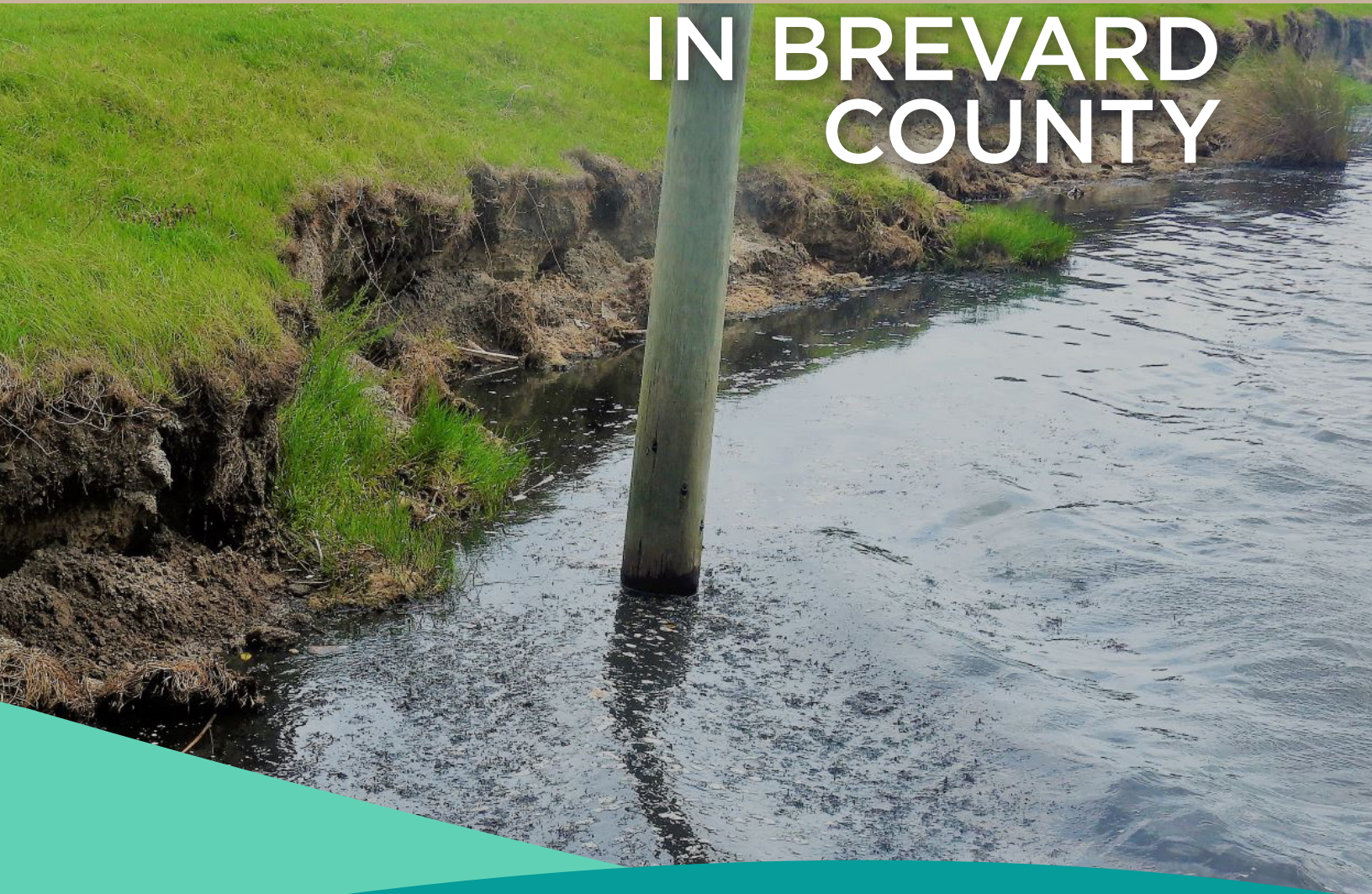




SHORELINE EROSION RESILIENCY IN BREVARD COUNTY



For more information about the Space Coast
Transportation Planning Organization's resiliency planning go to
<https://www.spacecoasttpo.com/what-we-do/planning/resiliency-planning>

Roadways in Brevard County are impacted by shoreline erosion today.

The Transportation Resiliency Master Plan (RMP) identifies a baseline for the impacts of shoreline erosion and other natural hazards on roads in Brevard County. This booklet summarizes key takeaways and impacts identified in the Transportation RMP.

What do we mean by shoreline erosion?



Waves and Wind

All storms and constant waves chip away at shorelines, causing erosion over time.



