

Space Coast Transportation Planning Organization Transportation Improvement Program

Fiscal Year 2023 - 2027 Adopted July 14, 2022



Space Coast Transportation Planning Organization

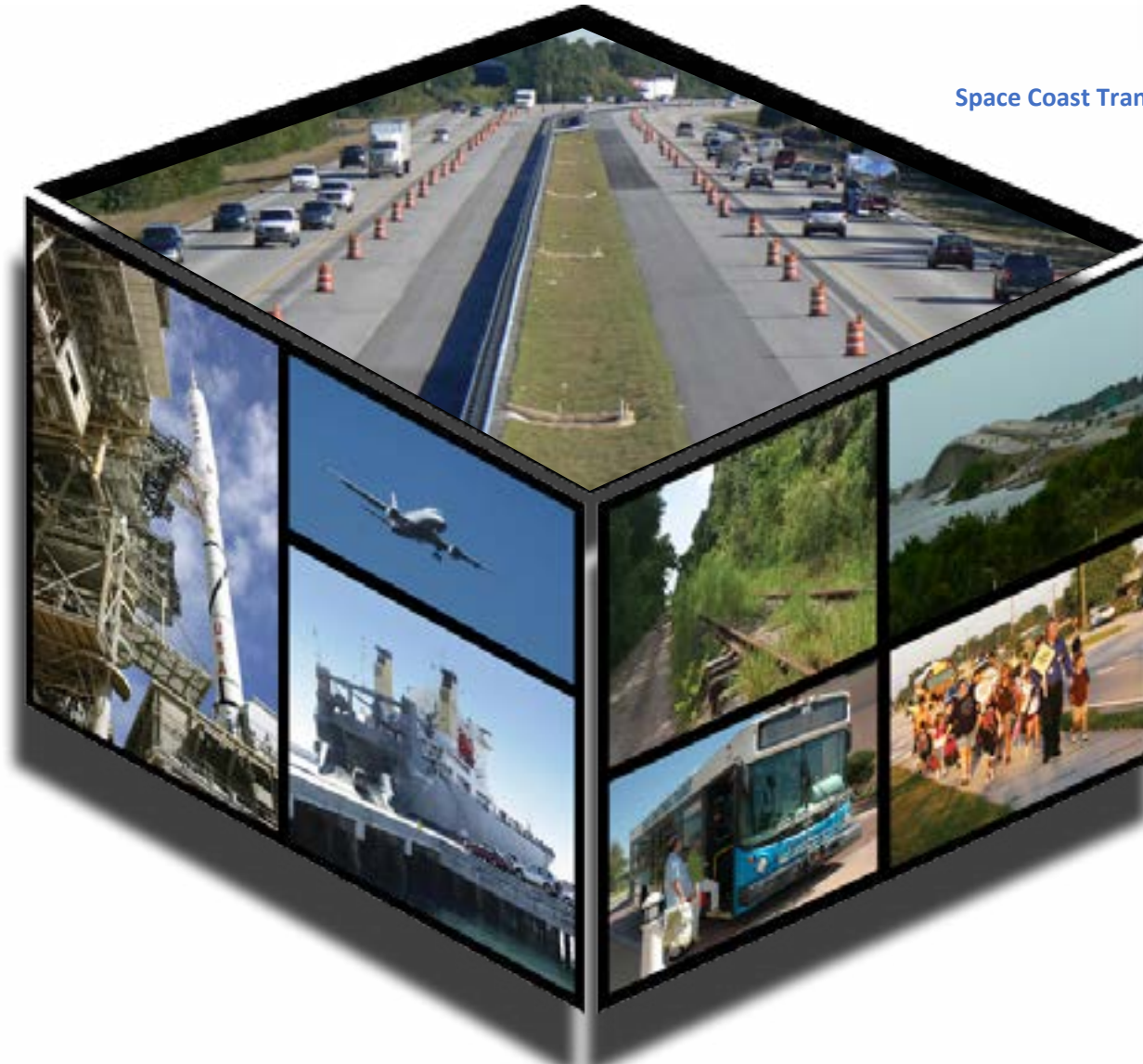
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The preparation of this report has been financed in part through grant(s) from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation, under the State Planning and Research Program, Section 505 [or Metropolitan Planning Program, Section 104(f)] of Title 23, U.S. Code. The contents of this report do not necessarily reflect the official views or policy of the U.S. Department of Transportation.

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RESOLUTION # 23-02

Transportation Improvement Program (TIP)

A RESOLUTION, adopting the Space Coast Transportation Planning Organization’s Fiscal Year 2022/23 to 2026/27 Transportation Improvement Program (TIP) for the Palm Bay-Melbourne and Titusville Urbanized Areas.

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

WHEREAS, Florida Statutes 339.175; 23 U.S.C. 134; and 49 U.S.C. 5303 require that the urbanized area, as a condition to the receipt of federal capital or operating assistance, have a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized areas; and

WHEREAS, the Transportation Improvement Program (TIP) is hereby endorsed as an accurate representation of the areas priorities as developed through the planning process carried on cooperatively by the state and local communities in accordance with the provisions of 23 U.S.C. 134.

WHEREAS, the BOARD’S registered Agent in Florida is Andrea Young, Space Coast TPO Chair. The registered Agent’s address is: 2725 Judge Fran Jamieson Way, Building B, Room 105, Melbourne, FL 32940; and


NOW THEREFORE, BE IT RESOLVED by the Space Coast Transportation Planning Organization adopts the Transportation Improvement Program for Fiscal Year 2022/23 to 2026/27, and authorizes staff to submit the TIP to all appropriate individuals and agencies.

Passed and duly adopted at a regular meeting of the Space Coast Transportation Planning Organization Governing Board on the 14th day of July, 2022.

Certificate

The undersigned duly qualified as Chair of the Space Coast Transportation Planning Organization Governing Board certifies that the foregoing is a true and correct copy of a Resolution adopted at a legally convened meeting of the Space Coast Transportation Planning Organization Governing Board.

By: 
Andrea Young
Space Coast TPO Governing Board Chair

By: 
Robert L. Jordan, Jr.
Space Coast TPO Governing Board Secretary

SCTPO Governing Board Members

February 2022

City of Titusville



Robert L. Jordan Jr.
Vice Mayor (Secretary)



Joe Robinson
Council Member

City of Cocoa



Lorraine Koss
Council Member

City of Rockledge



Frank Forester
Deputy Mayor

City of Palm Bay



Rob Medina
Mayor



Donny Felix
Council Member



Randy Foster
Council Member



Rita Pritchett
District 1
Brevard County
Commissioner



Jerry Allender
Canaveral Port Authority



Bryan Lober
District 2
Brevard County
Commissioner

North Beaches Coalition

(Cape Canaveral and
Cocoa Beach)



Don Willis
Cape Canaveral
Council Member

City of Melbourne



Paul Alfrey
Mayor



Mimi Hanley
Council Member



Yvonne Minus
Council Member
(Vice-Chair)

South Beaches Coalition

(Indian Harbour Beach,
Satellite Beach, Indialantic,
Melbourne Beach)



Joyce Barton
Melbourne Beach
Vice Mayor



Curt Smith - District 4
Brevard County
Commissioner

City of West Melbourne



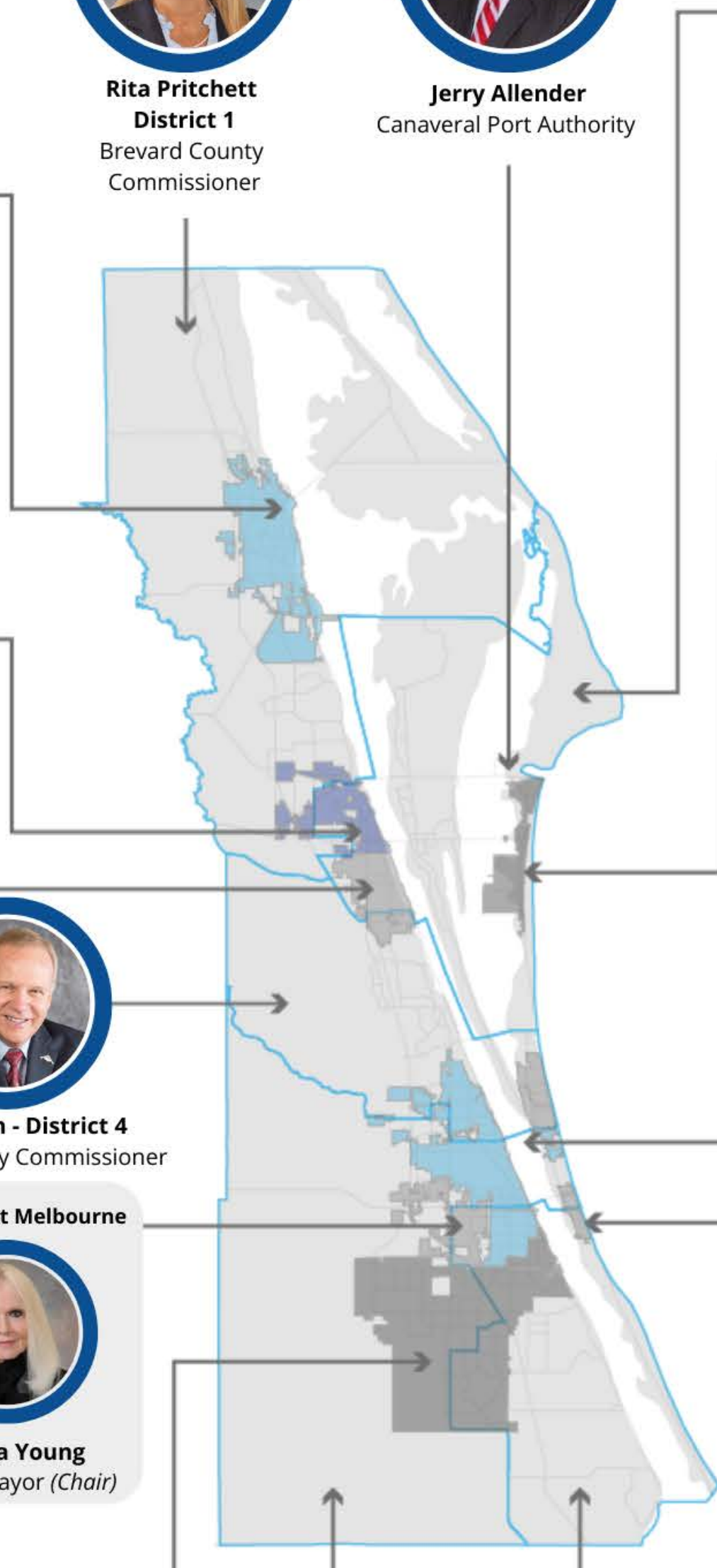
Andrea Young
Deputy Mayor (Chair)



Kristine Zonka
District 5
Brevard County
Commissioner



John Tobia
District 3
Brevard County
Commissioner





FACT SHEET

Transportation Improvement Program (TIP)



the
**SPACE COAST
TRANSPORTATION
PLANNING ORGANIZATION**
*coordinates the planning processes
within Brevard County
which includes:*



1 COUNTY:
Brevard County Board of
County Commissioners



16 CITIES + TOWNS:

| | |
|----------------------|-------------------|
| Cape Canaveral | Melbourne Beach |
| Cocoa | Melbourne Village |
| Cocoa Beach | Palm Bay |
| Grant-Valkaria | Palm Shores |
| Indianalantic | Rockledge |
| Indian Harbour Beach | Satellite Beach |
| Malabar | Titusville |
| Melbourne | West Melbourne |



2 AIRPORTS:
Melbourne International Airport
Space Coast Regional Airport



1 SEAPORT:
Port Canaveral



1 SPACEPORT:
Cape Canaveral Spaceport (Kennedy
Space Center and Cape Canaveral Air
Force Station)

How is Brevard County's transportation system unique?

Brevard is quintimodal as its system is comprised of roadways (includes cars, bicycles, pedestrians, and transit), airports, a seaport, a spaceport and a rail system. Brevard's economy is largely built on and around these transportation assets

What is the role of the Space Coast Transportation Planning Organization (Space Coast TPO)?

The Space Coast TPO is governed by federal and state law. Areas with a population more than 50K must have a TPO to spend federal transportation funds. A TPO is created to look at the big picture of transportation planning – helping to assist in the communication and coordination among the different modes and municipalities. The Space Coast TPO works with the public, its board of elected officials, committee members, government agencies, and multimodal organizations to identify transportation needs and advance transportation projects.

What is the Transportation Improvement Program (TIP)?

> The **Transportation Improvement Program (TIP)** lists each transportation project to be implemented over the next five years. The TIP is a realistic forecast of projects that have committed state or federal funds so it serves as the SCTPO's short range plan. The list of funded transportation projects is developed annually with input from the community and updated throughout the year.

> TIP projects are scheduled by year and by phase. There are several phases of transportation development including: feasibility to determine best options; project development and environment; design; right of way acquisition; and finally, construction.

TIP Highlights

- Lists priority projects from the Long Range Transportation Plan (LRTP).
- Provides 5-year implementation schedule.
- Becomes part of the statewide TIP (STIP).
- Adopted every year
- There is a 30-day public comment period on the draft TIP prior to adoption.



How is the TIP funded?

TIP projects are funded through a combination of local, state, and federal transportation funds. Federal funds are administered through the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). The TIP allocates state and federal funds for capital projects to include roadway widening, intersection improvements, bicycle facilities, sidewalks, trails, safety projects, space, port, transit, and airport.

How can you participate in developing the TIP?

- > Members of the public can comment on specific projects during public meetings such as at TPO Governing Board, TAC, and CAC meetings.
- > Visit the Space Coast TPO website often at www.spacecoasttpo.com and click "Plans/Programs, and select "Transportation Improvement Plan" from the drop down menu.
- > Prior to the adoption of the TIP, the Space Coast TPO hosts an annual public meeting, to review the proposed TIP, in May or June of each year.
- > Comments and questions may be submitted by:
 - Email: georganna.gillette@brevardfl.gov
 - Phone: 321-690-6890
 - In writing: Attn: Executive Director, Space Coast TPO
2725 Judge Fran Jamieson Way
Building B, Room 105
Melbourne FL 32940

Stay Connected

Get involved in transportation planning! Join the conversation at public meetings, on the web, and on our social media outlets:

-  **Website & Newsletter Sign-Up:** www.spacecoasttpo.com
-  **Facebook:** @SCTPO
-  **Twitter:** @SpaceCoastTPO
-  **YouTube:** Space Coast TPO

How to Read the TIP Project Listings

FM # is a 7 digit Work Program Financial Management number assigned by the Florida Department of Transportation (FDOT).

LRTP # is the page number the project is found in the TPO's Long Range Transportation Plan.

Roadway & Project Limits describes the project roadway and the beginning and ending locations of the project.

Project Length is the length of the work area in miles, not available for all projects.

Work Description is a brief description of the action or work being performed.

Responsible Agency is the agency responsible for managing the project.

Prior Years Cost is the historical cost information for projects having expenditures paid by FDOT prior to FY 2021.

Future Years Cost is five years of programming in the FDOT Work Program for Non-SIS; 10 years of programmed costs for Strategic Intermodal Systems Projects (SIS).

Total Project Costs: **DISCLAIMER:** represents 10 years of programming in the FDOT Work Program for projects on the Strategic Intermodal System (SIS) (FY 2023 through 2027), and 5 years of programming in the FDOT Work Program for Non-SIS projects (FY 2023 through 2027), plus historical cost information for all projects having expenditures paid by FDOT prior to FY 2023.

Phase is the primary phase of the project; e.g., Project Development and Environment (PD&E), Design (PE), Right of Way (ROW) and a Construction Phase (CST).

Fund Source describes the funding source for Federal, State, or Local funds. See Funding Legend.

Funding (000's) is the amount programmed in the FDOT Work Program by Fiscal Year in thousands of dollars inflated to the year that the funds are expended based on reasonable inflation factors.

*Space Coast Transportation Planning Organization
Transportation Improvement Program
FY 2023 – FY 2027*

EXECUTIVE SUMMARY
JULY 2022



EXECUTIVE SUMMARY

The Space Coast Transportation Planning Organization (TPO) is the designated and constituted body responsible for the urban transportation planning and programming for the Palm Bay-Melbourne-Titusville Urbanized Area. Brevard County has the distinction of serving five modes of travel; land, air, sea, rail and space. The Space Coast TPO serves the citizens of Brevard County, located on the east coast of central Florida and is bordered on the north by Volusia County, on the south by Indian River County, and on the west by Seminole, Orange, and Osceola counties. Brevard's eastern borders the Atlantic Ocean.

According to the U.S. Census Bureau Quick Facts, the 2016 total estimated populations for Brevard County were 579,130. There are 16 incorporated municipalities that the Space Coast TPO serves along with major modal agencies such as the Orlando-Melbourne International Airport, Space Florida, Cape Canaveral Air Force Station, Port Canaveral and Patrick Air Force Base. According to the Space Coast Area Transit's 2018-2027 Transit Development Plan, nearly 94 percent of Brevard's households have at least one vehicle available to them. With such a significant portion of the population with vehicles it is important for the TPO to ensure that transportation planning is coordinated among all agencies in a continuous, cooperative and comprehensive manner and serves all modes and needs.

In 2013 the Space Coast TPO's Urbanized Area Boundary (UAB) was revised and updated with 2010 Census data (See Figure 1). The TPO serves two UAB's, the Palm Bay-Melbourne and Titusville urbanized areas and small area within Brevard County boundary of the Sebastian-Vero Beach South – Florida Ridge UAB. Only minor adjustments were made with the Space Coast TPO continuing to serve all of Brevard County.

The Space Coast TPO and the Florida Department of Transportation (FDOT) District Five Planning Office work cooperatively to ensure that major transportation issues are addressed and that the requirements in state and federal law governing the metropolitan transportation planning process are fully met.

Figure 1. Brevard Urbanized Area and Planning Boundary

District 5
BREVARD COUNTY

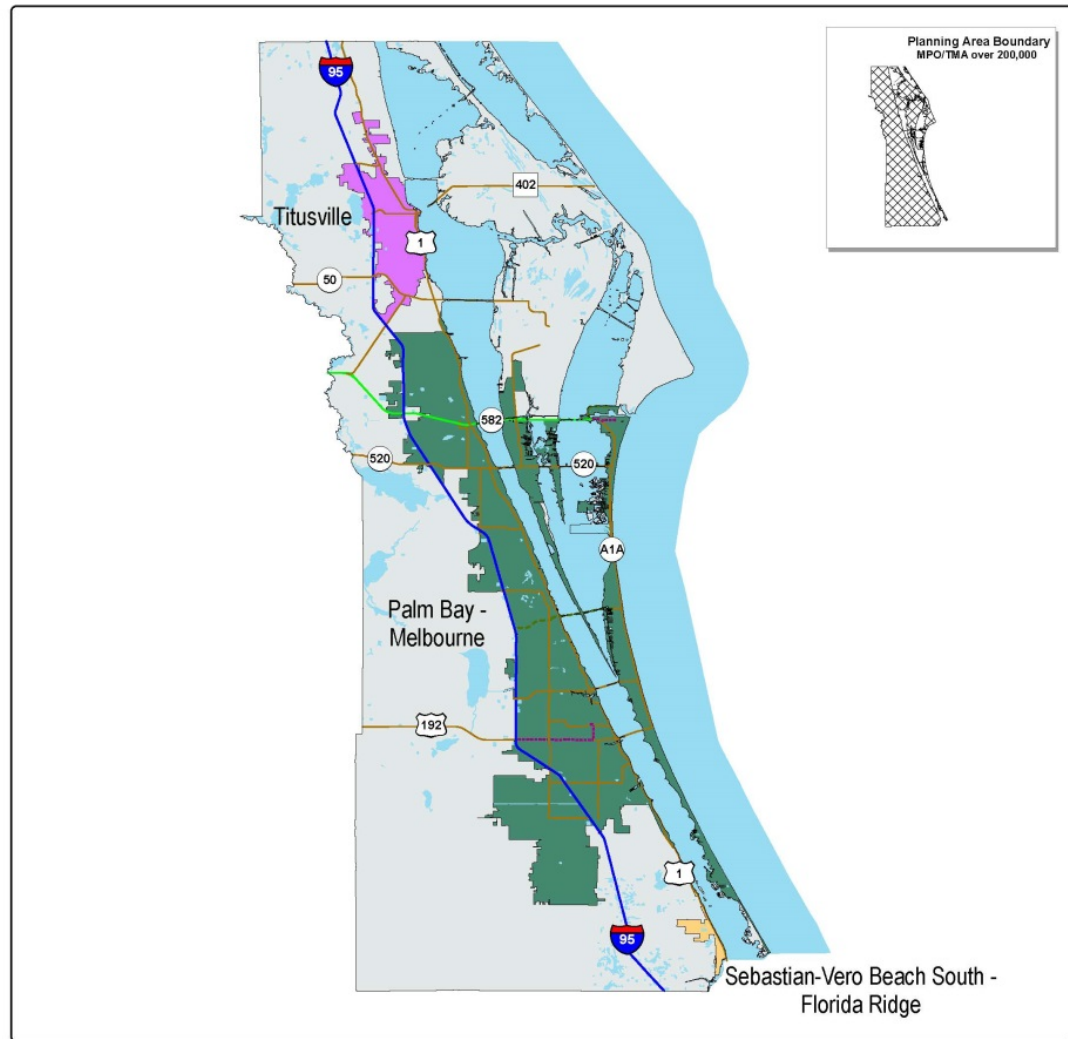
| U.S. Census Bureau Urban Areas | 2010 Population |
|--|-----------------|
| Palm Bay-Melbourne | 452,791 |
| Sebastian-Vero Beach South- Florida Ridge | 149,422 |
| Brevard County (Part) | 8,626 |
| Titusville | 54,386 |

LEGEND

National Highway System

- Interstate
- STRAHNET Route
- STRAHNET Connector
- Unbuilt
- Other Principal Arterials
- Intermodal Connector
- MAP-21 Principal Arterials

Urbanized Areas
 Clusters
 Water



Financial Plan

The projects within the TIP are financially feasible and financially constrained for each year, and the federal- and state-funded projects in this document can be implemented using current and proposed revenue sources that are reasonably expected to be in place when needed, based on the FDOT Final Work Program for FY 2023 – 2027 and locally dedicated transportation revenues.

The Florida Department of Transportation (FDOT) uses the latest project cost estimates, and the latest projected revenues based on a District-wide statutory formula (50% population and 50% motor fuel tax collections) to implement projects within the county in the Five Year Work Program. Fund amounts are also based upon (a) the Federal Aid Forecast, (b) the Transportation Revenue Estimating Conferences (REC) projection of state funds and (c) Bond, Toll, Local Funds and reimbursables contained in the Finance Plan. The TIP is also constrained as a result of local funds from the local governments Capital Improvement Programs committed to certain projects in the TIP.

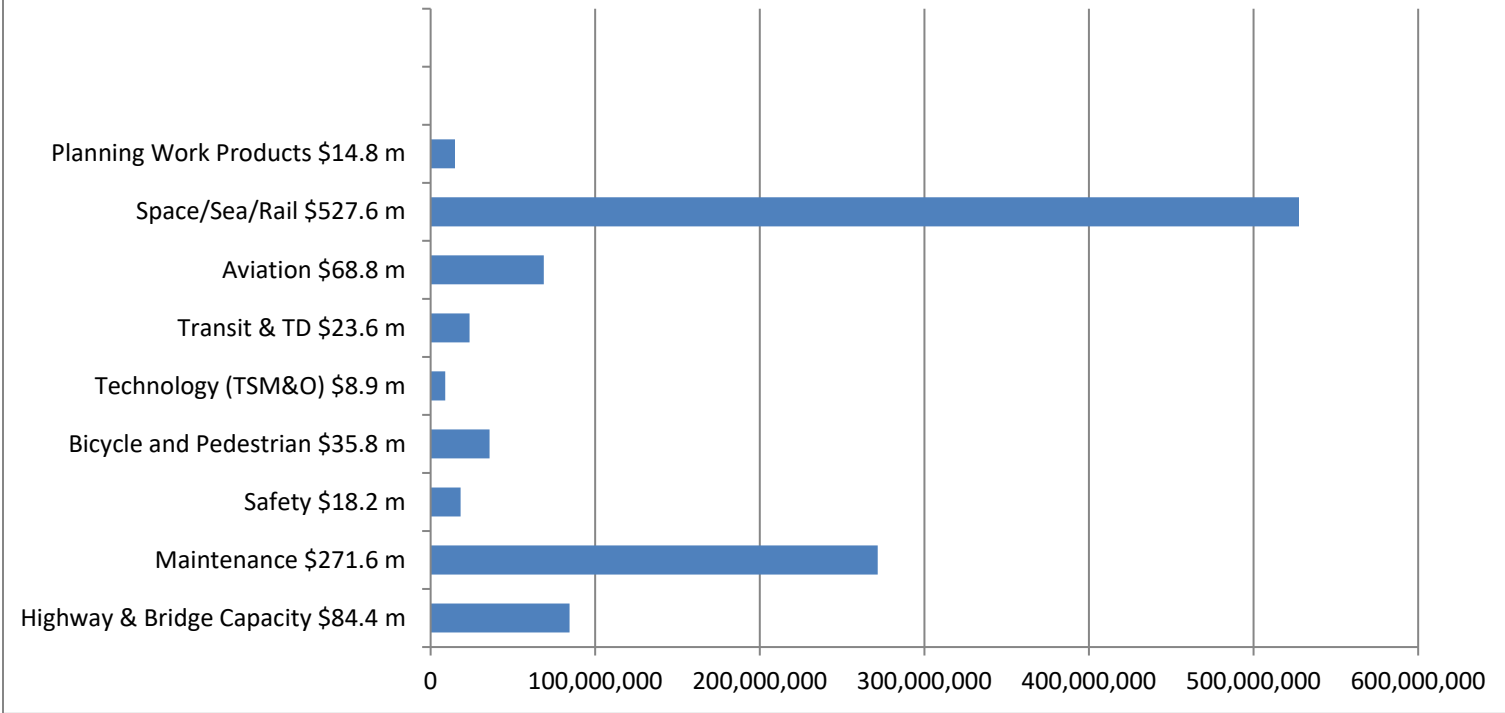
When developing the TIP, the TPO, State, and Space Coast Area Transit (the local transit operator in Brevard County) develop estimates of funds that are reasonably expected to be available. Projects in the TIP are presented in Year of Expenditure (YOE), which takes into account the inflation rate over the five years in the TIP. The programmed cost estimate for each project is therefore inflated to the year that the funds are expended based on reasonable inflation factors developed by the State and its partners.

The projects identified in this TIP are funded with Federal, State and Local revenues. The FDOT Adopted Work Program Fiscal Year 2023 – 2027 specifies revenue sources for each project. Figure 1 illustrates the Space Coast TPO's TIP total funding by year and mode of transportation.

Figure 2 illustrates fiscal constraint and compares FDOT's Fund Summary (revenue projections) with the Adopted Five Year TIP (programmed expenditures). The total funding fluctuates from one fiscal year to another based on the size and number of projects programmed in that year.

**Programmed by Category
SCTPO FY 23 - FY 27**

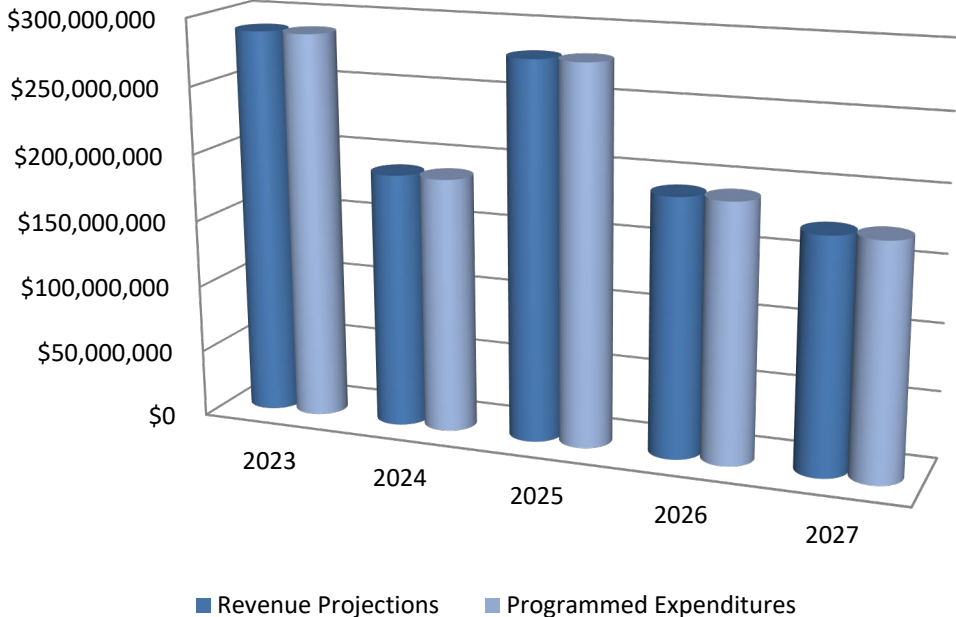
Transportation Improvement Program



Funds are rounded and shown in millions.

Actual Total is \$1,121,254,291

Space Coast TPO Fiscal Constraint FY 2023-2027



| FISCAL CONSTRAINT | 2023 | 2024 | 2025 | 2026 | 2027 |
|--|-------------|-------------|-------------|-------------|-------------|
| PROGRAMMED EXPENDITURES (See Adopted TIP – Total Programmed Project Estimates) | \$288 M | \$189 M | \$280 M | \$190 M | \$173 M |
| REVENUE PROJECTIONS (Tentative Work Program – FDOT Fund Summary) | \$288 M | \$189 M | \$280 M | \$190 M | \$173 M |

Full Project Costs and Other Project Details

The normal project production sequence is to have a Project Development and Environment (PD&E) phase, a Design (PE) phase, a Right of Way (ROW) phase and a Construction (CST) phase. Some projects may not have a ROW phase, if land is not needed to complete the project. For any project scheduled to start within the 5-year time frame covered by the TIP, if any phase of the work will be conducted in years beyond that time frame, only the project costs within the first five years are shown in the 5-year funding table for that project. For phases of the project that are beyond that time-frame, the project must be in the fiscally constrained Long Range Transportation Plan (LRTP) and the estimated total project costs will be described within the financial element of the LRTP. In those cases, the TIP includes a reference to the location in the LRTP where the estimate can be found beginning on Page 142. 2045 Long Range Transportation Plan

Projects on the Strategic Intermodal System (SIS)

The SIS is a network of high priority transportation facilities which includes the state's largest and most significant commercial service airports, spaceport, deep-water seaports, freight rail terminals, passenger rail and intercity bus terminals, rail corridors, waterways and highways. All projects on the SIS will have a SIS identifier on the TIP page.

Costs on the TIP pages for projects on the SIS will have historical costs, five years of the current TIP, and five years beyond the current TIP, which may or may not be the total project costs. If there is not a Construction (CST) phase, then the entry will probably not be reflective of the total project costs. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

For costs beyond the ten year window, please reference the Space Coast TPO's Long Range Transportation Plan (LRTP) beginning on Page 142. 2045 LRTP Cost Feasible Plan The LRTP reference on the TIP page provides the information necessary to locate the full project costs and/or additional details regarding the project.

Non-SIS Projects

Total project costs and other project details will be accessible in the TIP for all non-SIS projects in the TIP. All projects not on the SIS will have a non-SIS identifier on the TIP project page.

Costs on the TIP project pages for projects not on the SIS will have historical costs and five years of the current TIP, which may or may not be the total project cost. If there is no Construction phase, then the entry will probably not be reflective of the total project cost. For some projects, such as resurfacing, safety or operational projects, there may not be a total cost provided but rather additional details on that program.

For costs beyond the five year window for Non-SIS projects, access to the Space Coast TPO's Long Range Transportation Plan (LRTP) beginning on Page 143. LRTP Cost Feasible Non-SIS

How are Projects Selected and Prioritized?

The development of the TIP is a 12-18 month process and is consistent with the federal requirements in 23 C.F.R. 450.332 (b) (c).

✓ **Solicitation of Projects.** In the late spring of each year, the TPO solicits requests for state and federally funded candidate projects from local governments and transportation agencies, including Space Coast Area Transit, the Valkaria Airport, Melbourne International Airport, Titusville-Cocoa Airport Authority, Canaveral Port Authority and Space Florida. Local governments and transportation agencies are encouraged by the TPO to have project requests adopted by their Council, Commission or Board to ensure agency and public support for the requested projects.

✓ **Ranking of Projects.** There are many factors considered when developing the Project Priorities List, including: the approved Long Range Transportation Plan (LRTP), the Strategic Intermodal System (SIS) Plan, the historic standing of projects within the Project Priority List, prior funding commitments and the TPO's Public Participation Plan. Results of the Annual State of the System (SOS) Report, prepared annually to meet the requirements of the Congestion Management System, are also examined for such factors as hurricane and other emergency evacuation needs, crash history and public safety, regional connectivity, and current/ future traffic volumes and level of service standards.

The Transportation Subcommittee (TSC), comprised of staff planners and engineers from all Brevard County local governments, meets in spring/ early summer of each year to review the status of the previous year's priorities and to evaluate new project requests. The TSC develops a Draft Project Priority List recommendation for consideration by the Public, Technical Advisory Committee (TAC), Citizens Advisory Committee (CAC) and the TPO Board.

In a Transportation Management Area (TMA), the TPO selects all Title 23 and FTA-funded projects for implementation in consultation with the FDOT (except) projects on the National Highway System and projects funded under the bridge and interstate maintenance programs which are selected by the Department in cooperation with the TPO. Federal Lands Highway program projects are selected by the respective federal agency in cooperation with the TPO and the Department. The FDOT funds projects in the Work Program based on the priorities set by the TPO. You can view the latest TPO Procedure PR-07-02 for Project Priorities at the following link: [Project Priorities and TIP Procedure](#)

Project Priority Statement

On July 14, 2022, the TPO submitted its lists of prioritized transportation projects to FDOT for use in developing the new fifth year of the Five-Year Work Program, FY 2027/2028. These projects were prioritized by the TPO using the criteria shown below utilizing the State of the System ranking and TPO policy. There have been no significant changes in the TPO's project priorities from the previous TIP. The full List of Project Priorities was adopted on July 14, 2022 and is included in the TIP document.

Consistency with Other Plans

This TIP must be incorporated into the State Transportation Improvement Program (STIP) to ensure continued federal funding for the metropolitan area. The Secretary of the Department of Transportation cannot approve a TIP for inclusion in the STIP that does not come from a currently approved LRTP or a TIP that includes projects that have not been properly amended into the LRTP and approved by the TPO. All roadway capacity projects included in this TIP were drawn from the TPO's adopted 2045 LRTP and/or the previous 2040 LRTP. When possible, the TIP will cross-reference projects with the corresponding LRTP page number.

Additionally, projects selected for inclusion in the TIP are consistent with federal requirements and FDOT's Tentative Work Program, financially feasible for the appropriate funding category and reflect the TPO's priorities. All projects in the TIP are consistent (to the maximum extent feasible) with port, aviation and spaceport master plans, transit development plan and local government comprehensive plans, and are selected in part based on the public comment received under the TPO's Public Participation process.

Implemented Projects

The TPO publishes an annual listing of projects, produced by FDOT, for which federal funds have been obligated in the preceding year. This report is updated in early October each year. The most current data can be found at this link and is posted on the Space Coast TPO website. Annual Obligations Report - Space Coast TPO

Public Involvement

Annually, the TPO develops its TIP in accordance with all applicable state and federal laws governing public involvement. This includes 23 CFR 450.316 and 23 U.S.C. 134. The TPO shall develop and use a documented plan that defines a process for providing....federal land management agencies, public ports, private transportation providers (intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program)...with reasonable opportunities to be involved in the planning process.

The TPO shall consult with agencies and officials responsible for other planning activities within the metropolitan planning area that are affected by transportation (including state and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities.

Before adoption, the SCTPO posts the TIP on its website, at least 30 days in advance of the TPO Board Meeting, for public review and comment and presents the TIP at advertised public meetings to interested parties. “Interested parties” include citizens, affected public agencies including federal land management agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, representatives of users of public transportation, pedestrian walkways, bicycle transportation facilities, and representatives of the disabled. All public comments are recorded and included in the final TIP. This document states how each comment was addressed.

Other TIP public notice strategies include: input at local jurisdiction meetings on specific projects, Press Release announcement, SCTPO E-News Feature, social media posts, and in-person, written, or electronic comments at SCTPO Advisory Committee Meetings or at the SCTPO Governing Board Meeting. Additionally, a TIP Fact Sheet was developed in an effort to explain the purpose of the TIP.

Specific procedures for the use of public involvement in the annual development of the TIP have been clearly defined in the TPO's Public Participation Plan (PPP). The PPP is a blueprint for action to involve the public in transportation planning process. The SCTPO continuously seeks opportunities for every citizen to participate in the planning, reviewing, and implementing of its transportation projects and programs. The TPO's Public Participation Plan was last adopted by the TPO Board in December 12, 2019 and amended on July 9, 2020. To view the PPP use the following link: [Public Participation Plan - Space Coast TPO](#)

The TPO ensures Federal Lands are involved in the development of the Transportation Improvement Program including the US National Park, the Canaveral National Seashore, Merritt Island National Wildlife Refuge and NASA.

A 30-day comment period was initiated in May 2022 prior to the TIP being presented to the TPO Board for consideration in July. The draft TIP was presented at an advertised public meeting to interested parties on June 7, 2022 and posted on the TPO website and social media outlets for review and comment. An article soliciting input was also included in the TPO's electronic newsletter. The advertised public meeting was held virtually and 40+ citizen attendees attended. The meeting was also recorded and posted on the TPO's website and YouTube channel. All comments received were addressed, and revisions made, where appropriate.

Once approved, the TPO has an interactive web-based site which allows the public to utilize the information in a flexible, visual format. Visitors can generate either the entire TIP document, including maps, or a smaller custom designed document covering only those projects of particular interest. The document may also be viewed in its entirety or in summary form when downloaded from the TPO website at the following link: [Interactive TIP Tool](#)
Hard copies are available, upon request, from the TPO staff office.

TIP Amendments

The TIP may be amended should there be a change in funding or project specifics. The amended version replaces the original document, with the amended date(s) noted on the front cover. The amended TIP also includes the resolution and attachment containing the specific project(s) that were amended into the TIP. The amended TIP is then posted to the TPO website. Provisions for TIP Amendments are in Procedure PR-07-01: Project Priorities and TIP Amendment Procedure

Certification Review

The Space Coast TPO participates in an annual joint-certification of its planning process with representatives from the Florida Department of Transportation District Five Office. The last annual Joint Certification with FDOT representatives occurred in February 1, 2022. Approximately every four years the TPO is certified in a more-lengthy certification process conducted by representatives from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and FDOT. The last federal certification of this type was successfully completed on May 3, 2022.

Major Projects

Fully Funded

Major projects carried over from the last TIP that were fully funded and will be implemented within this TIP timeframe include:

- NASA Causeway Bridge Replacement and Space Commerce Way widening.
- US 192 Intersection with Hollywood/Evans.
- SR A1A roundabout/multimodal Improvements in Cape Canaveral

Deletions / Delays

One project was deleted last TIP cycle as result of loss of revenue from the transportation trust fund due to the pandemic and the growing impact of electric and alternatively fueled vehicles. As of April 2022, the Space Coast Trail is fully funded.

- Space Coast Trail – Construction funds added back in work program and TIP in FY 2026

Beyond the TIP Timeframe

Major projects on the Strategic Intermodal System that extend beyond the timeframe of the TIP that will be implemented with reasonably anticipated revenue include:

- SR 528 Widening from Industry to SR 3 - Construction is projected in FY 2031 - \$434 million
- SR 528 Widening from SR 3 to SR 401 (Port) - Construction is projected in FY 2031 – \$439 million
- SR 401 Port Canaveral Bridge Replacement – PD&E underway, Design FY 2027 - \$2 million

Transportation Disadvantaged (TD)

Services for people who are transportation disadvantaged, located in Section F of this TIP, are developed pursuant to Subsection 427.015(1), Florida Statutes, and Rule 41-2 of the Florida Administrative Code. A description of each program and project, its planned costs and anticipated revenues, and the year the program or project is to be undertaken are included in Section F, Transit and Transportation Disadvantaged Projects. Through Federal, State and Brevard County Board of County Commissioner funding, people who qualify for either the Florida's Transportation Disadvantaged program or the Federal ADA are eligible to receive specialized transportation services.

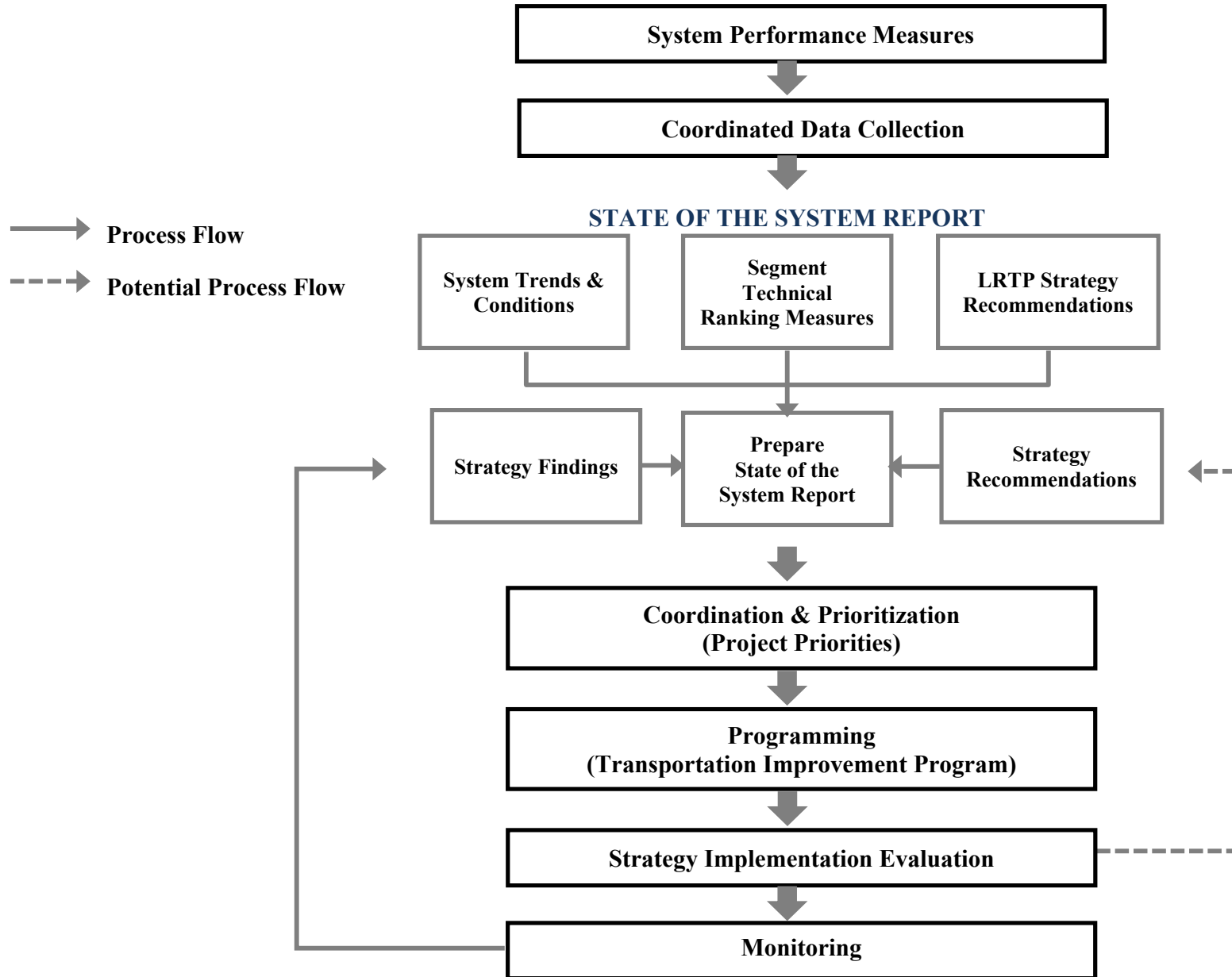
Congestion Management System

Transportation Management Areas (urbanized areas with populations over 200,000) are required by 23 USC 134 (k)(3) to have a Congestion Management Process that provides for the effective management and operation of new and existing facilities through the use of travel demand reduction and operational management strategies. The State of the System (SOS) report is a key component of the TPO's Congestion Management System (CMS). The CMS provides a framework for arriving at decisions for future transportation investments based on:

- Monitoring mobility conditions in the TPO planning area
- Evaluating the effectiveness of implemented strategies
- Identifying areas and segments that have the highest level of need based on current conditions
- Identifying appropriate strategies for roadways or intersections where congestion occurs

The TPO evaluates the state of its transportation system each year. This information is documented in the annual State of the System (SOS) report which covers a synthesis of current conditions and trends of the County's multi-modal transportation facilities. The TPO uses the SOS to understand if current transportation programs and priorities are effective at targeting facilities that need attention and if these are aligned with the goals and objectives of the organization. Priority corridor segments resulting from the SOS Report are considered top candidates for action within the TPO's funding availability. Action steps can range from conducting more detailed evaluations of corridors to implementing capital and operational changes. Future editions of the SOS will begin to look at expanded measures of effectiveness and a revised methodology to incorporate safety, livability, and multi-modal considerations in the ranking of transportation facility priorities. On the next page is a diagram of the TPO's Congestion Management Process.

Congestion Management Process



Performance Management

July 2022

1 – PUPOSE AND BACKGROUND OF PLANNING REQUIREMENTS

The new planning requirements are performance-driven, outcome-based approach to planning: CFR 450.306(a) The TPO, in cooperation with the State and public transportation operators, shall develop Long Range Transportation Plans and Transportation Improvement Programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State. All Space Coast TPO Performance Management Resolutions and materials can be found on our website.

