



METROPOLITAN PLANNING ORGANIZATION

Commissioner Wesley S. Davis
Commissioner Joseph E. Flescher
Commissioner Gary C. Wheeler
Commissioner Bob Solari
Sabin Abell -City of Vero Beach
Dale Simchick - City of Sebastian
Eugene Wolff -City of Sebastian, Alternate
Jim Hill - City of Sebastian
Dick Gillmor-City of Sebastian, Alternate

Bill Fish -City of Vero Beach
Kevin Sawnick -City of Vero Beach, Alternate
Frances Atchison-Town of Indian River Shores
Jerry Weick-Town of IRS, Alternate
Susan Adams -City of Fellsmere
Sara Savage-City of Fellsmere, Alternate
Debbie MacKay-IRC School Board
Matt McCain -IRC School Board, Alternate
Non-voting Ex-Officio Member
Richard Dunlop-Town of Orchid
Jim Wolfe-FDOT District 4

Commissioner Peter D. O'Bryan, MPO Chairman

AGENDA

THE METROPOLITAN PLANNING ORGANIZATION (MPO) WILL MEET AT 3:00 PM ON WEDNESDAY, NOVEMBER 4, 2009 IN CONFERENCE ROOM B1-501, COUNTY ADMINISTRATION BUILDING B, 1800 27TH STREET, VERO BEACH.

- 1. Call to Order
2. Approval of Minutes
September 9, 2009
3. Status Report of MPO Advisory Committees
No Action Required
4. Proclamation Honoring BAC Chairman Libby Harrow As Recipient of the 2009 Florida Bicycle Association Volunteer Award
No Action Required
5. Request to Re-Prioritize Funding for use on the Indian River Drive Sidewalk Project
Action Required
6. Review of Draft County Capital Improvements Element Transportation Projects For Fiscal Years 2009/10 Through 2013/14
No Action Required

**7. Consideration of 2035 Long Range Transportation Plan – Needs Assessment**

*No Action Required*

**8. Consideration of Transportation Improvement Program (TIP) Amendment (roll-forward)**

*No Action Required*

**9. Other Business**

**10. Comments from the Public**

**11. Adjournment**

**Next Meeting**

**MPO: December 9, 2009; 10:00 AM; Conference Room B1-501.**

**To view the MPO Agenda packet on-line please go to the following link:**

**<http://www.iregov.com/Boards/MPO/2009/agendas/MPO110409A.pdf>**

*IF YOU HAVE 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 PROCEEDINGS IS MADE WHICH INCLUDES THE EVIDENCE AND TESTIMONY UPON WHICH THE APPEAL WILL BE BASED.*

*ANYONE WHO NEEDS A SPECIAL ACCOMMODATION FOR THIS MEETING WILL NEED TO CONTACT THE COUNTY'S AMERICANS WITH DISABILITIES ACT (ADA) COORDINATOR AT 567-8090, EXT. 223 AT LEAST 48 HOURS IN ADVANCE OF THE MEETING.*

## METROPOLITAN PLANNING ORGANIZATION

A meeting of the Indian River County (IRC) Metropolitan Planning Organization (MPO) was held at 10:00 a.m. on Wednesday, September 9, 2009, in the County Administration Building, 1800 27<sup>th</sup> Street, Building B, Room B1-501, Vero Beach, Florida.

Present were: Chairman **Peter O'Bryan, Wesley Davis, Joe Flescher, Bob Solari** and **Gary Wheeler**, Commissioners, IRC; Vice Chairman **Debbie MacKay** (arrived at 10:06 a.m.), IRC School Board; **Bill Fish**, Councilmember, City of Vero Beach; **Susan Adams** (arrived at 10:23), Mayor, City of Fellsmere; **Jerry Weick**, Councilmember, Town of Indian River Shores; **Dale Simchick** and **Jim Hill**, Council Members, City of Sebastian; **Richard Dunlop**, Councilman, Non-voting member, Town of Orchid; and **Terry Henley**, Non-voting member, FDOT, District 4.

Absent were; **Frannie Atchison**, Councilmember, Town of Indian River Shores and **Sabin Abell**, Councilmember, City of Vero Beach (both excused).

Also present were IRC staff: Phil Matson, IRC MPO Director; Bob Keating, Planning Director, Community Development; Brian Freeman, MPO Planner; Chris Mora, Assistant Director, Public Works; and Darcy Vasilas, Commissioner Assistant, District 3.

Others present were: Eric Menger, Airport Director, and Monte Falls, Public Works and Engineering Director, City of Vero Beach; and Karen Diegl, Senior Resource Association.

### **Call to Order**

Chairman O'Bryan called the meeting to order at 10:03 a.m., at which time it was determined a quorum was present. The members all stood for the Pledge of Allegiance.

### **Approval of Minutes of August 12, 2009 MPO meeting**

**ON MOTION by Council Member Hill, SECONDED by Commissioner Solari, the members voted unanimously (9-0) to approve the minutes of August 12, 2009 as presented.**

Chairman O'Bryan explained representatives from FDOT were expected at this meeting and had not yet arrived, so he would move to Item 5, which did not require action, and return to those requiring action when the FDOT representatives were present.

**Review of Progress Report and Reimbursement Invoice #4 for the 2008/09 Planning Grant** – *No Action Required*

Mr. Matson reported as part of the Transportation Disadvantaged (TD) Planning Grant contract between the Indian River County MPO as the Designated Official Planning Agency and the State of Florida Commission for the Transportation Disadvantaged (CTD), periodic progress reports and reimbursement invoices be submitted. To comply with the CTD's requirements, staff prepared a progress report and invoice for the period from April 1, 2009 to June 30, 2009.

A copy of the invoice and progress report, both included in the agenda packet and on file in the Commission Office, were reviewed. Mr. Matson informed the MPO he had to submit both the invoice and progress report by August 15, 2009 so it had already been submitted. He continued in accordance with MPO Resolution 99-02, the MPO Staff Director may approve minor plans, reports, and documents when such action is needed to obtain final state or federal approval documents, provided that the director reports the action taken to the MPO and its advisory committees.

**Review of MPO Certification Statement** – *No Action Required*

Mr. Matson explained as required by federal regulations, FDOT and the Indian River County MPO annually conducted a joint certification review of the MPO's transportation planning process to ensure that the MPO was adhering to all applicable laws and regulations. Recently, MPO and FDOT staff met to conduct the 2009 certification review. Subsequently, FDOT approved the MPO certification statement and checklist and finalized the MPO certification process.

Mr. Matson provided a few of the highlights of the certification process. He pointed out the noteworthy practices achieved by the MPO:

- Public involvement.
- Intergovernmental coordination with adjacent MPO's.
- Regional planning and coordination.
- Transit planning.
- Continuity of Operations plan.

- Land use alternative development.
- Efficient use of PL funds.

Mrs. MacKay arrived at 10:06 a.m.

Mr. Matson was commended for his hard work and high level of knowledge and abilities in obtaining grants.

**Consideration of the MPO's 2009 Priority Projects Report** – *Action Required*

Mr. Matson summarized the MPO 2030 Long Range Transportation Plan included an adopted cost feasible list of improvements that would meet the projected needs of the county through the year 2030. To implement these improvements, the MPO each year must rank and place improvements in an annual Priority Projects Report and submit this report to FDOT. FDOT then uses the MPO's lists of unfunded priorities in developing the next five year work program. MPO staff recommends that the MPO review the information being presented, make any necessary changes, and recommend approval of the 2009 Priority Projects Report.

The MPO's top Unfunded Highway Priorities are as follows:

*2009 Priority Highway Projects – SIS (Serve an interstate or inter-regional function)*

1. **Oslo Road Interchange at Interstate 95 (PE, 2015/16).**

*2009 List of Candidate TRIP Grand Priority Highway Projects – Regional (MPO only)*

1. **66<sup>th</sup> Avenue from CR 510 to SR 60.**
2. **CR 510 from CR 512 to US 1.**

*2009 List of Priority Highway Projects – Other*

1. **US 1 six-laning from Oslo Road to Highlands Drive (partial CST, 2012/13)**
2. **US 1 six-laning from the St. Lucie County Line to Highlands Drive (ROW, 2009/10).**
3. **82<sup>nd</sup> Avenue two-laning from 26<sup>th</sup> Street to CR 510.**

Councilman Dunlop pointed out on Page 4, Item 3, and Page 7 of the attachment, the part of the sentence regarding the portion of 82<sup>nd</sup> Avenue from 26<sup>th</sup> Street to CR 510 would "form a part of a proposed three-county western multimodal corridor with St. Lucie and Martin Counties" and that had been removed at previous meetings with St. Lucie and Martin Counties not wanting to participate in this multimodal corridor.

Mr. Matson responded the City of Port St. Lucie likes the corridor idea, but St. Lucie County does not. He added Martin County championed the corridor. Mr. Matson continued DOT had done a study on the portion of 82<sup>nd</sup> Avenue as a western corridor and that was how it originally came up so the language was left in. He offered to change the sentence or eliminate it completely.

Chairman O'Bryan asked if the MPO had a consensus one way or the other on the matter.