Coastal Roadways and Causeways

Roadways like U.S. 1 are impacted by erosion, with some portions of the roadway less than 30 feet from water. Coastal roadway outfalls are vulnerable to inundation leading to prolonged flooding and erosion damage.



Increased Development and Runoff

Increase impervious area and greater volumes of water moving through roadways can cause erosion.

Planned projects offer opportunities to include resiliency elements to address shoreline erosion.

5

projects in the LRTP Cost Feasible Plan are on roads impacted by shoreline erosion

9

upcoming FDOT resurfacing projects are on roads impacted by shoreline erosion

More funding opportunities than ever before are available from the federal and state government!

Riverbank erosion forces closures on US-1 in Melbourne city says

2 northbound lanes of US-1 closed northbound traffic using one southbound



Erosion on the banks of the Indian River due to recent heavy rains and flooding has prompted northbound lanes on a stretch of U.S. Highway 1 in Melbourne, according to city officials.

MELBOURNE, Fla. - UPDATE: As of Monday, emergency road re

Monday two lanes of northbound U.S. 1 reopened and the p

the Indian River due to

20%
of roads in
Brevard are
impacted

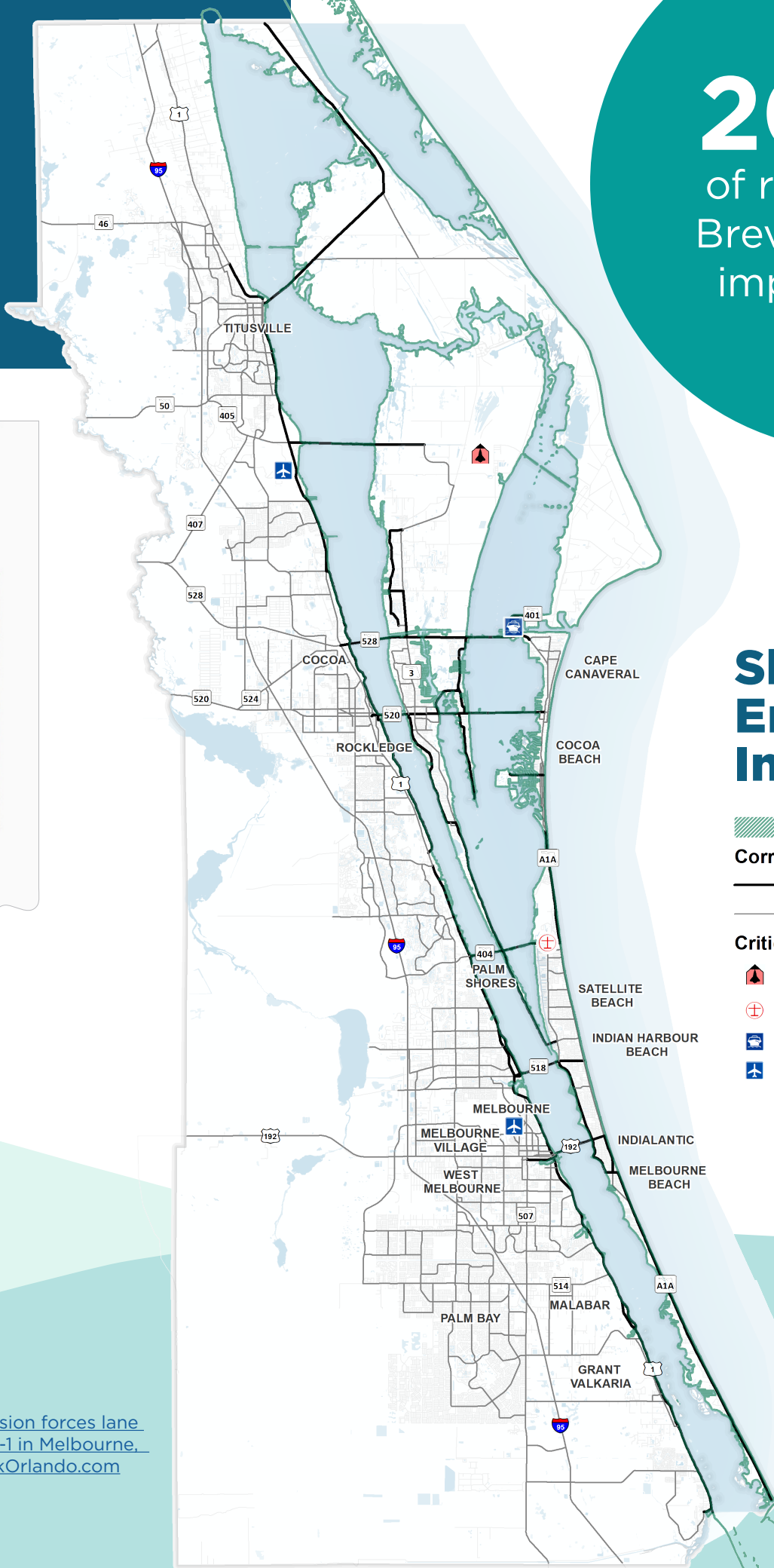
**forces lane
Melbourne,**

near NASA Boulevard;
bound lane, officials say










pted the Florida Department of Transportation to close two

repairs are almost complete. Earlier
line is expected to reopen Tuesday.



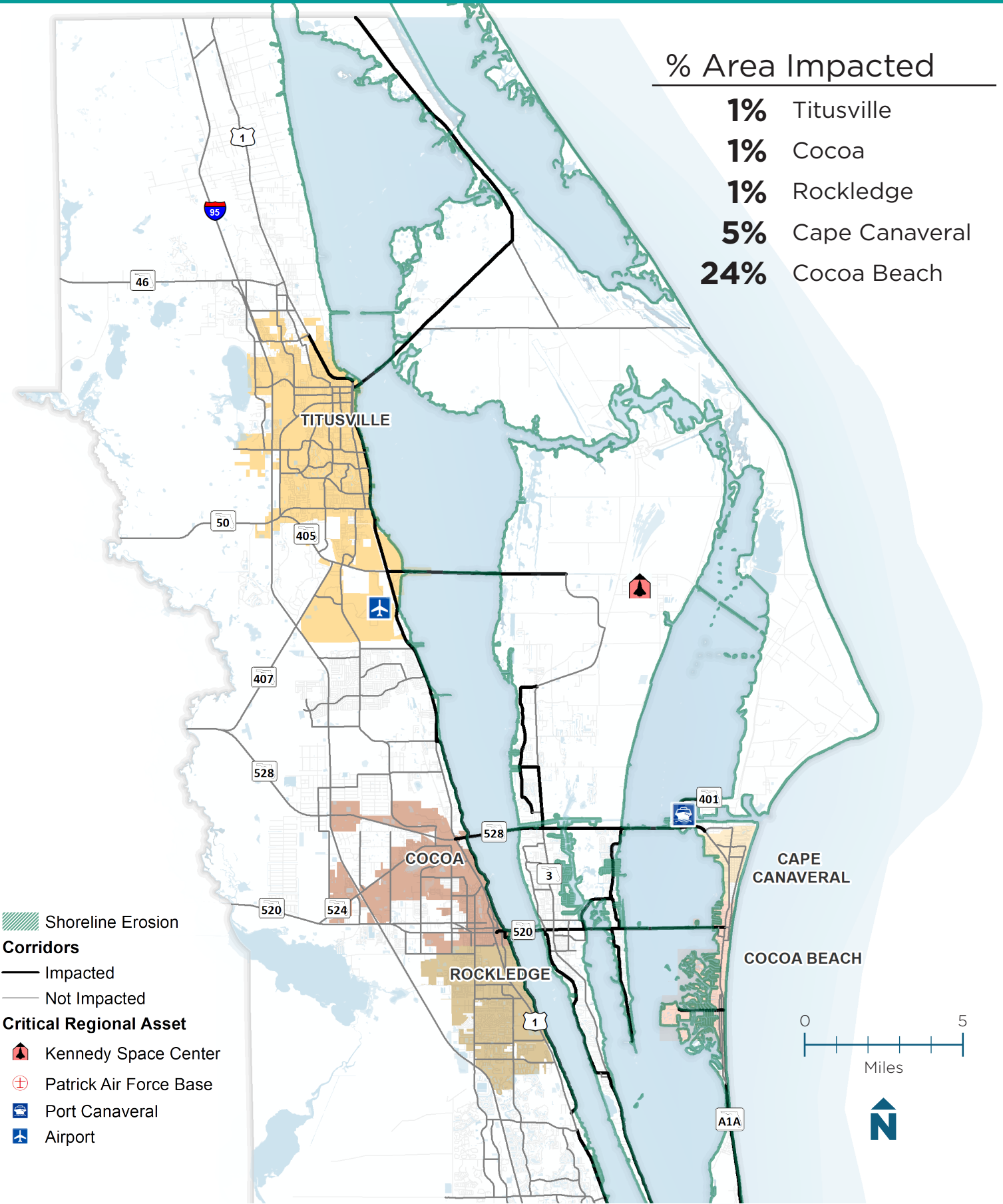
**Shoreline
Erosion
Impacts**

-  Shoreline Erosion
- Corridors**
-  Impacted
-  Not Impacted
- Critical Regional Asset**
-  Kennedy Space Center
-  Patrick Air Force Base
-  Port Canaveral
-  Airport

