

2008

PRIORITY PROJECTS REPORT

INDIAN RIVER COUNTY

METROPOLITAN PLANNING ORGANIZATION



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**INDIAN RIVER COUNTY
METROPOLITAN PLANNING ORGANIZATION
2008 PRIORITY PROJECTS REPORT**

INTRODUCTION

In September of each year, MPOs in Florida are required to submit priority projects lists to the Florida Department of Transportation (FDOT). The September priority projects submittal date allows FDOT time to incorporate MPO priorities in a new draft tentative Five Year Work Program, transmit the draft tentative work program to MPOs in November, present the work program to MPOs and hold public hearings in December. The Five Year Work Program is then submitted to the Legislature in January, sixty days prior to the start of the legislative session.

This report contains the Indian River County MPO's 2008 priority projects lists. The MPO priority lists are used by FDOT as the basis for developing its annual five year work program. The projects included in this report will be considered for funding by FDOT, primarily in the fifth year (FY 2013/2014) of its FY 2009/10-2013/14 Five Year Work Program.

The component lists of the MPO's 2008 Priority Projects Report are the same as those in the 2007 report. As in 2007, the MPO has opted to divide the highway priorities list into three categories, roughly mirroring three major available funding sources: Strategic Intermodal System (SIS) projects; Regional Roadway projects; and Other Highways. Since 2006, the MPO has refined its regional roadway projects methodology. In addition to the highway priorities list, the MPO has included a second list for priority Congestion Management Process (formerly known as Congestion Management System) projects, a third list for priority Enhancement projects, a fourth list for priority Transit projects, and a fifth list for priority Aviation projects.

PRIORITY HIGHWAY PROJECTS

This section explains the specific methodology utilized to prepare the MPO's 2008 Priority Highway Projects List. In this section, the inputs and data used to develop and rank the projects are explained, and a brief explanation of each project and its rank is also provided.

The primary input used in developing the 2008 list of priority highway projects was the MPO's adopted 2030 Long Range Transportation Plan (LRTP). Besides the 2030 LRTP, routine system monitoring and discussions with staff from other MPOs, local governments, and FDOT were also used as inputs in developing the list.

The 2030 LRTP (Table A-7 of the Appendix) was used as the primary basis in developing the priority highway projects list. The reasons for this include:

- SAFETEA-LU and state regulations require projects funded through FDOT to be consistent with the MPO's adopted LRTP;

- the LRTP's recommended roadway improvement projects are consistent with adopted local government comprehensive plans, including the Transportation Element of the County's adopted 2020 Comprehensive Plan;
- the improvements listed in the MPO's adopted LRTP were analyzed for need using sound transportation planning and engineering practices; and
- the MPO's LRTP was adopted after considerable involvement of citizens, technical experts, and elected officials.

In addition to using the LRTP, MPO staff reviewed the status of the projects listed in the MPO's 2007 priority highway projects list and compared those projects to FDOT's current (FY 2008/09 - 2012/13) adopted Five Year Work Program. Finally, meetings and discussions with municipal, County, and FDOT staff provided additional information utilized in preparing the 2008 list. In those meetings, local government staff familiar with localized capacity and safety problems provided additional information regarding needed projects, while FDOT staff provided input regarding potential projects based on the results and recommendations of numerous FDOT corridor studies undertaken within the County.

In order to adopt a priority list that more closely approximates the major classifications of the roadway network, the MPO has, as it did in 2007, divided its highway priority list into three categories: SIS Highways, Regional Highways, and Other Highways.

SIS Highways

The Strategic Intermodal System in Indian River County consists of I-95, the Florida Turnpike, and SR 60 West of I-95 to Osceola County. Projects on the SIS generally serve an interstate and inter-regional function and carry high volumes of traffic and goods across long distances. FDOT allocates funding specifically for Strategic Intermodal System (SIS) projects and has requested local input into the SIS funding prioritization process. This year's top SIS project in Indian River County remains the Oslo Road Interchange.

Regional Highways

Regional roadways serve a function of connecting major population or activity concentrations that are separated by some distance. With the Growth Management Legislation that was signed into law in July of 2006, regional roadways became more important, because that legislation established a new grant program, known as the Transportation Regional Incentive Program (TRIP), for use on roadways determined to be regional in nature.

In order to qualify for TRIP funding, the MPO engaged in a number of actions. These included establishing a new regional entity, the Treasure Coast Transportation Council (TCTC), with Martin and St. Lucie Counties; developing a regional roadway network map; and developing a set of interim criteria for prioritizing TRIP project candidates on a regional basis. In 2007, the interim prioritization criteria were applied to the list of regional projects identified in the Long Range Plans of the individual counties. The results of that prioritization,

which were subsequently adopted by the TCTC and all three MPOs, are contained in Table A-8 of this report

A TRIP funded project phase may not begin until the funds have been allocated by FDOT. In addition, the project must be at least 50% funded with local money. Unlike every other priority list in this document, the Regional priorities list is not adopted solely by the MPO. After approval of Indian River County's regional priority candidates by the MPO, the candidate projects from all three counties will be ranked and approved by the TCTC. After approval, the TCTC regional priorities will be submitted to FDOT. According to FDOT, funds will be awarded to eligible priority projects that are construction ready. If none of the top priorities are construction ready, then funds will be allocated for the right-of-way and design phases of the top-ranked priorities.

