

## 9.0 APPENDIX

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# APPENDIX A: PUBLIC ENGAGEMENT SUMMARY





**RIDE** the **WAVE**  
T O R E S I L I E N C Y

**Transportation Resiliency Master Plan**

**Public Engagement Summary**

APRIL 2023

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April 2023

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# APPENDIX

Appendix A: Education and Engagement Framework

Appendix B: Resiliency Relay

# ACRONYMS AND DEFINITIONS

ECFPRC	East Central Florida Regional Planning Council	Space Coast TPO	Space Coast Transportation Planning Organization
EEL	Environmentally Endangered Lands	TD Populations	Transportation Disadvantaged Populations
FDOT	Florida Department of Transportation	TSMO	Transportation Systems Management and Operations
IRLNEP	Indian River Lagoon National Estuary Program	Transportation RMP	Transportation Resiliency Master Plan
ITS	Intelligent Transportation System	TSMO	Transportation Systems Management and Operations

# 1.0 INTRODUCTION

Public Participation is a vital part of transportation planning. The Space Coast Transportation Planning Organization (Space Coast TPO) strives to create an equitable and meaningful public participation process. Due to the nature of the Transportation Resiliency Master Plan (Transportation RMP), the Space Coast TPO thought that it was important to engage in a multi-faceted approach for public involvement; utilizing a variety of methodologies. The following report outlines and summarizes the public involvement activities conducted during the Transportation RMP development process.

# 2.0 BRANDING

Resiliency is a new concept with members of the public, Space Coast TPO partners, and other organizations having varying levels of understanding and involvement. It was important to develop a brand that highlighted the Space Coast TPO as a transportation planning organization, provided consistency for the products of the Transportation RMP, and portrayed the concept of resiliency in a meaningful way for Brevard County.

Through internal workshopping and discussions, the “Ride the Wave to Resiliency” tagline was created to embody the coastal nature of the Brevard County community and create a memorable brand. This led to the creation of a logo, shown in **Figure 1**, that would be used consistently throughout all work products and engagement.



FIGURE 1: TRANSPORTATION RMP LOGO



The branding was also used to develop a project website. The website's primary purposes were to share information on the project, development progress, and engagement opportunities. The website contained the following:

- **Home:** a splash page to the website and provided introductory information
- **The Plan:** included information about what was being developed and the process
- **Who We Are:** introduced the Space Coast TPO and Study Team
- **Who's Involved:** introduced the Task Force member agencies and stakeholders
- **Documents/Report:** housed technical memorandums and meeting materials
- **Contact Us:** contact information page and Resiliency Relay Newsletter sign up page

Figure 2 shows a screenshot of the website.

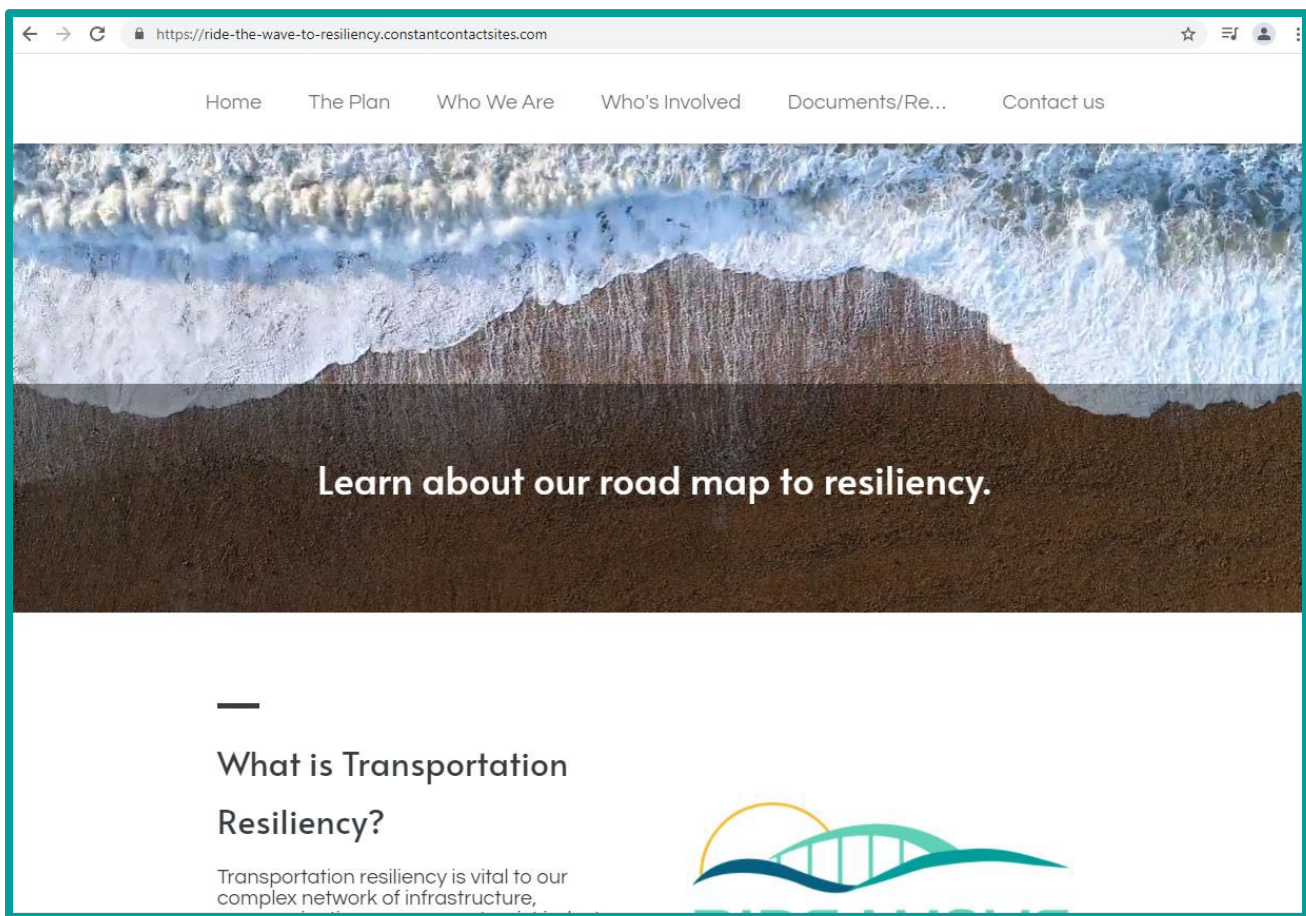


FIGURE 2: SCREENSHOT OF TRANSPORTATION RMP PROJECT WEBSITE

Information and final deliverables can now be found on the Space Coast TPO website here: <https://www.spacecoasttpo.com/what-we-do/planning/resiliency-planning>



## 3.0 EDUCATION AND ENGAGEMENT FRAMEWORK

Throughout the Transportation RMP, meetings and work sessions with the Task Force members, Stakeholders, Space Coast TPO Governing Board and Committees, Focus Groups, transportation disadvantaged (TD) populations representatives, and the general public kept each group updated on progress and milestones achieved and sustained an open channel of communication to receive and share data and information. A detailed Outreach and Education Framework outlined each groups' roles; identified specific collaborators to engage with during the Transportation RMP development, identified points in the project schedule to engage with them; outlined relevant information to obtain to progress the Transportation RMP; and listed the materials/concepts to disseminate with each group. The effectiveness of these strategies was evaluated regularly and informed the Transportation RMP using an Education and Engagement Framework. The full Framework can be found in **Appendix A: Education and Engagement Framework**, and is summarized in **Section 3 Groups Engaged**.