Infrastructure Investment and Jobs Act (IIJA) Compliance and Federal Planning Factors

The (TIP) is authorized through the federal Infrastructure Investment and Jobs Act (IIJA) legislation signed into law November 16, 2021. This law provides long-term funding certainty for surface transportation that mostly maintains current program structures. The planning process will address the following factors: CFR 450.306(b) The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive, and provide for consideration and implementation of projects, strategies, and services that will address the following factors:

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 non-motorized users;
3. Increase the security of the transportation system for motorized and non-motorized users;
4. Increase the accessibility and mobility of people and for freight;
5. Protect and enhance the environment, promote energy conservation, 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;

8. Emphasize the preservation of the existing transportation system;
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm-water impacts on surface transportation; and
10. Enhance travel and tourism

Performance Management is a strategic approach to connect investment and policy decisions to help achieve performance goals. Performance measures are quantitative criteria used to evaluate progress. Performance measure targets are the benchmarks against which collected data is gauged. The Moving Ahead for Progress in the 21st Century Act (MAP- 21) requires State DOTs and TPOs to conduct performance-based planning by tracking performance measures and setting data-driven targets to improve those measures. Performance-based planning ensures the most efficient investment of federal transportation funds by increasing accountability, transparency, and providing for better investment decisions that focus on key outcomes related to **seven national goals:**

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

The Fixing America's Surface Transportation (FAST) Act supplements the MAP 21 legislation by establishing timelines for State DOTs and TPOs to comply with the requirements of MAP-21. State DOTs are required to establish statewide targets and TPOs have the option to support the statewide targets or adopt their own. The Florida Department of Transportation (FDOT) and MPOs must coordinate when selecting PM1, PM2, and PM3 performance targets, and public transportation providers must coordinate with states and MPOs in the selection of state and MPO transit asset management and transit safety performance targets. FDOT and the MPOAC developed the TPM Consensus Planning Document to describe the processes through which FDOT, the MPOs, and the providers of public transportation in MPO planning areas will cooperatively develop and share information related to transportation performance management and target setting.

2 - HIGHWAY SAFETY MEASURES (PM1)

Safety is the first national goal identified in the FAST Act. In March of 2016, the Highway Safety Improvement Program (HSIP) and Safety Performance Management Measures Rule (PM1 Rule) was finalized and published in the federal register. The rule requires state DOTs and MPOs to annually establish targets and report performance and progress toward targets to FHWA for the following safety-related performance measures:

- Number and Rate of Fatalities;
- Rate of Fatalities per 100M Vehicle Miles Traveled (VMT);
- Number of Serious Injuries;
- Rate of Serious Injuries per 100M VMT; and
- Number of Non-Motorized Fatalities and Serious Injuries.

2.1 Highway Safety Targets

2.1.1 Statewide Targets

Safety performance measure targets are required to be adopted on an annual basis. In August of each calendar year, FDOT reports targets to FHWA for the following calendar year. On August 31, 2021, FDOT established statewide safety performance targets for calendar year 2022. Table 2.1 presents FDOT's statewide targets.

Table 2.1 Statewide Highway Safety Performance Targets

| Performance Measure | Calendar Year 2022 Statewide Target |
|--|--|
| Number of fatalities | 0 |
| Rate of fatalities per 100 million vehicle miles traveled (VMT) | 0 |
| Number of serious Injuries | 0 |
| Rate of serious injures per 100 million vehicle miles traveled (VMT) | 0 |
| Number of non-motorized fatalities and serious injuries | 0 |

FDOT adopted a vision of zero traffic-related fatalities in 2012. This, in effect, became FDOT’s target for zero traffic fatalities and quantified the policy set by Florida’s Legislature 35 years ago (Section 334.046(2), Florida Statutes, emphasis added):

“The mission of the Department of Transportation shall be to provide a safe statewide transportation system...”

FDOT and Florida's traffic safety partners are committed to eliminating fatalities and serious injuries. As stated in the Safe System approach promoted by the Federal Highway Administration, the death or serious injury of any person is unacceptable. The Florida Transportation Plan (FTP), the state's long-range transportation plan, identifies eliminating transportation related fatalities and serious injuries as the state's highest transportation priority. Therefore, FDOT established 0 as the only acceptable target for all five federal safety performance measures.

2.1.2 MPO Safety Targets

MPOs are required to establish safety targets annually within 180 days of when FDOT established targets. MPOs establish targets by either agreeing to program projects that will support the statewide targets or establish their own quantitative targets for the MPO planning area.

The Space Coast TPO, along with FDOT and other traffic safety partners, shares a high concern about the upward trending of traffic fatalities, both statewide and nationally. As such, on February 10, 2022, the Space Coast TPO agreed to support FDOT’s statewide safety performance targets for calendar year 2022, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

2.2 Safety Trends in the MPO Area

After FDOT set its Safety Performance Measures targets in 2018, both FDOT and the Space Coast TPO established 2017 Baseline Safety Performance Measures. To evaluate baseline Safety Performance Measures, the most recent five-year rolling average (2015-2019) of crash data and VMT were utilized. Table 2-2 presents the Baseline Safety Performance Measures for Florida and the Space Coast TPO.

Table 2-2 Baseline Safety Performance Measures

| Performance Measure | Florida 2015-2019 | Space Coast TPO 2015-2019 |
|---|------------------------------|--------------------------------------|
| Number of fatalities | 3,189 | 87.0 |
| Number of Serious Injuries | 18,992 | 548.4 |
| Fatality rate per 100 million VMT | 1.453 | 1.3 |
| Serious Injury Rate per 100 million VMT | 8.641 | 8.2 |
| Total Number of non-motorized Fatalities and non-motorized serious injuries | 3,192.4 | 85.4 |
| Source: FDOT 2020 FHWA Performance Measures by MPO | | |

2.3 FDOT Safety Planning and Programming

2.3.1 Florida’s Strategic Highway Safety Plan

Florida's Strategic Highway Safety Plan (SHSP), published in March 2021, specifically embraces Vision Zero and a new slogan and logo of Target Zero and identifies strategies to achieve zero traffic deaths and serious injuries. The SHSP was updated in coordination with Florida's 27 MPOs and the MPOAC, as well as other statewide traffic safety partners. The SHSP development process included review of safety-related goals, objectives, and strategies in MPO plans. The SHSP guides FDOT, MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out throughout the state.

Florida's transportation safety partners have focused on reducing fatalities and serious injuries through the 4E's of engineering, education, enforcement, and emergency response. To achieve zero, FDOT and other safety partners will expand beyond addressing specific hazards and influencing individual behavior to reshaping transportation systems and communities to create a safer environment for all travel. The updated SHSP calls on Florida to think more broadly and inclusively by addressing four additional topics, which could be referred to as the 4Is: information intelligence, innovation, insight into communities, and investments and policies. The SHSP also embraces an integrated “Safe System” approach that involves designing and managing road infrastructure to keep the risk of a mistake low and to ensure that when a mistake leads to a crash, the impact on the human body does not result in a fatality or serious injury. The 4E's of engineering, education, enforcement, and emergency response, along with the 4Is of information intelligence, innovation, insight into communities, and investments and policies, together create a holistic

approach with layers of protection: safe road users, safe vehicles, safe speeds, safe roads, and pos-crash care.

The SHSP also expands the list of emphasis areas for Florida’s safety programs to include six, evolving emphasis areas, which are high-risk or high-impact crashes that are a subset of an existing emphasis area or emerging risks and new innovations, where safety implications are unknown. These evolving emphasis areas include work zones, drowsy and ill driving, rail grade crossings, roadway transit, micromobility, and connected and automated vehicles.

2.3.2 Florida’s Highway Safety Improvement Program

While the Florida Transportation Plan and the SHSP both highlight the statewide commitment to a vision of zero deaths, the Florida Highway Safety Improvement Program (HSIP) Annual Report documents statewide performance and progress toward that vision. It also lists all HSIP projects that were obligated during the reporting year and the relationship of each project to the SHSP.

As discussed above, in the 2021 HSIP Annual report, FDOT reported 2022 statewide safety performance targets at “0” for each safety performance measure to reflect the vision of zero deaths. Annually, FHWA determines whether Florida has met the targets or performed better than baseline for at least four of the five measures. If this does not occur FDOT must submit an annual implementation plan with actions it will take to meet targets in the future.

On March 25, 2021, FHWA reported the results of its 2019 safety target assessment. FHWA concluded that Florida had not met or made significant progress toward its 2019 safety targets, noting that zero had not been achieved for any measure and that only three out of the five measures (number of serious injuries, serious injury rate, and number of non-motorized fatalities and serious injuries) were better than baseline. Subsequently, FDOT developed an HSIP Implementation Plan to highlight additional strategies it will undertake in support of the safety targets. This plan was submitted with the HSIP Annual Report to FHWA on August 31, 2021.

Consistent with FHWA requirements, the HSIP Implementation Plan focuses specifically on implementation of the HSIP as a core federal-aid highway program and documents the continued enhancements planned for Florida’s HSIP to better leverage the benefits of this program. However, recognizing that FDOT already allocates all HSIP funding to safety programs - and building on the integrated approach that underscores FDOT’s safety programs – the HSIP Implementation Plan also documents how additional FDOT and partner activities may contribute to progress toward zero. Key commitments in the HSIP Implementation Plan include:

- Fully implement Florida’s SHSP, including the existing and evolving emphasis areas and the expanded list of strategies consistent with the Safe System approach.
- Advance safety priorities from the Department’s Vital Few Safety initiative, which is focusing FDOT leadership and staff on solutions to three primary safety emphasis areas: roadway departures, intersections, and pedestrians and bicyclists. These are the top three factors associated with fatalities statewide during the 2015-2019 period.
- Enhance the HSIP funding and allocation processes to ensure Florida’s safety challenges are evaluated from both a statewide perspective and a regional and local perspective. FDOT is applying new data and analysis tools to support better priority setting and decision making in the HSIP process.
- Continue to enhance coordination through FDOT’s District Offices to MPOs, local governments, community traffic safety teams, and other partners to ensure HSIP and other safety-related investments are focused on the greatest need and greater opportunity for benefit, including the nearly 40 percent of fatalities that occur off the State Highway System.

Florida conducts extensive safety data analysis to understand the state’s traffic safety challenges and identify and implement successful safety solutions. Florida’s transportation system is evaluated using location-specific analyses that evaluate locations where the number of crashes or crash rates are the highest and where fatalities and serious injuries are most prominent. These analyses are paired with additional systemic analyses to identify characteristics that contribute to certain crash types and prioritize countermeasures that can be deployed across the system as a whole. As countermeasures are implemented, Florida also employs predictive analyses to evaluate the performance of roadways (i.e., evaluating results of implemented crash modification factors against projected crash reduction factors).

FDOT’s State Safety Office works closely with FDOT Districts and regional and local traffic safety partners to develop the annual HSIP updates. Historic, risk-based, and predictive safety analyses are conducted to identify appropriate proven countermeasures to reduce fatalities and serious injuries associated with Florida’s SHSP emphasis areas, resulting in a list of projects that reflect the greatest needs and are anticipated to achieve the highest benefit. While these projects and the associated policies and standards may take years to be implemented, they are built on proven countermeasures for improving safety and addressing serious crash risks or safety problems identified through a data-driven process. Florida continues to allocate all available HSIP funding to safety projects. [FDOT’s HSIP Guidelines](#) provide detailed information on this data-driven process and funding eligibility.

Florida received an allocation of approximately \$177 million in HSIP funds for use during the 2020 state fiscal year from July 1, 2020 through June 30, 2021, and fully allocated those funds to safety projects. FDOT used these HSIP funds to complete projects that address intersections, lane departure, pedestrian and bicyclist safety, and other programs representing

the remaining SHSP emphasis areas. This year's HSIP allocated \$131 million in infrastructure investments on state-maintained roadways and \$33 million in infrastructure investments on local roadways. The remaining \$9 million included supporting activities such as transportation safety planning, preliminary engineering, traffic engineering studies, transportation statistics, and public information or education. A list of HSIP projects can be found in the [HSIP 2020 Annual Report](#).

Beginning in fiscal year 2024, HSIP funding will be distributed among FDOT Districts based on statutory formula to allow the Districts to have more clearly defined funding levels for which they can better plan to select and fund projects. MPOs and local agencies coordinate with FDOT Districts to identify and implement effective highway safety improvement projects on non-state roadways.

2.3.3 Additional FDOT Safety Planning Activities

In addition to HSIP, safety is considered as a factor in FDOT planning and priority setting for projects in preservation and capacity programs. Data is analyzed for each potential project, using traffic safety data and traffic demand modeling, among other data. The [Florida PD&E Manual](#) requires the consideration of safety when preparing a proposed project's purpose and need, and defines several factors related to safety, including crash modification factor and safety performance factor, as part of the analysis of alternatives. Florida design and construction standards include safety criteria and countermeasures, which are incorporated in every construction project. FDOT also recognizes the importance of the American Association of State Highway Transportation Official (AASHTO) Highway Safety Manual (HSM). Through dedicated and consistent training and messaging over the last several years, the HSM is now an integral part of project development and design.

FDOT holds Program Planning Workshops annually to determine the level of funding to be allocated over the next 5 to 10 years to preserve and provide for a safe transportation system. Certain funding types are further analyzed and prioritized by FDOT Central Offices, after projects are prioritized collaboratively by the MPOs, local governments, and FDOT Districts; for example, the Safety Office is responsible for the HSIP and Highway Safety Program (HSP) and the Systems Implementation Office is responsible for the Strategic Intermodal System (SIS). Both the Safety and SIS programs consider the reduction of traffic fatalities and serious injuries in their criteria for ranking projects.

2.4 Safety Investments in the TIP

The Space Coast TPO has had a longstanding commitment to improving transportation safety, which is demonstrated through planning and programming activities. The Space Coast TPO 2045 LRTP emphasizes the commitment to safety through the goals identified in the plan. Improving the safety of the transportation system in Brevard County is an integral piece of the

transportation planning puzzle, one that plays a major role in any and all infrastructure improvements, across modes and across improvement types.

Activities included in the Unified Planning Work Program such as activities for the Vision Zero Action Plan and Leadership Team, additional school routes analysis, continued health and safety partnerships, participation on the Community Traffic Safety Team and helmet distribution programs. The TPO's Transportation Safety Education Program is very robust with UPWP activities that include:

- Bicycle education program within schools; include maintenance of trailers (budgeted under task 1.0) used to house bicycles and rodeo equipment used in the program;
- Education of pedestrian safety through state Head Start program
- Outreach to law enforcement; libraries; millennials; seniors and those underserved in community
- Coordinate, support and participate in National Walk Your Child to School Day and National Bike to School Day;
- Helmet distribution program
- Crosswalk safety, all age groups, education to drivers and pedestrians
- Development of targeted education outreach programs that focus on specific transportation emphasis programs such as resiliency, safety (Vision Zero) and technology/innovation techniques (some programs may use consulting services)

The education element of the TPO's safety activities are a crucial part of advancing safety for users of multimodal and roadway infrastructure.

The TIP includes projects that fall into specific investment priorities established by the Space Coast TPO in the LRTP. Other This includes safety programs, plans and projects such as:

- **Bicycle and Pedestrian Mobility Plan** – serves as the non-motorized transportation element of the 2045 LRTP. FDOT and TPO staff work together to evaluate bicycle and pedestrian improvements in conjunction with capacity and resurfacing projects. Bicycle and pedestrian projects are also implemented by local agencies, who oversee construction and management. In addition, some projects are federally funded Transportation Alternatives Program (TAP) or the state funded Shared Use Non-motorized (SUN) Trail Program.
- **Vision Zero Action Plan** – The TPO will continue to implement our adopted Action Plan. Actionable strategies that consider engineering, enforcement, education, and emergency response will be identified for the TPO using a data-driven approach. As of July 2022, ten Brevard municipalities have adopted the goal of ZERO traffic related fatalities and serious injuries.

- **State of the System Report** – Annually evaluate the state of the transportation system in Brevard to look at current conditions and trends to determine if the programs and priorities are effective at targeting facilities needing attention and if these programs are aligned with the seven different performance measures identified in the Long Range Transportation Plan. This is an integral part of the TPO’s project priority and congestion management process.

The Space Coast TPO’s TIP 2023 to 2027 includes various infrastructure projects improving safety conditions county- wide.

- Clearlake Road – from SR 520 to 528 – bicycle and pedestrian safety improvements within a resurfacing.
- Lighting projects
- SR 520 Corridor Access Management at high crash locations
- SR 520 bifurcated Cocoa Village downtown area - Complete street - landscaping, removal of continuous right turn lane, pedestrian lighting, high emphasis crosswalks
- SR A1A multi-modal reconstruction to include medians and wider sidewalks.
- SR A1A Roundabout at North Atlantic / International Drive
- SR A1A mid-block crossings with rectangular rapid flashing beacons – recently installed in-road lighting and audible pedestrian signals.
- SR 3 at Mustang Way Intersection (statewide high pedestrian crash locations) elimination of slip lane and pedestrian improvements.
- Brevard Traffic Management Center will be the brains of the Intelligent Transportation System Program
- ITS Communication projects, upgrades to signal box controllers, autonomous vehicle / beachline connected vehicle pilot deployment.
- Safe Routes to School projects
- Signing and pavement markings
- Eau Gallie / SR A1A - Pedestrian Lighting / Free flow right turn lane removals.

The TIP includes specific investment priorities that support all of the Space Coast TPO’s goals including safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that have an anticipated effect of reducing both fatal and injury crashes. The TPO’s goal of reducing fatal and serious injury crashes is linked to this investment plan and the process used in prioritizing the projects is consistent with federal requirements. The Space Coast TPO

will continue to coordinate with FDOT and transit providers to act on the additional targets and other requirements of the federal performance management process. Because safety is inherent in so many FDOT and Space Coast TPO programs and projects, and because of the broad and holistic approach FDOT is undertaking with its commitment to Vision Zero, the program of projects in this TIP is anticipated to support progress towards achieving the safety targets.

3 - PAVEMENT AND BRIDGE CONDITION MEASURES (PM2)

FHWA's Pavement and Bridge Condition Performance Measures Final Rule, which is also referred to as the PM2 rule, establishes the following six performance measures.

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate National Highway System (NHS) pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

For the pavement measures, five pavement metrics are used to assess condition:

- International Roughness Index (IRI) - an indicator of roughness; applicable to all asphalt, jointed concrete, and continuous concrete pavements;
- Cracking percent - percentage of the pavement surface exhibiting cracking; applicable to all asphalt and concrete pavements;
- Rutting - extent of surface depressions; applicable to asphalt pavements;
- Faulting - vertical misalignment of pavement joints; applicable to certain types of concrete pavements; and
- Present Serviceability Rating (PSR) – a quality rating applicable only to NHS roads with posted speed limits of less than 40 miles per hour.

For each pavement metric, a threshold is used to establish good, fair, or poor condition. Using these metrics and thresholds, pavement condition is assessed for each 0.1 mile section of the through travel lanes of mainline highways on the Interstate or the

non-Interstate NHS. Asphalt pavement is assessed using the IRI, cracking, and rutting metrics, while jointed concrete is assessed using IRI, cracking, and faulting. For these two pavement types, a pavement section is rated good if the ratings for all three metrics are good, and poor if the ratings for two or more metrics are poor. Continuous concrete pavement is assessed using the IRI and cracking metrics. For this pavement type, a pavement section is rated good if both metrics are rated good, and poor if both metrics are rated poor.

If a state collects and reports PSR for any applicable segments, those segments are rated according to the PSR scale. For all three pavement types, sections that are not good or poor are rated fair.

The good/poor measures are expressed as a percentage and are determined by summing the total lane-miles of good or poor highway segments and dividing by the total lane-miles of all highway segments on the applicable system. Pavement in good condition suggests that no major investment is needed and should be considered for preservation treatment. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

The bridge condition measures refer to the percentage of bridges by deck area on the NHS that are in good condition or poor condition. The measures assess the condition of four bridge components: deck, superstructure, substructure, and culverts. Each component has a metric rating threshold to establish good, fair, or poor condition. Each bridge on the NHS is evaluated using these ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

The bridge measures are expressed as the percent of NHS bridges in good or poor condition. The percent is determined by summing the total deck area of good or poor NHS bridges and dividing by the total deck area of the bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width.

A bridge in good condition suggests that no major investment is needed. A bridge in poor condition is safe to drive on; however, it is nearing a point where substantial reconstruction or replacement is needed.

3.1 Pavement and Bridge Condition Targets

3.1.1 Statewide Targets

Federal rules require state DOTs to establish two-year and four-year targets for the pavement and bridge condition measures. On May 18, 2018, FDOT established statewide pavement and bridge targets for the first performance period ending in 2021. The two-year targets represent pavement and bridge condition at the end of calendar year 2019, while the four-year targets represent condition at the end of 2021. Table 4.1 presents the statewide targets.

Table 3.1. Statewide Pavement and Bridge Condition Performance Targets

| Performance Measure | 2019 Statewide Target | 2021 Statewide Target |
|---|--------------------------------------|--------------------------------------|
| Percent of Interstate pavements in good condition | Not required | ≥60% |
| Percent of Interstate pavements in poor condition | Not required | ≤5% |
| Percent of non-Interstate NHS pavements in good condition | ≥40% | ≥40% |
| Percent of non-Interstate NHS pavements in poor condition | ≤5% | ≤5% |
| Percent of NHS bridges (by deck area) in good condition | ≥50% | ≥50% |
| Percent of NHS bridges (by deck area) in poor condition | ≤10% | ≤10% |

For comparative purposes, the baseline (2017) conditions are as follows:

- 66.1 percent of the Interstate pavement is in good condition and 0.0 percent is in poor condition;
- 44.0 percent of the non-Interstate NHS pavement is in good condition and 0.4 percent is in poor condition; and
- 67.7 percent of NHS bridges (by deck area) are in good condition and 1.2 percent is in poor condition.

In determining its approach to establishing performance targets for the federal pavement and bridge condition performance measures, FDOT considered many factors. To begin with, FDOT is mandated by Florida Statute 334.046 to preserve the state's pavement and bridges to specific standards. To adhere to the statutory guidelines, FDOT prioritizes funding allocations to ensure the current transportation system is adequately preserved and maintained before funding is allocated for capacity improvements. These statutory guidelines envelope the statewide federal targets that have been established for pavements and bridges.

In addition, MAP-21 requires FDOT to develop a Transportation Asset Management Plan (TAMP) for all NHS pavements and bridges within the state. The TAMP must include investment strategies leading to a program of projects that would make progress toward achievement of the state DOT targets for asset condition and performance of the NHS. FDOT's TAMP was updated to reflect MAP-21 requirements in 2018 and the final TAMP was approved on June 28, 2019. The TAMP will be updated in 2022.

Further, the federal pavement condition measures require a new methodology that is a departure from the methods currently used by FDOT and uses different ratings and pavement segment lengths. For bridge condition, the performance is measured in deck area under the federal measure, while the FDOT programs its bridge repair or replacement work on a bridge by bridge basis. As such, the federal measures are not directly comparable to the methods that are most familiar to FDOT.

FDOT collects and reports bridge and pavement data to FHWA each year to track performance and progress toward the targets. Reported pavement and bridge data for 2018 and 2019 show relatively stable conditions compared to the 2017 baseline and exceeded the established 2019 targets; 2020 data are being developed. In early 2021, FHWA determined that FDOT made significant progress toward the two-year targets.

3.1.2 MPO Targets

MPOs must set four-year targets for the six pavement and bridge condition measures within 180 days of when FDOT established targets. MPOs can either agree to program projects that will support the statewide targets or establish their own quantifiable targets for the MPO's planning area for one or more measures.

On October 11, 2018, the Space Coast TPO agreed to support FDOT's statewide pavement and bridge performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

3.2 Pavement and Bridge Investments in the TIP

The Space Coast TPO's TIP reflects investment priorities established in the 2045 LRTP. The TIP devotes a significant amount of resources to projects that will maintain pavement and bridge condition performance. Investments in pavement and bridge condition include pavement replacement and reconstruction, bridge replacement and rehabilitation, and new bridge and pavement capacity. The TIP will fund \$ 362.1 million for pavement and bridge rehabilitation, and \$146 million for a new bridge replacement for the NASA Causeway/ Indian River.

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

4 - SYSTEM PERFORMANCE, FREIGHT, CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM MEASURES (PM3)

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

National Highway Performance Program (NHPP)

1. Percent of person-miles on the Interstate system that are reliable, also referred to as Level of Travel Time Reliability (LOTTR);
2. Percent of person-miles on the non-Interstate NHS that are reliable (LOTTR);

National Highway Freight Program (NHFP)

3. Truck Travel Time Reliability index (TTTR);

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative 2-year and 4-year reduction of on-road mobile source emissions (NO_x, VOC, CO, PM₁₀, and PM_{2.5}) for CMAQ funded projects.

Because all areas in Florida meet current NAAQS, the last three listed measures above pertaining to the CMAQ Program do not currently apply in Florida. A description of the applicable measures follows.

LOTTR Measures

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

TTTR Measure

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

4.1 System Performance and Freight Targets

4.1.1. Statewide Targets

Federal rules require state DOTs to establish four-year targets for the system performance and freight targets. On May 18, 2018, FDOT established statewide performance targets for the first performance period ending 2021. The two-year targets represent performance at the end of calendar year 2019, while the four-year targets represent performance at the end of 2021. Table 4.1 presents the statewide targets.

Table 4.1 Statewide System Performance and Freight Targets

| Performance Measure | 2019 Statewide Target | 2021 Statewide Target |
|--|--------------------------------------|--------------------------------------|
| Percent of person-miles on the Interstate system that are reliable (Interstate LOTTR) | $\geq 75\%$ | $\geq 70\%$ |
| Percent of person-miles on the non-Interstate NHS that are reliable (Non-Interstate NHS LOTTR) | Not Required ² | $\geq 50\%$ |
| Truck travel time reliability (TTTR) | ≤ 1.75 | ≤ 2.00 |

For comparative purposes, current statewide conditions are as follows:

- 82.2 percent of person-miles traveled on the Interstate are reliable;
- 84.0 percent of person-miles traveled on the non-Interstate are reliable; and
- 1.43 truck travel time reliability index.

In establishing these targets, FDOT reviewed external and internal factors that may affect reliability; analyzed travel time data from the National Performance Management Research Dataset (NPMRDS) for the years 2014 to 2017, and developed a sensitivity analysis indicating the level of risk for road segments to become unreliable.

The federal travel time reliability measures follow a new methodology that differs from prior Florida efforts. In addition, beginning in 2017, the NPMRDS expanded its coverage of travel segments, and a new vendor began to supply the dataset, creating a difference in reliability performance results on non-Interstate NHS segments between pre-2017 trends and later trends. These factors create challenges for establishing a confident trend line to inform target setting for the next two to four years.

In consideration of these differences, as well as other unknowns and unfamiliarity associated with the new required processes, FDOT took a conservative approach when establishing its initial statewide system performance and freight targets.

FDOT collects and reports reliability data to FHWA each year to track performance and progress toward the reliability targets. During 2018 and 2019, the percentage of person-miles that are reliable improved over the 2017 baseline on both the Interstate and non-Interstate NHS. The truck travel time reliability index improved slightly from the 2017 baseline to 2018 but declined slightly in 2019. Actual performance in 2019 was better than the 2019 targets, and in early 2021 FHWA determined that FDOT made significant progress toward the 2019 targets. Performance improved for all measures in 2020. Final data for 2021 are under development.

System performance and freight are addressed through several statewide initiatives:

- Florida's Strategic Intermodal System (SIS) is composed of transportation facilities of statewide and interregional significance. The SIS is a primary focus of FDOT's capacity investments and is Florida's primary network for ensuring a strong link between transportation and economic competitiveness. These facilities, which span all modes and include highways, are the workhorses of Florida's transportation system and account for a dominant share of the people and freight movement to, from and within Florida. The SIS includes 92 percent of NHS lane miles in the state. Thus, FDOT's focus on improving performance of the SIS goes hand-in-hand with improving the NHS, which is the focus of the FHWA's TPM program. The development of the SIS Five-Year Plan by FDOT considers scores on a range of measures including mobility, safety, preservation, and economic competitiveness as part of FDOT's Strategic Investment

Tool (SIT).

- In addition, FDOT's Freight Mobility and Trade Plan (FMTP) define policies and investments that will enhance Florida's economic development efforts into the future. The FMTP identifies truck bottlenecks and other freight investment needs and defines the process for setting priorities among these needs to receive funding from the National Highway Freight Program (NHFP). Project evaluation criteria tie back to the FMTP objectives to ensure high priority projects support the statewide freight vision. In February 2019, FHWA approved the FMTP as FDOT's State Freight Plan. FDOT updated the plan in spring 2020.
- FDOT also developed and refined a methodology to identify freight bottlenecks on Florida's SIS on an annual basis using vehicle probe data and travel time reliability measures. Identification of bottlenecks and estimation of their delay impact aids FDOT in focusing on relief efforts and ranking them by priority. In turn, this information is incorporated into FDOT's SIT to help identify the most important SIS capacity projects to relieve congestion.

4.1.2 MPO Targets

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

On October 11, 2018 the Space Coast TPO agreed to support FDOT's statewide system performance targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the statewide targets.

4.2 System Performance and Freight Investments in the TIP

The Space Coast TPO's TIP reflects investment priorities established in the 2045 LRTP. The focus of Space Coast TPO's investments that address system performance and freight are identified below. The TIP will fund \$201 million for congestion relief projects and freight, \$12.2 million for TSM&O projects.

- Intersection improvements (on NHS roads) – US 192 / Hollywood
- Freight improvements (SIS) to increase capacity on SR 528 (Beachline) and roadway rehabilitation to SR 528 and I-95.
- Ellis Road widening (SIS) to Orlando-Melbourne International Airport.
- Space Freight (SIS hubs and connectors) – replacement of NAS/Cswy/Indian River Bridge; SR 405

Spaceport Connector Intersection improvements; Space Commerce Way Widening

- Freight and Cargo - SR 401 bascule bridges replacement – critical to economic prosperity of central Florida regions – corridor serves, Port Canaveral cruise passengers, Kennedy Space Center, Space Florida, Seaport Canaveral, port assets of the US Navy and US army and the Cape Canaveral Air force Station. The volume of freight and cargo movement is drivers that impact the performance and reliability of the bascule bridges.
- Investments in transit, bicycle, or pedestrian systems that promote mode shift
- TSM&O / ITS projects - The strategies to address these objectives include capital investments in the county's arterial and limited access roadways providing access to major economic generators like ports, downtown areas, and other emerging employment centers as well as incremental improvements in the county's Intelligent Transportation System through the TPO's ITS Master Plan.
- Projects evaluated in the State of the System / Congestion Management System and selected for the TIP.

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

5 - TRANSIT ASSET MANAGEMENT MEASURES

Transit Asset Performance Measures

FTA’s Transit Asset Management (TAM) regulations apply to all recipients and subrecipients of Federal transit funding that own, operate, or manage public transportation capital assets. The regulations define the term “state of good repair,” require that public transportation providers develop and implement TAM plans, and established state of good repair standards and performance measures for four asset categories: equipment, rolling stock, transit infrastructure, and facilities. Table 6.1 identifies the TAM performance measures.

The table below identifies performance measures outlined in the final rule for transit asset management.

Table 5.1 FTA TAM Performance Measures

| Asset Category | Performance Measure |
|----------------|---|
| Equipment | Percentage of non-revenue, support-service and maintenance vehicles that have met or exceeded their Useful Life Benchmark |
| Rolling Stock | Percentage of revenue vehicles within a particular asset class that have either met or exceeded their Useful Life Benchmark |
| Infrastructure | Percentage of track segments with performance restrictions |
| Facilities | Percentage of facilities within an asset class rated below condition 3 on the TERM scale |

For equipment and rolling stock classes, useful life benchmark (ULB) is defined as the expected lifecycle of a capital asset, or the acceptable period of use in service, for a particular transit provider’s operating environment. ULB considers a provider’s unique operating environment such as geography, service frequency, etc.

Public transportation agencies are required to establish and report TAM targets annually for the following fiscal year. Each public transit provider or its sponsors must share its targets with each MPO in which the transit provider’s projects and services are programmed in the MPO’s TIP. MPOs were required to establish initial TAM targets within 180 days of the date that public transportation providers established initial targets by October 1, 2018. However, MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO

updates the LRTP. When establishing TAM targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area. To the maximum extent practicable, transit providers, states, and MPOs must coordinate with each other in the selection of performance targets.

The TAM regulation defines two tiers of public transportation providers based on size parameters. Tier I providers are those that operate rail service or more than 100 vehicles in all fixed route modes, or more than 100 vehicles in one non-fixed route mode. Tier II providers are those that are a subrecipient of FTA 5311 funds, or an American Indian Tribe, or have 100 or less vehicles across all fixed route modes, or have 100 or less vehicles in one non-fixed route mode. A Tier I provider must establish its own TAM targets, as well as report performance and other data to FTA. A Tier II provider has the option to establish its own targets or to participate in a Group Plan with other Tier II providers whereby targets are established for the entire group in coordination with a group plan sponsor, typically a state DOT.

5.1 FDOT Group TAM Plan Participants

A total of 19 transit providers participated in the FDOT Group TAM Plan and continue to coordinate with FDOT on establishing and reporting group targets to FTA through the National Transit Database (NTD) (Table 6.2). These are FDOT's Section 5311 Rural Program subrecipients. The Group TAM Plan was adopted in October 2018 and covers fiscal years 2018-2019 through 2021-2022. Group TAM Plan targets for fiscal year 2021 were submitted to NTD in March 2021; updated targets for fiscal year 2022 are under development.

Table 5.2 Florida Group TAM Plan Participants

| District | Participating Transit Providers |
|----------|--|
| 1 | Central Florida Regional Planning Council Hendry County |
| 2 | Baker County Transit Big Bend Transit Levy County Transit Nassau County Transit Ride Solution Levy County Transit Ride Solution Suwannee River Economic Council Suwannee Valley Transit Authority |
| 3 | Big Bend Transit* Calhoun Transit Gulf County ARC JTRANS Liberty County Transit Tri-County Community Council Wakulla Transit |
| 4 | <i>No participating providers</i> |
| 5 | Flagler County Marion Transit Sumter Transit |
| 6 | Key West Transit |
| 7 | <i>No participating providers</i> <i>*Provider service area covers portions of District 2 and 3</i> |

5.2 Transit Asset Management Targets

The Space Coast TPO has the following Tier II provider operating in the region: Space Coast Area Transit.

5.2.1 Transit Provider Targets

Table 5.3 Transit Asset Management Targets for Space Coast Area Transit

| Asset Category - Performance Measure | Asset Class | SCAT Useful Life Benchmark | 2022 Target |
|---|---|---------------------------------------|-------------|
| Rolling Stock | | | |
| Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Bus (BU) Fixed Route (43 vehicles) | 9-12 Years 350,000 – 650,000 Miles | 13% |
| | Cutaway Bus (CU) Paratransit (29 vehicles) | 6-7 Years 160,000 – 175,000 Miles | 28% |
| | Van (VN) Paratransit (7 vehicles) | 4-5 Years 100,000 Miles | 0% |
| | Agency Paratransit Vanpool Vans (39 vehicles) | 4-7 Years 100,000 Miles | 40% |
| | Commuter Vanpool Vans | 4-6 Years 100,000 Miles | 15% |
| Equipment | | | |
| Age - % of non-revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB) | Non-Revenue/Service Automobile | 9 Years 125,000 Miles | 0% |
| | Misc. Equipment | Under TERM 3.0 | 0% |
| Infrastructure | | | |
| % of track segments with performance restrictions | Rail fixed guideway track | N/A | N/A |

| Asset Category - Performance Measure | Asset Class | SCAT Useful Life Benchmark | 2022 Target |
|---|----------------------|----------------------------------|-------------|
| Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale | Maintenance | Under TERM 3.0 | 0% |
| | Parking Structures | Under TERM 3.0 | 0% |
| | Passenger Facilities | Under TERM 3.0 | 0% |
| | Shelter | Under TERM 3.0 | 0% |
| | Storage | Under TERM 3.0 | 0% |
| | Etc. | Under TERM 3.0 | 0% |

5.2.2 MPO Transit Asset Management Targets

As discussed above, MPOs established TAM targets within 180 days of the date that public transportation providers established their first targets in 2018. MPOs are not required to establish TAM targets annually each time the transit provider establishes targets. Instead, MPO’s must revisit targets each time the MPO updates the LRTP. MPOs can either agree to program projects that will support the transit provider targets or establish separate regional TAM targets for the MPO planning area. MPO targets may differ from agency targets, especially if there are multiple transit agencies in the MPO planning area.

On February 11, 2021, the Space Coast TPO agreed to support Space Coast Area Transit’s asset targets, thus agreeing to plan and program projects in the TIP that will, once implemented, make progress toward achieving the transit provider targets.

5.3 Transit Asset Management Investments in the TIP

The Space Coast TPO TIP was developed and is managed in cooperation with Space Coast Area Transit. It reflects the investment priorities established in the 2045 LRTP. Key components of the plan development process included identifying anticipated Year 2045 system capacity, system needs, cost estimates for the identified needs, and the projection of financial resources and revenues anticipated to be available by the Year of Expenditure (YOE). The resulting 2045 Cost Feasible Plan reflects an array of projects and goods in a cost-efficient manner. Key projects within the Cost Feasible Plan (CFP) include a select number of critical highway expansion projects, such as additional lanes along major corridors, supported by an array of multimodal strategies to improve traffic and transit operations, including roadway connectivity, and pedestrian/bicycle route development. However, the CFP does not address any transportation

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the condition of the region's transit assets. The focus of the Space Coast TPO's investments that address transit state of good repair include:

- Bus and other vehicle purchases and replacements
- Equipment purchases and replacements
- Retrofits
- Repair, rehabilitation, and replacement of transit facilities
- Repair, rehabilitation, and replacement of transit infrastructure

Transit asset condition and state of good repair is a consideration in the methodology Space Coast TPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the TPO's goals, including transit state of good repair, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit state of good repair in the MPO's planning area.

The Space Coast TPO's TIP has been evaluated and the anticipated effect of the overall program is that, once implemented, progress will be made towards achieving the transit asset performance targets. The Space Coast TPO will continue to coordinate with Space Coast Area Transit to maintain the region's transit assets in a state of good repair.

For more information on these programs and projects, see Transit and Transportation Disadvantaged Projects of TIP section that discusses transit projects and investments.

6 - Transit Safety Performance

FTA's Public Transportation Agency Safety Plan (PTASP) regulations established transit safety performance management requirements for providers of public transportation systems that receive federal financial assistance under 49 U.S.C. Chapter 53.

The regulations apply to all operators of public transportation that are a recipient or sub-recipient of FTA Urbanized Area Formula Grant Program funds under 49 U.S.C. Section 5307, or that operate a rail transit system that is subject to FTA's State Safety

Oversight Program. The PTASP regulations do not apply to certain modes of transit service that are subject to the safety jurisdiction of another Federal agency, including passenger ferry operations regulated by the United States Coast Guard, and commuter rail operations that are regulated by the Federal Railroad Administration.

The PTASP must include performance targets for the performance measures established by FTA in the National Public Transportation Safety Plan, which was published on January 28, 2017. The transit safety performance measures are:

- Total number of reportable fatalities and rate per total vehicle revenue miles by mode.
- Total number of reportable injuries and rate per total vehicle revenue miles by mode.
- Total number of reportable safety events and rate per total vehicle revenue miles by mode.
- System reliability – mean distance between major mechanical failures by mode.

In Florida, each Section 5307 or 5311 transit provider must develop a System Safety Program Plan (SSPP) under Chapter 14-90, Florida Administrative Code. FDOT technical guidance recommends that Florida’s transit agencies revise their existing SSPPs to be compliant with the new FTA PTASP requirements.

Each provider of public transportation that is subject to the PTASP regulations must certify that its SSPP meets the requirements for a PTASP, including transit safety targets for the federally required measures. Providers were required to certify their initial PTASP and safety targets by July 20, 2021. Once the public transportation provider establishes safety targets it must make the targets available to MPOs to aid in the planning process. MPOs had 180 days after receipt of the PTASP targets to establish transit safety targets for the MPO planning area. MPOs are not required to establish transit safety targets annually each time the transit provider establishes targets. Instead, subsequent MPO targets must be established when the MPO updates the LRTP. When establishing transit safety targets, the MPO can either agree to program projects that will support the transit provider targets or establish its own separate regional transit safety targets for the MPO planning area. In addition, the Space Coast TPO must reflect those targets in LRTP and TIP updates.

6.1 Transit Safety Targets

Space Coast Area Transit operates in the Space Coast TPO planning area. Space Coast Area Transit is responsible for developing a PTASP and establishing transit safety performance targets annually.

Space Coast Area Transit established the following transit targets in Table 6.1. on February 11, 2021.

6.1.1 Transit Agency Safety Targets

TABLE 6.2. Transit Safety Performance Targets for Space Coast Area Transit

| Years: | 2018 – 2019-F.Y. Baseline | | 2019 – 2020-F.Y. Current + COVID | | 2019 – 2020-F.Y. Actual | | 2020 – 2021-F.Y. Target | | 2021 – 2022-F.Y. Target | |
|---|------------------------------|------|-------------------------------------|-------|----------------------------|------|----------------------------|------|----------------------------|------|
| | Total | Rate | Total | Rate | Total | Rate | Total | Rate | Total | Rate |
| Fatalities per 100,000 Miles | 0 | 0.00 | 0 | 0.00 | | | 0 | 0.00 | 0 | 0.00 |
| Injuries per 100,000 Miles | 53 | 1.88 | 42 | 1.63 | | | 33 | 1.21 | 29 | 1.06 |
| Bus Collisions – Preventable per 100,000 Miles | 28 | 0.99 | 23 | 0.89 | | | 17 | 0.62 | 15 | .055 |
| Bus Collisions – Non-Preventable per 100,000 Miles | 40 | 1.42 | 39 | 1.52 | | | 35 | 1.28 | 30 | 1.10 |
| Safety Incidents per 100,000 Boardings | 196 | 9.54 | 156 | 12.17 | | | 155 | 7.55 | 140 | 6.82 |
| Reported Crimes per 100,000 Boardings | 0 | 0.00 | 0 | 0.00 | | | 0 | 0.00 | 0 | 0.00 |
| Employees Receiving Safety Management Systems Training per Year | 12 | 0.10 | 12 | 0.10 | | | 70 | 0.50 | 70 | 0.50 |
| System Reliability – Mechanical Failures per 100,000 Miles | 67 | 2.38 | 59 | 2.30 | | | 57 | 2.09 | 50 | 1.83 |

6.2 MPO Transit Safety Targets and Investments in TIP

On February 11, 2021, the Space Coast TPO agreed to support Space Coast Area Transit's safety targets, thus agreeing to plan and program projects in the TIP that once implemented, are anticipated to make progress toward achieving the targets.

The Space Coast TPO's TIP was developed and is managed in cooperation with Space Coast Area Transit. It reflects the investment priorities established in the Space Coast TPO's 2045 LRTP. The goal and objective of the LRTP is to

enhance mobility and reliability of the Transportation System for Communities, Tourism and Commerce. An objective includes enhancing access to travel options in transportation disadvantaged area.

FTA funding, as programmed by the region's transit providers and FDOT, is used for programs and products to improve the safety of the region's transit systems. The focus of the Space Coast TPO's investments that address transit safety include: projects that improves access to transit facilities and provides improved bicycle and/or pedestrian facilities for transportation disadvantaged area (direct and indirect). One major goal is to improve safety and security of all users. A major project completed by the Space Coast TPO was the ADA Bus Stop Assessment Update. Upon completion of the study, the Space Coast Area Transit staff focused on short term, low cost improvements and were able to improve an additional 40 stops, bringing compliance up to 8 percent in just a couple of weeks.

Transit Safety is a consideration in the methodology Space Coast TPO uses to select projects for inclusion in the TIP. The TIP includes specific investment priorities that support all of the MPOs goals, including transit safety, using a prioritization and project selection process established in the LRTP. This process evaluates projects that, once implemented, are anticipated to improve transit safety in the MPOs planning area.

In 2022, the Space Coast TPO conducted a Transit Survey to support the update of the Transit Development Plan. The Space Coast TPO and Space Coast Area Transit are continuously working towards bringing bus stops up to compliance through meeting with municipalities and coordination with agencies such as the Merritt Island Redevelopment Agency. The Space Coast TPO will continue to coordinate to maintain and improve the safety of the region's transit system and maintain transit assets in a state of good repair. The TIP devotes resources to projects that will maintain and improve transit safety. Investments in transit safety in the TIP include \$23.6 million to improve transit safety and reliability.

