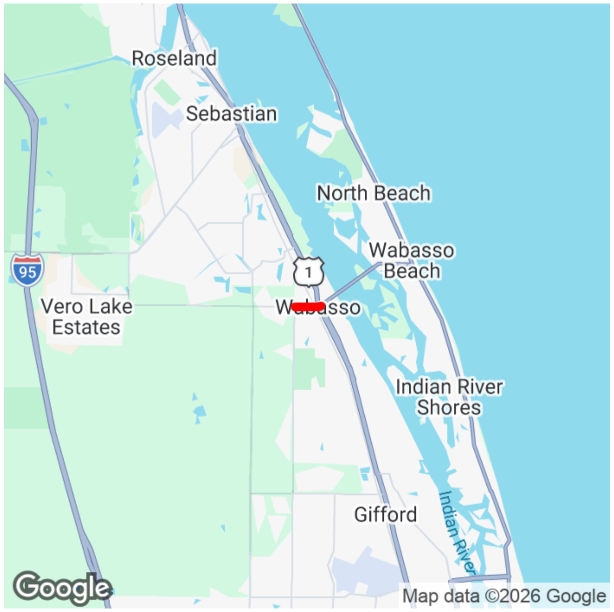


Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 28,646,932
LRTP: Table 4-11

Project Description: ADD LANES & RECONSTRUCT
Extra Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between 87th Street and 82nd Avenue. Railroad & Utility funds programmed in FY 2029. Construction funds programmed for FY 2030 and FY 2031.
Lead Agency: MANAGED BY FDOT
From: 87TH ST
County: INDIAN RIVER
To: WEST OF 82ND AVE
Length: 0.871
Phase Group: RAILROAD & UTILITIES, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
RRU	LF	0	0	38,046	2,772,404	0	2,810,450
CST	ACCM	0	0	0	2,574,339	0	2,574,339
CST	ACSA	0	0	0	17,187,906	0	17,187,906
CST	ACSL	0	0	0	2,317,359	1,494,867	3,812,226
CST	ACSM	0	0	0	575,148	0	575,148
CST	ACSN	0	0	0	750,111	0	750,111
CST	DS	0	0	0	11,280	0	11,280
COX	DIOH	0	0	0	785,840	0	785,840
CSX	DIOH	0	0	1,381	83,987	54,264	139,632
				39,427	**27,058,374**	**1,549,131**	**28,646,932**

CR 510 WIDENING
4416921 Non-SIS

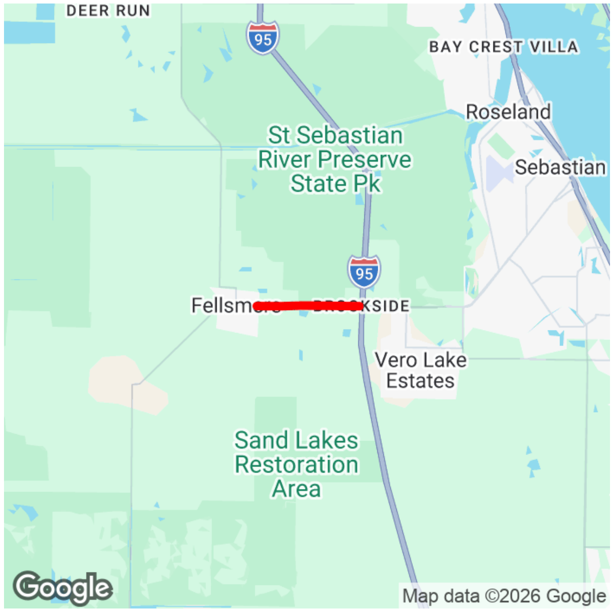


Project Description: ADD LANES & RECONSTRUCT
Extra Description: Widen CR 510 (85th Street) from 2 lanes to 4 lanes between 58th Avenue and US 1 (SR 5). Preliminary engineering currently underway. Right-of-way acquisition programmed for FY 2031. Construction to be programmed for future years. Project length is 0.6 miles
Lead Agency: MANAGED BY FDOT
From: 58TH AVENUE
County: INDIAN RIVER
To: EAST OF US 1
Length: 0.6
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACCM	0	0	0	0	926,756	926,756
ROW	ACSL	0	0	0	0	1,158,992	1,158,992
ROW	ACSM	0	0	0	0	199,500	199,500
ROW	ACSN	0	0	0	0	660,400	660,400
RWX	DIOH	0	0	0	0	185,808	185,808
						3,131,456	**3,131,456**

Prior Year Cost: 6,753,202
Future Year Cost: 0
Total Project Cost: 9,201,119
LRTP: Table 4-11

CR 512 WIDENING
4573171 Non-SIS

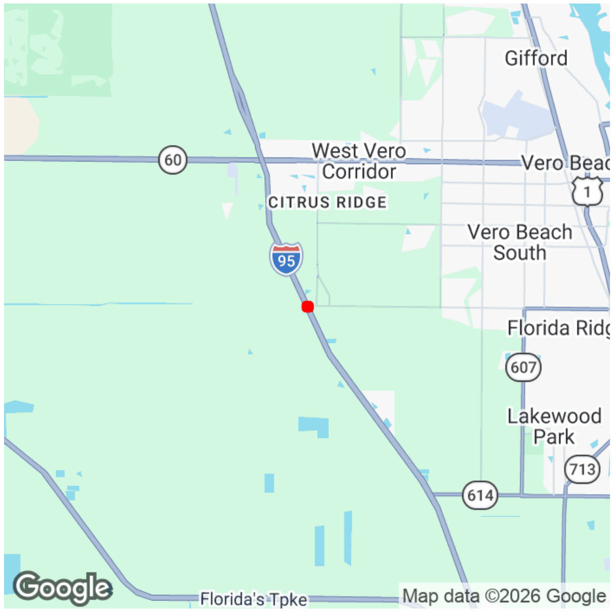


Project Description: ADD LANES & RECONSTRUCT
Extra Description: Widen CR-512 from 2 lanes to 4 lanes between Willow Street and I-95. Construction Funded in FY 2031.
Lead Agency: MANAGED BY INDIAN RIVER COUNTY
From: WILLOW STREET
To: SR-9/I-95
County: INDIAN RIVER
Length: 2.572
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	LF	0	0	0	0	16,765,681	16,765,681
CST	TRIP	0	0	0	0	5,000,000	5,000,000
CST	TRWR	0	0	0	0	1,000,000	1,000,000
COX	DIOH	0	0	0	0	191,400	191,400
						22,957,081	**22,957,081**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 22,957,081
LRTP: Table 4-11

I-95/OSLO ROAD INTERCHANGE
4130485 SIS

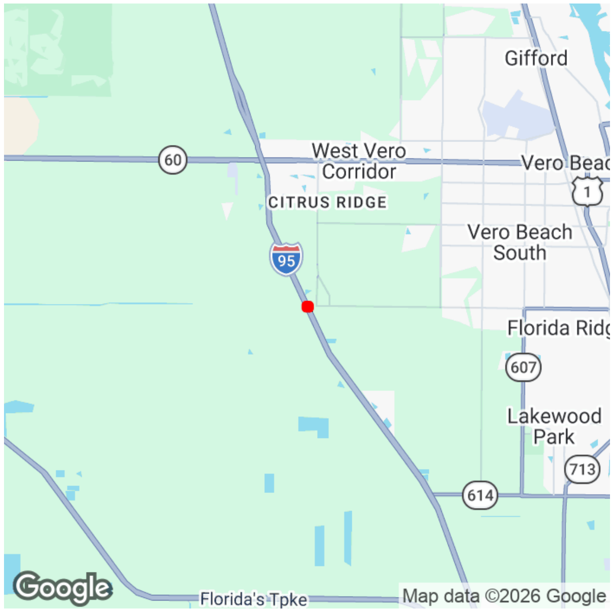


Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,734,178
LRTP: Table 4-11

Project Description: LANDSCAPING
Extra Description: Landscaping project in conjunction with FM# 4130482. Landscaping is funded in FY 2028 and FY 2030. Project length is 1.01 miles.
Lead Agency: MANAGED BY FDOT **From:** I-95
County: INDIAN RIVER **To:** OSLO ROAD
Length: 1.01
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	DIH	0	19,958	0	0	0	19,958
PE	DS	0	249,480	0	0	0	249,480
PEX	DIOH	0	21,302	0	0	0	21,302
CST	DDR	0	0	0	1,335,678	0	1,335,678
CST	DIH	0	0	0	56,259	0	56,259
COX	DIOH	0	0	0	36,573	0	36,573
CSX	DIOH	0	0	0	14,928	0	14,928
			290,740		**1,443,438**		**1,734,178**

I-95/OSLO ROAD INTERCHANGE
4130482 SIS

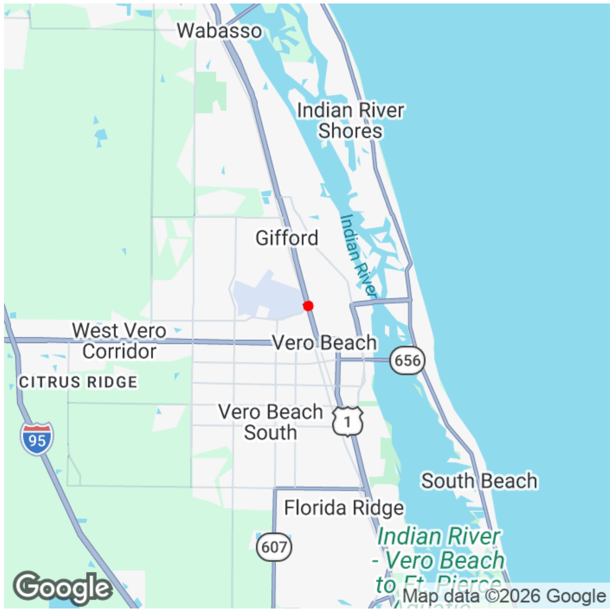


Project Description: INTERCHANGE (NEW)
Extra Description: Interchange at I-95/Oslo Road (9th Street SW). Construction currently underway. Project is in conjunction with Oslo Road widening. Additional ROW funds programmed in FY 2028. Project length is 7.379 miles.
Lead Agency: MANAGED BY FDOT
From: I-95
County: INDIAN RIVER
To: OSLO ROAD
Length: 7.379
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACNP	0	221,027	0	0	0	221,027
RWX	DIOH	0	13,593	0	0	0	13,593
			234,620				**234,620**

Prior Year Cost: 107,980,747
Future Year Cost: 0
Total Project Cost: 108,215,367
LRTP: Table 4-11

US 1/AVIATION BOULEVARD INTERSECTION
4416931 Non-SIS



Project Description: INTERSECTION IMPROVEMENT
Extra Description: Intersection improvements at US 1 (SR 5) and Aviation Blvd. PD&E study completed in 2024. Preliminary engineering programmed for FY 2025 and FY 2026. Right-of-way acquisition is programmed for FY 2027, FY 2028, FY 2030 and FY 2031.
Lead Agency: MANAGED BY FDOT
From:
County: INDIAN RIVER
To:
Length: 1.142
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	DDR	0	0	0	4,632,500	11,000,000	15,632,500
ROW	DIH	83,000	25,000	0	0	0	108,000
RWX	DIOH	10,466	3,153	0	284,899	676,500	975,018
		93,466	**28,153**		**4,917,399**	**11,676,500**	**16,715,518**

Prior Year Cost: 6,008,742
Future Year Cost: 0
Total Project Cost: 24,945,608
LRTP: Table 4-11

SECTION B TRAFFIC OPERATIONS, MAINTENANCE, AND SAFETY PROJECTS

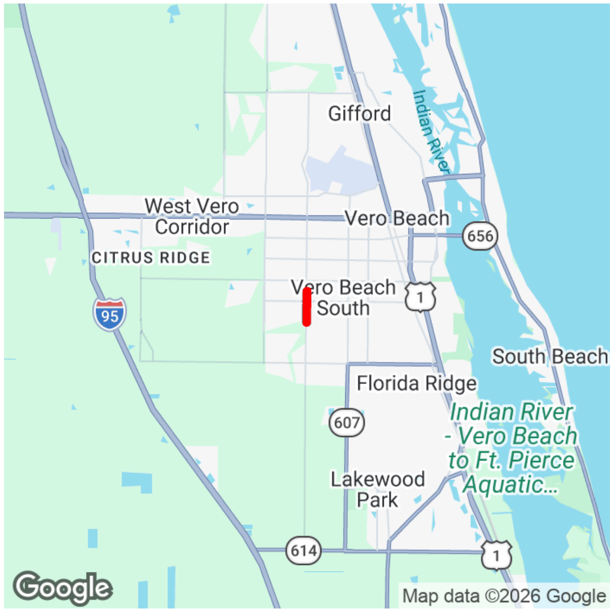
43RD AVENUE RESURFACING WITH BIKE-PED IMPROVEMENTS
4497001 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 3,167,000
LRTP: Table 2-1

Project Description: RESURFACING
Extra Description: Resurfacing of 43rd Avenue from 5th Street SW to 1st Street SW. Construction programmed for FY 2030. Project length is 0.491 miles.
Lead Agency: MANAGED BY INDIAN RIVER COUNTY
From: 5TH STREET SW
To: 1ST STREET SW
County: INDIAN RIVER
Length: 0.491
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	GRSC	0	0	0	784,000	0	784,000
CST	LF	0	0	0	773,250	0	773,250
CST	SCED	0	0	0	512,821	0	512,821
CST	SCOP	0	0	0	518,974	0	518,974
CST	SCWR	0	0	0	503,955	0	503,955
COX	DIOH	0	0	0	74,000	0	74,000
					3,167,000		**3,167,000**

43RD AVENUE RESURFACING WITH BIKE-PED IMPROVEMENTS
4442703 Non-SIS

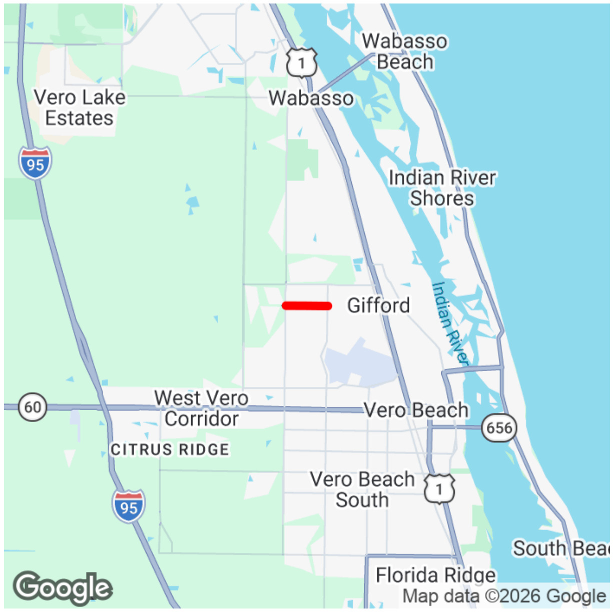


Project Description: RESURFACING
Extra Description: Resurfacing of 43rd Avenue from 1st Street SW to 6th Street. Construction programmed for FY 2028 and 2029. Project length is 0.756 miles.
Lead Agency: MANAGED BY INDIAN RIVER COUNTY
From: 1ST STREET SW
To: 6TH STREET
County: INDIAN RIVER
Length: 0.756
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	GRSC	0	1,650,000	1,553,550	0	0	3,203,550
CST	LF	0	1,067,850	0	0	0	1,067,850
COX	DIOH	0	52,635	49,558	0	0	102,193
			2,770,485	**1,603,108**			**4,373,593**

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 4,373,593
LRTP: Table 2-1

45TH STREET (N GIFFORD ROAD) MULTI-MODAL SAFETY IMPROVEMENTS
4533271 Non-SIS



Project Description: BIKE LANE/SIDEWALK

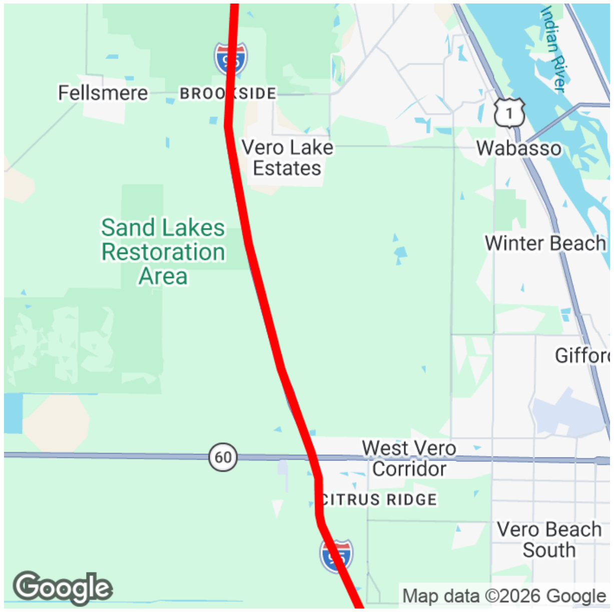
Extra Description: Multi-modal safety improvements on 45th Street (N Gifford Road) from 58th Avenue to 43rd Avenue to include bike lanes and sidewalks on both sides. Project design programmed for 2027. Project length is 0.924 miles.

