

AMENDMENT NUMBER ONE - MARCH 8, 2018

Prior to the required 5-year update cycle, there are times when the TPO may find it necessary to amend the LRTP. An amendment is a major revision that may include adding or deleting a project from the plan. It includes also major changes to project costs, initiation dates, or design concepts and scopes for existing projects. A major amendment resulting in a change in the cost feasibility of the adopted LRTP cost feasible plan requires financial analysis reaffirming the cost feasibility of the amended plan. An amendment requires public review and comment in accordance with the Public Involvement Process for LRTP Amendments, and re-demonstrating fiscal constraint. Florida Statute requires that the TPO Board adopt any amendments to the LRTP by a recorded roll call vote of the majority of the membership present.

This amendment addresses 2 areas; Limit Changes and Regionally Significant Cost Feasible Plan Additions.

LIMIT CHANGES

In order to maintain Federal compliance project information and descriptions must be consistent in the LRTP, TIP, STIP, and environmental documents. Planning consistency must be met before final environmental document decisions can be approved by FHWA.

All of the projects in the table below have either already began the PD&E process or they are going to be soon. The project limits are being updated to reflect the study limits of the PD&Es in order to maintain planning consistency. These are limit changes only and do not effect cost feasibility. The Cost Feasible tables 7.13 (A) and 7.13 (B) on page 168 will be updated to reflect these changes.

LIMIT CHANGES

PROJECT	FROM/TO	WORK TYPE	CHANGE/STATUS
SR 528 (Beachline)	I-95 to SR 524	Widen Road (4 to 6 lanes)	LIMIT CHANGE: SR 520 (Orange County) to East of Industry Road (study limits)
SR 524	I-95 Interchange to Industry Rd	Widen Road (2 to 4 lanes)	LIMIT CHANGE: South Friday Road to Industry Road (study limits)
Babcock Street	St. Johns Heritage Pkwy to Malabar Road	Widen Road (2 to 4 lanes)	LIMIT CHANGE: 2100 feet south of Micco Road/Deer Run Road to Malabar Road (study limits)

REGIONALLY SIGNIFICANT COST FEASIBLE PLAN ADDITIONS

Projects in the Cost Feasible Plan are based on reasonably available funding. In other words, the region expects to complete these projects through funding mechanisms currently in place, already allowed by the state legislature, or needing additional action by the state legislature.

The table below identifies two new regionally significant projects that several modal partners have requested to be added to the 2040 Cost Feasible Plan. The funding sources for these projects are not currently under the TPO’s revenue forecast or programming authority but are now being included in the Cost Feasible Plan due to their regional significance and funding availability.

The design phase of the SR 401 Bridges and the construction phases of these projects are currently on the Strategic Intermodal System (SIS) Needs Plan and may move onto the SIS Cost Feasible Plan in the future. In an effort to advance these projects, Infrastructure for Rebuilding America (INFRA) Grants or other state or federal grants will be pursued to fund design for the SR 401 Bridges and construction of both of these regionally significant bridge projects.

REGIONALLY SIGNIFICANT COST FEASIBLE PLAN ADDITIONS

REGIONALLY SIGNIFICANT COST FEASIBLE PLAN ADDITIONS					2016-2020		Needs (2021-2025)	
FACILITY	FROM	TO	PROJECT	SOURCE	PD&E	PE	ROW	CST
NASA Causeway Bridges	West Roadway Approach	East Roadway Approach	Bridge Replacement	NASA Funded	\$3.3	\$1.5	No ROW is needed for this project	Construction funding will be pursued through INFRA grant or other federal or state grant program
SR 401 Bridges (3 Bascule)	SR 401/SR 528 Interchange	Cape Canaveral Air Force Station	Bridge Replacement	SIS	\$5.0	Design (PE) funding will be pursued through INFRA grant or other federal or state grant program	No ROW is needed for this project	Construction funding will be pursued through INFRA grant or other federal or state grant program

Costs are shown in \$0,000,000



RESOLUTION 18-17

RESOLUTION amending the Space Coast TPO 2040 Long Range Transportation Plan.

WHEREAS, the Space Coast Transportation Planning Organization (TPO) is the designated and constituted body responsible for the urban transportation planning and programming process for the Palm Bay-Melbourne-Titusville Urbanized Area; and

WHEREAS, the TPO is required to develop a cost feasible long range transportation plan setting out the major transportation investments over the upcoming twenty-five years; and

WHEREAS, the Space Coast TPO adopted its current 2040 Long Range Transportation Plan on October 15, 2015; and

WHEREAS, amending the Plan may be necessary from time to time due to major changes to project cost, scope and project limits; the addition of new projects to the Plan; and to ensure planning consistency with other planning studies, programs and production schedules.

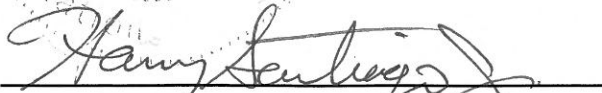
NOW, THEREFORE BE IT RESOLVED by the Space Coast Transportation Planning Organization that:

1. The Space Coast Transportation Planning Organization amends the 2040 Long Range Transportation Plan, Amendment No. One, as detailed in Attachment A; and
2. The Space Coast Transportation Planning Organization posted the proposed Amendment One on the TPO website for a 30-day comment period as specified in the TPO's Public Participation Plan; and
3. The Space Coast Transportation Planning Organization received no substantive comments on proposed amendment.

DONE, ORDERED AND ADOPTED THIS 8TH DAY OF March, 2018.

SPACE COAST TRANSPORTATION
PLANNING ORGANIZATION

ATTEST:


HARRY SANTIAGO, JR., SECRETARY


KATHY MEEHAN, CHAIR