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|---|------------------|-------------------|-------------------|-----------|----------|-------------------|
| ACNP - ADVANCE CONSTRUCTION NHPP | | | | | | | |
| 4489771 | SR-520/I-95 NB DIRECTION FROM SR-514 TO | 3,973,000 | 0 | 34,956,559 | 0 | 0 | 38,929,559 |
| 4489772 | SR-520/I-95 SB DIRECTION FROM SR-514 TO | 3,973,000 | 0 | 35,231,937 | 0 | 0 | 39,204,937 |
| Total | | 7,946,000 | 0 | 70,188,496 | 0 | 0 | 78,134,496 |
| ACNR - AC NAT HWY PERFORM RESURFACING | | | | | | | |
| 4410161 | SR 528 FROM US1 to WEST of SR 3 | 6,893,054 | 0 | 0 | 0 | 0 | 6,893,054 |
| 4438141 | SR 5 / US 1 FROM NORTH OF MALABAR RD TO | 0 | 0 | 7,154,734 | 0 | 0 | 7,154,734 |
| 4470921 | SR 5 (US 1) | 0 | 1,229,815 | 0 | 0 | 0 | 1,229,815 |
| 4470941 | SR 500 / US 192 FROM I-95 TO SR 507 (BABCOCK | 0 | 9,319,145 | 0 | 0 | 0 | 9,319,145 |
| 4487931 | US-1/SR-5 FROM MYERS DR TO ROOSEVELT AVE | 0 | 0 | 2,833,679 | 0 | 0 | 2,833,679 |
| Total | | 6,893,054 | 10,548,960 | 9,988,413 | 0 | 0 | 27,430,427 |
| ACSS - Advance Construction (SS) | | | | | | | |
| 4391571 | SR 3, NORTH COURTNEY PARKWAY @ MUSTANG | 130,000 | 189,985 | 0 | 0 | 0 | 319,985 |
| 4456891 | SR 520 FROM LAKE DRIVE TO AURORA RD | 0 | 4,858,537 | 0 | 0 | 0 | 4,858,537 |
| 4458131 | SR 518 EAU GALLE BLV @ WICKHAM RD | 914,099 | 0 | 0 | 0 | 0 | 914,099 |
| 4458351 | SR 518, EAU GALLE BLV, AT CROTON RD | 167,699 | 0 | 0 | 0 | 0 | 167,699 |
| 4458551 | SR-A1A @ SR 518 / E EAU GALLIE BLVD. | 0 | 1,453,456 | 0 | 0 | 0 | 1,453,456 |
| 4458671 | NB & SB SR A1A | 1,286,140 | 0 | 0 | 0 | 0 | 1,286,140 |
| Total | | 2,497,938 | 6,501,978 | 0 | 0 | 0 | 8,999,916 |
| ARPA - ARPA | | | | | | | |
| 4470851 | SR 501 (Clearlake) | 9,770,251 | 0 | 0 | 0 | 0 | 9,770,251 |
| Total | | 9,770,251 | 0 | 0 | 0 | 0 | 9,770,251 |
| BNIR - INTRASTATE R/W & BRIDGE BONDS | | | | | | | |
| 4074023 | SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF | 0 | 3,900,000 | 0 | 1,400,000 | 0 | 5,300,000 |
| 4074024 | SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL | 0 | 1,150,000 | 0 | 530,000 | 0 | 1,680,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|--|------------------|------------------|------------------|------------------|-----------|------------------|
| BNIR - INTRASTATE R/W & BRIDGE BONDS | | | | | | | |
| Total | | 0 | 5,050,000 | 0 | 1,930,000 | 0 | 6,980,000 |
| BRRP - STATE BRIDGE REPAIR & REHAB | | | | | | | |
| 4471351 | US 1 ELBOW CREEK (#700007) & US 1 EAU GALLIE | 750,030 | 0 | 0 | 0 | 0 | 750,030 |
| 4494251 | I-95 BRIDGE REHAB; 700162 CARTER | 1,152,181 | 0 | 0 | 0 | 0 | 1,152,181 |
| 4502641 | SR 401 OVER CANAVERAL BARGE CANAL | 40,000 | 4,000,771 | 0 | 0 | 0 | 4,040,771 |
| Total | | 1,942,211 | 4,000,771 | 0 | 0 | 0 | 5,942,982 |
| CIGP - COUNTY INCENTIVE GRANT PROGRAM | | | | | | | |
| 4269052 | ST JOHNS HERITAGE PKWY/ELLIS RD | 0 | 0 | 0 | 4,100,000 | 0 | 4,100,000 |
| Total | | 0 | 0 | 0 | 4,100,000 | 0 | 4,100,000 |
| CM - CONGESTION MITIGATION - AQ | | | | | | | |
| 4269054 | ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN | 2,772,804 | 2,763,453 | 1,000,000 | 871,000 | 0 | 7,407,257 |
| Total | | 2,772,804 | 2,763,453 | 1,000,000 | 871,000 | 0 | 7,407,257 |
| D - UNRESTRICTED STATE PRIMARY | | | | | | | |
| 2439681 | MOA - MELBOURNE | 80,328 | 80,328 | 80,328 | 80,328 | 80,328 | 401,640 |
| 2440031 | COCOA BEACH MOA | 0 | 14,874 | 14,874 | 14,874 | 14,874 | 59,496 |
| 2440041 | CITY OF PALM BAY MOA | 0 | 99,654 | 0 | 0 | 0 | 99,654 |
| 2440071 | MOA CTY OF ROCKLEDGE | 109,584 | 0 | 0 | 0 | 0 | 109,584 |
| 2441001 | MOA TITUSVILLE | 0 | 62,300 | 62,300 | 62,300 | 0 | 186,900 |
| 2443481 | MOA - CITY OF COCOA | 213,390 | 0 | 0 | 0 | 0 | 213,390 |
| 2447062 | MOA - BREVARD COUNTY | 0 | 32,340 | 32,340 | 32,340 | 32,340 | 129,360 |
| 2447291 | MOA - INDIAN HARBOUR BEACH ON SR 513 | 48,975 | 0 | 0 | 0 | 0 | 48,975 |
| 4064911 | MOA - INDIALANTIC | 0 | 0 | 26,000 | 0 | 0 | 26,000 |
| 4136154 | LIGHTING AGREEMENTS FUNDS | 1,047,856 | 1,079,288 | 1,111,675 | 1,145,015 | 1,179,376 | 5,563,210 |
| 4157842 | TOWN OF PALM SHORES MOA | 12,572 | 12,572 | 12,572 | 0 | 0 | 37,716 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|--|------------------|------------------|------------------|------------------|------------------|-------------------|
| D - UNRESTRICTED STATE PRIMARY | | | | | | | |
| 4181041 | BREVARD PRIMARY ROADWAYS INHOUSE | 1,863,811 | 1,863,811 | 1,863,811 | 1,863,811 | 1,863,811 | 9,319,055 |
| 4199391 | DRAIN CLEANING VARIOUS LOCATIONS | 262,842 | 262,842 | 262,842 | 0 | 0 | 788,526 |
| 4221691 | CITY OF WEST MELBOURNE MOA | 0 | 55,716 | 0 | 0 | 0 | 55,716 |
| 4265031 | MOA CAPE CANAVERAL | 19,704 | 0 | 0 | 0 | 0 | 19,704 |
| 4276931 | PERFORMANCE AESTHETI CS | 2,190,000 | 2,190,000 | 2,190,000 | 0 | 0 | 6,570,000 |
| 4501401 | BREVARD OPERATIONS CENTER CONCRETE | 0 | 0 | 0 | 0 | 20,000 | 20,000 |
| 4501411 | BREVARD OPERATIONS CENTER | 0 | 0 | 0 | 0 | 35,000 | 35,000 |
| Total | | 5,849,062 | 5,753,725 | 5,656,742 | 3,198,668 | 3,225,729 | 23,683,926 |
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 4074024 | SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| 4302025 | SR A1A FROM S OF INTERNATIONAL DRIVE TO | 0 | 0 | 0 | 5,767,478 | 28,850 | 5,796,328 |
| 4336551 | SR 500/US 192 AT HOLLYWOOD BLVD | 717,225 | 0 | 0 | 0 | 0 | 717,225 |
| 4383911 | BREVARD-ARTHUR DUNN CONSTRUCT | 0 | 500,000 | 1,000,000 | 500,000 | 0 | 2,000,000 |
| 4383971 | BREVARD-ARTHUR DUNN REHABILITATE AIRPORT | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| 4383981 | BREVARD-ARTHUR DUNN AIRFIELD PAVEMENT | 0 | 40,000 | 0 | 0 | 0 | 40,000 |
| 4384011 | BREVARD-ARTHUR DUNN AIRPORT MASTER PLAN | 13,000 | 0 | 0 | 0 | 0 | 13,000 |
| 4384041 | BREVARD-ARTHUR DUNN REHABILITATE AIRPORT | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| 4384531 | BREVARD-MELBOURNE INTL AIRPORT PARKING | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| 4384581 | BREVARD-MELBOURNE INTL LAND ACQUISITION | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| 4384601 | BREVARD-MERRITT ISLAND CONSTRUCT NORTH | 0 | 34,015 | 0 | 0 | 0 | 34,015 |
| 4384641 | BREVARD-MERRITT ISLAND CONDUCT MASTER | 11,750 | 0 | 0 | 0 | 0 | 11,750 |
| 4384691 | BREVARD-MERRITT ISLAND CONSTRUCT | 550,000 | 0 | 0 | 0 | 0 | 550,000 |
| 4384941 | BREVARD-SPACE COAST REG CONSTRUCT NEW | 225,000 | 0 | 0 | 0 | 0 | 225,000 |
| 4384981 | BREVARS-VALKARIA CONSTRUCT AIRPORT | 0 | 0 | 320,000 | 0 | 0 | 320,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|---|------------|-----------|---------|-----------|------|-------------------|
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 4384991 | BREVARD-VALKARIA TAXIWAY IMPROVEMENTS | 104,648 | 0 | 0 | 0 | 0 | 104,648 |
| 4390171 | SR 5 (US 1) FROM CAMP RD TO FAYE BLVD | 1,801,278 | 0 | 0 | 0 | 0 | 1,801,278 |
| 4391571 | SR 3, NORTH COURTNEY PARKWAY @ MUSTANG | 0 | 26,400 | 0 | 0 | 0 | 26,400 |
| 4407711 | BREVARD-SPACE COAST REG APRON | 0 | 640,000 | 0 | 1,500,000 | 0 | 2,140,000 |
| 4407722 | BREVARD-VALKARIA HANGARS - CONSTRUCTION | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| 4410161 | SR 528 FROM US1 to WEST of SR 3 | 1,274,620 | 0 | 0 | 0 | 0 | 1,274,620 |
| 4428851 | SR 520 FROM AURORA ROAD TO HUBERT | 10,013,779 | 0 | 0 | 0 | 0 | 10,013,779 |
| 4431691 | SR 405 FROM S BOBBI LN TO NORTH OF SWAN | 0 | 318,096 | 0 | 0 | 0 | 318,096 |
| 4438141 | SR 5 / US 1 FROM NORTH OF MALABAR RD TO | 683,000 | 0 | 719,179 | 0 | 0 | 1,402,179 |
| 4448661 | BREVARD-MERRITT ISLAND CONSTRUCTION | 0 | 800,000 | 500,000 | 0 | 0 | 1,300,000 |
| 4448671 | BREVARD-SPACE COAST REG RUNWAY | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| 4448681 | BREVARD-SPACE COAST REG AIRFIELD | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| 4448701 | BREVARD-VALKARIA SECURITY IMPROVEMENTS | 0 | 720,000 | 0 | 0 | 0 | 720,000 |
| 4449921 | SR 5 / US 1 | 1,611,746 | 0 | 0 | 0 | 0 | 1,611,746 |
| 4452141 | SR A1A FROM NORTH OF SR 404 TO SOUTH OF | 0 | 595,517 | 0 | 0 | 0 | 595,517 |
| 4452151 | SR 5/US1 FROM POST RD TO MILLER COVE ROAD | 2,612,291 | 0 | 0 | 0 | 0 | 2,612,291 |
| 4455871 | SR 5 (US1) FROM SOUTH OF FAY BLVD TO NORTH | 0 | 0 | 0 | 726,984 | 0 | 726,984 |
| 4458131 | SR 518 EAU GALLE BLV @ WICKHAM RD | 173,967 | 0 | 0 | 0 | 0 | 173,967 |
| 4458351 | SR 518, EAU GALLE BLV, AT CROTON RD | 667,671 | 0 | 0 | 0 | 0 | 667,671 |
| 4466691 | MELBOURNE INTERNATIONAL AIRPORT TAXIWAY | 200,000 | 920,000 | 0 | 0 | 0 | 1,120,000 |
| 4470851 | SR 501 (Clearlake) | 128,375 | 0 | 0 | 0 | 0 | 128,375 |
| 4470921 | SR 5 (US 1) | 0 | 1,452,877 | 0 | 0 | 0 | 1,452,877 |
| 4470941 | SR 500 / US 192 FROM I-95 TO SR 507 (BABCOCK | 0 | 1,232,112 | 0 | 0 | 0 | 1,232,112 |
| 4474652 | MELBOURNE INTERNATIONAL AIRPORT | 2,256,270 | 0 | 0 | 0 | 0 | 2,256,270 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|---|-------------------|------------------|-------------------|-------------------|----------------|--------------------|
| DDR - DISTRICT DEDICATED REVENUE | | | | | | | |
| 4476881 | SR 5 AT CIDCO RD | 0 | 52,800 | 0 | 0 | 0 | 52,800 |
| 4483151 | BREVARD-MELBOURNE INTL HANGARS | 1,300,000 | 0 | 0 | 0 | 0 | 1,300,000 |
| 4487851 | SR 404 PINEDA FROM SR 5 (US1) SR A1A | 1,082,000 | 0 | 5,878,278 | 0 | 0 | 6,960,278 |
| 4487871 | SR 401 RESURFACING | 969,000 | 0 | 6,054,335 | 0 | 0 | 7,023,335 |
| 4487911 | SR-405 FROM SR-50 TO E OF US-1 | 2,477,000 | 0 | 16,537,526 | 0 | 0 | 19,014,526 |
| 4487921 | SR-513 FROM SR-518 TO PATRICK AIR FORCE | 2,020,000 | 0 | 1,021,192 | 0 | 0 | 3,041,192 |
| 4487931 | US-1/SR-5 FROM MYERS DR TO ROOSEVELT AVE | 800,000 | 0 | 584,163 | 0 | 0 | 1,384,163 |
| 4487941 | SR-5 (US1) FROM MINNE LN TO THE VOLUSIA | 1,700,000 | 0 | 17,380,604 | 0 | 0 | 19,080,604 |
| 4488001 | SR-5 (US1) FROM RAILROAD BRIDGE TO GRACE ST | 1,011,000 | 0 | 2,796,385 | 0 | 0 | 3,807,385 |
| Total | | 34,713,620 | 8,131,817 | 53,791,662 | 10,494,462 | 28,850 | 107,160,411 |
| DI - ST. - S/W INTER/INTRASTATE HWY | | | | | | | |
| 4074023 | SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF | 0 | 0 | 3,800,000 | 0 | 722,504 | 4,522,504 |
| 4074024 | SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL | 0 | 0 | 1,100,000 | 0 | 79,725 | 1,179,725 |
| Total | | 0 | 0 | 4,900,000 | 0 | 802,229 | 5,702,229 |
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 4074023 | SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF | 0 | 75,000 | 75,000 | 80,000 | 0 | 230,000 |
| 4074024 | SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL | 0 | 20,000 | 20,000 | 20,000 | 0 | 60,000 |
| 4302025 | SR A1A FROM S OF INTERNATIONAL DRIVE TO | 0 | 0 | 0 | 27,975 | 0 | 27,975 |
| 4336551 | SR 500/US 192 AT HOLLYWOOD BLVD | 25,675 | 0 | 0 | 0 | 0 | 25,675 |
| 4370932 | SPACE COAST TRAIL | 0 | 0 | 0 | 0 | 115,400 | 115,400 |
| 4370933 | SPACE COAST TRAIL | 0 | 0 | 0 | 0 | 46,160 | 46,160 |
| 4384781 | I-95 SOUTHBOUND REST AREA | 0 | 0 | 32,580 | 0 | 0 | 32,580 |
| 4390171 | SR 5 (US 1) FROM CAMP RD TO FAYE BLVD | 10,537 | 0 | 0 | 0 | 0 | 10,537 |
| 4410161 | SR 528 FROM US1 to WEST of SR 3 | 10,270 | 0 | 0 | 0 | 0 | 10,270 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|---|--------|--------|---------|--------|------|---------|
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| 4428851 | SR 520 FROM AURORA ROAD TO HUBERT | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4431691 | SR 405 FROM S BOBBI LN TO NORTH OF SWAN | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4438141 | SR 5 / US 1 FROM NORTH OF MALABAR RD TO | 10,000 | 0 | 10,860 | 0 | 0 | 20,860 |
| 4449921 | SR 5 / US 1 | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4452141 | SR A1A FROM NORTH OF SR 404 TO SOUTH OF | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4452151 | SR 5/US1 FROM POST RD TO MILLER COVE ROAD | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4455871 | SR 5 (US1) FROM SOUTH OF FAY BLVD TO NORTH | 0 | 50,000 | 0 | 11,190 | 0 | 61,190 |
| 4458131 | SR 518 EAU GALLE BLV @ WICKHAM RD | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4458351 | SR 518, EAU GALLE BLV, AT CROTON RD | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4458671 | NB & SB SR A1A | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| 4470851 | SR 501 (Clearlake) | 25,675 | 0 | 0 | 0 | 0 | 25,675 |
| 4470921 | SR 5 (US 1) | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4470941 | SR 500 / US 192 FROM I-95 TO SR 507 (BABCOCK | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4471351 | US 1 ELBOW CREEK (#700007) & US 1 EAU GALLIE | 2,054 | 0 | 0 | 0 | 0 | 2,054 |
| 4476881 | SR 5 AT CIDCO RD | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| 4487851 | SR 404 PINEDA FROM SR 5 (US1) SR A1A | 10,000 | 0 | 10,000 | 0 | 0 | 20,000 |
| 4487871 | SR 401 RESURFACING | 10,000 | 0 | 50,000 | 0 | 0 | 60,000 |
| 4487911 | SR-405 FROM SR-50 TO E OF US-1 | 10,000 | 0 | 10,000 | 0 | 0 | 20,000 |
| 4487921 | SR-513 FROM SR-518 TO PATRICK AIR FORCE | 10,000 | 0 | 10,860 | 0 | 0 | 20,860 |
| 4487931 | US-1/SR-5 FROM MYERS DR TO ROOSEVELT AVE | 10,000 | 0 | 32,580 | 0 | 0 | 42,580 |
| 4487941 | SR-5 (US1) FROM MINNE LN TO THE VOLUSIA | 20,000 | 0 | 150,000 | 0 | 0 | 170,000 |
| 4488001 | SR-5 (US1) FROM RAILROAD BRIDGE TO GRACE ST | 10,000 | 0 | 10,860 | 0 | 0 | 20,860 |
| 4494251 | I-95 BRIDGE REHAB; 700162 CARTER | 2,054 | 0 | 0 | 0 | 0 | 2,054 |
| 4502641 | SR 401 OVER CANAVERAL BARGE CANAL | 2,000 | 2,112 | 0 | 0 | 0 | 4,112 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|---|-------------------|-------------------|------------------|----------------|----------------|-------------------|
| DIH - STATE IN-HOUSE PRODUCT SUPPORT | | | | | | | |
| Total | | 229,885 | 199,912 | 412,740 | 139,165 | 161,560 | 1,143,262 |
| DIS - STRATEGIC INTERMODAL SYSTEM | | | | | | | |
| 4353221 | BREVARD-SPACE FL PROCESSING & RANGE | 5,785,898 | 0 | 5,000,000 | 0 | 0 | 10,785,898 |
| 4370691 | BREVARD-SPACE FL LAUNCH COMPLEX | 5,000,000 | 5,000,000 | 0 | 0 | 0 | 10,000,000 |
| 4370701 | BREVARD-SPACE FL HORIZONTAL | 10,000,000 | 5,000,000 | 0 | 0 | 0 | 15,000,000 |
| 4403231 | BREVARD-PORT CANAVERAL NORTH CARGO | 0 | 6,875,000 | 0 | 0 | 0 | 6,875,000 |
| 4487021 | FEC - FRONTENAC TO COCOA DOUBLE TRACK | 3,122,828 | 0 | 0 | 0 | 0 | 3,122,828 |
| Total | | 23,908,726 | 16,875,000 | 5,000,000 | 0 | 0 | 45,783,726 |
| DPTO - STATE - PTO | | | | | | | |
| 4206421 | BREVARD-SPACE COAST AREA TRANSIT SCAT | 439,208 | 452,384 | 465,956 | 483,838 | 0 | 1,841,386 |
| 4206431 | BREVARD-SPACE COAST AREA TRANSIT SCAT A1A | 439,208 | 452,384 | 465,956 | 483,838 | 0 | 1,841,386 |
| 4353221 | BREVARD-SPACE FL PROCESSING & RANGE | 4,000,000 | 4,486,099 | 4,250,000 | 6,250,000 | 5,000,000 | 23,986,099 |
| 4368631 | BREVARD-SPACE FLORIDA COMMOM USE | 18,723,172 | 10,930,793 | 4,250,000 | 6,250,000 | 5,000,000 | 45,153,965 |
| 4370691 | BREVARD-SPACE FL LAUNCH COMPLEX | 2,000,000 | 3,430,793 | 4,250,000 | 6,250,000 | 5,000,000 | 20,930,793 |
| 4370701 | BREVARD-SPACE FL HORIZONTAL | 2,100,000 | 3,430,793 | 4,248,075 | 6,250,000 | 5,000,000 | 21,028,868 |
| 4384601 | BREVARD-MERRITT ISLAND CONSTRUCT NORTH | 0 | 61,685 | 0 | 0 | 0 | 61,685 |
| 4384931 | BREVARD-SPACE COAST REG TAXIWAY IMPROV | 0 | 0 | 256,000 | 0 | 0 | 256,000 |
| 4384991 | BREVARD-VALKARIA TAXIWAY IMPROVEMENTS | 3,352 | 0 | 0 | 0 | 0 | 3,352 |
| 4403231 | BREVARD-PORT CANAVERAL NORTH CARGO | 10,000,000 | 0 | 0 | 0 | 0 | 10,000,000 |
| 4407711 | BREVARD-SPACE COAST REG APRON | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| 4407722 | BREVARD-VALKARIA HANGARS - CONSTRUCTION | 0 | 1,038,444 | 500,000 | 0 | 0 | 1,538,444 |
| 4407991 | BREVARD-SPACE COAST TPO PLANNING STUDIES | 36,690 | 37,195 | 46,219 | 46,219 | 0 | 166,323 |
| 4424561 | BREVARD-BLOCK GRANT OPERATING ASSITANCE | 1,802,371 | 1,856,442 | 1,912,135 | 1,969,499 | 2,028,584 | 9,569,031 |
| 4448661 | BREVARD-MERRITT ISLAND CONSTRUCTION | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|---|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| DPTO - STATE - PTO | | | | | | | |
| 4474652 | MELBOURNE INTERNATIONAL AIRPORT | 743,730 | 7,717,000 | 0 | 0 | 0 | 8,460,730 |
| Total | | 40,287,731 | 33,894,012 | 21,644,341 | 28,983,394 | 22,028,584 | 146,838,062 |
| DRA - REST AREAS - STATE 100% | | | | | | | |
| 4384781 | I-95 SOUTHBOUND REST AREA | 0 | 0 | 21,642,121 | 0 | 0 | 21,642,121 |
| Total | | 0 | 0 | 21,642,121 | 0 | 0 | 21,642,121 |
| DS - STATE PRIMARY HIGHWAYS & PTO | | | | | | | |
| 4384781 | I-95 SOUTHBOUND REST AREA | 1,000,000 | 0 | 0 | 0 | 0 | 1,000,000 |
| 4404241 | NASA CAUSEWAY BRIDGE | 0 | 2,272,009 | 0 | 0 | 0 | 2,272,009 |
| 4410161 | SR 528 FROM US1 to WEST of SR 3 | 1,785,239 | 0 | 0 | 0 | 0 | 1,785,239 |
| 4428832 | SR 500/US 192 FROM RIVERSIDE DR TO MIRAMAR | 226,095 | 0 | 0 | 0 | 0 | 226,095 |
| 4431691 | SR 405 FROM S BOBBI LN TO NORTH OF SWAN | 0 | 2,440,764 | 0 | 0 | 0 | 2,440,764 |
| 4449921 | SR 5 / US 1 | 1,718,319 | 0 | 0 | 0 | 0 | 1,718,319 |
| 4452141 | SR A1A FROM NORTH OF SR 404 TO SOUTH OF | 0 | 5,908,658 | 0 | 0 | 0 | 5,908,658 |
| 4452151 | SR 5/US1 FROM POST RD TO MILLER COVE ROAD | 2,595,287 | 0 | 0 | 0 | 0 | 2,595,287 |
| 4455871 | SR 5 (US1) FROM SOUTH OF FAY BLVD TO NORTH | 0 | 167,000 | 0 | 0 | 0 | 167,000 |
| 4470941 | SR 500 / US 192 FROM I-95 TO SR 507 (BABCOCK | 0 | 4,031,150 | 0 | 0 | 0 | 4,031,150 |
| 4476881 | SR 5 AT CIDCO RD | 0 | 792,503 | 0 | 0 | 0 | 792,503 |
| 4487921 | SR-513 FROM SR-518 TO PATRICK AIR FORCE | 0 | 0 | 3,826,665 | 0 | 0 | 3,826,665 |
| Total | | 7,324,940 | 15,612,084 | 3,826,665 | 0 | 0 | 26,763,689 |
| DU - STATE PRIMARY/FEDERAL REIMB | | | | | | | |
| 4407991 | BREVARD-SPACE COAST TPO PLANNING STUDIES | 293,518 | 297,562 | 369,749 | 369,749 | 0 | 1,330,578 |
| Total | | 293,518 | 297,562 | 369,749 | 369,749 | 0 | 1,330,578 |
| FAA - FEDERAL AVIATION ADMIN | | | | | | | |
| 4383981 | BREVARD-ARTHUR DUNN AIRFIELD PAVEMENT | 0 | 450,000 | 0 | 0 | 0 | 450,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|---|------------------|------------------|------------------|------------------|------------------|-------------------|
| FAA - FEDERAL AVIATION ADMIN | | | | | | | |
| 4384011 | BREVARD-ARTHUR DUNN AIRPORT MASTER PLAN | 234,000 | 0 | 0 | 0 | 0 | 234,000 |
| 4384601 | BREVARD-MERRITT ISLAND CONSTRUCT NORTH | 0 | 1,722,600 | 0 | 0 | 0 | 1,722,600 |
| 4384641 | BREVARD-MERRITT ISLAND CONDUCT MASTER | 211,500 | 0 | 0 | 0 | 0 | 211,500 |
| 4384931 | BREVARD-SPACE COAST REG TAXIWAY IMPROV | 0 | 0 | 2,880,000 | 0 | 0 | 2,880,000 |
| 4384941 | BREVARD-SPACE COAST REG CONSTRUCT NEW | 4,050,000 | 0 | 0 | 0 | 0 | 4,050,000 |
| 4384991 | BREVARD-VALKARIA TAXIWAY IMPROVEMENTS | 1,215,000 | 0 | 0 | 0 | 0 | 1,215,000 |
| 4448671 | BREVARD-SPACE COAST REG RUNWAY | 0 | 7,200,000 | 0 | 0 | 0 | 7,200,000 |
| 4448681 | BREVARD-SPACE COAST REG AIRFIELD | 1,800,000 | 0 | 0 | 0 | 0 | 1,800,000 |
| Total | | 7,510,500 | 9,372,600 | 2,880,000 | 0 | 0 | 19,763,100 |
| FTA - FEDERAL TRANSIT ADMINISTRATION | | | | | | | |
| 4315321 | BREVARD-SCAT SECTION 5307 CAPITAL FOR | 7,430,543 | 7,653,459 | 7,883,062 | 7,883,062 | 7,883,062 | 38,733,188 |
| 4480551 | BREVARD-SPACE COAST AREA TRANSIT SEC 5339 | 675,812 | 0 | 0 | 0 | 0 | 675,812 |
| Total | | 8,106,355 | 7,653,459 | 7,883,062 | 7,883,062 | 7,883,062 | 39,409,000 |
| GFSU - GF STPBG >200 (URBAN) | | | | | | | |
| 4269054 | ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN | 636,160 | 0 | 0 | 0 | 0 | 636,160 |
| 4302025 | SR A1A FROM S OF INTERNATIONAL DRIVE TO | 7,080 | 0 | 0 | 0 | 0 | 7,080 |
| 4336551 | SR 500/US 192 AT HOLLYWOOD BLVD | 645,156 | 0 | 0 | 0 | 0 | 645,156 |
| 4428851 | SR 520 FROM AURORA ROAD TO HUBERT | 451,296 | 0 | 0 | 0 | 0 | 451,296 |
| 4458581 | NASA BOULEVARD FROM WICKHAM ROAD TO US-1 | 1,953,733 | 0 | 0 | 0 | 0 | 1,953,733 |
| Total | | 3,693,425 | 0 | 0 | 0 | 0 | 3,693,425 |
| GMR - GROWTH MANAGEMENT FOR SIS | | | | | | | |
| 4353221 | BREVARD-SPACE FL PROCESSING & RANGE | 3,489,502 | 5,000,000 | 0 | 12,500,000 | 12,500,000 | 33,489,502 |
| 4368631 | BREVARD-SPACE FLORIDA COMMOM USE | 0 | 5,000,000 | 0 | 12,500,000 | 12,500,000 | 30,000,000 |
| 4370691 | BREVARD-SPACE FL LAUNCH COMPLEX | 0 | 0 | 0 | 12,500,000 | 12,500,000 | 25,000,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|--|------------------|-------------------|------------|-------------------|-------------------|--------------------|
| GMR - GROWTH MANAGEMENT FOR SIS | | | | | | | |
| 4370701 | BREVARD-SPACE FL HORIZONTAL | 0 | 0 | 0 | 12,500,000 | 12,500,000 | 25,000,000 |
| 4384521 | BREVARD-MELBOURNE INTL TERMINAL BUILDING | 0 | 0 | 0 | 0 | 5,000,000 | 5,000,000 |
| 4403231 | BREVARD-PORT CANAVERAL NORTH CARGO | 0 | 1,785,397 | 0 | 0 | 0 | 1,785,397 |
| 4487021 | FEC - FRONTENAC TO COCOA DOUBLE TRACK | 1,085,793 | 0 | 0 | 0 | 0 | 1,085,793 |
| Total | | 4,575,295 | 11,785,397 | 0 | 50,000,000 | 55,000,000 | 121,360,692 |
| LF - LOCAL FUNDS | | | | | | | |
| 4269052 | ST JOHNS HERITAGE PKWY/ELLIS RD | 0 | 0 | 0 | 4,100,000 | 0 | 4,100,000 |
| 4302025 | SR A1A FROM S OF INTERNATIONAL DRIVE TO | 0 | 0 | 0 | 2,000,000 | 0 | 2,000,000 |
| 4315321 | BREVARD-SCAT SECTION 5307 CAPITAL FOR | 1,857,636 | 1,913,365 | 1,970,766 | 1,970,766 | 1,970,766 | 9,683,299 |
| 4353221 | BREVARD-SPACE FL PROCESSING & RANGE | 14,785,898 | 7,055,306 | 14,250,000 | 18,750,000 | 17,500,000 | 72,341,204 |
| 4370691 | BREVARD-SPACE FL LAUNCH COMPLEX | 12,000,000 | 6,000,000 | 9,250,000 | 18,750,000 | 17,500,000 | 63,500,000 |
| 4370701 | BREVARD-SPACE FL HORIZONTAL | 12,100,000 | 6,000,000 | 9,248,075 | 18,750,000 | 17,500,000 | 63,598,075 |
| 4383911 | BREVARD-ARTHUR DUNN CONSTRUCT | 0 | 125,000 | 250,000 | 125,000 | 0 | 500,000 |
| 4383971 | BREVARD-ARTHUR DUNN REHABILITATE AIRPORT | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| 4383981 | BREVARD-ARTHUR DUNN AIRFIELD PAVEMENT | 0 | 10,000 | 0 | 0 | 0 | 10,000 |
| 4384011 | BREVARD-ARTHUR DUNN AIRPORT MASTER PLAN | 13,000 | 0 | 0 | 0 | 0 | 13,000 |
| 4384041 | BREVARD-ARTHUR DUNN REHABILITATE AIRPORT | 0 | 100,000 | 0 | 0 | 0 | 100,000 |
| 4384521 | BREVARD-MELBOURNE INTL TERMINAL BUILDING | 0 | 0 | 0 | 0 | 5,000,000 | 5,000,000 |
| 4384531 | BREVARD-MELBOURNE INTL AIRPORT PARKING | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| 4384581 | BREVARD-MELBOURNE INTL LAND ACQUISITION | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| 4384601 | BREVARD-MERRITT ISLAND CONSTRUCT NORTH | 0 | 95,700 | 0 | 0 | 0 | 95,700 |
| 4384641 | BREVARD-MERRITT ISLAND CONDUCT MASTER | 11,750 | 0 | 0 | 0 | 0 | 11,750 |
| 4384691 | BREVARD-MERRITT ISLAND CONSTRUCT | 550,000 | 0 | 0 | 0 | 0 | 550,000 |
| 4384931 | BREVARD-SPACE COAST REG TAXIWAY IMPROV | 0 | 0 | 64,000 | 0 | 0 | 64,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---------------------------------|---|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|
| LF - LOCAL FUNDS | | | | | | | |
| 4384941 | BREVARD-SPACE COAST REG CONSTRUCT NEW | 225,000 | 0 | 0 | 0 | 0 | 225,000 |
| 4384981 | BREVARAS-VALKARIA CONSTRUCT AIRPORT | 0 | 0 | 80,000 | 0 | 0 | 80,000 |
| 4384991 | BREVARD-VALKARIA TAXIWAY IMPROVEMENTS | 27,000 | 0 | 0 | 0 | 0 | 27,000 |
| 4403231 | BREVARD-PORT CANAVERAL NORTH CARGO | 4,405,303 | 2,886,799 | 0 | 0 | 0 | 7,292,102 |
| 4404242 | SPACE COMMERCE WAY | 9,659,733 | 0 | 0 | 0 | 0 | 9,659,733 |
| 4407711 | BREVARD-SPACE COAST REG APRON | 0 | 160,000 | 250,000 | 375,000 | 0 | 785,000 |
| 4407722 | BREVARD-VALKARIA HANGARS - CONSTRUCTION | 0 | 259,611 | 125,000 | 250,000 | 0 | 634,611 |
| 4407991 | BREVARD-SPACE COAST TPO PLANNING STUDIES | 36,690 | 37,195 | 46,219 | 46,219 | 0 | 166,323 |
| 4415841 | BREVARD TRAFFIC MANAGEMENT CENTER | 0 | 4,760,000 | 0 | 0 | 0 | 4,760,000 |
| 4424561 | BREVARD-BLOCK GRANT OPERATING ASSITANCE | 1,802,371 | 1,856,442 | 1,912,135 | 1,969,499 | 2,028,584 | 9,569,031 |
| 4428851 | SR 520 FROM AURORA ROAD TO HUBERT | 386,238 | 0 | 0 | 0 | 0 | 386,238 |
| 4436201 | MELBOURNE SW TRAIL SYSTEM | 0 | 66,262 | 0 | 0 | 0 | 66,262 |
| 4448661 | BREVARD-MERRITT ISLAND CONSTRUCTION | 0 | 800,000 | 500,000 | 1,000,000 | 0 | 2,300,000 |
| 4448671 | BREVARD-SPACE COAST REG RUNWAY | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| 4448681 | BREVARD-SPACE COAST REG AIRFIELD | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| 4448701 | BREVARD-VALKARIA SECURITY IMPROVEMENTS | 0 | 160,000 | 0 | 0 | 0 | 160,000 |
| 4466691 | MELBOURNE INTERNATIONAL AIRPORT TAXIWAY | 200,000 | 920,000 | 0 | 0 | 0 | 1,120,000 |
| 4480551 | BREVARD-SPACE COAST AREA TRANSIT SEC 5339 | 169,953 | 0 | 0 | 0 | 0 | 169,953 |
| 4483151 | BREVARD-MELBOURNE INTL HANGARS | 1,300,000 | 0 | 0 | 0 | 0 | 1,300,000 |
| 4483781 | US-1/SR-5 | 0 | 0 | 600,000 | 0 | 0 | 600,000 |
| 4487021 | FEC - FRONTENAC TO COCOA DOUBLE TRACK | 4,793,328 | 0 | 0 | 0 | 0 | 4,793,328 |
| 4487581 | AURORA ST FROM N OF JACKSON ST TO SOUTH | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| Total | | 64,513,900 | 33,605,680 | 39,546,195 | 69,086,484 | 61,499,350 | 268,251,609 |
| LFB - LOCAL FUNDS BUDGET | | | | | | | |
| 4503641 | PORT FUNDING COORINDATION | 299,735 | 0 | 0 | 0 | 0 | 299,735 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|---|-------------------|------------------|------------------|------------------|------------------|-------------------|
| LFB - LOCAL FUNDS BUDGET | | | | | | | |
| Total | | 299,735 | 0 | 0 | 0 | 0 | 299,735 |
| NFPD - NFPD | | | | | | | |
| 4404242 | SPACE COMMERCE WAY | 16,500,000 | 0 | 0 | 0 | 0 | 16,500,000 |
| Total | | 16,500,000 | 0 | 0 | 0 | 0 | 16,500,000 |
| PL - METRO PLAN (85% FA; 15% OTHER) | | | | | | | |
| 4393304 | BREVARD/SPACECOAST FY 2022/2023-2023/2024 | 1,296,117 | 1,157,342 | 0 | 0 | 0 | 2,453,459 |
| 4393305 | BREVARD/SPACECOAST FY 2024/2025-2025/2026 | 0 | 0 | 1,174,623 | 1,192,250 | 0 | 2,366,873 |
| 4393306 | BREVARD/SPACECOAST FY 2026/2027-2027/2028 | 0 | 0 | 0 | 0 | 1,192,250 | 1,192,250 |
| Total | | 1,296,117 | 1,157,342 | 1,174,623 | 1,192,250 | 1,192,250 | 6,012,582 |
| PORT - SEAPORTS | | | | | | | |
| 4403231 | BREVARD-PORT CANAVERAL NORTH CARGO | 3,215,911 | 0 | 0 | 0 | 0 | 3,215,911 |
| Total | | 3,215,911 | 0 | 0 | 0 | 0 | 3,215,911 |
| SA - STP, ANY AREA | | | | | | | |
| 4269054 | ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN | 5,073,935 | 4,322,547 | 51,000 | 0 | 0 | 9,447,482 |
| 4302025 | SR A1A FROM S OF INTERNATIONAL DRIVE TO | 4,873,030 | 0 | 0 | 0 | 0 | 4,873,030 |
| 4336551 | SR 500/US 192 AT HOLLYWOOD BLVD | 2,194,904 | 0 | 0 | 0 | 0 | 2,194,904 |
| 4487921 | SR-513 FROM SR-518 TO PATRICK AIR FORCE | 0 | 0 | 7,215,216 | 0 | 0 | 7,215,216 |
| Total | | 12,141,869 | 4,322,547 | 7,266,216 | 0 | 0 | 23,730,632 |
| SIWR - 2015 SB2514A-STRATEGIC INT SYS | | | | | | | |
| 4353221 | BREVARD-SPACE FL PROCESSING & RANGE | 724,600 | 0 | 0 | 0 | 0 | 724,600 |
| 4368631 | BREVARD-SPACE FLORIDA COMMOM USE | 0 | 0 | 5,000,000 | 0 | 0 | 5,000,000 |
| 4370691 | BREVARD-SPACE FL LAUNCH COMPLEX | 5,000,000 | 0 | 5,000,000 | 0 | 0 | 10,000,000 |
| 4370701 | BREVARD-SPACE FL HORIZONTAL | 0 | 0 | 5,000,000 | 0 | 0 | 5,000,000 |
| 4403232 | BREVARD-PORT CANAVERAL NORTH CARGO | 8,000,000 | 0 | 0 | 0 | 0 | 8,000,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|--|-------------------|-----------|-------------------|-----------|-----------|-------------------|
| SIWR - 2015 SB2514A-STRATEGIC INT SYS | | | | | | | |
| 4487021 | FEC - FRONTENAC TO COCOA DOUBLE TRACK | 584,708 | 0 | 0 | 0 | 0 | 584,708 |
| Total | | 14,309,308 | 0 | 15,000,000 | 0 | 0 | 29,309,308 |
| SR2T - SAFE ROUTES - TRANSFER | | | | | | | |
| 4432921 | STONE MAGNET MIDDLE SCHOOL SIDEWALK | 65,802 | 0 | 473,097 | 0 | 0 | 538,899 |
| Total | | 65,802 | 0 | 473,097 | 0 | 0 | 538,899 |
| SU - STP, URBAN AREAS > 200K | | | | | | | |
| 4269052 | ST JOHNS HERITAGE PKWY/ELLIS RD | 0 | 0 | 0 | 5,571,947 | 0 | 5,571,947 |
| 4289301 | BREVARD COUNTY ITS OPERATIONAL SUPPORT | 225,000 | 225,000 | 225,000 | 225,000 | 0 | 900,000 |
| 4302025 | SR A1A FROM S OF INTERNATIONAL DRIVE TO | 60,000 | 1,229,059 | 1,050,000 | 162,320 | 0 | 2,501,379 |
| 4302061 | SPACE COAST TPO SU/TALU RESERVES | 0 | 0 | 1,432,906 | 0 | 5,902,883 | 7,335,789 |
| 4336551 | SR 500/US 192 AT HOLLYWOOD BLVD | 2,528,410 | 0 | 0 | 0 | 0 | 2,528,410 |
| 4379391 | SR A1A SIDEWALK FROM SR 518 TO VOLUNTEER | 0 | 0 | 1,532,205 | 0 | 0 | 1,532,205 |
| 4393304 | BREVARD/SPACECOAST FY 2022/2023-2023/2024 | 700,000 | 700,000 | 0 | 0 | 0 | 1,400,000 |
| 4393305 | BREVARD/SPACECOAST FY 2024/2025-2025/2026 | 0 | 0 | 700,000 | 159,848 | 0 | 859,848 |
| 4393306 | BREVARD/SPACECOAST FY 2026/2027-2027/2028 | 0 | 0 | 0 | 0 | 500,000 | 500,000 |
| 4428851 | SR 520 FROM AURORA ROAD TO HUBERT | 2,094,020 | 0 | 0 | 0 | 0 | 2,094,020 |
| 4436201 | MELBOURNE SW TRAIL SYSTEM | 0 | 3,405,339 | 0 | 0 | 0 | 3,405,339 |
| 4458131 | SR 518 EAU GALLE BLV @ WICKHAM RD | 234,143 | 0 | 0 | 0 | 0 | 234,143 |
| 4458351 | SR 518, EAU GALLE BLV, AT CROTON RD | 388,177 | 0 | 0 | 0 | 0 | 388,177 |
| 4458561 | MICHIGAN AVENUE, E COAST GREENWAY TRAIL | 0 | 0 | 0 | 437,837 | 0 | 437,837 |
| 4458581 | NASA BOULEVARD FROM WICKHAM ROAD TO US-1 | 247,000 | 0 | 0 | 0 | 0 | 247,000 |
| 4458721 | NASA BOULEVARD FROM GATEWAY DR TO EDDIE | 0 | 281,764 | 0 | 0 | 0 | 281,764 |
| 4479941 | Cape Canaveral Spaceport Indian River Bridge ITS | 0 | 605,000 | 0 | 0 | 0 | 605,000 |
| 4483781 | US-1/SR-5 | 0 | 0 | 1,705,000 | 0 | 0 | 1,705,000 |

5-Year Summary of Projects by Funding Category

| Project # | Project Name | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|--|------------------|------------------|------------------|------------------|-------------------|-------------------|
| SU - STP, URBAN AREAS > 200K | | | | | | | |
| 4487581 | AURORA ST FROM N OF JACKSON ST TO SOUTH | 0 | 0 | 10,421 | 0 | 0 | 10,421 |
| Total | | 6,476,750 | 6,446,162 | 6,655,532 | 6,556,952 | 6,402,883 | 32,538,279 |
| TALU - TRANSPORTATION ALTS- >200K | | | | | | | |
| 4302025 | SR A1A FROM S OF INTERNATIONAL DRIVE TO | 192,920 | 0 | 0 | 0 | 0 | 192,920 |
| 4302061 | SPACE COAST TPO SU/TALU RESERVES | 0 | 0 | 0 | 0 | 523,906 | 523,906 |
| 4379391 | SR A1A SIDEWALK FROM SR 518 TO VOLUNTEER | 219,441 | 57,000 | 0 | 0 | 0 | 276,441 |
| 4436201 | MELBOURNE SW TRAIL SYSTEM | 0 | 4,000 | 0 | 0 | 0 | 4,000 |
| 4458561 | MICHIGAN AVENUE, E COAST GREENWAY TRAIL | 0 | 90,000 | 0 | 536,513 | 0 | 626,513 |
| 4458721 | NASA BOULEVARD FROM GATEWAY DR TO EDDIE | 0 | 391,591 | 0 | 0 | 0 | 391,591 |
| 4487581 | AURORA ST FROM N OF JACKSON ST TO SOUTH | 0 | 0 | 544,579 | 0 | 0 | 544,579 |
| Total | | 412,361 | 542,591 | 544,579 | 536,513 | 523,906 | 2,559,950 |
| TLWR - 2015 SB2514A-TRAIL NETWORK | | | | | | | |
| 4370932 | SPACE COAST TRAIL | 500,000 | 0 | 0 | 0 | 10,860,727 | 11,360,727 |
| 4370933 | SPACE COAST TRAIL | 0 | 0 | 0 | 0 | 3,565,162 | 3,565,162 |
| Total | | 500,000 | 0 | 0 | 0 | 14,425,889 | 14,925,889 |
| TRIP - TRANS REGIONAL INCENTIVE PROGM | | | | | | | |
| 4269052 | ST JOHNS HERITAGE PKWY/ELLIS RD | 0 | 0 | 0 | 5,571,947 | 0 | 5,571,947 |
| 4415841 | BREVARD TRAFFIC MANAGEMENT CENTER | 0 | 4,760,000 | 0 | 0 | 0 | 4,760,000 |
| Total | | 0 | 4,760,000 | 0 | 5,571,947 | 0 | 10,331,947 |