Lead Agency: MANAGED BY FDOT
From: 58TH AVENUE
County: INDIAN RIVER
To: 43RD AVENUE
Length: 0.924
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	ACSA	400,000	0	0	0	0	400,000
PEX	DIOH	29,800	0	0	0	0	29,800
		429,800					**429,800**

Prior Year Cost: 322,350
Future Year Cost: 0
Total Project Cost: 752,150
LRTP: Table 2-1

I-95 GUARDRAIL
4571781 SIS



Prior Year Cost: 334,421
Future Year Cost: 0
Total Project Cost: 11,933,675
LRTP: 2-1

Project Description: GUARDRAIL
Lead Agency: MANAGED BY FDOT
County: INDIAN RIVER
Length: 18.902
From: INDIAN RIVER COUNTY
To: PARTIALLY IN ST LUCIE COUNTY
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	SSI	1,128,098	0	0	0	0	1,128,098
PEX	DIOH	84,043	0	0	0	0	84,043
CST	ACSS	0	7,833,669	0	0	0	7,833,669
CST	SSI	0	2,206,402	0	0	0	2,206,402
COX	DIOH	0	259,582	0	0	0	259,582
CSX	DIOH	0	87,460	0	0	0	87,460
		1,212,141	**10,387,113**				**11,599,254**

INDIAN RIVER COUNTY MOWING
4512932 Non-SIS

Prior Year Cost: 1,384,033
Future Year Cost: 0
Total Project Cost: 3,342,443
LRTP: Table 2-1

Project Description: ROUTINE MAINTENANCE
Extra Description: Routine mowing on state and interstate highway systems.
Lead Agency: MANAGED BY FDOT
From:
County: INDIAN RIVER
To:
Length:
Phase Group: BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	325,000	325,000	0	0	0	650,000
MTX	DIOH	19,045	19,045	0	0	0	38,090
		344,045	**344,045**				**688,090**

INDIAN RIVER COUNTY MOWING
4512933 Non-SIS

Prior Year Cost: 1,384,033
Future Year Cost: 0
Total Project Cost: 3,342,443
LRTP: Table 2-1

Project Description: ROUTINE MAINTENANCE
Lead Agency: MANAGED BY FDOT
From:
County: INDIAN RIVER
To:
Length:
Phase Group: BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	0	0	400,000	400,000	400,000	1,200,000
MTX	DIOH	0	0	23,440	23,440	23,440	70,320
				423,440	**423,440**	**423,440**	**1,270,320**

INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM BRIDGES
2336662 Non-SIS

Prior Year Cost: 8,627,544
Future Year Cost: 0
Total Project Cost: 9,459,156
LRTP: Table 2-1

Project Description: ROUTINE MAINTENANCE
Extra Description: Routine maintenance of state highway bridges in Indian River County.
Lead Agency: MANAGED BY FDOT
From:
County: INDIAN RIVER
To:
Length:
Phase Group: BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	40,000	40,000	0	0	0	80,000
MTX	DIOH	4,952	4,952	0	0	0	9,904
		44,952	**44,952**				**89,904**

INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY
4278044 Non-SIS

Prior Year Cost: 4,792,189
Future Year Cost: 0
Total Project Cost: 5,287,341
LRTP: Table 2-1

Project Description: TRAFFIC SIGNALS
Extra Description: Maintenance operations on state highways.
Lead Agency: MANAGED BY INDIAN RIVER COUNTY BOCC
From:
To:
County: INDIAN RIVER
Length:
Phase Group: OPERATIONS, OPERATIONS - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
OPS	DDR	243,054	0	0	0	0	243,054
OPS	DITS	217,766	0	0	0	0	217,766
OPX	DIOH	34,332	0	0	0	0	34,332
		495,152					**495,152**

INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY
2336661 Non-SIS

Prior Year Cost: 8,627,544
Future Year Cost: 0
Total Project Cost: 9,459,156
LRTP: Table 2-1

Project Description: ROUTINE MAINTENANCE
Extra Description: Maintenance operations on state highways.
Lead Agency: MANAGED BY FDOT
From:
County: INDIAN RIVER
To:
Length:
Phase Group: BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	220,000	220,000	220,000	0	0	660,000
MTX	DIOH	27,236	27,236	27,236	0	0	81,708
		247,236	**247,236**	**247,236**			**741,708**

INTERSTATE HIGHWAY BRIDGES
2342422 SIS

Prior Year Cost: 773,350
Future Year Cost: 0
Total Project Cost: 880,111
LRTP: Table 2-1

Project Description: ROUTINE MAINTENANCE
Extra Description: PH 70 Routine maintenance of interstate highway bridges in Indian River County. INCLUDES IN-HOUSE BRIDGE INSPECTIONS
PH 70 INCLUDES IN-HOUSE BRIDGE INSPECTIONS
Lead Agency: MANAGED BY FDOT
From:
County: INDIAN RIVER
To:
Length:
Phase Group: BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	25,000	25,000	0	0	0	50,000
MTX	DIOH	3,095	3,095	0	0	0	6,190
		28,095	**28,095**				**56,190**

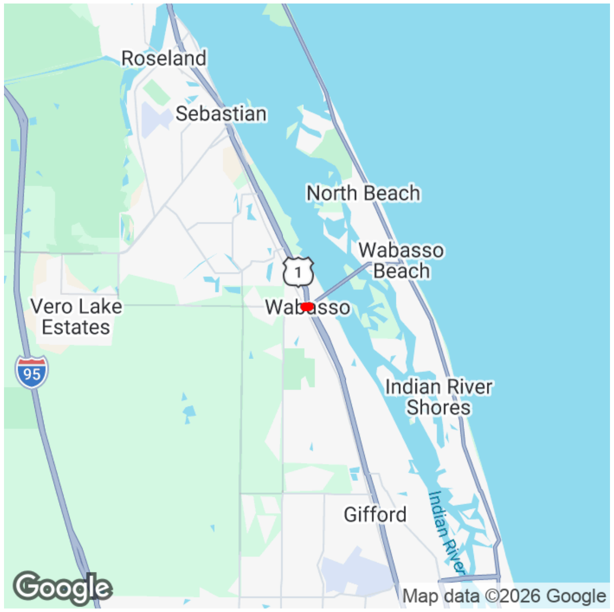
INTERSTATE HIGHWAYS MAINTENANCE
2342421 SIS

Prior Year Cost: 773,350
Future Year Cost: 0
Total Project Cost: 880,111
LRTP: Table 2-1

Project Description: ROUTINE MAINTENANCE
Extra Description: Maintenance operations on interstate highways.
Lead Agency: MANAGED BY FDOT **From:**
County: INDIAN RIVER **To:**
Length:
Phase Group: BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	15,000	15,000	15,000	0	0	45,000
MTX	DIOH	1,857	1,857	1,857	0	0	5,571
		16,857	**16,857**	**16,857**			**50,571**

SR 510/85TH ST/WABASSO ROAD
4544441 Non-SIS

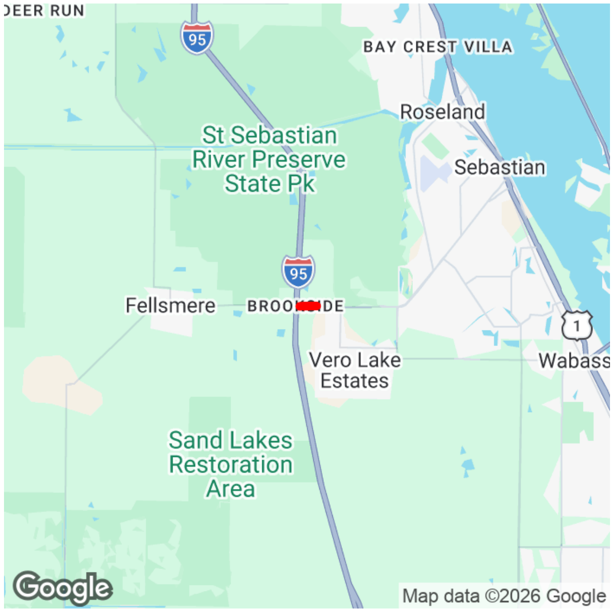


Project Description: TRAFFIC CONTROL DEVICES/SYSTEM
Lead Agency: MANAGED BY FDOT
From: FEC RR
County: INDIAN RIVER
To: US 1
Length: 0.116
Phase Group: RAILROAD & UTILITIES, CONSTRUCTION - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
RRU	ACSA	0	0	210,000	0	0	210,000
RRU	ACSL	0	0	300,000	0	0	300,000
RRU	ACSM	0	0	100,000	0	0	100,000
RRU	ACSN	0	0	100,000	0	0	100,000
COX	DIOH	0	0	22,649	0	0	22,649
				732,649			**732,649**

Prior Year Cost: 198,383
Future Year Cost: 0
Total Project Cost: 956,032
LRTP: Table 2-1

SR 512 WIDENING AND RESURFACING
4493321 Non-SIS

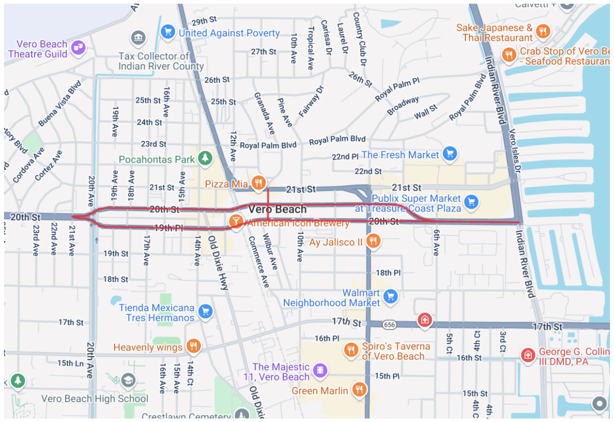


Prior Year Cost: 698,441
Future Year Cost: 0
Total Project Cost: 4,635,725
LRTP: Table 2-1

Project Description: WIDEN/RESURFACE EXIST LANES
Extra Description: Interchange modification at I 95/CR 512 (Fellsmere Road) from I 95 to west of 106th Avenue by extending eastbound ramp terminal lane to eliminate drop lane. Construction programmed for FY 2027. Project length 0.381 miles.
Lead Agency: MANAGED BY FDOT
From: EAST OF I-95
County: INDIAN RIVER
To: WEST OF 106TH AVENUE
Length: 0.381
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACSA	3,663,539	0	0	0	0	3,663,539
CST	ACSA	36,027	0	0	0	0	36,027
CST	LF	63,478	0	0	0	0	63,478
COX	DIOH	104,628	0	0	0	0	104,628
CSX	DIOH	23,892	0	0	0	0	23,892
		3,891,564					**3,891,564**

SR 60 RESURFACING
4484431 Non-SIS



Project Description: RESURFACING

Extra Description: Resurfacing of State Road 60 from 21st Avenue to Indian River Boulevard. Additionally, this project includes resurfacing 11th Avenue from 20th Street to 21st Street. Railroad & Utility funded in FY 2028. Construction is programmed for FY 2029. Project length is 3.11 miles.

Lead Agency: MANAGED BY FDOT

From: SR-60 TO US-1

County: INDIAN RIVER

To: INDIAN RIVER BLVD AND 11 AVE

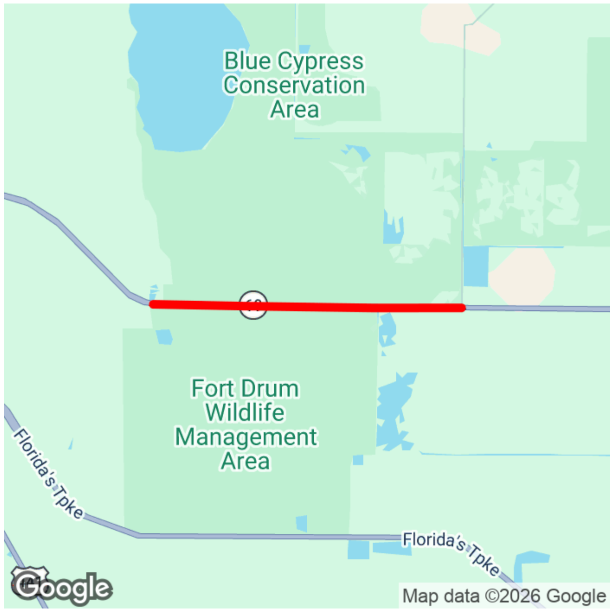
Length: 3.11

Phase Group: RAILROAD & UTILITIES, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
RRU	DS	0	100,000	0	0	0	100,000
CST	ACNR	0	0	2,431,212	0	0	2,431,212
CST	DDR	0	0	3,583,356	0	0	3,583,356
CST	DIH	0	0	82,039	0	0	82,039
CST	DS	0	0	700,193	0	0	700,193
CST	LF	0	0	203,690	0	0	203,690
COX	DIOH	0	3,190	184,840	0	0	188,030
CSX	DIOH	0	0	54,865	0	0	54,865
			103,190	**7,240,195**			**7,343,385**

Prior Year Cost: 1,333,299
Future Year Cost: 0
Total Project Cost: 8,676,684
LRTP: Table 2-1

SR 60 RESURFACING
4484441 SIS



Project Description: RESURFACING

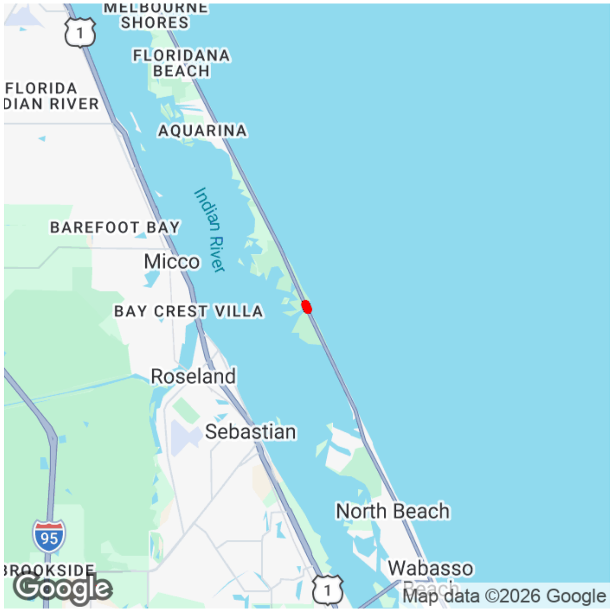
Extra Description: Resurfacing of State Road 60 from East of Fort Drum Wildlife entrance to CR-512. Project is on SIS network. Construction programmed for FY 2030 and FY 2031. Project length is 7.14 miles.

Lead Agency: MANAGED BY FDOT
From: EAST OF FORT DRUM WILDLIFE ENTRANCE
County: INDIAN RIVER
To: WEST OF CR-512
Length: 7.14
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACNR	0	0	0	4,715,351	0	4,715,351
CST	DDR	0	0	0	8,827,295	1,382,726	10,210,021
CST	DIH	0	0	0	97,484	0	97,484
CST	DS	0	0	0	2,920,358	0	2,920,358
COX	DIOH	0	0	0	505,850	0	505,850
CSX	DIOH	0	0	0	41,909	50,193	92,102
					17,108,247	**1,432,919**	**18,541,166**

Prior Year Cost: 885,918
Future Year Cost: 0
Total Project Cost: 19,427,084
LRTP: Table 2-1

SR A1A BRIDGE REPLACEMENT
4456181 Non-SIS

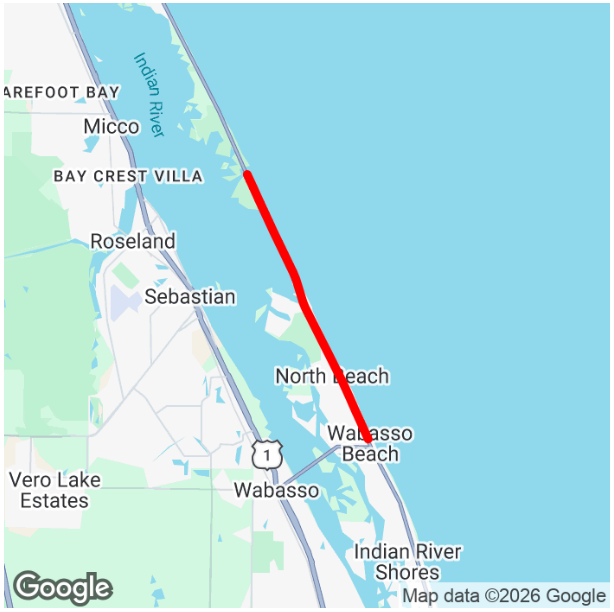


Project Description: BRIDGE REPLACEMENT
Extra Description: Replace Bridge# 880005/SR A1A over the Sebastian Inlet. Construction of new bridge began in FY 2026. Contract incentives are programmed for 2030. Additional ROW funds programmed in FY 2031. Project in conjunction with FM# 4456182. Project length is .915 miles.
Lead Agency: MANAGED BY FDOT **From:**
County: INDIAN RIVER **To:**
Length: 1.098
Phase Group: RIGHT OF WAY, RIGHT OF WAY - IND SUPP, CONSTRUCTION - IND SUPP, CONTRACT INCENTIVES

Phase	Fund Code	2027	2028	2029	2030	2031	Total
ROW	ACBR	40,515	0	0	0	63,347	103,862
RWX	DIOH	5,109	0	0	0	3,896	9,005
COX	DIOH	0	0	0	31,900	0	31,900
INC	DDR	0	0	0	1,000,000	0	1,000,000
		45,624			**1,031,900**	**67,243**	**1,144,767**

Prior Year Cost: 125,827,745
Future Year Cost: 0
Total Project Cost: 126,972,512
LRTP: Table 2-1

SR A1A RESURFACING
4456182 Non-SIS

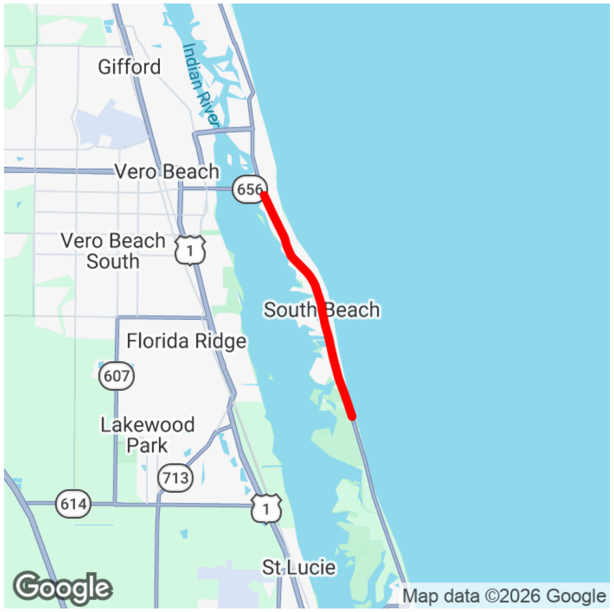


Prior Year Cost: 1,488,419
Future Year Cost: 0
Total Project Cost: 14,990,133
LRTP: Table 2-1