**ON MOTION BY Commissioner Flescher, SECONDED BY Commissioner Davis, the members voted unanimously (11-0) to strike the portion of sentence on Page 4, Item 3, and on Page 7 of the attachment, "form a part of a proposed three-county western multimodal corridor with St. Lucie and Martin Counties."**

#### *Priority Congestion Management Process Projects*

Mr. Matson reported staff identified the most congested corridors in the county based on existing and vested trips; eliminated those corridors which are programmed for widening; and eliminated those corridors which have already been evaluated through the Congestion Management Process (CMP). The remaining corridors were then subject to a screening process to identify appropriate CMP strategies and projects. The resulting CMP priorities are as follows:

CORRIDOR	STRATEGY
<b>27th Street (4<sup>th</sup> Street – 12<sup>th</sup> Street</b>	Add turn lanes at 27 <sup>th</sup> Avenue and 12 <sup>th</sup> Street  Analyze computerized signal system  Implement intersection improvements at 1 <sup>st</sup> and 5 <sup>th</sup> Streets SW
<b>Indian River Boulevard/37<sup>th</sup> Street</b>	Add turn lanes on Indian River Boulevard at 37 <sup>th</sup> Street  Connect 5 <sup>th</sup> Avenue to the Miracle Mile Shopping Center  Provide a new transit route on 17 <sup>th</sup> Street/South Indian River Boulevard

Chairman O'Bryan asked Mr. Monte Falls, Public Works and Engineering Director, City of Vero Beach for an update on the 5-points intersection at Indian River Boulevard and Royal Palm Pointe.

Mr. Falls responded the project was slated to begin early 2010 to make the improvements changing from five lanes to four lanes and changing the signal to alleviate some of the pressure off Indian River Boulevard.

*Priority Enhancement/Greenways Projects*

Mr. Matson related the federal Enhancements Program is an important component of SAFETEA-LU, the federal highway act. Funded with 10% of Surface Transportation Program allocations, the enhancement program focuses on improvements that complement the transportation system. In the last two years, the MPO has opted to suspend the Enhancement prioritization cycle in order to accumulate Enhancement funds. As a result of this action, FDOT District Four has allocated approximately \$1,096,450, including \$820,450 in 2011/12 and \$276,000 in 2012/13, to the Indian River County MPO for enhancement projects in its FY 2008/09 - 2012/13 Five Year Work Program. In addition, the MPO has indicated that Enhancements are the preferred funding source to implement the Greenways Master Plan. The 2008 Enhancement priorities are as follows:

1. **Trans-Florida Central Railroad Corridor** – The Trans-Florida Central Railroad Corridor begins at the western end of the City of Sebastian near the St. Sebastian River and ends at the Blue Cypress Conservation Area. The corridor lies almost entirely on publicly owned

abandoned right-of-way of the Trans-Florida Central Railroad. The proposed corridor is 12 miles in length and has an estimated construction cost of \$4,800,000. The MPO is currently requesting funds for design and construction of the paved surface trail between North County Park and 104<sup>th</sup> Avenue at an estimated cost of approximately \$500,000.

2. **South Sebastian Greenway Corridor** - The South Sebastian Greenway corridor is a north-south connector, traversing between Barber Street and CR 512. Most of the right-of-way of this trail is under City of Sebastian or Indian River County ownership. The corridor is 4 miles long, with an estimated construction cost of \$1,840,000. The MPO is requesting funds for construction of 1.75 miles of paved surface trail along the corridor, from Barber Street to Kildare Drive, for an estimated cost of \$805,000.
3. **Airport Loop Greenway Trail** - The Vero Beach Airport Greenway trail runs along 43<sup>rd</sup> Avenue, 41<sup>st</sup> Street, the FEC Railroad corridor parallel to US 1, and Aviation Boulevard/26<sup>th</sup> Street. It is planned as a 10' wide shared-use path, approximately 6.6 miles in length. The MPO is currently requesting funds for the construction of the trail that runs along Aviation Boulevard. This segment is 1.5 miles long and has an estimated cost of \$1,000,000.

Mr. Matson continued the Priority Transit Projects were developed based on the MPO's 2008 Transit Development Plan (TDP) major Update and input from Senior Resource Association transportation staff and are as follows:

1. **New Service: West SR 60 Corridor/Indian River State College**
2. **Expand Operating Hours on Routes 6 and 9 (8:00 AM - 7:00 PM)**
3. **New Service: 17<sup>th</sup> Street/Indian River Boulevard Corridor**
4. **Vero Beach Intermodal Hub Improvements**
5. **Shelters and Benches Program**
6. **Expand Saturday Service Hours**

The Priority Airport Projects were reviewed as follows:

An airport project priority list was developed and is included in the 2009 Priority Projects report. The basis for developing the airport list was the adopted Joint Automated Capital Improvement Program (JACIP) and input from the airport staff. The top priority for the Vero Beach Municipal Airport is to



rehabilitate a runway, and Sebastian Municipal Airport's is to construct an access road.

Mr. Matson noted the advisory MPO committees had considered the priorities and recommended the MPO adopt them, the Technical Advisory Committee on August 28, 2009 and the Citizen's Advisory Committee on August 31, 2009.

**ON MOTION BY Councilmember Fish, SECONDED BY Commissioner Davis, the members voted unanimously (11-0), to adopt the Priority Report as presented with the one change noted above.**

**Consideration of the 2009 Transit Development Plan Minor Update** – *Action Required*

Mr. Matson reported to receive funding through the Florida Public Transit Block Grant program, applicants must prepare and adopt a Transit Development Plan (TDP). Florida regulations require the TDP to be annually revised and updated as necessary. Consistent with state requirements that major TDP updates must be done every five years and minor updates be done in interim years, the MPO prepared and adopted a major TDP update in 2008. FDOT has developed streamlined reporting requirements for interim years between TDP major updates. Indian River County had complied with all recommended service improvements as listed in the 2008 TDP major update.

Highlights of the Indian River Transit are as follows:

- Fixed route ridership trending upward (508 thousand vs. 326 thousand, 55% increase)
- Stimulus funding for New Transit Building
- Increased Advertising, Donations, Local Contributions
- Four new 31-foot buses
- New route grant funding secured for the "Graduate" (serves the West SR 60 Corridor, State College Campuses, Outlet Mall, St. Lucie County)
- Shelter Program Initiated

## Objectives, Sub-objectives, and Policies of the Transit Development Plan:

- Increase transit ridership and enhance system performance
  - Increase the number of fixed route passenger trips by an average of 5 percent annually, from 326,391 in fiscal year 2007 to 558,239 in fiscal year 2018
  - Attract a minimum of .025 one-way passenger trips per revenue mile on all fixed routes
- Improve Cost Efficiency
  - Limit any increases to the annual cost per passenger trip to no more than 5 percent
  - Maintain a minimum of 75,000 miles between incidents
  - Maintain compliance with System Safety Policy Plan
- Increase transit funding and revenue
  - Maintain local support and leverage grant support, to the maximum extent feasible, for fixed route bus service consistent with the financial plan in the Major Update of the TDP (2009-2018)
- Increase accessibility
  - Provide fixed route bus service to all multi-family dwelling projects exceeding 500 units and all commercial areas exceeding 200,000 square feet
  - Establish public transit connections to neighboring counties
  - Maintain connectivity among fixed routes throughout the county
  - Continue efforts to identify suitable bike racks and install on the fixed route fleet
- Improve Service Quality
  - Maintain or exceed the overall quality of service rating of 4.5 on a scale of 5.0 as measured by the Transit Capacity and Quality of Service Report

**ON MOTION BY Commissioner Davis, SECONDED BY Commissioner Flescher, the members voted unanimously (11-0) to approve the 2009 Transit Development Plan Minor Update as presented.**

### **Status Report of MPO Advisory Committees – No Action Required**

Mr. Matson reported there would not be an October 14, 2009 MPO meeting, so the next meeting would be held November 4, 2009.

## **Quarterly Status Report of MPO Staff Activities** – *No Action Required*

Mr. Matson explained this item was informational only, and no action was required.

### **Other Business**

Commissioner Wheeler asked to review some of the county road projects at the November 4, 2009 meeting. He also requested a presentation on roundabouts.

Chairman O'Bryan interjected he would also like to look at the use of traffic islands on secondary roads.

Discussion was held regarding the extension of 66<sup>th</sup> Avenue from SR 60 to 4<sup>th</sup> Street and the anticipation of taking some of the traffic off from 58<sup>th</sup> Avenue.

**ON MOTION BY Commissioner Wheeler, SECONDED BY Council Member Hill, for staff to bring to the November 4, 2009 meeting an update on what projects were being delayed because of budget cuts, lack of growth, and if possible at the same time a presentation on roundabouts.**

**UNDER DISCUSSION** Commissioner Davis wanted to add to the motion the projects being put out to bid had been coming in at least 35 – 42% below budget and even though there may be a revenue decrease, there may not be as big of a problem as initially thought because construction was following suit. Commissioner Wheeler agreed stating that was what he wished to evaluate.

Council Member Simchick felt the study could be used as an educational tool. She opined once the information was compiled, the MPO could possibly develop a pilot intersection to test the thresholds which if feasible, could be instituted as a standard operational procedure in the future.

Councilman Weick asked how the four-way stop at the intersection of Ocean Drive and Beachland Boulevard was working. Mr. Falls replied it was working well noting there had not been any delays or problems.