5-Year Summary of Funding Source

| Funding Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|-----------------------|--------------------|--------------------|--------------------|--------------------|--------------------|----------------------|
| Federal | 86,376,744 | 49,606,654 | 108,423,767 | 17,409,526 | 16,002,101 | 277,818,792 |
| Local | 64,813,635 | 33,605,680 | 39,546,195 | 69,086,484 | 61,499,350 | 268,551,344 |
| State | 122,047,381 | 106,062,718 | 116,874,271 | 104,417,636 | 81,246,952 | 530,648,958 |
| State 100% | 14,809,308 | 0 | 15,000,000 | 0 | 14,425,889 | 44,235,197 |
| Total | 288,047,068 | 189,275,052 | 279,844,233 | 190,913,646 | 173,174,292 | 1,121,254,291 |

Section A - Highway & Bridge Capacity

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total | |
|---|-------------|-------------------|--------------------------|------------------|---|----------------|---------------------------|-------------------|
| Proj# 4074023 SR 528 FROM E OF SR524(INDUSTRY) TO EAST OF SR 3 | | | | | Length: 3.719 MI | | *SIS* | |
| Type of Work: ADD LANES & RECONSTRUCT | | | | | Lead Agency: MANAGED BY FDOT | | | |
| Description: Goes with Project No. 4074021 (PD&E Phase) & 4074024 (Design Phase) | | | | | L RTP#: Page 33, Goal 2 | | | |
| ROW | BNIR | 0 | 3,900,000 | 0 | 1,400,000 | 0 | 5,300,000 | |
| ROW | DIH | 0 | 75,000 | 75,000 | 80,000 | 0 | 230,000 | |
| ROW | DI | 0 | 0 | 3,800,000 | 0 | 722,504 | 4,522,504 | |
| Total | | 0 | 3,975,000 | 3,875,000 | 1,480,000 | 722,504 | 10,052,504 | |
| <i>Prior Years Cost</i> | | <i>13,961,131</i> | <i>Future Years Cost</i> | | <i>226,080</i> | | <i>Total Project Cost</i> | <i>24,239,715</i> |
| Proj# 4074024 SR 528 FROM EAST OF SR 3 TO PORT CANAVERAL INTERCHANGE | | | | | Length: 5.091 MI | | *SIS* | |
| Type of Work: ADD LANES & RECONSTRUCT | | | | | Lead Agency: MANAGED BY FDOT | | | |
| Description: Goes with Project No. 4074021 (PD&E Phase) & 4074023 (Design Phase) | | | | | L RTP#: Page 33, Goal 2 | | | |
| ENV | DDR | 50,000 | 0 | 0 | 0 | 0 | 50,000 | |
| ROW | BNIR | 0 | 1,150,000 | 0 | 530,000 | 0 | 1,680,000 | |
| ROW | DIH | 0 | 20,000 | 20,000 | 20,000 | 0 | 60,000 | |
| ROW | DI | 0 | 0 | 1,100,000 | 0 | 79,725 | 1,179,725 | |
| Total | | 50,000 | 1,170,000 | 1,120,000 | 550,000 | 79,725 | 2,969,725 | |
| <i>Prior Years Cost</i> | | <i>12,173,738</i> | <i>Future Years Cost</i> | | <i>2,859,725</i> | | <i>Total Project Cost</i> | <i>18,003,188</i> |
| Proj# 4269052 ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN RHODES TO WEST OF WICKHAM ROAD | | | | | Length: 1.827 MI | | *SIS* | |
| Type of Work: ADD LANES & RECONSTRUCT | | | | | Lead Agency: MANAGED BY BREVARD COUNTY | | | |
| | | | | | L RTP#: Page 33, Goal 2 | | | |
| CST | TRIP | 0 | 0 | 0 | 5,571,947 | 0 | 5,571,947 | |
| CST | LF | 0 | 0 | 0 | 4,100,000 | 0 | 4,100,000 | |
| CST | SU | 0 | 0 | 0 | 5,571,947 | 0 | 5,571,947 | |
| CST | CIGP | 0 | 0 | 0 | 4,100,000 | 0 | 4,100,000 | |
| Total | | 0 | 0 | 0 | 19,343,894 | 0 | 19,343,894 | |
| <i>Prior Years Cost</i> | | <i>3,314,511</i> | <i>Future Years Cost</i> | | <i>22,658,405</i> | | <i>Total Project Cost</i> | <i>22,658,405</i> |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|--------------------|--------------------------|------------------|-------------------------------------|----------|--------------------|
| Proj# 4269054 ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN RHODES BLVD TO W OF WICKHAM | | | | | Length: 1.827 MI | | *SIS* |
| Type of Work: ADD LANES & RECONSTRUCT | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 33, Goal 2 | | |
| Description: Goes with Project Nos 426905-2 (Brevard County LAP Project); Goes with Project Nos. 4269051 (PD&E Phase) and 4269053 (New Interchange) | | | | | | | |
| ROW | GFSU | 636,160 | 0 | 0 | 0 | 0 | 636,160 |
| ROW | CM | 2,772,804 | 2,763,453 | 1,000,000 | 871,000 | 0 | 7,407,257 |
| ROW | SA | 5,073,935 | 4,322,547 | 51,000 | 0 | 0 | 9,447,482 |
| Total | | 8,482,899 | 7,086,000 | 1,051,000 | 871,000 | 0 | 17,490,899 |
| <i>Prior Years Cost</i> | | <i>15,593,501</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>33,084,400</i> |
| Proj# 4336551 SR 500/US 192 AT HOLLYWOOD BLVD | | | | | Length: .002 MI | | *SIS* |
| Type of Work: ADD TURN LANE(S) | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 33, Goal 2 | | |
| Description: Hollywood Blvd and Evans Road Intersection Improvements | | | | | | | |
| CST | GFSU | 645,156 | 0 | 0 | 0 | 0 | 645,156 |
| CST | DIH | 25,675 | 0 | 0 | 0 | 0 | 25,675 |
| CST | SU | 2,528,410 | 0 | 0 | 0 | 0 | 2,528,410 |
| ROW | DDR | 125,000 | 0 | 0 | 0 | 0 | 125,000 |
| CST | DDR | 592,225 | 0 | 0 | 0 | 0 | 592,225 |
| ROW | SA | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 |
| CST | SA | 194,904 | 0 | 0 | 0 | 0 | 194,904 |
| Total | | 6,111,370 | 0 | 0 | 0 | 0 | 6,111,370 |
| <i>Prior Years Cost</i> | | <i>6,736,153</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>12,847,523</i> |
| Proj# 4404241 NASA CAUSEWAY BRIDGE | | | | | Length: 3.593 MI | | *SIS* |
| Type of Work: BRIDGE REPLACEMENT | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: PAGE 142 | | |
| CST | DS | 0 | 2,272,009 | 0 | 0 | 0 | 2,272,009 |
| Total | | 0 | 2,272,009 | 0 | 0 | 0 | 2,272,009 |
| <i>Prior Years Cost</i> | | <i>144,169,291</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>146,441,300</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|-------------------|--------------------------|----------|--|----------|-------------------|
| Proj# 4404242 SPACE COMMERCE WAY | | | | | Length: 2.672 MI | | *Non-SIS* |
| Type of Work: ADD LANES & REHABILITATE PVMNT | | | | | Lead Agency: MANAGED BY SPACE FLORIDA | | |
| Description: Widening | | | | | LRTP#: PAGE 142 | | |
| CST | LF | 9,659,733 | 0 | 0 | 0 | 0 | 9,659,733 |
| CST | NFPD | 16,500,000 | 0 | 0 | 0 | 0 | 16,500,000 |
| Total | | 26,159,733 | 0 | 0 | 0 | 0 | 26,159,733 |
| <i>Prior Years Cost</i> | | <i>10,000</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>26,169,733</i> |

Section B - Maintenance (Bridge and Pavement)

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|--------------|------------------|--------------------------|---------------|----------------------------------|---------------|------------------|
| Proj# 2439681 MOA - MELBOURNE | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: CITY OF MELBOURNE | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 80,328 | 80,328 | 80,328 | 80,328 | 80,328 | 401,640 |
| | Total | 80,328 | 80,328 | 80,328 | 80,328 | 80,328 | 401,640 |
| <i>Prior Years Cost</i> | | <i>1,525,577</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,927,217</i> |
| Proj# 2440031 COCOA BEACH MOA | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: CITY OF COCOA BEACH | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 0 | 14,874 | 14,874 | 14,874 | 14,874 | 59,496 |
| | Total | 0 | 14,874 | 14,874 | 14,874 | 14,874 | 59,496 |
| <i>Prior Years Cost</i> | | <i>319,143</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>378,639</i> |
| Proj# 2440041 CITY OF PALM BAY MOA | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: CITY OF PALM BAY | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 0 | 99,654 | 0 | 0 | 0 | 99,654 |
| | Total | 0 | 99,654 | 0 | 0 | 0 | 99,654 |
| <i>Prior Years Cost</i> | | <i>959,015</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,058,669</i> |
| Proj# 2440071 MOA CTY OF ROCKLEDGE | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: City of Rockledge | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 109,584 | 0 | 0 | 0 | 0 | 109,584 |
| | Total | 109,584 | 0 | 0 | 0 | 0 | 109,584 |
| <i>Prior Years Cost</i> | | <i>641,939</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>751,523</i> |
| Proj# 2441001 MOA TITUSVILLE | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: CITY OF TITUSVILLE | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 0 | 62,300 | 62,300 | 62,300 | 0 | 186,900 |
| | Total | 0 | 62,300 | 62,300 | 62,300 | 0 | 186,900 |
| <i>Prior Years Cost</i> | | <i>1,546,753</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,733,653</i> |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|------------------|--------------------------|------------------|---|------------------|------------------|
| Proj# 2443481 MOA - CITY OF COCOA | | | | | | | |
| Type of Work: ROUTINE MAINTENANCE | | | | | | | |
| | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: CITY OF COCOA | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 213,390 | 0 | 0 | 0 | 0 | 213,390 |
| Total | | 213,390 | 0 | 0 | 0 | 0 | 213,390 |
| <i>Prior Years Cost</i> | | 835,578 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 1,048,968 |
| Proj# 2447062 MOA - BREVARD COUNTY | | | | | | | |
| Type of Work: ROUTINE MAINTENANCE | | | | | | | |
| | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: MANAGED BY BREVARD COUNTY | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 0 | 32,340 | 32,340 | 32,340 | 32,340 | 129,360 |
| Total | | 0 | 32,340 | 32,340 | 32,340 | 32,340 | 129,360 |
| <i>Prior Years Cost</i> | | 525,972 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 655,332 |
| Proj# 2447291 MOA - INDIAN HARBOUR BEACH ON SR 513 | | | | | | | |
| Type of Work: ROUTINE MAINTENANCE | | | | | | | |
| | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: City of Indian Harbour Beach | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 48,975 | 0 | 0 | 0 | 0 | 48,975 |
| Total | | 48,975 | 0 | 0 | 0 | 0 | 48,975 |
| <i>Prior Years Cost</i> | | 201,863 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 250,838 |
| Proj# 4064911 MOA - INDIALANTIC | | | | | | | |
| Type of Work: ROUTINE MAINTENANCE | | | | | | | |
| | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: Town of Indialantic | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 0 | 0 | 26,000 | 0 | 0 | 26,000 |
| Total | | 0 | 0 | 26,000 | 0 | 0 | 26,000 |
| <i>Prior Years Cost</i> | | 171,189 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 197,189 |
| Proj# 4136154 LIGHTING AGREEMENTS FUNDS | | | | | | | |
| Type of Work: LIGHTING | | | | | | | |
| | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 1,047,856 | 1,079,288 | 1,111,675 | 1,145,015 | 1,179,376 | 5,563,210 |
| Total | | 1,047,856 | 1,079,288 | 1,111,675 | 1,145,015 | 1,179,376 | 5,563,210 |
| <i>Prior Years Cost</i> | | 12,728,475 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 18,291,685 |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|--------------|------------------|--------------------------|------------------|-------------------------------------|------------------|------------------|
| Proj# 4157842 TOWN OF PALM SHORES MOA | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: Town of Palm Shores | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 12,572 | 12,572 | 12,572 | 0 | 0 | 37,716 |
| | Total | 12,572 | 12,572 | 12,572 | 0 | 0 | 37,716 |
| <i>Prior Years Cost</i> | | 169,546 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 207,262 |
| Proj# 4181041 BREVARD PRIMARY ROADWAYS INHOUSE | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 1,863,811 | 1,863,811 | 1,863,811 | 1,863,811 | 1,863,811 | 9,319,055 |
| | Total | 1,863,811 | 1,863,811 | 1,863,811 | 1,863,811 | 1,863,811 | 9,319,055 |
| <i>Prior Years Cost</i> | | 46,789,798 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 56,108,853 |
| Proj# 4199391 DRAIN CLEANING VARIOUS LOCATIONS | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 262,842 | 262,842 | 262,842 | 0 | 0 | 788,526 |
| | Total | 262,842 | 262,842 | 262,842 | 0 | 0 | 788,526 |
| <i>Prior Years Cost</i> | | 2,376,289 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 3,164,815 |
| Proj# 4221691 CITY OF WEST MELBOURNE MOA | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: City of West Melbourne | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 0 | 55,716 | 0 | 0 | 0 | 55,716 |
| | Total | 0 | 55,716 | 0 | 0 | 0 | 55,716 |
| <i>Prior Years Cost</i> | | 273,413 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 329,129 |
| Proj# 4265031 MOA CAPE CANAVERAL | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: CITY OF CAPE CANAVERAL | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 19,704 | 0 | 0 | 0 | 0 | 19,704 |
| | Total | 19,704 | 0 | 0 | 0 | 0 | 19,704 |
| <i>Prior Years Cost</i> | | 34,536 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 54,240 |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|--------------|-------------------|--------------------------|-------------------|------------------------------|----------|-------------------|
| Proj# 4276931 PERFORMANCE AESTHETI CS | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: ROUTINE MAINTENANCE | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| MNT | D | 2,190,000 | 2,190,000 | 2,190,000 | 0 | 0 | 6,570,000 |
| | Total | 2,190,000 | 2,190,000 | 2,190,000 | 0 | 0 | 6,570,000 |
| <i>Prior Years Cost</i> | | <i>10,597,170</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>17,167,170</i> |
| Proj# 4384781 I-95 SOUTHBOUND REST AREA | | | | | Length: 1.938 MI | | *SIS* |
| Type of Work: REST AREA | | | | | Lead Agency: MANAGED BY FDOT | | |
| Description: CONSTRUCTION OF A NEW REST AREA ALONG I-95 SOUTHBOUND IN NORTH BREVARD COUNTY | | | | | LRTP#: Page 34, Goal 3 | | |
| PE | DS | 1,000,000 | 0 | 0 | 0 | 0 | 1,000,000 |
| CST | DRA | 0 | 0 | 21,642,121 | 0 | 0 | 21,642,121 |
| CST | DIH | 0 | 0 | 32,580 | 0 | 0 | 32,580 |
| | Total | 1,000,000 | 0 | 21,674,701 | 0 | 0 | 22,674,701 |
| <i>Prior Years Cost</i> | | <i>2,164,605</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>24,839,306</i> |
| Proj# 4410161 SR 528 FROM US1 to WEST of SR 3 | | | | | Length: 3.225 MI | | *SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| CST | DS | 1,785,239 | 0 | 0 | 0 | 0 | 1,785,239 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| CST | DDR | 1,274,620 | 0 | 0 | 0 | 0 | 1,274,620 |
| CST | ACNR | 6,893,054 | 0 | 0 | 0 | 0 | 6,893,054 |
| | Total | 9,963,183 | 0 | 0 | 0 | 0 | 9,963,183 |
| <i>Prior Years Cost</i> | | <i>2,119,689</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>12,082,872</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total | |
|--|-------------|-------------------|--------------------------|------------------|-------------------------------------|----------|-------------------|--------------|
| Proj# 4428851 SR 520 FROM AURORA ROAD TO HUBERT HUMPHREY CAUSEWAY | | | | | Length: 2.254 MI | | *Non-SIS* | *RSP* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | | |
| | | | | | LRTP#: Page 34, Goal 4 | | | |
| INC | DDR | 500,000 | 0 | 0 | 0 | 0 | 500,000 | |
| RRU | LF | 98,214 | 0 | 0 | 0 | 0 | 98,214 | |
| CST | LF | 288,024 | 0 | 0 | 0 | 0 | 288,024 | |
| CST | GFSU | 451,296 | 0 | 0 | 0 | 0 | 451,296 | |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 | |
| CST | SU | 2,094,020 | 0 | 0 | 0 | 0 | 2,094,020 | |
| CST | DDR | 9,513,779 | 0 | 0 | 0 | 0 | 9,513,779 | |
| Total | | 12,955,603 | 0 | 0 | 0 | 0 | 12,955,603 | |
| <i>Prior Years Cost</i> | | <i>2,036,404</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>14,992,007</i> | |
| Proj# 4431691 SR 405 FROM S BOBBI LN TO NORTH OF SWAN LAKE DR | | | | | Length: 1.410 MI | | *Non-SIS* | |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | | |
| | | | | | LRTP#: Page 34, Goal 4 | | | |
| CST | DS | 0 | 2,440,764 | 0 | 0 | 0 | 2,440,764 | |
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 | |
| CST | DDR | 0 | 318,096 | 0 | 0 | 0 | 318,096 | |
| Total | | 0 | 2,769,420 | 0 | 0 | 0 | 2,769,420 | |
| <i>Prior Years Cost</i> | | <i>775,760</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>3,545,180</i> | |
| Proj# 4438141 SR 5 / US 1 FROM NORTH OF MALABAR RD TO NORTH OF MYERS DR | | | | | Length: 3.706 MI | | *Non-SIS* | |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | | |
| | | | | | LRTP#: Page 34, Goal 4 | | | |
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 | |
| PE | DDR | 683,000 | 0 | 0 | 0 | 0 | 683,000 | |
| CST | DIH | 0 | 0 | 10,860 | 0 | 0 | 10,860 | |
| CST | DDR | 0 | 0 | 719,179 | 0 | 0 | 719,179 | |
| CST | ACNR | 0 | 0 | 7,154,734 | 0 | 0 | 7,154,734 | |
| Total | | 693,000 | 0 | 7,884,773 | 0 | 0 | 8,577,773 | |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>8,577,773</i> | |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|------------------|--------------------------|----------|-------------------------------------|----------|------------------|
| Proj# 4449921 SR 5 / US 1 FROM MILLER COVE ROAD TO PINEDA CAUSEWAY | | | | | Length: .605 MI | | *Non-SIS* |
| Type of Work: DRAINAGE IMPROVEMENTS | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| CST | DS | 1,718,319 | 0 | 0 | 0 | 0 | 1,718,319 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| CST | DDR | 1,611,746 | 0 | 0 | 0 | 0 | 1,611,746 |
| Total | | 3,340,335 | 0 | 0 | 0 | 0 | 3,340,335 |
| <i>Prior Years Cost</i> | | <i>811,940</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>4,152,275</i> |
| Proj# 4452141 SR A1A FROM NORTH OF SR 404 TO SOUTH OF 36TH STREET | | | | | Length: 3.917 MI | | *Non-SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| CST | DS | 0 | 5,908,658 | 0 | 0 | 0 | 5,908,658 |
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| CST | DDR | 0 | 595,517 | 0 | 0 | 0 | 595,517 |
| Total | | 0 | 6,514,735 | 0 | 0 | 0 | 6,514,735 |
| <i>Prior Years Cost</i> | | <i>784,725</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>7,299,460</i> |
| Proj# 4452151 SR 5/US1 FROM POST RD TO MILLER COVE ROAD | | | | | Length: 1.642 MI | | *Non-SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| CST | DS | 2,595,287 | 0 | 0 | 0 | 0 | 2,595,287 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| CST | DDR | 2,612,291 | 0 | 0 | 0 | 0 | 2,612,291 |
| Total | | 5,217,848 | 0 | 0 | 0 | 0 | 5,217,848 |
| <i>Prior Years Cost</i> | | <i>683,154</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>5,901,002</i> |
| Proj# 4470921 SR 5 (US 1) FROM N OF ROCKY POINT RD TO S OF SR 514 | | | | | Length: 2.433 MI | | *Non-SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| CST | DDR | 0 | 1,452,877 | 0 | 0 | 0 | 1,452,877 |
| CST | ACNR | 0 | 1,229,815 | 0 | 0 | 0 | 1,229,815 |
| Total | | 0 | 2,693,252 | 0 | 0 | 0 | 2,693,252 |
| <i>Prior Years Cost</i> | | <i>666,951</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>3,360,203</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total | |
|--|-------------|------------------|--------------------------|------------------|------------------------------|----------|-------------------|-------|
| Proj# 4470941 SR 500 / US 192 FROM I-95 TO SR 507 (BABCOCK ST) | | | | | Length: 5.302 MI | | *Non-SIS* | *RSP* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | | |
| | | | | | LRTP#: Page 34, Goal 4 | | | |
| CST | DS | 0 | 4,031,150 | 0 | 0 | 0 | 4,031,150 | |
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 | |
| CST | DDR | 0 | 1,232,112 | 0 | 0 | 0 | 1,232,112 | |
| CST | ACNR | 0 | 9,319,145 | 0 | 0 | 0 | 9,319,145 | |
| Total | | 0 | 14,592,967 | 0 | 0 | 0 | 14,592,967 | |
| <i>Prior Years Cost</i> | | <i>1,790,357</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>16,383,324</i> | |
| Proj# 4471351 US 1 ELBOW CREEK (#700007) & US 1 EAU GALLIE RIVER (#700008) BRIDGE REHAB | | | | | Length: 0.567 MI | | *Non-SIS* | |
| Type of Work: BRIDGE-REPAIR/REHABILITATION | | | | | Lead Agency: MANAGED BY FDOT | | | |
| Description: BRIDGE REHABILITATION | | | | | LRTP#: Page 34, Goal 4 | | | |
| CST | DIH | 2,054 | 0 | 0 | 0 | 0 | 2,054 | |
| CST | BRRP | 750,030 | 0 | 0 | 0 | 0 | 750,030 | |
| Total | | 752,084 | 0 | 0 | 0 | 0 | 752,084 | |
| <i>Prior Years Cost</i> | | <i>43,610</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>795,694</i> | |
| Proj# 4487851 SR 404 PINEDA FROM SR 5 (US1) SR A1A | | | | | Length: 4.139 MI | | *SIS* | |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | | |
| | | | | | LRTP#: Page 34, Goal 4 | | | |
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 | |
| PE | DDR | 1,082,000 | 0 | 0 | 0 | 0 | 1,082,000 | |
| CST | DIH | 0 | 0 | 10,000 | 0 | 0 | 10,000 | |
| CST | DDR | 0 | 0 | 5,878,278 | 0 | 0 | 5,878,278 | |
| Total | | 1,092,000 | 0 | 5,888,278 | 0 | 0 | 6,980,278 | |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>6,980,278</i> | |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|-------------------------|--------------------------|-------------------|-------------------------------------|----------|-------------------|
| Proj# 4487871 SR 401 RESURFACING FROM SR 528 TO CANAVERAL SPACE FORCE STATION | | | | | Length: 2.196 MI | | *SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 969,000 | 0 | 0 | 0 | 0 | 969,000 |
| CST | DIH | 0 | 0 | 50,000 | 0 | 0 | 50,000 |
| CST | DDR | 0 | 0 | 6,054,335 | 0 | 0 | 6,054,335 |
| Total | | 979,000 | 0 | 6,104,335 | 0 | 0 | 7,083,335 |
| | | <i>Prior Years Cost</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>7,083,335</i> |
| Proj# 4487911 SR-405 FROM SR-50 TO E OF US-1 | | | | | Length: 4.406 MI | | *SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 2,477,000 | 0 | 0 | 0 | 0 | 2,477,000 |
| CST | DIH | 0 | 0 | 10,000 | 0 | 0 | 10,000 |
| CST | DDR | 0 | 0 | 16,537,526 | 0 | 0 | 16,537,526 |
| Total | | 2,487,000 | 0 | 16,547,526 | 0 | 0 | 19,034,526 |
| | | <i>Prior Years Cost</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>19,034,526</i> |
| Proj# 4487921 SR-513 FROM SR-518 TO PATRICK AIR FORCE BASE | | | | | Length: 5.253 MI | | *Non-SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 2,020,000 | 0 | 0 | 0 | 0 | 2,020,000 |
| CST | DS | 0 | 0 | 3,826,665 | 0 | 0 | 3,826,665 |
| CST | DIH | 0 | 0 | 10,860 | 0 | 0 | 10,860 |
| CST | SA | 0 | 0 | 7,215,216 | 0 | 0 | 7,215,216 |
| CST | DDR | 0 | 0 | 1,021,192 | 0 | 0 | 1,021,192 |
| Total | | 2,030,000 | 0 | 12,073,933 | 0 | 0 | 14,103,933 |
| | | <i>Prior Years Cost</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>14,103,933</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|-------------------------|----------|--------------------------|-------------------------------------|---------------------------|-------------------|
| Proj# 4487931 US-1/SR-5 FROM MYERS DR TO ROOSEVELT AVE | | | | | Length: 1.265 MI | | *Non-SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | L RTP#: Page 34, Goal 4 | | |
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 800,000 | 0 | 0 | 0 | 0 | 800,000 |
| CST | DIH | 0 | 0 | 32,580 | 0 | 0 | 32,580 |
| CST | DDR | 0 | 0 | 584,163 | 0 | 0 | 584,163 |
| CST | ACNR | 0 | 0 | 2,833,679 | 0 | 0 | 2,833,679 |
| Total | | 810,000 | 0 | 3,450,422 | 0 | 0 | 4,260,422 |
| | | <i>Prior Years Cost</i> | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | |
| | | | | | | 4,260,422 | |
| Proj# 4487941 SR-5 (US1) FROM MINNE LN TO THE VOLUSIA COUNTY LINE | | | | | Length: 8.712 MI | | *Non-SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | L RTP#: Page 34, Goal 4 | | |
| PE | DIH | 20,000 | 0 | 0 | 0 | 0 | 20,000 |
| PE | DDR | 1,700,000 | 0 | 0 | 0 | 0 | 1,700,000 |
| CST | DIH | 0 | 0 | 150,000 | 0 | 0 | 150,000 |
| CST | DDR | 0 | 0 | 17,380,604 | 0 | 0 | 17,380,604 |
| Total | | 1,720,000 | 0 | 17,530,604 | 0 | 0 | 19,250,604 |
| | | <i>Prior Years Cost</i> | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | |
| | | | | | | 19,250,604 | |
| Proj# 4488001 SR-5 (US1) FROM RAILROAD BRIDGE TO GRACE ST | | | | | Length: 1.397 MI | | *Non-SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | L RTP#: Page 34, Goal 4 | | |
| PE | DIH | 10,000 | 0 | 0 | 0 | 0 | 10,000 |
| PE | DDR | 1,011,000 | 0 | 0 | 0 | 0 | 1,011,000 |
| CST | DIH | 0 | 0 | 10,860 | 0 | 0 | 10,860 |
| CST | DDR | 0 | 0 | 2,796,385 | 0 | 0 | 2,796,385 |
| Total | | 1,021,000 | 0 | 2,807,245 | 0 | 0 | 3,828,245 |
| | | <i>Prior Years Cost</i> | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | |
| | | | | | | 3,828,245 | |
| Proj# 4489771 SR-520/I-95 NB DIRECTION FROM SR-514 TO NORTH OF SR-519 | | | | | Length: 24.085 MI | | *SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | L RTP#: Page 34, Goal 4 | | |
| PE | ACNP | 3,973,000 | 0 | 0 | 0 | 0 | 3,973,000 |
| CST | ACNP | 0 | 0 | 34,956,559 | 0 | 0 | 34,956,559 |
| Total | | 3,973,000 | 0 | 34,956,559 | 0 | 0 | 38,929,559 |
| | | <i>Prior Years Cost</i> | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | |
| | | | | | | 38,929,559 | |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|------------------|--------------------------|-------------------|-------------------------------------|---------------|-------------------|
| Proj# 4489772 SR-520/I-95 SB DIRECTION FROM SR-514 TO NORTH OF SR-519 | | | | | Length: 24.085 MI | | *SIS* |
| Type of Work: RESURFACING | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | L RTP#: Page 34, Goal 4 | | |
| PE | ACNP | 3,973,000 | 0 | 0 | 0 | 0 | 3,973,000 |
| CST | ACNP | 0 | 0 | 35,231,937 | 0 | 0 | 35,231,937 |
| Total | | 3,973,000 | 0 | 35,231,937 | 0 | 0 | 39,204,937 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>39,204,937</i> |
| Proj# 4494251 I-95 BRIDGE REHAB; 700162 CARTER CANAL;700050 ROCKLEDGE CREEK | | | | | Length: 27.442 MI | | *SIS* |
| Type of Work: BRIDGE-REPAIR/REHABILITATION | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | L RTP#: Page 34, Goal 4 | | |
| CST | DIH | 2,054 | 0 | 0 | 0 | 0 | 2,054 |
| CST | BRRP | 1,152,181 | 0 | 0 | 0 | 0 | 1,152,181 |
| Total | | 1,154,235 | 0 | 0 | 0 | 0 | 1,154,235 |
| <i>Prior Years Cost</i> | | <i>35,765</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,190,000</i> |
| Proj# 4501401 BREVARD OPERATIONS CENTER CONCRETE CIRCLE DRIVE | | | | | | | *Non-SIS* |
| Type of Work: FIXED CAPITAL OUTLAY | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | L RTP#: Page 34, Goal 4 | | |
| MNT | D | 0 | 0 | 0 | 0 | 20,000 | 20,000 |
| Total | | 0 | 0 | 0 | 0 | 20,000 | 20,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>20,000</i> |
| Proj# 4501411 BREVARD OPERATIONS CENTER RESEALING/RESTRIPING PARKING LOT | | | | | | | *Non-SIS* |
| Type of Work: FIXED CAPITAL OUTLAY | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | L RTP#: Page 34, Goal 4 | | |
| MNT | D | 0 | 0 | 0 | 0 | 35,000 | 35,000 |
| Total | | 0 | 0 | 0 | 0 | 35,000 | 35,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>35,000</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|--------------|---------------|--------------------------|----------|-------------------------------------|--------------|------------------|
| Proj# 4502641 SR 401 OVER CANAVERAL BARGE CANAL | | | | | | | |
| Type of Work: BRIDGE-REPAIR/REHABILITATION | | | | | | | |
| | | | | | Length: 0.118 MI | *SIS* | |
| | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 4 | | |
| PE | DIH | 2,000 | 0 | 0 | 0 | 0 | 2,000 |
| PE | BRRP | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| CST | DIH | 0 | 2,112 | 0 | 0 | 0 | 2,112 |
| CST | BRRP | 0 | 4,000,771 | 0 | 0 | 0 | 4,000,771 |
| | Total | 42,000 | 4,002,883 | 0 | 0 | 0 | 4,044,883 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>4,044,883</i> |

Section C - Safety Projects and Programs

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|------------------|--------------------------|----------|---------------------------|----------|------------------|
| Proj# 4390171 SR 5 (US 1) FROM CAMP RD TO FAYE BLVD | | | | | | | |
| Type of Work: LIGHTING | | | | | | | |
| Description: JPA WITH BREVARD COUNTY / CITY OF COCOA | | | | | | | |
| | | | | | | | |
| CST | DIH | 10,537 | 0 | 0 | 0 | 0 | 10,537 |
| CST | DDR | 1,801,278 | 0 | 0 | 0 | 0 | 1,801,278 |
| Total | | 1,811,815 | 0 | 0 | 0 | 0 | 1,811,815 |
| <i>Prior Years Cost</i> | | <i>493,737</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>2,305,552</i> |
| Proj# 4391571 SR 3, NORTH COURTNEY PARKWAY @ MUSTANG WAY INTERSECTION | | | | | | | |
| Type of Work: MISCELLANEOUS CONSTRUCTION | | | | | | | |
| Description: SAFETY PROJECT TO ELIMINATE SLIP LANE TO ADDRESS IDENTIFIED PEDESTRIAN SAFETY CONCERNS (STATEWIDE HIGH PEDESTRIAN CRASH LOCATION). | | | | | | | |
| | | | | | | | |
| ROW | ACSS | 130,000 | 189,985 | 0 | 0 | 0 | 319,985 |
| CST | DDR | 0 | 26,400 | 0 | 0 | 0 | 26,400 |
| Total | | 130,000 | 216,385 | 0 | 0 | 0 | 346,385 |
| <i>Prior Years Cost</i> | | <i>2,833,888</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>3,180,273</i> |
| Proj# 4456891 SR 520 FROM LAKE DRIVE TO AURORA RD | | | | | | | |
| Type of Work: SAFETY PROJECT | | | | | | | |
| Description: SAFETY PROJECT - CORRIDOR ACCESS MANAGEMENT | | | | | | | |
| | | | | | | | |
| CST | ACSS | 0 | 4,858,537 | 0 | 0 | 0 | 4,858,537 |
| Total | | 0 | 4,858,537 | 0 | 0 | 0 | 4,858,537 |
| <i>Prior Years Cost</i> | | <i>1,270,764</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>6,129,301</i> |
| Proj# 4458671 NB & SB SR A1A FROM CRESCENT BEACH DR TO SOUTH OF MINUTEMAN CSWY | | | | | | | |
| Type of Work: SAFETY PROJECT | | | | | | | |
| Description: SAFETY PROJECT - CORRIDOR ACCESS MANAGEMENT | | | | | | | |
| | | | | | | | |
| CST | ACSS | 1,286,140 | 0 | 0 | 0 | 0 | 1,286,140 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| Total | | 1,296,410 | 0 | 0 | 0 | 0 | 1,296,410 |
| <i>Prior Years Cost</i> | | <i>545,344</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,841,754</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------------------|------------------|--------------------------|----------|-------------------------------------|---------------------------|-------------------|
| Proj# 4470851 SR 501 (Clearlake) FROM SR 520 TO SR 528 | | | | | | | |
| Type of Work: PRELIMINARY ENGINEERING | | | | | | | |
| | | | | | Length: 3.313 MI | *Non-SIS* | *RSP* |
| | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 33 Goal 1 | | |
| CST | ARPA | 9,770,251 | 0 | 0 | 0 | 0 | 9,770,251 |
| CST | DIH | 25,675 | 0 | 0 | 0 | 0 | 25,675 |
| CST | DDR | 128,375 | 0 | 0 | 0 | 0 | 128,375 |
| | Total | 9,924,301 | 0 | 0 | 0 | 0 | 9,924,301 |
| | <i>Prior Years Cost</i> | <i>2,036,394</i> | <i>Future Years Cost</i> | | | <i>Total Project Cost</i> | <i>11,960,695</i> |

Section D - Complete Streets, Landscaping, Sidewalks and Trails

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|------------------|--------------------------|------------------|------------------------------|-------------------|-------------------|
| Proj# 4302025 SR A1A FROM S OF INTERNATIONAL DRIVE TO LONG POINT RD | | | | | Length: .351 MI | *Non-SIS* | *RSP* |
| Type of Work: MISCELLANEOUS CONSTRUCTION | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| ROW | SU | 60,000 | 1,229,059 | 1,050,000 | 162,320 | 0 | 2,501,379 |
| ROW | GFSU | 7,080 | 0 | 0 | 0 | 0 | 7,080 |
| ROW | TALU | 192,920 | 0 | 0 | 0 | 0 | 192,920 |
| ROW | SA | 4,873,030 | 0 | 0 | 0 | 0 | 4,873,030 |
| RRU | LF | 0 | 0 | 0 | 2,000,000 | 0 | 2,000,000 |
| CST | DIH | 0 | 0 | 0 | 27,975 | 0 | 27,975 |
| CST | DDR | 0 | 0 | 0 | 5,767,478 | 28,850 | 5,796,328 |
| Total | | 5,133,030 | 1,229,059 | 1,050,000 | 7,957,773 | 28,850 | 15,398,712 |
| <i>Prior Years Cost</i> | | <i>1,772,590</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>17,171,302</i> |
| Proj# 4370932 SPACE COAST TRAIL FROM MINW PARK ENTRANCE TO W OF KENNEDY PKWY | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: BIKE PATH/TRAIL | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| ENV | TLWR | 500,000 | 0 | 0 | 0 | 0 | 500,000 |
| CST | DIH | 0 | 0 | 0 | 0 | 115,400 | 115,400 |
| CST | TLWR | 0 | 0 | 0 | 0 | 10,860,727 | 10,860,727 |
| Total | | 500,000 | 0 | 0 | 0 | 10,976,127 | 11,476,127 |
| <i>Prior Years Cost</i> | | <i>3,278,563</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>14,754,690</i> |
| Proj# 4370933 SPACE COAST TRAIL FROM W OF KENNEDY PKWY TO PLAYALINDA BEACH PARK LOT | | | | | | *Non-SIS* | |
| Type of Work: BIKE PATH/TRAIL | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| CST | DIH | 0 | 0 | 0 | 0 | 46,160 | 46,160 |
| CST | TLWR | 0 | 0 | 0 | 0 | 3,565,162 | 3,565,162 |
| Total | | 0 | 0 | 0 | 0 | 3,611,322 | 3,611,322 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>3,611,322</i> |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total | |
|---|-------------|------------------|--------------------------|------------------|---|----------|------------------------|-------|
| Proj# 4379391 SR A1A SIDEWALK FROM SR 518 TO VOLUNTEER WAY | | | | | Length: 1.058 MI | | *Non-SIS* | *RSP* |
| Type of Work: SIDEWALK | | | | | Lead Agency: MANAGED BY FDOT | | LRTP#: Page 34, Goal 3 | |
| Description: New sidewalk along the west side, replacement of sidewalk on the east side | | | | | | | | |
| ROW | TALU | 219,441 | 57,000 | 0 | 0 | 0 | 276,441 | |
| CST | SU | 0 | 0 | 1,532,205 | 0 | 0 | 1,532,205 | |
| Total | | 219,441 | 57,000 | 1,532,205 | 0 | 0 | 1,808,646 | |
| <i>Prior Years Cost</i> | | <i>1,583,185</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>3,391,831</i> | |
| Proj# 4428832 SR 500/US 192 FROM RIVERSIDE DR TO MIRAMAR AVE | | | | | Length: .638 MI | | *Non-SIS* | |
| Type of Work: LANDSCAPING | | | | | Lead Agency: MANAGED BY TOWN OF | | LRTP#: Page 34, Goal 3 | |
| CST | DS | 226,095 | 0 | 0 | 0 | 0 | 226,095 | |
| Total | | 226,095 | 0 | 0 | 0 | 0 | 226,095 | |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>226,095</i> | |
| Proj# 4432921 STONE MAGNET MIDDLE SCHOOL SIDEWALK GAPS SRTS | | | | | Length: .000 MI | | *Non-SIS* | |
| Type of Work: SIDEWALK | | | | | Lead Agency: MANAGED BY CITY OF MELBOURNE | | LRTP#: Page 34, Goal 3 | |
| Description: Safe Routes To School Funding | | | | | | | | |
| PE | SR2T | 65,802 | 0 | 0 | 0 | 0 | 65,802 | |
| CST | SR2T | 0 | 0 | 473,097 | 0 | 0 | 473,097 | |
| Total | | 65,802 | 0 | 473,097 | 0 | 0 | 538,899 | |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>538,899</i> | |
| Proj# 4436201 MELBOURNE SW TRAIL SYSTEM FROM DAIRY ROAD TO W.H. JACKSON ST | | | | | Length: .000 MI | | *Non-SIS* | |
| Type of Work: BIKE PATH/TRAIL | | | | | Lead Agency: MANAGED BY CITY OF MELBOURNE | | LRTP#: Page 34, Goal 3 | |
| CST | LF | 0 | 66,262 | 0 | 0 | 0 | 66,262 | |
| CST | SU | 0 | 3,405,339 | 0 | 0 | 0 | 3,405,339 | |
| CST | TALU | 0 | 4,000 | 0 | 0 | 0 | 4,000 | |
| Total | | 0 | 3,475,601 | 0 | 0 | 0 | 3,475,601 | |
| <i>Prior Years Cost</i> | | <i>505,000</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>3,980,601</i> | |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|----------------|--------------------------|----------------|---|----------|------------------|
| Proj# 4458561 MICHIGAN AVENUE, E COAST GREENWAY TRAIL LINK FROM SR 501 (CLEARLAKE) TO SR 5 (US 1) | | | | | Length: 0.548 MI | | *Non-SIS* |
| Type of Work: BIKE PATH/TRAIL | | | | | Lead Agency: MANAGED BY COCOA, CITY OF | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| PE | TALU | 0 | 90,000 | 0 | 0 | 0 | 90,000 |
| CST | SU | 0 | 0 | 0 | 437,837 | 0 | 437,837 |
| CST | TALU | 0 | 0 | 0 | 536,513 | 0 | 536,513 |
| Total | | 0 | 90,000 | 0 | 974,350 | 0 | 1,064,350 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,064,350</i> |
| Proj# 4458721 NASA BOULEVARD FROM GATEWAY DR TO EDDIE ALLEN | | | | | Length: 1.243 MI | | *SIS* |
| Type of Work: SIDEWALK | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| CST | SU | 0 | 281,764 | 0 | 0 | 0 | 281,764 |
| CST | TALU | 0 | 391,591 | 0 | 0 | 0 | 391,591 |
| Total | | 0 | 673,355 | 0 | 0 | 0 | 673,355 |
| <i>Prior Years Cost</i> | | <i>129,282</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>802,637</i> |
| Proj# 4487581 AURORA ST FROM N OF JACKSON ST TO SOUTH OF SR-520 | | | | | | | *Non-SIS* |
| Type of Work: SIDEWALK | | | | | Lead Agency: MANAGED BY COCOA, CITY OF | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| PE | LF | 50,000 | 0 | 0 | 0 | 0 | 50,000 |
| CST | SU | 0 | 0 | 10,421 | 0 | 0 | 10,421 |
| CST | TALU | 0 | 0 | 544,579 | 0 | 0 | 544,579 |
| Total | | 50,000 | 0 | 555,000 | 0 | 0 | 605,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>605,000</i> |