Project Description: RESURFACING
Extra Description: Resurfacing of SR A1A between the Sebastian Inlet Bridge to Sand Dollar Lane. Construction programmed for FY 2029. Construction will occur after completion of the new Sebastian Inlet bridge. Design and Construction in conjunction with FM# 4456181. Project length 6.55 miles.
Lead Agency: MANAGED BY FDOT
From: SAND DOLLAR LANE
County: INDIAN RIVER
To: S OF SEBASTIAN INLET BRIDGE
Length: 6.51
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACNR	0	0	2,732,515	0	0	2,732,515
CST	ACSA	0	0	2,195,797	0	0	2,195,797
CST	DDR	0	0	6,235,755	0	0	6,235,755
CST	DDR	0	0	180,994	0	0	180,994
CST	DIH	0	0	84,658	0	0	84,658
CST	DS	0	0	1,602,122	0	0	1,602,122
CST	LF	0	0	30,525	0	0	30,525
COX	DIOH	0	0	356,252	0	0	356,252
CSX	DIOH	0	0	83,096	0	0	83,096
				13,501,714			**13,501,714**

SR A1A RESURFACING
4498181 Non-SIS

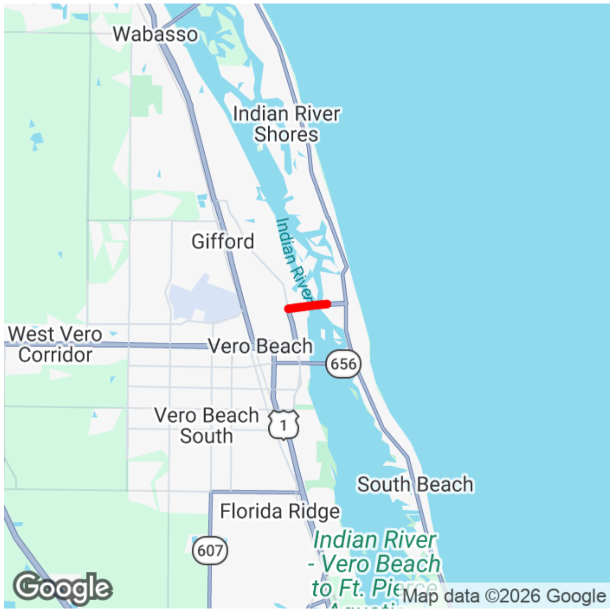


Prior Year Cost: 2,350,853
Future Year Cost: 0
Total Project Cost: 14,778,781
LRTP: Table 2-1

Project Description: RESURFACING
Extra Description: Resurfacing or SR A1A between the Indian River/St. Lucie County line to Jasmine Lane. Construction programmed for FY 2027. Project length is 5.459 miles.
Lead Agency: MANAGED BY FDOT
County: INDIAN RIVER
Length: 5.459
From: INDIAN RIVER COUNTY/ST. LUCIE COUNTY LINE
To: JASMINE LANE
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	DDR	11,844,498	0	0	0	0	11,844,498
CST	DIH	85,413	0	0	0	0	85,413
CST	LF	94,864	0	0	0	0	94,864
COX	DIOH	342,653	0	0	0	0	342,653
CSX	DIOH	60,500	0	0	0	0	60,500
		12,427,928					**12,427,928**

SR-60/BEACHLAND BLVD BRIDGE REPAIR
4566461 Non-SIS



Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,851,814
LRTP: Table 2-1

Project Description: BRIDGE-REPAIR/REHABILITATION
Lead Agency: MANAGED BY FDOT
From: OVER ICWW
County: INDIAN RIVER
To: OVER ICWW
Length: 0.718
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	BRRP	0	150,000	257,558	0	0	407,558
PE	DIH	0	27,714	0	0	0	27,714
PEX	DIOH	0	14,947	19,188	0	0	34,135
CST	BRRP	0	0	0	0	2,212,589	2,212,589
CST	DIH	0	0	0	0	85,464	85,464
COX	DIOH	0	0	0	0	60,585	60,585
CSX	DIOH	0	0	0	0	23,769	23,769
			192,661	**276,746**		**2,382,407**	**2,851,814**

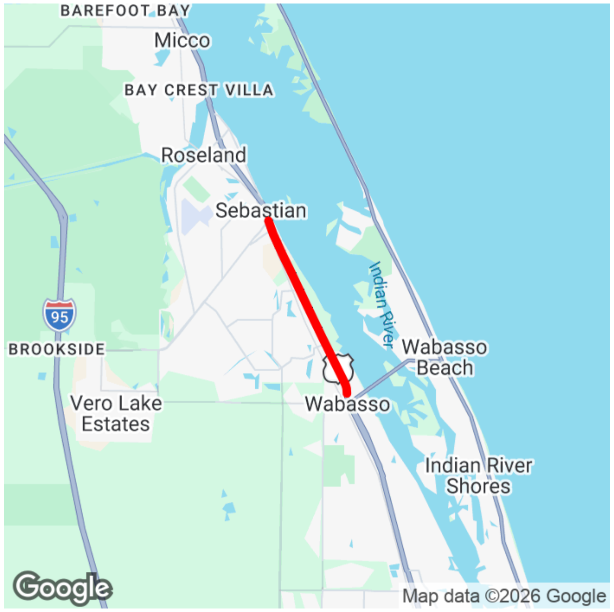
TRAFFIC SIGNAL MAINTENANCE
4515841 Non-SIS

Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 2,966,037
LRTP: Table 2-1

Project Description: TRAFFIC SIGNALS
Extra Description: Maintenance and operation of traffic signals on state highway system roadways.
Lead Agency: MANAGED BY INDIAN RIVER COUNTY
From:
To:
County: INDIAN RIVER
Length:
Phase Group: BRDG/RDWY/CONTRACT MAINT, MAINTENANCE - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
MNT	D	0	701,387	608,350	836,608	655,504	2,801,849
MTX	DIOH	0	41,101	35,649	49,025	38,413	164,188
			742,488	**643,999**	**885,633**	**693,917**	**2,966,037**

US 1 RESURFACING
4498121 Non-SIS



Project Description: RESURFACING
Extra Description: Resurfacing of US 1 (SR 5) between north of 87th Street and south of Sebastian Boulevard (CR 512). Construction programmed for FY 2027. Project length is 4.222 miles.
Lead Agency: MANAGED BY FDOT
From: N OF 87 ST
County: INDIAN RIVER
To: S OF SEBASTIAN BLVD
Length: 4.222
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	ACNR	1,084,810	0	0	0	0	1,084,810
CST	DDR	6,339,798	0	0	0	0	6,339,798
CST	DIH	122,217	0	0	0	0	122,217
CST	DS	3,649,436	0	0	0	0	3,649,436
CST	LF	13,207	0	0	0	0	13,207
COX	DIOH	319,433	0	0	0	0	319,433
CSX	DIOH	59,723	0	0	0	0	59,723
		11,588,624					**11,588,624**

Prior Year Cost: 1,616,963
Future Year Cost: 0
Total Project Cost: 13,205,587
LRTP: Table 2-1

SECTION C TRANSIT AND TRANSPORTATION DISADVANTAGED PROJECTS

INDIAN RIVER COUNTY BLOCK GRANT
4071906 Non-SIS

Prior Year Cost: 3,009,701
Future Year Cost: 3,000,000
Total Project Cost: 23,475,853
LRTP: Table 4-14

Project Description: OPERATING/ADMIN. ASSISTANCE
Extra Description: Indian River County receives Florida Department of Transportation (FDOT) Block Grant and Federal Transit Administration (FTA) Section 5307 funds for operating assistance. Note: Actual FTA funding levels subject to change each year through the Governor's Apportionment.

Lead Agency: MANAGED BY INDIAN RIVER COUNTY
From:
To:
County: INDIAN RIVER
Length:
Phase Group: OPERATIONS, OPERATIONS - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
OPS	DDR	795,220	819,077	819,077	0	552,222	2,985,596
OPS	DPTO	0	0	0	851,840	333,692	1,185,532
OPS	LF	795,220	819,077	819,077	851,840	885,914	4,171,128
OPX	DIOH	19,483	20,067	20,067	20,870	43,409	123,896
OPS	FTA	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	15,000,000
		4,609,923	**4,658,221**	**4,658,221**	**4,724,550**	**4,815,237**	**23,466,152**

SECTION 5311 FORMULA INDIAN RIVER CO NON-UZA OPERATING
4071824 Non-SIS

Prior Year Cost: 477,145
Future Year Cost: 0
Total Project Cost: 1,399,122
LRTP: Table 4-14

Project Description: OPERATING/ADMIN. ASSISTANCE
Extra Description: Section 5311 formula funds for rural area transit operations. Funds support continued operation of GoLine route #10 in Fellsmere.
OPERATING
Lead Agency: MANAGED BY INDIAN RIVER COUNTY
From:
To:
County: INDIAN RIVER
Length:
Phase Group: OPERATIONS, OPERATIONS - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
OPS	DU	53,188	56,299	63,714	64,263	68,740	306,204
OPS	LF	110,375	114,455	121,801	126,673	131,740	605,044
OPX	DIOH	1,303	1,379	1,561	1,574	4,912	10,729
		164,866	**172,133**	**187,076**	**192,510**	**205,392**	**921,977**

TRANSIT CAPITAL ASSISTANCE (SECTION 5307 - FORMULA INDIAN RIVER CO VERO BEACH/SEBASTIAN UZA SMALL)
4071902 Non-SIS

Prior Year Cost: 11,363,872
Future Year Cost: 3,000,000
Total Project Cost: 33,863,872
LRTP: Table 4-14

Project Description: PURCHASE VEHICLES/EQUIPMENT
Extra Description: Indian River County receives Federal Transit Administration (FTA) Section 5307 funds for transit capital assistance. Note: Actual FTA funding levels subject to change each year through the Governor's Apportionment.
Lead Agency: MANAGED BY INDIAN RIVER COUNTY
From:
To:
County: INDIAN RIVER
Length:
Phase Group: CAPITAL

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	FTA	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	22,500,000
		4,500,000	**4,500,000**	**4,500,000**	**4,500,000**	**4,500,000**	**22,500,000**

TRANSIT CAPITAL ASSISTANCE (SECTION 5339)
4457281 Non-SIS

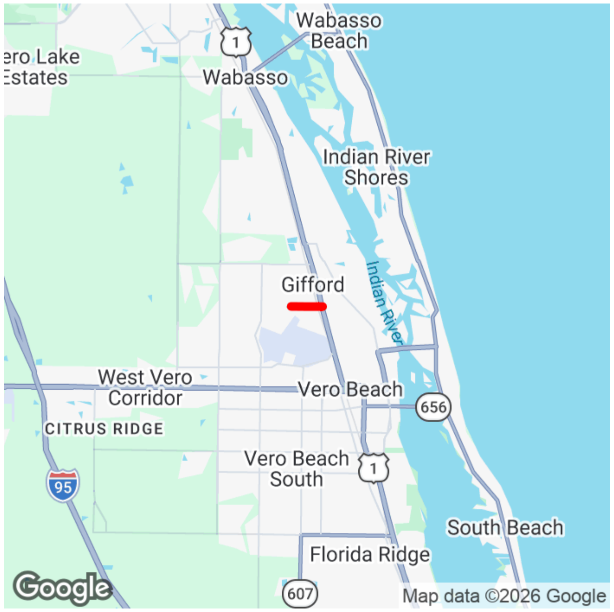
Prior Year Cost: 548,319
Future Year Cost: 0
Total Project Cost: 2,054,199
LRTP: Table 4-14

Project Description: CAPITAL FOR FIXED ROUTE
Extra Description: Indian River County receives Federal Transit Administration (FTA) Section 5339 funds for transit capital assistance.
Lead Agency: MANAGED BY INDIAN RIVER COUNTY
From:
To:
County: INDIAN RIVER
Length:
Phase Group: CAPITAL, CAPITAL - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	FTA	300,000	300,000	300,000	300,000	300,000	1,500,000
CAX	DIOH	0	0	0	0	5,880	5,880
		300,000	**300,000**	**300,000**	**300,000**	**305,880**	**1,505,880**

SECTION D BICYCLE, PEDESTRIAN, TRAIL, AND ENHANCEMENT PROJECTS

41ST STREET SIDEWALK
4570951 Non-SIS

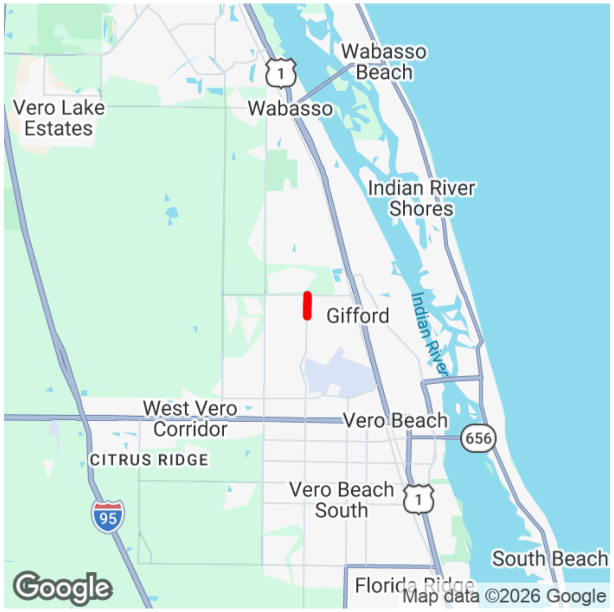


Prior Year Cost: 0
Future Year Cost: 0
Total Project Cost: 1,100,987
LRTP: Table 4-15

Project Description: SIDEWALK
Extra Description: 2025 TRANSPORATION ALTERNATIVE CYCLE; MPO PRIORITY #2 LAP W/ INDIAN RIVER COUNTY
Lead Agency: MANAGED BY INDIAN RIVER COUNTY
From: 32ND AVENUE
To: US 1
County: INDIAN RIVER
Length: 0.77
Phase Group: PRELIMINARY ENGINEERING, PRELIM ENG - IND SUPP, CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PE	TALT	5,000	0	0	0	0	5,000
PEX	DIOH	681	0	0	0	0	681
CST	LF	0	0	143,341	0	0	143,341
CST	TALL	0	0	298,643	0	0	298,643
CST	TALT	0	0	623,316	0	0	623,316
COX	DIOH	0	0	28,266	0	0	28,266
CSX	DIOH	0	0	1,740	0	0	1,740
		5,681		**1,095,306**			**1,100,987**

43RD AVENUE SIDEWALK
4529951 Non-SIS



Prior Year Cost: 5,681
Future Year Cost: 0
Total Project Cost: 1,629,240
LRTP: Table 4-15

Project Description: SIDEWALK
Extra Description: Sidewalk construction from 45th Street to 49th Street. Construction programmed for FY 2027 and FY 2028. Project length is .5 miles.
Lead Agency: MANAGED BY INDIAN RIVER COUNTY
From: 45TH STREET
To: 49TH STREET
County: INDIAN RIVER
Length: 0.503
Phase Group: CONSTRUCTION, CONSTRUCTION - IND SUPP, CONST SUPPORT - IND SUPP

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CST	LF	42,000	0	0	0	0	42,000
CST	TALL	361,305	0	0	0	0	361,305
CST	TALT	761,474	404,403	0	0	0	1,165,877
COX	DIOH	34,204	12,900	0	0	0	47,104
CSX	DIOH	2,273	0	0	0	0	2,273
		1,201,256	**417,303**				**1,618,559**

SECTION E AVIATION PROJECTS

SEBASTIAN MUNICIPAL AIRPORT FM# 4571381
AVIATION SECURITY PROJECT

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

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 509,800

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	400,000	0	0	0	400,000
CAP	LF	0	100,000	0	0	0	100,000
CAX	DIOH	0	9,800	0	0	0	9,800
			509,800				**509,800**

SEBASTIAN MUNICIPAL AIRPORT FM# 4571461
AVIATION PRESERVATION PROJECT

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

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 300,368

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	0	15,000	0	0	15,000
CAP	FAA	0	0	270,000	0	0	270,000
CAP	LF	0	0	15,000	0	0	15,000
CAX	DIOH	0	0	368	0	0	368
				300,368			**300,368**

SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT ACCESS ROAD AND UTILITIES WEST FM# 4533791
AVIATION PRESERVATION PROJECT
Construct access road and utilities on west side of airport.

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

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 2,039,200

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	800,000	800,000	0	0	1,600,000
CAP	LF	0	200,000	200,000	0	0	400,000
CAX	DIOH	0	19,600	19,600	0	0	39,200
			1,019,600	**1,019,600**			**2,039,200**

SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT GOLF APRON PHASE 1 FM# 4550111
AVIATION CAPACITY PROJECT
Construct Taxiway.