In each of the last several years, the amount of funding allocated by the State of Florida to the TRIP program in the three-county Treasure Coast area has been declining and is currently anticipated to be \$1,925,000 in FY 2009/10. In order to enable the MPOs to amass sufficient funds to implement regional transportation priorities, FDOT has requested that the TCTC submit a three-year TRIP priority list. In response, Indian River County has identified four regional projects, including 3 segments of 66th Avenue and 1 segment of County Road 510, as TRIP project candidates over the next three years.

Other Highways

Non-SIS and Non-regional roadways for which the MPO is seeking federal and state funding are included on the Other Highways priority list. Last year, the MPO's top priority was US 1 from Oslo Road to Highlands Drive. That project received \$3,600,000 in construction funding in FY 2012/13 in the current TIP, but the project is not yet fully funded. Therefore, this project will remain on the MPO's priority list as the top "Other Highway" priority.

Once a project is deemed to be a priority, the project must remain on the priority list until construction funding for the project is programmed by FDOT in its five-year work program. Otherwise, FDOT will not fund the project, since FDOT programs only those projects that the MPO designates as priorities. For that reason, it is not unusual for a project to stay on the highway priority list for ten or more years. Even when initial project phases, including PD&E (project development & environmental), design, and right-of-way acquisition, are programmed, a project needs to stay on the priority list until construction funding is reflected in FDOT's work program. Because projects stay on the priority list until construction funds are programmed, few projects are removed from the priority list each year.

When the MPO adopted the new highway priority list format in 2005, the intent was to expedite certain projects. Under FDOT's current funding formula, those projects which had been on the MPO's priority list for several years would take many more years to produce. This was due to a disproportionate increase in project costs (such as labor, right of way acquisition and raw materials costs) relative to funding allocations at the Federal and State level. Consequently, the County decided that several of its long-standing priorities would have a better chance of getting built if they were removed from the federal funding process. And in fact, the county was able to obtain roughly \$11 million in state funding by placing several

priorities (including Oslo Road, CR 512, and 58th Avenue at SR 60) on the Regional Highways priority list.

In light of the above changes, the MPO's top unfunded highway priorities are as follows: the MPO's top SIS Highway priority is the same as last year's priority, the Oslo Road Interchange. The top Regional Highway priority is 66th Ave from SR 60 to 41st Street, and the top Other Highways priority is US 1 from Oslo Road to Highlands Drive.

The complete list of highway priorities is included as Tables A-1, A-2, and A-3 in the Appendix. That list is consistent with the 2030 LRTP interim year project sets, as well as local comprehensive plans, MPO plans, and FDOT's work program. A summary description of each project in order of priority ranking and an explanation of its ranking is presented below.

2008 List of Priority Highway Projects – SIS

- 1. Oslo Road Interchange at Interstate 95** –Growth within the Oslo Road corridor is expected to increase significantly over the next several years. An interchange at Oslo Road and Interstate 95 will provide Indian River County with increased access to Interstate 95 and will assist in generating commercial/industrial activity along the Oslo corridor. This interchange can also provide enhanced hurricane evacuation for Indian River County. Currently, an Interchange Justification Report is being prepared for the Oslo Road Interchange. Right of Way and construction funding is requested for this project.

2008 List of Candidate TRIP Grant Priority Highway Projects – Regional

- 1. 66th Avenue from SR 60 to CR 510**

This project, involves four laning 66th Avenue from CR510 to SR 60. This roadway serves as the primary connector between Sebastian and the SR 60 area near the Indian River Mall, one of the County's largest employers and major trip generator. Construction funding is requested for the first two phases of this project, which includes widening 66th Avenue from SR 60 to 41st Street and from 41st Street to 61st Street.

- 2. CR 510 from CR 512 to US 1** - This project involves four laning CR 510 from US 1 to CR 512. This roadway serves as the primary evacuation route from the northern barrier island to I-95 and is also north county's major east-west arterial. Construction funding is requested for the first phase of the project, the widening of CR 510 from CR 512 to 82nd Avenue.

2008 List of Priority Highway Projects – Other

- 1. US 1, six laning from Oslo Road to Highlands Drive** - This project is a continuation of a project in the current TIP, the six laning of US 1 from south of Indian River Boulevard to Oslo Road. The segment of US 1 from Oslo Road to Highlands Drive experiences congestion that needs to be addressed in the intermediate (5-15 year) term. This project will alleviate the congestion and capacity issues on this road segment. The project is

currently at the right-of-way acquisition phase and has received partial construction funding. Additional construction funding is requested for this project.

2. **US 1, six laning from the St. Lucie County Line to Highlands Drive** - This project is a follow-on to the top priority, six laning US 1 from south of Oslo Road to Highlands Drive. The St. Lucie County Line to Highlands Drive segment experiences congestion that needs to be addressed in the intermediate (5-15 year) term. This project will alleviate the congestion and capacity issues on this road segment. Construction funding is requested for this project.
3. **82nd Avenue, two laning from 26th Street to CR 510** - The MPO's 2030 LRTP includes a project to construct 82nd Avenue as a two lane facility from its current terminus near 26th Street to CR 510. It will also form a part of a proposed three-county western multimodal corridor with St. Lucie and Martin Counties. This segment of roadway is identified as a Greenways corridor with multi-use pathways for non-motorized transportation. As currently proposed, the project would involve paving 82nd Avenue from 26th Street to CR 510. This project is currently under design. Right-of-way acquisition and construction funding are requested for this project.