Section E - Technology / Intelligent Transportation Systems

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|------------------|--------------------------|----------------|--|----------|-------------------|
| Proj# 4289301 BREVARD COUNTY ITS OPERATIONAL SUPPORT | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: ITS COMMUNICATION SYSTEM | | | | | Lead Agency: MANAGED BY BREVARD COUNTY | | |
| Description: TPO provides Brevard County funding for Operational Support to manage Intelligent Transportation Systems | | | | | LRTP#: Page 34, Goal 3 | | |
| OPS | SU | 225,000 | 225,000 | 225,000 | 225,000 | 0 | 900,000 |
| Total | | 225,000 | 225,000 | 225,000 | 225,000 | 0 | 900,000 |
| <i>Prior Years Cost</i> | | <i>1,925,977</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>2,825,977</i> |
| Proj# 4415841 BREVARD TRAFFIC MANAGEMENT CENTER | | | | | Length: .070 MI | | *SIS* |
| Type of Work: TRAFFIC MANAGEMENT CENTERS | | | | | Lead Agency: MANAGED BY BREVARD COUNTY | | |
| Description: BUILDING IS LOCATED .07 MILES EAST OF RAILROAD ON 404/PINEDA CSWY | | | | | LRTP#: PAGE 92, GOAL 1.4 | | |
| CST | TRIP | 0 | 4,760,000 | 0 | 0 | 0 | 4,760,000 |
| CST | LF | 0 | 4,760,000 | 0 | 0 | 0 | 4,760,000 |
| Total | | 0 | 9,520,000 | 0 | 0 | 0 | 9,520,000 |
| <i>Prior Years Cost</i> | | <i>3,503,643</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>13,023,643</i> |
| Proj# 4455871 SR 5 (US1) FROM SOUTH OF FAY BLVD TO NORTH OF FAY BLVD | | | | | Length: 0.039 MI | | *Non-SIS* |
| Type of Work: TRAFFIC SIGNALS | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| ROW | DS | 0 | 167,000 | 0 | 0 | 0 | 167,000 |
| ROW | DIH | 0 | 50,000 | 0 | 0 | 0 | 50,000 |
| CST | DIH | 0 | 0 | 0 | 11,190 | 0 | 11,190 |
| CST | DDR | 0 | 0 | 0 | 726,984 | 0 | 726,984 |
| Total | | 0 | 217,000 | 0 | 738,174 | 0 | 955,174 |
| <i>Prior Years Cost</i> | | <i>887,166</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,842,340</i> |
| Proj# 4458131 SR 518 EAU GALLE BLV @ WICKHAM RD | | | | | Length: .072 MI | | *Non-SIS* |
| Type of Work: TRAFFIC SIGNALS | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| CST | ACSS | 914,099 | 0 | 0 | 0 | 0 | 914,099 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| CST | SU | 234,143 | 0 | 0 | 0 | 0 | 234,143 |
| CST | DDR | 173,967 | 0 | 0 | 0 | 0 | 173,967 |
| Total | | 1,332,479 | 0 | 0 | 0 | 0 | 1,332,479 |
| <i>Prior Years Cost</i> | | <i>515,656</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,848,135</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|------------------|--------------------------|----------|------------------------------|-----------|------------------|
| Proj# 4458351 SR 518, EAU GALLE BLV, AT CROTON RD | | | | | | | |
| Type of Work: TRAFFIC SIGNALS | | | | | | | |
| | | | | | Length: .042 MI | *Non-SIS* | |
| | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| CST | ACSS | 167,699 | 0 | 0 | 0 | 0 | 167,699 |
| CST | DIH | 10,270 | 0 | 0 | 0 | 0 | 10,270 |
| CST | SU | 388,177 | 0 | 0 | 0 | 0 | 388,177 |
| CST | DDR | 667,671 | 0 | 0 | 0 | 0 | 667,671 |
| Total | | 1,233,817 | 0 | 0 | 0 | 0 | 1,233,817 |
| <i>Prior Years Cost</i> | | <i>431,330</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,665,147</i> |
| Proj# 4458551 SR-A1A @ SR 518 / E EAU GALLIE BLVD. | | | | | | | |
| Type of Work: TRAFFIC SIGNALS | | | | | | | |
| | | | | | Length: .114 MI | *Non-SIS* | |
| | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| Description: REMOVE 2 FREE FLOW RIGHT TURN LANES / ADD PEDESTRIAN FEATURES | | | | | | | |
| CST | ACSS | 0 | 1,453,456 | 0 | 0 | 0 | 1,453,456 |
| Total | | 0 | 1,453,456 | 0 | 0 | 0 | 1,453,456 |
| <i>Prior Years Cost</i> | | <i>742,717</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>2,196,173</i> |
| Proj# 4458581 NASA BOULEVARD FROM WICKHAM ROAD TO US-1 | | | | | | | |
| Type of Work: ITS COMMUNICATION SYSTEM | | | | | | | |
| | | | | | Length: 4.194 MI | *SIS* | |
| | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| CST | GFSU | 1,953,733 | 0 | 0 | 0 | 0 | 1,953,733 |
| CST | SU | 247,000 | 0 | 0 | 0 | 0 | 247,000 |
| Total | | 2,200,733 | 0 | 0 | 0 | 0 | 2,200,733 |
| <i>Prior Years Cost</i> | | <i>185,000</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>2,385,733</i> |
| Proj# 4476881 SR 5 AT CIDCO RD | | | | | | | |
| Type of Work: TRAFFIC CONTROL DEVICES/SYSTEM | | | | | | | |
| | | | | | Length: 0.088 MI | *Non-SIS* | *RSP* |
| | | | | | Lead Agency: MANAGED BY FDOT | | |
| | | | | | LRTP#: Page 34, Goal 3 | | |
| CST | DS | 0 | 792,503 | 0 | 0 | 0 | 792,503 |
| CST | DIH | 0 | 10,560 | 0 | 0 | 0 | 10,560 |
| CST | DDR | 0 | 52,800 | 0 | 0 | 0 | 52,800 |
| Total | | 0 | 855,863 | 0 | 0 | 0 | 855,863 |
| <i>Prior Years Cost</i> | | <i>490,000</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,345,863</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|----------|--------------------------|------------------|---------------------------|--|------------------|
| Proj# 4479941 Cape Canaveral Spaceport Indian River Bridge ITS Improvements Project | | | | | | *Non-SIS* | |
| Type of Work: TRAFFIC SIGNALS | | | | | | Lead Agency: MANAGED BY FDOT | |
| Description: Technology to manage traffic flow in and out of the Cape Canaveral Spaceport. | | | | | | LRTP#: Page 34, Goal 3 | |
| PE | SU | 0 | 605,000 | 0 | 0 | 0 | 605,000 |
| Total | | 0 | 605,000 | 0 | 0 | 0 | 605,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>605,000</i> |
| Proj# 4483781 US-1/SR-5 FROM W.H. JACKSON STREET TO CRANE CREEK BRIDGE #700006 | | | | | | Length: 0.4 MI | |
| Type of Work: TRAFFIC OPS IMPROVEMENT | | | | | | *Non-SIS* | |
| | | | | | | *RSP* | |
| | | | | | | Lead Agency: MANAGED BY CITY OF MELBOURNE | |
| | | | | | | LRTP#: Page 34, Goal 3 | |
| CST | LF | 0 | 0 | 600,000 | 0 | 0 | 600,000 |
| CST | SU | 0 | 0 | 1,705,000 | 0 | 0 | 1,705,000 |
| Total | | 0 | 0 | 2,305,000 | 0 | 0 | 2,305,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>2,305,000</i> |

Section F - Transit and Transportation Disadvantaged Projects

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|-------------------|--------------------------|------------------|---|------------------|-------------------|
| Proj# 4206421 BREVARD-SPACE COAST AREA TRANSIT SCAT BUS SERVICE SR 520 | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: TRANSIT SERVICE DEMONSTRATION | | | | | Lead Agency: MANAGED BY BREVARD COUNTY | | |
| Description: BUS SERVICE ALONG SR 520 IN COCOA | | | | | L RTP#: Page 34, Goal 3 | | |
| OPS | DPTO | 439,208 | 452,384 | 465,956 | 483,838 | 0 | 1,841,386 |
| Total | | 439,208 | 452,384 | 465,956 | 483,838 | 0 | 1,841,386 |
| <i>Prior Years Cost</i> | | <i>6,249,675</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>8,091,061</i> |
| Proj# 4206431 BREVARD-SPACE COAST AREA TRANSIT SCAT A1A BEACH TROLLEY | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: TRANSIT SERVICE DEMONSTRATION | | | | | Lead Agency: MANAGED BY BREVARD COUNTY | | |
| Description: BEACH TROLLY SERVICE ALONG A1A IN BREVARD | | | | | L RTP#: Page 34, Goal 3 | | |
| OPS | DPTO | 439,208 | 452,384 | 465,956 | 483,838 | 0 | 1,841,386 |
| Total | | 439,208 | 452,384 | 465,956 | 483,838 | 0 | 1,841,386 |
| <i>Prior Years Cost</i> | | <i>6,249,674</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>8,091,060</i> |
| Proj# 4315321 BREVARD-SCAT SECTION 5307 CAPITAL FOR FIXED ROUTE | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: CAPITAL FOR FIXED ROUTE | | | | | Lead Agency: MANAGED BY BREVARD COUNTY | | |
| | | | | | L RTP#: Page 34, Goal 3 | | |
| CAP | FTA | 7,430,543 | 7,653,459 | 7,883,062 | 7,883,062 | 7,883,062 | 38,733,188 |
| CAP | LF | 1,857,636 | 1,913,365 | 1,970,766 | 1,970,766 | 1,970,766 | 9,683,299 |
| Total | | 9,288,179 | 9,566,824 | 9,853,828 | 9,853,828 | 9,853,828 | 48,416,487 |
| <i>Prior Years Cost</i> | | <i>34,598,668</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>83,015,155</i> |
| Proj# 4424561 BREVARD-BLOCK GRANT OPERATING ASSITANCE | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: OPERATING FOR FIXED ROUTE | | | | | Lead Agency: MANAGED BY BREVARD COUNTY | | |
| | | | | | L RTP#: Page 34, Goal 3 | | |
| OPS | DPTO | 1,802,371 | 1,856,442 | 1,912,135 | 1,969,499 | 2,028,584 | 9,569,031 |
| OPS | LF | 1,802,371 | 1,856,442 | 1,912,135 | 1,969,499 | 2,028,584 | 9,569,031 |
| Total | | 3,604,742 | 3,712,884 | 3,824,270 | 3,938,998 | 4,057,168 | 19,138,062 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>19,138,062</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------------------|----------------|--------------------------|----------|----------|---|------------------|
| Proj# 4480551 BREVARD-SPACE COAST AREA TRANSIT SEC 5339 LARGE URBAN FUNDS | | | | | | | |
| Type of Work: CAPITAL FOR FIXED ROUTE | | | | | | | |
| | | | | | | *Non-SIS* | |
| | | | | | | Lead Agency: MANAGED BY BREVARD COUNTY | |
| | | | | | | LRTP#: Page 34, Goal 3 | |
| CAP | FTA | 675,812 | 0 | 0 | 0 | 0 | 675,812 |
| CAP | LF | 169,953 | 0 | 0 | 0 | 0 | 169,953 |
| Total | | 845,765 | 0 | 0 | 0 | 0 | 845,765 |
| | <i>Prior Years Cost</i> | <i>845,765</i> | <i>Future Years Cost</i> | | | <i>Total Project Cost</i> | <i>1,691,530</i> |

Section G - Aviation Projects

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|----------------|--------------------------|------------------|--|----------|------------------|
| Proj# 4383911 BREVARD-ARTHUR DUNN CONSTRUCT CORPORATE HANHAR | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: AVIATION REVENUE/OPERATIONAL | | | | | Lead Agency: Brevard Arthur Dunn Airport | | |
| Description: CONSTRUCT CORPORATE HANGAR | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 0 | 500,000 | 1,000,000 | 500,000 | 0 | 2,000,000 |
| CAP | LF | 0 | 125,000 | 250,000 | 125,000 | 0 | 500,000 |
| Total | | 0 | 625,000 | 1,250,000 | 625,000 | 0 | 2,500,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>2,500,000</i> |
| Proj# 4383971 BREVARD-ARTHUR DUNN REHABILITATE AIRPORT FACILITIES | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: AVIATION PRESERVATION PROJECT | | | | | Lead Agency: Brevard Arthur Dunn Airport | | |
| Description: REHABILITATE AIRPORT FACILITIES | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 160,000 | 0 | 0 | 0 | 0 | 160,000 |
| CAP | LF | 40,000 | 0 | 0 | 0 | 0 | 40,000 |
| Total | | 200,000 | 0 | 0 | 0 | 0 | 200,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>200,000</i> |
| Proj# 4383981 BREVARD-ARTHUR DUNN AIRFIELD PAVEMENT IMPROVEMENTS | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: AVIATION PRESERVATION PROJECT | | | | | Lead Agency: Brevard Arthur Dunn Airport | | |
| Description: APRON AND TAXIWAY REHABILITATION | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 0 | 40,000 | 0 | 0 | 0 | 40,000 |
| CAP | LF | 0 | 10,000 | 0 | 0 | 0 | 10,000 |
| CAP | FAA | 0 | 450,000 | 0 | 0 | 0 | 450,000 |
| Total | | 0 | 500,000 | 0 | 0 | 0 | 500,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>500,000</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|----------------|--------------------------|----------|--|-------------------|-------------------|
| Proj# 4384011 BREVARD-ARTHUR DUNN AIRPORT MASTER PLAN UPDATE | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: AVIATION CAPACITY PROJECT | | | | | Lead Agency: Brevard Arthur Dunn Airport | | |
| Description: AIRPORT MASTERPLAN UPDATE | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 13,000 | 0 | 0 | 0 | 0 | 13,000 |
| CAP | LF | 13,000 | 0 | 0 | 0 | 0 | 13,000 |
| CAP | FAA | 234,000 | 0 | 0 | 0 | 0 | 234,000 |
| Total | | 260,000 | 0 | 0 | 0 | 0 | 260,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 260,000 |
| Proj# 4384041 BREVARD-ARTHUR DUNN REHABILITATE AIRPORT FACILITIES | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: AVIATION PRESERVATION PROJECT | | | | | Lead Agency: Brevard Arthur Dunn Airport | | |
| Description: REHABILITATE AIRPORT FACILITIES | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| CAP | LF | 0 | 100,000 | 0 | 0 | 0 | 100,000 |
| Total | | 0 | 500,000 | 0 | 0 | 0 | 500,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 500,000 |
| Proj# 4384521 BREVARD-MELBOURNE INTL TERMINAL BUILDING IMPROVEMENTS | | | | | Length: .000 MI | | *SIS* |
| Type of Work: AVIATION PRESERVATION PROJECT | | | | | Lead Agency: Melbourne-Orlando Int'l Airport | | |
| Description: TERMINAL BUILDING IMPROVEMENTS | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | GMR | 0 | 0 | 0 | 0 | 5,000,000 | 5,000,000 |
| CAP | LF | 0 | 0 | 0 | 0 | 5,000,000 | 5,000,000 |
| Total | | 0 | 0 | 0 | 0 | 10,000,000 | 10,000,000 |
| <i>Prior Years Cost</i> | | 25,367,901 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 35,367,901 |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|----------|--------------------------|------------------|--|----------|------------------|
| Proj# 4384531 BREVARD-MELBOURNE INTL AIRPORT PARKING | | | | | Length: .000 MI | | *SIS* |
| Type of Work: AVIATION REVENUE/OPERATIONAL | | | | | Lead Agency: Melbourne-Orlando Int'l Airport | | |
| Description: CONSTRUCT PARKING GARAGE | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| CAP | LF | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| Total | | 0 | 0 | 2,000,000 | 0 | 0 | 2,000,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 2,000,000 |
| Proj# 4384581 BREVARD-MELBOURNE INTL LAND ACQUISITION | | | | | Length: .000 MI | | *SIS* |
| Type of Work: AVIATION ENVIRONMENTAL PROJECT | | | | | Lead Agency: Melbourne-Orlando Int'l Airport | | |
| Description: LAND ACQUISITION | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| CAP | LF | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| Total | | 0 | 0 | 0 | 2,000,000 | 0 | 2,000,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 2,000,000 |
| Proj# 4384601 BREVARD-MERRITT ISLAND CONSTRUCT NORTH APRON | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: AVIATION CAPACITY PROJECT | | | | | Lead Agency: Brevard-Merritt Island Airport | | |
| Description: CONSTRUCT NORTH APRON | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DPTO | 0 | 61,685 | 0 | 0 | 0 | 61,685 |
| CAP | DDR | 0 | 34,015 | 0 | 0 | 0 | 34,015 |
| CAP | LF | 0 | 95,700 | 0 | 0 | 0 | 95,700 |
| CAP | FAA | 0 | 1,722,600 | 0 | 0 | 0 | 1,722,600 |
| Total | | 0 | 1,914,000 | 0 | 0 | 0 | 1,914,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 1,914,000 |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|------------------|--------------------------|------------------|---|----------|------------------|
| Proj# 4384641 BREVARD-MERRITT ISLAND CONDUCT MASTER PLAN UPDATE | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: AVIATION CAPACITY PROJECT | | | | | Lead Agency: Brevard-Merritt Island Airport | | |
| Description: CONDUCT MASTERPLAN UPDATE | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 11,750 | 0 | 0 | 0 | 0 | 11,750 |
| CAP | LF | 11,750 | 0 | 0 | 0 | 0 | 11,750 |
| CAP | FAA | 211,500 | 0 | 0 | 0 | 0 | 211,500 |
| Total | | 235,000 | 0 | 0 | 0 | 0 | 235,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 235,000 |
| Proj# 4384691 BREVARD-MERRITT ISLAND CONSTRUCT HANGARS | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: AVIATION REVENUE/OPERATIONAL | | | | | Lead Agency: Brevard-Merritt Island Airport | | |
| Description: CONSTRUCT HANGARS | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 550,000 | 0 | 0 | 0 | 0 | 550,000 |
| CAP | LF | 550,000 | 0 | 0 | 0 | 0 | 550,000 |
| Total | | 1,100,000 | 0 | 0 | 0 | 0 | 1,100,000 |
| <i>Prior Years Cost</i> | | 36,000 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 1,136,000 |
| Proj# 4384931 BREVARD-SPACE COAST REG TAXIWAY IMPROV | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: AVIATION PRESERVATION PROJECT | | | | | Lead Agency: Titusville-Cocoa Airport Authority | | |
| Description: TAXIWAY IMPROVEMENTS | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DPTO | 0 | 0 | 256,000 | 0 | 0 | 256,000 |
| CAP | LF | 0 | 0 | 64,000 | 0 | 0 | 64,000 |
| CAP | FAA | 0 | 0 | 2,880,000 | 0 | 0 | 2,880,000 |
| Total | | 0 | 0 | 3,200,000 | 0 | 0 | 3,200,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 3,200,000 |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|------------------|--------------------------|----------------|---|-----------|------------------|
| Proj# 4384941 BREVARD-SPACE COAST REG CONSTRUCT NEW ATCT | | | | | | | |
| Type of Work: AVIATION SAFETY PROJECT | | | | | | | |
| | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: Titusville-Cocoa Airport Authority | | |
| | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 225,000 | 0 | 0 | 0 | 0 | 225,000 |
| CAP | LF | 225,000 | 0 | 0 | 0 | 0 | 225,000 |
| CAP | FAA | 4,050,000 | 0 | 0 | 0 | 0 | 4,050,000 |
| Total | | 4,500,000 | 0 | 0 | 0 | 0 | 4,500,000 |
| <i>Prior Years Cost</i> | | 160,000 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 4,660,000 |
| Proj# 4384981 BREVARD-VALKARIA CONSTRUCT AIRPORT ACCESS ROAD | | | | | | | |
| Type of Work: AVIATION REVENUE/OPERATIONAL | | | | | | | |
| Description: CONSTRUCT AIRPORT ACCESS ROAD | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: Valkaria Airport | | |
| | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DDR | 0 | 0 | 320,000 | 0 | 0 | 320,000 |
| CAP | LF | 0 | 0 | 80,000 | 0 | 0 | 80,000 |
| Total | | 0 | 0 | 400,000 | 0 | 0 | 400,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 400,000 |
| Proj# 4384991 BREVARD-VALKARIA TAXIWAY IMPROVEMENTS | | | | | | | |
| Type of Work: AVIATION SAFETY PROJECT | | | | | | | |
| Description: TAXIWAY IMPROV | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: Valkaria Airport | | |
| | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DPTO | 3,352 | 0 | 0 | 0 | 0 | 3,352 |
| CAP | DDR | 104,648 | 0 | 0 | 0 | 0 | 104,648 |
| CAP | LF | 27,000 | 0 | 0 | 0 | 0 | 27,000 |
| CAP | FAA | 1,215,000 | 0 | 0 | 0 | 0 | 1,215,000 |
| Total | | 1,350,000 | 0 | 0 | 0 | 0 | 1,350,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 1,350,000 |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|-----------|--------------------------|------------------|--|---------------------------|------------------|
| Proj# 4407711 BREVARD-SPACE COAST REG APRON | | | | | | | |
| Type of Work: AVIATION PRESERVATION PROJECT | | | | | | | |
| | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: Titusville-Cocoa Airport Authority | | |
| | | | | | L RTP#: Page 33, Goal 2 | | |
| CAP | DDR | 0 | 640,000 | 0 | 1,500,000 | 0 | 2,140,000 |
| CAP | LF | 0 | 160,000 | 250,000 | 375,000 | 0 | 785,000 |
| CAP | DPTO | 0 | 0 | 1,000,000 | 0 | 0 | 1,000,000 |
| Total | | 0 | 800,000 | 1,250,000 | 1,875,000 | 0 | 3,925,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | | <i>Total Project Cost</i> | 3,925,000 |
| Proj# 4407722 BREVARD-VALKARIA HANGARS - CONSTRUCTION | | | | | | | |
| Type of Work: AVIATION PRESERVATION PROJECT | | | | | | | |
| | | | | | Lead Agency: Valkaria Airport | *Non-SIS* | |
| | | | | | L RTP#: Page 33, Goal 2 | | |
| CAP | DPTO | 0 | 1,038,444 | 500,000 | 0 | 0 | 1,538,444 |
| CAP | LF | 0 | 259,611 | 125,000 | 250,000 | 0 | 634,611 |
| CAP | DDR | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| Total | | 0 | 1,298,055 | 625,000 | 1,250,000 | 0 | 3,173,055 |
| <i>Prior Years Cost</i> | | 1,400,000 | <i>Future Years Cost</i> | | | <i>Total Project Cost</i> | 4,573,055 |
| Proj# 4448661 BREVARD-MERRITT ISLAND CONSTRUCTION HANGAR | | | | | | | |
| Type of Work: AVIATION REVENUE/OPERATIONAL | | | | | | | |
| | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: Brevard-Merritt Island Airport | | |
| | | | | | L RTP#: Page 33, Goal 2 | | |
| CAP | DDR | 0 | 800,000 | 500,000 | 0 | 0 | 1,300,000 |
| CAP | LF | 0 | 800,000 | 500,000 | 1,000,000 | 0 | 2,300,000 |
| CAP | DPTO | 0 | 0 | 0 | 1,000,000 | 0 | 1,000,000 |
| Total | | 0 | 1,600,000 | 1,000,000 | 2,000,000 | 0 | 4,600,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | | <i>Total Project Cost</i> | 4,600,000 |
| Proj# 4448671 BREVARD-SPACE COAST REG RUNWAY IMPROVEMENTS | | | | | | | |
| Type of Work: AVIATION PRESERVATION PROJECT | | | | | | | |
| | | | | | Length: .000 MI | *Non-SIS* | |
| | | | | | Lead Agency: Titusville-Cocoa Airport Authority | | |
| | | | | | L RTP#: Page 33, Goal 2 | | |
| CAP | DDR | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| CAP | LF | 0 | 400,000 | 0 | 0 | 0 | 400,000 |
| CAP | FAA | 0 | 7,200,000 | 0 | 0 | 0 | 7,200,000 |
| Total | | 0 | 8,000,000 | 0 | 0 | 0 | 8,000,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | | <i>Total Project Cost</i> | 8,000,000 |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|------------------|--------------------------|----------|---|-----------|-------------------|
| Proj# 4448681 BREVARD-SPACE COAST REG AIRFIELD PAVEMENT IMPROVEMENTS | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: AVIATION CAPACITY PROJECT | | | | | Lead Agency: Titusville-Cocoa Airport Authority | | |
| | | | | | L RTP#: Page 33, Goal 2 | | |
| CAP | DDR | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| CAP | LF | 100,000 | 0 | 0 | 0 | 0 | 100,000 |
| CAP | FAA | 1,800,000 | 0 | 0 | 0 | 0 | 1,800,000 |
| Total | | 2,000,000 | 0 | 0 | 0 | 0 | 2,000,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 2,000,000 |
| Proj# 4448701 BREVARD-VALKARIA SECURITY IMPROVEMENTS | | | | | Length: .000 MI | *Non-SIS* | |
| Type of Work: AVIATION REVENUE/OPERATIONAL | | | | | Lead Agency: Valkaria Airport | | |
| | | | | | L RTP#: Page 33, Goal 2 | | |
| CAP | DDR | 0 | 720,000 | 0 | 0 | 0 | 720,000 |
| CAP | LF | 0 | 160,000 | 0 | 0 | 0 | 160,000 |
| Total | | 0 | 880,000 | 0 | 0 | 0 | 880,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 880,000 |
| Proj# 4466691 MELBOURNE INTERNATIONAL AIRPORT TAXIWAY IMPROVEMENT AT SITE NO 033321.#A | | | | | Length: .000 MI | *SIS* | |
| Type of Work: AVIATION PRESERVATION PROJECT | | | | | Lead Agency: Melbourne-Orlando Int'l Airport | | |
| | | | | | L RTP#: Page 33, Goal 2 | | |
| CAP | DDR | 200,000 | 920,000 | 0 | 0 | 0 | 1,120,000 |
| CAP | LF | 200,000 | 920,000 | 0 | 0 | 0 | 1,120,000 |
| Total | | 400,000 | 1,840,000 | 0 | 0 | 0 | 2,240,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 2,240,000 |
| Proj# 4474652 MELBOURNE INTERNATIONAL AIRPORT NORTHSIDE EXPANSION OTHER | | | | | | *SIS* | |
| Type of Work: AVIATION CAPACITY PROJECT | | | | | Lead Agency: Melbourne-Orlando Int'l Airport | | |
| | | | | | L RTP#: Page 33, Goal 2 | | |
| ADM | DPTO | 743,730 | 7,717,000 | 0 | 0 | 0 | 8,460,730 |
| ADM | DDR | 2,256,270 | 0 | 0 | 0 | 0 | 2,256,270 |
| Total | | 3,000,000 | 7,717,000 | 0 | 0 | 0 | 10,717,000 |
| <i>Prior Years Cost</i> | | 10,717,000 | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | 21,434,000 |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|------------------|--------------------------|----------|----------|---|------------------|
| Proj# 4483151 BREVARD-MELBOURNE INTL HANGARS | | | | | | *SIS* | |
| Type of Work: AVIATION REVENUE/OPERATIONAL | | | | | | Lead Agency: Melbourne-Orlando Int'l Airport | |
| | | | | | | LRTP#: Page 33, Goal 2 | |
| CAP | DDR | 1,300,000 | 0 | 0 | 0 | 0 | 1,300,000 |
| CAP | LF | 1,300,000 | 0 | 0 | 0 | 0 | 1,300,000 |
| Total | | 2,600,000 | 0 | 0 | 0 | 0 | 2,600,000 |
| <i>Prior Years Cost</i> | | | <i>Future Years Cost</i> | | | <i>Total Project Cost</i> | |
| | | | | | | <i>2,600,000</i> | |

Section H - Seaport, Spaceport, Rail and Freight Projects

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|--------------------|--------------------------|-------------------|---------------------------------------|-------------------|--------------------|
| Proj# 4353221 BREVARD-SPACE FL PROCESSING & RANGE FACILITY IMPROVEMENTS | | | | | Length: .000 MI | | *SIS* |
| Type of Work: SPACEPORT CAPACITY PROJECT | | | | | Lead Agency: MANAGED BY SPACE FLORIDA | | |
| Description: PROCESSING AND RANGE FACILITY IMPROVEMENTS | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | SIWR | 724,600 | 0 | 0 | 0 | 0 | 724,600 |
| CAP | GMR | 3,489,502 | 5,000,000 | 0 | 12,500,000 | 12,500,000 | 33,489,502 |
| CAP | DPTO | 4,000,000 | 4,486,099 | 4,250,000 | 6,250,000 | 5,000,000 | 23,986,099 |
| CAP | LF | 14,785,898 | 7,055,306 | 14,250,000 | 18,750,000 | 17,500,000 | 72,341,204 |
| CAP | DIS | 5,785,898 | 0 | 5,000,000 | 0 | 0 | 10,785,898 |
| Total | | 28,785,898 | 16,541,405 | 23,500,000 | 37,500,000 | 35,000,000 | 141,327,303 |
| <i>Prior Years Cost</i> | | <i>171,695,400</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>313,022,703</i> |
| Proj# 4368631 BREVARD-SPACE FLORIDA COMMON USE INFRASTRUCTURE | | | | | Length: .000 MI | | *SIS* |
| Type of Work: SPACEPORT CAPACITY PROJECT | | | | | Lead Agency: MANAGED BY SPACE FLORIDA | | |
| Description: AND PASSENGER / CARGO | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DPTO | 18,723,172 | 10,930,793 | 4,250,000 | 6,250,000 | 5,000,000 | 45,153,965 |
| CAP | GMR | 0 | 5,000,000 | 0 | 12,500,000 | 12,500,000 | 30,000,000 |
| CAP | SIWR | 0 | 0 | 5,000,000 | 0 | 0 | 5,000,000 |
| Total | | 18,723,172 | 15,930,793 | 9,250,000 | 18,750,000 | 17,500,000 | 80,153,965 |
| <i>Prior Years Cost</i> | | <i>121,874,302</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>202,028,267</i> |
| Proj# 4370691 BREVARD-SPACE FL LAUNCH COMPLEX IMPROVEMENTS & PASSENGER/CARGO | | | | | Length: .000 MI | | *SIS* |
| Type of Work: SPACEPORT CAPACITY PROJECT | | | | | Lead Agency: MANAGED BY SPACE FLORIDA | | |
| Description: AND PASSENGER / CARGO | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | SIWR | 5,000,000 | 0 | 5,000,000 | 0 | 0 | 10,000,000 |
| CAP | DPTO | 2,000,000 | 3,430,793 | 4,250,000 | 6,250,000 | 5,000,000 | 20,930,793 |
| CAP | LF | 12,000,000 | 6,000,000 | 9,250,000 | 18,750,000 | 17,500,000 | 63,500,000 |
| CAP | DIS | 5,000,000 | 5,000,000 | 0 | 0 | 0 | 10,000,000 |
| CAP | GMR | 0 | 0 | 0 | 12,500,000 | 12,500,000 | 25,000,000 |
| Total | | 24,000,000 | 14,430,793 | 18,500,000 | 37,500,000 | 35,000,000 | 129,430,793 |
| <i>Prior Years Cost</i> | | <i>87,816,438</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>217,247,231</i> |

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| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|--|-------------|-------------------|--------------------------|-------------------|---------------------------------------|-------------------|--------------------|
| Proj# 4370701 BREVARD-SPACE FL HORIZONTAL LAUNCH/LANDING FACILITIES | | | | | Length: .000 MI | | *SIS* |
| Type of Work: SPACEPORT CAPACITY PROJECT | | | | | Lead Agency: MANAGED BY SPACE FLORIDA | | |
| Description: Space Florida Launch / Landing Facilities | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | DPTO | 2,100,000 | 3,430,793 | 4,248,075 | 6,250,000 | 5,000,000 | 21,028,868 |
| CAP | LF | 12,100,000 | 6,000,000 | 9,248,075 | 18,750,000 | 17,500,000 | 63,598,075 |
| CAP | DIS | 10,000,000 | 5,000,000 | 0 | 0 | 0 | 15,000,000 |
| CAP | SIWR | 0 | 0 | 5,000,000 | 0 | 0 | 5,000,000 |
| CAP | GMR | 0 | 0 | 0 | 12,500,000 | 12,500,000 | 25,000,000 |
| Total | | 24,200,000 | 14,430,793 | 18,496,150 | 37,500,000 | 35,000,000 | 129,626,943 |
| <i>Prior Years Cost</i> | | <i>22,650,000</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>152,276,943</i> |

| | | | | | | | |
|--|------|-------------------|--------------------------|----------|---------------------------------------|----------|-------------------|
| Proj# 4403231 BREVARD-PORT CANAVERAL NORTH CARGO BERTH IMPROVEMENTS | | | | | Length: .000 MI | | *SIS* |
| Type of Work: SEAPORT CAPACITY PROJECT | | | | | Lead Agency: CANAVERAL PORT AUTHORITY | | |
| Description: Seaport Capacity Project | | | | | LRTP#: Page 33, Goal 2 | | |
| CAP | PORT | 3,215,911 | 0 | 0 | 0 | 0 | 3,215,911 |
| CAP | DPTO | 10,000,000 | 0 | 0 | 0 | 0 | 10,000,000 |
| CAP | LF | 4,405,303 | 2,886,799 | 0 | 0 | 0 | 7,292,102 |
| CAP | GMR | 0 | 1,785,397 | 0 | 0 | 0 | 1,785,397 |
| CAP | DIS | 0 | 6,875,000 | 0 | 0 | 0 | 6,875,000 |
| Total | | 17,621,214 | 11,547,196 | 0 | 0 | 0 | 29,168,410 |
| <i>Prior Years Cost</i> | | <i>46,341,439</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>75,509,849</i> |

| | | | | | | | |
|--|------|-------------------|--------------------------|----------|--|----------|-------------------|
| Proj# 4403232 BREVARD-PORT CANAVERAL NORTH CARGO BERTH 3 IMPROVEMENTS | | | | | | | *SIS* |
| Type of Work: SEAPORT CAPACITY PROJECT | | | | | Lead Agency: MANAGED BY CANAVERAL PORT | | |
| Description: Seaport Capacity Project | | | | | LRTP#: Page 33, Goal 2 | | |
| ADM | SIWR | 8,000,000 | 0 | 0 | 0 | 0 | 8,000,000 |
| Total | | 8,000,000 | 0 | 0 | 0 | 0 | 8,000,000 |
| <i>Prior Years Cost</i> | | <i>10,666,667</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>18,666,667</i> |

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total | |
|--|--------------|--------------------------|----------|---------------------------|----------|----------|-------------------------------------|--|
| Proj# 4487021 FEC - FRONTENAC TO COCOA DOUBLE TRACK | | | | | | | *SIS* | |
| Type of Work: RAIL CAPACITY PROJECT | | | | | | | Lead Agency: MANAGED BY FDOT | |
| | | | | | | | LRTP#: Page 34, Goal 3 | |
| CAP | SIWR | 584,708 | 0 | 0 | 0 | 0 | 584,708 | |
| CAP | GMR | 1,085,793 | 0 | 0 | 0 | 0 | 1,085,793 | |
| CAP | LF | 4,793,328 | 0 | 0 | 0 | 0 | 4,793,328 | |
| CAP | DIS | 3,122,828 | 0 | 0 | 0 | 0 | 3,122,828 | |
| | Total | 9,586,657 | 0 | 0 | 0 | 0 | 9,586,657 | |
| <i>Prior Years Cost</i> | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | | <i>9,586,657</i> | |
| Proj# 4503641 PORT FUNDING COORINDATION | | | | | | | *Non-SIS* | |
| Type of Work: SEAPORT CAPACITY PROJECT | | | | | | | Lead Agency: MANAGED BY FDOT | |
| | | | | | | | LRTP#: Page 33, Goal 2 | |
| CAP | LFB | 299,735 | 0 | 0 | 0 | 0 | 299,735 | |
| | Total | 299,735 | 0 | 0 | 0 | 0 | 299,735 | |
| <i>Prior Years Cost</i> | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | | <i>299,735</i> | |

Section I - Transportation Planning

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total | |
|---|-------------|--------------------------|------------------|---------------------------|------------------|------------------|--|--|
| Proj# 4302061 SPACE COAST TPO SU/TALU RESERVES | | | | | | | *Non-SIS* | |
| Type of Work: CORRIDOR/SUBAREA PLANNING | | | | | | | Lead Agency: MANAGED BY SPACE COAST TPO | |
| CST | SU | 0 | 0 | 1,432,906 | 0 | 5,902,883 | 7,335,789 | |
| CST | TALU | 0 | 0 | 0 | 0 | 523,906 | 523,906 | |
| Total | | 0 | 0 | 1,432,906 | 0 | 6,426,789 | 7,859,695 | |
| <i>Prior Years Cost</i> | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>7,859,695</i> | | |
| Proj# 4393304 BREVARD/SPACECOAST FY 2022/2023-2023/2024 UPWP | | | | | | | *Non-SIS* | |
| Type of Work: TRANSPORTATION PLANNING | | | | | | | Lead Agency: MANAGED BY SPACE COAST TPO | |
| Description: UNIFIED PLANNING WORK PROGRAM FOR PLANNING PURPOSES | | | | | | | | |
| PLN | SU | 700,000 | 700,000 | 0 | 0 | 0 | 1,400,000 | |
| PLN | PL | 1,296,117 | 1,157,342 | 0 | 0 | 0 | 2,453,459 | |
| Total | | 1,996,117 | 1,857,342 | 0 | 0 | 0 | 3,853,459 | |
| <i>Prior Years Cost</i> | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>3,853,459</i> | | |
| Proj# 4393305 BREVARD/SPACECOAST FY 2024/2025-2025/2026 UPWP | | | | | | | *Non-SIS* | |
| Type of Work: TRANSPORTATION PLANNING | | | | | | | Lead Agency: MANAGED BY SPACE COAST TPO | |
| Description: UNIFIED PLANNING WORK PROGRAM FOR PLANNING PURPOSES | | | | | | | | |
| PLN | SU | 0 | 0 | 700,000 | 159,848 | 0 | 859,848 | |
| PLN | PL | 0 | 0 | 1,174,623 | 1,192,250 | 0 | 2,366,873 | |
| Total | | 0 | 0 | 1,874,623 | 1,352,098 | 0 | 3,226,721 | |
| <i>Prior Years Cost</i> | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>3,226,721</i> | | |
| Proj# 4393306 BREVARD/SPACECOAST FY 2026/2027-2027/2028 UPWP | | | | | | | *Non-SIS* | |
| Type of Work: TRANSPORTATION PLANNING | | | | | | | Lead Agency: Responsible Agency Not Available | |
| PLN | SU | 0 | 0 | 0 | 0 | 500,000 | 500,000 | |
| PLN | PL | 0 | 0 | 0 | 0 | 1,192,250 | 1,192,250 | |
| Total | | 0 | 0 | 0 | 0 | 1,692,250 | 1,692,250 | |
| <i>Prior Years Cost</i> | | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>1,692,250</i> | | |

Space Coast TPO Transportation Improvement Program - FY 2023 - 2027

| Phase | Fund Source | 2023 | 2024 | 2025 | 2026 | 2027 | Total |
|---|-------------|----------------|--------------------------|----------------|--|----------|------------------|
| Proj# 4407991 BREVARD-SPACE COAST TPO PLANNING STUDIES | | | | | Length: .000 MI | | *Non-SIS* |
| Type of Work: PTO STUDIES | | | | | Lead Agency: MANAGED BY SPACE COAST TPO | | |
| PLN | DU | 293,518 | 297,562 | 369,749 | 369,749 | 0 | 1,330,578 |
| PLN | DPTO | 36,690 | 37,195 | 46,219 | 46,219 | 0 | 166,323 |
| PLN | LF | 36,690 | 37,195 | 46,219 | 46,219 | 0 | 166,323 |
| Total | | 366,898 | 371,952 | 462,187 | 462,187 | 0 | 1,663,224 |
| <i>Prior Years Cost</i> | | <i>361,990</i> | <i>Future Years Cost</i> | | <i>Total Project Cost</i> | | <i>2,025,214</i> |

GLOSSARY - Appendix A

| CODE | NAME | SOURCE OF FUNDS | PARTICIPATION% |
|-------------|--|------------------------|-----------------------|
| ACBR | Advance Construction (BRT) | Federal | 100 |
| ACCM | Advance Construction (CM) | Federal | 100 |
| ACEN | Advanced Construction (EBNH) | Federal | 100 |
| ACFP | AC Freight Program (NFP) | Federal | 100 |
| ACIM | Advanced Construction - Interstate Maintenance | Federal | 100 |
| ACNH | Advance Construction (NH) | Federal | 100 |
| ACNP | Advance Construction NHPP | Federal | 100 |
| ACSA | Advance Construction (SA) | Federal | 100 |
| ACSU | Advance Construction (SU) | Federal | 100 |
| BNDS | State Bond Funds | State | 100 |
| BNBR | Amendment 4 Bonds (Bridges) | State Bonds | 100 |
| BRP | State Bridge Replacement | State | 100 |
| BRRP | State Bridge Repair and Rehabilitation | State | 100 |
| BRTZ | BRT (AC Regular) | Federal/State | 80/20 |
| CIGP | County Incentive Grant Program | State | 100 |
| CIGR | CIGP for Growth Management | State | 100 |
| CM | Congestion Mitigation - AQ | Federal/State or Local | 80/20 |
| D | Unrestricted State Primary | State | 100 |
| DDR | District Dedicated Revenues | State | 100 |
| DDRF | District Dedicated Revenue Matching Funds | State | 100 |
| DEV | Developer Funding | Private | 100 |
| DFTA | Federal Pass-Through \$ from FTA | Federal - Non-FHWA | 100 |
| DI | State-Statewide Inter/Intrastate Highway | State | 100 |
| DIH | State In-House Product Support | State | 100 |
| DIS | Strategic Intermodal System | State | 100 |
| DITS | Statewide ITS | State | 100 |
| DPTO | State PTO | State | 100 |
| DRA | Rest Areas | State | 100 |
| DS | State Primary - Highways & Public Transit | State | 100 |
| DU | FTA pass-thru State Primary/Federal | Federal - Non-FHWA | 100 |

| CODE | NAME | SOURCE OF FUNDS | PARTICIPATION% |
|-------------|--|------------------------|-----------------------|
| EB | Equity Bonus | Federal/State | 82/18 |
| FAA | Federal Aviation Administration | Federal - Non-FHWA | 100 |
| FLAP | FWS/Merritt Island National Wildlife | Federal | 100 |
| FTA | Federal Transit Administration | Federal - Non-FHWA | 100 |
| FTAT | FHWA Funds Transferred to FTA | Federal | 100 |
| FTPK | Florida's Turnpike | State | 100 |
| GMR | Growth Management for SIS | State | 100 |
| HPP | High Priority Projects | Federal/Demo/Earmark | 100 |
| HSP | Highway Safety Program | Federal | 100 |
| IMD | Interstate Maintenance Discretionary | Federal | 100 |
| LF | Local Funds | Local | Varies |
| LFF | Local Fund - for Matching F/A | Local | Varies |
| LFR | Local Funds/Reimbursable | Local | Varies |
| MUN | Municipal | Local | 100 |
| NHAC | National Highway (AC Regular) | Federal | 80-100/20-0 |
| NHRE | National Highway Performance – Resurfacing` | Federal | 100 |
| NHTS | National Highway Traffic Safety Grant | Federal - Non-FHWA | 100 |
| PL | Metropolitan planning | Federal | 85/15 |
| PLH | Public Lands Highway | Federal | 100 |
| PKYI | Tpk Improvement | State | 100 |
| PORT | Seaports | State | Varies |
| PORB | Port Funds Returned From Bonds | State | Varies |
| PVT | Private/Developer | Private | Varies |
| RED | Redistr. Of FA (Sec 1102F) | O.F.A. – Regular Funds | 100 |
| RHP | Rail Highway Crossings - Protective Devices | Federal | 100 |
| S112 | Surface Transportation Program Earmarks - 2006 | Federal/Demo/Earmark | 100 |
| S129 | STP Earmarks – 2008 | Federal/Earmark | 100 |
| SA | Surface Transportation Program - any area | Federal/State or Local | 80-100/20-0 |
| SE | Surface Transportation Program - Enhancement | Federal/State or Local | 80-100/20-0 |
| SED | State Economic Development | State | 100 |
| SIB1 | State Infrastructure Bank | State | 100 |
| SIWR | 2015 SB2514A-Strategic Intermodal System | State | 100 |

| CODE | NAME | SOURCE OF FUNDS | PARTICIPATION% |
|-------------|--|------------------------|-----------------------|
| SR2E | Safe Routes to School - Either | Federal | 100 |
| SR2N | Safe Routes to School - Non-Infrastructure | Federal | 100 |
| SR2S | Safe Routes to School - Infrastructure | Federal | 100 |
| ST10 | STP Earmarks 2010 | Federal/Demo/Earmark | 100 |
| SU | Surface Transportation Urban areas > 200K | Federal/State | 100 |
| TALT | Transportation Alternative Any Area | Federal | 100 |
| TALU | Transportation Management Area>200K | Federal | 100 |
| TCSP | Transp., Community and System Presv. | Federal/Demo/Earmark | 100 |
| TDDR | Transportation Disadvantaged DDR Use | State | 100 |
| TDTF | Transportation Disadvantaged Trust Fund | State | 100 |
| TRIP | Transportation Regional Incentive Program | State | 100 |

EXPLANATION OF ABBREVIATIONS

| <u>ABBREVIATIONS</u> | <u>MEANING</u> |
|----------------------|--|
| ADA | Americans with Disabilities Act of 1990 |
| ADM | Administration |
| ATMS | Advanced Traffic Management System |
| AVE | Avenue |
| BLVD | Boulevard |
| BPTAC | Bicycle Pedestrian and Trails Advisory Committee |
| CAC | Citizens Advisory Committee |
| CAP | Capital |
| CDBG | Community Development Block Grant |
| CFR | Code of Federal Regulations |
| CIP | Capital Improvement Program |
| C/L | County Line |
| CMP | Congestion Management Process |
| CRA | Community Redevelopment Authority |
| CST | Construction |
| CSX RR | Formerly Seaboard Coastline Railroad |

| ABBREVIATIONS | MEANING |
|----------------------|---|
| DEV | Developer |
| DR | Drive |
| DRI | Development of Regional Impact |
| DSB | Design Build |
| D/W | District wide |
| E | East |
| EB | Eastbound |
| EMO | Environmental Management Office |
| ENG | Engineering |
| ENV | Environment Phase |
| EQUIP | Equipment |
| FDEP | Florida Department of Environmental Protection |
| FDOT | Florida Department of Transportation |
| FEC RR | Florida East Coast Railroad |
| FHWA | Federal Highway Administration |
| FIHS | Florida Intrastate Highway System |
| FM # | Financial Management Number (Project Number) |
| FS | Florida Statutes |
| FTA | Federal Transit Administration |
| FY 18/19 | Fiscal Year 2019 (i.e., July 1, 2018 - June 30, 2019) |
| TSC | Transportation Subcommittee |
| HWY | Highway |
| IMP | Improvement |
| INCL | Include |
| ITS | Intelligent Transportation Systems |
| JARC | Job Access and Reverse Commute |
| JPA | Joint Participation Agreement |
| LF | Local Funds |
| LFR | Local Funds Reimbursable |
| LOS | Level of Service |
| LRTP | Long Range Transportation Plan |
| MI | Mile |

ABBREVIATIONS**MEANING**

| | |
|------------|--|
| MNT | Maintenance |
| MSC/MISC | Miscellaneous |
| N | North |
| N/A | Not Applicable or Not Available |
| NB | Northbound |
| NE | Northeast |
| OPS | Operational |
| P3 | Public Private Partnership |
| PE | Preliminary Engineering |
| PD&E | Project Development and Environment |
| PED | Pedestrian |
| PLN | Planning |
| PKWY | St Johns Heritage Johns Heritage Parkway |
| PTO | Public Transportation Office |
| RD | Road |
| REHAB | Rehabilitate |
| ROW | Right-of-Way |
| RR or R/R | Railroad |
| RRU | Railroad/Utilities Construction |
| RRXING | Railroad Crossing |
| RSP | Regionally Significant Project |
| RT | Route |
| R/W | Run-Way |
| S | South |
| SAFETEA-LU | Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users |
| SB | Southbound |
| SCAT | Space Coast Area Transit |
| SE | Southeast |
| SERV | Services |
| SHS | State Highway System |
| SIS | Strategic Intermodal System |

ABBREVIATIONS

| | |
|-------|---|
| SOS | State of the System |
| SR | State Road |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |
| STUDY | Feasibility Study |
| SW | Southwest |
| TAC | Technical Advisory Committee |
| TD | Transportation Disadvantaged |
| TDP | Transit Development Program |
| TELUS | Transportation, Economic, & Land-Use System |
| TIP | Transportation Improvement Program |
| TMA | Transportation Management Area |
| TPO | Transportation Planning Organization |
| T/W | Taxiway |
| USC | United States Code |
| UTL | Utilities |
| VMT | Vehicle Mile(s) Traveled |
| W | West |
| WB | Westbound |
| W/ | With |

MEANING**PROJECT PHASES**

| | |
|-----|-------------------------------------|
| ADM | Administrative |
| CAP | Capital Purchase |
| CST | Construction |
| ENV | Environmental |
| MNT | Maintenance |
| OPS | Operations |
| PDE | Project Development and Environment |
| PE | Preliminary Engineering (Design) |
| PLN | Planning Study |
| ROW | Right of Way |