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

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 1,529,400

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	1,200,000	0	0	0	0	1,200,000
CAP	LF	300,000	0	0	0	0	300,000
CAX	DIOH	29,400	0	0	0	0	29,400
		1,529,400					**1,529,400**

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

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

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 500,613

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	25,000	0	0	0	25,000
CAP	FAA	0	450,000	0	0	0	450,000
CAP	LF	0	25,000	0	0	0	25,000
CAX	DIOH	0	613	0	0	0	613
			500,613				**500,613**

VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM FM# 4515381
AVIATION PRESERVATION PROJECT

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

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 2,002,450

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	100,000	0	0	0	100,000
CAP	FAA	0	1,800,000	0	0	0	1,800,000
CAP	LF	0	100,000	0	0	0	100,000
CAX	DIOH	0	2,450	0	0	0	2,450
			2,002,450				**2,002,450**

VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R - FM# 4533831
AVIATION PRESERVATION PROJECT
2024 MPO AVIATION PRIORITY #16 CONSTRUCTION

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

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 2,202,695

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	110,000	0	0	0	0	110,000
CAP	FAA	1,980,000	0	0	0	0	1,980,000
CAP	LF	110,000	0	0	0	0	110,000
CAX	DIOH	2,695	0	0	0	0	2,695
		2,202,695					**2,202,695**

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

AVIATION CAPACITY PROJECT

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

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 6,031,850

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	0	1,300,000	0	0	1,300,000
CAP	FAA	0	0	3,400,000	0	0	3,400,000
CAP	LF	0	0	1,300,000	0	0	1,300,000
CAX	DIOH	0	0	31,850	0	0	31,850
				6,031,850			**6,031,850**

VERO BEACH REGIONAL AIRPORT-EXTEND RWY 4/22, PHASE 1 ENVIRONMENTAL FM# 4549011
AVIATION ENVIRONMENTAL PROJECT

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

Prior Year Cost: 0 Future Year Cost: 0 Total Project Cost: 400,490

Phase	Fund Code	2027	2028	2029	2030	2031	Total
CAP	DPTO	0	20,000	0	0	0	20,000
CAP	FAA	0	360,000	0	0	0	360,000
CAP	LF	0	20,000	0	0	0	20,000
CAX	DIOH	0	490	0	0	0	490
			400,490				**400,490**

SECTION F TRANSPORTATION PLANNING/STUDIES

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

Length: ***Non-SIS***
Lead Agency: Indian River County MPO
LRTP: Table 4-9

Prior Year Cost: 5,566,090
Future Year Cost: 0 Total
Project Cost: 9,433,193

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PLN	ACPL	609,672	609,672	0	0	0	1,219,344
PLX	DIOH	86,939	86,939	0	0	0	173,878
		696,611	**696,611**				**1,393,222**

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

Length: ***Non-SIS***
Lead Agency: Indian River County MPO
LRTP: Table 4-9

Prior Year Cost: 5,566,090
Future Year Cost: 0 Total
Project Cost: 9,433,193

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PLN	ACPL	0	0	609,672	609,672	0	1,219,344
PLX	DIOH	0	0	86,939	86,939	0	173,878
				696,611	**696,611**		**1,393,222**

INDIAN RIVER FY2030/2031-2031/2032 UPWP FM# 4393278
TRANSPORTATION PLANNING

Length: ***Non-SIS***
Lead Agency: Indian River County MPO
LRTP: Table 4-9

Prior Year Cost: 5,566,090
Future Year Cost: 0 Total
Project Cost: 9,433,193

Phase	Fund Code	2027	2028	2029	2030	2031	Total
PLN	ACPL	0	0	0	0	609,672	609,672
PLX	DIOH	0	0	0	0	86,939	86,939
						696,611	**696,611**

Appendix A – Indian River County Capital Improvements Program

Transportation

Revenue Sources	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30	Total	Internal Notes
Gas Tax	$ 4,163,348	$ 3,738,500	$ 150,000	$ 150,000	$ 150,000	$ 8,351,848	
Gas Tax Fund Balance	$ 2,320,371	$ -	$ -	$ -	$ -	$ 2,320,371	FY25 Balance = $13,019,190
Traffic Impact Fees District 1 (Balance)	$ 704,593	$ -	$ -	$ -	$ -	$ 704,593	Balance = $753,133 less $48,540 for 108th Mast Arm Improvements
Traffic Impact Fee 2020-District I	$ 2,500,000	$ 1,700,000	$ 1,400,000	$ 625,000	$ 2,000,000	$ 8,225,000	Actual Revenue = $2.5M/Year. $4,275,000 to accrue in fund balance from FY27-30.
Traffic Impact Fee 2020-District I Fund Balance	$ 4,720,772	$ -	$ -	$ -	$ -	$ 4,720,772	FY25 Balance = $11,460,306.
Traffic Impact Fee 2020-District 2	$ 2,445,000	$ 2,445,000	$ 2,445,000	$ 2,445,000	$ 2,445,000	$ 12,225,000	
Traffic Impact Fee 2020-District 2 Fund Balance	$ 5,615,000	$ 3,130,000	$ 5,805,000	$ 2,655,000	$ 555,000	$ 17,760,000	FY25 Balance = $17,766,128
Optional Sales Tax	$ 11,349,298	$ 13,742,000	$ 11,827,850	$ 20,244,041	$ 17,427,250	$ 74,590,439	
Assessments	$ 254,000	$ 254,000	$ -	$ -	$ -	$ 508,000	
Assessments Fund Balance	$ 1,136,000	$ 533,500	$ -	$ -	$ -	$ 1,669,500	FY25 Balance = $2,503,647
Subtotal County Funded	***$ 35,208,382***	***$ 25,543,000***	***$ 21,627,850***	***$ 26,119,041***	***$ 22,577,250***	***$ 131,075,523***	
Developer Funded Construction	$ 400,000	$ -	$ -	$ -	$ -	$ 400,000	
FDOT	$ 3,907,660	$ 2,727,182	$ 2,850,000	$ 2,475,509	$ 5,464,750	$ 17,425,101	
Total Revenue	**$ 39,516,042**	**$ 28,270,182**	**$ 24,477,850**	**$ 28,594,550**	**$ 28,042,000**	**$ 148,900,624**	

Expenditures	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2028/30	Total	Notes
Gas Tax	$6,483,719	$3,738,500	$150,000	$150,000	$150,000	$10,672,219	
Traffic Impact Fees- District 1	$704,593	$0	$0	$0	$0	$704,593	Balance = $753,133 less $48,540 for 108th Mast Arm Improvements
Traffic Impact Fee 2020-District I	$7,220,772	$1,700,000	$1,400,000	$625,000	$2,000,000	$12,945,772	Actual Revenue = $2.5M/Year. $4,275,000 to accrue in fund balance from FY27-30.
Traffic Impact Fee 2020-District 2	$8,060,000	$5,575,000	$8,250,000	$5,100,000	$3,000,000	$29,985,000	
Optional Sales Tax	$11,349,298	$13,742,000	$11,827,850	$20,244,041	$17,427,250	$74,590,439	
Street Lighting MSBU	$0	$0	$0	$0	$0	$0	
Assessments	$1,390,000	$787,500	$0	$0	$0	$2,177,500	
Subtotal County Funded	***$35,208,382***	***$25,543,000***	***$21,627,850***	***$26,119,041***	***$22,577,250***	***$131,075,523***	
Developer Funded Construction	$400,000	$0	$0	$0	$0	$400,000	
FDOT	$3,907,660	$2,727,182	$2,850,000	$2,475,509	$5,464,750	$17,425,101	
Total Expenses	**$39,516,042**	**$28,270,182**	**$24,477,850**	**$28,594,550**	**$28,042,000**	**$148,900,624**	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
1st Street SW at 27th Ave -Left turn lane/traffic signal	$ 7,610,000					$ 7,610,000	Traffic Impact Fee 2020-District 2
Design & Engineering	$ 110,000					$ 110,000	
Right-of-Way						$ -	
Construction	$ 7,500,000					$ 7,500,000	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
4th Street & 29th Avenue Culvert Replacement	$ 700,000					$ 700,000	Optional Sales Tax
Design & Engineering						$ -	
Right-of-Way						$ -	
Construction	$ 700,000					$ 700,000	
8th Street Road Construction & Realignment from 66th Avenue to 74th Avenue		$ 750,000	$ 1,500,000			$ 2,250,000	Traffic Impact Fee 2020-District 2
8th Street Road Construction & Realignment from 66th Avenue to 74th Avenue				$ 4,500,000	$ 4,000,000	$ 8,500,000	Optional Sales Tax
Design & Engineering		$ 250,000				$ 250,000	
Right-of-Way		$ 500,000	$ 1,500,000			$ 2,000,000	
Construction				$ 4,500,000	$ 4,000,000	$ 8,500,000	
8th Street Road Construction & Realignment from 74th Avenue to 82nd Avenue				$ 4,000,000	$ 4,000,000	$ 8,000,000	Optional Sales Tax
8th Street Road Construction & Realignment from 74th Avenue to 82nd Avenue			$ 500,000			$ 500,000	Traffic Impact Fee 2020-District 2
Design & Engineering						$ -	
Right-of-Way			$ 500,000	$ 1,500,000		$ 2,000,000	
Construction				$ 2,500,000	$ 4,000,000	$ 6,500,000	
13th Street SW Realignment at 43rd Avenue		$ 1,500,000				$ 1,500,000	Optional Sales Tax
Design & Engineering						$ -	
Right-of-Way						$ -	
Construction		$ 1,500,000				$ 1,500,000	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
20th Avenue Pedestrian Bridge	$ 315,000					$ 315,000	Optional Sales Tax
Design & Engineering	$ 40,000					$ 40,000	
Right-of-Way						$ -	
Construction	$ 275,000					$ 275,000	
20th Ave Sidewalk East Side 8th St to 12th St	$ 386,678	$ 2,000,000				$ 2,386,678	Optional Sales Tax
Design & Engineering	$ 136,678					$ 136,678	
Right-of-Way	$ 250,000					$ 250,000	
Construction		$ 2,000,000				$ 2,000,000	
25th Street SW Paving 43rd Avenue to Koblegard Road		$ 225,000	$ 500,000			$ 725,000	Traffic Impact Fee 2020-District 2
Design & Engineering		$ 75,000				$ 75,000	
Right-of-Way		$ 150,000				$ 150,000	
Construction			$ 500,000			$ 500,000	
26th Street, 43rd Avenue to 58th Avenue, two lane realign and construct with pedestrian features (1 mile), include 4 Lane SCALE and Design		$ 1,000,000	$ 1,500,000		$ 3,000,000	$ 5,500,000	Traffic Impact Fee 2020-District 2
26th Street, 43rd Avenue to 58th Avenue, two lane realign and construct with pedestrian features (1 mile), include 4 Lane SCALE and Design				$ 750,000	$ 5,600,000	$ 6,350,000	Optional Sales Tax
Design & Engineering			$ 500,000	$ 750,000		$ 1,250,000	
Right-of-Way		$ 1,000,000	$ 1,000,000			$ 2,000,000	
Construction					$ 8,600,000	$ 8,600,000	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
26th Street, 58th Avenue to 66th Avenue, two lane realign and construct with pedestrian features (1 mile)			$ 1,000,000	$ 1,000,000		$ 2,000,000	Traffic Impact Fee 2020-District 2
Design & Engineering						$ -	
Right-of-Way			$ 1,000,000	$ 1,000,000		$ 2,000,000	
Construction						$ -	
26th Street Sidewalk Crossing at County Building	$ 310,000					$ 310,000	Optional Sales Tax
Design & Engineering	$ 10,000					$ 10,000	
Right-of-Way						$ -	
Construction	$ 300,000					$ 300,000	
27th Avenue at Oslo Road North Bound Right & Long Left			$ 250,000	$ 2,000,000		$ 2,250,000	Optional Sales Tax
Design & Engineering			$ 250,000			$ 250,000	
Right-of-Way						$ -	
Construction				$ 2,000,000		$ 2,000,000	
28th Court Sidewalk - East Side (47th Street to 49th Street (**GNP Action 7.4**)					$ 1,120,000	$ 1,120,000	FDOT
28th Court Sidewalk - East Side (47th Street to 49th Street (**GNP Action 7.4**)			$ 200,000			$ 200,000	Optional Sales Tax
Design & Engineering			$ 200,000			$ 200,000	
Construction					$ 1,120,000	$ 1,120,000	
32nd Ave Road Corridor Construction		$ 250,000				$ 250,000	Optional Sales Tax
Design & Engineering						$ -	
Right-of-Way						$ -	
Construction		$ 250,000				$ 250,000	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
33rd Street & 62nd Court Culvert Replacement	$ 700,000					$ 700,000	Optional Sales Tax
Design & Engineering						$ -	
Right-of-Way						$ -	
Construction	$ 700,000					$ 700,000	
37th Street & Indian River Boulevard Intersection Improvements	$ 300,000	$ 1,500,000	$ 6,000,000			$ 7,800,000	Optional Sales Tax
Design & Engineering	$ 300,000					$ 300,000	
Right-of-Way						$ -	
Construction		$ 1,500,000	$ 6,000,000			$ 7,500,000	
Aviation Extension US Highway 1 to 37th Street and to 41st Street via McCrystal Drive/11th Drive	$ 450,000	$ 2,500,000	$ 2,500,000			$ 5,450,000	Traffic Impact Fee 2020-District 2
Design & Engineering	$ 450,000					$ 450,000	
Right-of-Way		$ 2,500,000	$ 2,500,000			$ 5,000,000	
Construction						$ -	
41st Street Sidewalk North Side 32nd Avenue to US Hwy 1 (**GNP Action 7.4**)	$ 125,000			$ 579,041		$ 704,041	Optional Sales Tax
41st Street Sidewalk North Side 32nd Avenue to US Hwy 1 (**GNP Action 7.4**)				$ 921,959		$ 921,959	FDOT
Design & Engineering	$ 125,000					$ 125,000	
Construction				$ 1,501,000		$ 1,501,000	
41st Street & US 1 Intersection Improvements */ Old Dixie* **(GNP Action 7.4)**				$ 550,000	$ 450,000	$ 1,000,000	Optional Sales Tax
Design & Engineering				$ 100,000		$ 100,000	
Right-of-Way				$ 450,000	$ 450,000	$ 900,000	
Construction						$ -	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
41st Street Northbound right turn lane at 58th Avenue		$ 1,000,000				$ 1,000,000	Traffic Impact Fee 2020-District 2
Design & Engineering						$ -	
Right-of-Way		$ 1,000,000				$ 1,000,000	
Construction						$ -	
41st Street Canal H Culvert Replacement	$ 50,000		$ 300,000			$ 350,000	Optional Sales Tax
Design & Engineering	$ 50,000					$ 50,000	
Right-of-Way						$ -	
Construction			$ 300,000			$ 300,000	
43rd Avenue Full Depth Reclamation (26th Street to 41st Street)				$ 230,000	$ 675,000	$ 905,000	Optional Sales Tax
43rd Avenue Full Depth Reclamation (26th Street to 41st Street)					$ 2,025,000	$ 2,025,000	FDOT
Design & Engineering				$ 230,000		$ 230,000	
Right-of-Way						$ -	
Construction					$ 2,700,000	$ 2,700,000	
43rd Ave Bridge Replacement/Pedestrian Crossing over South Relief Canal 5th st SW to 1st St SW		$ 100,000	$ 400,000	$ 5,750,000		$ 6,250,000	Optional Sales Tax
Design & Engineering		$ 100,000				$ 100,000	
Right-of-Way			$ 400,000			$ 400,000	
Construction				$ 5,750,000		$ 5,750,000	
43rd Ave Pedestrian & Bicycle Access Improvements 5th St SW to 1st St SW-FDOT 75% - County 25%			$ 200,000		$ 1,152,250	$ 1,352,250	Optional Sales Tax
					$ 2,319,750	$ 2,319,750	FDOT
Design & Engineering			$ 200,000			$ 200,000	
Right-of-Way						$ -	
Construction					$ 3,472,000	$ 3,472,000	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
43rd Ave Pedestrian & Bicycle Access Improvements 1st St SW to 6th St-FDOT 75% - County 25%	$ 300,000		$ 1,067,850			$ 1,367,850	Optional Sales Tax
43rd Ave Pedestrian & Bicycle Access Improvements 1st St SW to 6th St-FDOT 75% - County 25%			$ 1,650,000	$ 1,553,550		$ 3,203,550	FDOT
Design & Engineering	$ 300,000					$ 300,000	
Right-of-Way						$ -	
Construction			$ 2,717,850	$ 1,553,550		$ 4,271,400	
43rd Ave Pedestrian & Bicycle Access Improvements 6th St to 12th St-FDOT 75% - County 25%	$ 300,000	$ 2,150,000	$ 2,150,000			$ 4,600,000	Optional Sales Tax
43rd Ave Pedestrian & Bicycle Access Improvements 6th St to 12th St-FDOT 75% - County 25%		$ 1,200,000	$ 1,200,000			$ 2,400,000	FDOT
Design & Engineering	$ 300,000					$ 300,000	
Right-of-Way						$ -	
Construction		$ 3,350,000	$ 3,350,000			$ 6,700,000	
43rd Ave Pedestrian & Bicycle Access Improvements 12th St to 18th St-FDOT 75% - County 25%	$ 2,927,620					$ 2,927,620	Optional Sales Tax
43rd Ave Pedestrian & Bicycle Access Improvements 12th St to 18th St-FDOT 75% - County 25%	$ 2,021,518					$ 2,021,518	FDOT
Design & Engineering						$ -	
Construction	$ 4,949,138					$ 4,949,138	
43rd Ave Sidewalks Both Sides 45th Street to 49th Street	$ 60,000	$ 42,000				$ 102,000	Optional Sales Tax
43rd Ave Sidewalks Both Sides 45th Street to 49th Street		$ 1,527,182				$ 1,527,182	FDOT
Design & Engineering	$ 60,000					$ 60,000	
Construction		$ 1,569,182				$ 1,569,182	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
45th Street/Left Turn Lane at US 1 **(GNP Action 7.3)**		$ 100,000	$ 750,000	$ 4,100,000		$ 4,950,000	Traffic Impact Fee 2020-District 2
Design & Engineering		$ 100,000				$ 100,000	
Construction			$ 750,000	$ 4,100,000		$ 4,850,000	
45th Street / 58th Avenue Signalization Replacement	$ 50,000	$ 500,000				$ 550,000	Optional Sales Tax
Design & Engineering	$ 50,000					$ 50,000	
Right-of-Way						$ -	
Construction		$ 500,000				$ 500,000	
49th Street Sidewalk North Side 43rd Ave to Old Dixie Hwy (**GNP Action 7.4**)					$ 250,000	$ 250,000	Optional Sales Tax
49th Street Sidewalk North Side 43rd Ave to Old Dixie Hwy (**GNP Action 7.4**)						$ -	FDOT
Design & Engineering					$ 250,000	$ 250,000	
Construction						$ -	
49th Street & US 1 Intersection Improvements				$ 425,000	$ 300,000	$ 725,000	Optional Sales Tax
Design & Engineering				$ 125,000		$ 125,000	
Right-of-Way				$ 300,000	$ 300,000	$ 600,000	
Construction						$ -	
53rd Street widening, 58th Avenue to 66th Avenue 600 foot 4-lane Segment	$ 2,000,000					$ 2,000,000	Traffic Impact Fee 2020-District I
Design & Engineering						$ -	
Right-of-Way						$ -	
Construction	$ 2,000,000					$ 2,000,000	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
53rd Street widening, 58th Avenue to 66th Avenue 800 foot 4-lane Segment		$ 1,500,000				$ 1,500,000	Traffic Impact Fee 2020-District I
Design & Engineering						$ -	
Right-of-Way						$ -	
Construction		$ 1,500,000				$ 1,500,000	
53rd Street widening west of 58th Avenue to 66th Avenue 1,000 foot 2-Lane Segment.				$ 575,000	$ 1,000,000	$ 1,575,000	Traffic Impact Fee 2020-District I
Design & Engineering				$ 175,000		$ 175,000	
Right-of-Way				$ 400,000		$ 400,000	
Construction					$ 1,000,000	$ 1,000,000	
58th Avenue - 33rd Street Left Turn Lanes		$ 200,000	$ 200,000		$ 1,000,000	$ 1,400,000	Traffic Impact Fee 2020-District I
Design & Engineering		$ 200,000				$ 200,000	
Right-of-Way			$ 200,000			$ 200,000	
Construction					$ 1,000,000	$ 1,000,000	
58th Avenue - 37th Street Left Turn Lanes			$ 200,000	$ 50,000		$ 250,000	Traffic Impact Fee 2020-District I
Design & Engineering			$ 200,000			$ 200,000	
Right-of-Way				$ 50,000		$ 50,000	
Construction						$ -	
58th Ave & 21st SW Culvert	$ 750,000					$ 750,000	Optional Sales Tax
Design & Engineering	$ 100,000					$ 100,000	
Right-of-Way						$ -	
Construction	$ 650,000					$ 650,000	
66th Avenue SW & 17th Street SW Culvert	$ 700,000					$ 700,000	Optional Sales Tax
Design & Engineering						$ -	
Right-of-Way						$ -	
Construction	$ 700,000					$ 700,000	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	$ 400,000					$ 400,000	Developer Funded Construction
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	$ 5,220,772					$ 5,220,772	Traffic Impact Fee 2020-District I
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	$ 704,593					$ 704,593	Traffic Impact Fees- District 1
66th Avenue, 69th Street to 85th Street four lanes (2.0 miles) Includes side streets & side street bridges	$ 339,861					$ 339,861	FDOT
Design & Engineering						$ -	
Right-of-Way						$ -	
Construction	$ 6,665,226					$ 6,665,226	
66th Avenue at CR510	$ 30,000	$ 200,000				$ 230,000	Optional Sales Tax
Design & Engineering	$ 30,000					$ 30,000	
Right-of-Way						$ -	
Construction		$ 200,000				$ 200,000	
82nd Ave Bridge Replacement	$ 1,150,000					$ 1,150,000	Optional Sales Tax
Design & Engineering	$ 150,000					$ 150,000	
Right-of-Way						$ -	
Construction	$ 1,000,000					$ 1,000,000	
CR-512, Willow St to I-95 four lanes			$ 1,000,000			$ 1,000,000	Traffic Impact Fee 2020-District I
Design & Engineering			$ 1,000,000			$ 1,000,000	
Right-of-Way						$ -	
Construction						$ -	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
CR512 Safety Improvements	$ 170,000	$ 240,000				$ 410,000	Optional Sales Tax
Design & Engineering	$ 70,000					$ 70,000	
Right-of-Way						$ -	
Construction	$ 100,000	$ 240,000				$ 340,000	
Ercildoune Heights Drainage Improvements	$ 450,000	$ 200,000				$ 650,000	Optional Sales Tax
Design & Engineering	$ 50,000					$ 50,000	
Right-of-Way						$ -	
Construction	$ 400,000	$ 200,000				$ 600,000	
Highland Drive Sidewalk (+/- 4500 LF)	$ 125,000	$ 650,000				$ 775,000	Optional Sales Tax
Design & Engineering	$ 125,000					$ 125,000	
Right-of-Way						$ -	
Construction		$ 650,000				$ 650,000	
Indian River Blvd Pedestrian Bicycle and Access Improvements FDOT 75% County 25% (17th St. Bridge to U.S. Highway 1)	$ 5,953,719	$ 3,326,000				$ 9,279,719	Gas Tax
Indian River Blvd Pedestrian Bicycle and Access Improvements FDOT 75% County 25% (17th St. Bridge to U.S. Highway 1)	$ 1,546,281					$ 1,546,281	FDOT
Design & Engineering						$ -	
Right-of-Way						$ -	
Construction	$ 7,500,000	$ 3,326,000				$ 10,826,000	
Misc. Right of Way Acquisition	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,250,000	Optional Sales Tax
Right-of-Way	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,250,000	
Sidewalk Extension - 64th Avenue to Wabasso Park **(Wabasso 1.3)**				$ 200,000	$ 400,000	$ 600,000	Optional Sales Tax
Design & Engineering				$ 200,000		$ 200,000	
Right-of-Way						$ -	
Construction					$ 400,000	$ 400,000	

