

Section 15 - LRTP Amendments

From Chapter 4, page 4-29 of the FDOT Metropolitan Planning Organization Program Management Handbook:

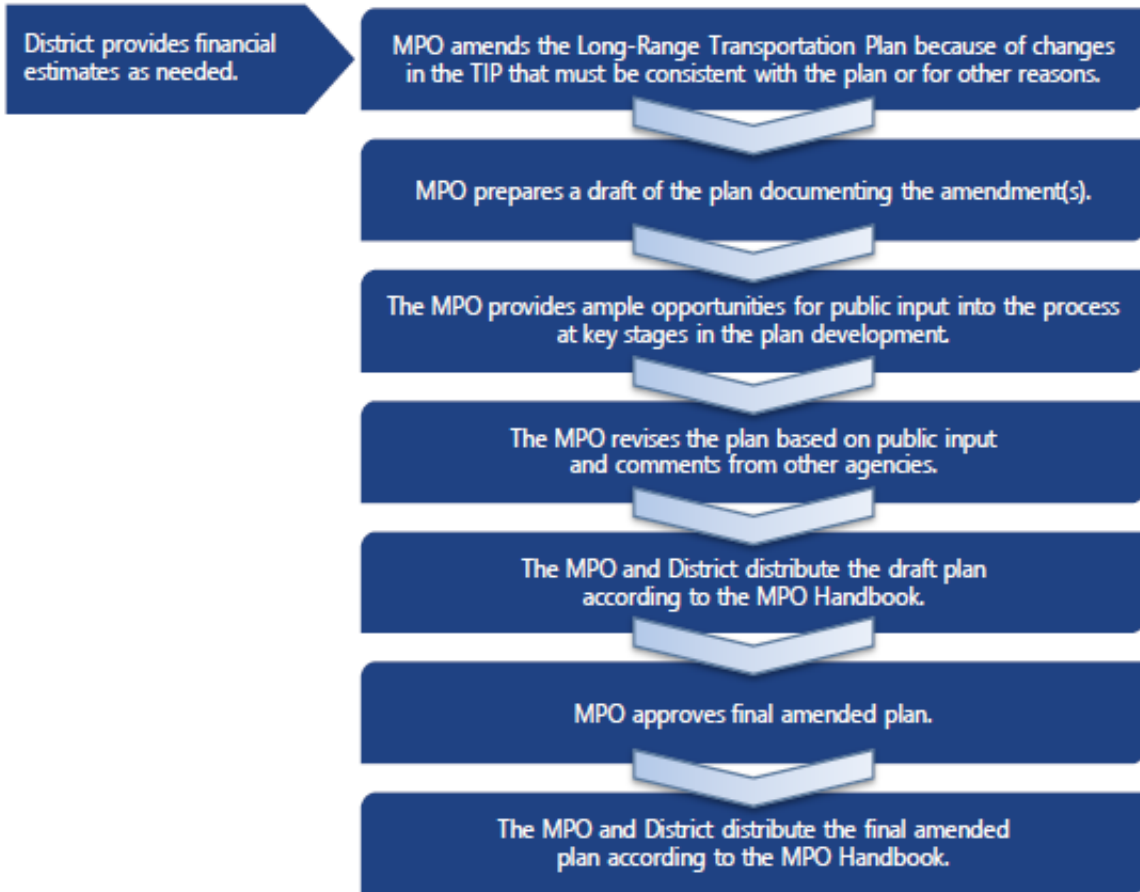
“Besides the five-year update cycle, there are times an MPO may find it necessary to revise the LRTP. FDOT Guidance provides minimum thresholds for project changes that trigger an LRTP Amendment. The Code of Federal Regulations defines two types of revisions:

- An **administrative modification** is a minor revision to the LRTP (or TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An administrative modification is a revision that does not require public review and comment, a redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas). [23 C.F.R. 450.104]
- An **amendment** means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP, that involves a major change to a project included in a LRTP, TIP, or STIP, including the addition or deletion of a project or a major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes or changing the number of stations in the case of fixed guideway transit projects). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment and a redemonstration of fiscal constraint. If an amendment involves “nonexempt” projects in nonattainment and maintenance areas, a conformity determination is required. [23 C.F.R. 450.104]

The LRTP can be revised at any time. It is important to note the MPO does not have to extend the LRTP planning horizon out another 20 years for administrative modifications and amendments. That is required only for the periodic (e.g., 5-year) update.

Florida Statute requires the MPO Board adopt any amendments to the LRTP by a recorded roll-call vote or hand-counted vote of the majority of the membership present. This guidance [s.339.175(13), F.S.] Figure 4.3 shows the LRTP amendment process.”