Conclusion

As structured, the MPO's 2008 List of Priority Highway Projects identifies only those projects for which state and/or federal funding is requested. As indicated in the MPO's 2030 LRTP, many of the plan's cost-feasible roadway improvements will be funded with local revenues and constructed by the County or local municipalities. Because locally funded roadway improvement projects can generally be completed in shorter timeframes than state or federally funded projects, it is often preferable not to include projects on the MPO's priority highways list where local funding is available for those projects. Therefore, the priority highway projects list includes only roadway projects which require state or federal funds and which are not needed for several years. The 2008 highway priority projects are also shown on the priority projects map included in this report.

PRIORITY CONGESTION MANAGEMENT PROCESS (CMP) PROJECTS

Beginning with the 1998 Priority Projects Report, MPO staff has utilized the MPO's Congestion Management System (CMS) plan to identify and prioritize improvement strategies for the county's most congested corridors. With the 2006 passage of SAFETEA-LU, the new federal highway authorization bill, the Congestion Management System was renamed the "Congestion Management Process," or CMP. In 2007, the MPO conducted a CMP analysis with an emphasis on congested corridors in the Sebastian area, since the MPO was considering an amendment to delete Fleming Street in Sebastian from its Long Range Transportation Plan. That analysis confirmed that the intersection improvement of Barber Street and Schumann Drive should be the top CMP priority. The Barber Street/Schumann project was first identified for CMP funding in the 2004 CMS analysis report. Therefore, the intersection improvement of Barber Street and Schumann Drive is this year's sole CMP priority.

Corridor Ranking	Corridor	Project
1 (2007)	Schumann Dr & Barber St Intersection	<ul style="list-style-type: none"> ○ Construct one additional westbound departure lane on Barber St. (2007 CMP) ○ Construct one additional northbound left-turn lane to create dual northbound left-turn lanes. (2007 CMP) ○ Construct a dedicated right-turn lane on all approaches. (2007 CMP) ○ Extend northbound left turn lane on Schumann Dr at Barber St (to 400 feet). (2004 CMS) ○ Include maintenance of traffic plan that provides adequate capacity at its intersection with Schumann Dr./66th Ave in the plans to widen Barber Street so that it operates at an acceptable level of service.

PRIORITY ENHANCEMENT PROJECTS

One important component of SAFETEA-LU, the federal highway act, is the federal enhancements program. Funded with ten percent of Surface Transportation Program allocations, the enhancement program focuses on improvements that complement the transportation system. In Florida, enhancement funds are allocated to each FDOT district, which then determines how these funds will be distributed among the MPOs in its jurisdiction.

For the past 2 years, the MPO has suspended the enhancement prioritization cycle since a single year of enhancement funding in Indian River County has proven to be insufficient to construct a project of significant impact. 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 2006, the MPO undertook its first ever Greenways Plan. That plan, which sought to identify safe, off-road travel opportunities throughout the central (and later north) areas of the county, resulted in the identification of a number of candidate Greenways projects. The plan also identified the Enhancement program as a potential source of funds for these projects. Therefore, the MPO decided to use its Enhancement funding to implement projects identified in its Greenways plan.

The prioritization process for Enhancement Funds was based on the criteria used to rate the projects in the County’s Greenways Master Plan. Those criteria include connectivity, constructability, quality of life benefits, agency support and cost and are summarized in A-9 of the Appendix. The highest ranked Greenways projects based on the criteria are shown in Table A-5 and Table A-6, and are described in detail below.

2008 List of Priority Enhancement Projects

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, crosses I-95 and CR 507, and ends at the Blue Cypress Conservation Area west of the Fellsmere city limits. The corridor lies almost entirely on publicly owned abandoned right-of-way of the Trans-Florida Central Railroad. Major attractors along the corridor

include the St. Sebastian River State Buffer Preserve, Sebastian Middle School, the City of Fellsmere, North County Park and Aquatic Center, the North County Canoe Launch, several historic properties, the Indian River County Shooting Range, the North County Library, and a number of dense residential neighborhoods.

The proposed corridor is 12 miles in length and has an estimated cost of \$4,800,000 for constructing a paved surface trail. The MPO is currently requesting funds for design and construction of the trail, between North County Park and 104th 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. It runs within the City of Sebastian, with most of the right-of-way under City of Sebastian or Indian River County ownership. The corridor provides access to two elementary schools, the Sebastian Stormwater Park, the Sebastian Harbor Preserve Conservation Area, Sebastian City hall, Schumann Drive Park, Easy Street Park, shopping centers, and residential neighborhoods in the City of Sebastian. The corridor is 4 miles long, with an estimated cost of \$1,840,000 for construction of a paved surface trail. For the 2008 Enhancement cycle, the MPO is requesting funds for construction of 1.75 miles of the corridor, from Barber Street to Kildare Drive. The estimated cost of the project is \$805,000.
- 3. Airport Loop Greenway trail** – The Vero Beach Airport Greenway and Mountain Bike Park trails run along 43rd Ave, 41st St, the FEC Railroad corridor parallel to US1, and the Main Relief Canal along Aviation Blvd/26th St. It includes the “Flatwoods” section west of 43rd Ave, and connects to Dodgertown, the Vero Beach Airport, and the Gifford Community. It is planned as a 10’ wide shared-use path, approximately 6.6 miles in length. Parts of the trail pass through right-of-way owned by FEC Railroad, the Indian River Farms Water Control District, and the City of Vero Beach. To proceed with trail construction and operation, the MPO would need to obtain agreements from these agencies.