**THE MOTION WAS CALLED and the members voted unanimously (11-0) for a comprehensive review of the entire traffic plan including a financial analysis and to also include some data on roundabouts.**

**Comments from the Public**

There were none.

**Adjournment**

With no further business, the meeting was adjourned at 11:13 a.m.

**INDIAN RIVER COUNTY, FLORIDA**

**MEMORANDUM**

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

**THROUGH:** Robert M. Keating, AICP *RMK*  
Community Development Director

**FROM:** Phillip J. Matson *Pm*  
MPO Staff Director

**DATE:** October 27, 2009

**SUBJECT:** STATUS REPORT OF MPO ADVISORY COMMITTEES

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It is requested that the information presented herein be given formal consideration at the MPO meeting of November 4, 2009.

**Joint TAC/CAC/BAC MEETING**

The TAC, CAC, and BAC are scheduled to meet jointly on November 3, 2009. A status update of that meeting will be provided at the November 4, 2009 MPO meeting.

**UPCOMING MEETINGS**

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

**MPO Meeting: December 9, 2009 – 10:00 am**  
**TAC Meeting: November 20, 2009 – 10:00 am**  
**BAC Meeting: January 26, 2010 - 2:00 pm**  
**CAC Meeting: December 1, 2009 – 2:00 pm**

# PROCLAMATION

## HONORING INDIAN RIVER COUNTY MPO BICYCLE ADVISORY COMMITTEE CHAIRMAN LIBBY HARROW AS RECIPIENT OF THE 2009 FLORIDA BICYCLE ASSOCIATION VOLUNTEER AWARD

WHEREAS, the **Florida Bicycle Association (FBA)** is the leading Bicycle Advocacy Organization in the state of Florida, boasting 3,200 active members; and

WHEREAS, each year, the FBA recognizes a select number of individuals for their outstanding contributions in support of Bicycling in the State of Florida; and

WHEREAS, **Libby Harrow, the MPO's Bicycle Pedestrian Advisory Committee Chairman,** has been chosen as the **FBA's 2009 Volunteer of the Year** and honored as such at an event held on October 10<sup>th</sup> in Mt. Dora, Florida; and

WHEREAS, Ms. Harrow has served continuously as the Indian River County MPO Bicycle/Pedestrian Advisory Committee Chairman since 1993, guiding the MPO in the adoption of its first ever **Bicycle/ Pedestrian Plan, Greenways Plan, Safe Routes to School Plan,** and other plans and programs; and

WHEREAS, Ms. Harrow has continuously held leadership positions with local bicycle organizations (such as the **Vero Velo Association** and **Vero Beach Triathletes**) and lent her time and support to various community safety efforts (including the **Junior League Bike-Ped Safety Roadeo**); and

WHEREAS, Ms. Harrow has garnered worldwide recognition in the field of endurance athletics, having won over 50 competitions including the **Xterra Invitational World Triathlon Championship, Xterra National Championship, United States Eastern, Mountain, and Western Off-Road Triathlon Championships,** and **State of Florida Mountain Biking Championship;**

**NOW, THEREFORE, BE IT PROCLAIMED BY THE INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO) THAT THE RECIPIENT OF THE 2009 FLORIDA BICYCLE ASSOCIATION VOLUNTEER AWARD BE HONORED AND EMULATED FOR HER EXEMPLARY CONTRIBUTIONS TO THE COMMUNITY.**

Adopted this 4<sup>th</sup> day of November, 2009

**METROPOLITAN PLANNING ORGANIZATION (MPO)  
INDIAN RIVER COUNTY, FLORIDA**

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Peter D. O'Bryan, MPO Chairman

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

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

**THROUGH:** Robert M. Keating, AICP *RMK*  
Community Development Director

**FROM:** Phillip J. Matson *PM*  
MPO Staff Director

**DATE:** October 27, 2009

**SUBJECT:** Request to Re-Prioritize Funding for Use on the Indian River Drive Sidewalk Project

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It is requested that the information presented herein be given formal consideration by the Indian River County MPO at the meeting of November 4, 2009.

**DESCRIPTION, CONDITIONS & ANALYSIS**

For the past several years, the Indian River County Public Works Department has been working on design issues associated with the sidewalk construction project on Indian River Drive from the Sebastian City Limits to Roseland Road. At the time the project was prioritized by the MPO in 2000, it was estimated that the project would cost approximately \$262,000. Recently, the county revised the project cost estimate in light of higher drainage costs, increased construction costs, and additional mitigation costs. As a result, the revised cost of the project is now estimated to be \$500,000.

Because of the size of the increase and because the MPO has not taken formal action with respect to the project since its initial prioritization, FDOT has requested that the MPO re-prioritize the project and authorize the use of unexpended Enhancement funding for the project. Currently, the MPO has unexpended Enhancement funding for the cost increase from the 12<sup>th</sup> Street Sidewalk Project in south Indian River County. Not only is the total cost of the 12<sup>th</sup> Street project less than was initially estimated, but the MPO applied for and received supplemental funding for the project through the state's Safe Routes to School Program.

By identifying the Indian River Drive sidewalk project as the top unfunded enhancement project, the MPO can use the unexpended Enhancement funds from the 12<sup>th</sup> Street project to make up the shortfall for the Indian River Drive project. Since it is anticipated that the MPO's other top enhancement priorities, the CR 512 Trans-Florida Rail Corridor and the Sebastian Stormwater Preserve Greenway, will be fully funded from newly allocated

Enhancement and Recreational Trails grants, the re-prioritization will not affect the proposed construction of those priorities.

At their November 3, 2009 joint meeting, the TAC, CAC, and BAC are scheduled to consider the proposed re-prioritization and make a recommendation.

**RECOMMENDATION**

Staff recommends that the MPO consider the proposed re-prioritization and recommend that the MPO approve the re-prioritization. .

Attachments: 1. Revised 2009 MPO Enhancement Priorities List

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## Attachment #1

### Revised 2009 Enhancement Projects Priorities List

#### 2009 Priority Enhancement Projects (*Original*)

Rank	Project
1	Trans-Florida Central Railroad Corridor
2	South Sebastian Greenway Corridor
3	Airport loop Greenway Trail

#### 2009 Priority Enhancement Projects (*Revised*)

Rank	Project
1	<i>Indian River Drive Sidewalk (Sebastian City Limits to Roseland Road)</i>
1 2	Trans-Florida Central Railroad Corridor
2 3	South Sebastian Greenway Corridor
3 4	Airport loop Greenway Trail

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

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

**THROUGH:** Robert M. Keating, AICP *RMK*  
Community Development Director

**FROM:** Phillip J. Matson *pm*  
MPO Staff Director

**DATE:** October 27, 2009

**SUBJECT:** **Review of Draft County Capital Improvements Element Transportation Projects For Fiscal Years 2009/10 Through 2013/14**

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It is requested that the information presented herein be given formal consideration by the MPO at the meeting of November 4, 2009.

SUMMARY

According to state statutes, all local governments in the state must, on an annual basis, update the Capital Improvements Element (CIE) of their Comprehensive Plans. During the adoption of the 2008 CIE, the Board of County Commissioners (BCC), facing a shortfall in the amount of transportation revenue available over a five-year period, expressed concerns over whether several longstanding roadway priorities were adequately funded in the CIE. Consequently, the BCC requested the assistance of the MPO in prioritizing roadway capital improvements. In response, MPO and county staff presented a prioritization of the roadway projects in the County's Capital Improvements Element to the MPO. Those changes, along with several other changes necessary to meet additional revenue shortfalls, have been incorporated into the draft 2009 Capital Improvements Element Transportation Projects List (Attached). Staff recommends that the MPO consider the attached draft CIE Transportation Projects List and provide staff with comments.

DESCRIPTION & CONDITIONS

State statutes require that all local governments must, on an annual basis, update the Capital Improvements Element (CIE) of their Comprehensive Plans. On November 18, 2008, the county adopted its 2008 CIE update. During the adoption of the 2008 CIE, the Board of County Commissioners expressed concerns over whether several longstanding roadway priorities were adequately funded in the CIE and requested the assistance of the MPO in prioritizing roadway

capital improvements. In response, MPO staff presented a prioritization of the roadway projects in the County's Capital Improvements Element to the MPO. That prioritization was based on the ranking of projects in the MPO's Long Range Transportation Plan (LRTP); the concurrency status of the roadways; and other factors, such as funding of previous project phases, safety, grant funding and developer contributions. After considering the proposed prioritization, the MPO endorsed the proposed prioritization and requested that MPO staff forward the prioritization to the County for consideration in adopting the next Capital Improvements Element.

Recently, MPO staff coordinated with County staff to develop the transportation section of the 2009 Capital Improvements Element, which is scheduled to be adopted by the BCC on November 10, 2009. While the County is using the prioritization prepared by the MPO in February to develop the CIE, the County's Budget Director has indicated that revenues have decreased even further than anticipated, and more roadway project deferrals will have to occur in order to make the 2009 CIE cost affordable.

## ANALYSIS

According to the Indian River County Office of Management and Budget, the available revenues for roadway projects on the County's five-year Capital Improvements Element decreased from \$289 Million in 2007 to \$246 Million in 2008, a difference of approximately \$43 Million. In 2009, the anticipated five-year revenue decrease is an additional \$46 Million. Even that amount is optimistic, however, because it includes revenue in years 4 and 5 from a planned 6-cent increase in the county's local option gas tax. As a result, the county must continue to defer some of its longstanding capital improvement element roadway priorities.