MEANING



APPENDIX B

Space Coast Transportation Planning Organization

TPO Governing Board
Adopted July 14, 2022
List of Priority Projects
FY 2023 - FY 2027



**SPACE COAST TRANSPORTATION PLANNING ORGANIZATION
2022 TRANSPORTATION PROJECT PRIORITIES FY 2024 - FY 2028**

| Rank | Total Score | Applicant | FM # | Project Name | Project Limits | Description | Project Type | Funded Phase | Funded Phase FY | Funded Phase Cost | Unfunded Phase | FY | Cost | Comments |
|--|-------------|--------------------------|---------|--|--|----------------------------|--------------|--------------------------|-----------------|-------------------|----------------|-----------|------------------------------------|--|
| STRATEGIC INTERMODAL SYSTEM (SIS) | | | | | | | | | | | | | | |
| 1 | 73 | Brevard County | 4269054 | Ellis Road | I-95/John Rodes to Wickham | Widening | Capacity | ROW | 2021-2025 | \$31,406,030 | CST | 2025 | \$44,721,714 (\$19,343,894 Funded) | #1 Alliance SIS; Alliance TRIP List Current Funded CST: \$4.1M Local; \$5.5M Federal (TPO); \$9.6M CIGP & TRIP |
| 2 | 70 | Space Florida | 4479941 | Cape Canaveral Spaceport ITS | Indian Rv. Bridge to Space Commerce Way | ITS Infrastructure | Operations | Design | 2024 | \$605,000 | CST | 2024 | \$6,300,000 | |
| 3 | 69 | FDOT | 4074024 | SR 528 | E of SR 3 to SR 401 (Port) | Widening (Including Trail) | Capacity | ROW | 2024-2026 | \$5,779,450 | CST | 2031 | \$278,000,000 | Add't \$2.5M DES funds needed/ #5b Alliance SIS #T3-3 Alliance SunTrail |
| 4 | 68 | FDOT | 4074023 | SR 528 | E of Industry Road to SR 3 | Widening (Including Trail) | Capacity | ROW | 2024-2026 | \$10,278,584 | CST | 2031 | \$200,000,000 | #5a Alliance SIS #T3-3 Alliance SunTrail |
| 5 | 43 | Port Canaveral | 4447871 | SR 401 | SR 401 Interchange to Cape Canaveral Air Force Station | Bridge Replacement | Preservation | Design | 2022 | \$2,058,358 | CST | 2024 | TBD | #16 Alliance SIS |
| 6 | 36 | FDOT | | I-95 Interchanges FDOT Programs Projects | Implement SOAR Improvements and SIS Connector Studies | As needed | Capacity | | | | CST | As Needed | | |
| REGIONALLY SIGNIFICANT | | | | | | | | | | | | | | |
| 1 | 85 | Palm Bay | 4372101 | Malabar Rd | SJHP to Minton | Widening | Capacity | PD&E | 2020 | \$1,000,000 | Design | 2026 | \$10,000,000 | Alliance TRIP list; \$7M Pbay Council Approval for Design |
| 2 | 84 | Palm Bay | 4372041 | Babcock St | Micco Rd/Deer Run to Malabar Rd | Widening | Capacity | PD&E | | On Hold | Design | 2026 | \$19,000,000 | PD&E on shelf - Need Design phase fully funded or one phase funded through CST |
| 3 | 84 | FDOT/Cape Canaveral | 4302028 | SR A1A | Long Point Rd to George King | Curb & Gutter / Median | Bike/Ped | Design | 2019 | \$2,000,000 | ROW | 2026 | \$7,000,000 | |
| 4 | 83 | FDOT/Cocoa | 4336051 | SR 501 (Clearlake Rd) | Michigan Ave to Industry Rd | Widening | Capacity | Design | Complete | | ROW | 2026 | \$13,000,000 | Planning consistency time frame |
| 5 | 82 | FDOT/Cape Canaveral | 4302025 | SR A1A (Fully Funded) | International Dr to Long Point Rd | Intersection / Sidewalk | Bike/Ped | Fully Funded (CST FY 23) | 2023 | \$7,795,453 | | | | Funded w/DDR; ROW over multiple years; |
| 6 | 81 | FDOT/Brevard County | 4356312 | SR 3 (Courtenay Pkwy) | Catalina Isle to Venetian Way | Access Management / | Bike/Ped | cess Mgmt Stu | 2021 | | Design | 2024 | | MIRA to support. |
| 7 | 78 | FDOT/Malabar | 4301361 | SR 514 (Malabar Rd) | SR 507 (Babcock St) to US 1 | Widening | Capacity | PD&E | | On Hold | Design | 2026 | \$6,760,000 | PD&E on shelf - Need Design phase fully funded or one phase funded through CST |
| 8 | 69 | FDOT/Titusville | | SR 405 (South St) | SR 50 to Rock Pit Road | Widening | Capacity | | | | PD&E | 2026 | \$1,900,000 | Planning consistency for PD&E - Time frame |
| 9 | 68 | FDOT/Cocoa Beach | 4414451 | SR A1A NB | 2nd St to Sunflower St | Curb & Gutter | Bike/Ped | | | | Design | 2031 | | Planning consistency time frame |
| 10 | 68 | Brevard County | 4372031 | Hollywood Blvd | Palm Bay Rd to US 192 | Widening | Capacity | Design | 2020 | \$4,000,000 | ROW | 2026 | \$7,539,776 | TRIP/CIGP ONLY - Split into Phases for CST Alliance TRIP List |
| 11 | 67 | Brevard County/Melbourne | 4437341 | SR 518 (Eau Gallie Blvd) | @ Wickham Rd | Intersection Improv | Capacity | Design | County | | ROW | 2023 | \$8,500,000 | Full Improvement Project - Add Turn Lanes; NOT same as FDOT minor Ped/Int |
| 12 | 67 | FDOT/Cocoa | 4379831 | SR 524 | S Friday Rd to Industry Rd | Capacity | Bike/Ped | PD&E | 2019 | \$1,763,000 | Design | 2026 | \$7,402,342 | |
| 13 | 66 | FDOT/Brevard County | 4336041 | US 1 | @ Viera Blvd and @ Barnes Blvd | Capacity | Bike/Ped | | | | Design | 2023 | | From Feb 2020 Corridor Evaluation of Widening Study |
| 14 | 63 | FDOT/Palm Bay | 2376506 | SR 507 (Babcock St) | SR 514/Malabar to Palm Bay Rd | Capacity | Bike/Ped | Design | 2018 | | ROW | 2031 | \$30,000,000 | Planning consistency time frame Update ROW FY |
| 15 | 62 | Rockledge | 4466001 | SR 519 (Fiske Blvd) | @ Roy Wall Blvd | Capacity | Bike/Ped | | | | Design | 2023 | \$500,000 | |
| 16 | 57 | Melbourne | | SR 518 (Eau Gallie Blvd) | @ SR 5054 (Sarno Road) | Capacity | Bike/Ped | | | | Design | 2026 | \$500,000 | |

**SPACE COAST TRANSPORTATION PLANNING ORGANIZATION
2022 TRANSPORTATION PROJECT PRIORITIES FY 2024 - FY 2028**

| Rank | Total Score | Applicant | FM # | Project Name | Project Limits | Description | Project Type | Funded Phase | Funded Phase FY | Funded Phase Cost | Unfunded Phase | FY | Cost | Comments |
|---|-------------|----------------------|----------|--------------------------------|--------------------------------------|---------------------|--------------|--------------|-----------------|-------------------|-------------------------|-----------|------------------------------------|---|
| TRANSPORTATION SYSTEMS MANAGEMENT & OPERATIONS (TSM&O) | | | | | | | | | | | | | | |
| 1 | 76 | Brevard County | 4415841 | Traffic Management Center | N/A | Operations Center | Operations | Design | 2021 | \$700,000 | CST | 2024 | \$14,000,000 (\$11,251,940 Funded) | CIGP/TRIP Only -No Federal Funding Alliance TRIP List \$6.4M County; \$4.7M TRIP Requested FDOT increase TRIP Match |
| 2 | 63 | Brevard County | NEW 2022 | SR A1A | Minuteman Cswy to SR 401 | ITS Infrastructure | ITS | | | | Design | 2024 | \$675,000 | State Roads - Implementation by FDOT |
| 3 | 61 | Brevard County | NEW 2022 | US 1 | Camp Road to SR 406 | ITS Infrastructure | ITS | | | | Design | 2024 | \$523,600 | State Roads - Implementation by FDOT |
| 4 | 55 | Palm Bay | 4437311 | Malabar Rd | SJHP to San Fillippo | ITS Infrastructure | ITS | Design | 2022 | \$300,000 | CST | 2024 | | FDOT Administering Design |
| 5 | 49 | Brevard County | NEW 2022 | SR 50 | South St (SR 405) to US 1 | ITS Infrastructure | ITS | | | | Design | 2024 | \$206,000 | State Roads - Implementation by FDOT |
| 6 | 48 | Melbourne | NEW 2022 | Post Road | Wickham Rd to US 1 | ITS Infrastructure | ITS | | | | Design | 2023 | \$97,000 | CST includes CEI; DES bundle with others as LAP required |
| 7 | 44 | Palm Bay | 4437331 | Emerson Dr | Waco to Malabar | ITS Infrastructure | ITS | Design | 2022 | \$200,000 | CST | 2024 | | FDOT Administering Design |
| 8 | 41 | Palm Bay | 4437321 | San Fillippo Drive | Waco to Malabar | ITS Infrastructure | ITS | Design | 2022 | \$200,000 | CST | 2024 | | FDOT Administering Design |
| 9 | 39 | Brevard County | 4289301 | ITS Operational Support | N/A | Operational Support | Operations | | | | Annually funded with SU | 2023-2028 | \$225,000 per year | Re-evaluate need for increase ~FY24 |
| 10 | 37 | Melbourne | NEW 2022 | Lake Washington | Wickham Rd to US 1 | ITS Infrastructure | ITS | | | | Design | 2023 | \$93,500 | CST includes CEI; DES bundle with others as LAP required |
| 11 | 36 | Melbourne | NEW 2022 | Parkway Drive | Wickham Rd to US 1 | ITS Infrastructure | ITS | | | | Design | 2023 | \$90,000 | CST includes CEI; DES bundle with others as LAP required |
| BICYCLE & PEDESTRIAN | | | | | | | | | | | | | | |
| 1 | 61 | Satellite Beach | 4466751 | Jackson Street | SR 513 to SR A1A | Sidewalk | Bike/Ped | | | | CST | 2026 | \$1,625,000 | |
| 2 | 60 | FDOT Indialantic | 4471511 | SR A1A | Grosse Pointe Ave to Flug Ave | Sidewalk | Bike/Ped | Design | 2022 | \$600,000 | ROW | 2023 | | |
| 3 | 59 | FDOT/Satellite Beach | 4471502 | SR A1A | Volunteer Way to Roosevelt Ave | Sidewalk | Bike/Ped | Design | 2022 | \$716,000 | ROW | 2023 | \$350,000 | |
| 4 | 48 | FDOT | 4471501 | SR A1A | Shearwater Pkwy to Pineda (SR 404) | Sidewalk | Bike/Ped | Design | 2022 | \$1,100,000 | ROW | 2023 | | |
| 5 | 48 | Melbourne | 4436701 | SR 518 (Eau Gallie Cswy Trail) | SR 518 Relief Bridge to Riverside Dr | Trail / ECG | Bike/Ped | | | | Design | 2026 | \$276,750 | |
| 6 | 44 | FDOT/Cocoa Beach | 4414431 | SR A1A (S Orlando) | 7th St S. to 6th St S. | Sidewalk | Bike/Ped | Planning | Complete | | Design | 2023 | | |
| 7 | 42 | FDOT | 4336041 | US 1 | Viera Blvd to Barnes Blvd | Sidewalk | Bike/Ped | | | | Design | 2023 | | From Feb 2020 Corridor Evaluation of Widening Study |
| 8 | 40 | FDOT/Palm Bay | | US 1 | Kirkland to RJ Conlan | Sidewalk | Bike/Ped | | | | Design | 2023 | \$50,000 | |
| 9 | 34 | FDOT/Palm Bay | | US 1 | Gran Ave to Port Malabar | Sidewalk | Bike/Ped | | | | Design | 2023 | \$40,000 | |

**SPACE COAST TRANSPORTATION PLANNING ORGANIZATION
2022 TRANSPORTATION PROJECT PRIORITIES FY 2024 - FY 2028**

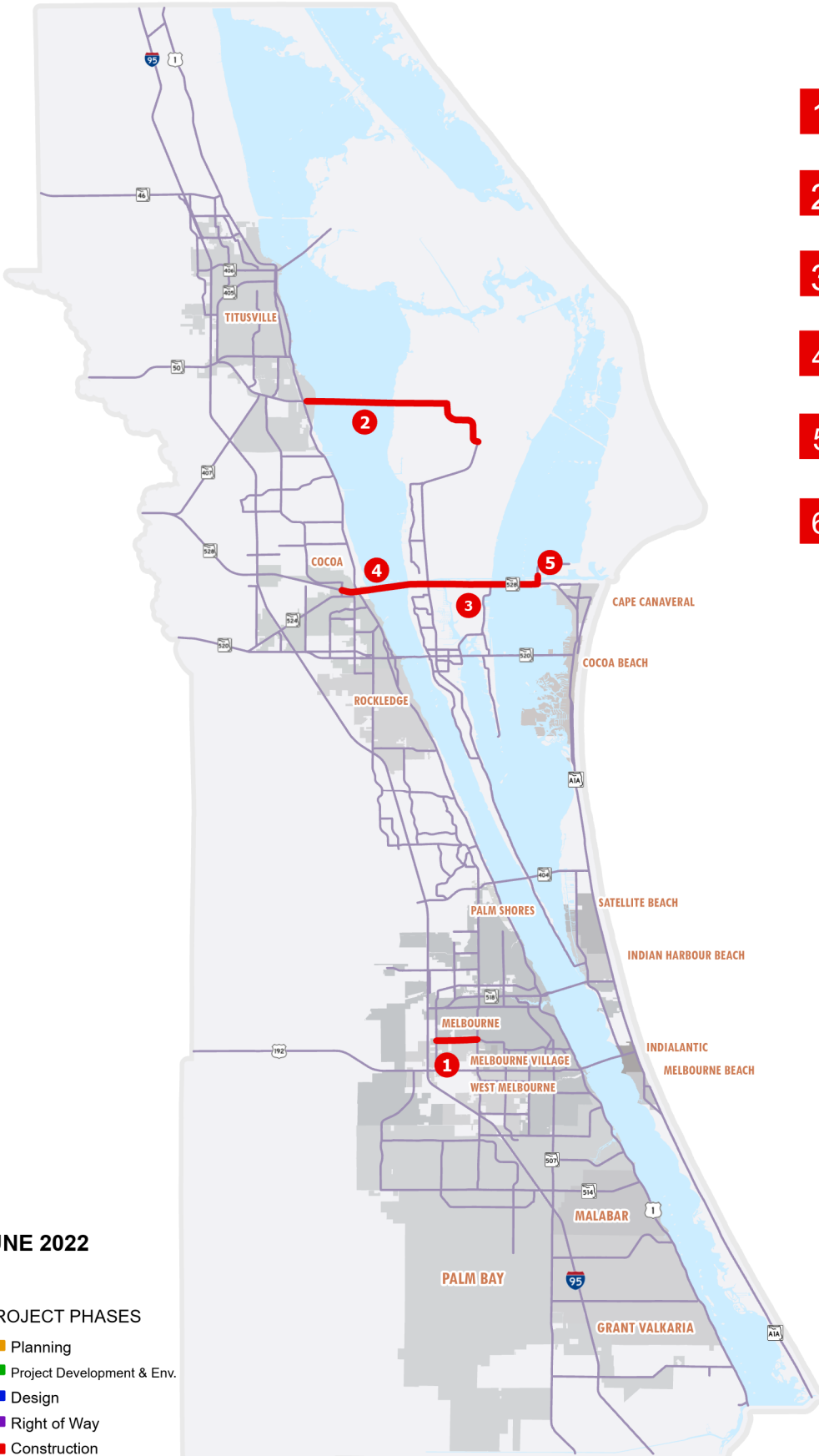
| Rank | Total Score | Applicant | FM # | Project Name | Project Limits | Description | Project Type | Funded Phase | Funded Phase FY | Funded Phase Cost | Unfunded Phase | FY | Cost | Comments |
|--|-------------|---------------------------|----------|---|---|-----------------------------------|--------------|----------------------------|-----------------|-------------------|----------------|------|-----------|---|
| SHARED USE NETWORK (SUN) TRAILS | | | | | | | | | | | | | | |
| 1 | 52 | FDOT/SUNTrails | 437093-2 | Space Coast Trail (Fully Funded) | MINWR Entrance to W. of Kennedy Pkwy | Trail / C2C/SJR2C | Bike/Ped | CST | 2027 | \$9,801,415 | | | | Added back to LOPP-unfunded by FDOT State/SUNTRAIL Only #T1-1a Alliance C2C |
| 2 | 52 | FDOT/SUNTrails | 437093-3 | Space Coast Trail (Fully Funded) | Kennedy Pkwy to Playlinda Bch Parking Lot | Trail / C2C/SJR2C | Bike/Ped | CST | 2027 | \$3,179,352 | | | | Added back to LOPP-unfunded by FDOT State/SUNTRAIL Only #T1-1a Alliance C2C |
| 3 | 51 | FDOT/Titusville/SUNTrails | | US 1 - East Coast Greenway | SR 50 to Grace | Trail / ECG | Bike/Ped | | | | Design | 2023 | | #T3-6 Alliance SunTrail |
| 4 | 39 | FDOT/SUNTrails | 4370931 | Space Coast Trail | Playalinda Bch Rd to US 1 (Volusia Co) | Trail / C2C/SJR2C | Bike/Ped | | | | Design | 2023 | | |
| 5 | 27 | Brevard County | 4398931 | N Merritt Island Pioneer Trl | SR 528 to Pine Island Rd | Showcase Trail Alignment | Bike/Ped | | | | Planning | 2023 | \$250,000 | |
| PLANNING/STUDIES | | | | | | | | | | | | | | |
| 1 | 90 | Cocoa Beach | | SR 520 Cocoa Beach Causeway | S. Banana River Drive to SR A1A | Vulnerability Analysis | Planning | | | | Planning | 2024 | \$500,000 | FDOT to Administer |
| 2 | 89 | FDOT | | SR A1A Strategic Plan | N/A | Master Plan | Planning | Planning | 2023 | | | | | FDOT to Administer SR 520 to International Included |
| 3 | 86 | SCTPO | UPWP | Long Range Transportation Plan | N/A | 20 Year Planning Horizon | Planning | Funded with SU within UPWP | | | | | | SCTPO UPWP SU Funds Recurring |
| 4 | 86 | SCTPO | UPWP | Transportation Planning Support | N/A | Support of SCTPO Planning | Planning | Annually funded with SU | | | | | | SCTPO UPWP SU Funds |
| 5 | 71 | FDOT/Cocoa | | SR 519 (Fiske Blvd) | Rosa L Jones to SR 520 | Curb & Gutter / Complete Street | Bike/Ped | | | | Planning | 2023 | \$250,000 | FDOT to Administer |
| 6 | 70 | Cocoa | UPWP | Dixon Blvd. | SR 501 (Clearlake Rd) to US 1 | Complete Street Feasibility Study | Planning | Planning | 2023 | \$200,000 | | | | SCTPO UPWP SU Funds |
| 7 | 47 | Palm Bay | | Minton Road | Jupiter Blvd. to Malabar Rd. | Widening | Capacity | | | | Planning | 2025 | \$65,000 | Palm Bay proposed to conduct study - would be LAP |
| 8 | 42 | Melbourne | 4436221 | Indian River Linear Trl (US 1) | Carolin St to Laurie St | Trail / ECG | Bike/Ped | | | | Planning | 2023 | \$276,000 | Melbourne to Administer |
| 9 | 37 | Malabar | | S. Brevard Trails Master Plan | South Brevard - Al Tuttle Connections | Trail | Bike/Ped | Planning | 2023 | \$200,000 | | | | SCTPO UPWP SU Funds FY 23 - S. Brevard Trail MP |
| 10 | 14 | Palm Bay | 4436191 | Cross City Trail | Along Walpole Rd and Cogan | Trail/Pedestrian Bridges | Bike/Ped | | | | Planning | 2023 | \$300,000 | |

**SPACE COAST TRANSPORTATION PLANNING ORGANIZATION
2022 TRANSPORTATION PROJECT PRIORITIES FY 2024 - FY 2028**

| Rank | Total Score | Applicant | FM # | Project Name | Project Limits | Description | Project Type | Funded Phase | Funded Phase FY | Funded Phase Cost | Unfunded Phase | FY | Cost | Comments |
|---|-------------|---------------------------|----------|--|---|---|--------------|--------------|-----------------|-------------------|--------------------------|------|-------------|--|
| GRANT FUNDED (Not Ranked) | | | | | | | | | | | | | | |
| A | | Space Coast Area Transit | | Space Coast Area Transit Operations Center | New Location - Possibly Sarno Area | | | | | | Planning | 2023 | \$3,400,000 | Phase I: planning, design, environmental analysis and permitting Phase II: construction |
| B | | Brevard County | | Merritt Island Area Bridge Replacements | | (2) N. Banana Rvr Dr; (1) Central; (1) Girard | | | | | PD&E | 2023 | \$4,200,000 | Replacement of 4 bridges in Merritt Island |
| STATE SAFETY IMPROVEMENTS (Not Ranked) | | | | | | | | | | | | | | |
| A | | FDOT | | SR 406 (Garden St.) | W of I-95 to Forrell Ave. | | | | | | Design | 2024 | | Incorporate Safety Improvements into RRR |
| B | | FDOT | 445213-1 | SR 518 (Eau Gallie Blvd.) | SR 5054 (Sarno Rd.) to W. of Apollo Blvd. | | | | | | Design | 2024 | | Incorporate Safety Improvements into RRR |
| C | | FDOT | | SR A1A/Ocean Ave | Oak St (S) to N. of US 192 | | | | | | Planning | 2023 | | Incorporate Safety Improvements into RRR |
| D | | FDOT | | SR A1A (N of PSFB Safety Improvements) | N of 35th Street to N of 24th Street | | | | | | Planning | 2024 | | Implement safety improvements identified by FDOT August 2020 study |
| FULLY FUNDED | | | | | | | | | | | | | | |
| 1 | 53 | Space Florida | SIS | SIS: Space Commerce Way | 405 to Kennedy Parkway | Widening | Capacity | | | | Fully Funded INFRA | | | Moved to fully funded list 2021 #15 Alliance SIS |
| 2 | 36 | FDOT | | US 1 | Lake Washington to Post | ITS Infrastructure | Capacity | Design | 2022 | \$80,000 | Fully Funded (CST FY 22) | | | Bundled with Resurfacing |
| 3 | 27 | Melbourne | 4436201 | Melbourne SW Canal | Along Eber, Pirate & Florida Ave | Trail | Bike/Ped | | | | Fully Funded (CST FY 23) | | | |
| 4 | 39 | Brevard County | 4417781 | Parrish Park Trailhead | Max Brewer Cswy to MINWR | Trail / C2C/SJR2C | Bike/Ped | | | | Fully Funded (CST FY 23) | | \$2,500,000 | Moved to fully funded list 2021 |
| 5 | 62 | FDOT/Cocoa | 4356281 | SR 520 | US 1 to Hubert Humphrey Bridge | Bike/Ped Improv | Bike/Ped | | | | Fully Funded (CST FY 23) | | | |
| 6 | 71 | Cocoa | | SR 501 (Clearlake Rd) | SR 520 to Michigan Avenue | Access Management / Sidewalks | Bike/Ped | | | | Fully Funded (CST FY 23) | 2023 | \$400,000 | FDOT to Administer |
| 7 | 62 | FDOT/Brevard County | 4336551 | US 192 and Hollywood/Evans | | Intersection / Sidewalk | Capacity | | | | Fully Funded (CST FY 24) | | | |
| 8 | 32 | Melbourne | 4458721 | NASA Blvd | Eddie Allen to Evans | Sidewalk | Bike/Ped | | | | Fully Funded (CST FY 24) | | \$668,000 | Moved to fully funded list 2021 TA Funded |
| 9 | 54 | Cocoa | | Aurora Street | S. of SR 520 to N. of Jackson St. | Sidewalk | Bike/Ped | | | | Fully Funded (CST FY 24) | 2022 | \$65,000 | Eligible for TA funding only - Fully funded in Tentative Work Program |
| 10 | 68 | Melbourne | | US 1 (Phase I) | Crane Creek Bridge to WH Jackson St | Multi-modal | Bike/Ped | | | | Fully Funded (CST FY 24) | | \$2,300,000 | Fully Funded in Tentative Work Program |
| 11 | 43 | Melbourne | 4458581 | NASA Blvd | Wickham to US 1 | ITS Infrastructure | ITS | Design | 2022 | \$180,000 | Fully Funded (CST FY 24) | 2024 | \$2,000,000 | |
| 12 | 62 | FDOT/Indian Harbour Beach | 4379391 | SR A1A | SR 518 (Eau Gallie Blvd) to Volunteer Way | Sidewalk | Bike/Ped | CST | 2025 | \$1,532,205 | Fully Funded (CST FY 25) | | | |
| 13 | 31 | Cocoa | | Michigan Ave | Clearlake to US 1 | Trail / ECG | Bike/Ped | Design | 2024 | \$85,000 | Fully Funded (CST FY 26) | 2026 | | |

Project Ranking FY 24-28

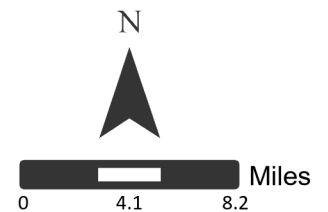
- 1** Ellis Road (426905-4)
- 2** Cape Canaveral Spaceport Intelligent Transportation System (ITS) (447994-1)
- 3** SR 528 (E of SR 3 to SR 401 (Port)) (407402-4)
- 4** SR 528 (E of Industry Rd to SR 3) (407402-3)
- 5** SR 401 Bridge (444787-1)
- 6** I-95 Interchanges (FDOT Implemented as Needed) (Not Mapped)



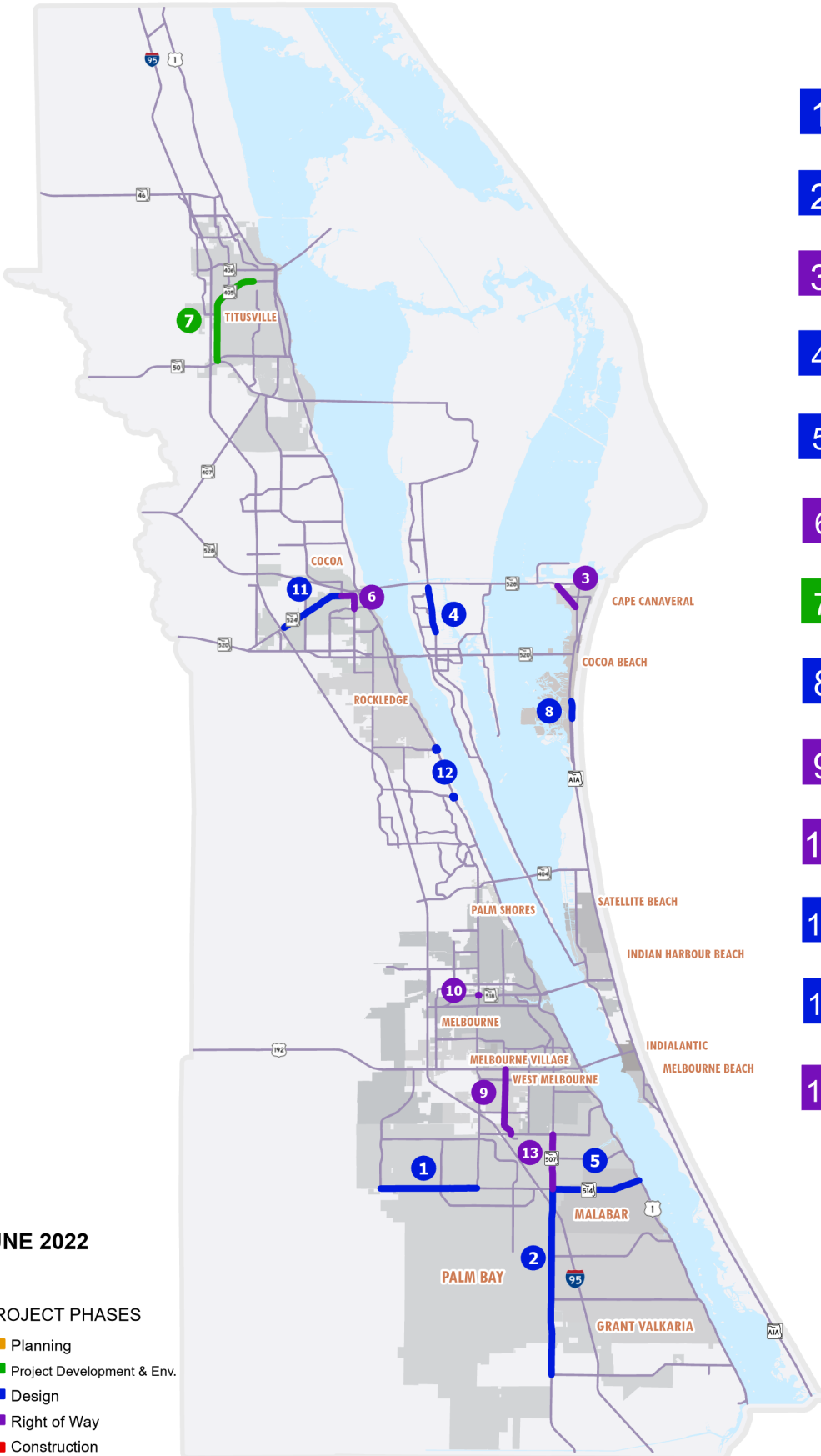
JUNE 2022

PROJECT PHASES

- Planning
- Project Development & Env.
- Design
- Right of Way
- Construction



Project Ranking FY 24-28

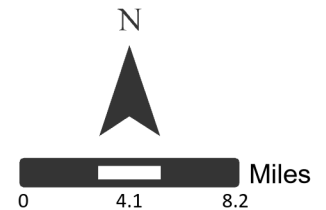


- 1** Malabar Rd (437210-1)
- 2** Babcock St (437204-1)
- 3** SR A1A (430202-8)
- 4** SR 3 (Courtenay Pkwy) (435631-2)
- 5** SR 514 (Malabar Rd) (430136-1)
- 6** SR 501 (Clearlake Rd) (433605-1)
- 7** SR 405 (South St)
- 8** SR A1A NB (441445-1)
- 9** Hollywood Blvd (437203-1)
- 10** SR 518 (Eau Gallie Blvd) (443734-1)
- 11** SR 524 (437983-1)
- 12** US 1 (433604-1)
- 13** SR 507 (Babcock St) (237650-6)

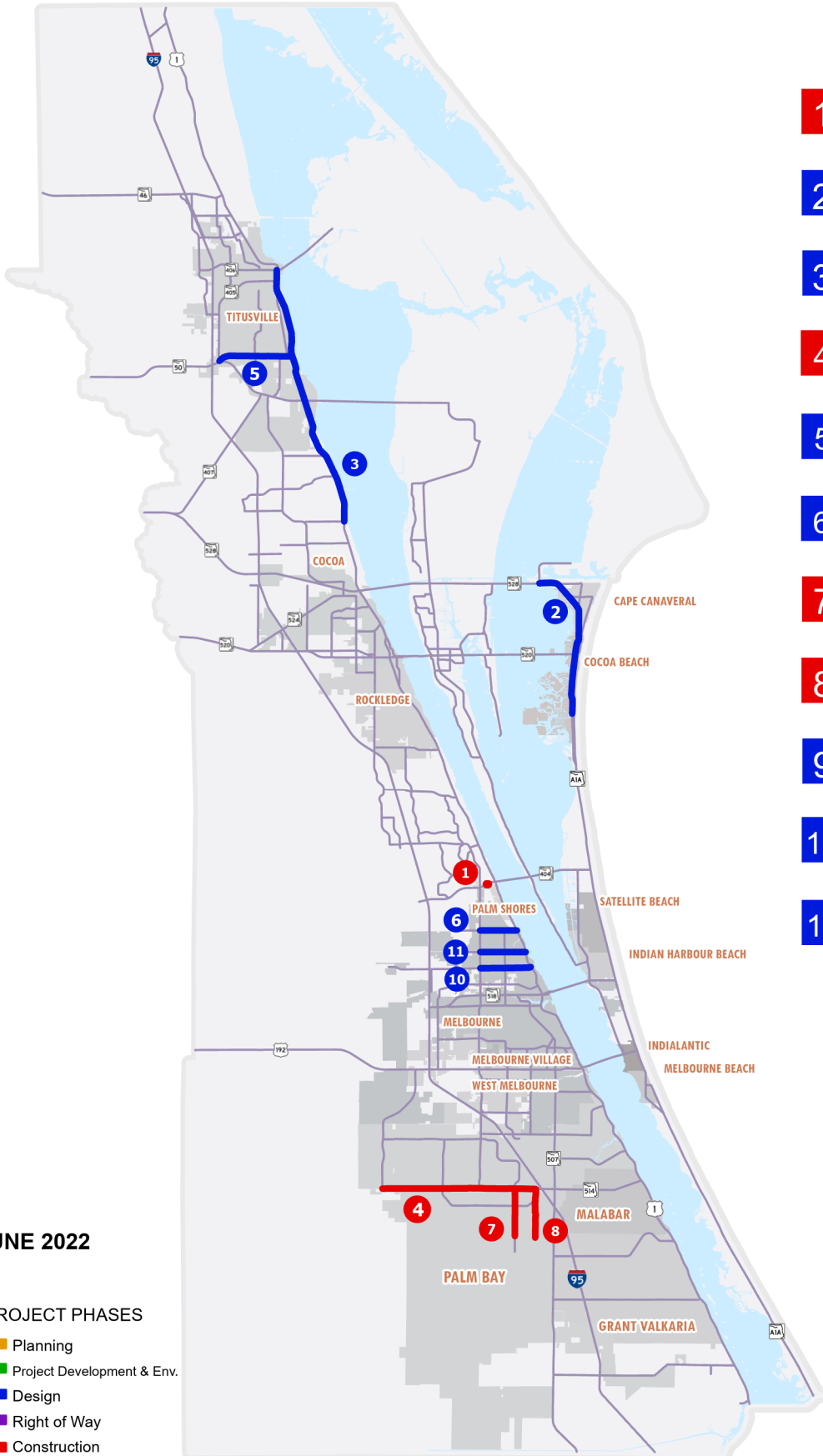
JUNE 2022

PROJECT PHASES

- Planning
- Project Development & Env.
- Design
- Right of Way
- Construction



2022 Transportation System Management and Operations (TSM&O) Projects



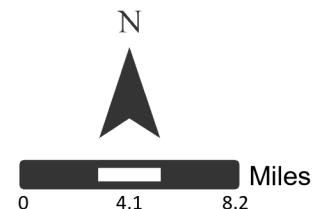
Project Ranking FY 24-28

- 1** Traffic Management Center (441584-1)
- 2** SR A1A
- 3** US 1
- 4** Malabar Rd (443731-1)
- 5** SR 50
- 6** Post Rd
- 7** Emerson Drive (443733-1)
- 8** San Filippo Drive (443732-1)
- 9** Intelligent Transportation System (ITS) Operational Support (Not Mapped) (428930-1)
- 10** Lake Washington
- 11** Parkway Drive

JUNE 2022

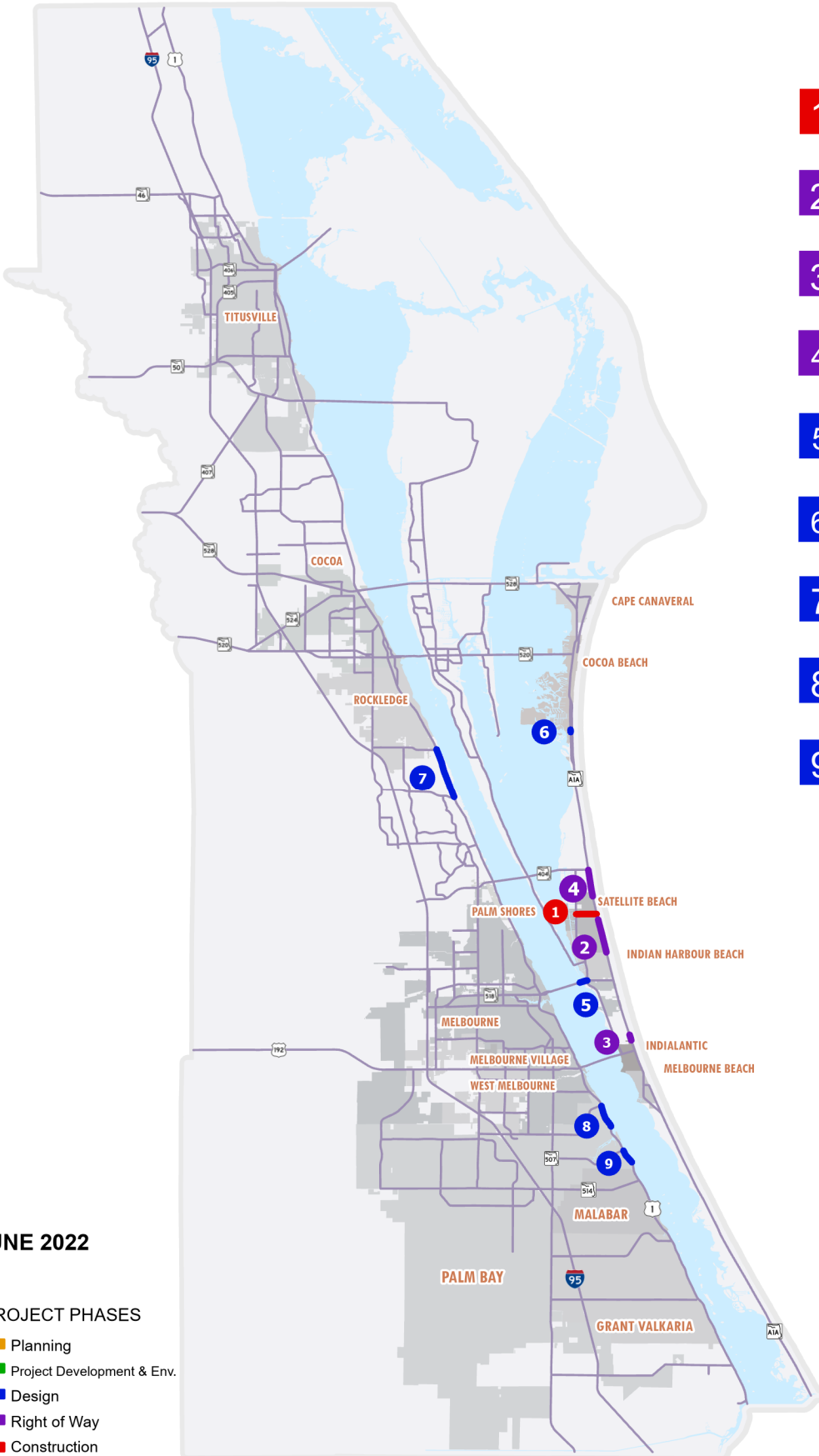
PROJECT PHASES

- Planning
- Project Development & Env.
- Design
- Right of Way
- Construction



Project Ranking FY 24-28

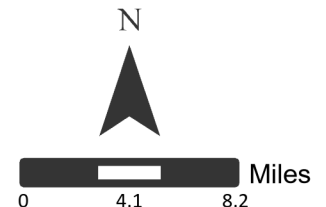
- 1** Jackson Street (446675-1)
- 2** SR A1A (Grosse Pointe Ave to Flug Ave) (447151-1)
- 3** SR A1A (Volunteer Way to Roosevelt Ave) (447150-2)
- 4** SR A1A (Shearwater Pkwy to Pineda Cswy - SR 404) (447150-1)
- 5** SR 518 (Eau Gallie Cswy Trail) (443670-1)
- 6** SR A1A (S Orlando) (7th St S. to 6th St S.) (441443-1)
- 7** US 1 (Viera Blvd to Barnes Blvd) (433604-1)
- 8** US 1 (Kirkland Rd to RJ Conlan Blvd)
- 9** US 1 (Gran Ave to Port Malabar Blvd)



JUNE 2022

PROJECT PHASES

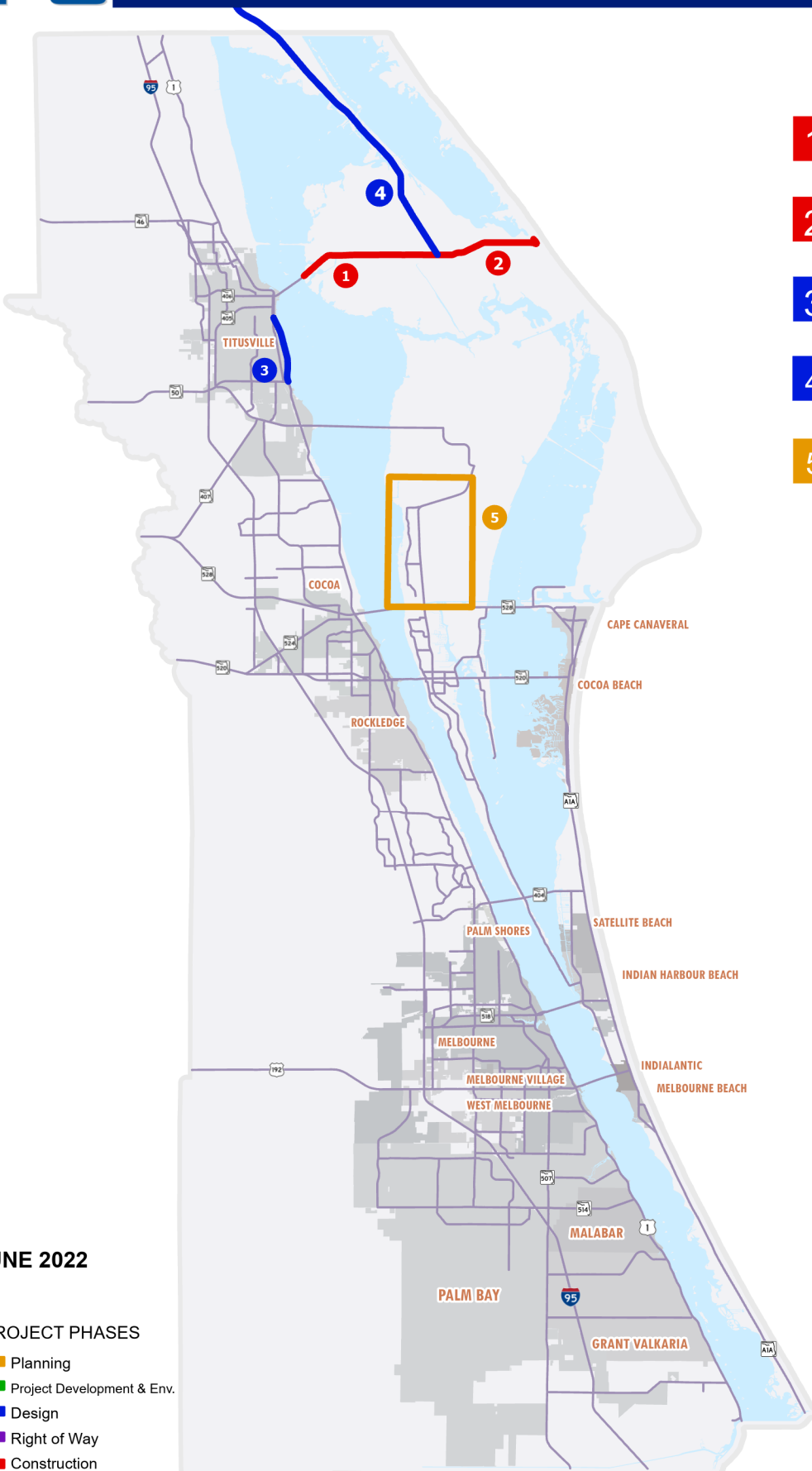
- Planning
- Project Development & Env.
- Design
- Right of Way
- Construction



2022 SUN Trails Projects

Project Ranking FY 24-28

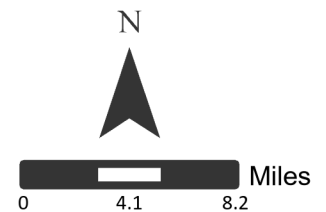
- 1** Space Coast Trail (437093-2)
- 2** Space Coast Trail (437093-3)
- 3** US 1 - East Coast Greenway
- 4** Space Coast Trail (437093-1)
- 5** N Merritt Island Pioneer Trl (Trail Study Area Mapped) (439893-1)