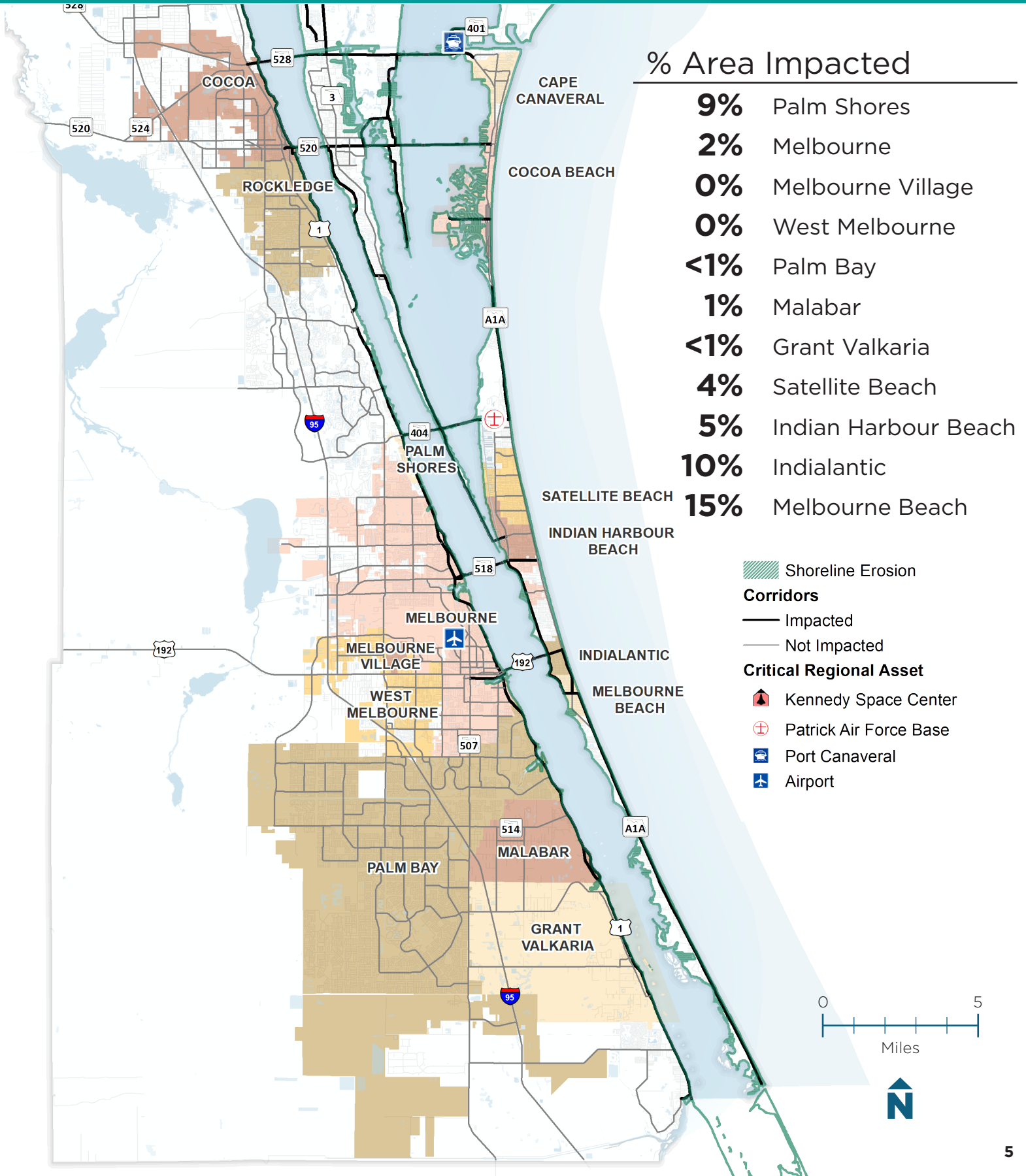


[“Riverbank erosion forces lane closures on US-1 in Melbourne, city says”, ClickOrlando.com](#)

Percentage of Incorporated Area Impacted by Shoreline Erosion



Want to zoom in? Turn layers on and off?
 Try the online map at <https://arcg.is/OTvOq8>



Communities in Brevard County are impacted differently by shoreline erosion.