To determine which roadway projects can be deferred with the least impact to mobility in the county, MPO and County staff collaborated on a prioritization methodology and applied that methodology to the projects in the County's existing CIE. That methodology is based on three major criteria: the need for the project as identified in the MPO's adopted 2030 Long Range Transportation Plan; the need for the project to address short-term concurrency issues; and other justifications for the project, including safety, maintenance, previous project phase funding, developer contributions, and grant-funded projects.

In 2005, the MPO developed its current 2030 MPO Long Range Transportation plan by identifying future roadway deficiencies using a computer-based travel demand forecasting model. Roadway alternatives that address those needs were then prioritized using 10 weighted criteria. Three of the criteria used (existing traffic congestion; future traffic congestion; and continuation of projects already funded) accounted for 60% of the total long range plan priority score. Other criteria used in the prioritization of the long range plan projects included cost-benefit ratio; emergency evacuation; connectivity between developed areas, roadways, and transit facilities on the county network; freight movement; and environmental impacts.

In developing the draft 2009 CIE, MPO and county staff have tried to maintain as many LRTP projects as possible and have attempted to fund the highest LRTP priorities in the earliest part of the CIE. As a result, LRTP projects constitute over 90% of the funding in the draft CIE. Those LRTP projects remaining in the draft include 43<sup>rd</sup> Avenue from 16<sup>th</sup> Street to 26<sup>th</sup> Street; 66<sup>th</sup> Avenue from SR 60 to 41<sup>st</sup> Street; and Schumann Drive from CR 510 to Barber Street. In order to maintain a balanced work program, a small number of LRTP projects had to be deferred to the

later years (years 4 and 5) of the five-year draft CIE. Projects deferred in the draft CIE include the intersection of SR 60 and 58<sup>th</sup> Avenue and CR 510 from the Indian River Lagoon to CR 512.

With its link-based concurrency management system, Indian River County monitors the vehicle/capacity ratio and the resulting level of service on all major roadways in the county on a continuous basis. As part of that process, vested trips from future development projects are assigned to applicable roadways and maintained in the system until the projects associated with those trips are completed or until the vesting expires. While vested trips increase demand, committed roadway improvement projects can increase capacity. Within the county, several roadways are considered committed, and the capacity that will result from those future roadway projects is being utilized to meet the County's adopted level of service requirements. Committed projects in the CIE include CR 510; Oslo Road; and Aviation Boulevard.

In the current (2008) CIE, there are a small number of projects that are either not in the MPO's LRTP or are not needed at the present time for concurrency purposes. These projects were evaluated by the MPO to determine if the project was underway or if there was a safety, maintenance, developer commitment, grant obligation, or other justification for maintaining the project. In so doing, MPO staff met with representatives from the Indian River County Public Works Department, the Office of Management and Budget, and the Community Development Department to evaluate these projects. Where there was no obvious justification, the project was removed from the CIE. Projects that appeared in the 2008 CIE that were removed from the draft 2009 CIE include 81<sup>st</sup> Street from 66<sup>th</sup> Avenue to 58<sup>th</sup> Avenue; 41<sup>st</sup> Street from 34<sup>th</sup> Avenue to Old Dixie Highway; and 12<sup>th</sup> Street from 58<sup>th</sup> Avenue to 66<sup>th</sup> Avenue.

Finally, there are a number of transportation projects within the CIE that do not directly provide a capacity benefit. While MPO staff has attempted to prioritize and reprogram all of the projects to provide the highest mobility benefit, most of the non-capacity CIE projects are necessary for system operation and/or safety functions and are therefore not available for reprogramming. These projects include sidewalk improvements (\$1,470,000); miscellaneous intersection improvements (\$2,000,000); miscellaneous right-of-way acquisition (\$5,000,000); and bridge repair and rehab projects (\$2,259,843). Together, these projects constitute approximately 5% of all transportation capital improvements.

## **RECOMMENDATION**

Staff recommends that the MPO consider the attached draft CIE Transportation Projects List and provide staff with comments.

## **ATTACHMENT**

1. Draft 2009 CIE Transportation Projects

Draft 2009 Transportation Capital Improvements Element (CIE)

Revenue	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	Grand Total
Gas Tax	5,198,000	2,152,000	2,182,000	4,858,000	51,043,137	65,433,137
Payback from FDOT-Gas Tax	8,554,173	7,865,009	0	0	0	14,419,182
Interest	415,000	500,000	500,000	500,000	500,000	2,415,000
Grant	2,191,520	5,320,000	2,000,000	3,000,000	2,339,000	14,850,520
Traffic Impact Fees District I	200,000	400,000	700,000	1,200,000	2,000,000	4,500,000
Traffic Impact Fees District II	20,955,000	1,000,000	1,500,000	2,000,000	2,500,000	27,955,000
Traffic Impact Fees District III	12,222,000	800,000	1,300,000	1,800,000	2,500,000	18,622,000
Developer Contributions	0	0	2,000,000	2,000,000	0	4,000,000
Optional Sales Tax	13,888,955	3,543,960	3,543,960	3,543,960	3,543,960	28,064,795
Payback from FDOT- Optional Sales Tax	3,376,393	4,051,671	2,000,000	4,000,000	4,771,900	18,199,964
Old Traffic Impact Fees	998,500	0	0	0	0	998,500
<b>Total Revenue</b>	<b>65,999,541</b>	<b>25,632,640</b>	<b>15,725,960</b>	<b>22,901,960</b>	<b>69,187,997</b>	<b>199,458,098</b>

Expenses	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	Grand Total
Gas Tax	9,778,980	6,210,780	17,108,888	22,808,888	25,496,194	81,403,730
Grant	2,191,520	5,320,000	2,000,000	3,000,000	2,339,000	14,850,520
Traffic Impact Fees- District I	200,000	1,269,220	0	3,100,000	0	4,569,220
Traffic Impact Fees- District II	11,720,300	8,420,000	5,800,000	2,341,374	0	28,281,674
Traffic Impact Fees- District III	12,340,000	3,565,000	100,000	250,000	1,250,000	17,505,000
Old Impact Fees II	998,500	0	0	0	0	998,500
Developer Contributions	0	0	2,000,000	2,000,000	0	4,000,000
Optional Sales Tax	9,057,700	7,719,843	3,200,000	11,650,000	16,200,000	47,827,543
<b>Total Expenses</b>	<b>46,287,000</b>	<b>32,504,843</b>	<b>30,208,888</b>	<b>45,150,262</b>	<b>45,285,194</b>	<b>199,436,187</b>

Variance	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	Grand Total
	19,712,541	-6,872,203	-14,482,928	-22,248,302	23,912,803	21,911
		12,840,338	-1,642,590	-23,890,892	21,911	

Expenses	FY 2009/10	FY 2010/11	FY 2011/12	FY 2012/13	FY 2013/14	Grand Total	Revenue Source	Priority Ranking (1-5) Rank Between (1-5) Highest Priority - 1 Lowest Priority - 5
12th Street/27th Avenue	\$ -	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000	Impact Fees II	3
Design & Engineering						\$ -		
Right-of-Way						\$ -		
Construction			\$ 200,000			\$ 200,000		
16th Street, 66th Avenue to 74th Avenue, two lanes (1 mile)	\$ 760,000	\$ -	\$ -	\$ -	\$ -	\$ 760,000	Gas Tax	1
16th Street, 66th Avenue to 74th Avenue, two lanes (1 mile)	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	Optional Sales Tax	
Design & Engineering	110,000					\$ 110,000		
Right-of-Way	50,000					\$ 50,000		
Construction	1,600,000					\$ 1,600,000		
17th Lane SW - 20th Avenue SW to 27th Avenue SW	55,000					\$ 55,000	Optional Sales Tax	1
17th Lane SW - 20th Avenue SW to 27th Avenue SW	300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	Impact Fees III	
Design & Engineering	5,000					\$ 5,000		
Right-of-Way						\$ -		
Construction	350,000					\$ 350,000		
17th Street/A1A Intersection	998,500	\$ -	\$ -	\$ -	\$ -	\$ 998,500	Old Impact Fees II	1
17th Street/A1A Intersection	101,500					\$ 101,500	Gas Tax	
Design & Engineering						\$ -		
Right-of-Way	300,000					\$ 300,000		
Construction	800,000					\$ 800,000		
20th Avenue SW, 17th Street SW to 25th Street SW, two lanes (1 mile)	\$ 1,150,000	\$ -	\$ -	\$ -	\$ -	\$ 1,150,000	Gas Tax	1