JUNE 2022

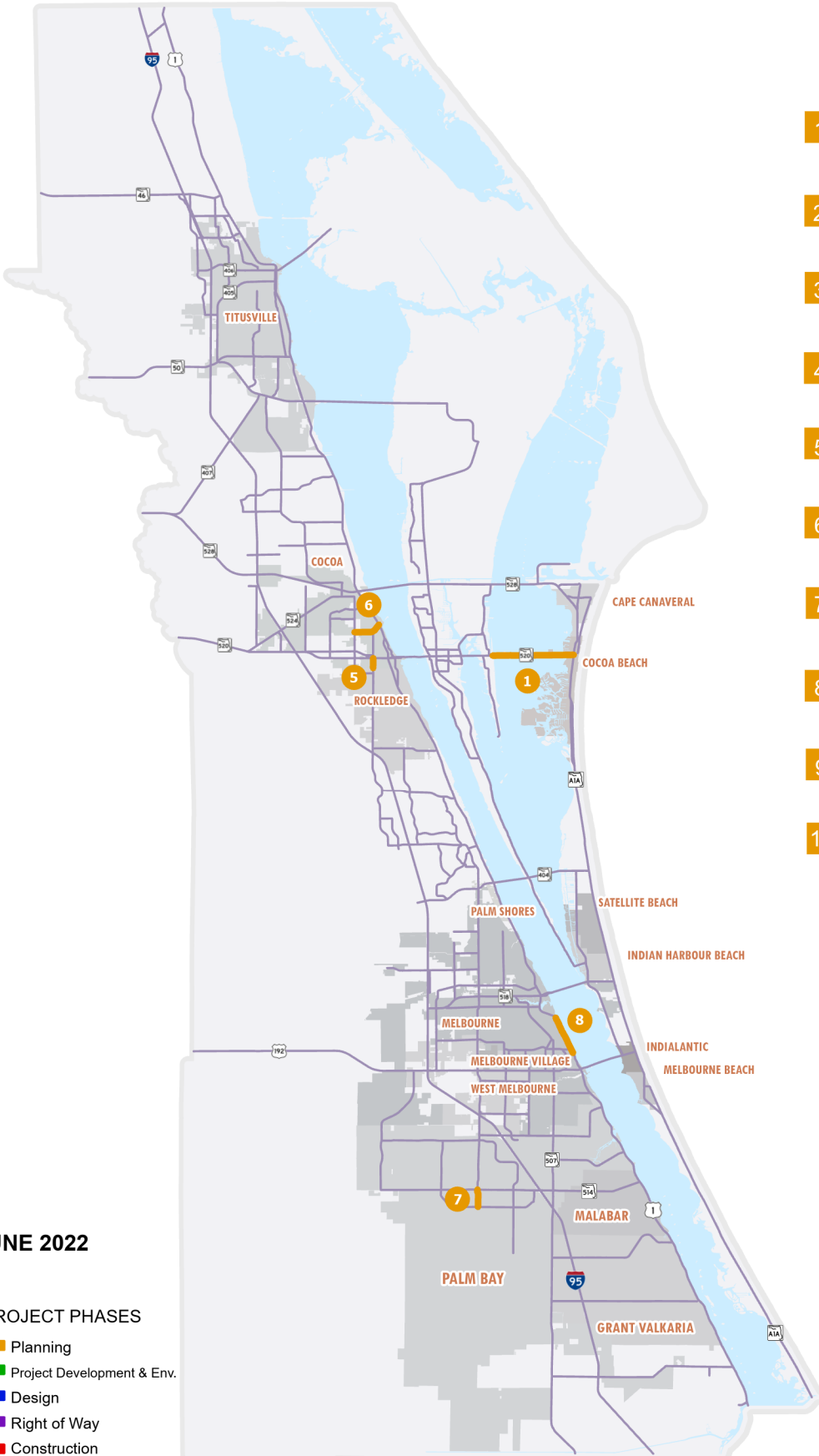
PROJECT PHASES

- Planning
- Project Development & Env.
- Design
- Right of Way
- Construction



Project Ranking FY 24-28

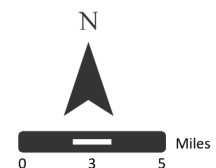
- 1 SR 520 Cocoa Beach Causeway
- 2 SR A1A Strategic Plan (Not Mapped)
- 3 Long Range Transportation Plan (Not Mapped)
- 4 Transportation Planning Support (Not Mapped)
- 5 SR 519 (Fiske Blvd)
- 6 Dixon Blvd.
- 7 Minton Rd.
- 8 Indian River Linear Trl (US 1) (443622-1)
- 9 S. Brevard Trails Master Plan (Not Mapped)
- 10 Cross City Trail (Not Mapped) (443619-1)

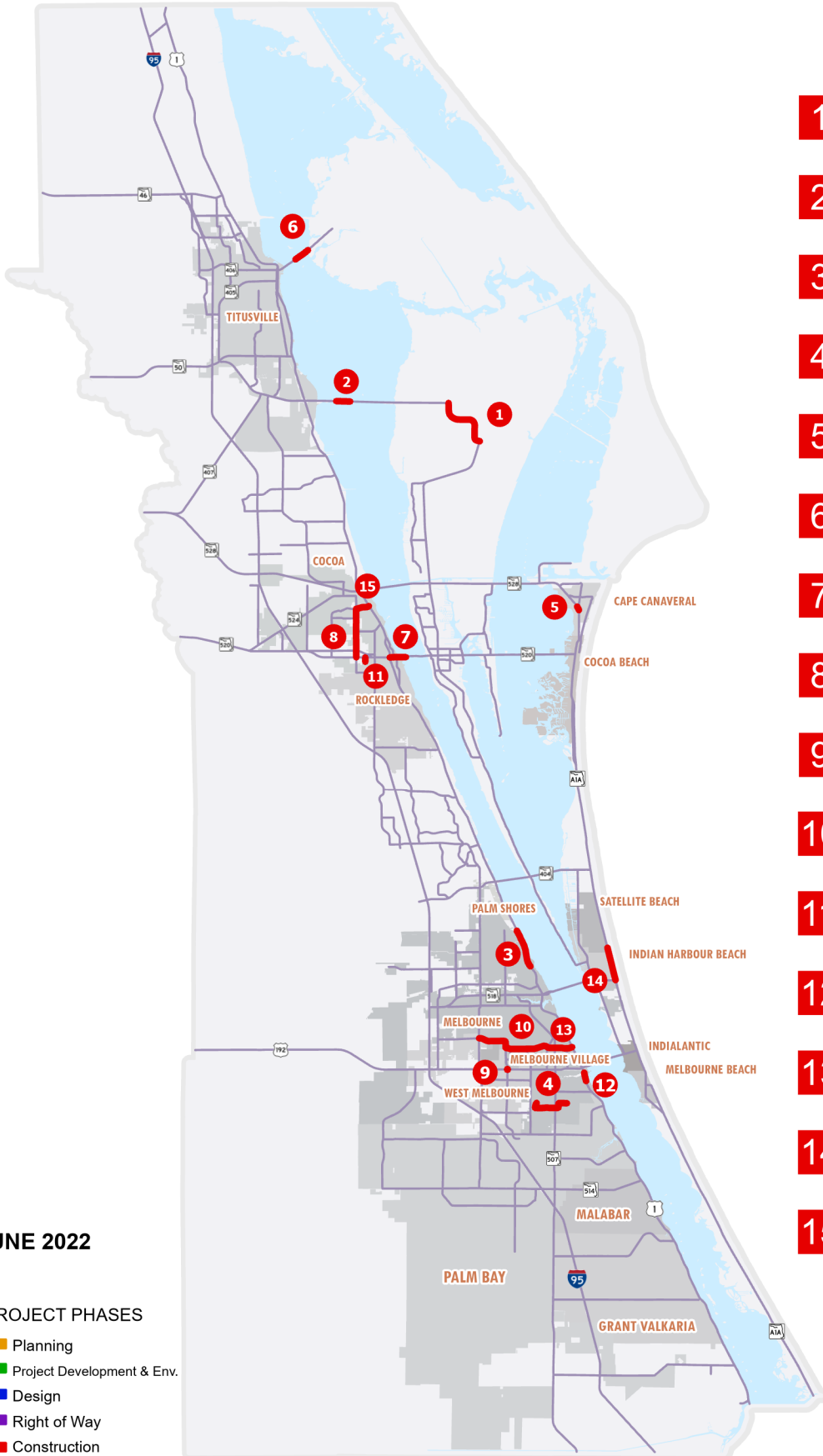


JUNE 2022

PROJECT PHASES

- Planning
- Project Development & Env.
- Design
- Right of Way
- Construction





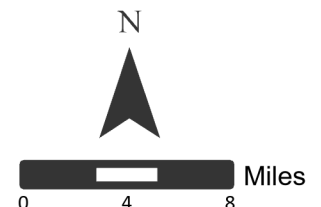
Project Ranking FY 24-28

- 1** Strategic Intermodal System (SIS): Space Commerce Way (INFRA)
- 2** Strategic Intermodal System (SIS): 405 NASA Cswy/Indian River Bridge (INFRA)
- 3** US 1 (Lake Washington to Post) (CST FY 22)
- 4** Melbourne SW Canal Trails (CST FY 23) (443620-1)
- 5** SR A1A (International Dr to Long Point Rd) (CST FY 23) (430202-5)
- 6** Parrish Park Trailhead (CST FY 23) (441778-1)
- 7** SR 520 (CST FY 23) (435628-1)
- 8** SR 501 (Clearlake Rd) (CST FY 23)
- 9** US 192 & Hollywood/Evans (CST FY 24) (433655-1)
- 10** NASA Blvd Sidewalk (Eddie Allen to Evans) (CST FY 24) (445872-1)
- 11** Aurora St Sidewalk (CST FY 24)
- 12** US 1 (Canoe Creek Bridge to WH Jackson St) (CST FY 24)
- 13** NASA Blvd Intelligent Transportation System (ITS) Infrastructure (Wickham to US 1) (CST FY 24) (445858-1)
- 14** SR A1A Sidewalk (SR 518 to Volunteer Way) (CST FY 25) (437939-1)
- 15** Michigan Ave Trail (CST FY 26)

JUNE 2022

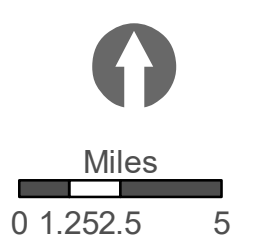
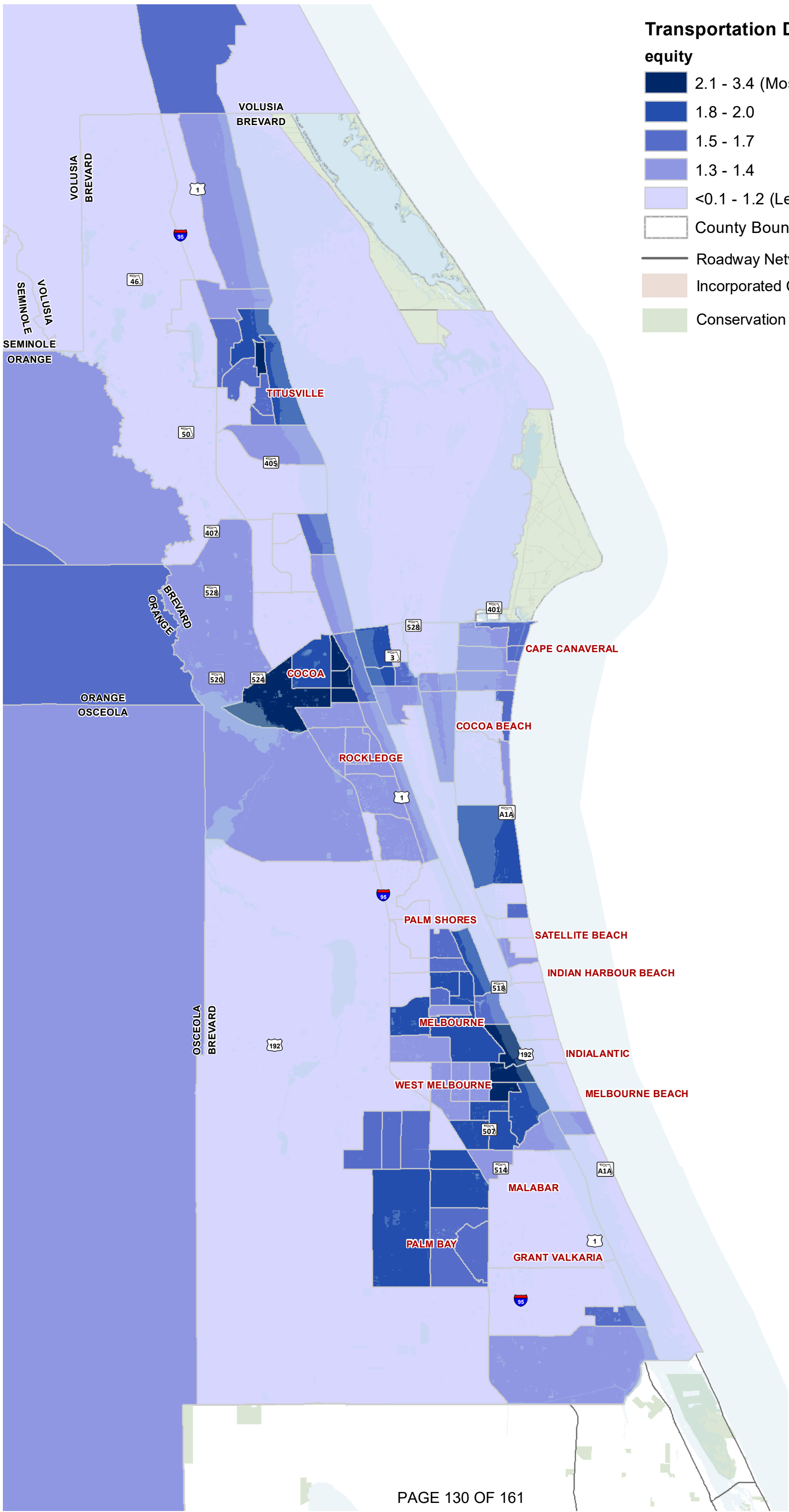
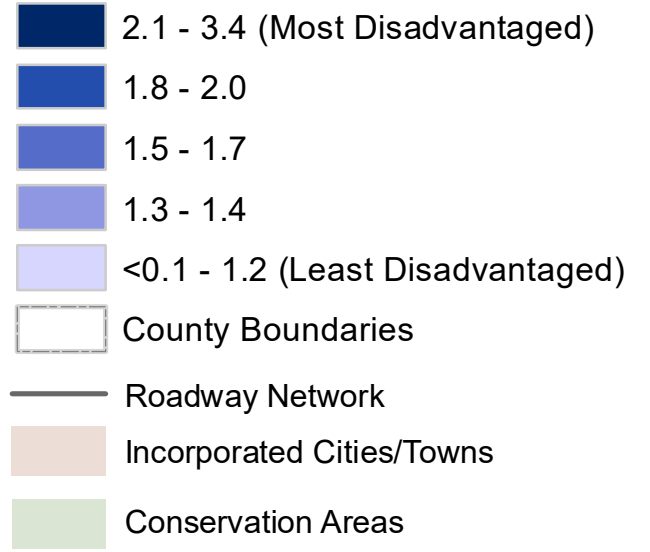
PROJECT PHASES

- Planning
- Project Development & Env.
- Design
- Right of Way
- Construction



Transportation Disadvantaged equity

equity



APPENDIX D

ANNUAL LISTING OF OBLIGATED PROJECTS FEDERAL FY 2021

Section 134 of Title 23, United States Code, requires that an annual listing of projects for which federal funds have been obligated in the preceeding year shall be published or made available by the metropolitan planning organizations for public review.

Transit (FTA) Projects



Space Coast TPO Annual List of FTA Obligated Projects

FY 2021 (October 1, 2020 - September 30, 2021)

| FTA Grant Number | Award | FDOT Work Program No. | County | FTA Grantee | Federal Fund Code | Work Type | Project Description | Total Federal Funds in TIP | Total Federal Funds Obligated | Local Funds |
|------------------|-----------|-----------------------|---------|--------------------------|-------------------|--------------------------------------|---|----------------------------|-------------------------------|-----------------------------------|
| FL-2017-059-00 | 4/12/2017 | 4093471 | Brevard | Space Coast Area Transit | Section 5307 | Capital, Operating and Planning | Capital and Operating and Planning Assistance for fix route and paratransit service | \$118,131 | \$118,131 | Toll Revenue Credits/General Fund |
| FL-2018-029-00 | 4/3/2018 | 4093471 | Brevard | Space Coast Area Transit | Section 5307 | Capital, Operating and Planning | Capital and Operating and Planning Assistance for fix route and paratransit service | \$887,775 | \$887,775 | Toll Revenue Credits/General Fund |
| FL-2018-075-00 | 9/12/2018 | 4388691 | Brevard | Space Coast Area Transit | Section 5339 | Bus Support Equipment & Facilities | Capital Assistance for fixed route and paratransit service | \$143,585 | \$143,585 | Toll Revenue Credits |
| FL-2019-058-00 | 8/6/2019 | 4388691 | Brevard | Space Coast Area Transit | Section 5339 | Bus & Bus Facilities | Bus and Bus Facilities Capital Grant | \$804,292 | \$804,292 | Toll Revenue Credits |
| FL-2019-079-00 | 8/27/2019 | 4093471 | Brevard | Space Coast Area Transit | Section 5307 | Capital & Operating | Capital and Operating; Titusville, Palm-Bay Melbourne, FL | \$1,343,181 | \$1,343,181 | Toll Revenue Credits/General Fund |
| FL-2020-025-00 | 5/13/2020 | 4388691 | Brevard | Space Coast Area Transit | Section 5339 | Bus & Bus Facilities | Bus Support Equipment and Facilities | \$1,134,546 | \$1,134,546 | Toll Revenue Credits |
| FL-2020-028-00 | 5/14/2020 | 4093471 | Brevard | Space Coast Area Transit | Section 5307 | Capital & Operating | Capital and Operating; Titusville, Palm-Bay Melbourne, FL | \$3,658,946 | \$3,658,946 | Toll Revenue Credits |
| FL-2020-034-00 | 6/5/2020 | | Brevard | Space Coast Area Transit | Section 5307 | Operating & Preventative Maintenance | CARES Act for Operating and Preventative Maintenance | \$5,670,702 | \$5,670,702 | No local match |
| FL-2021-040-00 | 7/16/2021 | 431532 | Brevard | Space Coast Area Transit | Section 5307 | Capital & Planning | Capital and Planning, Titusville, Palm-Bay Melbourne, FL | \$6,288,467 | \$6,288,467 | Toll Revenue Credits |

SPACE COAST TRANSPORTATION PLANNING ORGANIZATION

ANNUAL LISTING OF OBLIGATED PROJECTS FEDERAL FY 2021

Section 134 of Title 23, United State Code, requires that an annual listing of projects for which federal funds have been obligated in the preceeding year shall be published or made available by the metropolitan planning organizations for public review.

Highway Projects



FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

SPACE COAST TPO

HIGHWAYS
=====

| | | |
|---|--|---|
| ITEM NUMBER:237650 6 | PROJECT DESCRIPTION:SR 507 BABCOCK ST FROM MALABAR RD TO PALM BAY RD | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70012000 | PROJECT LENGTH: 2.490MI | TYPE OF WORK:ADD LANES & RECONSTRUCT LANES EXIST/IMPROVED/ADDED: 4/ 4/ 2 |
| FUND CODE | 2020 | |
| ----- | | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | 176,490 | |
| TOTAL 237650 6 | 176,490 | |
| TOTAL 237650 6 | 176,490 | |

| | | |
|---|--|---|
| ITEM NUMBER:426904 3 | PROJECT DESCRIPTION:I-95 INT @ ST JOHNS HERITAGE PKWY/PALM BAY PK WY N OF MICCO RD | *SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70220000 | PROJECT LENGTH: 1.117MI | TYPE OF WORK:INTERCHANGE (NEW) LANES EXIST/IMPROVED/ADDED: 4/ 0/ 6 |
| FUND CODE | 2020 | |
| ----- | | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | -228,717 | |
| TOTAL 426904 3 | -228,717 | |
| TOTAL 426904 3 | -228,717 | |

| | | |
|---|---|---|
| ITEM NUMBER:426905 2 | PROJECT DESCRIPTION:ST JOHNS HERITAGE PKWY @ ELLIS RD FROM JOHN RHODES TO W OF WICKHAM RD | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70000228 | PROJECT LENGTH: 1.691MI | TYPE OF WORK:ADD LANES & RECONSTRUCT LANES EXIST/IMPROVED/ADDED: 3/ 0/ 2 |
| FUND CODE | 2020 | |
| ----- | | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY BREVARD COUNTY BOCC | | |
| SU | 44,920 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 107,878 | |
| TOTAL 426905 2 | 152,798 | |
| TOTAL 426905 2 | 152,798 | |

| | | |
|---|---|---|
| ITEM NUMBER:426905 3 | PROJECT DESCRIPTION:I-95 INT @ ELLIS RD /ST JOHNS HERITAGE PKWY | *SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70220000 | PROJECT LENGTH: 1.495MI | TYPE OF WORK:INTERCHANGE (NEW) LANES EXIST/IMPROVED/ADDED: 6/ 0/ 6 |
| FUND CODE | 2020 | |
| ----- | | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | -21,424 | |
| PHASE: RAILROAD AND UTILITIES / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHPP | 2,619,423 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| CM | 867,662 | |
| NHEX | -67,074 | |
| NHPP | 1,616,773 | |
| TOTAL 426905 3 | 5,015,360 | |
| TOTAL 426905 3 | 5,015,360 | |

FLORIDA DEPARTMENT OF TRANSPORTATION
OFFICE OF WORK PROGRAM
ANNUAL OBLIGATIONS REPORT
=====

SPACE COAST TPO

HIGHWAYS
=====

ITEM NUMBER:426905 4 PROJECT DESCRIPTION:ST JOHNS HERITAGE PKWY/ELLIS RD FROM JOHN RHODES BLVD TO W OF WICKHAM *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:ADD LANES & RECONSTRUCT
ROADWAY ID:70000228 PROJECT LENGTH: 1.690MI LANES EXIST/IMPROVED/ADDED: 4/ 2/ 2

| | |
|---|------------------|
| FUND CODE | 2020 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| GFSU | 636,160 |
| SU | 4,223,585 |
| TOTAL 426905 4 | 4,859,745 |
| TOTAL 426905 4 | 4,859,745 |

ITEM NUMBER:428346 2 PROJECT DESCRIPTION:ST JOHNS HERITAGE PKWY FROM N PALM BAY LIMB TS TO I-95/ELLIS INTCHG *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:RIGHT OF WAY ACQUISITION
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | |
|---|-------------|
| FUND CODE | 2020 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | -172 |
| TOTAL 428346 2 | -172 |
| TOTAL 428346 2 | -172 |

ITEM NUMBER:428753 1 PROJECT DESCRIPTION:SRA1A (ATLANTIC AVE) FROM N OF SR500/US 192 TO N OF SR 404 *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:RESURFACING
ROADWAY ID:70060000 PROJECT LENGTH: 8.674MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

| | |
|---|----------------|
| FUND CODE | 2020 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | -72,803 |
| TOTAL 428753 1 | -72,803 |
| TOTAL 428753 1 | -72,803 |

ITEM NUMBER:428930 1 PROJECT DESCRIPTION:BREVARD COUNTY ITS OPERATIONAL SUPPORT *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:ITS COMMUNICATION SYSTEM
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

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|--|----------------|
| FUND CODE | 2020 |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY BREVARD COUNTY BOCC | |
| SU | 225,000 |
| TOTAL 428930 1 | 225,000 |
| TOTAL 428930 1 | 225,000 |

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| ITEM NUMBER:430202 4 | PROJECT DESCRIPTION:SR A1A @ SR520 INTERSECTION IMPROVEMENTS | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70060000 | PROJECT LENGTH: .231MI | TYPE OF WORK:INTERSECTION IMPROVEMENT |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND CODE | | 2020 |
| ----- | | ----- |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | | 301 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | | 783,875 |
| TOTAL 430202 4 | | 784,176 |
| TOTAL 430202 4 | | 784,176 |

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|---|--|-------------------------------------|
| ITEM NUMBER:432398 1 | PROJECT DESCRIPTION:SR 46 FROM W OF PALM AVE TO SR 5 (US1) | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70150000 | PROJECT LENGTH: 1.162MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0 |
| FUND CODE | | 2020 |
| ----- | | ----- |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | | -126,203 |
| TOTAL 432398 1 | | -126,203 |
| TOTAL 432398 1 | | -126,203 |

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|---|---|-------------------------------------|
| ITEM NUMBER:432399 1 | PROJECT DESCRIPTION:SR 406 FROM WEST OF FORRELL AVE NORTH TO WASHINGTON AVE(SR 5 NORTH) | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70002000 | PROJECT LENGTH: .944MI | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | | 2020 |
| ----- | | ----- |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | | -11,918 |
| TOTAL 432399 1 | | -11,918 |
| TOTAL 432399 1 | | -11,918 |

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|---|---|-------------------------------------|
| ITEM NUMBER:432592 1 | PROJECT DESCRIPTION:SR 520 FROM TUCKER LANE TO E OF AURORA RD | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70100000 | PROJECT LENGTH: 3.105MI | TYPE OF WORK:SIDEWALK |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND CODE | | 2020 |
| ----- | | ----- |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | | -1,839 |
| TOTAL 432592 1 | | -1,839 |
| TOTAL 432592 1 | | -1,839 |

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| ITEM NUMBER:433654 1 | PROJECT DESCRIPTION:SR 500/US 192 AT WICKHAM RD | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70050000 | PROJECT LENGTH: .020MI | TYPE OF WORK:ADD TURN LANE(S) LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | -44,675 | |
| TOTAL 433654 1 | -44,675 | |
| TOTAL 433654 1 | -44,675 | |

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| ITEM NUMBER:433655 1 | PROJECT DESCRIPTION:SR 500/US 192 AT HOLLYWOOD BLVD | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70050000 | PROJECT LENGTH: .002MI | TYPE OF WORK:ADD TURN LANE(S) LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | 7,222 | |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| GFSU | 682,654 | |
| SU | 1,371,295 | |
| TOTAL 433655 1 | 2,061,171 | |
| TOTAL 433655 1 | 2,061,171 | |

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|---|---|---|
| ITEM NUMBER:434404 1 | PROJECT DESCRIPTION:SR 5 (US 1) FROM LAGRANGE RD TO JUST SOUTH OF MINNIE LANE | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70030000 | PROJECT LENGTH: 2.506MI | TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| NHRE | -1,050 | |
| SA | -208,357 | |
| TOTAL 434404 1 | -209,407 | |
| TOTAL 434404 1 | -209,407 | |

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|---|--|---|
| ITEM NUMBER:434417 1 | PROJECT DESCRIPTION:SR A1A (ASTRONAUT BLVD) FROM OVER GEORGE KING BLVD TO SR 401 | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70080000 | PROJECT LENGTH: 1.141MI | TYPE OF WORK:RESURFACING LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | -127,910 | |
| TOTAL 434417 1 | -127,910 | |
| TOTAL 434417 1 | -127,910 | |

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ITEM NUMBER:435054 1
DISTRICT:05
ROADWAY ID:70220000

PROJECT DESCRIPTION:I-95 (SR 9) AT WICKHAM ROAD, SR 520 & SR 524
COUNTY:BREVARD
PROJECT LENGTH: 12.345MI

SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

| FUND CODE | 2020 |
|---|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | -22 |
| SA | -79,814 |
| TOTAL 435054 1 | -79,836 |
| TOTAL 435054 1 | -79,836 |

ITEM NUMBER:435058 1
DISTRICT:05
ROADWAY ID:70225000

PROJECT DESCRIPTION:I-95 (SR 9) AT PORT ST.JOHN, SR 407 & SR 50
COUNTY:BREVARD
PROJECT LENGTH: 8.351MI

SIS
TYPE OF WORK:LIGHTING
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2020 |
|---|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 167,966 |
| TOTAL 435058 1 | 167,966 |
| TOTAL 435058 1 | 167,966 |

ITEM NUMBER:435429 1
DISTRICT:05
ROADWAY ID:70000093

PROJECT DESCRIPTION:HICKORY STREET FROM NEW HAVEN AVENUE TO NASA BLVD
COUNTY:BREVARD
PROJECT LENGTH: 1.021MI

NON-SIS
TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2020 |
|---|---------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 10,638 |
| TOTAL 435429 1 | 10,638 |
| TOTAL 435429 1 | 10,638 |

ITEM NUMBER:435430 1
DISTRICT:05
ROADWAY ID:70640500

PROJECT DESCRIPTION:HOPKINS AVENUE FROM SR 50 TO GRACE ST
COUNTY:BREVARD
PROJECT LENGTH: 3.022MI

NON-SIS
TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2020 |
|---|--------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF TITUSVILLE | |
| SU | 8,218 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | -2,251 |
| TOTAL 435430 1 | 5,967 |
| TOTAL 435430 1 | 5,967 |

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ITEM NUMBER:435658 1 PROJECT DESCRIPTION:SR 46(W MAIN STREET) FROM VOLUSIA CO LINE TO EAST OF CARPENTER RD *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:RESURFACING
ROADWAY ID:70150000 PROJECT LENGTH: 5.702MI LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

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|---|-----------------|
| FUND CODE | 2020 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | -243,445 |
| TOTAL 435658 1 | -243,445 |
| TOTAL 435658 1 | -243,445 |

ITEM NUMBER:436122 1 PROJECT DESCRIPTION:SR 405 SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS *SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:70001000 PROJECT LENGTH: 3.020MI LANES EXIST/IMPROVED/ADDED: 4/ 3/ 1

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| FUND CODE | 2020 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 44,616 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 420,545 |
| TOTAL 436122 1 | 465,161 |
| TOTAL 436122 1 | 465,161 |

ITEM NUMBER:436123 1 PROJECT DESCRIPTION:SR 405 AT SISSON RD SPACEPORT CONNECTOR SIS INTERSECTION IMPROVEMENTS *SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:70001000 PROJECT LENGTH: .359MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 1

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|---|----------------|
| FUND CODE | 2020 |
| PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 11,107 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHPP | 534,604 |
| TOTAL 436123 1 | 545,711 |
| TOTAL 436123 1 | 545,711 |

ITEM NUMBER:436125 1 PROJECT DESCRIPTION:WICKHAM RD AT I-95 RAMP IMPROVEMENTS AND MAST ARMS *SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:70220000 PROJECT LENGTH: .664MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 2

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| FUND CODE | 2020 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NFP | 2,000 |
| TOTAL 436125 1 | 2,000 |
| TOTAL 436125 1 | 2,000 |

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ITEM NUMBER:436236 1
DISTRICT:05
ROADWAY ID:70220066

PROJECT DESCRIPTION:I-95 @ SR/CR 519 RAMPS 066/067
COUNTY:BREVARD
PROJECT LENGTH: .239MI

SIS
TYPE OF WORK:SKID HAZARD OVERLAY
LANES EXIST/IMPROVED/ADDED: 1/ 0/ 0

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|---|---------------|
| FUND CODE | 2020 |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | -9,963 |
| TOTAL 436236 1 | -9,963 |
| TOTAL 436236 1 | -9,963 |

ITEM NUMBER:436237 1
DISTRICT:05
ROADWAY ID:70020000

PROJECT DESCRIPTION:SR 5 (US 1) @ SUNTREE BOULEVARD
COUNTY:BREVARD
PROJECT LENGTH: .352MI

NON-SIS
TYPE OF WORK:INTERSECTION IMPROVEMENT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

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| FUND CODE | 2020 |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SA | 5,167 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| HSP | -60,402 |
| TOTAL 436237 1 | -55,235 |
| TOTAL 436237 1 | -55,235 |

ITEM NUMBER:437204 1
DISTRICT:05
ROADWAY ID:70000067

PROJECT DESCRIPTION:BABCOCK ST FROM SOUTH OF MICCO RD/DEER RUN RD TO MALABAR RD
COUNTY:BREVARD
PROJECT LENGTH: 8.713MI

NON-SIS
TYPE OF WORK:ADD LANES & RECONSTRUCT
LANES EXIST/IMPROVED/ADDED: 4/ 0/ 2

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| FUND CODE | 2020 |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 114,397 |
| TOTAL 437204 1 | 114,397 |
| TOTAL 437204 1 | 114,397 |

ITEM NUMBER:437210 1
DISTRICT:05
ROADWAY ID:70000396

PROJECT DESCRIPTION:MALABAR RD FROM ST JOHNS HERITAGE PKWY TO MINTON RD
COUNTY:BREVARD
PROJECT LENGTH: 3.970MI

NON-SIS
TYPE OF WORK:PD&E/EMO STUDY
LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

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|--|----------------|
| FUND CODE | 2020 |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY | |
| SU | 413,258 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 20,000 |
| TOTAL 437210 1 | 433,258 |
| TOTAL 437210 1 | 433,258 |

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ITEM NUMBER:437345 1 PROJECT DESCRIPTION:SR 50/CHENEY HIGHWAY FROM ORANGE COUNTY LINE TO I-95 SB ON RAMP *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:RESURFACING
ROADWAY ID:70110000 PROJECT LENGTH: 5.061MI LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0

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| FUND CODE | 2020 |
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| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| NHRE | -87,746 |
| TOTAL 437345 1 | -87,746 |
| TOTAL 437345 1 | -87,746 |

ITEM NUMBER:437594 1 PROJECT DESCRIPTION:COUNTRY CLUB RD SCHOOL SAFETY PROJECT SIDEWALK GAPS *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:SIDEWALK
ROADWAY ID:70000092 PROJECT LENGTH: 1.425MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

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| FUND CODE | 2020 |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF MELBOURNE | |
| TALT | -7,094 |
| TALU | -6,910 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALU | -4,288 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MELBOURNE | |
| SU | 125,198 |
| TALU | 304,453 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| TALU | 46,691 |
| TOTAL 437594 1 | 458,050 |
| TOTAL 437594 1 | 458,050 |

ITEM NUMBER:437801 1 PROJECT DESCRIPTION:PINEAPPLE AVENUE FROM MONTREAL AVE (SR 518) TO AURORA ROAD *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:70000099 PROJECT LENGTH: .504MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

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|---|----------------|
| FUND CODE | 2020 |
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | 123,461 |
| TOTAL 437801 1 | 123,461 |
| TOTAL 437801 1 | 123,461 |

ITEM NUMBER:437802 1 PROJECT DESCRIPTION:FRONT STREET/MELBOURNE AVE FROM MELBOURNE AVE TO NEW HAVEN AVENUE *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:SIDEWALK
ROADWAY ID:70000096 PROJECT LENGTH: .107MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

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| FUND CODE | 2020 |
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| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF MELBOURNE | |
| SU | -8,706 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| SU | -4,973 |

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PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF MELBOURNE
SU 322,747
TALU 224,955

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU 128,440
TOTAL 437802 1 662,463
TOTAL 437802 1 662,463

ITEM NUMBER:437939 1 PROJECT DESCRIPTION:SR A1A SIDEWALK FROM SR 518 TO VOLUNTEER WAY *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:SIDEWALK
ROADWAY ID:70060000 PROJECT LENGTH: 1.058MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE 2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
SU -1,265
TALU -982
TOTAL 437939 1 -2,247
TOTAL 437939 1 -2,247

ITEM NUMBER:439123 1 PROJECT DESCRIPTION:SR 519/FISKE BLVD FROM PROSPERITY PLACE TO I-95 NB RAMPS/BARNES BLVD *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:ADD LEFT TURN LANE(S)
ROADWAY ID:70014000 PROJECT LENGTH: .518MI LANES EXIST/IMPROVED/ADDED: 4/ 1/ 1

FUND CODE 2020

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP 1,237,126
TOTAL 439123 1 1,237,126
TOTAL 439123 1 1,237,126

ITEM NUMBER:439157 1 PROJECT DESCRIPTION:SR 3, NORTH COURTNEY PARKWAY @ MUSTANG WAY INTERSECTION *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:70140000 PROJECT LENGTH: .001MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

FUND CODE 2020

PHASE: RIGHT OF WAY / RESPONSIBLE AGENCY: MANAGED BY FDOT
HSP 52,415
TOTAL 439157 1 52,415
TOTAL 439157 1 52,415

ITEM NUMBER:439244 1 PROJECT DESCRIPTION:I-95 ROADWAY STRIPING TEST DECK *SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:MISCELLANEOUS CONSTRUCTION
ROADWAY ID:70220000 PROJECT LENGTH: 4.195MI LANES EXIST/IMPROVED/ADDED: 3/ 0/ 0

FUND CODE 2020

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT
NHPP -198
TOTAL 439244 1 -198
TOTAL 439244 1 -198

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ITEM NUMBER:439486 1 PROJECT DESCRIPTION:SAN FILIPPO DR; ZANZIBAR RD FROM WACO BLVD; STEELE ST TO SALINA ST *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID:70000203 PROJECT LENGTH: .190MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2020 |
|--|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY SR2S | -37 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T | -2,916 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY SR2T | 338,689 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T | 75,450 |
| TOTAL 439486 1 | 411,186 |
| TOTAL 439486 1 | 411,186 |

ITEM NUMBER:439494 1 PROJECT DESCRIPTION:AMERICANA BLVD & ALCANTARRA ST FROM AVOCADO RD TO ALMOND AVE *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:SIDEWALK
ROADWAY ID:70000360 PROJECT LENGTH: .280MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2020 |
|--|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY SR2S | -84 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T | -2,916 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY SR2T | 552,383 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T | 87,206 |
| TOTAL 439494 1 | 636,589 |
| TOTAL 439494 1 | 636,589 |

ITEM NUMBER:439512 1 PROJECT DESCRIPTION:SR A1A / N MIRAMAR AVE FROM US 192/SR 500 TO S OF ATLANTIC BLVD *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:SAFETY PROJECT
ROADWAY ID:70060000 PROJECT LENGTH: 3.795MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2020 |
|---|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 28,866 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 1,111,781 |
| TOTAL 439512 1 | 1,140,647 |
| TOTAL 439512 1 | 1,140,647 |

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ITEM NUMBER:439677 1 PROJECT DESCRIPTION:MALABAR RD/GEARY ST/WALMSLEY ST-FRM HURLEY TO 650FT W OF JUPITER BLVD *NON-SIS*
 DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:BIKE LANE/SIDEWALK
 ROADWAY ID:70000396 PROJECT LENGTH: .581MI LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0

| FUND CODE | 2020 |
|--|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY SR2S | -58 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T | -2,916 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY SR2T | 917,369 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT SR2T | 158,697 |
| TOTAL 439677 1 | 1,073,092 |
| TOTAL 439677 1 | 1,073,092 |

ITEM NUMBER:439777 1 PROJECT DESCRIPTION:SR520/MERRITT ISL CSWY-W OF NEWFOUND HARBOR DR TO E OF S BANANA RIV DR *NON-SIS*
 DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
 ROADWAY ID:70100000 PROJECT LENGTH: .650MI LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0

| FUND CODE | 2020 |
|--|----------------|
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 556,523 |
| TOTAL 439777 1 | 556,523 |
| TOTAL 439777 1 | 556,523 |

ITEM NUMBER:439778 1 PROJECT DESCRIPTION:SR518/W EAU GALLIE BLVD - E OF I-95 NB OFF RAMP TO W OF INT @ SARNO RD *NON-SIS*
 DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
 ROADWAY ID:70120004 PROJECT LENGTH: .676MI LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2020 |
|--|--------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP | 9,598 |
| TOTAL 439778 1 | 9,598 |
| TOTAL 439778 1 | 9,598 |

ITEM NUMBER:439779 1 PROJECT DESCRIPTION:SR518/W EAU GALLIE BLVD-JONES ROAD TO 200FT E OF I-95 INTERCHG RAMPS *NON-SIS*
 DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:TRAFFIC OPS IMPROVEMENT
 ROADWAY ID:70120000 PROJECT LENGTH: .300MI LANES EXIST/IMPROVED/ADDED: 5/ 0/ 0

| FUND CODE | 2020 |
|--|--------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT NHPP | 8,584 |
| TOTAL 439779 1 | 8,584 |
| TOTAL 439779 1 | 8,584 |

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| ITEM NUMBER:439853 1 | PROJECT DESCRIPTION:SR 507 (BABCOCK STREET) FROM PALM BAY RD TO NASA BLVD | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70012000 | PROJECT LENGTH: 3.000MI | TYPE OF WORK:ITS COMMUNICATION SYSTEM |
| | | LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0 |
| FUND CODE | | 2020 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | | 5,083 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| GFSU | | 701,573 |
| SU | | 5,127 |
| TOTAL 439853 1 | | 711,783 |
| TOTAL 439853 1 | | 711,783 |

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| ITEM NUMBER:439856 1 | PROJECT DESCRIPTION:SR 500 (US 192)-NEW HAVEN AVENUE FROM DAIRY ROAD TO US 1 | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70050000 | PROJECT LENGTH: 2.111MI | TYPE OF WORK:ITS COMMUNICATION SYSTEM |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND CODE | | 2020 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | | 395,944 |
| TOTAL 439856 1 | | 395,944 |
| TOTAL 439856 1 | | 395,944 |

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| ITEM NUMBER:439857 1 | PROJECT DESCRIPTION:SR 5 (US 1-HARBOR CITY BLVD) FROM UNIVERSITY BLVD TO BABCOCK STREET | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70020000 | PROJECT LENGTH: 4.013MI | TYPE OF WORK:ITS COMMUNICATION SYSTEM |
| | | LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0 |
| FUND CODE | | 2020 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| GFSU | | 702,498 |
| SU | | 4,266 |
| TOTAL 439857 1 | | 706,764 |
| TOTAL 439857 1 | | 706,764 |

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| ITEM NUMBER:439883 1 | PROJECT DESCRIPTION:BREVARD COUNTY PEDESTRIAN LIGHTING BUNDLE A | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70010000 | PROJECT LENGTH: .249MI | TYPE OF WORK:LIGHTING |
| | | LANES EXIST/IMPROVED/ADDED: 6/ 0/ 0 |
| FUND CODE | | 2020 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | | -30,675 |
| TOTAL 439883 1 | | -30,675 |
| TOTAL 439883 1 | | -30,675 |

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| ITEM NUMBER:439883 2 | PROJECT DESCRIPTION:BREVARD COUNTY PEDESTRIAN LIGHTING BUNDLE B | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70060000 | PROJECT LENGTH: 20.934MI | |
| | | TYPE OF WORK:LIGHTING |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| HSP | 156,774 | |
| TOTAL 439883 2 | 156,774 | |
| TOTAL 439883 2 | 156,774 | |

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|---|--|-------------------------------------|
| ITEM NUMBER:440424 1 | PROJECT DESCRIPTION:NASA CAUSEWAY BRIDGE | *SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70001000 | PROJECT LENGTH: 10.000MI | |
| | | TYPE OF WORK:BRIDGE REPLACEMENT |
| | | LANES EXIST/IMPROVED/ADDED: 8/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| PLH | 0 | |
| SA | 60,000 | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| TALT | 320,000 | |
| TOTAL 440424 1 | 380,000 | |
| TOTAL 440424 1 | 380,000 | |

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|--|--|-------------------------------------|
| ITEM NUMBER:441013 1 | PROJECT DESCRIPTION:SR 3/N COURTENAY PKWY FROM SR 528 TO KENNEDY SPACE CENTER GATE | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70140000 | PROJECT LENGTH: 6.268MI | |
| | | TYPE OF WORK:RESURFACING |
| | | LANES EXIST/IMPROVED/ADDED: 4/ 4/ 0 |
| FUND CODE | 2020 | |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SU | 117,114 | |
| TOTAL 441013 1 | 117,114 | |
| TOTAL 441013 1 | 117,114 | |

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|---|--|-------------------------------------|
| ITEM NUMBER:441205 1 | PROJECT DESCRIPTION:CITY OF COCOA SIDEWALK PROJECT-DIXON BLVD, FORREST AVE | *NON-SIS* |
| DISTRICT:05 | COUNTY:BREVARD | |
| ROADWAY ID:70000025 | PROJECT LENGTH: .314MI | |
| | | TYPE OF WORK:SIDEWALK |
| | | LANES EXIST/IMPROVED/ADDED: 2/ 0/ 0 |
| FUND CODE | 2020 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY COCOA, CITY OF | | |
| SA | 149,222 | |
| SU | 46,707 | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | | |
| SA | 47,587 | |
| TOTAL 441205 1 | 243,516 | |
| TOTAL 441205 1 | 243,516 | |

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ITEM NUMBER:441412 1 PROJECT DESCRIPTION:ST JOHNS HERITAGE PKWY FROM BABCOCK STREET TO MALABAR ROAD
 DISTRICT:05 COUNTY:BREVARD
 ROADWAY ID:70901000 PROJECT LENGTH: 13.580MI

NON-SIS
 TYPE OF WORK:PD&E/EMO STUDY
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2020 |
|---|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY BREVARD COUNTY BOCC SU | 1,081,279 |
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | 5,000 |
| TOTAL 441412 1 | 1,086,279 |
| TOTAL 441412 1 | 1,086,279 |

ITEM NUMBER:443544 1 PROJECT DESCRIPTION:SR A1A FROM COCOA ISLE BLVD TO ST LUCIE LN
 DISTRICT:05 COUNTY:BREVARD
 ROADWAY ID:70060000 PROJECT LENGTH: 1.638MI

NON-SIS
 TYPE OF WORK:SAFETY PROJECT
 LANES EXIST/IMPROVED/ADDED: 2/ 2/ 0

| FUND CODE | 2020 |
|---|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT HSP | 385,463 |
| TOTAL 443544 1 | 385,463 |
| TOTAL 443544 1 | 385,463 |

ITEM NUMBER:443768 1 PROJECT DESCRIPTION:COURTENAY PKWY (SR 3) FROM CONE RD TO SR 528
 DISTRICT:05 COUNTY:BREVARD
 ROADWAY ID:70140000 PROJECT LENGTH: 4.036MI

NON-SIS
 TYPE OF WORK:ITS COMMUNICATION SYSTEM
 LANES EXIST/IMPROVED/ADDED: 4/ 0/ 0

| FUND CODE | 2020 |
|--|-------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT SU | 82,346 |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT GFSU | 586,506 |
| SU | 565,523 |
| TOTAL 443768 1 | 1,234,375 |
| TOTAL 443768 1 | 1,234,375 |
| TOTAL DIST: 05 | 25,474,595 |
| TOTAL HIGHWAYS | 25,474,595 |