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.

PRIORITY TRANSIT PROJECTS

Because of the way that transit projects are funded, transit priorities were not included in the MPO's priority projects list until the year 2000. Prior to that time, the MPO had not considered it necessary to develop transit priority lists, because transit capital and transit operations are funded by FTA and because a separate grant application is submitted directly to FTA. In the last several years, however, the MPO obtained funds from a variety of sources, including discretionary state grants. In order to apply for many federal and state grant programs, proposed projects must be included on an adopted MPO priority list. In addition, fixed route transit travel has gained in popularity in recent years, which has made the need to prioritize available resources in order to meet demand even greater. For those reasons, FDOT

encouraged the MPO to develop a transit priority list as a mechanism to implement the MPO’s transit plans.

For 2008, the primary source of projects in the transit priority list was the MPO’s Transit Development Plan (TDP) - Major Update. Since a major update of the TDP in 2005, the county has been implementing a number of TDP strategies, such as new service, new facilities, a bus wrap program, and adjustments to existing routes. Many of these TDP projects have not been implemented, and these form the basis of the transit priority list.

Priority Transit Projects

Ranking	Project	Unit Cost	Funding Source
1	Expand weekday hours of service (7 a.m. to 7 p.m.)	\$126,846/yr	75% State/Federal
2	Provide service between South Beach Park, Humiston Park and Sexton Plaza.	\$89,262/yr	75% State/Federal
3	Provide service from Pocahontas Park to Sexton Plaza on 17 th Street.	\$89,262/yr	75% State/Federal
4	Adopt 30-minute headways on Routes 1 and 2.	\$123,016/yr	75% State/Federal
5	Construct a facility for operations, administration, and secured vehicle storage	\$4,000,000	100% Federal
6	Expand Saturday Service	\$1,383,254	75% State/Federal

PRIORITY AIRPORT PROJECTS

In Indian River County, there are two publicly owned general aviation airports, each of which qualifies for state and federal funding. Separate priority project lists have been established for each airport. This report includes a Vero Beach Airport priority projects list and a Sebastian Airport priority projects list.

To develop the airport priority projects list, MPO staff reviewed the current JACIPs (Joint Automated Capital Improvement Programs) for each of the two public airports in the county, identified which projects in the JACIPs were unfunded, and coordinated with respective airport staffs. The following airport priority projects were identified for 2009 - 2013.

Vero Beach Airport Priority Projects

Ranking	Project
1	Airport Security Improvements Phase 2
2	Enhanced Taxiway Markings
3	Rehabilitate Taxiway F
4	Rehabilitate Taxiway B
5	Alternative Energy Project
6	Construct Operations Facility
7	Rehabilitate Runway 4/22
8	Construct Taxiway B Extension
9	Access Road Improvements

10	Extend Taxiway E East of Runway 4
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Sebastian Airport Priority Projects

Ranking	Project
1	Construct Access Road
2	Planning/Engineering for construction and/or rehabilitation of Taxiways, Taxilanes, and Apron F.
3	Stormwater Master Plan Update ~ East Basins
4	Construct Commercial “Lease” Hanger
5	Acquire Loader/Excavator and other maintenance equipment
6	Airport Layout Plan ~ Update (completion in Fall 2008)
7	Construct Corporate Hangers (2009)

Conclusion

The five components of the Indian River County MPO’s 2008 Priority Projects Report—the priority highway projects list, the priority CMP projects list, the priority enhancement projects list, the priority transit projects list, and the priority airport projects list—were reviewed by the MPO Technical Advisory Committee (TAC), the MPO Citizens Advisory Committee (CAC), and by the MPO Board. Opportunities for public comment were available at the TAC, CAC, and MPO meetings. Before making decisions regarding the five priority projects lists, the MPO and its advisory committees considered public input.

At its meeting of September 10, 2008, the Indian River County MPO considered the 2008 Priority Projects Report. The MPO also reviewed the accompanying staff report, considered the recommendations of the TAC and CAC, and discussed various issues. The MPO then adopted the priority projects report containing the MPO’s 2008 lists of priority highway, CMP, enhancement, transit, and airport projects.

**APPENDIX
Summary Tables, Maps and Reference Material**

**Table A-1
Priority Highway Projects, SIS Highways**

Project Rank				Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2008/09 – 2012/13 Five Year Work Program		Funding Source Requested
2008	2007	2006	2005		From	To				FI/FM #	Programmed Improvements (\$000s)	
1	1	1	1	Oslo Road Interchange at Interstate 95	-	-	n/a	Add interchange	Federal	4130482	FY 12/13 PE \$2,200	State/Federal

**Table A-2
Priority Highway Projects, Regional Highways**

Project Rank				Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2008/09 – 2012/13 Five Year Work Program		Funding Source Requested
2008	2007	2006	2005		From	To				FI/FM #	Programmed Improvements (\$000s)	
1	2	5	-	66th Avenue	CR 510	SR 60	7.5	Widen from two to four lanes	County	n/a	No Phase Programmed	State only (TRIPS)
2	3	1	1	CR 510	CR 512	US 1	5.82	Widen from two to four lanes	County	4056061	No Phase Programmed currently. (FY 07/08 PE \$2,100)	State/Federal