## 4.0 GROUPS ENGAGED

As discussed with the Education and Engagement Framework, throughout the Transportation RMP, meetings and work sessions were held with a variety of different audiences using a variety of tactics. **Figure 3** shows a summary of this engagement. The following section outlines the different audiences engaged.



FIGURE 3: TRANSPORTATION RMP ENGAGEMENT SUMMARY

## 4.1 Space Coast TPO Governing Board

The Space Coast TPO is managed by a Governing Board of elected officials representing local jurisdictions. The Space Coast TPO Governing Board is comprised of 19 members and one non-voting advisor. The membership of the Space Coast TPO was established under Florida Statute 339.175(2)(b) and is set up through an Interlocal Agreement.

The Governing Board was engaged through the following presentations as outlined in **Table 1** below:



TABLE 1: SPACE COAST TPO GOVERNING BOARD PRESENTATION DATES

Date	Presentation Summary
5/13/2021	Introduction and Update on Activities
10/13/2022	Adoption of Plan

## 4.2 Space Coast TPO Committees

The Space Coast TPO Governing Board is supported by three primary advisory committees (Technical, Bicycle, Pedestrian, and Trails, and Citizen Advisory Committees) and receives input from other key groups, representing various interests that may influence planning needs. Each committee fulfills an important role in the transportation planning process within Brevard County.

The Committees were engaged through the following presentations as outlined in **Table 2** below:



TABLE 2: SPACE COAST TPO COMMITTEES PRESENTATION

Date	Presentation Summary
5/10/2021	Introduction and Update on Activities
10/10/2022	Adoption of Plan

## 4.3 Task Force

The role of the Task Force (shown in **Figure 4**) was to provide technical, detailed feedback during data collection and analysis, in defining shocks/stressors, and developing the network analysis to determine the most critical and vulnerable corridors in Brevard County.



FIGURE 4: TASK FORCE MEMBERS

The Task Force was engaged through the following meetings and activities as outlined in Table 3 below:



TABLE 3: TRANSPORTATION RMP TASK FORCE MEETING DATES

Date	Presentation Summary	# of Attendees
12/18/2020	Project Kick-Off Meeting	42
5/27/2021	Meeting #2 – Shocks & Stressors Identification	34
10/19/2021	Meeting #3 – Network Analysis Methodology	31
4/26/2022	Meeting #4 – Draft Results of Analysis	23
5/4/2022	Office Hours to Review Analysis	5
5/10/2022	Office Hours to Review Analysis	7

Specific meeting summaries can be found in **Appendix B: Outreach and Education** of the Transportation RMP Final Report.

## 4.4 Focus Groups

Focus Groups consisted of subject matter experts. Their purpose was to provide technical feedback and guidance for each shock/stressor addressed during the Transportation RMP development.

Focus Groups were engaged through the following meetings and activities as outlined in **Table 4** below:



TABLE 4: TRANSPORTATION RMP FOCUS GROUPS MEETING DATES

Date	Presentation Summary	# of Attendees
7/16/2021	FDOT TSMO and ITS	4
7/19/2021	Hurricane Program/AlertFlorida/Florida Division of Emergency Management	3
7/22/2021	Brevard County Environmentally Endangered Lands Program	4
7/23/2021	East Central Florida Regional Planning Council	3
8/3/2021	Hurricanes/Wind Damage/Shoreline Erosion/Sea Level Rise/Flooding	16
9/20/2021	ITS Focus Group	8
10/6/2021	Brevard County Fire Rescue	4
10/13/2021	Brevard County Fire Rescue	3
10/14/2021	FDOT Transportation Management Center	5
10/14/2021	Florida Park Service	3

Specific meeting summaries can be found in **Appendix B: Outreach and Education** of the Transportation RMP Final Report.

## 4.5 Stakeholders

Stakeholders are specific entities that are available to provide background information on current conditions and share topic-specific information; act as a sounding board for strategies that are developed; and serve as partners in implementing the strategies that are developed as part of this Transportation RMP.

Stakeholders were engaged through the following meetings and activities as outlined in the **Table 5** below:



TABLE 5: TRANSPORTATION RMP STAKEHOLDERS MEETING DATES

Date	Presentation Summary	# of Attendees
3/1/2021	Environmental Stakeholders	13
3/26/2021	Economic Stakeholders	12

Specific meeting summaries can be found in **Appendix B: Outreach and Education** of the Transportation RMP Final Report.

## 4.6 Transportation Disadvantaged

Vulnerable communities encompass the communities that may be impacted by shocks and stressors, including communities that include transportation disadvantaged (TD) populations. The Transportation RMP is building on past work to identify these communities in Brevard County in terms of resiliency to shocks and stressors. As part of the initial efforts to prepare for meetings with TD communities, an analysis was completed to identify TD populations in Brevard County.

### 4.6.1 Transportation Disadvantaged Populations

An analysis was completed to create a TD populations index representing populations most likely to rely on walking, biking, and transit as primary modes of transportation. The population groups in the TD populations index included:

- ◆ Overburdened renters, or people that pay 40% or more of their household income on rent;
- ◆ Population under age 18 in a single-parent household;
- ◆ Population with a disability;
- ◆ Population under age 10;
- ◆ Population over age 75;
- ◆ Workers without vehicle access;
- ◆ Population with limited English proficiency;
- ◆ Low-income population, or residents whose income is less than 200% of the Federal Poverty Guidelines<sup>1</sup>; and

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<sup>1</sup> Federal poverty guidelines are based on the number of people in a household or family. For example, \$12,760 is the federal poverty guideline for a single individual, while \$26,200 is the federal poverty guideline for a family of four. The U.S. Department of Housing and Urban Development (HUD) defines low-income as 80% of median family income, which in Florida ranges from 163% of the federal poverty guideline to 299% of the federal poverty guideline based on family/household size, averaging at 211%. Therefore, 200% of the federal poverty guideline was used to identify low-income populations.

- ◆ **Communities of Color<sup>2</sup> (CoC) (all races and ethnicities other than White, non-Hispanic).**

This analysis used Census Bureau American Community Survey (ACS) data at the census tract level. To calculate the TD populations index, the family- or household-level variables were converted to person-units using the average family or household size for each census tract. The nine population values were summed up and divided by the total population of the census tract to generate the preliminary index value. An individual can meet more than one of the qualifying attributes (e.g., a person could be living in poverty and be in a single-parent household), and for this reason the index intentionally counts individuals multiple times to generate an index that evaluates the relative equity disadvantage of the census tract. Thus, the highest theoretical score for an index census tract would be 8 if every person and household met every possible criterion (elderly and youth are mutually exclusive and thus these two variables cannot be met at the same time).