Figure 4.3 LRTP Amendment Process



Amendment One

Due to developments in the FDOT Work Program the following projects have moved into the first 5-year time period of the LRTP. The limits of project T1.8b have been updated to be consistent with other planning documents. Cost Feasible Table 11.1 (PDF page 142) has been updated to reflect these changes. The changes below do not impact the cost feasibility of current or future projects.

Cost Feasible Project No.	Facility	From	To	Phase	Year	Amount
T1.8a	NASA Causeway Bridge Replacement			CST	2022	\$134,205,657
T1.8b	Space Commerce Way Widening	NASA Parkway West	Kennedy Parkway	CST	2023	\$24,810,000
T1.15	SR 401 Bridge Replacement			PE	2022	\$2,038,318



Space Coast Transportation Planning Organization

RESOLUTION # 22-13

2045 Long Range Transportation Plan Amendment #1

A RESOLUTION, adopting the Space Coast Transportation Planning Organization's 2045 Long Range Transportation Plan (LRTP) 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, Federal regulations 23 C.F.R. 450.322, 450.324, 450.306 and FL State Statute 339.175 outline the requirements for MPOs to develop LRTPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State. The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive; it should also provide for the consideration and implementation of projects, strategies, and services that will address all required factors; and

WHEREAS, the Long Range Transportation Plan (LRTP) was developed with local, regional, state, multi-modal and environmental agencies that depicts an accurate representation of the areas priorities as developed through the planning process carried on cooperatively in accordance with the provisions of 23 U.S.C. 134; and

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

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 The Space Coast Transportation Planning Organization amends the 2045 Long Range Transportation Plan, Amendment No. 1, as detailed in Attachment A.




Space Coast Transportation Planning Organization

Passed and duly adopted at a regular meeting of the Space Coast Transportation Planning Organization Governing Board on the 10th day of February, 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

Amendment Two

Besides the 5-year update cycle, there are times when the SCTPO may find it necessary to amend its Long Range Transportation Plan (LRTP).

The Federal Highway Administration identified a corrective action during its certification of the SCTPO. The Public Transportation Agency Safety Plan (PTASP) and the Transit Asset Management (TAM) targets are required to be included in the LRTP as outlined in 23 CFR 450.324(f). When the SCTPO amended the LRTP in February 2022, the amendment did not include the PTASP or the TAM targets. Descriptions of targets and progress towards achieving targets for both PTASP and TAM were not described in the system performance report included in the LRTP when it was originally adopted in September 2020.

An amendment requires public review and comment in accordance with the Public Involvement Process for LRTP Amendments. Such notice was conducted with the posting of the SCTPO December 8, 2022 meeting notice and included with meeting agenda posted on the SCTPO website on November 18, 2022. The following are Section 5 - TAM and Section 6 - PTASP from the performance management section of the approved July 14, 2022 Transportation Improvement Program (TIP):

Section 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 transit needs.

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.

Section 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.



Space Coast Transportation Planning Organization

RESOLUTION # 23-11

2045 Long Range Transportation Plan Amendment #2

A RESOLUTION, adopting the Space Coast Transportation Planning Organization's 2045 Long Range Transportation Plan (LRTP) 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, Federal regulations 23 C.F.R. 450.322, 450.324, 450.306 and FL State Statute 339.175 outline the requirements for MPOs to develop LRTPs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State. The metropolitan transportation planning process shall be continuous, cooperative, and comprehensive; it should also provide for the consideration and implementation of projects, strategies, and services that will address all required factors; and

WHEREAS, the Long Range Transportation Plan (LRTP) was developed with local, regional, state, multi-modal and environmental agencies that depicts an accurate representation of the areas priorities as developed through the planning process carried on cooperatively in accordance with the provisions of 23 U.S.C. 134; and

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

WHEREAS, the Public Transportation Agency Safety Plan (PTASP) and the Transit Asset Management (TAM) targets are required to be included in the LRTP as outlined in 23 CFR 450.324(f). In order to comply with Federal LRTP requirements, the SCTPO will be amending the LRTP to include the PTASP and TAM targets; and

WHEREAS, an amendment requires public review and comment in accordance with the Public Involvement Process for LRTP Amendments. Such notice was conducted with the posting of the SCTPO December 8, 2022 meeting notice and included with meeting agenda posted on the SCTPO website on November 18, 2022; and



Space Coast Transportation Planning Organization

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, The Space Coast Transportation Planning Organization amends the 2045 Long Range Transportation Plan, Amendment No. 2, as detailed in Attachment "A".

Passed and duly adopted at a regular meeting of the Space Coast Transportation Planning Organization Governing Board on the 8th day of December, 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:

A handwritten signature in blue ink, appearing to read "Andrea Young", written over a horizontal line.

Andrea Young
Space Coast TPO Governing Board Chair

By:

A handwritten signature in blue ink, appearing to read "Georganna Gillette", written over a horizontal line.

Georganna Gillette
Space Coast TPO Assistant Secretary