**Table A-3
Priority Highway Projects, Other Highways**

Project Rank				Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2008/09 – 2012/13 Five Year Work Program		Funding Source Requested
2008	2007	2006	2005		From	To				FI/FM #	Programmed Improvements (\$000s)	
1	1	2	2	US 1	Oslo Rd	Highlands Drive	1.5	Widen from four to six lanes	State	2285834	FY 12/13 CST \$3,575	State/Federal
2	2	3	3	US 1	Highlands Drive	S. County Line	0.5	Widen from four to six lanes	State	2285832	FY 09/10 ROW \$3,694	State/Federal
3	-	-	-	82 nd Ave	26 th St	CR 510	7.0	New Road two lane undivided	County	2308791	FY 06/07 PE \$ 1,550	State/Federal

**Table A-4
CMP Priority Projects**

Project Rank				Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2008/09 – 2012/13 Five Year Work Program		Funding Source Requested
2008	2007	2006	2005		From	To				FI/FM #	Programmed Improvements (\$000s)	
1	2	2	n/a	Schumann Dr & Barber St Intersection	-	-	-	Add Turn Lanes, Sidewalks, Signalization, Add Through Lanes	City	n/a	No Phase Programmed	State/Federal

**Table A-5
Priority Enhancement Projects**

Project Rank	Prioritization Score	Roadway	Location		Length (miles)	Improvement Type	Jurisdiction	FDOT FY 2005/06 – 2009/10 Five Year Work Program		Funding Source Requested
			From	To				FI/FM #	Programmed Improvements (\$000s)	
1	93	Trans-Florida Railroad Corridor	Western Trailhead	Buffer Preserve /104th Ave	1	Pave Trails, Add Trail Infrastructure	City, County & State	n/a	No Phase Programmed	State/Federal
2	83	South Sebastian	Barber St.	Kildare Dr.	1.75	Pave Trails, Add Trail Infrastructure	City	n/a	No Phase Programmed	State/Federal
3	77.29	Airport Loop Trail / Aviation Blvd	US 1	43 rd Ave	1.5	Pave Trails, Add Trail Infrastructure	City	n/a	No Phase Programmed	State/Federal

**Table A-6
2008 Enhancement Prioritization**

Projects	Criteria							
	Transportation (15)	System Connectivity (20)	Regional Benefits (15)	Multiple Use (10)	Agency Support (20)	Cost (10)	Constructability (10)	Total (100)
Trans-Florida Railroad Corridor	15	20	15	8	20	10	5	93
South Sebastian Trail	15	20	15	8	10	10	5	83
Airport Loop Trail	11	18.57	10.14	6.86	16.57	7.14	7	77.29

**Table A-7
Priority Transit Projects**

Ranking	Project	Unit Cost	Funding Source
1	Expand weekday hours of service (7 a.m. to 7 p.m.)	\$126,846/yr	75% State/Federal
2	Provide service between South Beach Park, Humiston Park and Sexton Plaza.	\$89,262/yr	75% State/Federal
3	Provide service from Pocahontas Park to Sexton Plaza on 17 th Street.	\$89,262/yr	75% State/Federal
4	Adopt 30-minute headways on Routes 1 and 2.	\$123,016/yr	75% State/Federal
5	Construct a facility for operations, administration, and secured vehicle storage	\$4,000,000	100% Federal
6	Expand Saturday Service	\$1,383,254	75% State/Federal

**Table A-8
Priority Aviation Projects for Vero Beach Airport**

Ranking	Project
1	Airport Security Improvements Phase 2
2	Enhanced Taxiway Markings
3	Rehabilitate Taxiway F
4	Rehabilitate Taxiway B
5	Alternative Energy Project
6	Construct Operations Facility
7	Rehabilitate Runway 4/22
8	Construct Taxiway B Extension
9	Access Road Improvements
10	Extend Taxiway E East of Runway 4

**Table A-9
Priority Aviation Projects for Sebastian Airport**

Ranking	Project
1	Construct Access Road
2	Planning/Engineering for construction and/or rehabilitation of Taxiways, Taxilanes, and Apron F.
3	Stormwater Master Plan Update ~ East Basins
4	Construct Commercial "Lease" Hanger
5	Acquire Loader/Excavator and other maintenance equipment
6	Airport Layout Plan ~ Update (completion in Fall 2008)
7	Construct Corporate Hangers (2009)

Table A-10
2030 Long Range Transportation Plan, Cost Affordable Plan
Phase 1: 2011 to 2020