Brevard County-specific results are illustrated in the Transportation RMP Final Report and key findings are summarized in the bullets below.

- ◆ **The census tracts with 30% or more low-income population are along I-95;**
- ◆ **Generally, CoC are concentrated in places with the greatest population density: Cocoa, Rockledge, Melbourne, and Palm Bay; and**
- ◆ **Census tracts with the highest index scores are in the densest areas of Brevard County, including Cocoa, Rockledge, Melbourne, and Palm Bay and in Satellite Beach.**

## 4.6.2 Transportation Disadvantaged Engagement

In order to engage underserved and TD populations, a Community Conversation was held on May 12, 2021. Key takeaways, attendee list, and meeting materials can be found in **Appendix B: Outreach and Education** of the Transportation RMP Final Report.

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<sup>2</sup> While some jurisdictions use the abbreviation “CoC” for “Communities of Concern”, this analysis uses the abbreviation for “Communities of Color”, or people of all races and ethnicities other than White, non-Hispanic. These are Black or African American, American Indian and Alaska Native, Asian, Native Hawaiian or other Pacific Islander, Hispanic or Latino, other races, and two or more races.



## 4.7 Community/Public

### 4.7.1 Public Involvement Goals, Objectives, and Targets

In addition to the Education and Engagement Framework, a set of measurable goals, objectives, and targets were developed specifically for the engagement and involvement of members of the public. The Goals, Objectives, and Targets was designed to help track the effectiveness of public involvement activities and techniques throughout the Transportation RMP development. The three main goals and their specific objectives, tools/tactics, can be reviewed in the table below. The purpose of the targets was to develop indicators to assess the effectiveness of the public involvement and to understand the effectiveness of each goal. **Table 6** outlines the objectives, tools/tactics, and targets.

TABLE 6: TRANSPORTATION RMP PUBLIC INVOLVEMENT GOALS, OBJECTIVES, AND TACTICS/TOOLS

Goals	Objective	Tactics/Tools
<b>Educate about Resiliency</b>	Public increased knowledge base	Facebook surveys
		Menti Surveys
	Board/Committees increased knowledge base	Presentations
		Survey
<b>Disseminate information about the Transportation RMP</b>	Develop and share relevant content	Constant Contact
		Website Visits
		Constant Contact Website Unique Visitors
		Newsletters/Resiliency Review
	Facebook Posts/Reach	
Board/Committees share information with public/municipality	Twitter Posts/Impressions	
	Nextdoor Impressions	
<b>High-level feedback/input</b>	Provide opportunities for feedback and discussion	Public Workshops
		Facebook surveys

### 4.7.2 Outreach Efforts

The Space Coast TPO utilized multiple outreach tools and tactics. A summary of the outreach efforts is shown in Figure 5.



FIGURE 5: SUMMARY OF OUTREACH EFFORTS


#### 4.7.2.1 Social Media

Social media is a key tool used to engage the public. The following section describes the social media platforms used and results of the public outreach. Space Coast TPO used Facebook, Twitter, and Nextdoor to education and engage members of the public through educational posts and polls.

Table 7 through Table 9, and Figure 6 through Figure 10 summarize the posts and social media outreach.

TABLE 7: TRANSPORTATION RMP FACEBOOK SUMMARY


Date	Campaign	Reach	Poll Responses
3/26/2021	Transportation Resiliency Poll #1	43	13
3/26/2021	Transportation Resiliency Poll #1	156	--
4/1/2021	Transportation Resiliency Is. . .	207	--
4/6/2021	Transportation Resiliency Is. . .	120	--
4/12/2021	Transportation Resiliency Poll #2	--	0
4/12/2021	Transportation Resiliency Poll #2	95	--
4/22/2021	Transportation Resiliency Impacts	89	--
4/27/2021	Transportation Resiliency Impacts	103	--
4/30/2021	Transportation Resiliency Impacts	112	--
7/21/2021	Shocks & Stressors	94	--
7/24/2021	Shocks & Stressors	100	--
7/28/2021	Shocks & Stressors	139	--
7/31/2021	Shocks & Stressors	124	--
8/2/2021	Shocks & Stressors	170	--
8/6/2021	Shocks & Stressors	128	--
4/9/2022	Shocks & Stressors	108	--
4/22/2022	Transportation Resiliency Impacts	68	--
7/19/2022	Shocks & Stressors	116	--


**Space Coast Transportation Planning Organization**  
 Published by Abby Hemenway · April 6 at 3:11 PM ·


The votes are in! Poll responders said that they had heard of **resiliency**, but not transportation resiliency - so, where does it fit in?

Transportation resiliency is the ability of a transportation system to move people and goods around even when it is faced with various events or obstacles. Transportation resiliency is vital to our complex network of **infrastructure**, communications, economy, tourist industry, unique environment, and more.

Think of it as one more piece of t... [See More](#)



**LEARN ABOUT OUR ROAD MAP TO RESILIENCY.**  
[www.tinyurl.com/SCTPOTRMP](http://www.tinyurl.com/SCTPOTRMP)



117 People Reached      4 Engagements      Boost Unavailable


 1

FIGURE 6: SCREENSHOT OF FACEBOOK POST

**Space Coast Transportation Planning Organization**  
 Published by Abby Hemenway · April 30 at 1:24 PM ·

Transportation resiliency impacts community safety. A resilient transportation system provides safe transportation for all users by reducing risks of accidents, providing modal options, encouraging safe walking and biking in our communities, and incorporating evacuation routes for disasters. [www.tinyurl.com/SCTPOTRMP](http://www.tinyurl.com/SCTPOTRMP) #321RMP

[www.tinyurl.com/SCTPOTRMP](http://www.tinyurl.com/SCTPOTRMP)

Transportation resiliency impacts road safety and increases mobility options.