20th Avenue SW, 17th Street SW to 25th Street SW, two lanes (1 mile)						\$ -	Impact Fees III	
Design & Engineering	50,000					\$ 50,000		
Right-of-Way						\$ -		
Construction	1,100,000					\$ 1,100,000		
26th Street, 43rd Avenue to 60th Avenue, four/five lanes (2 mile)	\$ 200,000	\$ 200,000	\$ 100,000	\$ -		\$ 500,000	Impact Fees II	5
Design & Engineering	\$ 200,000	\$ 200,000	\$ 100,000	\$ -		\$ 500,000		
Right-of-Way						\$ -		
Construction						\$ -		
26th Street, 43rd Avenue to US #1, four/five lanes (2 miles)	\$ 200,000	\$ -	\$ 2,000,000	\$ -		\$ 2,200,000	Impact Fees II	3
26th Street, 43rd Avenue to US #1, four/five lanes (2 miles)	\$ -	\$ 5,190,000	\$ -	\$ -		\$ 5,190,000	Grant	
26th Street, 43rd Avenue to US #1, four/five lanes (2 miles)	\$ -	\$ -	\$ 4,000,000	\$ -		\$ 4,000,000	Gas Tax	
Design & Engineering	200,000	100,000				\$ 300,000		
Right-of-Way						\$ -		
Construction		5,090,000	6,000,000			\$ 11,090,000		
26th Street, 74th Avenue to 82nd Avenue, two lanes	\$ 750,000	\$ -	\$ -	\$ -		\$ 750,000	Gas Tax	
Design & Engineering						\$ -		
Right-of-Way						\$ -		
Construction	750,000					\$ 750,000		
43rd Ave. 3-lane and Bridge Replacements 5th Street and 43rd Avenue over	\$ 2,100,000	\$ -	\$ -	\$ -		\$ 2,100,000	Optional Sales Tax	1
Design & Engineering	\$ 100,000					\$ 100,000		
Right-of-Way						\$ -		
Construction	\$ 2,000,000					\$ 2,000,000		
43rd Avenue, 49th Street to 53rd Street, three lanes (.5 miles)	\$ -	\$ -	\$ 1,000,000	\$ -		\$ 1,000,000	Developer Contributions	
Design & Engineering						\$ -		
Right-of-Way						\$ -		
Construction			\$ 1,000,000			\$ 1,000,000		
43rd Avenue, 12th Street to 18th Street, four lanes (1 mile)	\$ 580,000	\$ 520,000	\$ 2,000,000	\$ 1,341,374		\$ 4,441,374	Impact Fees II	3
43rd Avenue, 12th Street to 18th Street, four lanes (1 mile)			\$ 1,500,000	\$ 2,500,000		\$ 4,000,000	Gas Tax	
Design & Engineering	\$ 80,000	\$ 20,000				\$ 100,000		
Right-of-Way	\$ 500,000	\$ 500,000	\$ 500,000			\$ 1,500,000		
Construction			\$ 3,000,000	\$ 3,841,374		\$ 6,841,374		
43rd Avenue, 12th Street to Oslo Road, four lanes (2.5 miles)	\$ -	\$ -	\$ -	\$ -		\$ -	Optional Sales Tax	5
43rd Avenue, 12th Street to Oslo Road, four lanes (2.5 miles)	\$ 180,000	\$ 120,000	\$ 100,000	\$ 250,000	\$ 1,250,000	\$ 1,900,000	Impact Fees III	
Design & Engineering	\$ 80,000	\$ 20,000				\$ 100,000		
Right-of-Way	\$ 100,000	\$ 100,000	\$ 100,000	\$ 250,000	\$ 250,000	\$ 800,000		
Construction					\$ 1,000,000	\$ 1,000,000		
43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes	\$ 4,000,000	\$ 1,500,000	\$ -	\$ -		\$ 5,500,000	Impact Fees II	1&3
43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes		\$ 2,100,000	\$ 7,100,000	\$ -		\$ 9,200,000	Gas Tax	
43rd Avenue/SR 60 - 18th Street to 26th Street - 4 lanes	\$ 1,500,000	\$ -	\$ 2,000,000	\$ -		\$ 3,500,000	Optional Sales Tax	
Design & Engineering	\$ 500,000	\$ 100,000	\$ 100,000			\$ 700,000		
Right-of-Way	\$ 1,500,000	\$ 1,500,000	\$ 2,000,000			\$ 5,000,000		
Construction	\$ 3,500,000	\$ 2,000,000	\$ 7,000,000			\$ 12,500,000		
45th Street Beautification	\$ 200,000	\$ -	\$ -	\$ -		\$ 200,000	Gas Tax	1
Design & Engineering						\$ -		
Right-of-Way						\$ -		
Construction	\$ 200,000					\$ 200,000		
53rd Street - 58th Avenue to IR Blvd, add four lanes	\$ 3,200,000	\$ 1,500,000	\$ -	\$ -		\$ 4,700,000	Impact Fees II	1
53rd Street - 58th Avenue to IR Blvd, add four lanes		\$ -	\$ -	\$ -		\$ -	Optional Sales Tax	
53rd Street - 58th Avenue to IR Blvd, add four lanes		\$ -	\$ -	\$ -		\$ -	Developer Contributions	
Design & Engineering	\$ 200,000					\$ 200,000		
Right-of-Way						\$ -		

	<b>Construction</b>	\$ 3,600,000	\$ 1,500,000				\$ 4,500,000		
58th Avenue / SR 60 Intersection		\$ 650,000	\$ 2,000,000	\$ 1,500,000	\$ 1,000,000	\$ -	\$ 5,150,000	Impact Fees II	1&4
58th Avenue / SR 60 Intersection		\$ -	\$ -	\$ 800,000	\$ 1,600,000	\$ 7,796,194	\$ 9,996,194	Gas Tax	
58th Avenue / SR 60 Intersection		\$ -	\$ -	\$ -	\$ -	\$ 5,000,000	\$ 5,000,000	Optional Sales Tax	
58th Avenue / SR 60 Intersection		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Developer Contributions	
58th Avenue / SR 60 Intersection		\$ -	\$ -	\$ -	\$ 1,500,000	\$ 2,339,000	\$ 3,839,000	Grant	
	<b>Design &amp; Engineering</b>	\$ 150,000		\$ 100,000	\$ 100,000		\$ 350,000		
	<b>Right-of-Way</b>		\$ 2,000,000	\$ 2,000,000	\$ 1,000,000		\$ 5,000,000		
	<b>Construction</b>	\$ 500,000			\$ 3,000,000	\$ 15,135,194	\$ 18,635,194		
58th Avenue 49th-65th St - 4 lanes 50th Ave26th to 53rd				\$ 1,000,000	\$ 2,000,000		\$ 3,000,000	Developer Contributions	
	<b>Design &amp; Engineering</b>						\$ -		
	<b>Right-of-Way</b>						\$ -		
	<b>Construction</b>			\$ 1,000,000	\$ 2,000,000		\$ 3,000,000		
66th Ave 4th-12th St		\$ 2,900,000	\$ -	\$ -	\$ -		\$ 2,900,000	Impact Fees III	1&2
66th Ave 4th-12th St			\$ 3,600,000	\$ -	\$ -		\$ 3,000,000	Optional Sales Tax	
	<b>Design &amp; Engineering</b>	\$ 300,000					\$ 300,000		
	<b>Right-of-Way</b>	\$ 600,000					\$ 600,000		
	<b>Construction</b>	\$ 2,000,000	\$ 3,000,000				\$ 5,000,000		
66th Ave, 12th to SR60		\$ 1,890,300	\$ -	\$ -	\$ -		\$ 1,890,300	Impact Fees II	1
66th Ave, 12th to SR60			\$ -	\$ -	\$ -		\$ -	Gas Tax	
66th Ave, 12th to SR60		\$ 209,700					\$ 209,700	Grant	
	<b>Design &amp; Engineering</b>	\$ 100,000					\$ 100,000		
	<b>Right-of-Way</b>						\$ -		
	<b>Construction</b>	\$ 2,000,000					\$ 2,000,000		
66th Avenue - 77th Street to Barber St., four lanes (2.25 miles) & Side Streets		\$ -	\$ 1,000,000	\$ -	\$ 1,100,000		\$ 2,100,000	Impact Fees I	
66th Avenue - 77th Street to Barber St., four lanes (2.25 miles) & Side Streets		\$ 2,500,000	\$ 1,100,000	\$ 100,000	\$ 1,000,000		\$ 4,700,000	Gas Tax	
66th Avenue - 77th Street to Barber St., four lanes (2.25 miles) & Side Streets					\$ 1,500,000		\$ 1,500,000	Grant	C/GP
66th Avenue - 77th Street to Barber St., four lanes (2.25 miles) & Side Streets					\$ 7,450,000		\$ 7,450,000	Optional Sales Tax	
	<b>Design &amp; Engineering</b>	\$ 500,000	\$ 100,000	\$ 100,000	\$ 200,000		\$ 900,000		
	<b>Right-of-Way</b>	\$ 2,800,000	\$ 2,000,000				\$ 4,800,000		
	<b>Construction</b>				\$ 10,850,000		\$ 10,850,000		
66th Avenue, 41st Street to 77th Street, four lanes (4.0-miles), Includes side streets & side street bridges		\$ 1,000,000	\$ 1,000,000				\$ 2,000,000	Impact Fees I	
	<b>Design &amp; Engineering</b>						\$ -		
	<b>Right-of-Way</b>	\$ 1,000,000	\$ 1,000,000				\$ 2,000,000		
	<b>Construction</b>						\$ -		
66th Avenue, SR 60 to 41st Street, four lanes (4.0-miles). Includes side streets & side street bridges		\$ 800,000	\$ -	\$ -	\$ -		\$ 800,000	Optional Sales Tax	1
66th Avenue, SR 60 to 41st Street, four lanes (4.0-miles). Includes side streets & side street bridges		\$ -	\$ -	\$ 2,000,000	\$ -		\$ 2,000,000	Grant	2
66th Avenue, SR 60 to 41st Street, four lanes (4.0-miles), Includes side streets & side street bridges			\$ 1,700,000	\$ -	\$ -		\$ 1,700,000	Impact Fees II	
66th Avenue, SR 60 to 41st Street, four lanes (4.0-miles), Includes side streets & side street bridges				\$ 1,608,888	\$ 3,608,888	\$ -	\$ 5,217,776	Gas Tax	
	<b>Design &amp; Engineering</b>	\$ 400,000	\$ 100,000				\$ 500,000		
	<b>Right-of-Way</b>	\$ 400,000	\$ 600,000				\$ 2,000,000		
	<b>Construction</b>			\$ 3,608,888	\$ 3,608,888		\$ 7,217,776		
82nd Avenue Over Lateral "D" Canal and 4th Street/82nd Ave. Intersection W		\$ -	\$ 1,509,843				\$ 1,509,843	Optional Sales Tax	3
82nd Avenue Over Lateral "D" Canal and 4th Street/82nd Ave. Intersection W		\$ 60,000	\$ 80,000				\$ 140,000	Gas Tax	3