	On Street	From	To	2011 Road Type	2020 Road Type	Total Cost
SIS	I-95	S. COUNTY LINE	N. COUNTY LINE	4 Lane Freeway	6 Lane Freeway	\$109,919,000
State	SR 60	I-95	82ND AVE	4 Lane Divided	6 Lane Divided	\$8,119,445
	US 1	S. COUNTY LINE	OSLO RD	4 Lane Divided	6 Lane Divided	\$12,064,823
	Congestion Management System Projects (\$500 thousand per year)					\$5,000,000
County Roads	12TH ST	90TH AVE	82ND AVE	N/A	2 Lane Undivided	\$3,781,786
	12TH ST	43RD AVE	27TH AVE	2 Lane Undivided	2 Lane Divided	\$2,854,618
	26TH ST	66TH AVE	43RD AVE	2 Lane Undivided	4 Lane Divided	\$13,006,154
	AVIATION BLVD	43RD AVE	U.S. 1	2 Lane Undivided	4 Lane Divided	\$8,537,828
	27TH AVE	S. COUNTY LINE	OSLO RD	2 Lane Undivided	4 Lane Divided	\$9,560,909
	27TH AVE	OSLO RD	S.R. 60	2 Lane Undivided	2 Lane Divided	\$12,330,699
	43RD AVE	OSLO RD	8TH ST	2 Lane Undivided	2 Lane Divided	\$8,311,058
	58TH AVE	S. COUNTY LINE/K	OSLO RD	2 Lane Undivided	4 Lane Divided	\$11,850,325
	66TH AVE	SR 60	C.R. 510	2 Lane Undivided	4 Lane Divided	\$36,173,489
	AVIATION BLVD EXT	US 1	INDIAN RIVER BLVD	N/A	4 Lane Divided	\$14,387,771
	C.R. 510	C.R. 512	U.S. 1	2 Lane Undivided	4 Lane Divided	\$36,369,280
	C.R. 510	U.S. 1	ICWW	2 Lane Undivided	4 Lane Divided	\$3,718,539
	C.R. 512	FELLSMERE CITY	I-95	2 Lane Undivided	4 Lane Divided	\$19,192,929
	C.R. 512	I-95	C.R. 510	4 Lane Divided	6 Lane Divided	\$13,317,010
	C.R. 512	C.R. 510	ROSELAND RD	4 Lane Divided	6 Lane Divided	\$6,674,370
	8TH ST	82ND AVE	74TH AVE	N/A	2 Lane Undivided	\$3,955,196
	OSLO RD	I-95	58TH AVE	2 Lane Undivided	4 Lane Divided	\$19,484,669
	SCHUMANN DR	C.R. 510	BARBER ST	2 Lane Undivided	4 Lane Divided	\$3,974,335
	Congestion Management System Projects (\$500 thousand per year)					\$5,000,000
	Totals	State SIS (Strategic Intermodal System)				
Other State Roads					\$25,184,268	
County Roads					\$232,480,965	
City Roads					\$0	
TOTAL					\$367,584,233	

Phase 2: 2021 to 2030

	On Street	From	To	2021 Road Type	2030 Road Type	Total Cost
SIS	SR 60	98TH AVE	I-95	4 Lane Divided	6 Lane Divided	\$2,543,842
State	SR 60	6TH AVE	INDIAN RIVER BLVD	4 Lane Divided	6 Lane Divided	\$1,864,758
	US 1	AVIATION BLVD	OLD DIXIE HWY (N)	4 Lane Divided	6 Lane Divided	\$44,372,047
	US 1	ROSELAND RD	N. COUNTY LINE	4 Lane Divided	6 Lane Divided	\$5,255,518
	Congestion Management System Projects (\$500 thousand per year)					\$5,000,000
	County Roads	4TH ST	98TH AVE	66TH AVE	N/A	2 Lane Undivided
13TH ST SW		66TH AVE	58TH AVE	N/A	2 Lane Undivided	\$4,041,388
13TH ST SW		43RD AVE	34TH AVE	N/A	2 Lane Undivided	\$1,560,899
13TH ST SW		34TH AVE	27TH AVE	N/A	2 Lane Undivided	\$3,359,684
13TH ST SW		27TH AVE	20TH AVE	N/A	2 Lane Undivided	\$1,922,225
17TH ST SW		66TH AVE	58TH AVE	N/A	2 Lane Undivided	\$4,019,519
26TH ST		82ND AVE	74TH AVE	N/A	2 Lane Undivided	\$3,850,481
43RD AVE		S. COUNTY LINE	OSLO RD	2 Lane Undivided	4 Lane Divided	\$12,974,563
53RD ST		82ND AVE	66TH AVE	N/A	2 Lane Undivided	\$9,599,620
66TH AVE		S. COUNTY LINE	OSLO RD	N/A	2 Lane Undivided	\$8,562,423
66TH AVE		OSLO RD	4TH ST	2 Lane Undivided	4 Lane Divided	\$8,887,466
66TH AVE		4TH ST	SR 60	2 Lane Divided	4 Lane Divided	\$8,853,565
82ND AVE		S. COUNTY LINE	OSLO RD	N/A	2 Lane Undivided	\$7,302,941
82ND AVE		26TH ST	C.R. 510	N/A	2 Lane Undivided	\$28,174,165
LACONIA ST		C.R. 510	CONCHA DR	N/A	2 Lane Undivided	\$11,076,344
INDIAN RIVER BLVD		ROYAL PALM	37TH ST	4 Lane Divided	6 Lane Divided	\$8,678,255
ROSELAND RD		C.R. 512	U.S. 1	2 Lane Undivided	2 Lane Divided	\$12,847,897
Congestion Management System Projects (\$500 thousand per year)					\$5,000,000	
City	BARBER ST	SCHUMANN DR	U.S. 1	2 Lane Undivided	2 Lane Divided	\$3,621,587
	BARBER ST	C.R. 512	SCHUMANN DR	2 Lane Undivided	2 Lane Divided	\$7,596,306
	FLEMING ST	EASY ST	SCHUMANN DR	N/A	2 Lane Undivided	\$4,838,861
Totals	State SIS (Strategic Intermodal System)					\$2,543,842
	Other State Roads					\$56,492,323
	County Roads					\$156,973,470
	City Roads					\$16,056,754
	TOTAL					\$232,066,389