Click to expand

11 0:06 / 0:13

107 People Reached      4 Engagements      Boost Unavailable

2      1 Comment

FIGURE 7: ADDITIONAL SCREENSHOT OF FACEBOOK POST

TABLE 8: TRANSPORTATION RMP TWITTER SUMMARY

Date	Campaign	Impressions	Poll Responses
3/26/2021	Transportation Resiliency Poll #1	165	2
4/1/2021	Transportation Resiliency Is. . .	170	--
4/1/2021	Transportation Resiliency Is. . .	133	--
4/6/2021	Transportation Resiliency Is. . .	160	--
4/6/2021	Transportation Resiliency Is. . .	118	--
4/12/2021	Transportation Resiliency Poll #2	164	4
4/22/2021	Transportation Resiliency Impacts	124	--
4/30/2021	Transportation Resiliency Impacts	129	--
5/3/2021	Transportation Resiliency Impacts	433	--
7/21/2021	Shocks & Stressors	176	--
7/26/2021	Shocks & Stressors	362	--
7/28/2021	Shocks & Stressors	174	--
8/2/2021	Shocks & Stressors	152	--
8/2/2021	Shocks & Stressors	106	--
8/6/2021	Shocks & Stressors	170	--
8/16/2021	Shocks & Stressors	66	--
4/9/2022	Shocks & Stressors	79	--
4/22/2022	Transportation Resiliency Impacts	36	--



FIGURE 8: SCREENSHOT OF TWITTER POST

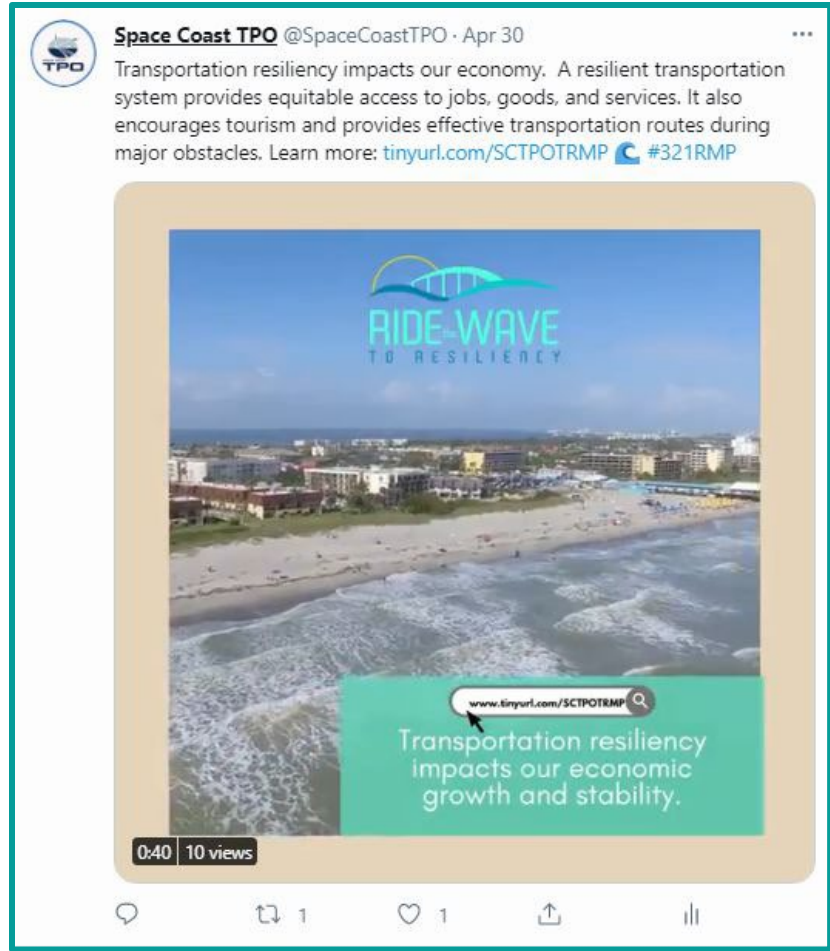


FIGURE 9: ADDITIONAL SCREENSHOT OF TWITTER POST

TABLE 9: TRANSPORTATION RMP NEXTDOOR SUMMARY

Date	Campaign	Impressions	Poll Responses
3/29/2021	Transportation Resiliency Poll #1	14,513	208
4/1/2021	Transportation Resiliency Is. . .	6,225	
4/6/2021	Transportation Resiliency Is. . .	8,928	
4/12/2021	Transportation Resiliency Poll #2	14,913	231
4/30/2021	Transportation Resiliency Impacts Safety	7,295	



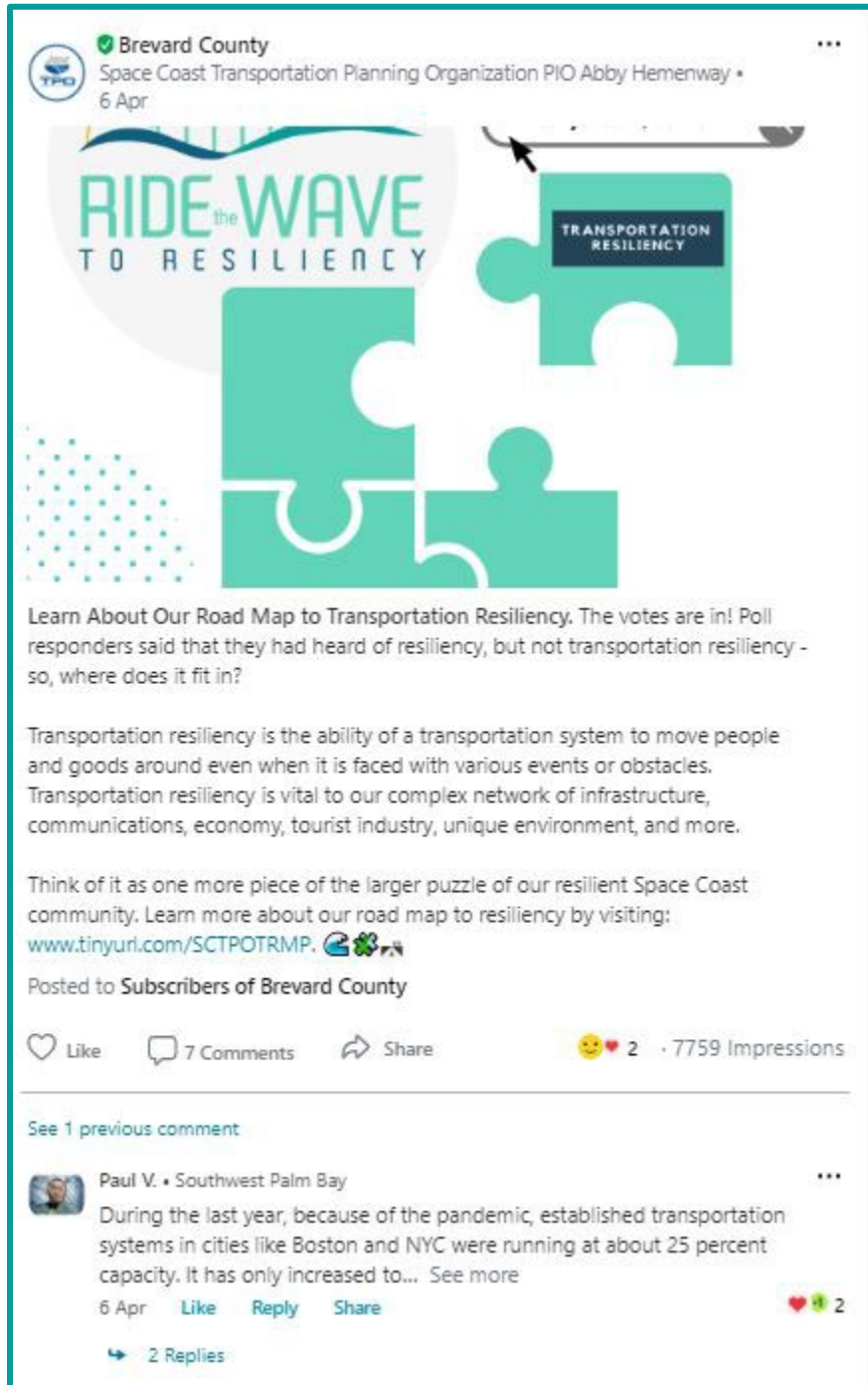


FIGURE 10: SCREENSHOT OF NEXTDOOR POST

#### 4.7.2.2 Community Presentations

Community presentations provided the Space Coast TPO the opportunity to engage with community groups and partners. **Table 10** summarizes the community presentations:

TABLE 10: TRANSPORTATION RMP COMMUNITY PRESENTATION DATES

Date	Presentation Summary	# of Attendees
4/14/2021	Titusville Area Chamber of Commerce Luncheon Resiliency Panel	55
5/7/2021	<b>ECFR2C Summit: Finding Common Ground; People. Place. Prosperity</b>	N/A
11/2/2021	Mobility Week: Health + Equity in Transportation Webinar	24
5/5/2022	Indian River Lagoon National Scenic Byway Bimonthly Meeting	12

#### 4.7.2.3 Newsletters

The Space Coast TPO utilized newsletters to communicate with their partners and citizens on the development of the Transportation RMP. **Table 11** summarizes the newsletters sent through the Space Coast TPO and Brevard County mailing lists. **Figure 11** and **Figure 12** are examples of the type of newsletters distributed.

TABLE 11: SPACE COAST TPO NEWSLETTERS

Newsletter	Date	Title	Open Rate
Press Release	3/29/2021	Space Coast TPO to Develop Transportation Resiliency Master Plan	28%
Brevard Co. Newsletter	4/1/2021	Transportation RMP Flyer	N/A
En Route News - April 2021	4/19/2021	Space Coast TPO to Develop Transportation Resiliency Master Plan	30.30%
En Route News - May 2021	5/17/2021	Learn More About the Space Coast TPO's Transportation Resiliency Master Plan	32.70%
En Route News - July 2021	7/29/2021	Learn More About the Space Coast TPO's Transportation Resiliency Master Plan	33%

## SCTPO to Develop Transportation Resiliency Master Plan



Transportation resiliency is vital to our complex network of infrastructure, communications, economy, tourism industry, unique environment, and more. The SCTPO is currently developing a [Transportation Resiliency Master Plan](#) to define potential transportation-specific shocks and stressors, identify vulnerable corridors, and recommend strategies to improve the adaptability/recovery of the system.

We want you to voice the changes you'd like to see in order to preserve and provide a resilient, secure transportation system through balancing social and environmental resources. Take the below poll to help us guide the conversation:

How concerned are you about our transportation system's resiliency?

**Doesn't concern me.**

Select

**Sounds important.**

Select

**It's vital to our community.**

Select

FIGURE 11: SCREENSHOT OF NEWSLETTER

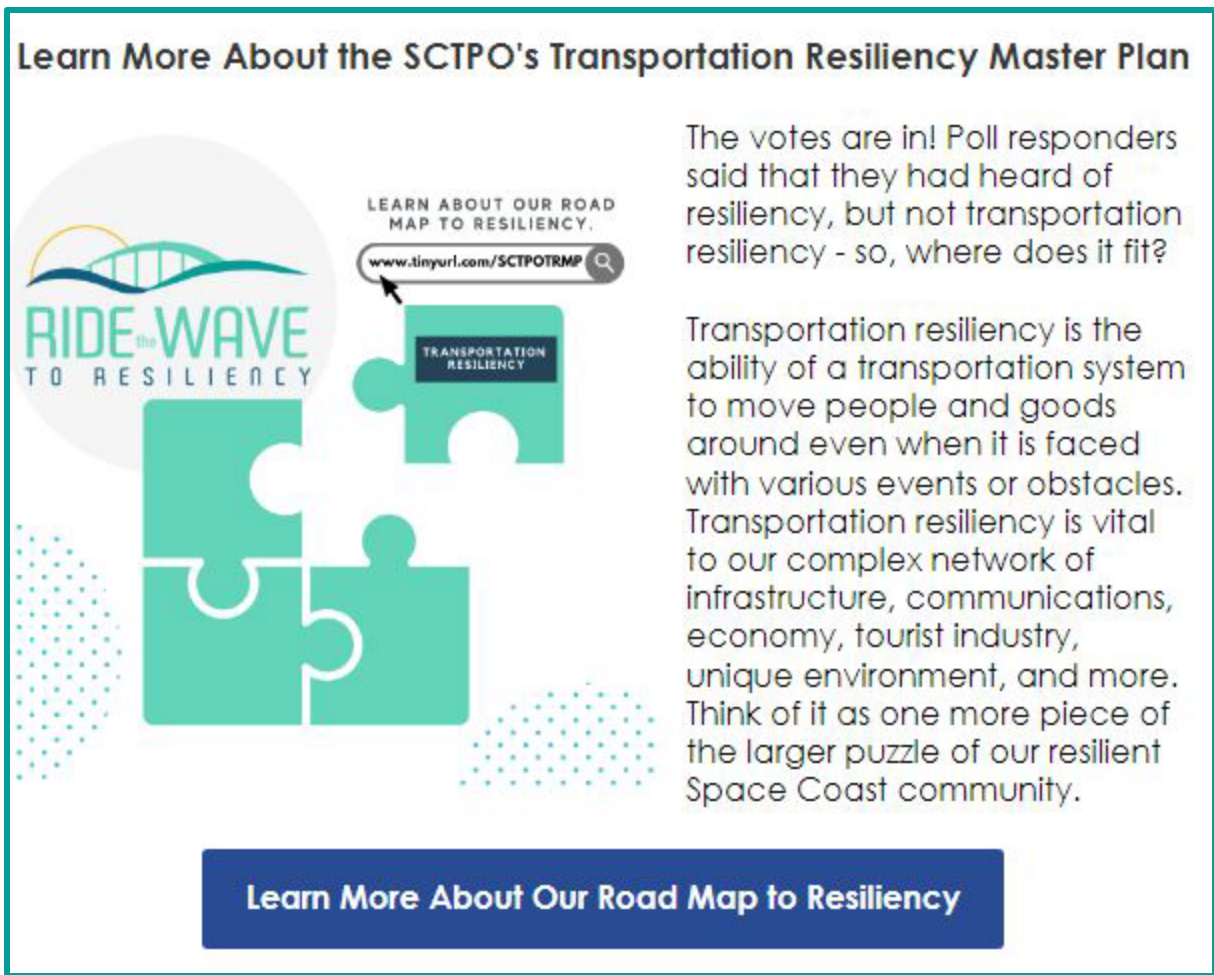


FIGURE 12: ADDITIONAL SCREENSHOT OF NEWSLETTER

#### 4.7.2.3.1 Resiliency Relay

The Resiliency Relay was a newsletter sent to Task Force Members and others who signed up to receive the newsletter on the Transportation RMP website. A total of 8 Resiliency Relays were distributed. All Resiliency Relays can be found in **Appendix B: Resiliency Relay**.