Expenses	FY 2025/26	FY 2026/27	FY 2027/28	FY 2028/29	FY 2029/30		Revenue Source
Traffic Controllers	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 150,000	$ 750,000	Gas Tax
Traffic Camera Replacement Program	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 100,000	$ 500,000	Optional Sales Tax
Rain Tree Corners Culvert Replacement	$ 250,000					$ 250,000	Assessments
Design & Engineering						$ -	
Construction	$ 250,000					$ 250,000	
Roseland Road Bridge	$ 850,000	$ 3,150,000				$ 4,000,000	Optional Sales Tax
Design & Engineering	$ 850,000					$ 850,000	
Construction		$ 3,150,000				$ 3,150,000	
Sidewalks and Designated Bicycle Lanes	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,250,000	Optional Sales Tax
Construction	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 1,250,000	
Various Culvert Replacements		$ 660,000	$ 660,000	$ 660,000		$ 1,980,000	Optional Sales Tax
Design & Engineering		$ 60,000	$ 60,000	$ 60,000		$ 180,000	
Right-of-Way						$ -	
Construction		$ 600,000	$ 600,000	$ 600,000		$ 1,800,000	
Vero Lake Estates 25% Petition Millings- 104th Ave-79th to 87th	$ 380,000	$ 262,500				$ 642,500	Gas Tax
Vero Lake Estates 25% Petition Millings- 104th Ave-79th to 87th	$ 1,140,000	$ 787,500				$ 1,927,500	Assessments
Design & Engineering	$ 20,000	$ 50,000				$ 70,000	
Construction	$ 1,500,000	$ 1,000,000				$ 2,500,000	

Total Transportation	**FY 2025/26**	**FY 2026/27**	**FY 2027/28**	**FY 2028/29**	**FY 2028/30**	
Design & Engineering	$ 3,326,678	$ 835,000	$ 2,410,000	$ 1,640,000	$ 250,000	**$ 8,461,678**
Right-of-Way	$ 500,000	$ 5,400,000	$ 7,350,000	$ 3,950,000	$ 1,000,000	**$ 18,200,000**
Construction	$ 35,439,364	$ 21,785,182	$ 14,467,850	$ 22,754,550	$ 26,542,000	**$ 120,988,946**
Traffic Controllers & Cameras	$ 250,000	$ 250,000	$ 250,000	$ 250,000	$ 250,000	**$ 1,250,000**
Total Transportation	**$ 39,516,042**	**$ 28,270,182**	**$ 24,477,850**	**$ 28,594,550**	**$ 28,042,000**	**$ 148,900,624**

Appendix B – Funding Summary by Fund Code

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
ADVANCE CONSTRUCTION (BRT)	**ACBR**	**100,453,972**	**40,515**	**-**	**-**	**-**	**63,347**	**-**	**100,557,834**
4456181	SR A1A BRIDGE REPLACEMENT	100,453,972	40,515	-	-	-	63,347	-	100,557,834
ADVANCE CONSTRUCTION (CM)	**ACCM**	**2,867,550**	**590,581**	**-**	**200,000**	**2,574,339**	**1,726,756**	**-**	**7,959,226**
4056063	CR 510 WIDENING	2,867,550	590,581	-	-	-	-	-	3,458,131
4056068	CR 510 WIDENING	-	-	-	-	2,574,339	-	-	2,574,339
4513681	AVIATION BOULEVARD	-	-	-	200,000	-	800,000	-	1,000,000
4416921	CR 510 WIDENING	-	-	-	-	-	926,756	-	926,756
ADVANCE CONSTRUCTION NHPP	**ACNP**	**3,613,891**	**-**	**221,027**	**-**	**-**	**-**	**-**	**3,834,918**
4130482	I-95/OSLO ROAD INTERCHANGE	3,613,891	-	221,027	-	-	-	-	3,834,918
AC NAT HWY PERFORM RESURFACING	**ACNR**	**-**	**1,084,810**	**-**	**5,163,727**	**4,715,351**	**-**	**-**	**10,963,888**
4456182	SR A1A RESURFACING	-	-	-	2,732,515	-	-	-	2,732,515
4498121	US 1 RESURFACING	-	1,084,810	-	-	-	-	-	1,084,810
4484431	SR 60 RESURFACING	-	-	-	2,431,212	-	-	-	2,431,212
4484441	SR 60 RESURFACING	-	-	-	-	4,715,351	-	-	4,715,351
ADVANCE CONSTRUCTION PLANNING	**ACPL**	**-**	**609,672**	**609,672**	**609,672**	**609,672**	**609,672**	**-**	**3,048,360**
4393277	INDIAN RIVER FY2028/2029-2029/2030 UPWP	-	-	-	609,672	609,672	-	-	1,219,344
4393276	INDIAN RIVER FY2026/2027-2027/2028 UPWP	-	609,672	609,672	-	-	-	-	1,219,344
4393278	INDIAN RIVER FY2030/2031-2031/2032 UPWP	-	-	-	-	-	609,672	-	609,672
ADVANCE CONSTRUCTION (SA)	**ACSA**	**6,996,865**	**4,199,566**	**1,959,722**	**2,410,797**	**17,187,906**	**10,000**	**-**	**32,764,856**
2308793	82ND AVE CONSTRUCTION	3,166,800	100,000	1,459,722	-	-	-	-	4,726,522
4056068	CR 510 WIDENING	-	-	-	-	17,187,906	-	-	17,187,906

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
4513681	AVIATION BOULEVARD	-	-	500,000	5,000	-	10,000	-	515,000
4056064	CR 510 WIDENING	665,606	-	-	-	-	-	-	665,606
4544441	SR 510/85TH ST/WABASSO ROAD	35,310	-	-	210,000	-	-	-	245,310
4416921	CR 510 WIDENING	990,863	-	-	-	-	-	-	990,863
4493321	SR 512 WIDENING AND RESURFACING	566,014	3,699,566	-	-	-	-	-	4,265,580
4533271	45TH STREET (N GIFFORD ROAD) COMPLETE STREET RETROFIT	300,000	400,000	-	-	-	-	-	700,000
4456182	SR A1A RESURFACING	-	-	-	2,195,797	-	-	-	2,195,797
4130482	I-95/OSLO ROAD INTERCHANGE	131,000	-	-	-	-	-	-	131,000
4056063	CR 510 WIDENING	1,096,794	-	-	-	-	-	-	1,096,794
4456181	SR A1A BRIDGE REPLACEMENT	44,478	-	-	-	-	-	-	44,478
ADVANCE CONSTRUCTION (SL)	**ACSL**	**1,838,426**	**1,025,429**	**2,671,766**	**2,185,748**	**2,317,359**	**2,653,859**	**-**	**12,692,587**
4416931	US 1/AVIATION BOULEVARD INTERSECTION	16,845	-	-	-	-	-	-	16,845
4056063	CR 510 WIDENING	1,743,538	1,025,429	2,371,766	-	-	-	-	5,140,733
4416921	CR 510 WIDENING	13,092	-	-	-	-	1,158,992	-	1,172,084
4056064	CR 510 WIDENING	63,051	-	300,000	-	-	-	-	363,051
2308793	82ND AVE CONSTRUCTION	1,900	-	-	-	-	-	-	1,900
4056068	CR 510 WIDENING	-	-	-	-	2,317,359	1,494,867	-	3,812,226
4513681	AVIATION BOULEVARD	-	-	-	1,885,748	-	-	-	1,885,748
4544441	SR 510/85TH ST/WABASSO ROAD	-	-	-	300,000	-	-	-	300,000
STBG AREA POP. W/ 5K TO 49,999	**ACSM**	**1,736,398**	**331,897**	**512,727**	**500,000**	**575,148**	**199,500**	**-**	**3,855,670**
4544441	SR 510/85TH ST/WABASSO ROAD	-	-	-	100,000	-	-	-	100,000
2308793	82ND AVE CONSTRUCTION	1,736,398	331,897	-	400,000	-	-	-	2,468,295
4416921	CR 510 WIDENING	-	-	-	-	-	199,500	-	199,500

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
4056064	CR 510 WIDENING	-	-	512,727	-	-	-	-	512,727
4056068	CR 510 WIDENING	-	-	-	-	575,148	-	-	575,148
ADVANCE CONSTRUCTION (SN)	**ACSN**	**1,726,164**	**697,652**	**663,680**	**760,400**	**750,111**	**660,400**	**-**	**5,258,407**
4416921	CR 510 WIDENING	-	-	-	-	-	660,400	-	660,400
4056068	CR 510 WIDENING	-	-	-	-	750,111	-	-	750,111
4056063	CR 510 WIDENING	1,343,321	-	-	-	-	-	-	1,343,321
4544441	SR 510/85TH ST/WABASSO ROAD	-	-	-	100,000	-	-	-	100,000
2308793	82ND AVE CONSTRUCTION	382,843	697,652	663,680	-	-	-	-	1,744,175
4513681	AVIATION BOULEVARD	-	-	-	660,400	-	-	-	660,400
ADVANCE CONSTRUCTION (SS,HSP)	**ACSS**	**-**	**-**	**7,833,669**	**-**	**-**	**-**	**-**	**7,833,669**
4571781	I-95 GUARDRAIL	-	-	7,833,669	-	-	-	-	7,833,669
AMERICAN RESCUE PLAN ACT	**ARPA**	**28,740,535**	**-**	**-**	**-**	**-**	**-**	**-**	**28,740,535**
4130482	I-95/OSLO ROAD INTERCHANGE	28,740,535	-	-	-	-	-	-	28,740,535
ARPA INTEREST	**ARPI**	**884,251**	**-**	**-**	**-**	**-**	**-**	**-**	**884,251**
4056063	CR 510 WIDENING	240,862	-	-	-	-	-	-	240,862
4416921	CR 510 WIDENING	643,389	-	-	-	-	-	-	643,389
STATE BRIDGE REPLACEMENT	**BRP**	**221,531**	**-**	**-**	**-**	**-**	**-**	**-**	**221,531**
4456181	SR A1A BRIDGE REPLACEMENT	221,531	-	-	-	-	-	-	221,531
STATE BRIDGE REPAIR & REHAB	**BRRP**	**-**	**-**	**150,000**	**257,558**	**-**	**2,212,589**	**-**	**2,620,147**
4566461	SR-60/BEACHLAND BLVD BRIDGE REPAIR	-	-	150,000	257,558	-	2,212,589	-	2,620,147
CARB FOR URB. LESS THAN 200K	**CARL**	**20,633**	**-**	**-**	**-**	**-**	**-**	**-**	**20,633**
4056063	CR 510 WIDENING	516	-	-	-	-	-	-	516

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
4416921	CR 510 WIDENING	20,117	-	-	-	-	-	-	20,117
CONGESTION MITIGATION - AQ	**CM**	**4,318,728**	**-**	**-**	**-**	**-**	**-**	**-**	**4,318,728**
4056064	CR 510 WIDENING	2,761,374	-	-	-	-	-	-	2,761,374
4416921	CR 510 WIDENING	1,557,354	-	-	-	-	-	-	1,557,354
UNRESTRICTED STATE PRIMARY	**D**	**8,697,994**	**625,000**	**1,326,387**	**1,243,350**	**1,236,608**	**1,055,504**	**-**	**14,184,843**
2336662	INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM BRIDGES	786,753	40,000	40,000	-	-	-	-	866,753
2336661	INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY	6,895,458	220,000	220,000	220,000	-	-	-	7,555,458
2342421	INTERSTATE HIGHWAYS MAINTENANCE	413,782	15,000	15,000	15,000	-	-	-	458,782
4512933	INDIAN RIVER COUNTY MOWING	-	-	-	400,000	400,000	400,000	-	1,200,000
2342422	INTERSTATE HIGHWAY BRIDGES	277,001	25,000	25,000	-	-	-	-	327,001
4512932	INDIAN RIVER COUNTY MOWING	325,000	325,000	325,000	-	-	-	-	975,000
4515841	TRAFFIC SIGNAL MAINTENANCE	-	-	701,387	608,350	836,608	655,504	-	2,801,849
DISTRICT DEDICATED REVENUE	**DDR**	**32,285,081**	**19,222,570**	**819,077**	**10,819,182**	**15,795,473**	**12,934,948**	**-**	**91,876,331**
4456181	SR A1A BRIDGE REPLACEMENT	228,619	-	-	-	1,000,000	-	-	1,228,619
4416931	US 1/AVIATION BOULEVARD INTERSECTION	2,833,689	-	-	-	4,632,500	11,000,000	-	18,466,189
4071906	INDIAN RIVER COUNTY BLOCK GRANT	1,450,253	795,220	819,077	819,077	-	552,222	-	4,435,849
4484431	SR 60 RESURFACING	875,370	-	-	3,583,356	-	-	-	4,458,726
4130482	I-95/OSLO ROAD INTERCHANGE	22,398,047	-	-	-	-	-	-	22,398,047
4278044	INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY	873,211	243,054	-	-	-	-	-	1,116,265
4130485	I-95/OSLO ROAD INTERCHANGE	-	-	-	-	1,335,678	-	-	1,335,678
4456182	SR A1A RESURFACING	38,847	-	-	6,416,749	-	-	-	6,455,596