Design & Engineering	\$ 60,000	\$ 80,000				\$ 140,000		
Right-of-Way						\$ -		
Construction		\$ 1,509,843				\$ 1,509,843		
CR 510 - 61st Drive to Indian River, four lanes	\$ 700,000	\$ 130,780	\$ 400,000	\$ 2,300,000	\$ 5,500,000	\$ 9,030,780	Gas Tax	
CR 510 - 61st Drive to Indian River, four lanes (1.6 miles)	\$ 200,000	\$ 269,220	\$ -	\$ -	\$ -	\$ 469,220	Impact Fees I	
					\$ 5,000,000	\$ 5,000,000	Optional Sales Tax	
Design & Engineering	\$ 500,000					\$ 500,000		
Right-of-Way	\$ 400,000	\$ 400,000	\$ 400,000	\$ 2,300,000	\$ 500,000	\$ 4,000,000		
Construction					\$ 10,000,000	\$ 10,000,000		
CR 510, 75th Court to 61st Drive, four lanes (1.5 miles)	\$ 900,000	\$ 700,000	600,000	\$ 4,700,000	\$ 3,500,000	\$ 10,400,000	Gas Tax	
Design & Engineering	\$ 300,000	\$ 100,000				\$ 400,000		
Right-of-Way	\$ 600,000	\$ 600,000	\$ 600,000	\$ 1,200,000		\$ 3,000,000		
Construction				\$ 3,500,000	\$ 3,500,000	\$ 7,000,000		
CR 510, CR 512 to 75th Court, four lanes (4.5 miles)	\$ -	\$ -		\$ 2,000,000		\$ 2,000,000	Impact Fees I	3
CR 510, CR 512 to 75th Court, four lanes (4.5 miles)	\$ 800,000	\$ 400,000	\$ 500,000	\$ 6,400,000	\$ 8,000,000	\$ 16,100,000	Gas Tax	4
				\$ 3,000,000	\$ 5,000,000	\$ 8,000,000	Optional Sales Tax	
Design & Engineering	\$ 400,000		\$ 100,000	\$ 100,000		\$ 600,000		
Right-of-Way	\$ 400,000	\$ 400,000	\$ 400,000	\$ 1,800,000		\$ 3,000,000		
Construction				\$ 9,500,000	\$ 13,000,000	\$ 22,500,000		
CR 512 Phase 4, Sebastian Middle School to I-95, four lanes (2 miles)		\$ -	\$ -	\$ -		\$ -	Impact Fees I	1
CR 512 Phase 4, Sebastian Middle School to I-95, four lanes (2 miles)	\$ 187,480	\$ -	\$ -	\$ -		\$ 187,480	Gas Tax	
CR 512 Phase 4, Sebastian Middle School to I-95, four lanes (2 miles)		\$ -	\$ -	\$ -		\$ -	Optional Sales Tax	
CR 512 Phase 4, Sebastian Middle School to I-95, four lanes (2 miles)	\$ 822,520					\$ 822,520	Grant	
Design & Engineering	\$ 10,000					\$ 10,000		
Right-of-Way						\$ -		
Construction	\$ 1,000,000					\$ 1,000,000		
Indian River Drive Sidewalk- North	\$ 300,000	\$ -	\$ -	\$ -		\$ 300,000	Grant	1
Indian River Drive Sidewalk- North	\$ 220,000					\$ 220,000	Gas Tax	
Design & Engineering	\$ 20,000					\$ 20,000		
Right-of-Way						\$ -		
Construction	\$ 500,000					\$ 500,000		
12th Street Sidewalk 43rd to 27th Ave	\$ 135,000					\$ 135,000	Grant	1
						\$ -	Optional Sales Tax	
Design & Engineering	\$ 5,000					\$ 5,000		
Right-of-Way						\$ -		
Construction	\$ 130,000					\$ 130,000		
12th Street Sidewalk-VBF-11th Ave	\$ 187,000					\$ 187,000	Grant	1
						\$ -	Optional Sales Tax	
Design & Engineering	\$ 7,000					\$ 7,000		
Right-of-Way						\$ -		
Construction	\$ 180,000					\$ 180,000		
Misc. Intersection Improvements	\$ 300,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	\$ 2,700,000	Optional Sales Tax	2
Design & Engineering	\$ 300,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 700,000		
Right-of-Way						\$ -		
Construction		\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,000,000		
Misc. Right of Way Acquisition	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000	Gas Tax	
Misc. Right of Way Acquisition	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 500,000	\$ 2,500,000	Optional Sales Tax	
Right-of-Way	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000	\$ 5,000,000		
Old Dixie Hwy/SRC - included in 3 lane	\$ 2,700,000	\$ -	\$ -	\$ -		\$ 2,700,000	Impact Fees III	1
Old Dixie Hwy/SRC - included in 3 lane	\$ -	\$ -	\$ -	\$ -		\$ -	Optional Sales Tax	1
Design & Engineering	\$ 100,000					\$ 100,000		



	Right-of-Way						\$ -		
	Construction	\$ 2,600,000					\$ 2,600,000		
Oslo Road, 27th Avenue to 43rd Avenue, four lanes (1 mile)		\$ 4,400,000	\$ 2,000,000	\$ -	\$ -		\$ 6,400,000	Impact Fees III	1
Oslo Road, 27th Avenue to 43rd Avenue, four lanes (1 mile)		\$ 500,000	\$ 1,000,000	\$ -	\$ -		\$ 1,500,000	Gas Tax	1
	Design & Engineering	\$ 200,000					\$ 200,000		
	Right-of-Way	\$ 2,700,000					\$ 2,700,000		
	Construction	\$ 2,000,000	\$ 3,000,000				\$ 5,000,000		
Oslo Road, 43rd Avenue to 58th Avenue, four lanes (1 mile)		\$ 1,500,000	\$ 1,000,000	\$ -	\$ -		\$ 2,500,000	Impact Fees III	1
Oslo Road, 43rd Avenue to 58th Avenue, four lanes (1 mile)		\$ 1,600,000	\$ 2,000,000	\$ -	\$ -		\$ 3,600,000	Optional Sales Tax	2
	Design & Engineering	\$ 100,000					\$ 100,000		
	Right-of-Way	\$ 1,000,000					\$ 1,000,000		
	Construction	\$ 2,000,000	\$ 3,000,000				\$ 5,000,000		
SR A1A Widening – Castaway Boulevard to Moorings		\$ -	\$ 445,000	\$ -	\$ -		\$ 445,000	Impact Fees III	3
	Design & Engineering						\$ -		
	Right-of-Way						\$ -		
	Construction		\$ 445,000				\$ 445,000		
8th Street Sidewalk (US1 to 6th Avenue)		\$ 34,700		\$ -	\$ -		\$ 34,700	Optional Sales Tax	1
8th Street Sidewalk (US1 to 6th Avenue)		\$ 105,300	\$ -	\$ -	\$ -		\$ 105,300	Grant	1
	Design & Engineering	\$ 10,000					\$ 10,000		
	Right-of-Way						\$ -		
	Construction	\$ 130,000					\$ 130,000		
8th Street Sidewalk (18th Ct to Old Dixie Hwy)		\$ -	\$ 10,000	\$ -	\$ -		\$ 10,000	Optional Sales Tax	1
8th Street Sidewalk (18th Ct to Old Dixie Hwy)		\$ -	\$ 130,000	\$ -	\$ -		\$ 130,000	Grant	1
	Design & Engineering		\$ 10,000				\$ 10,000		
	Right-of-Way						\$ -		
	Construction		\$ 130,000				\$ 130,000		
Indian River Blvd Sidewalk (12th Street to 17th Street)		\$ 18,000		\$ -	\$ -		\$ 18,000	Optional Sales Tax	1
Indian River Blvd Sidewalk (12th Street to 17th Street)		\$ 432,000	\$ -	\$ -	\$ -		\$ 432,000	Grant	1
	Design & Engineering	\$ 50,000					\$ 50,000		
	Right-of-Way						\$ -		
	Construction	\$ 400,000					\$ 400,000		
13th Street SW (From 35th Avenue to 31st Avenue)		\$ 250,000		\$ -	\$ -		\$ 250,000	Gas Tax	1
13th Street SW (From 35th Avenue to 31st Avenue)		\$ 360,000	\$ -	\$ -	\$ -		\$ 360,000	Impact Fees III	
	Design & Engineering	\$ 10,000					\$ 10,000		
	Right-of-Way						\$ -		
	Construction	\$ 600,000					\$ 600,000		
Traffic controllers		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000	Gas Tax	2
Traffic Fiber Optic		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000	Gas Tax	2
Traffic Fiber Optic		\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 500,000	Optional Sales Tax	2
Bridge at Lateral A Canal-East of 66th Ave		\$ 750,000					\$ 750,000	Optional Sales Tax	2
	Construction	\$ 750,000					\$ 750,000		2
IR Lagoon-Misc Paving Projects		\$ 300,000					\$ 300,000		
	Construction	\$ 300,000					\$ 300,000	Optional Sales Tax	
	Design & Engineering	5,047,000	930,000	600,000	500,000	100,000	7,177,000		
	Right-of-Way	12,550,000	11,100,000	7,000,000	7,560,000	1,750,000	39,950,000		
	Construction	28,390,000	20,174,843	22,308,888	36,800,262	43,135,194	150,809,187		
	Traffic Controllers & Fiber Optic	300,000	300,000	300,000	300,000	300,000	1,500,000		
	Total Transportation	46,287,000	32,504,843	30,208,888	45,150,262	45,285,194	199,436,187		