#### 4.7.2.4 APA State of Transportation

Every two years the American Planning Association, Transportation Planning Division develops a State of Transportation Planning Report. The Space Coast TPO and their consultants, Kittelson & Associates, Inc. were invited to submit an article on the development of the Transportation RMP. The full article can be accessed here: <https://transportation.planning.org/knowledge-center/publications/>.

### 4.7.3 Video Development

During the social media outreach, the Space Coast TPO learned that citizens did not seem to be interested in engaging with posts on transportation resiliency or understand the terminology. In response, the Space Coast TPO developed four videos to educate citizens, elected officials, and community partners. One video's purpose is to provide an overview and define transportation resiliency. The other three videos are focused on the specific shocks and stressors of sea level rise and flooding, wildfire and smoke, and hurricanes. The videos will be used in a future outreach and education effort. The videos can be found here: <https://www.spacecoasttpo.com/what-we-do/planning/resiliency-planning>.

## 5.0 NEXT STEPS

### 5.1.1 Launch Event

On March 1, 2023, the Space Coast TPO hosted "Ride the Wave to Resiliency Community Symposium" with the purpose to educate, inspire, and provide access to the resources created through the Transportation RMP. The event will consist of a key note speaker, panels of speakers, videos developed, and a showcase of the Transportation RMP.

### 5.1.2 Community Presentations

While the Space Coast TPO conducted several presentations throughout the plan development, there is the opportunity to continue the education and engagement of the community, professionals, elected officials, and members of the public. Community and professional presentations provide an excellent platform to continue this effort. The Space Coast TPO plans to conduct multiple presentations during the 2023 calendar year.

# 6.0 APPENDIX

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Appendix A: Education and Engagement Framework

Appendix B: Resiliency Relay



APPENDIX A: EDUCATION AND ENGAGEMENT FRAMEWORK



### Transportation Resiliency Master Plan (RMP) Education and Engagement Framework

Purpose of the Education and Engagement Framework: This document outlines the groups' roles, what task will require their involvement/engagement, ideas for the makeup of each group and some potential methods/tools for engaging each group. The Framework will identify collaborators to engage during the Transportation RMP development, the points in the project schedule to engage with them, relevant information to obtain to progress the Transportation RMP, and the materials/concepts to disseminate with each group. The effectiveness of these strategies will be evaluated at key points and inform the evolution of future strategies used throughout the Transportation RMP.

	SCTPO Board	SCTPO Committees	Task Force	Focus Groups	Potential Key Stakeholders	Underserved Communities	Community/General Public/Special Interest Groups
<b>Roles</b>	<ul style="list-style-type: none"> <li>Provide feedback</li> <li>Adopt the Transportation RMP</li> <li>Educate their community/constituency on the Transportation RMP</li> </ul>	<ul style="list-style-type: none"> <li>Provide feedback</li> <li>Educate their community on the Transportation RMP</li> </ul>	<ul style="list-style-type: none"> <li>Provide technical/detailed feedback</li> <li>Provide guidance on how major task findings impact/influence other processes/systems</li> <li>Likely responsible for some strategies that result from the Transportation RMP</li> </ul>	<ul style="list-style-type: none"> <li>Provide technical/detailed feedback</li> <li>Input needed about specific shocks/stressors</li> </ul>	<ul style="list-style-type: none"> <li>Provide specific background information on conditions</li> <li>Act as a Sounding board for strategies</li> <li>Potentially responsible for some strategies</li> </ul>	<ul style="list-style-type: none"> <li>Education/information exchange with project team</li> <li>Identify missing socioeconomic elements in data collection and analysis</li> </ul>	<ul style="list-style-type: none"> <li>Educate about resiliency</li> <li>Feedback to inform Task Force and SCTPO Boards/Committees</li> <li>Share Information on other platforms/events to disseminate information/educate about the Transportation RMP</li> </ul>
<b>Level/Timing of Engagement</b>	<ul style="list-style-type: none"> <li>End of Task 3</li> <li>End of Task 4</li> <li>End of Task 5</li> </ul>	<ul style="list-style-type: none"> <li>End of Task 3</li> <li>End of Task 4</li> <li>End of Task 5</li> </ul>	Engagement needed throughout the Transportation RMP	Task 4	Targeted input during Task 3 and Task 5	Targeted input during Task 3 (identifying vulnerable communities) and Task 4 (prioritizing vulnerable corridors)	High-level, targeted information/education dissemination in Tasks 3 and 4/5
<b>Potential Formats/Tools/Mechanisms</b>	<ul style="list-style-type: none"> <li>Staff briefings</li> <li>Educational presentations</li> <li>Resiliency Relay (similar to <i>Minton Minute</i>)</li> </ul>	<ul style="list-style-type: none"> <li>Staff briefings</li> <li>Educational presentations and exercises/activities</li> <li>Resiliency Relay</li> </ul>	<ul style="list-style-type: none"> <li>Facilitated small group discussions/round table</li> <li>Expert guest presentations/topic showcase</li> <li>Show-N-Tell (task force members share local ideas/sentiments about resiliency)</li> </ul>	<ul style="list-style-type: none"> <li>Facilitated small group discussions centered on specific shock/stressor or critical infrastructure/asset</li> <li>Educational presentations from them and hands-on exercises/activities</li> <li>Living data bank tailored for each topic</li> </ul>	Topic-specific data and information sharing in small groups or one-on-one	<ul style="list-style-type: none"> <li>Topic-specific data and information sharing in small groups or one-on-one</li> <li>Establish an avenue for data sharing throughout the project's lifetime</li> </ul>	<ul style="list-style-type: none"> <li>Opinion and behavioral surveys/polls</li> <li>Interactive meetings</li> <li>Games/activities gauging their reliance on natural/infrastructure systems</li> </ul>
<b>Key Characteristics</b>	Local elected officials that report back to Council	<ul style="list-style-type: none"> <li>Technical Advisory Committee - Will be some crossover to Task Force</li> <li>Citizen's Advisory Committee</li> <li>Bicycle, Pedestrian, and Trails Advisory Committee</li> <li>Transportation Disadvantaged Local Coordinating Board</li> </ul>	<ul style="list-style-type: none"> <li>Expert group based on topical areas from:                             <ul style="list-style-type: none"> <li>State, regional and local agencies</li> <li>Resource agencies</li> <li>Infrastructure agencies</li> </ul> </li> <li>Local governments likely owning/regulating and having jurisdiction over assets in the influence areas of shocks/stressors</li> </ul>	<ul style="list-style-type: none"> <li>Defined by top six shocks/stressors</li> <li>State, regional and local agencies</li> <li>Resource agencies</li> <li>Infrastructure agencies</li> <li>Local governments within the influence areas of specific shocks/stressors</li> <li>May focus on critical infrastructure/assets</li> </ul>	May be Focus Group members or other federal/state/local agencies	Representatives of Underserved Communities	<ul style="list-style-type: none"> <li>Community at-large</li> <li>Interested individuals</li> </ul>
<b>Decision Points</b>							
(Task 3) What are our current conditions? What do the current conditions tell us about the future?			<ul style="list-style-type: none"> <li>Provide feedback on engagement strategy/help engage others (vulnerable communities)</li> <li>Provide information/data on current conditions</li> <li>Provide continuity from best existing programs/work</li> <li>Provide information/data on future conditions and provide input on definitions of shocks/stressors</li> </ul>		<ul style="list-style-type: none"> <li>Inform/educate and gather information/data</li> <li>Share about resiliency work done to-date (if any)</li> <li>Gauge their interest and knowledge in resiliency and pursuing strategies defined in Task 5</li> </ul>	Inform on qualitative data points not included in existing data list	
(Task 4) What future events/activities have the potential to put our people/places/infrastructure at risk?			<ul style="list-style-type: none"> <li>Advise on identifying the top six shocks/stressors</li> </ul>	<ul style="list-style-type: none"> <li>Inform on the impact of the top six shocks/stressors based on their agency/jurisdiction</li> </ul>			
(Task 4) Which areas/corridors/infrastructure are most important to protect from each of the shocks/stressors?			<ul style="list-style-type: none"> <li>Define goals/objectives to address shocks/stressors</li> <li>Provide feedback on scenarios/projections runs and critical areas/corridors/infrastructure</li> <li>Feedback/buy-in on vulnerable corridors</li> </ul>	<ul style="list-style-type: none"> <li>Provide information/increase understanding of top six shocks/stressors</li> <li>Assist in defining scenarios and critical areas/corridors/infrastructure</li> <li>Ground truth scenarios and projections</li> <li>Assist in identifying and understanding vulnerable corridors</li> </ul>			
(Task 5) What short-, mid- and long-term strategies should we take to protect our high priority areas/corridors?			<ul style="list-style-type: none"> <li>Likely responsible for implementing strategies identified in Transportation RMP</li> <li>Identify barriers and processes/systems to implement strategies</li> </ul>		<ul style="list-style-type: none"> <li>Potentially responsible for implementing strategies identified in the Transportation RMP</li> <li>Identify barriers and processes/systems to implement strategies</li> </ul>		