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
4498121	US 1 RESURFACING	1,345,345	6,339,798	-	-	-	-	-	7,685,143
4484441	SR 60 RESURFACING	-	-	-	-	8,827,295	1,382,726	-	10,210,021
4498181	SR A1A RESURFACING	1,935,753	11,844,498	-	-	-	-	-	13,780,251
4571781	I-95 GUARDRAIL	305,947	-	-	-	-	-	-	305,947
ST S/W INTER/INTRASTATE HWY	**DI**	**403,513**	**-**	**-**	**-**	**-**	**-**	**-**	**403,513**
4130482	I-95/OSLO ROAD INTERCHANGE	403,513	-	-	-	-	-	-	403,513
STATE IN-HOUSE PRODUCT SUPPORT	**DIH**	**1,086,819**	**290,630**	**72,672**	**166,697**	**153,743**	**85,464**	**-**	**1,856,025**
4416931	US 1/AVIATION BOULEVARD INTERSECTION	356,206	83,000	25,000	-	-	-	-	464,206
4484431	SR 60 RESURFACING	30,298	-	-	82,039	-	-	-	112,337
4484441	SR 60 RESURFACING	40,802	-	-	-	97,484	-	-	138,286
4130485	I-95/OSLO ROAD INTERCHANGE	-	-	19,958	-	56,259	-	-	76,217
4456181	SR A1A BRIDGE REPLACEMENT	98,059	-	-	-	-	-	-	98,059
4498181	SR A1A RESURFACING	75,078	85,413	-	-	-	-	-	160,491
4571781	I-95 GUARDRAIL	5,000	-	-	-	-	-	-	5,000
4056063	CR 510 WIDENING	104	-	-	-	-	-	-	104
4498121	US 1 RESURFACING	86,981	122,217	-	-	-	-	-	209,198
4130482	I-95/OSLO ROAD INTERCHANGE	269,217	-	-	-	-	-	-	269,217
4566461	SR-60/BEACHLAND BLVD BRIDGE REPAIR	-	-	27,714	-	-	85,464	-	113,178
4456182	SR A1A RESURFACING	125,074	-	-	84,658	-	-	-	209,732
STATE 100% - INDIRECT/OVERHEAD	**DIOH**	**19,406,955**	**1,483,055**	**1,076,111**	**1,280,271**	**2,041,734**	**1,510,369**	**-**	**26,798,495**
4130482	I-95/OSLO ROAD INTERCHANGE	8,103,543	-	13,593	-	-	-	-	8,117,136
4512933	INDIAN RIVER COUNTY MOWING	-	-	-	23,440	23,440	23,440	-	70,320

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
4566461	SR-60/BEACHLAND BLVD BRIDGE REPAIR	-	-	14,947	19,188	-	84,354	-	118,489
4056068	CR 510 WIDENING	-	-	-	1,381	869,827	54,264	-	925,472
4571781	I-95 GUARDRAIL	23,474	84,043	347,042	-	-	-	-	454,559
4278044	INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY	151,902	34,332	-	-	-	-	-	186,234
4456181	SR A1A BRIDGE REPLACEMENT	4,471,954	5,109	-	-	31,900	3,896	-	4,512,859
4416931	US 1/AVIATION BOULEVARD INTERSECTION	575,886	10,466	3,153	-	284,899	676,500	-	1,550,904
4570951	41ST STREET SIDEWALK	-	681	-	30,006	-	-	-	30,687
2308793	82ND AVE CONSTRUCTION	699,147	75,928	135,628	24,600	-	-	-	935,303
4497001	43RD AVENUE	-	-	-	-	74,000	-	-	74,000
4130485	I-95/OSLO ROAD INTERCHANGE	-	-	21,302	-	51,501	-	-	72,803
2342422	INTERSTATE HIGHWAY BRIDGES	18,803	3,095	3,095	-	-	-	-	24,993
4498121	US 1 RESURFACING	184,287	379,156	-	-	-	-	-	563,443
4498181	SR A1A RESURFACING	340,022	403,153	-	-	-	-	-	743,175
4571461	SEBASTIAN MUNICIPAL AIRPORT	-	-	-	368	-	-	-	368
4512932	INDIAN RIVER COUNTY MOWING	19,045	19,045	19,045	-	-	-	-	57,135
4549981	SEBASTIAN MUNICIPAL AIRPORT UPDATE AIRPORT MASTERPLAN	-	-	613	-	-	-	-	613
4484431	SR 60 RESURFACING	201,178	-	3,190	239,705	-	-	-	444,073
4515841	TRAFFIC SIGNAL MAINTENANCE	-	-	41,101	35,649	49,025	38,413	-	164,188
4513681	AVIATION BOULEVARD	-	-	37,250	205,269	-	60,961	-	303,480
4393278	INDIAN RIVER FY2030/2031-2031/2032 UPWP	-	-	-	-	-	86,939	-	86,939
4484441	SR 60 RESURFACING	66,834	-	-	-	547,759	50,193	-	664,786
4548971	VERO BEACH REGIONAL AIRPORT EXT/MARK/LIGHT TWY E WEST OF RWY 4	-	-	-	31,850	-	-	-	31,850

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
2342421	INTERSTATE HIGHWAYS MAINTENANCE	63,764	1,857	1,857	1,857	-	-	-	69,335
4456182	SR A1A RESURFACING	156,389	-	-	439,348	-	-	-	595,737
4416921	CR 510 WIDENING	844,623	-	-	-	-	185,808	-	1,030,431
4493321	SR 512 WIDENING AND RESURFACING	86,707	128,520	-	-	-	-	-	215,227
4071906	INDIAN RIVER COUNTY BLOCK GRANT	54,703	19,483	20,067	20,067	20,870	43,409	-	178,599
4533791	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT ACCESS ROAD AND UTILITIES WEST	-	-	19,600	19,600	-	-	-	39,200
4573171	CR 512	-	-	-	-	-	191,400	-	191,400
4071824	SECTION 5311 FORMULA INDIAN RIVER CO NON-UZA OPERATING	8,197	1,303	1,379	1,561	1,574	4,912	-	18,926
4457281	TRANSIT CAPITAL ASSISTANCE (SECTION 5339)	-	-	-	-	-	5,880	-	5,880
4393277	INDIAN RIVER FY2028/2029-2029/2030 UPWP	-	-	-	86,939	86,939	-	-	173,878
4056064	CR 510 WIDENING	922,796	-	49,983	-	-	-	-	972,779
4544441	SR 510/85TH ST/WABASSO ROAD	23,612	-	-	22,649	-	-	-	46,261
4529951	43RD AVENUE SIDEWALK	681	36,477	12,900	-	-	-	-	50,058
4571381	SEBASTIAN MUNICIPAL AIRPORT	-	-	9,800	-	-	-	-	9,800
4533831	VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R -	-	2,695	-	-	-	-	-	2,695
4533271	45TH STREET (N GIFFORD ROAD) COMPLETE STREET RETROFIT	22,350	29,800	-	-	-	-	-	52,150
4550111	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT GOLF APRON PHASE 1	-	29,400	-	-	-	-	-	29,400
4056063	CR 510 WIDENING	1,530,469	99,385	145,864	-	-	-	-	1,775,718
4442703	43RD AVENUE	-	-	52,635	49,558	-	-	-	102,193

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
4393276	INDIAN RIVER FY2026/2027-2027/2028 UPWP	-	86,939	86,939	-	-	-	-	173,878
4515381	VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM	-	-	2,450	-	-	-	-	2,450
2336662	INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM BRIDGES	61,227	4,952	4,952	-	-	-	-	71,131
2336661	INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY	775,362	27,236	27,236	27,236	-	-	-	857,070
4549011	VERO BEACH REGIONAL AIRPORT-EXTEND RWY 4/22, PHASE 1 ENVIRONMENTAL	-	-	490	-	-	-	-	490
STATEWIDE ITS - STATE 100%.	**DITS**	**1,551,210**	**217,766**	**-**	**-**	**-**	**-**	**-**	**1,768,976**
4278044	INDIAN RIVER COUNTY STATE HIGHWAY SYSTEM-ROADWAY	1,551,210	217,766	-	-	-	-	-	1,768,976
STATE - PTO	**DPTO**	**28,119**	**1,310,000**	**1,345,000**	**2,115,000**	**851,840**	**333,692**	**-**	**5,983,651**
4549981	SEBASTIAN MUNICIPAL AIRPORT UPDATE AIRPORT MASTERPLAN	-	-	25,000	-	-	-	-	25,000
4548971	VERO BEACH REGIONAL AIRPORT EXT/MARK/LIGHT TWY E WEST OF RWY 4	-	-	-	1,300,000	-	-	-	1,300,000
4533831	VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R -	-	110,000	-	-	-	-	-	110,000
4515381	VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM	-	-	100,000	-	-	-	-	100,000
4071906	INDIAN RIVER COUNTY BLOCK GRANT	28,119	-	-	-	851,840	333,692	-	1,213,651
4533791	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT ACCESS ROAD AND UTILITIES WEST	-	-	800,000	800,000	-	-	-	1,600,000
4549011	VERO BEACH REGIONAL AIRPORT-EXTEND RWY 4/22, PHASE 1	-	-	20,000	-	-	-	-	20,000

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
	ENVIRONMENTAL								
4571381	SEBASTIAN MUNICIPAL AIRPORT	-	-	400,000	-	-	-	-	400,000
4550111	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT GOLF APRON PHASE 1	-	1,200,000	-	-	-	-	-	1,200,000
4571461	SEBASTIAN MUNICIPAL AIRPORT	-	-	-	15,000	-	-	-	15,000
STATE PRIMARY HIGHWAYS & PTO	**DS**	**11,991,392**	**3,649,436**	**349,480**	**2,302,315**	**2,931,638**	**-**	**-**	**21,224,261**
4056064	CR 510 WIDENING	150	-	-	-	-	-	-	150
4484431	SR 60 RESURFACING	226,453	-	100,000	700,193	-	-	-	1,026,646
4130482	I-95/OSLO ROAD INTERCHANGE	9,646,785	-	-	-	-	-	-	9,646,785
4456182	SR A1A RESURFACING	1,168,109	-	-	1,602,122	-	-	-	2,770,231
4456181	SR A1A BRIDGE REPLACEMENT	166,495	-	-	-	-	-	-	166,495
4498121	US 1 RESURFACING	350	3,649,436	-	-	-	-	-	3,649,786
4484441	SR 60 RESURFACING	778,282	-	-	-	2,920,358	-	-	3,698,640
4130485	I-95/OSLO ROAD INTERCHANGE	-	-	249,480	-	-	-	-	249,480
4056068	CR 510 WIDENING	-	-	-	-	11,280	-	-	11,280
4416931	US 1/AVIATION BOULEVARD INTERSECTION	4,768	-	-	-	-	-	-	4,768
STATE PRIMARY/FEDERAL REIMB	**DU**	**234,474**	**53,188**	**56,299**	**63,714**	**64,263**	**68,740**	**-**	**540,678**
4071824	SECTION 5311 FORMULA INDIAN RIVER CO NON-UZA OPERATING	234,474	53,188	56,299	63,714	64,263	68,740	-	540,678
FEDERAL AVIATION ADMIN	**FAA**	**-**	**1,980,000**	**2,610,000**	**3,670,000**	**-**	**-**	**-**	**8,260,000**
4549011	VERO BEACH REGIONAL AIRPORT-EXTEND RWY 4/22, PHASE 1 ENVIRONMENTAL	-	-	360,000	-	-	-	-	360,000
4571461	SEBASTIAN MUNICIPAL AIRPORT	-	-	-	270,000	-	-	-	270,000
4549981	SEBASTIAN MUNICIPAL AIRPORT UPDATE AIRPORT MASTERPLAN	-	-	450,000	-	-	-	-	450,000

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
4548971	VERO BEACH REGIONAL AIRPORT EXT/MARK/LIGHT TWY E WEST OF RWY 4	-	-	-	3,400,000	-	-	-	3,400,000
4533831	VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R -	-	1,980,000	-	-	-	-	-	1,980,000
4515381	VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM	-	-	1,800,000	-	-	-	-	1,800,000
FEDERAL TRANSIT ADMINISTRATION	**FTA**	**7,612,191**	**7,800,000**	**7,800,000**	**7,800,000**	**7,800,000**	**7,800,000**	**3,000,000**	**49,612,191**
4457281	TRANSIT CAPITAL ASSISTANCE (SECTION 5339)	548,319	300,000	300,000	300,000	300,000	300,000	-	2,048,319
4071902	TRANSIT CAPITAL ASSISTANCE (SECTION 5307 - Formula Indian River Co Vero Beach/Sebastian UZA Small)	7,063,872	4,500,000	4,500,000	4,500,000	4,500,000	4,500,000	-	29,563,872
4071906	INDIAN RIVER COUNTY BLOCK GRANT	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	18,000,000
GEN FUND BRIDGE REPAIR/REPLACE	**GFBR**	**13,019,827**	**-**	**-**	**-**	**-**	**-**	**-**	**13,019,827**
4456181	SR A1A BRIDGE REPLACEMENT	13,019,827	-	-	-	-	-	-	13,019,827
GF STPBG <200K<5K (SMALL URB)	**GFSL**	**321,199**	**-**	**-**	**-**	**-**	**-**	**-**	**321,199**
4416921	CR 510 WIDENING	20,000	-	-	-	-	-	-	20,000
4056064	CR 510 WIDENING	101,482	-	-	-	-	-	-	101,482
4056063	CR 510 WIDENING	199,717	-	-	-	-	-	-	199,717
GF STPBG <5K (RURAL)	**GFSN**	**273,133**	**-**	**-**	**-**	**-**	**-**	**-**	**273,133**
4056063	CR 510 WIDENING	214,058	-	-	-	-	-	-	214,058
2308793	82ND AVE CONSTRUCTION	59,075	-	-	-	-	-	-	59,075
GROWTH MANAGEMENT FOR SIS	**GMR**	**2,288,936**	**-**	**-**	**-**	**-**	**-**	**-**	**2,288,936**
4130482	I-95/OSLO ROAD INTERCHANGE	2,288,936	-	-	-	-	-	-	2,288,936

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
GROWTH MANAGEMENT FOR SCOP	**GRSC**	**-**	**-**	**1,650,000**	**1,553,550**	**784,000**	**-**	**-**	**3,987,550**
4497001	43RD AVENUE	-	-	-	-	784,000	-	-	784,000
4442703	43RD AVENUE	-	-	1,650,000	1,553,550	-	-	-	3,203,550
LOCAL FUNDS	**LF**	**3,728,700**	**1,529,144**	**2,446,382**	**2,871,480**	**4,524,167**	**17,783,335**	**-**	**32,883,208**
4071906	INDIAN RIVER COUNTY BLOCK GRANT	1,476,626	795,220	819,077	819,077	851,840	885,914	-	5,647,754
4533791	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT ACCESS ROAD AND UTILITIES WEST	-	-	200,000	200,000	-	-	-	400,000
4056063	CR 510 WIDENING	1,226,600	-	-	-	-	-	-	1,226,600
4071824	SECTION 5311 FORMULA INDIAN RIVER CO NON-UZA OPERATING	234,474	110,375	114,455	121,801	126,673	131,740	-	839,518
4571381	SEBASTIAN MUNICIPAL AIRPORT	-	-	100,000	-	-	-	-	100,000
4533831	VERO BEACH REGIONAL AIRPORT - REHABILITATE TWY A SOUTH OF RWY 12R -	-	110,000	-	-	-	-	-	110,000
4056064	CR 510 WIDENING	572,000	-	-	-	-	-	-	572,000
4550111	SEBASTIAN MUNICIPAL AIRPORT - CONSTRUCT GOLF APRON PHASE 1	-	300,000	-	-	-	-	-	300,000
4056068	CR 510 WIDENING	-	-	-	38,046	2,772,404	-	-	2,810,450
4573171	CR 512 Widening	-	-	-	-	-	16,765,681	-	16,765,681
4442703	43RD AVENUE	-	-	1,067,850	-	-	-	-	1,067,850
4515381	VERO BEACH REGIONAL AIRPORT - REHABILITATE AIRPORT DRAINAGE SYSTEM	-	-	100,000	-	-	-	-	100,000
4529951	43RD AVENUE SIDEWALK	-	42,000	-	-	-	-	-	42,000
4497001	43RD AVENUE	-	-	-	-	773,250	-	-	773,250
4456182	SR A1A RESURFACING	-	-	-	30,525	-	-	-	30,525
4549011	VERO BEACH REGIONAL AIRPORT- EXTEND RWY 4/22, PHASE 1	-	-	20,000	-	-	-	-	20,000

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
	ENVIRONMENTAL								
4498121	US 1 RESURFACING	-	13,207	-	-	-	-	-	13,207
4571461	SEBASTIAN MUNICIPAL AIRPORT	-	-	-	15,000	-	-	-	15,000
4498181	SR A1A RESURFACING	-	94,864	-	-	-	-	-	94,864
4456181	SR A1A BRIDGE REPLACEMENT	219,000	-	-	-	-	-	-	219,000
4549981	SEBASTIAN MUNICIPAL AIRPORT UPDATE AIRPORT MASTERPLAN	-	-	25,000	-	-	-	-	25,000
4484431	SR 60 RESURFACING	-	-	-	203,690	-	-	-	203,690
4570951	41ST STREET SIDEWALK	-	-	-	143,341	-	-	-	143,341
4548971	VERO BEACH REGIONAL AIRPORT EXT/MARK/LIGHT TWY E WEST OF RWY 4	-	-	-	1,300,000	-	-	-	1,300,000
4493321	SR 512 WIDENING AND RESURFACING	-	63,478	-	-	-	-	-	63,478
NATIONAL FREIGHT PROGRAM	**NFP**	**7,460,663**	**-**	**-**	**-**	**-**	**-**	**-**	**7,460,663**
4130482	I-95/OSLO ROAD INTERCHANGE	7,460,663	-	-	-	-	-	-	7,460,663
NATIONAL HIGWAYS BRIDGES	**NHBR**	**6,782,213**	**-**	**-**	**-**	**-**	**-**	**-**	**6,782,213**
4456181	SR A1A BRIDGE REPLACEMENT	6,782,213	-	-	-	-	-	-	6,782,213
IM, BRDG REPL, NATNL HWY-MAP21	**NHPP**	**20,805,287**	**-**	**-**	**-**	**-**	**-**	**-**	**20,805,287**
4130482	I-95/OSLO ROAD INTERCHANGE	20,805,287	-	-	-	-	-	-	20,805,287
STP, ANY AREA	**SA**	**11,369,235**	**-**	**-**	**-**	**-**	**-**	**-**	**11,369,235**
4544441	SR 510/85TH ST/WABASSO ROAD	139,461	-	-	-	-	-	-	139,461
4056064	CR 510 WIDENING	2,254,127	-	-	-	-	-	-	2,254,127
4493321	SR 512 WIDENING AND RESURFACING	45,720	-	-	-	-	-	-	45,720
4416931	US 1/AVIATION BOULEVARD INTERSECTION	683,043	-	-	-	-	-	-	683,043