Removed from L RTP in 2007

Table A-11

Regionally Ranked 2030 Needs Projects

Regional Project Prioritization

Indian River, St. Lucie and Martin MPOs

Table 3 (Summary Table)

Project	From	To	Improvement	Total Lanes	Cost Feasible	Technical Score
Tri-Rail Extension	Stuart	Palm Beach County	New Commuter Rail	-	N	36
U.S. 1	Roseland Rd	N. County Line	Add 2 Lanes	6	Y	27
Indian Street Bridge Prj	FL Turnpike	Willoughby Rd	Add 2-4 Lanes/New Bridge	6	Y	26
Stuart-WPB Express	Stuart	Palm Beach County	New Express Route	-	N	25
FixedRoute to IRC	Fl. Pierce	Indian River County	New Fixed Route	-	N	25
Jenkins Rd.	Midway	Edwards Rd	Add 2-4 Lanes/Bridge	4	Y	24
U.S. 1	Aviation Blvd	Old Dixie Hwy (N)	Add 2 Lanes	6	Y	24
Indian River Blvd	Royal Palm	37th St	Add 2 Lanes	6	Y	24
Crosstown Parkway	Floresta Dr	US 1	New 6 Lane Bridge	6	N	23
FL Turnpike	Okeechobee County Line	Martin County Line	Add 2 Lanes	6	N	23
S.R. 60	I-95	82nd Ave	Add 2 Lanes	6	Y	23
US 1	Edwards Rd	Midway Rd	Add 2 Lanes	6	Y	22
Jenkins Rd.	Okeechobee Rd	Edwards Rd	Add 2 Lanes	4	Y	21
I-95	FL Turnpike (In Martin Co)	Palm Beach County Line	Add 2 Lanes	8	N	21
Martin Downs Blvd	High Meadows Ave	Kanner Hwy	Add 2 Lanes	6	N	21
US 1	Jensen Beach Blvd	North of Roosevelt Bridge	Add 2 Lanes	8	N	21
Midway Rd	I-95	Selvitz Rd	Add 2 Lanes	6	Y	20
Rangeline Rd	Glades Cut Off	Martin County Line	Add 2 Lanes	4	N	20
US 1	Indian River County Line	Juanita Ave.	Add 2 Lanes	6	N	20
FL Turnpike	St. Lucie County Line	Palm Beach County Line	Add 2 Lanes	6	N	20
S.R. 60	98th Ave	I-95	Add 2 Lanes	6	Y	20
U.S. 1	S. County Line	Oslo Rd	Add 2 Lanes	6	Y	20
66th Ave	SR 60	C.R. 510	Add 2 Lanes	4	Y	20
25th Street	Virginia Ave	Edwards Rd.	Add 2 Lanes	6	N	19
Kings Hwy (South)	Angle Rd	Okeechobee Rd	Add 2 Lanes	4	Y	19
Midway Rd	25th Street	US 1	Add 2 Lanes	4	Y	19
C.R. 512	Fellsmere City Limits	I-95	Add 2 Lanes	4	Y	19
C.R. 512	I-95	C.R. 510	Add 2 Lanes	6	Y	19
Orange Ave	Kings Highway	Jenkins Road	Add 4 Lanes	6	N	18
SR 714	Western Palm City Corridor	Martin Downs Blvd	Add 2 Lanes	4	N	18
I-95	S. County Line	N. County Line	Add 2 Lanes	6	Y	18
C.R. 510	C.R. 512	U.S. 1	Add 2 Lanes	4	Y	18
C.R. 510	U.S. 1	ICWW	Add 2 Lanes	4	Y	18
Okeechobee Rd	FL Turnpike	McNeil Rd	Add 4 Lanes	6	N	17
Orange Ave	Jenkins Road	25th Street	Add 2 Lanes	6	N	17
Indrio Rd	Emerson Avenue	Kings Highway	Add 2 Lanes	4	N	16
Kings Hwy (Middle)	Indrio Rd	Angle Rd	Add 2 Lanes	4	Y	16
Okeechobee Rd	McNeil Rd	Virginia Ave	Add 2 Lanes	6	N	16
SR 710	Okeechobee County Line	Allapattah Rd / CR 609	Add 2 Lanes	4	N	16
25th Street	US 1	Orange Ave	Add 2 Lanes	6	N	15
Jenkins Rd.	Angle Rd	Okeechobee Rd	Add 2-4 Lanes	4	Y	15
Midway Rd	Selvitz Rd	25th Street	Add 2 Lanes	4	Y	15
Port St Lucie Blvd	Gallin Rd	Becker Rd	Add 2 Lanes	4	Y	15
Walton Rd	Lennard Rd	Green River Pkwy	Add 2 Lanes	4	Y	15
SR 76	US 441	SR 710	Add 2 Lanes	4	N	15
SR 76	SR 710	CR 711	Add 2 Lanes	4	N	15
58th Ave	S County Line/Koblegard Rd	Oslo Rd	New 4 Lane	4	Y	15
Keen Rd	Angle Road	St. Lucie Blvd	Add 4 Lanes/New Bridge	4	N	14
Bridge Rd	CR 711	CR A1A	Add 2 Lanes	4	N	14
SR 76	CR 711	Monterey Rd	Add 2 Lanes	6	Y	14
US 1	Bridge Rd	Palm Beach County Line	Add 2 Lanes	6	N	14
27th Ave	Oslo Rd	S.R. 60	Add 2 Lanes	4	Y	14
Edwards Rd	Jenkins Rd	25th Street	Add 2 Lanes/Bridge	4	N	13
Glades Cut-Off Rd	Reserve Blvd	Selvitz Road	Add 2 Lanes	4	N	13
Cove Rd	SR 76	US 1	Add 2 Lanes	4	Y	13
27th Ave	S. County Line	Oslo Rd	Add 2 Lanes	4	Y	13
43rd Ave	Oslo Rd	8th St	Add 2 Lanes	4	Y	13
25th Street South	Midway Rd	Edwards Rd	Add 2 Lanes	6	N	12
Midway Rd	Okeechobee Rd	I-95	Add 2 Lanes	4	N	12
Okeechobee Rd	Brooksmith Rd	Florida's Turnpike	Add 2 Lanes	6	N	12
US 1	Midway Rd	Walton Rd	Add 2 Lanes	8	N	12
High Meadow Ave	Martin Hwy	I-95	Add 2 Lanes	4	N	12
SR 710	Kanner Hwy / CR 726	Palm Beach County Line	Add 2 Lanes	4	N	12
43rd Ave	S County Line	Oslo Rd	Add 2 Lanes	4	Y	12
Shinn Rd	Orange Ave	Glades Cut Off	New 2 Lane	2	N	11
St Lucie Blvd/Immokolee	Emerson Ave	25th Street	Add 2 Lanes	4	N	11
CR 609	St Lucie Co Line	SR 714	Add 2 Lanes	4	N	11
US 1	Osprey St	Bridge Rd	Add 2 Lanes	6	N	11
S.R. 60	6th Ave	Indian River Blvd	Add 2 Lanes	6	Y	11
82nd Ave	S County Line	Oslo Rd	New 2 Lane	2	Y	11