## INDIAN RIVER COUNTY, FLORIDA

### MEMORANDUM

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

**THROUGH:** Robert M. Keating, AICP *AMK*  
Community Development Director

**FROM:** Phillip J. Matson *PM*  
MPO Staff Director

**DATE:** October 26, 2009

**SUBJECT:** **Consideration of 2035 Long Range Transportation Plan - Needs Assessment**

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It is requested that the information presented herein be given formal consideration at the MPO meeting of November 4, 2009.

#### **DESCRIPTION AND CONDITIONS**

According to state and federal regulations, the Indian River County MPO must prepare and adopt an updated long range transportation plan (LRTP) by December 31, 2010. To that end, MPO staff and the MPO's LRTP consultants, Kimley-Horn Associates/Stanley Consultants, have, during the past six months, undertaken research, collected data, initiated public involvement activities, completed socio-economic data projections, and coordinated with FDOT, the Space Coast TPO and the St. Lucie and Martin MPOs.

Most recently, the consultants completed a needs analysis using a computerized travel demand model known as the Greater Treasure Coast Regional Planning Model (GTCRPM). In 2007, the GTCRPM was validated for base year 2005. Through the validation process, the GTCRPM was modified so that the model predicted 2005 conditions within acceptable tolerances. Only then was the model accepted as an adequate predictor of future year conditions.

In 2009, the Indian River County MPO began a land use visioning process. That process was initiated in order to project long term population and employment growth in Indian River County and to determine if any changes were needed to the adopted Comprehensive plan. To obtain future year population forecasts, the MPO relied on the State of Florida Bureau of Economic and Business Research (BEBR) midrange countywide population forecast. Based on input received during the visioning process and using information on growth and vacant land maintained by the County, the MPO developed future population and employment (socio-economic data) forecasts by traffic analysis zone for year 2035. Preliminary forecasts

were presented to the TAC at a workshop held on August 28<sup>th</sup>, 2009. Subsequently, those forecasts were refined in response to comments by TAC members.

Using projected 2035 socio-economic data for Traffic Analysis Zones, the consultant ran the GTCRPM with the existing plus committed road network. The existing plus committed road network is defined as all roadways that exist in the county today plus those roadways that will be constructed *in the next five years*. When future growth and the transportation impacts of that growth are applied to the existing and committed roadway network, the model provides a good indication of future year (2035) transportation needs. Stated another way, the Deficiencies Map that appears in Attachment 1 is the likely future result if no significant improvements are made to the current roadway network.

On November 4, 2009, the MPO's LRTP consultants, Kimley-Horn Associates/Stamley Consultants, will present the results of the 2035 Needs Assessment to the MPO.

## **ANALYSIS**

According to the Greater Treasure Coast Model, projected growth between now and 2035 will result in substantial congestion on the existing roadway system if no roadway improvements (other than those already committed) are made. The attached map (Attachment 1) depicts the results of the initial GTCRPM model runs using 2035 socio-economic data projections and the existing plus committed road network.

Generally, the results of this analysis are not unexpected. In fact, several of the roadways identified as overcapacity by 2035 have improvements planned and/or preliminary construction stages already programmed. These include: US 1 from Oslo Road to the St. Lucie County Line; Oslo Road from 27<sup>th</sup> Avenue to 58<sup>th</sup> Avenue; 43<sup>rd</sup> Avenue from 26<sup>th</sup> Street to 16<sup>th</sup> Street; Aviation Boulevard from 43<sup>rd</sup> Avenue to US 1; Roseland Road from US 1 to CR 512; and 66<sup>th</sup> Avenue north of SR 60.

While many of these roadways were identified as deficient in the last long range transportation plan, a number of new roadway deficiencies appear in the latest analysis. One new deficiency is SR 60 from 66<sup>th</sup> Avenue to I-95. While the 2030 Long Range Plan indicated that this roadway would operate at level of service "D" as a six-lane facility, the latest analysis indicates that the roadway will exceed "D" by 2035 even as a six-lane facility. Although this outcome was unexpected, the deficiency finding on SR 60 may help the MPO to obtain a favorable decision from the Federal Highway Administration with respect to the Oslo Road Interchange. Other new roadway deficiencies on the attached map include 43<sup>rd</sup> Avenue (26<sup>th</sup> Street to 41<sup>st</sup> Street) and CR 507 (Fellsmere City Limits to the Brevard County Line).

The next step in the 2035 LRTP development process is adoption of the Needs Plan. The needs plan can be defined as the set of all roadway and transportation projects that must be implemented to maintain an adequate level of service by 2035. In the upcoming months, MPO staff and its consultants will be presenting a number of needs plan alternatives, since not all of the roadways depicted on the attached map will need to be widened in order to achieve adequate travel conditions. That is because the widening of a single facility may correct deficiencies both on that facility and on parallel facilities.

Going forward, MPO staff and its consultants will consider alternatives to widening as part of the needs plan and cost feasible plan development process. These alternatives will include densifying the existing grid network by providing new small-scale roadways and interconnecting existing roadways; assessing the impact of improvements outside of the county on local roadways (such as the new South Brevard I-95 Interchanges); and assessing Congestion Management Process improvements.

### **RECOMMENDATION**

Staff recommends that the MPO review the attached information, consider the staff-consultant presentation at the November 4, 2009 joint meeting, and provide comments to staff.