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
4416921	CR 510 WIDENING	1,087,667	-	-	-	-	-	-	1,087,667
4056063	CR 510 WIDENING	1,190,514	-	-	-	-	-	-	1,190,514
2308793	82ND AVE CONSTRUCTION	1,779,858	-	-	-	-	-	-	1,779,858
4130482	I-95/OSLO ROAD INTERCHANGE	4,067,248	-	-	-	-	-	-	4,067,248
4456181	SR A1A BRIDGE REPLACEMENT	121,597	-	-	-	-	-	-	121,597
SB1998-SMALL CO OUTREACH 2012	**SCED**	**-**	**-**	**-**	**-**	**512,821**	**-**	**-**	**512,821**
4497001	43RD AVENUE	-	-	-	-	512,821	-	-	512,821
SMALL COUNTY OUTREACH PROGRAM	**SCOP**	**-**	**-**	**-**	**-**	**518,974**	**-**	**-**	**518,974**
4497001	43RD AVENUE	-	-	-	-	518,974	-	-	518,974
SB2514A-SMALL CO OUTREACH 2015	**SCWR**	**-**	**-**	**-**	**-**	**503,955**	**-**	**-**	**503,955**
4497001	43RD AVENUE	-	-	-	-	503,955	-	-	503,955
STP, AREAS <= 200K	**SL**	**12,683,182**	**-**	**-**	**-**	**-**	**-**	**-**	**12,683,182**
4056063	CR 510 WIDENING	5,054,806	-	-	-	-	-	-	5,054,806
4416921	CR 510 WIDENING	860,948	-	-	-	-	-	-	860,948
2308793	82ND AVE CONSTRUCTION	451,970	-	-	-	-	-	-	451,970
4056064	CR 510 WIDENING	4,777,153	-	-	-	-	-	-	4,777,153
4416931	US 1/AVIATION BOULEVARD INTERSECTION	1,538,305	-	-	-	-	-	-	1,538,305
STP, MANDATORY NON-URBAN <= 5K	**SN**	**3,813,440**	**-**	**-**	**-**	**-**	**-**	**-**	**3,813,440**
4056064	CR 510 WIDENING	983,284	-	-	-	-	-	-	983,284
4416921	CR 510 WIDENING	243,399	-	-	-	-	-	-	243,399
4130482	I-95/OSLO ROAD INTERCHANGE	52,082	-	-	-	-	-	-	52,082
4056063	CR 510 WIDENING	1,501,983	-	-	-	-	-	-	1,501,983
2308793	82ND AVE CONSTRUCTION	1,032,692	-	-	-	-	-	-	1,032,692

Fund Summary

FUND CODE DESCRIPTION	FUND CODE	PRIOR YEAR	2027	2028	2029	2030	2031	FUTURE YEAR COST	Total Program
STATEWIDE SAFETY INITIATIVES	**SSI**	**-**	**1,128,098**	**2,206,402**	**-**	**-**	**-**	**-**	**3,334,500**
4571781	I-95 GUARDRAIL	-	1,128,098	2,206,402	-	-	-	-	3,334,500
TRANSPORTATION ALTS- <200K	**TALL**	**471,750**	**361,305**	**-**	**298,643**	**-**	**-**	**-**	**1,131,698**
4570951	41ST STREET SIDEWALK	-	-	-	298,643	-	-	-	298,643
4529951	43RD AVENUE SIDEWALK	-	361,305	-	-	-	-	-	361,305
4416921	CR 510 WIDENING	471,750	-	-	-	-	-	-	471,750
TRANSPORTATION ALTS- < 5K	**TALN**	**368,941**	**-**	**-**	**-**	**-**	**-**	**-**	**368,941**
4056063	CR 510 WIDENING	368,941	-	-	-	-	-	-	368,941
TRANSPORTATION ALTS- ANY AREA	**TALT**	**5,000**	**766,474**	**404,403**	**623,316**	**-**	**-**	**-**	**1,799,193**
4570951	41ST STREET SIDEWALK	-	5,000	-	623,316	-	-	-	628,316
4529951	43RD AVENUE SIDEWALK	5,000	761,474	404,403	-	-	-	-	1,170,877
TRANS REGIONAL INCENTIVE PROGM	**TRIP**	**-**	**-**	**-**	**-**	**-**	**5,000,000**	**-**	**5,000,000**
4573171	CR 512	-	-	-	-	-	5,000,000	-	5,000,000
SB2514A-TRAN REG INCT PRG 2015	**TRWR**	**-**	**-**	**-**	**-**	**-**	**1,000,000**	**-**	**1,000,000**
4573171	CR 512	-	-	-	-	-	1,000,000	-	1,000,000

Appendix C – Transportation Performance Measures Consensus Planning Document

Transportation Performance Measures
Consensus Planning Document

Purpose and Authority

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

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

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

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

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

Roles and Responsibilities

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

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

1. Transportation performance data:

   a) FDOT will collect and maintain data, perform calculations of performance metrics and measures, and provide to each MPO the results of the calculations used to develop statewide targets for all applicable federally required performance measures. FDOT also will provide to each MPO the results of calculations for each applicable performance measure for the MPO planning area, and the county or counties included in the MPO planning area.[1][2] FDOT and the MPOAC agree to use the National Performance Management Research Data Set as the source of travel time data and the defined reporting segments of the Interstate System and non-Interstate National Highway System for the purposes of calculating the travel time-based measures specified in 23 CFR 490.507, 490.607, and 490.707, as applicable.

   b) Each MPO will share with FDOT any locally generated data that pertains to the federally required performance measures, if applicable, such as any supplemental data the MPO uses to develop its own targets for any measure.

   c) Each provider of public transportation is responsible for collecting performance data in the MPO planning area for the transit asset management measures as specified in 49 CFR 625.43 and the public transportation safety measures as specified in the National Public Transportation Safety Plan. The providers of public transportation will provide to FDOT and the appropriate MPO(s) the transit performance data used to support these measures.

2. Selection of performance targets:

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

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

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

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

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

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

a) FDOT will select and establish a statewide target for each applicable federally required performance measure.

   i. To the maximum extent practicable, FDOT will share proposed statewide targets at the MPOAC meeting scheduled in the calendar quarter prior to the dates required for establishing the target under federal rule. FDOT will work through the MPOAC to provide email communication on the proposed targets to the MPOs not in attendance at this meeting. The MPOAC as a whole, and individual MPOs as appropriate, will provide comments to FDOT on the proposed statewide targets within sixty (60) days of the MPOAC meeting. FDOT will provide an update to the MPOAC at its subsequent meeting on the final proposed targets, how the comments received from the MPOAC and any individual MPOs were considered, and the anticipated date when FDOT will establish final targets.

   ii. FDOT will provide written notice to the MPOAC and individual MPOs within two (2) business days of when FDOT establishes final targets. This notice will provide the relevant targets and the date FDOT established the targets, which will begin the 180-day time-period during which each MPO must establish the corresponding performance targets for its planning area.

b) Each MPO will select and establish a target for each applicable federally required performance measure. To the extent practicable, MPOs will propose, seek comment on, and establish their targets through existing processes such as the annual TIP update. For each performance measure, an MPO will have the option of either[3]:

   i. Choosing to support the statewide target established by FDOT, and providing documentation (typically in the form of meeting minutes, a letter, a resolution, or incorporation in a document such as the TIP) to FDOT that the MPO agrees to plan and program projects so that they contribute toward the accomplishments of FDOT's statewide targets for that performance measure.

   ii. Choosing to establish its own target, using a quantifiable methodology for its MPO planning area. If the MPO chooses to establish its own target, the MPO will coordinate with FDOT and, as applicable, providers of public transportation regarding the approach used to develop the target and the proposed target prior to

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

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

c) The providers of public transportation in MPO planning areas will select and establish performance targets annually to meet the federal performance management requirements for transit asset management and transit safety under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d).

   i. The Tier I providers of public transportation will establish performance targets to meet the federal performance management requirements for transit asset management. Each Tier I provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date when the targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier I provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

   ii. FDOT is the sponsor of a Group Transit Asset Management plan for subrecipients of Section 5311 and 5310 grant funds. The Tier II providers of public transportation may choose to participate in FDOT's group plan or to establish their own targets. FDOT will notify MPOs and those participating Tier II providers following of establishment of transit-related targets. Each Tier II provider will provide written notice to the appropriate MPO and FDOT when it establishes targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit-related performance targets. MPOs may choose to update their targets when the Tier II provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

   iii. FDOT will draft and certify a Public Transportation Agency Safety Plan for any small public transportation providers (defined as those who are recipients or subrecipients of federal financial assistance under 49 U.S.C. 5307, have one hundred (100) or fewer vehicles in peak revenue service, and do not operate a rail fixed guideway public transportation system). FDOT will coordinate with small public transportation providers on selecting statewide public transportation safety performance targets, with the exception of any small operator that notifies FDOT that it will draft its own plan.

   iv. All other public transportation service providers that receive funding under 49 U.S. Code Chapter 53 (excluding sole recipients of sections 5310 and/or 5311 funds) will provide written notice to the appropriate MPO and FDOT when they establish public transportation safety performance targets. This notice will provide the final targets and the date the final targets were established, which will begin the 180-day period within which the MPO must establish its transit safety performance targets. MPOs may choose to update their targets when the provider(s) updates theirs, or when the MPO amends its long-range transportation plan by extending the horizon year in accordance with 23 CFR 450.324(c).

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

3. Reporting performance targets:

a) Reporting targets generally refers to the process used to report targets, progress achieved in meeting targets, and the linkage between targets and decision making processes FDOT will report its final statewide performance targets to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as mandated by the federal requirements.

i. FDOT will include in future updates or amendments of the statewide long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved in meeting the performance targets, in accordance with 23 CFR 450.216(f).

ii. FDOT will include in future updates or amendments of the statewide transportation improvement program a discussion of the anticipated effect of the program toward achieving the state's performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.218 (q).

iii. FDOT will report targets and performance data for each applicable highway performance measure to FHWA, in accordance with the reporting timelines and requirements established by 23 CFR 490; and for each applicable public transit measure to FTA, in accordance with the reporting timelines and requirements established by 49 CFR 625 and 40 CFR 673.

b) Each MPO will report its final performance targets as mandated by federal requirements to FDOT. To the extent practicable, MPOs will report final targets through the TIP update or other existing documents.

i. Each MPO will include in future updates or amendments of its metropolitan long-range transportation plan a description of all applicable performance measures and targets and a system performance report, including progress achieved by the MPO in meeting the performance targets, in accordance with 23 CFR 450.324(f)(3-4).

ii. Each MPO will include in future updates or amendments of its TIP a discussion of the anticipated effect of the TIP toward achieving the applicable performance targets, linking investment priorities to those performance targets, in accordance with 23 CFR 450.326(d).

iii. Each MPO will report target-related status information to FDOT upon request to support FDOT's reporting requirements to FHWA.

c) Providers of public transportation in MPO planning areas will report all established transit asset management targets to the FTA National Transit Database (NTD) consistent with FTA's deadlines based upon the provider's fiscal year and in accordance with 49 CFR Parts 625 and 630, and 49 CFR Part 673.

4. Reporting performance to be used in tracking progress toward attainment of performance targets for the MPO planning area:

   a) FDOT will report to FHWA or FTA as designated, and share with each MPO and provider of public transportation, transportation performance for the state showing the progress being made towards attainment of each target established by FDOT, in a format to be mutually agreed upon by FDOT and the MPOAC.

   b) If an MPO establishes its own targets, the MPO will report to FDOT on an annual basis transportation performance for the MPO area showing the progress being made towards attainment of each target established by the MPO, in a format to be mutually agreed upon by FDOT and the MPOAC. To the extent practicable, MPOs will report progress through existing processes including, but not limited to, the annual TIP update.

   c) Each provider of public transportation will report transit performance annually to the MPO(s) covering the provider's service area, showing the progress made toward attainment of each target established by the provider.

5. Collection of data for the State asset management plans for the National Highway System (NHS):

   a) FDOT will be responsible for collecting bridge and pavement condition data for the State asset management plan for the NHS. This includes NHS roads that are not on the State highway system but instead are under the ownership of local jurisdictions, if such roads exist.

For more information, contact:

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

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

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO - Technical Advisory Committee (TAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

Brian Freeman, AICP
MPO Staff Director

FROM: Mark Vietze
Senior Planner

DATE: May 22, 2026

SUBJECT: **Consideration of the 2026 List of Priority Projects**

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee (TAC) at its meeting of May 29, 2026.

DESCRIPTION & CONDITIONS

The 2050 Long Range Transportation Plan (the current LRTP) includes an adopted cost feasible list of improvements that will meet the projected needs of the county through the year 2050. To implement those improvements, the MPO each year must rank and place improvements in an annual List of Priority Projects (LOPP). That list must be submitted by August 1 to FDOT, which then uses it to develop the next five-year work program. In this case, the 2026 LOPP will be used to develop the FY 2028 – FY 2032 work program.

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

ANALYSIS

Attachment #1 is the 2026 List of Priority Projects, which is then subdivided into five separate lists based on state and federal guidance. Those lists are Highway Projects, Regional Highways, Congestion Management Process (or CMP), Transit, and Bicycle & Pedestrian Projects. Provided below is a brief description of each category along with a summary of any changes proposed for 2026.

Highway Projects

Generally, Priority Highway Projects include road widenings, new roadways, and substantial intersection improvements. While a major improvement may be listed as a high priority, that does not necessarily mean that the improvement will be constructed in the next work program cycle. Implementing a highway improvement, for instance, usually requires several steps, including Project Development and Environmental (PD&E) studies, engineering and design, right-of-way acquisition, and actual construction. Although the conventional wisdom has always held that it may take thirteen years to see a high priority project constructed, recent cost increases and difficulty obtaining right-of-way have resulted in even greater timeframes. No changes are proposed for 2026.

Regional Highways

The Regional Highway Priorities list is for locally-managed projects that are eligible for funding through the state's Transportation Regional Incentive Program (TRIP). To receive TRIP funding, a project must be identified in the Treasure Coast Regional Long Range Transportation Plan and prioritized by the Treasure Coast Transportation Council (TCTC), which is comprised of the Indian River County MPO, the St. Lucie TPO, and the Martin MPO. In Indian River County, the widening of 66th Avenue is an example of a project that has received funding assistance through TRIP in recent years. No changes are proposed for 2026.

Congestion Management Process (CMP)

Last year, a new CMP project was added to upgrade and install new traffic signal equipment on the Countywide system. For 2026, no changes are proposed to the MPO's CMP Priorities.

Transit

Generally, Transit Priorities are identified in the MPO's Transit Development Plan, which was most recently updated in 2023. For 2026, a new project is being added as the #1 transit priority project, *vehicle building maintenance addition,* which will expand GoLine's ability to maintain vehicles as the fleet grows. The 2025 existing transit priority projects are still identified in order with a single lower ranking respectively.

Bicycle & Pedestrian Projects

The Bicycle & Pedestrian Priorities List is for projects eligible for funding through the MPO's Transportation Alternatives Program (TAP) or the state's SUN Trail program. Generally, projects added to the Bike-Ped Priorities List will first be identified in the MPO's Bicycle and Pedestrian Master Plan, which was updated in 2024.

For 2026, seventeen returning priorities from the Bike-Ped Master Plan remain unfunded. Earlier this year, an application for TAP funding was submitted for the 28th Ct. Sidewalk in Gifford (*Bike-Ped Priority #5*).

RECOMMENDATION

Staff recommends that the TAC review the attached information and recommend that the MPO approve the 2026 List of Priority Projects.

ATTACHMENT

1. Indian River County MPO 2026 List of Priority Projects

INDIAN RIVER COUNTY MPO METROPOLITAN PLANNING ORGANIZATION

2026 LIST OF PRIORITY PROJECTS (LOPP)

Priority Highway Projects

2026 RANK	FACILITY	PROJECT LIMITS	LENGTH (MILES)	PROJECT DESCRIPTION	JURIS-DICTION	PROJECT STATUS	IN LRTP COST FEASIBLE PLAN?	FUNDING SOURCE REQUESTED	2025 RANK
1	**45th Street**	58th Ave. to 43rd Ave.	1.0	Multimodal Safety Improvements	County	PE in 2027 (FM# 4533271)	Yes	State/ Federal	1
2	**CR 510**	87th St. to 58th Ave.	5.5	Widen to 4 lanes with sidewalks and bike lanes	County	CST for 87th St. to 82nd Ave. in 2030 (FM# 4056068); ROW for 82nd Ave. to 58th Ave. in 2027-2028 (FM# 4056063)	Yes	State/ Federal	2
3	**CR 510**	58th Ave. to US 1	.6	Widen to 4 lanes with sidewalks and bike lanes	County	ROW in 2031 (FM# 4416921)	Yes	State/ Federal	3
4	**82nd Avenue**	26th St. to 69th St.	3.0	New 2-lane roadway	County	ROW funded in 2027-2029 (FM# 2308793)	Yes	State/ Federal	4
5	**82nd Avenue**	69th St. to CR 510	2.0	New 2-lane roadway	County	ROW complete	Yes	State/ Federal	5
6	**US 1**	at Aviation Blvd.	NA	Intersection improvements	State	ROW in 2027-28 and 2030-2031 (FM# 4416931)	Yes	State/ Federal	6
7	**Aviation Boulevard**	43rd Ave. to US 1	2.0	Widen to 4 lanes with bike lanes, sidewalks, and shared use path	Vero Beach	PD&E in 2029 and PE in 2031 (FM# 4513681)	Yes	State/ Federal	7
8	**US 1**	53rd St. to CR 510	4.8	Widen to 6 lanes with shared use paths	State	PD&E and PE complete	Yes	State/ Federal	8

Project Phases: **PD&E –** Project Development and Environmental
PE – Preliminary Engineering (Design)
ROW – Right of Way Acquisition
CST – Construction

Note: The 2025 LOPP is to be used in developing the FY 2028-2032 Transportation Improvement Program (TIP). New projects added in 2026 are shown in ***bold italics***.