**Transportation Resiliency Master Plan (RMP) Education and Engagement Framework**

Purpose of the Education and Engagement Framework: This document outlines the groups' roles, what task will require their involvement/engagement, ideas for the makeup of each group and some potential methods/tools for engaging each group. The Framework will identify collaborators to engage during the Transportation RMP development, the points in the project schedule to engage with them, relevant information to obtain to progress the Transportation RMP, and the materials/concepts to disseminate with each group. The effectiveness of these strategies will be evaluated at key points and inform the evolution of future strategies used throughout the Transportation RMP.

	SCTPO Board	SCTPO Committees	Task Force	Focus Groups	Potential Key Stakeholders	Underserved Communities	Community/General Public/Special Interest Groups
<b>Persons/Agencies/ Organizations to Include</b>							
	Board members	Bicycle, Pedestrian, and Trails Advisory Committee	Brevard County - Emergency Management	<ul style="list-style-type: none"> <li>To be determined once the six shocks/stressors are defined</li> <li>Some examples include:</li> </ul>	Brevard Zoo's Director of Conservation	<b>Informants for secondary, intersectional impacts of shocks/stressors on transportation infrastructure:</b>	General Public
		Citizen's Advisory Committee	Brevard County - Natural Resources	Brevard County Utilities (Resource-specific for causeways)	Cocoa Beach Chamber of Commerce	Brevard Housing & Human Services	Advocacy/relevant organizations (e.g. Audubon Society, etc.)
		Technical Advisory Committee	Brevard County - Planning	EELs (land management)	Economic Development Commission	Brevard Schools	Brevard Indian River Lagoon Coalition
		Transportation Disadvantaged Local Coordinating Board	Brevard County - Public Works	Environmental/resource agencies	EEL Program	Department of Children and Families	Brevard Nature Alliance
			Brevard County - Utilities	FDOT (Topic-specific)	Indian River Lagoon Council	Florida Department of Agriculture	Captains for Clean Water
			Cape Canaveral	FEMA	Marine Resources Council	Florida Department of Health	Keep Brevard Beautiful, Inc.
			Cocoa - Planning	Local municipalities	Melbourne Chamber of Commerce	Florida Public Service Commission	Lagoon Loyal
			Cocoa - Public Works	Space Port/Space Florida	Palm Bay Chamber of Commerce	Food Banks	
			Cocoa Beach	Waste Management	Save Our Indian River Lagoon	Local Leaders	
			East Central Florida Regional Planning Council	Wildlife Refuge/Forestry	Space Coast Office of Tourism	Ministries	
			Environmental Planning Agency		Titusville Chamber of Commerce	Workforce agencies	
			Florida Department of Environmental Planning				
			Florida Department of Transportation				
			Florida Sea Grant/UF/IFAS Extension				
			Grant-Valkaria				
			Indialantic				
			Indian Harbour Beach				
			Indian River Lagoon Council				
			Malabar				
			Melbourne				
			Melbourne Beach				
			Melbourne Tillman Water Control District				
			Palm Bay				
			Port Canaveral				
			Rockledge				
			Satellite Beach				
			St. Johns Water Management District				
			Titusville				
			West Melbourne				

APPENDIX B: RESILIENCY RELAY

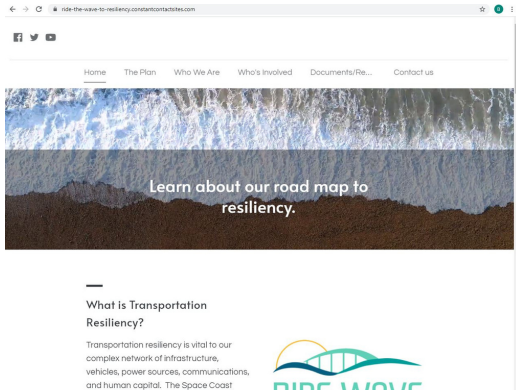




# RESILIENCY RELAY

*Transportation Resiliency Master Plan Progress Update*

*April 1, 2021.*



**Visit: <https://ride-the-wave-to-resiliency.constantcontactsites.com/>**

## COMPLETED WORK

- *Task Force Meeting #1 - Kick-Off and introduce project (01/28/21)*
- *Developed project website*
- *Environmental Stakeholder Work Session (03/01/21)*
- *Held Economic Stakeholder Work Session (03/26/21)*
- *Data collection and analysis*

## UPCOMING ACTIVITIES

- *Community Conversations with Transportation Disadvantaged Communities (Spring 2021)*
- *Determining shocks and stressors to be analyzed*
- *Confirm shocks and stressors with Task Force (May 27, 2021)*
- *Resiliency Social Media Campaign began March 26th. To participate visit our Facebook and Twitter*



## PROJECT CONTACT

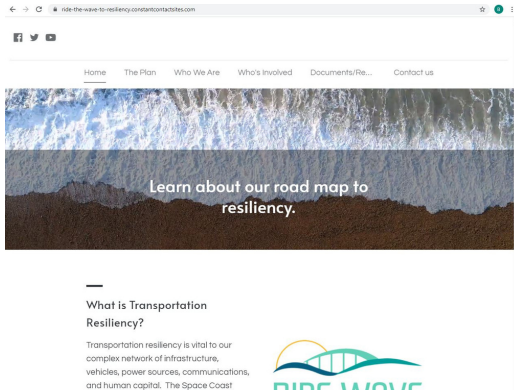
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# RESILIENCY RELAY

*Transportation Resiliency Master Plan Progress Update*

July 22, 2021.