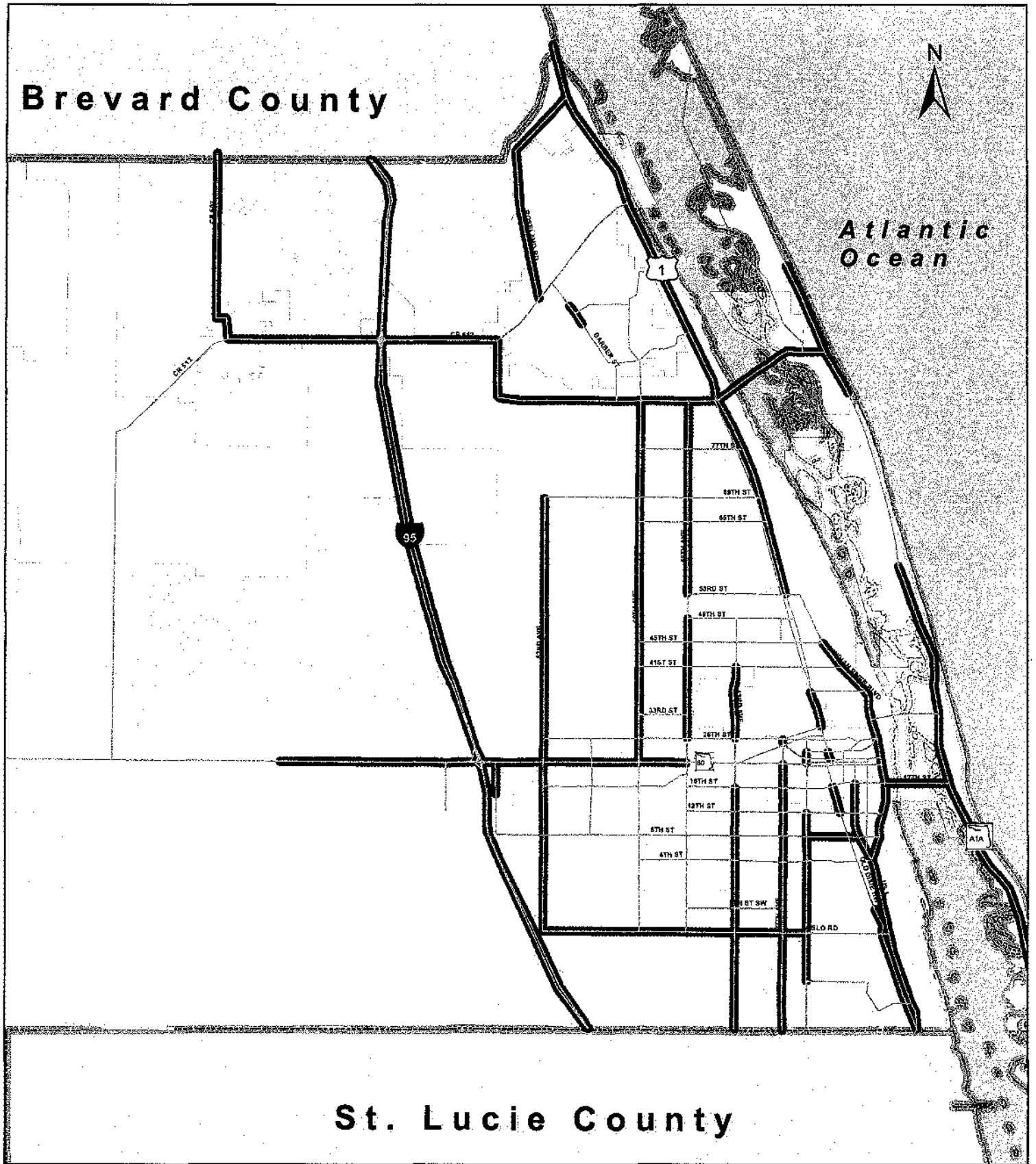
### **ATTACHMENTS**

1. Needs Plan Development 2035 Roadway Deficiencies

**Brevard County**



*Atlantic Ocean*



**St. Lucie County**

**Indian River County  
2035 Long Range Transportation Plan**

**Needs Plan Development  
2035 Roadway Deficiencies**

**Attachment 1**

- Highway Network
- Potentially Deficient Road in 2035
- City Boundary

INDIAN RIVER COUNTY, FLORIDA

MEMORANDUM

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

**THROUGH:** Robert M. Keating, AICP *RMK*  
Community Development Director

**FROM:** Phillip J. Matson *PJM*  
MPO Staff Director

**DATE:** October 27, 2009

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

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It is requested that the information presented herein be given formal consideration at the MPO meeting of November 4, 2009.

**SUMMARY**

At the request of FDOT, an amendment to the adopted FY 2009/10 – 2013/14 Transportation Improvement Program (TIP) was approved by the MPO staff director. That amendment, known as a “roll-forward” amendment, was necessary to ensure that all unexpended funds contained in last year’s approved TIP are available for use in this year’s TIP. Staff approval of minor amendments to MPO plans is allowed pursuant to MPO resolution No. 99-02, adopted on July 14, 1999. That resolution allows such administrative amendments with the requirement that the MPO Staff Director provide a status report of any such amendment to the MPO, TAC, and CAC at their next regularly scheduled meetings. This is the required staff report.

**DESCRIPTION, CONDITIONS & ANALYSIS**

At the request of FDOT, an amendment to the adopted Transportation Improvement Program (TIP) was approved by the MPO staff director. That amendment, known as a “roll-forward” amendment, was administrative in nature and does not affect the cost, completion date, or scheduling of any project in the TIP. The funds contained in the roll-forward amendment were originally scheduled for authorization in FY 08/09 but, for a variety of reasons, were not expended by June 30, 2009. The amendment was necessary to ensure that all unexpended funds contained in last year’s approved TIP are available for use in this year’s TIP.

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

**RECOMMENDATION**

This item is for informational purposes. No action is required.

- Attachments: 1. FDOT Roll-Forward Amendment for FY 2009/10  
2. MPO Resolution No. 99-02

F:\Community Development\Users\MPO\Meetings\TAC\2007\11-8-07 Joint mtg\TIP Amendments.doc

**INDIAN RIVER COUNTY METROPOLITAN PLANNING ORGANIZATION (MPO)  
FY 2009/10 – FY 2013/14 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)  
TIP AMENDMENT APPROVAL CERTIFICATION FORM**

***FY 2010 Roll-Forward Report***

The MPO, through administrative delegation to its director, approved incorporation of the attached report into the TIP on August 28, 2009. This amendment will be recognized by the Federal Highway Administration after the TIP becomes effective on October 1, 2009.

I attest that this TIP amendment was developed and approved in compliance with applicable laws and procedures.

*P J Metzger*

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MPO Director  
Indian River County MPO

*8/28/09*

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Date



FLORIDA DEPARTMENT OF TRANSPORTATION  
TRANSPORTATION IMPROVEMENT PROGRAM  
INDIAN RIVER MPO ROLL-FORWARD REPORT  
FISCAL YEAR 2010

GROUP	ITEM NO	DESCRIPTION	WORK MIX	FUND CODE	PE	ROW	RRU	CST	MISC
HIGHWAYS	4164182	INDIAN RIVER COUNTY SIGNAL SYSTEM GROUP 4	TRAFFIC CONTROL DEVICES/SYSTEM	SL	0	0	75,000	0	0
HIGHWAYS	4217871	26TH STREET/ FROM 43RD AVE TO US-1/VERO BEACH	ADD LANES & RECONSTRUCT	CIGP	0	0	0	1,200,000	0
HIGHWAYS	4217871	26TH STREET/ FROM 43RD AVE TO US-1/VERO BEACH	ADD LANES & RECONSTRUCT	LF	0	0	0	1,200,000	0
HIGHWAYS	4262461	BARBER ST FROM SCHUMANN DR TO COUNTY RD 512	RESURFACING	FSSL	0	0	0	270,219	0
HIGHWAYS	4262461	BARBER ST FROM SCHUMANN DR TO COUNTY RD 512	RESURFACING	FSSL	0	0	0	1,930,593	0
HIGHWAYS	4262461	BARBER ST FROM SCHUMANN DR TO COUNTY RD 512	RESURFACING	SA	0	0	0	45,000	0
HIGHWAYS	4262461	BARBER ST FROM SCHUMANN DR TO COUNTY RD 512	RESURFACING	ACSA	1,000	0	0	0	0
HIGHWAYS	4262481	20TH AVE. FROM OSLO RD TO SR-60	RESURFACING	FSSL	0	0	0	230,000	0
HIGHWAYS	4262481	20TH AVE. FROM OSLO RD TO SR-60	RESURFACING	FSSL	0	0	0	1,880,000	0
HIGHWAYS	4262481	20TH AVE. FROM OSLO RD TO SR-60	RESURFACING	SA	0	0	0	40,000	0
HIGHWAYS	4262481	20TH AVE. FROM OSLO RD TO SR-60	RESURFACING	ACSA	1,000	0	0	0	0
HIGHWAYS	4262491	CR-507 FROM FELLSMERE CITY LIMIT TO BREVARD C/L	RESURFACING	FSSL	0	0	0	25,300	0
HIGHWAYS	4262491	CR-507 FROM FELLSMERE CITY LIMIT TO BREVARD C/L	RESURFACING	FSSN	0	0	0	84,700	0
HIGHWAYS	4262491	CR-507 FROM FELLSMERE CITY LIMIT TO BREVARD C/L	RESURFACING	ACSA	0	0	0	25,000	0
HIGHWAYS	4262491	CR-507 FROM FELLSMERE CITY LIMIT TO BREVARD C/L	RESURFACING	FSSL	0	0	0	183,897	0
HIGHWAYS	4262491	CR-507 FROM FELLSMERE CITY LIMIT TO BREVARD C/L	RESURFACING	FSSN	0	0	0	622,103	0
HIGHWAYS	4262491	CR-507 FROM FELLSMERE CITY LIMIT TO BREVARD C/L	RESURFACING	ACSA	1,000	0	0	0	0
MAINTENANCE	4043961	JPA WITH CITY OF VERO BEACH, LANDSCAPE MAINTENANCE	PERIODIC MAINTENANCE	D	0	0	0	0	110,000
PTO: TRANSIT	4071902	INDIAN RIVER SECTION 5307 CAPITAL ASSISTANCE	PURCHASE VEHICLES/EQUIPMENT	FTA	0	0	0	0	516,756
PTO: TRANSIT	4071903	INDIAN RIVER COUNTY SECTION 5307 CAPITAL ASSISTANCE	PURCHASE VEHICLES/EQUIPMENT	FTA	0	0	0	0	581,332
PTO: TRANSIT	4264031	ARRA SECTION 5307 INDIAN RIVER CO. VERO BEACH - SEBASTIAN	CAPITAL FOR FIXED ROUTE	FTA	0	0	0	0	2,110,049
<b>TOTAL</b>					<b>3,000</b>	<b>0</b>	<b>75,000</b>	<b>7,736,812</b>	<b>3,318,133</b>

Note: FTA funds shown may be in the work program even if they have lapsed. It is the responsibility of the recipient to maintain current information on FTA funds.

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All projects are in Indian River County.

SL - STP, Areas < 200k; CIGP - County Incentive Grant Program; LF - Local Funds; FSSL - Federal Stimulus, Area < = 200k; SA - STP, Any Area; ACSA - Advance Construction (SA);  
FSSN - Federal Stimulus, Non-Urban; D - Unrestricted State Primary; FTA - Federal Transit Administration.

PE - Preliminary Engineering, ROW - Right of Way, RRU - Railroad/Utilities, CST - Construction, MISC - Grants and Miscellaneous

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