Priority Regional Highways

2026 RANK	FACILITY	PROJECT LIMITS	LENGTH (MILES)	PROJECT DESCRIPTION	JURIS-DICTION	PROJECT STATUS	IN LRTP COST FEASIBLE PLAN?	FUNDING SOURCE REQUESTED	2025 RANK
1	CR 512	Willow St. to I-95	2.5	Widen to 4 lanes with sidewalks and bike lanes	County/ Fellsmere	Construction funded in 2031 through TRIP program.	Yes	TRIP	1
2	26th St.	66th Av. to 43rd Av.	2.0	Widen to 4 lanes with sidewalks and bike lanes	County	Phase 1 will improve existing two-lane road; Phase 2 will enclose canal along south side as part of widening to 4 lanes. Partially funded in IRC CIP.	Yes	TRIP	2

CMP Priority Projects

2026 RANK	FACILITY	PROJECT LIMITS	PROJECT DESCRIPTION	JURIS-DICTION	PROJECT STATUS	IN LRTP COST FEASIBLE PLAN?	FUNDING SOURCE REQUESTED	2025 RANK
1	State Highway System	Countywide	Update and install new traffic signal equipment on the SHS within the County wide network	County	2024 CMP application	Yes	CMP	1

Transit Priorities

2026 RANK	PROJECT	IN LRTP OR TDP?	FUNDING SOURCE REQUESTED	2025 RANK
1	***Vehicle Maintenance Building Addition***	***TDP***	***Federal/State***	-
2	Construct North County Hub	TDP	Federal/State	1
3	Initiate Sunday Operating Hours (8 am – 5 pm)	TDP	Federal/State	2
4	Construct Shelters and Benches	TDP	Federal	3

Note: The 2025 LOPP is to be used in developing the FY 2028-2032 Transportation Improvement Program (TIP). New projects added in 2026 are shown in ***bold italics***.

Priority Bicycle & Pedestrian Projects

2026 RANK	FACILITY	PROJECT LIMITS	LENGTH (MILES)	PROJECT DESCRIPTION	JURIS-DICTION	PROJECT STATUS	FUNDING SOURCE REQUESTED	2025 RANK
1	**43rd Avenue**	45th St. to 49th St.	.50	Fill in sidewalk gaps	County	Funded for Construction in FY 2027 & 2028 (FM# 4529951)	Federal (TA)	1
2	**41st Street**	38th Ave. to US 1	1.1	North side sidewalk	County	TA application submitted 2025	Federal (TA)	2
3	**Trans-Florida Central Railroad Trail**	Sebastian Crossings Blvd. to US 1	4.1	12’ wide Shared Use Path along trail corridor	County/ Sebastian	SUN Trail application submitted 2024 for feasibility study	SUN Trail	3
4	**49th Street**	40th Ave. to US 1	1.0	Wide Sidewalk on North side	County		-	4
5	**28th Court**	47th St. to 49th St.	.51	Sidewalks on both sides	County	TA application submitted 2026	Federal (TA)	5
6	**20th Avenue**	12th St. to 16th St.	.52	Shared Use Path	County/ Vero Beach		-	6
7	**20th Avenue**	8th St. to 12th St.	.51	Sidewalk on East side	County	Construction funded in Indian River County CIP	-	7
8	**N. Willow Street/ 101st Street**	Wyoming Ave. to Grace Ave.	.74	Sidewalk on East side	Fellsmere		-	8
9	**Barber Street**	Empire Ter. to Bristol St.	.30	Sidewalk on one side	Sebastian		-	9
10	**101st Avenue**	79th St. to CR 512	2.0	Sidewalk on one side	County		-	10
11	**Highland Drive Southwest**	17th Lane SW to east of 12th Ave. SW	.80	Sidewalk on one side	County	Construction funded in Indian River County CIP	-	11
12	**17th Lane SW**	20th Ave. SW to 6th Ave. SW	1.25	Wide Sidewalk on North side	County		-	12
13	**6th Avenue SW**	High Hawk Cir. to 19th Place SW	.20	Sidewalk on East side	County		-	13
14	**83rd Street**	106th Ave. to 90th Ave.	2.0	Sidewalk on one side	County		-	14
15	**79th Street**	106th Ave. to 90th Ave.	2.0	Sidewalk on one side	County		-	15
16	**South Fleming Street**	Wave St. to west of Arega St.	.19	Sidewalk on South side	Sebastian		-	16
17	**South Easy Street**	CR 512 (Sebastian Blvd.) to S. Wimbrow Dr.	.50	Sidewalk on one side	Sebastian		-	17

Note: The 2025 LOPP is to be used in developing the FY 2028-2032 Transportation Improvement Program (TIP). New projects added in 2026 are shown in ***bold italics***.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO - Technical Advisory Committee (TAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: May 22, 2026

SUBJECT: **Consideration of the General Planning Consultant (GPC) Scope of Services**

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee (TAC) at its meeting of May 29, 2026.

DESCRIPTION & CONDITIONS

The MPO's Unified Planning Work Program (UPWP) contains a number of transportation planning tasks expected to be undertaken during each fiscal year. Many of the UPWP tasks require the expertise of transportation consulting firms.

Since 2003, the MPO has obtained General Planning Consultants (GPCs) to perform a number of planning tasks. Through retaining the services of one or more GPCs, the MPO is able to select general planning consultants which would be under contract with the MPO for several years during which time the MPO could issue work orders to the GPCs without having to go through a long procurement process for each task. Prior to using GPCs, the MPO solicited and obtained consultant services on a project-by-project basis.

Currently, the MPO has four General Planning Consultants (Kimley-Horn, Marlin, Benesch, and Inspire), who were all selected in December of 2022. Since then, those GPCs have prepared the MPO's 2050 Long Range Transportation Plan (LRTP), an update to the Bicycle & Pedestrian Master Plan, the Safe Streets for All Action Plan, and a Railroad Overpass Feasibility Study. Because the current GPC contracts expire on December 14, 2026, staff recommends that the MPO now begin the process of soliciting new GPCs.

Upon approval of the Scope of Services by the MPO, staff will incorporate the scope into a Request for Qualifications (RFQ) to be issued this summer. After evaluation of the consultant responses to the RFQ, staff anticipates presenting a list of recommended firms for the MPO to approve at a meeting in late 2026.

ANALYSIS

The attached GPC Scope of Services describes a wide range of planning activities that a GPC may be expected to perform. These activities include public involvement, long- and short- range transportation planning, transit planning, non-motorized transportation planning, and special project planning. This scope is similar to the previous scope adopted by the MPO, but has been revised to reflect additional tasks that may be undertaken over the next few years, including a greenways plan update, a Transit Development Plan major update, a Bicycle-Pedestrian Plan update, and development of the next Long Range Transportation Plan (LRTP), which the MPO will need to adopt by the end of 2030.

The proposed duration of the GPC contracts is for three (3) years, with an option for the MPO to extend the contracts for up to two (2) additional years. Previous GPC contracts covered three years with a one-year extension only. The additional year will allow the GPC contracts to potentially align with several of the MPO's major planning tasks (such as the LRTP), which occur on a five-year cycle.

RECOMMENDATION

Staff recommends that the TAC review the draft Scope of Services for General Planning Consultants, make any necessary changes, and recommend that the MPO approve the Scope of Services and authorize staff to initiate the General Planning Consultant selection process.

ATTACHMENT

1. General Planning Consultant Proposed Scope of Services

SCOPE OF SERVICES

INDIAN RIVER COUNTY MPO GENERAL PLANNING CONSULTANT

I. PURPOSE:

The Indian River County MPO ("MPO") seeks a Consultant or Consultants to provide general transportation planning services. The Consultant(s) will assist MPO staff in the development of studies, policy documents, and plans. The Consultant(s) will provide valuable technical support and review other studies or activities deemed of importance to the MPO. The work involves a variety of technical, graphical, study management, product review and public involvement activities. The Consultant(s) will serve as an extension of the MPO staff in this work and will minimize the MPO's need to apply its own resources to the completion of these transportation planning tasks.

The services outlined in this Scope of Services will be accomplished using MPO Board approved Work Orders, and a separate, more detailed Scope of Services for each. The MPO will have sole discretion for assigning any specific service(s) to any Consultant(s) retained by the MPO as a General Planning Consultant(s) (GPC).

Once the selection process is complete, the MPO intends to contract with the selected General Planning Consultant(s) for a period of three (3) years, with the option to extend the contract for up to two (2) additional years.

II. SCOPE OF SERVICES

The Consultant(s) selected may be required to perform the following types of activities under the terms of this agreement.

A. Short & Long Range Transportation Planning/Corridor Analyses and Sub-area Analyses The consultant(s) may be required to develop Long and Short Range Transportation Plans, Analyses, and Studies. Subtasks required of these analyses may include:

1. Data collection, GIS database development, and existing conditions analysis
2. Deficiency identification and strategy development
3. Future condition forecasts
4. Impact assessment of proposed improvements on neighborhoods and adjacent land uses (consistent with FDOT's Efficient Transportation Decision Making methodology, or ETDM)
5. Long Range Transportation Plan development
6. Planning for consistency with MAP-21/FAST Act provisions including Performance Measures
7. Land Use and Transportation coordination studies, including vacant land, population, and development projections and production and attraction balance studies.

8. Regional Long Range Planning studies

B. **Non-Motorized Transportation Planning–** The consultant(s) may be required to perform non-motorized transportation project planning and studies:

1. Bicycle, Pedestrian and Greenways Plans and Studies
2. Automated Bicycle and Pedestrian AADT Collection studies
3. Pedestrian Safety Action Plans
4. Multi-Modal Quality and Level of Service (MMQLOS) Analysis
5. Bicycle and Pedestrian Facility Inventory and Database Management

C. **Transit Planning -** The consultant(s) may be required to perform the following transit planning tasks:

1. Major and Minor TDP Updates
2. Transit Quality of Service Report Development
3. Transit Route and Segment Evaluation
4. Transit network development and mode-choice modeling
5. Ridership and Operator Surveys
6. Origin-Destination mapping
7. Transportation Disadvantaged Analysis
8. Public Transportation Agency Safety Plans

D. **Transportation Planning Model Calibration and Sub-Area Modeling** The consultant(s) may be required to perform a number of tasks in support of the MPO's Travel Demand Forecast Modeling efforts using the FDOT-adopted Travel Demand Forecasting Model standard platform. Activities to be undertaken may include:

1. Initial network and model development and validation activities
2. Network changes, background data, and zonal boundary changes
3. Model calibration and adjustment
4. Socio-economic data development
5. Scenario modeling for major new developments, proposed land use changes, or changes to proposed transportation projects
6. Small-area and sub-area model development and calibration
7. Air-quality modeling and analysis

E. **Traffic Engineering and Operational Studies –** Appropriate activities to be performed by consultant(s)s on an as-requested basis may include:

1. Signal Timing study development
2. Traffic Count, Vehicle Classification, or Delay study development
3. System Condition Inventory development
4. Incorporating Autonomous, Connected, Electric, and Shared (ACES) Vehicle studies into the planning process
5. Level of Service determination
6. Crash Data System Development and Analysis
7. Access Management Classification and Re-classification Study development
8. Design, Permitting, and Environmental Studies
9. Safety and Security studies

F. **Public Participation Activities –** These activities are undertaken to ensure that the MPO's public involvement process meets all federal and state regulations and provides opportunities for a well-informed public to contribute input into the transportation planning and decision-making processes. The following sub-tasks may require skills that would be otherwise unavailable to the MPO or inefficient to procure on a permanent basis:

1. Website development and maintenance
2. Newsletter, fact sheet, direct mail, PSA, brochure, and advertisement design and layout
3. MPO Database development and maintenance
4. Public workshop or small group meeting preparation and staffing
5. Public Opinion Poll and Survey design
6. MPO Public Involvement effort evaluation
7. Visualization and Graphics, including Computer Simulation development
8. Other activities contained in the MPO Public Participation Plan

G. **Comprehensive Plan and Analysis Reviews -** Consultant(s) services are appropriate to review comprehensive plan amendments and perform analysis for comprehensive plan updates. Specific Comprehensive Plan review and analysis activities may include:

1. Review of local comprehensive plans and plan amendments for consistency with MPO plans
2. Review of local comprehensive plans and plan amendments for consistency with updated federal and/or state guidance and legislation
3. Analysis of local comprehensive plan amendment proposals for impacts to the transportation system in Indian River County
4. Development of charts, graphs, technical studies, and other work products that support local comprehensive plan development activities

H. **Review of Other Planning Studies -** General Planning Consultant(s) may be engaged to review specialized transportation studies submitted by local governments, the Florida Department of Transportation, private developers, and other agencies. Transportation Study Review activities may include:

1. Review of study methodology
2. Review of modeling assumptions
3. Review of study data assumptions and analysis, including trip generation rates, pass-by and internal capture rates, system capacity assumptions, traffic assignments, and other components of the analysis

I. **Congestion Management Process (CMP) Updates –** General Planning Consultant(s)s may be required to analyze congested corridors and identify improvements for inclusion in the MPO’s Transportation Improvement Program (TIP) as part of the MPO’s annual Congestion Management Process. The CMP requires expertise in transportation planning and operations and may involve the following sub-tasks:

1. Network Development, Review and Modification
2. System Trends and Conditions Analysis

3. Strategy Identification and Evaluation
4. Corridor Screening Criteria Development
5. CMP Project Identification
6. Annual State of the System Report Development

J. **Special Project Planning Studies –** The consultant(s) may be required to perform various studies, analysis, and tasks that supports another MPO work product. These projects may be either one-time or continuing tasks that are of special interest to residents within the urbanized area, and may include:

1. Mobility Zone plan development
2. Traffic Systems and Management Operational (TSMO) data collection and studies Other mobility studies, as identified by the MPO
3. Other Project Studies, as identified by the MPO
4. Economic market analysis
5. Freight and Goods Movement Studies
6. Intermodal Systems Evaluation and Planning, Major Modal Hub access and planning (i.e. Airport, Transit and Hubs)
7. Design, Permitting, and Environmental Studies (not PL fund eligible)
8. Continuity of Operations and Contingency Plans
9. Traffic Impact Fee Analysis
10. Land Use and Transportation coordination studies, including vacant land, population, and development projections and production and attraction balance studies
11. High-Speed, Regional, Commuter, and Freight Rail Planning studies and Rail Impact studies
12. Post-Census or New Highway Authorization Bill MPO Administrative, Performance Monitoring, and Compliance Studies

III. RESPONSIBILITIES OF THE INDIAN RIVER COUNTY MPO

The Indian River County MPO will furnish, without charge, the following services and data to the Consultant(s) for the performance of services:

A. Provide all criteria and full information as to the Indian River County MPO's requirements for Consultant(s) services, including objectives, constraints, budgetary limitations, and time restraints.

B. Furnish drawings, specifications, schedules, reports and other information prepared by and/or for the Indian River County MPO by others which are available to the Indian River County MPO and which the Indian River County MPO considers pertinent to the Consultant's responsibilities, as described herein.

C. Furnish available traffic and planning data.

D. Furnish the latest version of the Indian River County MPO Travel Demand Model, including all current networks and databases necessary to run the model.

IV. SUBCONTRACTING

Services assigned to subconsultant(s) must be approved in advance by the Indian River County MPO. The subconsultant(s) must be qualified by the Indian River County MPO to perform all work assigned to them.

INDIAN RIVER COUNTY, FLORIDA

M E M O R A N D U M

TO: Members of the Indian River County MPO Technical Advisory Committee (TAC)

THROUGH: Ryan Sweeney
Assistant Planning and Development Services Director

FROM: Brian Freeman, AICP
MPO Staff Director

DATE: May 21, 2026

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

It is requested that the information presented herein be given formal consideration by the MPO Technical Advisory Committee at its meeting of May 29, 2026.

Bicycle and Pedestrian Committee (BPAC)

At its March 31st meeting, the BPAC considered the Unified Planning Work Program (UPWP) for FY 2026/27 – 2027/28 and the 2026 Title VI Program Update. The BPAC voted to recommend approval of both items. The BPAC also considered a presentation on transportation technology and data.

Citizens Advisory Committee (CAC)

At its April 7th meeting, the CAC considered the Unified Planning Work Program (UPWP) for FY 2026/27 – 2027/28 and the 2026 Title VI Program Update. The CAC voted to recommend approval of both items. The CAC also considered a presentation on transportation technology and data.

Metropolitan Planning Organization (MPO)

At its April 8th meeting, the MPO considered the Unified Planning Work Program (UPWP) for FY 2026/27 – 2027/28, the 2026 Title VI Program Update, and the Community Transportation Coordinator (CTC) annual evaluation for FY 2024/25. The MPO approved all items. The MPO also considered a presentation on transportation technology and data.

<u>Upcoming Meetings</u>

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

CAC-BPAC Meeting: June 2, 2026 – 2:00 pm
MPO Meeting: June 10, 2026 – 10:00 am
TDLCB Meeting: August 27, 2026 – 10:00 am
TAC Meeting: August 28, 2026 – 10:00 am