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ITEM NUMBER:439330 2
 DISTRICT:05
 ROADWAY ID:

PROJECT DESCRIPTION:BREVARD/SPACECOAST FY 2018/2019-2019/2020 UPWP
 COUNTY:BREVARD
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:TRANSPORTATION PLANNING
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2020 |
|---|----------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY BREVARD COUNTY BOCC | |
| PL | 583,113 |
| SU | -46,900 |
| TOTAL 439330 2 | 536,213 |
| TOTAL 439330 2 | 536,213 |

ITEM NUMBER:439330 3
 DISTRICT:05
 ROADWAY ID:

PROJECT DESCRIPTION:BREVARD/SPACECOAST FY 2020/2021-2021/2022 UPWP
 COUNTY:BREVARD
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:TRANSPORTATION PLANNING
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2020 |
|---|------------------|
| PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY BREVARD COUNTY BOCC | |
| PL | 180,230 |
| SU | 718,172 |
| TOTAL 439330 3 | 898,402 |
| TOTAL 439330 3 | 898,402 |
| TOTAL DIST: 05 | 1,434,615 |
| TOTAL PLANNING | 1,434,615 |

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ITEM NUMBER:424040 4 PROJECT DESCRIPTION:EAST CTRL RAIL TRAIL FROM KINGMAN ROAD TO VOLUSIA COUNTY LINE *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:BIKE PATH/TRAIL
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2020 |
|-----------------------|---------------|
| SA | -2,771 |
| TOTAL 424040 4 | -2,771 |
| TOTAL 424040 4 | -2,771 |

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

ITEM NUMBER:439485 1 PROJECT DESCRIPTION:PIGEON AVENUE FROM CHARLES BLVD TO MALABAR ROAD/PORT MALABAR ELEM *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2020 |
|-----------------------|----------------|
| SR2T | -65 |
| SR2T | -2,916 |
| SR2T | 269,120 |
| SR2T | 40,466 |
| TOTAL 439485 1 | 306,605 |
| TOTAL 439485 1 | 306,605 |

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

ITEM NUMBER:439667 1 PROJECT DESCRIPTION:JACOBIN STREET FROM DALLAM AVENUE TO GALLATIN AVENUE/DISCOVERY ELEM *NON-SIS*
DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:BIKE LANE/SIDEWALK
ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2020 |
|-----------------------|----------------|
| SR2S | -79 |
| SR2T | -2,916 |
| SR2T | 412,497 |
| SR2T | 90,335 |
| TOTAL 439667 1 | 499,837 |
| TOTAL 439667 1 | 499,837 |

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY

PHASE: PRELIMINARY ENGINEERING / RESPONSIBLE AGENCY: MANAGED BY FDOT

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY CITY OF PALM BAY

PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT

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ITEM NUMBER:440498 2 PROJECT DESCRIPTION:EMERGENCY CONTRACT FOR TRAFFIC SIGNAL REPAIR & GENERATOR INSTALLATION *NON-SIS*
 DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:EMERGENCY OPERATIONS
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | |
|---|----------------|
| FUND CODE | 2020 |
| ----- | |
| PHASE: GRANTS AND MISCELLANEOUS / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| ER17 | 348,447 |
| TOTAL 440498 2 | 348,447 |
| TOTAL 440498 2 | 348,447 |

ITEM NUMBER:441130 2 PROJECT DESCRIPTION:NON-MOVABLE BRIDGE PERMANENT REPAIRS *NON-SIS*
 DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:EMERGENCY OPERATIONS
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | |
|---|----------------|
| FUND CODE | 2020 |
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| ER17 | 361,113 |
| TOTAL 441130 2 | 361,113 |
| TOTAL 441130 2 | 361,113 |

ITEM NUMBER:441130 3 PROJECT DESCRIPTION:SLOPE PERMANENT REPAIRS - HURRICANE MATTHEW *NON-SIS*
 DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:EMERGENCY OPERATIONS
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | |
|---|------------------|
| FUND CODE | 2020 |
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| ER17 | 1,202,061 |
| TOTAL 441130 3 | 1,202,061 |
| TOTAL 441130 3 | 1,202,061 |

ITEM NUMBER:441130 5 PROJECT DESCRIPTION:LIGHTING PERMANENT REPAIR - HURRICANE MATTHEW *NON-SIS*
 DISTRICT:05 COUNTY:BREVARD TYPE OF WORK:EMERGENCY OPERATIONS
 ROADWAY ID: PROJECT LENGTH: .000 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| | |
|---|----------------|
| FUND CODE | 2020 |
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT | |
| ER17 | 153,570 |
| TOTAL 441130 5 | 153,570 |
| TOTAL 441130 5 | 153,570 |

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ITEM NUMBER:442712 1
 DISTRICT:05
 ROADWAY ID:

PROJECT DESCRIPTION:BREVARD CEI MONITORING SIGNALS - HURRICANE MATTHEW
 COUNTY:BREVARD
 PROJECT LENGTH: .000

NON-SIS
 TYPE OF WORK:EMERGENCY OPERATIONS
 LANES EXIST/IMPROVED/ADDED: 0/ 0/ 0

| FUND CODE | 2020 |
|---|------------------|
| ----- | |
| PHASE: CONSTRUCTION / RESPONSIBLE AGENCY: MANAGED BY FDOT ER17 | 19,460 |
| TOTAL 442712 1 | 19,460 |
| TOTAL 442712 1 | 19,460 |
| TOTAL DIST: 05 | 2,888,322 |
| TOTAL MISCELLANEOUS | 2,888,322 |
| ----- | |
| GRAND TOTAL | 29,797,532 |

PUBLIC PARTICIPATION / COMMENTS ON PROJECTS - APPENDIX E

| Date | Name | Method Received | Email | Comments | Response |
|----------|----------------|-----------------|--|---|---|
| 6/5/2022 | Carl Kaiserman | Email | carlkaiserman@aol.com | The submitted response and graphic are documented at the end of this public comment table. | AH via email on 6/6/22: Thank you for submitting your public comment for the Open House. It will be read aloud during the public comment portion of the public meeting and submitted as part of the Public Comment document for the Transportation Improvement Program. |
| 6/6/2022 | Linda Hagen | Email | newlinda59@gmail.com | As a long for tome Cape Canaveral resident, I am opposed to the planned modern roundabout. I have attend the meetings held in our city and I am vehemently opposed to the plan. | AH via email on 6/6/22: Thank you for submitting your public comment for the Open House. It will be read aloud during the public comment portion of the public meeting and submitted as part of the Public Comment document for the Transportation Improvement Program. |
| 6/6/2022 | Jay Petty | Email | jpetty831@aol.com | <p>I am pleased that the SCTPO is bringing forth, through this "Open House", discussion of the DOT plan for development of the area. Broader communication, including total and local plans, could help understanding with more affected residents aware of plans, however.</p> <p>I have only recently been aware of this meeting and presentation, as an example. It could be my lack of digging, or it could be due to short notice. It gives the feeling of plans moving forward with, or without, public involvement. It's surprising how much people respond when given a chance to do so.</p> <p>My understanding is that the DOT is to project a continuity with all projects, which am curious to see. I do have a concern of continuity within Cape Canaveral on Rte. A1A. I understand that a project for a "roundabout" near the intersection of International Dr., N. Atlantic Ave.and Astronaut Blvd. is approved and funded. However, I understand there are plans for the "entry" to Cape Canaveral near George King Blvd., but that is not funded. Since this project is intended to "slow" traffic on A1A my concern is the construction of the "roundabout" is somewhat "the cart before the horse". The entire project planned for Cape Canaveral could be more cohesive and successful with more public communication before now.</p> <p>It seems in very simple terms that "slowing traffic" could be accomplished through addition of more traffic lights to cause traffic to "stop and go" plus add more pedestrian crosswalks to encourage people to use them. At this time crosswalks are avoided since they are far apart. People run to the middle of the road and wait for a chance to complete their crossing. Bicycle traffic is also impacted, as they could also use more crosswalks. However, bikes and pedestrians should be compelled to follow walking and biking rules, such as flow of traffic and stops for signs and traffic lights.</p> <p>I am in favor of improvement in traffic flow, and minimizing traffic accidents and pedestrian injury. However, I hope we are attempting to accomplish that most simply, and not simply improving "creative engineering".</p> | <p>AH via email on 6/7/22: Good Morning Mr. Petty,Thank you for reaching out. Public participation is vital to the transportation planning process and we try to utilize multiple communication channels to ensure that the public is aware of feedback opportunities. We have been promoting tonight's event for the past six weeks, using our social media channels, e-newsletter, events/outreach newsletter, our website, and through local news media partners. I appreciate you sharing your perspective regarding the awareness of the Open House, as we are always searching for other methods of promotion to ensure the public is "in the know." Our organization abides by a Public Participation Plan that very much underscores the value and significance of ongoing public involvement opportunities, and we thank you for participation in tonight's event.</p> <p>Additionally, thank you for submitting your comments and suggestions regarding the proposed safety enhancements and roundabout, in Cape Canaveral. You make some very interesting observations and suggestions, specifically in regards to traffic safety and bicycle/pedestrian movements. We are happy to hear that you are in favor of improvement of traffic flow and minimizing traffic crashes and injuries, we are continuing to work with the City and Cape Canaveral to address these public concerns, as we know it is a sensitive subject. Your comments will be sent to the FDOT District Five project managers to include as part of the public comment record for review.</p> <p>If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> •Anthony.Miller@dot.state.fl.us •Lori.Trebitz@dot.state.fl.us <p>Thank you for submitting your below public comment for the Open House. It will be read aloud during the public comment portion of the public meeting and submitted as part of the Public Comment document for the Transportation Improvement Program.</p> <p>Thank you for your time.</p> <p>Kind Regards,</p> |

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|----------|--------------------|-----------------------------|--|---|--|
| 6/7/2022 | Sarah Hodge | Email | hodge_sarah@yahoo.com | <p>Dear SCTPO Members,</p> <p>We are opposed to the Roundabout proposed go the City of Cape Canaveral!</p> <p>We the residents of Cape Canaveral and Cocoa Beach travel the A1A corridor through Cape Canaveral on a regular basis are not convinced that installation of a roundabout at the intersection of A1A and International Drive is in the best interests of the community, nor do we believe the roundabout plan rendering provides the safest approach to change. We are imploring you to work with the Florida Department of Transportation and get them to offer alternative designs to a roundabout. The one in Viera has a high accident and death rate. We have thousands of tourists, foreign visitors and cruise passengers that will travel this Roundabout area and are not familiar with them along with the local citizens, the oil tankers, large semi trailers, large RV's, trucks with boats including the Super Boats, Fire Engines, School Buses, etc. There will be accidents and death because of this Roundabout.</p> <p>We need the speed limits lowered and enforced. We need reasonable, logical and practical improvements to improve safety of pedestrians, bicycles and drivers without putting in a roundabout.</p> <p>Please make this an immediate and priority action before this project is approved! The citizens will continue to fight this even if the FDOT approves it. Roundabouts have been removed after being built. Remember the Initiative Petition that stopped the 6 laning of A1A!</p> <p>Thank You for your consideration of this matter and any assistance that you may provide!</p> | <p>AH via email on 6/7/22: Good Afternoon Ms. Hodge, Thank you for submitting your comments and feedback regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Are you wanting this comment to be read aloud tonight for the Open House Public Comment Period?: If so, thank you for submitting your below public comment for the Open House. Your comment and the comments you list below that (from other citizens) will submitted as part of the Public Comment document for the Transportation Improvement Program.</p> <p>Public involvement is vital to our process. We do value your input as residents of Cape Canaveral and Cocoa Beach. We understand your concern and your desire for another alternative. You make some very keen observations and suggestions and we are continuing to work with the City and Cape Canaveral to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern. Your comments will be sent to the FDOT District Five project managers to include as part of the public comment record for review.</p> <p>If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> •Anthony.Miller@dot.state.fl.us •Lori.Trebitz@dot.state.fl.us <p>Thank you for your time.</p> |
| 6/7/2022 | Lori Nadine Sheres | Email/ In-Person Open House | lordin511@gmail.com | <p>I have a couple of suggestions for improvement in the Southern Brevard area.</p> <ol style="list-style-type: none"> 1.Extend Dairy and Hollywood roads north to Malabar. This should ease traffic on Minton and Babcock, which can be treacherous. We need alternatives in this area. 2.Extend Jupiter north as far as possible, for the same reason. 3.Would love to see St. Johns Heritage Parkway extended north as much as possible to get to Viera-Cocoa without getting on I-95. The older I get, the harder it is to drive on 95, not to mention the lunatic drivers... 4.Instead of driving north to 192 to get to the beach, please consider building a Malabar Causeway. I once had an interview on Melbourne Beach and it took me 45 minutes to get there, going north to go south again (that was with light traffic). I would go to the beach more often if the drive were shorter and less dangerous. I worked for years on 192 and can attest to its peril. <p>I've thought of two other suggestions to ease traffic and minimize accidents: create right turn and center turning lanes on main roads (like Wickham north of 192).</p> <p>For example, a right turn lane would be helpful to get to the senior center on Culver going north on Minton. I often have to wait a light or two to get to the intersection to make the right turn. It makes me nervous to sit in that lane as I've already had a read-end accident while waiting at a light and suffered permanent damage. Don't really want that to happen again...</p> <p>Thank you for having my suggestions considered. I'm glad y'all solicit our input, thank you.</p> | <p>These comments were read aloud during the Open House on June 7, 2022.</p> |

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| 6/7/2022 | Charlotte Balchunis | In-Person - Open House | crbhomes@gmail.com | <p>Pineda Causeway: has difficulty entering and exiting the two subdivisions between Fringetree Lane and Peninsula Circle. A traffic light is needed. Traffic backs up to Grand Haven. There have been 45 sandhill cranes deaths this year; she is working with Tim with FWC to document; perhaps signage is needed. Sidewalks are so close, too close to the causeway. She is concerned that there will be more pedestrians killed there and that there is a need for more safety provisions. Speed needs to be lowered on Pineda causeway.</p> | <p>GG via email on 6/14/22: Good Morning Charlotte, Thank you so much for attending the Space TPO's Annual Open House. As you mentioned, Commissioner Smith and county staff have been working on these issues. I was able to follow-up with Corrina Gumm, Brevard County Traffic Engineering.</p> <p>The Space Coast TPO is only involved in projects regarding state and federal transportation funding. This is a county facility and we have no jurisdiction over this roadway. The County is aware of the concerns and various efforts have been underway to address the issues. Below are Corrina's responses.</p> <p>Comment #1: CONCERN: It is very difficult to make a left turn at the 2 subdivisions on Pineda Causeway at Fringetree Lane and Peninsula Circle.</p> <p>RESPONSE: Staff recently conducted a traffic signal warrant analysis in response to a request from the Grand Haven community to signalize this intersection. Traffic signal warrants are criteria established by the Federal Highway Administration in the Manual on Uniform Traffic Control Devices, the national standard for traffic control which details the conditions that could allow for the installation of a traffic signal. The study determined that the installation of a traffic signal at this location is not warranted. The traffic volume generated by the subdivisions is too low to meet the minimum threshold for the volume warrants. As such, we cannot legally justify signalizing the intersection.</p> <p>Next, staff will be considering alternative strategies such as a Restricted Crossing U-Turn (RCUT) intersection. This intersection modification would prohibit left turns from the side street and would instead have them turn right, continue straight for a short distance, make a u-turn and then proceed in the desired direction.</p> <p>Comment #2: CONCERN: 45 sandhill cranes have been killed and she is working with Tim at FWC to document</p> <p>RESPONSE: There are a number of Wildlife Crossing signs currently in place along Pineda Causeway. Staff will survey the existing signs and consider whether additional signs are needed.</p> <p>Comment #3: CONCERN: Speed on Pineda Cswy should be lowered. Also traffic back-up to Grand Haven.</p> <p>RESPONSE (a): Pineda Causeway is a 45-mph facility classified as an Urban Minor Arterial Limited Access roadway. It is a primary traffic route and is not intended to be a low-speed (<45 mph) roadway. We recognize that there are concerns with excessive speeding on Pineda Causeway and we have shared this information with the Brevard Sheriff's Office along with requests to increase enforcement.</p> <p>RESPONSE (b): Staff recently developed and implemented new signal timings at Wickham and Pineda to improve the traffic congestion that was occurring on Pineda. We haven't seen traffic back up since then. Of course, school is out now which helps too. We plan to reevaluate in August after school starts back up. Staff is also currently studying long-term solutions to remedy the backup that occurs from Wickham Road at times. Specifically, we are evaluating the feasibility of extending the eastbound left and right turn lanes at Wickham, which would improve eastbound vehicular flow through that intersection.</p> <p>I hope this helps to relay what the county has been working on and the challenges and/or opportunities for the future. I also attached a recent email to a citizen that goes into much more technical detail concerning the signal warrant analysis. Thank you again for your comments.</p> |
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| 6/7/2022 | Jo Ellen Dessert | In-Person - Open House | dessertj@aol.com | Ms. Dessert is a bicyclist and lives beachside. She uses the Titusville trail once a month and uses the facilities to go to lunch. She would like to see the trail go down to Vero. She is concerned with the safety for bicyclists. If you want to ride 40 -1 00 miles, trails are the best option due to safety. She would like to see the trail go down to Vero. She wants to know who to contact and how to get matching funds. | <p>SK via email on 6/28/22: I wanted to reach out to regarding your public comment at our recent Open House on June 7, 2022. I appreciate your comments and insight regarding the trail systems in Brevard and we absolutely see the need for more trails and better connectivity. The Space Coast TPO has a long history in trail planning and hope that Brevard will eventually have the system you would like to see.</p> <p>I would like to share with you a couple of maps that can be found within our Bicycle & Pedestrian Master Plan. Please visit: https://www.spacecoasttpo.com/home/showpublisheddocument/374/63760064429970000</p> <p>Please refer to page 20 – 36.</p> <ul style="list-style-type: none"> • Figure 43 is a map of the SUN Trail Network – these are SUN Trail designated trails, and can receive funding via the state funded SUN Trail Network. Municipalities must apply for this funding. They have cancelled the annual call for projects the last couple of years. • Figure 44 is the currently adopted Office of Greenways and Trails Trail Network • Figure 45 is our Showcase Trails Network. This is a series of trails that we strive to work with local municipalities to get implemented in order to create a spinal network in Brevard County. <p>And page 36 – 37.</p> <ul style="list-style-type: none"> • Figure 67 and 68 are in reference to the East Coast Greenway. <p>Please let me know if you have any more questions or comments regarding trails.</p> |
| 6/7/2022 | Bill Fisk | In-Person - Open House | wafisk61@gmail.com | Brevard County needs better public transportation, tramways. Have a lot of people who can't afford cars or gas. And tramways would be a good solution. If you continue to widen roads, cars will fill the road. | <p>SK via email on 6/28/22: Hi Terry, At our Annual Open House on June 7, 2022 we received the following comment from Mr. Bill Fisk:</p> <p>Brevard County needs better public transportation, tramways. Have a lot of people who can't afford cars or gas. And tramways would be a good solution. If you continue to widen roads, cars will fill the road.</p> <p>Following the formal presentation, Mr. Fisk and I chatted about transit and some of the needs. I also let Mr. Fisk know that Space Coast Area Transit is currently in the process of updating their Transit Development Plan and I would pass along the information. I have included Mr. Fisk on the email for any follow-up activities.</p> |
| 6/7/2022 | Bill Hodge | In-Person - Open House | billhodge@juno.com | Roundabout in cape Canaveral: A1A, does not see that a roundabout as a good solution. Would much rather have a 4-way light intersection, which is what the community asked for. | FDOT D5 Project Manager, Anthony Miller, followed up with Mr. and Mrs. Hodge about their concerns via email on 7/8/22. |
| 6/7/2022 | Erik Hougland | In-Person - Open House | erik.hougland@gmail.com | Primary issue is long distance tricycling. Not safe trails all the way through Brevard County. North Trails are good. South Trails are good but middle trails are less than good. Titusville to Melbourne Beach is spotty. 100 Florida trails.com good trails are listed on this website. We can add additional trails to this website. We have poor bicycle facilities and we also need to look for ways to improve east west travel. | Sarah Kraum, Senior Transportation Planner, will look into the trails website mentioned to see if it would be a good fit to promote the Showcase Trails. |
| 6/7/2022 | Sandra Sullivan | In-Person - Open House | vote@sandrasullivan.com | Pineda at Wickham: has the new system reduced crashes? The area is backed up a lot; are we doing a traffic study when snowbirds are here? What is the county doing for Vision Zero? A1A mid-block pedestrian right of way obstruction in the roads. | <p>KS via email on 6/28/22: Recently you submitted questions during a Space Coast TPO public comment period. I wanted to provide you some information on those questions.</p> <p>Vision Zero- As of today the Space Coast TPO and 10 municipal agencies have adopted the goal of zero. We are in conversation with some of the remaining cities and they may be fairly close to adopting. Specifically as it concerns Brevard County. They have not officially adopted the zero goal as of now. However we have been in discussion with them and provided them draft language for a Vision Zero resolution. We are hopeful they will adopt.</p> <p>Concerning Pineda and Wickham. This is an area that has been receiving considerable attention recently. While I do not know the specifics Brevard County has done some signal timing on the Pineda corridor and other improvements are being planned. For full details on any future plans you should contact Brevard County Public Works.</p> |

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| 6/8/2022 | | Email | ocmary2009@gmail.com | I have yet to meet even one citizen in favor of the roundabout. It is an accident(s) waiting to happen. Not to mention the astronomical cost. Might check with the municipality's that are removing them in the north due to accidents. I've heard multiple horror stories about the one in Viera. Reducing the speed limit to 35 would be much less expensive and possibly more beneficial to pedestrians, bikers and automobiles. | <p>AH via email on 6/28/22: Good Afternoon, Thank you for submitting your comments and feedback regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> <p>Public involvement is vital to our process and we appreciate you taking the time to share your input. The Space Coast TPO is continuing to work with the City of Cape Canaveral and the Florida Department of Transportation to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern. If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> • Anthony.Miller@dot.state.fl.us • Lori.Trebitz@dot.state.fl.us <p>I have also attached a project FAQ that talks more about the safety enhancements and functions of the modern roundabout. Thank you for your time.</p> |
| 6/8/2022 | John Gyllin, Ed.D | Email | gyllinj@seminolestate.edu | Regarding the proposed roundabout in cape canaveral, love it, do it and many do not know how much more efficient t safe r it will be. Thank you. | <p>AH via email on 6/28/22: Good Afternoon Dr. Gyllin, Thanks so much for submitting your comments regarding the improvements, including a proposed roundabout for A1A in Cape Canaveral. We agree modern roundabouts are an amazing tool for street design. They are safer, more efficient, better for the environment, and cheaper to maintain than traditional intersections.</p> <p>We will continue to work with FDOT District Five, the City of Cape Canaveral to explore how a modern roundabout could help make S.R. A1A safer for everyone. Part of this will be to continue to support education opportunities amongst Cape Canaveral citizens and the community at large by participating in small group discussion, facilitated by FDOT District Five. Again, we thank you for your input and support. Public feedback is essential to the transportation planning process.</p> |
| 6/11/2022 | Stacey Sharp | Email | vermontpines@aol.com | <p>I am deeply opposed to the new roundabout. Not for the usual reasons, but for the removal of the light.</p> <p>Right now, the ONLY way to make a left turn from A1A to side streets or businesses, or to make a left turn onto A1A, from those same businesses and residential side streets, is to wait for a break in the A1A traffic created by the light changing. This is also true for pedestrians who want to cross A1A. This is true from Buchanan Avenue in the south, all the way up to the Post Office. Removal of this light is going to create a steady stream of traffic that will make it impossible to turn/cross.</p> <p>A1A in this area is already one of, if not 'the', most dangerous area in Brevard. Removing this traffic controlling light is only going to make it MORE dangerous.</p> <p>One fewer light, to satisfy the Port, isn't worth the increased carnage/accidents. Is the state willing to assume liability for the increased numbers of accidents, pedestrian deaths?</p> <p>Thank you for your consideration of these thoughts.</p> | <p>AH via email on 6/28/22: Good Afternoon Ms. Sharp, Thank you for submitting your comments and feedback regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> <p>Public involvement is vital to our process and we appreciate you taking the time to share your input. You make some very interesting observations and suggestions, specifically in regards to traffic safety and road user movements. The Space Coast TPO is continuing to work with the City of Cape Canaveral and the Florida Department of Transportation to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern.</p> <p>If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> • Anthony.Miller@dot.state.fl.us • Lori.Trebitz@dot.state.fl.us <p>I have also attached a project FAQ that talks more about the safety enhancements and functions of the modern roundabout. Thank you for your time.</p> |

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| 6/11/2022 | Stephen Wilson | Email | midair55@gmail.com | <p>I understand you are accepting comments about the proposed roundabout on A1A in Cape Canaveral to be presented at an upcoming SCTPO meeting. Having lived in Viera and passed through the roundabout on Wickham Road 2x on week days and now reside in Cape Canaveral a block north of the proposed roundabout, I feel that I have a good perspective from a frequent user of a roundabout.</p> <p>Most drivers do not know the rules of a roundabout. Even though signage at the one in Viera clearly shows the routes, these are ignored, are not comprehended or unaware. I'm sure the Planning Office is aware there are numerous accidents at the Viera roundabout which are most likely due to the lack of not observing the rules. I feel the same issue will be worse at the proposed A1A roundabout due to the amount of traffic on A1A being more than Wickham Road in Viera. This will be compounded by the fact that there are more 'visiting' drivers on A1A than in Viera especially during the winter months. I encourage the Planning Committee to analysis data such as the number of accidents at the Viera roundabout per traffic count and consider what that may be on A1A.</p> <p>I assume on of the reasons of the proposed A1A roundabout is to expedite traffic flow. I do not believe this will be the result. The Planning Committee should observe the traffic at the Viera roundabout during rush hour.</p> | <p>AH via email on 6/28/22: Good Afternoon Mr. Wilson, Thank you for submitting your comments and feedback regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> <p>Public involvement is vital to our process and we appreciate you taking the time to share your input. You make some very interesting observations and suggestions, specifically in regards to traffic flow, congestion, and crash potential. I would like to note, that the infrastructure you are referring to in Viera is not considered a true roundabout, that is a traffic circle and they operate differently. The Space Coast TPO is continuing to work with the City of Cape Canaveral and the Florida Department of Transportation to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern.</p> <p>If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> • Anthony.Miller@dot.state.fl.us • Lori.Trebitz@dot.state.fl.us <p>I have also attached a project FAQ that talks more about the safety enhancements and functions of the proposed modern roundabout.</p> <p>Thank you for your time.</p> |
| 6/11/2022 | Katie Jenkins | Email | katos3@hotmail.com | <p>I strongly oppose the planned roundabout in Cape Canaveral. They are confusing to drivers and with the tourist traffic we have here there will always be a lot of drivers unfamiliar with the area who won't be able to navigate it easily. It will cause more accidents and will be dangerous. Please don't move forward with this!</p> | <p>AH via email on 6/28/22: Good Afternoon Ms. Jenkins, Thank you for submitting your comments and feedback regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> <p>Public involvement is vital to our process and we appreciate you taking the time to share your input. The Space Coast TPO is continuing to work with the City of Cape Canaveral and the Florida Department of Transportation to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern.</p> <p>If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> • Anthony.Miller@dot.state.fl.us • Lori.Trebitz@dot.state.fl.us <p>I have also attached a project FAQ that talks more about the safety enhancements and functions of the proposed modern roundabout.</p> <p>Thank you for your time.</p> |
| 6/11/2022 | David & Audrey Hahn | Email | audrey.hahn53@gmail.com | <p>We live in the Canaveral Bay Condominiums on International Drive. Our major concern is how we will cross to the other side of A1A. We ride our bikes and walk a lot to the beach and Jetty and the crosswalk at the light is perfect for doing so. A huge amount of people do the same throughout the Cape. Just can't see how there will be a safe place to cross. Feedback?</p> | <p>AH via email on 7/13/22: Good Afternoon Mr. & Mrs. Hahn, Thank you for submitting your comments regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program. You wanted to know how you will be able to cross safely, I have attached a project FAQ that talks more about the safety enhancements and functions of the proposed modern roundabout. Here is a video simulation that also shows the whole project and how pedestrians and bicyclists can use the roundabout to cross: https://www.facebook.com/CityofCapeCanaveral/videos/597470404765596</p> <p>Public involvement is vital to our process and we appreciate you taking the time to share your input. The Space Coast TPO is continuing to work with the City of Cape Canaveral and the Florida Department of Transportation to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern.</p> <p>If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> • Anthony.Miller@dot.state.fl.us • Lori.Trebitz@dot.state.fl.us <p>Thank you for your time.</p> |

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| 6/11/2022 | Sam Rodriguez | Email | sam@samfotos.com | <p>Concerned Citizen - I own property in Cape Canaveral and pay taxes. Is there that much extra funds to be doing a round about now? I am sure there are 10 other things that would best benefit the residents and tourists coming into the Cape. Making Common Sense Great Again!</p> | <p>AH via email on 7/14/22: Good Afternoon, Thank you for submitting your comments and feedback regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> <p>Public involvement is vital to our process and we appreciate you taking the time to share your input. The Space Coast TPO is continuing to work with the City of Cape Canaveral and the Florida Department of Transportation to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern.</p> <p>If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> • Anthony.Miller@dot.state.fl.us • Lori.Trebitz@dot.state.fl.us <p>I have also attached a project FAQ that talks more about the safety enhancements and functions of the proposed modern roundabout. Thank you for your time.</p> |
| 6/12/2022 | Mike Lindsey | Email | mplnzi83@yahoo.com | <p>I'm in favor of the roundabout. These few idiots in our town have no idea how much safer A1A will be.</p> | <p>AH via email on 7/14/22: Good Afternoon Mr. Lindsay, Thanks so much for submitting your comments regarding the improvements, including a proposed roundabout for A1A in Cape Canaveral. We agree modern roundabouts are an amazing tool for street design. They are safer, more efficient, better for the environment, and cheaper to maintain than traditional intersections.</p> <p>We will continue to work with FDOT District Five, the City of Cape Canaveral to explore how a modern roundabout could help make S.R. A1A safer for everyone. Part of this will be to continue to support education opportunities amongst Cape Canaveral citizens and the community at large by participating in small group discussion, facilitated by FDOT District Five.</p> <p>Again, we thank you for your input and support. Public feedback is essential to the transportation planning process. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> |
| 6/13/2022 | Heidi Senger | Email | hdsenger@yahoo.com | <p>May I first say I'm not at all opposed to roundabouts in appropriate situations. I've driven through many. But I am opposed to this one. I am a cape canaveral resident. These are my reasons:</p> <ol style="list-style-type: none"> 1. Often times high volume of traffic going north/south. It would be very difficult for east/ west to merge in. 2. The other day after a lightning strike the lights there were flashing yellow for north/south and flashing red for east/west. It took us 15 minutes to be able to make a left turn from Atlantic going south into A1A. 3. It has a lot of bike and pedestrian traffic. The roundabouts I'm familiar with do not. 4. Many drivers who are aware of area will opt to take cape canaveral streets to avoid roundabout. Our streets are not made for that kind of traffic. Many have no sidewalks. They're narrow with poor visibility at corners. Not fair to residents. 5. Trying to cross A1A on foot between Cumberland/Atlantic and next light at central will be impossible with out lights at each end to give gaps in traffic. 6. Lastly, we've been in a roundabout when there's been an accident. You may be stuck a long time. What's the alternate route? Our quiet city streets. <p>As we all know in government this is probably a done deal. But I hope not. A better lighted intersection and lower speed limit on A1A would be better in my opinion.</p> | <p>AH via email on 7/14/22: Good Afternoon Ms. Senger, Thank you for submitting your comments and feedback regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> <p>You raise some really interesting points regarding traffic movements and patterns in the area of this proposed project. I want you to know that we value your input as a resident. I have attached a project FAQ that talks more about the safety enhancements and functions of the proposed modern roundabout, and I would encourage you to take a look at it if you have not. Here is a video simulation that also shows the whole project and how pedestrians and bicyclists can use the roundabout to cross: https://www.facebook.com/CityofCapeCanaveral/videos/597470404765596</p> <p>Public involvement is vital to our process and we appreciate you taking the time to share your input. The Space Coast TPO is continuing to work with the City of Cape Canaveral and the Florida Department of Transportation to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern. If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> • Anthony.Miller@dot.state.fl.us • Lori.Trebitz@dot.state.fl.us <p>Thank you for your time.</p> |

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| 6/14/2022 | Scott Stratford | Email | tnswas@juno.com | We are way opposed to this proposal. Lived here for a long time, and this is a foolish idea !!! It would make traffic matters worse. | <p>AH via email on 7/14/22: Good Afternoon Mr. Stafford, Thank you for submitting your comments and feedback regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> <p>Public involvement is vital to our process and we appreciate you taking the time to share your input. The Space Coast TPO is continuing to work with the City of Cape Canaveral and the Florida Department of Transportation to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern.</p> <p>If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> • Anthony.Miller@dot.state.fl.us • Lori.Trebitz@dot.state.fl.us <p>I have also attached a project FAQ that talks more about the safety enhancements and functions of the proposed modern roundabout. Thank you for your time.</p> |
| 6/14/2022 | Gary Rickle | Email | sailtime@hotmail.com | <p>I oppose a roundabout. I have driven in countries that use them extensively and found that they work well, but the difference is that they are accustomed to using them. Americans are just confused and have no idea of how they work. Even if the locals learn how to use it we are still faced with a very large number of tourists who will have no experience. The simple and effective solution is to make this intersection a 4 way intersection with lights. The cost would be a fraction of a roundabout and only require a small amount of land acquisition.</p> <p>Thanks for considering my thoughts.</p> | <p>AH via email on 7/14/22: Good Afternoon Mr. Rickle, Thank you for submitting your comments and feedback regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> <p>You raise some really interesting points regarding traffic movements and patterns in the area of this proposed project. We understand that this type of infrastructure maybe uncomfortable for both residents and tourists to navigate. However, compared to a traditional intersection a modern roundabout reduces conflict points from 32 in a traditional intersection to only 8 in a roundabout.</p> <p>I have attached a project FAQ that talks more about the safety enhancements and functions of the proposed modern roundabout, and I would encourage you to take a look at it if you have not. Public involvement is vital to our process and we appreciate you taking the time to share your input. The Space Coast TPO is continuing to work with the City of Cape Canaveral and the Florida Department of Transportation to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern.</p> <p>If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> • Anthony.Miller@dot.state.fl.us • Lori.Trebitz@dot.state.fl.us <p>Thank you for your time.</p> |
| 6/14/2022 | William Barnes | Website | WCBComms@gmail.com | <p>Hi! I saw an article in Hometown News which said that SCTPO is accepting public feedback on the new draft TIP, & I wanted to provide one piece of feedback: I sincerely hope the bridge on Sea Ray Drive is repaired/rebuilt soon. It's been closed for almost five years now which is a real inconvenience for those of us who used that road regularly. I understand there have been delays because an application for FEMA funding was denied, but seriously... five years to fix a bridge? This is basic infrastructure, & a big failure. I don't need a reply, but if you'd like to offer an explanation or perhaps let me know where else I can express my disappointment to appropriate persons, feel free to do so. Have a great day & good luck with all your projects (which hopefully include fixing a bridge... LOL).</p> | <p>AH via email on 7/14/22: Good Afternoon Mr. Barnes, Thank you for submitting your feedback regarding your concerns about the Sea Ray Drive bridge. Unfortunately, the Sea Ray Drive bridge is project maintained by Brevard County Public Works Department, I'd encourage you to voice your concerns by reaching out to Road & Bridge Maintenance, Susan Jackson, Assistant Director, Road & Bridge Manager. You can call (321) 617-7202 or email susan.jackson@brevardfl.gov.</p> <p>Public involvement is vital to our process and we appreciate you taking the time to share your input. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program. Thank you for your time.</p> |

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| 6/16/2022 | Tracy-Heather McIntosh | Email | sunnsand771@gmail.com | <p>I wanted to share with you my comment on the proposed roundabout for A1A/International Drive after participating in the recent SCTPO event virtually; I am for the roundabout. I live off Canaveral Beach Boulevard on Circle Drive so I utilize the intersection regularly to gain access to A1A. I believe the proposed roundabout for A1A and International Drive is a great opportunity to improve the safety of an intersection and for enhancing the appearance of the City of Canaveral without eliminating charm and actually enhancing its residential appeal by the beach. The roundabout design, with incoming boulevards, I believe would promote lowering speeds and provide for a traffic calming element. I was troubled by the public comment made by a Cape Canaveral resident stating, "The roundabout in Viera has resulted in fatalities." This is not typical of roundabouts as roundabouts usually result in reduced fatalities and lowered severity of crashes, but it was information shared at a public meeting and that was concerning.</p> <p>I realize motorists may ignore signage on roadways and some may try to maintain the same speed in a roundabout but those motorists would be committing traffic violations such as disregarding yield signage and disregarding the speed limit signage. For those instances, I trust our law enforcement would do a great job addressing those instances. Also, traffic signals do carry a cost of maintenance and operation which I am unsure if taxpayers realize. The more the residents are educated about the safety, time, and cost savings of roundabout designs, the more acceptance there will be of the design type. For example, some are still referring to roundabouts as traffic circles and traffic circles are a different type of design from roundabouts. Providing roundabout design benefits knowledge with leadership and sharing that knowledge with residents is essential for successful change management.</p> <p>Originally from Indiana and moving to Florida almost two years ago but owning in southwest Florida for years, we do recognize Florida is a bit behind in road/bridge</p> | <p>AH via email on 7/14/22: Good Afternoon Ms. McIntosh, Thanks so much for submitting your comments regarding the improvements, including a proposed roundabout for A1A in Cape Canaveral. We appreciate your input as a resident in this area of the proposed projects. We agree modern roundabouts are an amazing solution for street design. They are safer, more efficient, better for the environment, and cheaper to maintain than traditional intersections.</p> <p>In response to the comment made at the Open House, this citizen was misinformed. After the meeting, our staff spoke more in depth with them and relayed that while the Viera traffic circle has seen numerous crashes, there have been ZERO traffic-related fatalities. The only fatality at that traffic circle was due to a medical episode, which tragically resulted in the motorist veering off course into a nearby pond.</p> <p>We will continue to work with FDOT District Five, the City of Cape Canaveral to explore how a modern roundabout could help make S.R. A1A safer for everyone. Part of this will be to continue to support education opportunities amongst Cape Canaveral citizens and the community at large by participating in small group discussion, facilitated by FDOT District Five. Again, we thank you for your input and support. Public feedback is essential to the transportation planning process. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> |
| 6/17/2022 | Larry McInerney | Email | sedation4@yahoo.com | <p>The sheer volume of North- and South-Bound traffic, on A1A, will overwhelm the planned roundabout in Cape Canaveral. Local commuters may get accustomed to the proposed traffic circle, but tourists will have no-clue to its orientation or function.</p> <p>Commercial vehicles (semi-trucks, trailers, boats, buses, limo etc.) with long wheelbases further complicate passenger cars' traversal of the roundabout by obscuring traffic/direction signs.</p> <p>Comparing this project to other roundabouts, around the county, is unrealistic. A1A has significantly more heavy/oversize commercial traffic than circles in Viera or Melbourne.</p> <p>Simply adding another south-bound thru-lane and providing a north-bound right-turn lane (to N. Atlantic Ave.) would accomplish the desired results without the complexity of adding International Drive to the mix.</p> <p>Access to International Drive should ONLY be from the south-bound lanes. Why compromise the majority of A1A traffic-flow just to appease the minimal condo-traffic demands from International Drive?</p> | <p>AH via email on 7/14/22: Good Afternoon Mr. McInerney, Thank you for submitting your comments and feedback regarding the proposed FDOT safety enhancements and roundabout on A1A, in Cape Canaveral. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> <p>You raise some really interesting points regarding traffic movements and patterns in the area of this proposed project. In regards to traffic volume, yes you are correct, it will have more volume, however; the infrastructure in Viera is not considered a real roundabout. The proposed modern roundabout for this area accounts for the vehicles you mentioned as well as a higher volume of cars.</p> <p>I have attached a project FAQ that talks more about the safety enhancements and functions of the proposed modern roundabout, and I would encourage you to take a look at it if you have not. I'm also attaching some graphics about traffic flow movements. Here is a video simulation that also shows the whole project and how pedestrians and bicyclists can use the roundabout to cross: https://www.facebook.com/CityofCapeCanaveral/videos/597470404765596</p> <p>Public involvement is vital to our process and we appreciate you taking the time to share your input. The Space Coast TPO is continuing to work with the City of Cape Canaveral and the Florida Department of Transportation to address these public concerns, as we know it is a sensitive subject and many residents have cause for concern.</p> <p>If you know of any other community group that would benefit from a small group meeting to share concerns or to share more about this project, we recommend reaching out to:</p> <ul style="list-style-type: none"> • Anthony.Miller@dot.state.fl.us • Lori.Trebitz@dot.state.fl.us <p>Thank you for your time.</p> |

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| N/A | Mary Pinizzotto | DRAFT FY 2023-27 Comment Portal | mzzotto@comcast.net | Continually, there is no work being done/considered on the south beaches area of Brevard past Melbourne Beach. The ped way, which is now extensively used by bicyclists, runners and walkers is in disarray from the multitude of golf carts, landscape equipment, mail trucks and construction equipment. There are huge pot holes, edges broken down, debris continually on the trail. In addition, someone has approved the removal of the pedway for driveway construction of the various homes along the pedway causing mismatch of 1-2 inches in the path prone for injury to those that use this means to travel. | <p>SK via email on 6/28/22: Thank you for your comment as see below: Continually, there is no work being done/considered on the south beaches area of Brevard past Melbourne Beach. The ped way, which is now extensively used by bicyclists, runners and walkers is in disarray from the multitude of golf carts, landscape equipment, mail trucks and construction equipment. There are huge pot holes, edges broken down, debris continually on the trail. In addition, someone has approved the removal of the pedway for driveway construction of the various homes along the pedway causing mismatch of 1-2 inches in the path prone for injury to those that use this means to travel.</p> <p>In regards to the maintenance of the multiuse trail in Brevard County, I would encourage you to reach out to Brevard County Public Works as the maintaining agency. I have included Susan Jackson with Brevard County Public Works on this email.</p> <p>I have also included Stephanie Moss with FDOT. FDOT has recently began a SR A1A Strategic Plan. The plan will develop actionable steps towards a safer, more multimodal A1A. Stephanie should be able to answer any questions regarding the project, or get you in contact with someone from FDOT who can. Thanks again for reaching out.</p> |
| N/A | Bruce Jankowski | DRAFT FY 2023-27 Comment Portal | jelly201@aol.com | I lived in Paramus New Jersey that had 3 circle type intersections.. they worked great until the population grew...then there were so many accidents they got rid of (to my knowledge) all of them... and instead of traffic lights they went to clover leaf type bridges with continuous feed lanes.. was expensive ..but it gets more expensive when population grows..and you have to come up with a solution...note: Paramus had 4 shopping malls , that New Yorkers came to to shop.. 1,000's descended on our town..if it wasn't for the fore planning of the city council..it would have been grid lock like you wouldn't believe | <p>AH via email on 7/15/22: Good Afternoon Mr. Jankowski, Thanks so much for submitting your comments regarding you experience with traffic circles/roundabouts in New Jersey and New York. You raise some really interesting points regarding traffic movements in these type of infrastructures. Modern roundabouts are an amazing solution for street design. They are safer, more efficient, better for the environment, and cheaper to maintain than traditional intersections.</p> <p>We understand that this type of infrastructure maybe uncomfortable for both residents and tourists to navigate. However, compared to a traditional intersection a modern roundabout reduces conflict points from 32 in a traditional intersection to only 8 in a roundabout. Again, we thank you for your input and support. Public feedback is essential to the transportation planning process. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program.</p> |
| | Carol Mauter | DRAFT FY 2023-27 Comment Portal | Carolteny@gmail.com | Please have more & known bus transport to eliminate high auto traffic danger, complaints from tourists, & resident gas cost & unavailable auto parts.Encourage a train stop in Brevard. Discourage roundabouts & research number of the roundabout auto accidents. | <p>AH via email on 7/15/22: Good Afternoon Ms. Mauter,Thanks so much for submitting your comments on potential transportation improvement in our area. You raise some really interesting points and I wanted to respond to a few suggestions.</p> <ul style="list-style-type: none"> •Transit: We work in close coordination with Space Coast Area Transit, which is area for the demand of more route services and transit options. We will continue to work together to monitor the needs of our County to ensure that we provide safe and equitable access for all. •Brevard County Brightline Station: It's always been a part of Brightline's long-term vision to have a station in Brevard County. But they must first get the Orlando to West Palm section up and running. This extension is their primary focus. Once that is complete and operational, there would need to be a ridership analysis or study done to determine if it would make fiscal sense to build a Brevard station. The SCTPO did conduct a Station Location Study a few years back as a point of reference. For more information or history, check out our Rail page: www.spacecoasttpo.com/what-we-do/projects/rail-projects •Roundabouts: Modern roundabouts are an amazing solution for street design. They are safer, more efficient, better for the environment, and cheaper to maintain than traditional intersections. We understand that this type of infrastructure maybe uncomfortable for both residents and tourists to navigate. Unfortunately, many in our county frequently refer to the Viera traffic circles when they think of a roundabout, but modern roundabouts are constructed differently. Compared to a traditional intersection a modern roundabout reduces conflict points from 32 in a traditional intersection to only 8 in a roundabout. Again, we thank you for your input and support. Public feedback is essential to the transportation planning process. Your comments will be submitted as part of the Public Comment document for the DRAFT FY 2023-27 Transportation Improvement Program. |