**Visit: <https://ride-the-wave-to-resiliency.constantcontactsites.com/>**

## COMPLETED WORK

- *Continued data collection and analysis*
- *Countywide Transportation Disadvantaged Community Conversation (May 12, 2021)*
- *Task Force Meeting #2 (May 27, 2021)*
- *Met with Brevard County Emergency Management (June 16, 2021)*
- *Data Collection & Analysis Technical Memo*
- *Completed first social media campaign and began second on July 21, 2021*

## UPCOMING ACTIVITIES

- *Focus Group Work Sessions:*
  - *Sea Level Rise/Flooding/Hurricanes/Storm Surge/Coastal Erosion sessions to be held August 3, 2021*
  - *Heat/Drought/Fire Interviews underway*
  - *ITS Focus Group being scheduled*
- *Development of scenarios and evaluations of each shock/stressor impacts*
- *Task Force Meeting #3 (September/October)*



## PROJECT CONTACT



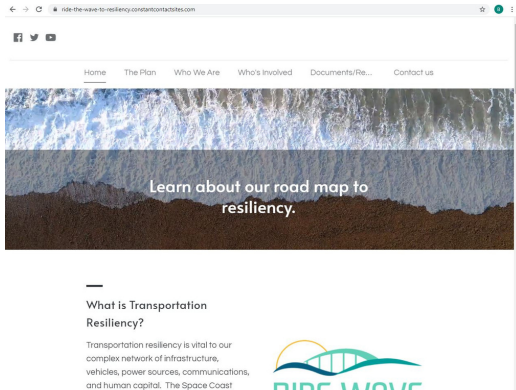
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# RESILIENCY RELAY

*Transportation Resiliency Master Plan Progress Update*

September 22, 2021.



**Visit: <https://ride-the-wave-to-resiliency.constantcontactsites.com/>**

## COMPLETED WORK

- *Continued data collection and analysis*
- *Completed second social media campaign*
- *Focus Group Work Sessions:*
  - *Sea Level Rise/Flooding/Hurricanes/ Storm Surge/Coastal Erosion sessions held August 3, 2021*
  - *ITS Focus Group being scheduled held September 20, 2021*
  - *Heat/Drought/Fire Interviews underway*

## UPCOMING ACTIVITIES

- *Task Force Meeting #3 scheduled for October 19, 2021*
- *Continued development of scenarios and evaluations of each shock/stressor impacts*
- *Development of methodology to prioritize vulnerable corridors*
- *Transportation Disadvantaged engagement*



## PROJECT CONTACT

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# RESILIENCY RELAY

*Transportation Resiliency Master Plan Progress Update*

*December 2, 2021.*

Happy Holidays  
from the  
Space Coast TPO!

## COMPLETED WORK

- *Task Force Meeting #3 held on October 19, 2021*
- *Scenario development completed*
- *Finalized Network Analysis Methodology*



## UPCOMING ACTIVITIES

- *Finish draft Network Analysis*
- *Internal review of Network Analysis*
- *Begin scoping of transportation resiliency video development*
- *Task Force Network Analysis Review in February*
- *Transportation Disadvantaged engagement*
- *Task Force Meeting #4 to be held in March*

**Visit: <https://ride-the-wave-to-resiliency.constantcontactsites.com/>**

## PROJECT CONTACT



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# RESILIENCY RELAY

*Transportation Resiliency Master Plan Progress Update*

April 20, 2022



## COMPLETED WORK

- *Draft Network Analysis*
- *Scenarios and Projections for Shocks and Stressors Technical Memorandum*
- *Scope of Services for Videos*



## UPCOMING ACTIVITIES

- *Task Force Meeting #4 (April 26, 2022)*
- *Task Force Network Analysis Review and "Office Hours" (May 2022)*
- *Transportation Disadvantaged engagement*
- *Development of Transportation Resiliency and Shocks and Stressors Videos*

**Visit: <https://ride-the-wave-to-resiliency.constantcontactsites.com/>**

## PROJECT CONTACT



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# RESILIENCY RELAY

*Transportation Resiliency Master Plan Progress Update*

July 1, 2022



## COMPLETED WORK

- *Task Force Meeting #4 (April 26, 2022)*
- *Task Force Network Analysis Review and "Office Hours" (May 2022)*
- *Edits to Network Analysis based on feedback*
- *Began development of Transportation Resiliency Videos*

## UPCOMING ACTIVITIES

- *Finalize Transportation Resiliency Videos*
- *Analysis of programmed projects for potential resiliency improvements*
- *Development of North, Central, South summary analysis packets*
- *Development of final report*



**Visit: <https://ride-the-wave-to-resiliency.constantcontactsites.com/>**

## PROJECT CONTACT



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# RESILIENCY RELAY

*Transportation Resiliency Master Plan Progress Update*

September 15, 2022



## COMPLETED WORK

- *Finalized Resiliency Videos*
- *Analysis of programmed projects for potential resiliency improvements*
- *Began development of regional Executive Summary packets*

## UPCOMING ACTIVITIES

- *Development of final report*
- *Plan Adoption by TPO Governing Board - October 13, 2022*
- *Task Force Launch Event - Date to TBD*
- *Community Presentations beginning in January 2022*
- *Resiliency Video Social Media Campaign in January 2022*



**Visit: <https://ride-the-wave-to-resiliency.constantcontactsites.com/>**

## PROJECT CONTACT



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# RESILIENCY RELAY

*Transportation Resiliency Master Plan*

October 2022

*Transportation Resiliency is the ability of the transportation system to recover and regain functionality after a major disruption or disaster.*



The Transportation Resiliency Master Plan answered:

- What puts people and infrastructure at risk?
- What infrastructure is most important to protect?
- What actions should we take to protect our critical and vulnerable infrastructure?

## *Major Transportation Impacts*



**Storm surge** is the greatest threat to life and property from a tropical storm/hurricane.



**Flooding** on roadways can cause unsafe driving conditions and prevent the movement of goods and people.



**Sea level rise** is expected to have completely inundated parts of Merritt Island and the Beaches by 2100.



**Smoke and wildfire** can impact our roadways miles away from the actual fire.



Storms and constant waves wear away at shorelines, causing **erosion** over time that can impact roadways less than 30 feet away.



For more information, documents, and an interactive map, visit our web page via the QR Code.

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