A resilient transportation system serves everyone in Brevard County.

In Brevard County:



1 in 4
(137,000) residents are over the age of 65



1 in 3
(66,000) households include someone with a disability



1 in 3
(175,000) residents live below or near the poverty line



1 in 20
(11,000) households do not have a car

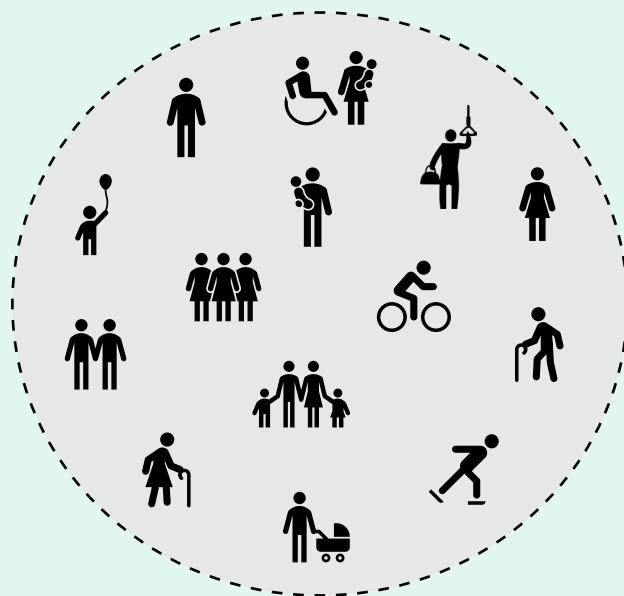
Source: 2019 American Community Survey



585,507
people live in 230,417 households



Resiliency projects consider the needs of **everyone**



Methodology

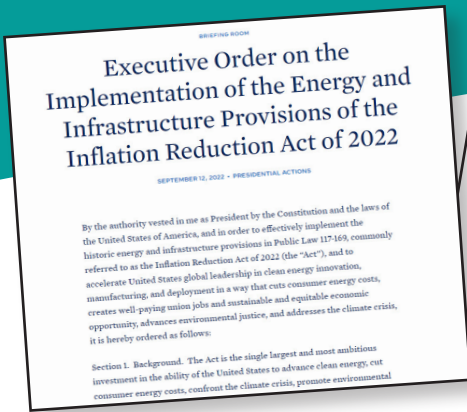
The Transportation RMP followed a two-step process to identify roads impacted by shoreline erosion in Brevard County.

1 Identify Impacted Areas: A 200 foot buffer from the Indian River Lagoon, Banana River, and Atlantic Ocean captures currently impacted roadways and the future outlook of shoreline erosion.

2 Identify Impacted Roads: Roads that go through impacted areas are identified as being impacted by shoreline erosion.

A more detailed explanation of the analysis methodology can be found in the Transportation RMP documentation.

Funding for Transportation Resiliency is Available for Brevard County.



Over \$200 Million in New Grants Beyond Programmed Funding

The Inflation Reduction Act contains \$2.6 billion for nature-based coastal resilience projects, such as wetlands and seagrass restoration. The BIL's investment and focus on resilience continues the policy set in 2015's Fixing America's Surface Transportation (FAST) Act, requiring MPOs to consider resiliency in the transportation planning process.

FHWA National Highway Performance Program (NHPP): Added eligibility for measures that increase resiliency to the impacts of sea level rise, extreme weather events, flooding, wildfires, and other natural disasters

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program: MPOs in coastal states are eligible for at-risk coastal infrastructure grants for strengthening, stabilizing, hardening, elevating, relocating, or otherwise enhancing the resiliency of highway bridges, roads, pedestrian walkways, and bicycle lanes, and associated infrastructure.

Rebuilding American Infrastructure with Sustainability & Equity (RAISE): Opportunity to incorporate resiliency strategies to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, and intermodal transportation.

PROGRAMMED RESILIENCY FUNDING OPPORTUNITIES

Funding Sources with Added Focus/Eligibility for Resiliency

Resilient Florida: Planning Grants
Prioritizes the most vulnerable infrastructure to adverse impacts from flooding of rainfall events, storm surge, and sea level rise.



Florida Resilient Coastlines Program (FRCP) Grant funding for both Planning and Implementation projects that further coastal resilience.



Community Planning Technical Assistance Grants
Used to assist with disaster recovery, resiliency, and economic development planning for rural and suburban areas.





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 <https://www.spacecoasttpo.com/what-we-do/planning/resiliency-planning>