Table A-12

IRC Greenways: Project Prioritization		
Criteria	Points	Maximum Score
Transportation: Increases the use of non-motorized travel to destinations within 0.5 mile of the proposed corridor.	Access to Schools: 0-3 points max Access to Employment and Retail: 0-3 Access to Parks & Recreation: 0-3 Access to Transit: 0-3 Access to Residential Neighborhoods: 0-3	15
System Connectivity: Provides an essential link in creating a continuous greenway system within the study area.	Provides an essential link in the proposed network; without this link, the system could not be completed: 15-20 points Important as a 'stand alone project, but not critical to the overall system: 5-15 points A long-term element and potential future link in the system: 0-5 points	20
Quality of Life Benefits: Project will provide quality of life benefits to the residents, visitors and businesses of Indian River County.	Increases Tourism visits from outside of the County: 0-3 points max Connects people to Conservation Lands: 0-3 Potential to attract / retain businesses: 0-3 Increases Public Health / Fitness: 0-3 Improves Traffic Safety: 0-3	15
Multiple Use: Allows for a variety of trail users	Bicyclists: 0-3 points max Pedestrians / Runners: 0-3 Water Trail: 0-2 Equestrian: 0-2	10
Agency Support: Project is supported by the organization(s) responsible for its implementation and management	Project has full agency support (15-20 points) Project has potential to receive agency support (5-15) Project is not likely to receive support (0-5)	20
Cost: Project can be implemented within the unit costs provided based on identified opportunities and constraints	Project can be implemented within the following range of unit costs: Less than \$200k / mile (8-10 points max) \$200k - \$500k / mile (3-7 points) Greater than \$500k / mile (0-2 points)	10
Constructability: Project is ready to be advanced to design and construction	Project presents significant constraints to construction (0-2 points) Project requires further study but has the potential to be advanced (3-7 points) Project is feasible and ready for implementation (8-10 points max)	10

**Table A-13
SAFETEA LU Planning Factors**

Subtitle B, Section 1203(f) of SAFETEA lists eight metropolitan planning areas that must be considered as part of the planning process for all MPOs. The following eight areas have been explicitly considered, analyzed as appropriate, and reflected in the Indian River County MPO's 2007 Priority Projects Report:

- (1) Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (2) Increase the safety of the transportation system for motorized and nonmotorized users;
- (3) Increase the security of the transportation system for motorized and nonmotorized users;
- (4) Increase the accessibility and mobility options available to people and for freight;
- (5) Protect and enhance the environment, promote energy conservation, and improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- (6) Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (7) Promote efficient system management and operation; and
- (8) Emphasize the preservation of the existing transportation system.

**Table A-14
Definitions Used in the 2007 Priority Projects Report**

Project Phases

CST	Construction
DES	Design
PD&E	Project Development and Environmental Study
PE	Preliminary Engineering
ROW	Right of Way

Other Terms

FDOT	Florida Department of Transportation
LOS	Level of Service (measure of roadway traffic congestion)
L RTP	Long Range Transportation Plan
PLEMO	Planning and Environmental Management Office (FDOT planning study)
SAFETEA-LU	Safe, Efficient Transportation Equity Act – a Legacy for Users